MBTA Systemwide Passenger Survey
RAPID TRANSIT 2008–09
Green Line

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ABSTRACT

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

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

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

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

1.1 THE SYSTEMWIDE SURVEY

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

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

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

1.2 GREEN LINE SURVEY METHOD

This volume presents the survey results for passengers riding the Green Line, which, along with the MBTA’s other light and heavy rail lines, belongs to the rapid transit component of the MBTA system.
The rapid transit survey form, a copy of which may be found in Appendix C, contained 24 questions (33 questions, including subquestions). The questions were designed to gather data regarding the specific trip each rider was making when he or she received the survey form (such as trip origin, destination, and purpose), as well as demographic data (such as passenger age, gender, income, and ethnicity) and subjective views of the rider regarding service quality. Also, at the end of the survey form, space was provided in which the rider could write comments and suggestions of his or her own choosing.

Survey forms were offered to all of the riders entering each Green Line station or surface stop platform between 6:00 AM and 3:00 PM on a typical weekday in 2008 or 2009. This distribution strategy was designed to provide approximately 85% of the weekday riders on the Green Line with an opportunity to receive a survey form during what would be considered typical travel conditions. Surveys were not given to riders transferring to the Green Line at North Station, Haymarket, Government Center, and Park Street Stations; such riders would have been covered at the station at which they first entered the rapid transit system. Completed survey forms could be returned to the survey distributors or Customer Service Agents in the stations, or could be mailed in postage-free. Also, the riders were informed that they could use an online survey form instead of the paper form.

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

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

1.3 ORGANIZATION OF DATA IN THIS REPORT

The types of data reported in each chapter are listed below. After Chapter 2’s overview of all of the types of data for the entire Green Line, each chapter presents a certain type (or set of types) of data by station. Each chapter’s data are either for the riders who were entering the rapid transit system at the station where they were surveyed or for those who were exiting the system there.

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

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

2 Results for the Green Line as a Whole: Provides an overview of the results for the Green Line as a whole.

3 Trip Purpose, Reasons for Using the MBTA, and Alternative Means: For each Green Line station or group of surface stops, presents the following data on the riders who were entering the rapid transit system there:

- Why riders made their trips
- Why riders used the MBTA to make their trips
- What mode or modes each rider used if he or she sometimes made the same trip by means other than the Green Line

4 Origin Locations and Activities: For each Green Line station or group of surface stops, presents the following data on the riders who were entering the rapid transit system there:

- Where riders started their trips (by city or town, or by neighborhood of Boston, Cambridge, Somerville, or Brookline)
- What activities riders were engaged in at those origin locations (for example, work, home, school)

5 Access to the Rapid Transit System: For each Green Line station or group of surface stops, presents the following data on the riders who were entering the rapid transit system there:

- What mode riders used to access the Green Line, such as walking, biking, other transit mode, etc.
- For riders who accessed the Green Line by any mode other than transferring to the Green Line from a fixed-route transit service, how long it took them to travel from where their trip began to the station where they boarded the Green Line
- If riders transferred to the Green Line from a commuter rail, boat, or fixed-route bus service (MBTA or other), which service they transferred from

6 Exits from the Rapid Transit System: For each Green Line station or group of surface stops, presents the following data on the riders who were entering the rapid transit system there:

- The stations at which they exited the rapid transit system

7 Entries to the Rapid Transit System: For each Green Line station or group of surface stops, presents the following data on the riders who were exiting the rapid transit system there:

- The stations at which they entered the rapid transit system (including passengers entering stations on the Red, Orange, or Blue Line as well as the Green Line)
8 **Egress from the Rapid Transit System:** For each Green Line station or group of surface stops, presents the following data on the riders who were exiting the rapid transit system there:

- How riders completed their trips after leaving the Green Line (walk, bike, bus, commuter rail, etc.)
- For riders who completed their trips in any manner other than by transferring to a fixed-route transit service, how long it took them to reach their final destinations after leaving the Green Line
- For riders who transferred from the Green Line to a commuter rail, boat, or fixed-route bus service (MBTA or other), which particular route or station they transferred to

9 **Destination Locations and Activities:** For each Green Line station or group of surface stops, presents the following data on the riders who were exiting the rapid transit system there:

- Where riders ended their trips (by city or town, or by neighborhood of Boston, Cambridge, Somerville, or Brookline)
- What activity riders were going to engage in after completing their trips (for example, work, home, school)

10 **Origin-Destination Cross-tabulation:** For each Green Line station or group of surface stops, presents the following data on the riders who were entering the rapid transit system there:

- Where they began their trips (by city, town, or neighborhood)
- Where they ended their trips (by city, town, or neighborhood)

11 **Socioeconomic Characteristics:** For each Green Line station or group of surface stops, presents the following data on the riders who were entering the rapid transit system there:

- Their age, gender, household income, and ethnicity

12 **Usage Rates and Fare Types:** For each Green Line station or group of surface stops, presents the following data on the riders who were entering the rapid transit system there:

- How frequently riders used the system
- How riders paid their fares
- How the different fare-payment methods were related to how frequently riders used the system

13 **Vehicle Availability:** For each Green Line station or group of surface stops, presents the following data on the riders who were entering the rapid transit system there:

- How many riders had driver's licenses
• How many vehicles riders had in their households
• Whether riders had access to the use of household vehicles for the trips they were making when surveyed
• The number of vehicles owned per capita for Green Line riders

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

• Riders’ perceptions regarding several aspects of MBTA service quality.

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

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

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

The B Branch is divided in six segments:

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

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3 The 13 Central Subway stations include Lechmere, Science Park, North Station, Haymarket, Government Center, Park Street, Boylston, Arlington, Copley, Prudential, Symphony, Hynes, and Kenmore.
The C Branch is treated in four segments:

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

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

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

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

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

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

**Alternative Means**  When asked whether they made the same trip by other means on days that they did not use the Green Line, 44% of the respondents answered “yes.” Of those riders, over one-third (37%) indicated that they drove alone. The next-most commonly selected travel mode options were “other” and
“other MBTA service” (approximately 30% each). The “other” respondents wrote in alternatives that included walking, taking a taxi, and being driven by someone else. Some respondents reported more than one alternative mode.

2.2 ORIGIN LOCATIONS AND ACTIVITIES

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

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

2.3 ACCESS TO THE RAPID TRANSIT SYSTEM

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

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

At North Station, which has direct connections with all North Side commuter rail lines, 76% of the entering riders transferred from commuter rail. At Copley
RESULTS FOR THE GREEN LINE AS A WHOLE

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

2.4 EXITS FROM THE RAPID TRANSIT SYSTEM

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

2.5 ENTRIES TO THE RAPID TRANSIT SYSTEM

Of the people exiting the rapid transit system at Green Line stations during the survey hours, 74% had also entered the system at Green Line stations. The individual Green Line stations with the highest percentages of entries were North Station, Copley, and Park Street, each with about 5%. Green Line exit riders also included 16% who had entered on the Red Line, 6% who entered on the Blue Line, and 4% who entered on the Orange Line.

2.6 EGRESS FROM THE RAPID TRANSIT SYSTEM

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

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

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4 To exit the system means to exit the entire rail rapid transit system and does not include alighting from a Green Line train and transferring to another train.
5 Entering the rapid transit system means entering from outside the system, not transferring to a Green Line train from another train.
2.7 DESTINATION LOCATIONS AND ACTIVITIES

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

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

2.8 ORIGIN-DESTINATION CROSS-TABULATION

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

2.9 SOCIOECONOMIC CHARACTERISTICS

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

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

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

2.10 USAGE RATES AND FARE TYPES

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

Almost two-thirds (63%) of survey respondents used a monthly pass to pay their fare. These pass users rode the Green Line 5.0 days per week on average.
Pay-per-ride CharlieCard fares accounted for another 24% of trips, and, as would be expected, these riders used the Green Line less than the monthly pass riders: only 3.4 days per week. Pay-per-ride reduced fares, accounted for a little less than 5% of trips. These riders used the system an average of 3.0 days per week. Seven-day LinkPasses accounted for just over 4% of trips, and were uses an average of 5.4 days per week.

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

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

2.11 VEHICLE AVAILABILITY

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

2.12 SERVICE QUALITY

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

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

Approximately half of the returned survey forms had comments written on them (either in the form's Comments/Suggestions field or in the margins). These comments varied from vague positive and negative statements such as "Great job!" or "The T is run poorly" to specific suggestions such as "B Branch trains should be able to preempt traffic signals at Warren Street, Harvard Street, Packards Corner, and many other stations." Many riders used the Comments/Suggestions field to complain about a specific issue; others used the space to suggest ideas about how the MBTA could improve their transit experience. The most frequent comments were complaints about unreliable service, discourtesy of MBTA personnel, overcrowded vehicles during peak hours, uncleanliness, and jerky stops and starts. Other frequent comments included requests for:

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

In general, the passengers who wrote comments felt that the service reliability and frequency should be improved; however, a significant number of them indicated that they were satisfied with the existing service.
This chapter’s tables begin on the following page.
### Trip Purpose, Reasons for Using the MBTA, and Alternative Means

#### Expanded Results

**Entry Station: All Stops/Stations**

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<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
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<tr>
<td>Home-based Work</td>
<td>40,636</td>
<td>52.9%</td>
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<tr>
<td>Home-based School</td>
<td>8,668</td>
<td>11.3%</td>
<td>64.1%</td>
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<tr>
<td>Home-based Shopping</td>
<td>1,691</td>
<td>2.2%</td>
<td>66.3%</td>
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<tr>
<td>Home-based Social Activity</td>
<td>2,703</td>
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<td>69.9%</td>
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<td>Home-based Personal Business</td>
<td>3,755</td>
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<tr>
<td>Home-based Work-related</td>
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<td>77.0%</td>
</tr>
<tr>
<td>Home-based Other</td>
<td>1,371</td>
<td>1.8%</td>
<td>78.8%</td>
</tr>
<tr>
<td>Work-based</td>
<td>10,328</td>
<td>13.4%</td>
<td>92.2%</td>
</tr>
<tr>
<td>Non-Home/Non-Work-based</td>
<td>5,964</td>
<td>7.8%</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>76,875</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Answer</td>
<td>2,780</td>
<td></td>
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</tbody>
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<table>
<thead>
<tr>
<th>Reasons for Using the MBTA:</th>
<th>Number of Riders</th>
<th>Percent of Riders*</th>
</tr>
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<tbody>
<tr>
<td>Convenience</td>
<td>50,787</td>
<td>64.3%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>21,516</td>
<td>27.3%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>42,414</td>
<td>53.7%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>39,859</td>
<td>50.5%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>36,887</td>
<td>46.7%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>34,636</td>
<td>43.9%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>25,324</td>
<td>32.1%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>21,767</td>
<td>27.6%</td>
</tr>
<tr>
<td>Other</td>
<td>1,504</td>
<td>1.9%</td>
</tr>
<tr>
<td><strong>TOTAL RIDERS GIVING AT LEAST 1 REASON:</strong></td>
<td>78,937</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Other Modes Reported by Riders Who Checked <em>Yes</em>:</th>
<th>Number of Riders</th>
<th>Percent of Riders*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>11,917</td>
<td>36.5%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>795</td>
<td>2.4%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>4,123</td>
<td>12.6%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>3,863</td>
<td>11.8%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>9,695</td>
<td>29.7%</td>
</tr>
<tr>
<td>Other</td>
<td>9,909</td>
<td>30.4%</td>
</tr>
<tr>
<td><strong>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</strong></td>
<td>32,611</td>
<td></td>
</tr>
<tr>
<td>(No other modes reported)</td>
<td>1,671</td>
<td></td>
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*Note: Percentages may total to more than 100 because of multiple choices checked.*
### ORIGIN LOCATIONS

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

Note: Totals shown may differ from column total because of rounding.
## Access to the Rapid Transit System

### Expanded Results

#### Access Mode:

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>63,572</td>
<td>80.7%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>2,805</td>
<td>3.6%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>1,133</td>
<td>1.4%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>50</td>
<td>0.1%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>393</td>
<td>0.5%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>113</td>
<td>0.1%</td>
</tr>
<tr>
<td>Other Access</td>
<td>161</td>
<td>0.2%</td>
</tr>
</tbody>
</table>

**Total Private Trans.**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Private Trans.</td>
<td>68,228</td>
<td>86.6%</td>
</tr>
</tbody>
</table>

**MBTA Bus**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>MBTA Bus</td>
<td>5,700</td>
<td>7.2%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>259</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

**Commuter Rail**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail</td>
<td>4,366</td>
<td>5.5%</td>
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**Boat**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boat</td>
<td>200</td>
<td>0.3%</td>
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**Other**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>50</td>
<td>0.1%</td>
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</table>

**Total Public Trans.**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Public Trans.</td>
<td>10,574</td>
<td>13.4%</td>
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**TOTAL**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL</td>
<td>78,802</td>
<td>100.0%</td>
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</table>

**No Answer**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Answer</td>
<td>853</td>
<td></td>
</tr>
</tbody>
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### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th>Time Range</th>
<th>WALK Number</th>
<th>WALK Percent</th>
<th>DRIVE/PARK Number</th>
<th>DRIVE/PARK Percent</th>
<th>DROP-OFF Number</th>
<th>DROP-OFF Percent</th>
<th>OTHER Number</th>
<th>OTHER Percent</th>
<th>TOTAL Number</th>
<th>TOTAL Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>38,267</td>
<td>65.2%</td>
<td>428</td>
<td>17.4%</td>
<td>339</td>
<td>33.0%</td>
<td>190</td>
<td>33.0%</td>
<td>39,224</td>
<td>62.5%</td>
</tr>
<tr>
<td>6-10</td>
<td>15,042</td>
<td>25.6%</td>
<td>453</td>
<td>18.4%</td>
<td>251</td>
<td>24.4%</td>
<td>154</td>
<td>26.8%</td>
<td>15,901</td>
<td>25.3%</td>
</tr>
<tr>
<td>11-15</td>
<td>3,558</td>
<td>6.1%</td>
<td>554</td>
<td>22.5%</td>
<td>141</td>
<td>13.7%</td>
<td>114</td>
<td>19.9%</td>
<td>4,367</td>
<td>7.0%</td>
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<tr>
<td>16-20</td>
<td>1,290</td>
<td>2.2%</td>
<td>354</td>
<td>14.4%</td>
<td>88</td>
<td>8.5%</td>
<td>79</td>
<td>13.8%</td>
<td>1,811</td>
<td>2.9%</td>
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<tr>
<td>21-30</td>
<td>538</td>
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<td>386</td>
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<td>78</td>
<td>7.6%</td>
<td>0</td>
<td>0.0%</td>
<td>1,002</td>
<td>1.6%</td>
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<tr>
<td>31-45</td>
<td>18</td>
<td>0.0%</td>
<td>167</td>
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<td>50</td>
<td>4.9%</td>
<td>21</td>
<td>3.7%</td>
<td>256</td>
<td>0.4%</td>
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<tr>
<td>Over 45</td>
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<td>119</td>
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<td>81</td>
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<td>16</td>
<td>2.8%</td>
<td>216</td>
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</tbody>
</table>

**TOTAL**

<table>
<thead>
<tr>
<th>Time Range</th>
<th>WALK Number</th>
<th>WALK Percent</th>
<th>DRIVE/PARK Number</th>
<th>DRIVE/PARK Percent</th>
<th>DROP-OFF Number</th>
<th>DROP-OFF Percent</th>
<th>OTHER Number</th>
<th>OTHER Percent</th>
<th>TOTAL Number</th>
<th>TOTAL Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL</td>
<td>58,713</td>
<td>100.0%</td>
<td>2,461</td>
<td>100.0%</td>
<td>1,027</td>
<td>100.0%</td>
<td>576</td>
<td>100.0%</td>
<td>62,777</td>
<td>100.0%</td>
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</tbody>
</table>

**No Answer**

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<th>Time Range</th>
<th>WALK Number</th>
<th>WALK Percent</th>
<th>DRIVE/PARK Number</th>
<th>DRIVE/PARK Percent</th>
<th>DROP-OFF Number</th>
<th>DROP-OFF Percent</th>
<th>OTHER Number</th>
<th>OTHER Percent</th>
<th>TOTAL Number</th>
<th>TOTAL Percent</th>
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<td>4,859</td>
<td></td>
<td>344</td>
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<td>106</td>
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<td>142</td>
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<td>5,451</td>
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</table>

**Avg. Time (min)**

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<th></th>
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</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>6.0</td>
<td>18.8</td>
<td>16.3</td>
<td>13.1</td>
<td>6.7</td>
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**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Transfers to the Rapid Transit System**

Expanded Results

**Entry Station: All Stops/Stations**

**Transferring from:**

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

<table>
<thead>
<tr>
<th>Boat, Boarded at Dock Indicated:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hingham</td>
<td>141</td>
</tr>
<tr>
<td>Quincy</td>
<td>32</td>
</tr>
<tr>
<td>Hull</td>
<td>27</td>
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**MBTA Bus Routes:**

<table>
<thead>
<tr>
<th>Number of Riders</th>
</tr>
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<tbody>
<tr>
<td>57</td>
</tr>
<tr>
<td>111</td>
</tr>
<tr>
<td>88</td>
</tr>
<tr>
<td>69</td>
</tr>
<tr>
<td>39</td>
</tr>
<tr>
<td>80</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>450</td>
</tr>
<tr>
<td>51</td>
</tr>
<tr>
<td>87</td>
</tr>
<tr>
<td>9</td>
</tr>
<tr>
<td>66</td>
</tr>
<tr>
<td>59</td>
</tr>
<tr>
<td>60</td>
</tr>
<tr>
<td>749</td>
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<tr>
<td>326</td>
</tr>
<tr>
<td>455</td>
</tr>
<tr>
<td>426</td>
</tr>
<tr>
<td>354</td>
</tr>
<tr>
<td>52</td>
</tr>
<tr>
<td>65</td>
</tr>
<tr>
<td>86</td>
</tr>
<tr>
<td>502</td>
</tr>
<tr>
<td>451</td>
</tr>
<tr>
<td>325</td>
</tr>
<tr>
<td>92</td>
</tr>
<tr>
<td>15</td>
</tr>
<tr>
<td>8</td>
</tr>
<tr>
<td>93</td>
</tr>
<tr>
<td>55</td>
</tr>
<tr>
<td>Other routes</td>
</tr>
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</table>

**Other Bus Routes:**

<table>
<thead>
<tr>
<th>Number of Riders</th>
</tr>
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<tbody>
<tr>
<td>CJ</td>
</tr>
<tr>
<td>BEX</td>
</tr>
<tr>
<td>BBL</td>
</tr>
<tr>
<td>PB</td>
</tr>
<tr>
<td>CCO</td>
</tr>
<tr>
<td>RIPTA</td>
</tr>
<tr>
<td>Unspecified Bus</td>
</tr>
</tbody>
</table>
### Red Line

<table>
<thead>
<tr>
<th>Station</th>
<th>Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alewife</td>
<td>264</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Davis</td>
<td>492</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>Porter</td>
<td>274</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Harvard</td>
<td>1,286</td>
<td>1.6%</td>
<td></td>
</tr>
<tr>
<td>Central</td>
<td>884</td>
<td>1.1%</td>
<td></td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>1,581</td>
<td>2.0%</td>
<td></td>
</tr>
<tr>
<td>Charles/MBG</td>
<td>842</td>
<td>1.1%</td>
<td></td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
<td>189</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>South Station</td>
<td>2,547</td>
<td>3.2%</td>
<td></td>
</tr>
<tr>
<td>Broadway</td>
<td>143</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Andrew</td>
<td>116</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>JFK/UMass</td>
<td>605</td>
<td>0.8%</td>
<td></td>
</tr>
<tr>
<td>Savin Hill</td>
<td>71</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Fields Corner</td>
<td>87</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Shawmut</td>
<td>84</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Ashmont-R</td>
<td>92</td>
<td>0.1%</td>
<td>37</td>
</tr>
<tr>
<td>North Quincy</td>
<td>160</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Wollaston</td>
<td>54</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Quincy Center</td>
<td>235</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Quincy Adams</td>
<td>198</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Braintree</td>
<td>113</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Red Line: Unspecified</td>
<td>34</td>
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</tr>
<tr>
<td>Red Line Total</td>
<td>10,349</td>
<td>13.1%</td>
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</tr>
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</table>

### Orange Line

<table>
<thead>
<tr>
<th>Station</th>
<th>Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oak Grove</td>
<td>107</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Malden</td>
<td>182</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Wellington</td>
<td>106</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Sullivan Square</td>
<td>209</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Community College</td>
<td>141</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>North Station-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Haymarket-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>State-O</td>
<td>61</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Downtown Crossing-O</td>
<td>10</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Chinatown</td>
<td>14</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>NE Medical Center</td>
<td>45</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Back Bay</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Massachusetts Ave</td>
<td>4</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Ruggles</td>
<td>55</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Roxbury Crossing</td>
<td>15</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Jackson Square</td>
<td>21</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Stony Brook</td>
<td>11</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Street</td>
<td>23</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Forest Hills</td>
<td>128</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Orange Line: Unspecified</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Orange Line Total:</td>
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<td>1.4%</td>
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</tr>
</tbody>
</table>

### Blue Line

<table>
<thead>
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<th>Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
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<tr>
<td>Wonderland</td>
<td>112</td>
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</tr>
<tr>
<td>Revere Beach</td>
<td>88</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Beachmont</td>
<td>31</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>74</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Orient Heights</td>
<td>126</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Wood Island</td>
<td>51</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Airport</td>
<td>504</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>Maverick</td>
<td>201</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Aquarium</td>
<td>348</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>State-B</td>
<td>83</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Bowdoin</td>
<td>54</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
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<tr>
<td>Blue Line Total:</td>
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</table>

### Mattapan High Speed Line

<table>
<thead>
<tr>
<th>Station</th>
<th>Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashmont-M</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Cedar Grove</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Butler</td>
<td>19</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Milton</td>
<td>18</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Central Avenue</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Valley Road</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Capen Street</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Mattapan</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Mattapan Line Total:</td>
<td>37</td>
<td>0.0%</td>
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</table>

* The role of transfers in these exit data tables is explained in section 6.1.
## Exits from the Rapid Transit System

### GREEN LINE

**Expanded Results**

<table>
<thead>
<tr>
<th>Entry Station: All Stops/ Stations</th>
<th>Exits</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Green Line</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lechmere</td>
<td>1,457</td>
<td>1.8%</td>
<td></td>
</tr>
<tr>
<td>Science Park</td>
<td>298</td>
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</tr>
<tr>
<td>North Station-G</td>
<td>2,186</td>
<td>2.8%</td>
<td>1,058</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>712</td>
<td>0.9%</td>
<td>21</td>
</tr>
<tr>
<td>Government Center-G</td>
<td>6,309</td>
<td>8.0%</td>
<td>3,110</td>
</tr>
<tr>
<td>Park Street-G</td>
<td>7,149</td>
<td>9.1%</td>
<td>10,944</td>
</tr>
<tr>
<td>Boylston</td>
<td>4,049</td>
<td>5.1%</td>
<td>28</td>
</tr>
<tr>
<td>Arlington</td>
<td>4,140</td>
<td>5.3%</td>
<td>397</td>
</tr>
<tr>
<td>Copley</td>
<td>5,740</td>
<td>7.3%</td>
<td>520</td>
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<tr>
<td>Hynes Convention Center</td>
<td>3,880</td>
<td>4.9%</td>
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</tr>
<tr>
<td>Kenmore</td>
<td>2,296</td>
<td>2.9%</td>
<td>476</td>
</tr>
<tr>
<td>Prudential</td>
<td>1,123</td>
<td>1.4%</td>
<td></td>
</tr>
<tr>
<td>Symphony</td>
<td>489</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>5,476</td>
<td>6.9%</td>
<td></td>
</tr>
<tr>
<td>B Pack.Cnr.-Warren St.</td>
<td>1,796</td>
<td>2.3%</td>
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</tr>
<tr>
<td>B Washington St.-BC</td>
<td>1,071</td>
<td>1.4%</td>
<td>162</td>
</tr>
<tr>
<td>C St.Mary's-Summit/Winchest</td>
<td>3,046</td>
<td>3.9%</td>
<td></td>
</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>1,041</td>
<td>1.3%</td>
<td>101</td>
</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>3,691</td>
<td>4.7%</td>
<td></td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>1,481</td>
<td>1.9%</td>
<td>52</td>
</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>1,326</td>
<td>1.7%</td>
<td>68</td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>1,657</td>
<td>2.1%</td>
<td></td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>1,066</td>
<td>1.4%</td>
<td></td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>1,313</td>
<td>1.7%</td>
<td>11</td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>2,340</td>
<td>3.0%</td>
<td></td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>483</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line B: Unspecified</td>
<td>23</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line C: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line D: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line E: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td><strong>Green Line Total:</strong></td>
<td>65,623</td>
<td>83.3%</td>
<td></td>
</tr>
</tbody>
</table>

**Summary**

<table>
<thead>
<tr>
<th>Exit Points</th>
<th>Exits</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red Line Total:</td>
<td>10,349</td>
<td>13.1%</td>
</tr>
<tr>
<td>Mattapan Line Total:</td>
<td>37</td>
<td>0.0%</td>
</tr>
<tr>
<td>Orange Line Total:</td>
<td>1,133</td>
<td>1.4%</td>
</tr>
<tr>
<td>Blue Line Total:</td>
<td>1,678</td>
<td>2.1%</td>
</tr>
<tr>
<td>Green Line Total:</td>
<td>65,623</td>
<td>83.3%</td>
</tr>
<tr>
<td>Overall Total</td>
<td>78,819</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Response</td>
<td>837</td>
<td></td>
</tr>
</tbody>
</table>

* 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**

<table>
<thead>
<tr>
<th>Exit Station</th>
<th>All Stops/Stations</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alewife</td>
<td>1,066</td>
<td>1.2%</td>
</tr>
<tr>
<td>Davis</td>
<td>1,341</td>
<td>1.5%</td>
</tr>
<tr>
<td>Porter</td>
<td>830</td>
<td>0.9%</td>
</tr>
<tr>
<td>Harvard</td>
<td>1,740</td>
<td>2.0%</td>
</tr>
<tr>
<td>Central</td>
<td>859</td>
<td>1.0%</td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>624</td>
<td>0.7%</td>
</tr>
<tr>
<td>Charles/MGH</td>
<td>470</td>
<td>0.5%</td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
<td>46</td>
<td>0.1%</td>
</tr>
<tr>
<td>South Station</td>
<td>1,353</td>
<td>1.5%</td>
</tr>
<tr>
<td>Broadway</td>
<td>356</td>
<td>0.4%</td>
</tr>
<tr>
<td>Andrew</td>
<td>542</td>
<td>0.6%</td>
</tr>
<tr>
<td>JFK/UMass</td>
<td>602</td>
<td>0.7%</td>
</tr>
<tr>
<td>Savin Hill</td>
<td>158</td>
<td>0.2%</td>
</tr>
<tr>
<td>Fields Corner</td>
<td>629</td>
<td>0.7%</td>
</tr>
<tr>
<td>Shawmut</td>
<td>286</td>
<td>0.3%</td>
</tr>
<tr>
<td>Ashmont-R</td>
<td>623</td>
<td>0.7%</td>
</tr>
<tr>
<td>North Quincy</td>
<td>632</td>
<td>0.7%</td>
</tr>
<tr>
<td>Wollaston</td>
<td>552</td>
<td>0.6%</td>
</tr>
<tr>
<td>Quincy Center</td>
<td>997</td>
<td>1.1%</td>
</tr>
<tr>
<td>Quincy Adams</td>
<td>398</td>
<td>0.4%</td>
</tr>
<tr>
<td>Braintree</td>
<td>505</td>
<td>0.6%</td>
</tr>
</tbody>
</table>

| Percent of Riders: | 16.4%              |
| Red Line Total:    | 14,608             |

<table>
<thead>
<tr>
<th>Exit Station</th>
<th>All Stops/Stations</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oak Grove</td>
<td>244</td>
<td>0.3%</td>
</tr>
<tr>
<td>Malden</td>
<td>877</td>
<td>1.0%</td>
</tr>
<tr>
<td>Wellington</td>
<td>393</td>
<td>0.4%</td>
</tr>
<tr>
<td>Sullivan Square</td>
<td>539</td>
<td>0.6%</td>
</tr>
<tr>
<td>Community College</td>
<td>212</td>
<td>0.2%</td>
</tr>
<tr>
<td>North Station-O</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Haymarket-O</td>
<td>36</td>
<td>0.0%</td>
</tr>
<tr>
<td>State-O</td>
<td>12</td>
<td>0.0%</td>
</tr>
<tr>
<td>Downtown Crossing-O</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Chinatown</td>
<td>41</td>
<td>0.0%</td>
</tr>
<tr>
<td>NE Medical Center</td>
<td>31</td>
<td>0.0%</td>
</tr>
<tr>
<td>Back Bay</td>
<td>125</td>
<td>0.1%</td>
</tr>
<tr>
<td>Massachusetts Ave</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Ruggles</td>
<td>186</td>
<td>0.2%</td>
</tr>
<tr>
<td>Roxbury Crossing</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Jackson Square</td>
<td>194</td>
<td>0.2%</td>
</tr>
<tr>
<td>Stony Brook</td>
<td>210</td>
<td>0.2%</td>
</tr>
<tr>
<td>Green Street</td>
<td>87</td>
<td>0.1%</td>
</tr>
<tr>
<td>Forest Hills</td>
<td>402</td>
<td>0.5%</td>
</tr>
<tr>
<td>Orange Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Orange Line Total:</td>
<td>3,589</td>
<td>4.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Exit Station</th>
<th>All Stops/Stations</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wonderland</td>
<td>613</td>
<td>0.7%</td>
</tr>
<tr>
<td>Revere Beach</td>
<td>499</td>
<td>0.6%</td>
</tr>
<tr>
<td>Beachmont</td>
<td>269</td>
<td>0.3%</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>74</td>
<td>0.1%</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>604</td>
<td>0.7%</td>
</tr>
<tr>
<td>Wood Island</td>
<td>324</td>
<td>0.4%</td>
</tr>
<tr>
<td>Airport</td>
<td>781</td>
<td>0.9%</td>
</tr>
<tr>
<td>Maverick</td>
<td>1,319</td>
<td>1.5%</td>
</tr>
<tr>
<td>Aquarium</td>
<td>361</td>
<td>0.4%</td>
</tr>
<tr>
<td>State-B</td>
<td>39</td>
<td>0.0%</td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bowdoin</td>
<td>68</td>
<td>0.1%</td>
</tr>
<tr>
<td>Blue Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Blue Line Total:</td>
<td>4,950</td>
<td>5.6%</td>
</tr>
</tbody>
</table>

* The role of transfers in these entry data tables is explained in section 7.1.
### Entries to the Rapid Transit System (cont'd)

#### Expanded Results

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

* The role of transfers in these entry data tables is explained in section 7.1.
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Egress from the Rapid Transit System**

*Expanded Results*

Exit Station: All Stops/Stations

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>79,481</td>
<td>91.8%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>911</td>
<td>1.1%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>472</td>
<td>0.5%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>107</td>
<td>0.1%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>1,181</td>
<td>1.4%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>24</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>167</td>
<td>0.2%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>82,342</td>
<td>95.1%</td>
</tr>
</tbody>
</table>

**MBTA Bus**

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,246</td>
<td>3.7%</td>
</tr>
</tbody>
</table>

**Other Bus**

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>105</td>
<td>0.1%</td>
</tr>
</tbody>
</table>

**Commuter Rail**

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>811</td>
<td>0.9%</td>
</tr>
</tbody>
</table>

**Boat**

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**Other**

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>68</td>
<td>0.1%</td>
</tr>
</tbody>
</table>

**Total Public Trans.**

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>4,235</td>
<td>4.9%</td>
</tr>
</tbody>
</table>

**TOTAL**

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>86,576</td>
<td>100.0%</td>
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</table>

**No Answer**

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<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,738</td>
<td></td>
</tr>
</tbody>
</table>

---

**Trip time from station to trip destination by private transportation:**

<table>
<thead>
<tr>
<th>Time Range</th>
<th>WALK</th>
<th>Drive/Park</th>
<th>Pick-Up</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>65.8%</td>
<td>174</td>
<td>24.9%</td>
<td>88</td>
<td>7.4%</td>
</tr>
<tr>
<td>6-10</td>
<td>23.3%</td>
<td>142</td>
<td>20.4%</td>
<td>32</td>
<td>9.9%</td>
</tr>
<tr>
<td>11-15</td>
<td>7.5%</td>
<td>55</td>
<td>7.9%</td>
<td>88</td>
<td>26.7%</td>
</tr>
<tr>
<td>16-20</td>
<td>3.1%</td>
<td>121</td>
<td>17.4%</td>
<td>58</td>
<td>17.8%</td>
</tr>
<tr>
<td>21-30</td>
<td>0.2%</td>
<td>68</td>
<td>9.8%</td>
<td>16</td>
<td>4.8%</td>
</tr>
<tr>
<td>31-45</td>
<td>0.1%</td>
<td>86</td>
<td>12.4%</td>
<td>29</td>
<td>8.7%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0.0%</td>
<td>50</td>
<td>7.2%</td>
<td>21</td>
<td>6.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100.0%</td>
<td>697</td>
<td>100.0%</td>
<td>328</td>
<td>100.0%</td>
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**No Answer**

<table>
<thead>
<tr>
<th>Number</th>
<th>Percent</th>
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<tbody>
<tr>
<td>11,058</td>
<td>21.2%</td>
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**Avg. Time (min)**

<table>
<thead>
<tr>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.1</td>
<td>19.4</td>
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MBTA Surveys: 2008-09

Rapid Transit Survey

Egress from the Rapid Transit System

Expanded Results

Exit Station: All Stops/Stations

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>79,481</td>
<td>91.8%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>911</td>
<td>1.1%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>472</td>
<td>0.5%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>107</td>
<td>0.1%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>1,181</td>
<td>1.4%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>24</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>167</td>
<td>0.2%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>82,342</td>
<td>95.1%</td>
</tr>
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</table>

**MBTA Bus**

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,246</td>
<td>3.7%</td>
</tr>
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</table>

**Other Bus**

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>105</td>
<td>0.1%</td>
</tr>
</tbody>
</table>

**Commuter Rail**

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>811</td>
<td>0.9%</td>
</tr>
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</table>

**Boat**

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**Other**

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>68</td>
<td>0.1%</td>
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</table>

**Total Public Trans.**

<table>
<thead>
<tr>
<th>Number of Riders</th>
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</tr>
</thead>
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<tr>
<td>4,235</td>
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**TOTAL**

<table>
<thead>
<tr>
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<th>Percent of Riders</th>
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<td>86,576</td>
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**No Answer**

<table>
<thead>
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<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,738</td>
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</table>

---

**Trip time from station to trip destination by private transportation:**

<table>
<thead>
<tr>
<th>Time Range</th>
<th>WALK</th>
<th>Drive/Park</th>
<th>Pick-Up</th>
<th>Other</th>
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</thead>
<tbody>
<tr>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>65.8%</td>
<td>174</td>
<td>24.9%</td>
<td>88</td>
<td>7.4%</td>
</tr>
<tr>
<td>6-10</td>
<td>23.3%</td>
<td>142</td>
<td>20.4%</td>
<td>32</td>
<td>9.9%</td>
</tr>
<tr>
<td>11-15</td>
<td>7.5%</td>
<td>55</td>
<td>7.9%</td>
<td>88</td>
<td>26.7%</td>
</tr>
<tr>
<td>16-20</td>
<td>3.1%</td>
<td>121</td>
<td>17.4%</td>
<td>58</td>
<td>17.8%</td>
</tr>
<tr>
<td>21-30</td>
<td>0.2%</td>
<td>68</td>
<td>9.8%</td>
<td>16</td>
<td>4.8%</td>
</tr>
<tr>
<td>31-45</td>
<td>0.1%</td>
<td>86</td>
<td>12.4%</td>
<td>29</td>
<td>8.7%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0.0%</td>
<td>50</td>
<td>7.2%</td>
<td>21</td>
<td>6.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100.0%</td>
<td>697</td>
<td>100.0%</td>
<td>328</td>
<td>100.0%</td>
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</tbody>
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**No Answer**

<table>
<thead>
<tr>
<th>Number</th>
<th>Percent</th>
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<tbody>
<tr>
<td>11,058</td>
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**Avg. Time (min)**

<table>
<thead>
<tr>
<th>Number</th>
<th>Percent</th>
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<tr>
<td>6.1</td>
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CTPS

19-May-10
<table>
<thead>
<tr>
<th>Transferring to:</th>
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<tbody>
<tr>
<td>Lowell</td>
<td>119</td>
</tr>
<tr>
<td>Salem</td>
<td>59</td>
</tr>
<tr>
<td>Beverly</td>
<td>49</td>
</tr>
<tr>
<td>Brandeis/Roberts</td>
<td>47</td>
</tr>
<tr>
<td>Newburyport</td>
<td>43</td>
</tr>
<tr>
<td>Amtrak Dover NH</td>
<td>37</td>
</tr>
<tr>
<td>Ipswich</td>
<td>33</td>
</tr>
<tr>
<td>Chelsea</td>
<td>32</td>
</tr>
<tr>
<td>Winchester Center</td>
<td>32</td>
</tr>
<tr>
<td>North Billerica</td>
<td>30</td>
</tr>
<tr>
<td>Route 128</td>
<td>27</td>
</tr>
<tr>
<td>Wakefield</td>
<td>25</td>
</tr>
<tr>
<td>Providence</td>
<td>24</td>
</tr>
<tr>
<td>Commuter Rail: Unspecified</td>
<td>23</td>
</tr>
<tr>
<td>Waltham</td>
<td>23</td>
</tr>
<tr>
<td>West Medford</td>
<td>23</td>
</tr>
<tr>
<td>Haverhill</td>
<td>22</td>
</tr>
<tr>
<td>Littleton/Route 495</td>
<td>20</td>
</tr>
<tr>
<td>Swampscott</td>
<td>20</td>
</tr>
<tr>
<td>Lawrence</td>
<td>20</td>
</tr>
<tr>
<td>Wellesley Square</td>
<td>17</td>
</tr>
<tr>
<td>Shirley</td>
<td>15</td>
</tr>
<tr>
<td>Andover</td>
<td>14</td>
</tr>
<tr>
<td>River Works</td>
<td>14</td>
</tr>
<tr>
<td>Wellesley Hills</td>
<td>9</td>
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<tr>
<td>Other stations</td>
<td>35</td>
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</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Number of Riders</th>
</tr>
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<tbody>
<tr>
<td>Charlestown Navy Yard</td>
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<table>
<thead>
<tr>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
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<tr>
<td>1</td>
<td>600</td>
</tr>
<tr>
<td>57</td>
<td>298</td>
</tr>
<tr>
<td>749</td>
<td>265</td>
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<td>59</td>
<td>243</td>
</tr>
<tr>
<td>66</td>
<td>219</td>
</tr>
<tr>
<td>69</td>
<td>147</td>
</tr>
<tr>
<td>CT1</td>
<td>135</td>
</tr>
<tr>
<td>60</td>
<td>134</td>
</tr>
<tr>
<td>88</td>
<td>123</td>
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<td>52</td>
<td>115</td>
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<td>19</td>
<td>78</td>
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<tr>
<td>86</td>
<td>76</td>
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<td>87</td>
<td>74</td>
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<tr>
<td>111</td>
<td>73</td>
</tr>
<tr>
<td>9</td>
<td>68</td>
</tr>
<tr>
<td>8</td>
<td>66</td>
</tr>
<tr>
<td>51</td>
<td>61</td>
</tr>
<tr>
<td>CT2</td>
<td>42</td>
</tr>
<tr>
<td>65</td>
<td>40</td>
</tr>
<tr>
<td>55</td>
<td>38</td>
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<tr>
<td>93</td>
<td>37</td>
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<tr>
<td>80</td>
<td>35</td>
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<tr>
<td>134</td>
<td>31</td>
</tr>
<tr>
<td>39</td>
<td>29</td>
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<tr>
<td>10</td>
<td>28</td>
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<tr>
<td>47</td>
<td>27</td>
</tr>
<tr>
<td>112</td>
<td>26</td>
</tr>
<tr>
<td>70</td>
<td>26</td>
</tr>
<tr>
<td>502</td>
<td>20</td>
</tr>
<tr>
<td>426</td>
<td>18</td>
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<tr>
<td>Other routes</td>
<td>74</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>CON</td>
<td>7</td>
</tr>
<tr>
<td>Unspecified Bus</td>
<td>97</td>
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</table>
# MBTA Surveys: 2008-09

## Rapid Transit Survey

### Destination Locations and Activities

**DESTINATION LOCATIONS**

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston: Back Bay</td>
<td>9,959</td>
<td>11.2%</td>
<td>0.4%</td>
<td>5.2%</td>
<td>3.4%</td>
<td>62.7%</td>
<td>7.2%</td>
<td>7.4%</td>
<td>4.0%</td>
<td>5.6%</td>
<td>4.2%</td>
</tr>
<tr>
<td>Boston: Park Square</td>
<td>8,284</td>
<td>9.3%</td>
<td>0.7%</td>
<td>2.5%</td>
<td>12.8%</td>
<td>69.0%</td>
<td>1.2%</td>
<td>2.9%</td>
<td>3.8%</td>
<td>5.0%</td>
<td>2.0%</td>
</tr>
<tr>
<td>Boston: Longwood Med Area</td>
<td>8,096</td>
<td>9.1%</td>
<td>0.1%</td>
<td>4.6%</td>
<td>10.0%</td>
<td>67.5%</td>
<td>0.6%</td>
<td>12.1%</td>
<td>2.2%</td>
<td>1.5%</td>
<td>1.3%</td>
</tr>
<tr>
<td>Boston: Govt Center</td>
<td>7,571</td>
<td>8.5%</td>
<td>1.1%</td>
<td>0.4%</td>
<td>5.3%</td>
<td>75.3%</td>
<td>0.7%</td>
<td>3.6%</td>
<td>7.8%</td>
<td>2.7%</td>
<td>3.1%</td>
</tr>
<tr>
<td>Boston: B U</td>
<td>7,309</td>
<td>8.2%</td>
<td>1.3%</td>
<td>2.5%</td>
<td>41.5%</td>
<td>44.1%</td>
<td>1.8%</td>
<td>4.0%</td>
<td>3.0%</td>
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<td>0.5%</td>
</tr>
<tr>
<td>Boston: Fenway</td>
<td>6,992</td>
<td>7.9%</td>
<td>1.9%</td>
<td>9.3%</td>
<td>13.7%</td>
<td>48.8%</td>
<td>2.1%</td>
<td>5.6%</td>
<td>2.9%</td>
<td>13.6%</td>
<td>2.1%</td>
</tr>
<tr>
<td>Boston: Financial/Retail</td>
<td>6,770</td>
<td>7.6%</td>
<td>0.9%</td>
<td>1.3%</td>
<td>1.9%</td>
<td>78.0%</td>
<td>4.2%</td>
<td>4.3%</td>
<td>3.4%</td>
<td>3.8%</td>
<td>2.2%</td>
</tr>
<tr>
<td>Boston: Prudential/Hancock</td>
<td>5,957</td>
<td>6.7%</td>
<td>0.5%</td>
<td>1.7%</td>
<td>3.7%</td>
<td>70.5%</td>
<td>6.0%</td>
<td>4.2%</td>
<td>3.3%</td>
<td>5.6%</td>
<td>4.3%</td>
</tr>
<tr>
<td>Brookline: North Brookline</td>
<td>4,318</td>
<td>4.9%</td>
<td>1.0%</td>
<td>30.6%</td>
<td>1.7%</td>
<td>29.0%</td>
<td>7.7%</td>
<td>17.0%</td>
<td>2.9%</td>
<td>7.4%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Newton</td>
<td>2,963</td>
<td>3.3%</td>
<td>2.4%</td>
<td>28.9%</td>
<td>3.3%</td>
<td>49.8%</td>
<td>1.4%</td>
<td>6.4%</td>
<td>1.1%</td>
<td>3.1%</td>
<td>3.5%</td>
</tr>
<tr>
<td>Brookline: South Brookline</td>
<td>2,781</td>
<td>3.1%</td>
<td>1.4%</td>
<td>32.7%</td>
<td>7.1%</td>
<td>40.6%</td>
<td>1.3%</td>
<td>10.0%</td>
<td>1.7%</td>
<td>3.2%</td>
<td>2.0%</td>
</tr>
<tr>
<td>Boston: North End</td>
<td>2,776</td>
<td>3.1%</td>
<td>3.2%</td>
<td>8.4%</td>
<td>1.4%</td>
<td>68.8%</td>
<td>5.3%</td>
<td>3.8%</td>
<td>4.7%</td>
<td>4.3%</td>
<td>4.3%</td>
</tr>
<tr>
<td>Boston: Brighton</td>
<td>2,412</td>
<td>2.7%</td>
<td>2.3%</td>
<td>42.7%</td>
<td>11.0%</td>
<td>29.7%</td>
<td>1.3%</td>
<td>4.5%</td>
<td>2.3%</td>
<td>1.7%</td>
<td>4.5%</td>
</tr>
<tr>
<td>Boston: Allston</td>
<td>1,739</td>
<td>2.0%</td>
<td>0.4%</td>
<td>61.1%</td>
<td>0.9%</td>
<td>23.2%</td>
<td>5.6%</td>
<td>1.6%</td>
<td>3.5%</td>
<td>2.6%</td>
<td>1.1%</td>
</tr>
<tr>
<td>Cambridge: East Cambridge</td>
<td>1,721</td>
<td>1.9%</td>
<td>1.8%</td>
<td>1.6%</td>
<td>74.6%</td>
<td>10.7%</td>
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<td>8.9%</td>
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<td></td>
<td></td>
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<tr>
<td>Boston: South End</td>
<td>1,177</td>
<td>1.3%</td>
<td>11.1%</td>
<td>14.4%</td>
<td>64.1%</td>
<td>5.7%</td>
<td>2.5%</td>
<td>2.2%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cambridge: Kendall/MIT</td>
<td>822</td>
<td>0.9%</td>
<td>2.4%</td>
<td>7.6%</td>
<td>69.3%</td>
<td>15.4%</td>
<td>0.5%</td>
<td>1.8%</td>
<td>2.8%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Waterfront</td>
<td>744</td>
<td>0.8%</td>
<td></td>
<td>90.1%</td>
<td>1.6%</td>
<td>46.6%</td>
<td>36.5%</td>
<td></td>
<td>1.9%</td>
<td>6.4%</td>
<td>3.4%</td>
</tr>
<tr>
<td>Newton: Chestnut Hill</td>
<td>687</td>
<td>0.8%</td>
<td>15.3%</td>
<td>36.5%</td>
<td>46.6%</td>
<td>1.6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Beacon Hill</td>
<td>669</td>
<td>0.8%</td>
<td>11.6%</td>
<td>1.1%</td>
<td>75.9%</td>
<td>3.6%</td>
<td>1.8%</td>
<td>3.9%</td>
<td>2.1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Jamaica Plain</td>
<td>476</td>
<td>0.5%</td>
<td>21.3%</td>
<td>42.4%</td>
<td>18.4%</td>
<td>11.3%</td>
<td>6.6%</td>
<td>3.6%</td>
<td>1.3%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brookline: Chestnut Hill</td>
<td>470</td>
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<td>1.7%</td>
<td>28.5%</td>
<td>8.9%</td>
<td>56.9%</td>
<td>2.6%</td>
<td></td>
<td></td>
<td>1.3%</td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>4,231</td>
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**DESTINATION ACTIVITIES**

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<th>Exit Station: All Stops/Stations</th>
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**GREEN LINE**

Note: Totals shown may differ from column total because of rounding.
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

### Origin-Destination Cross-tabulation

**Expanded Results**

**Entry Station: All Stops/Stations**

#### GREEN LINE

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<td>31.3%</td>
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<td>36.4%</td>
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<td>33.8%</td>
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### Socioeconomic Characteristics

#### Entry Station: All Stops/Stations

<table>
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<tr>
<th>Age of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
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<tbody>
<tr>
<td>18 and Under</td>
<td>1,066</td>
<td>1.4%</td>
<td>1.4%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>18,410</td>
<td>23.3%</td>
<td>24.7%</td>
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<td>25 - 34</td>
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<td>35 - 44</td>
<td>11,654</td>
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<td>68.6%</td>
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<tr>
<td>45 - 64</td>
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<td>93.1%</td>
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<td>65 and Older</td>
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<td>TOTAL</td>
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<td>100.0%</td>
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<table>
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<th>Gender of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
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<tr>
<td>Male</td>
<td>32,184</td>
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<td>Female</td>
<td>44,634</td>
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<td>Transgender</td>
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<table>
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<th>Annual Household Income of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
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<td>Under $20,000</td>
<td>10,724</td>
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<td>14.9%</td>
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<td>$20,000 - $29,999</td>
<td>4,230</td>
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<td>20.8%</td>
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<td>$30,000 - $39,999</td>
<td>5,256</td>
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<td>28.2%</td>
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<td>$40,000 - $49,999</td>
<td>5,860</td>
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<td>36.3%</td>
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<td>$50,000 - $59,999</td>
<td>5,846</td>
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<td>44.5%</td>
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<tr>
<td>$60,000 - $74,999</td>
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<td>54.4%</td>
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<td>$75,000 - $99,999</td>
<td>10,377</td>
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<td>68.9%</td>
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<td>$100,000 or more</td>
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<td>100.0%</td>
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<td>100.0%</td>
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<td>No Answer</td>
<td>7,911</td>
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</table>

Mean Household Size: 2.33

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**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**GREEN LINE**

---

**CTPS**

24-May-10
**MBTA Surveys: 2008-09**  
*Rapid Transit Survey*

**Ethnicity of Riders**  
Expanded Results  
Entry Station: All Stops/Stations

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

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

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<th>Are You Hispanic/Latino?:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
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<td>4,271</td>
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<td>No</td>
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**Usage Rates**

**Expanded Results**

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

**Weekend Usage:**

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>13,041</td>
<td>3,437</td>
<td>244</td>
<td>816</td>
<td>16,721</td>
</tr>
<tr>
<td>Occasionally</td>
<td>810</td>
<td>38,098</td>
<td>2,907</td>
<td>2,200</td>
<td>41,815</td>
</tr>
<tr>
<td>Not at all</td>
<td>123</td>
<td>684</td>
<td>14,809</td>
<td>483</td>
<td>15,616</td>
</tr>
<tr>
<td>No Answer</td>
<td>156</td>
<td>324</td>
<td>98</td>
<td>1,427</td>
<td></td>
</tr>
</tbody>
</table>

| Sunday Total    | 13,974    | 42,218       | 17,960     |           | 74,153|

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
## Fare Types and Pass Usage

### Expanded Results

#### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>18,910</td>
<td>24.1%</td>
<td>3.4</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>2,675</td>
<td>3.4%</td>
<td>3.4</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>49,196</td>
<td>62.7%</td>
<td>5.0</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>385</td>
<td>0.5%</td>
<td>2.7</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>3,801</td>
<td>4.8%</td>
<td>3.0</td>
</tr>
<tr>
<td>Student</td>
<td>156</td>
<td>0.2%</td>
<td>4.6</td>
</tr>
<tr>
<td>Senior</td>
<td>2,889</td>
<td>3.7%</td>
<td>2.6</td>
</tr>
<tr>
<td>Disability</td>
<td>734</td>
<td>0.9%</td>
<td>4.2</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>21</td>
<td>0.0%</td>
<td>3.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>13</td>
<td>0.0%</td>
<td>1.9</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>66</td>
<td>0.1%</td>
<td>5.1</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>57</td>
<td>0.1%</td>
<td>7.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>3,235</td>
<td>4.1%</td>
<td>5.4</td>
</tr>
<tr>
<td>Other</td>
<td>147</td>
<td>0.2%</td>
<td>3.8</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>1,170</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>78,485</td>
<td>100.0%</td>
<td>4.5</td>
</tr>
</tbody>
</table>

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>39,193</td>
<td>49.9%</td>
<td>5.1</td>
</tr>
<tr>
<td>Zone</td>
<td>7,083</td>
<td>9.0%</td>
<td>4.6</td>
</tr>
<tr>
<td>Boat</td>
<td>193</td>
<td>0.2%</td>
<td>5.2</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>841</td>
<td>1.1%</td>
<td>4.2</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>137</td>
<td>0.2%</td>
<td>4.7</td>
</tr>
<tr>
<td>Student</td>
<td>385</td>
<td>0.5%</td>
<td>5.1</td>
</tr>
<tr>
<td>Senior</td>
<td>723</td>
<td>0.9%</td>
<td>4.7</td>
</tr>
<tr>
<td>Disability</td>
<td>501</td>
<td>0.6%</td>
<td>4.7</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>141</td>
<td>0.2%</td>
<td>5.5</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>49,196</td>
<td>62.7%</td>
<td>5.0</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>1,749</td>
<td>2.2%</td>
<td>5.4</td>
</tr>
<tr>
<td>1</td>
<td>509</td>
<td>0.6%</td>
<td>4.5</td>
</tr>
<tr>
<td>2</td>
<td>1,090</td>
<td>1.4%</td>
<td>3.9</td>
</tr>
<tr>
<td>3</td>
<td>833</td>
<td>1.1%</td>
<td>4.2</td>
</tr>
<tr>
<td>4</td>
<td>666</td>
<td>0.8%</td>
<td>4.2</td>
</tr>
<tr>
<td>5</td>
<td>379</td>
<td>0.5%</td>
<td>4.8</td>
</tr>
<tr>
<td>6</td>
<td>690</td>
<td>0.9%</td>
<td>4.9</td>
</tr>
<tr>
<td>7</td>
<td>428</td>
<td>0.5%</td>
<td>4.1</td>
</tr>
<tr>
<td>8</td>
<td>599</td>
<td>0.8%</td>
<td>4.5</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>140</td>
<td>0.2%</td>
<td>4.4</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>7,083</td>
<td>9.0%</td>
<td>4.6</td>
</tr>
</tbody>
</table>
## Vehicle Availability

**Licensed Drivers:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>70,144</td>
<td>89.0%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>8,680</td>
<td>11.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>78,824</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>831</td>
<td></td>
</tr>
</tbody>
</table>

**Usable Vehicles per Household:**

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>28,048</td>
<td>35.9%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>30,663</td>
<td>39.3%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>14,411</td>
<td>18.5%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>4,945</td>
<td>6.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>78,067</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>1,588</td>
<td></td>
</tr>
</tbody>
</table>

**Was a Household Vehicle Available to Rider?:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>32,476</td>
<td>41.4%</td>
</tr>
<tr>
<td>No</td>
<td>46,025</td>
<td>58.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>78,502</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>1,154</td>
<td></td>
</tr>
</tbody>
</table>

**Vehicles Owned per Capita:**

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>26,839</td>
<td>35.5%</td>
<td>35.5%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>9,648</td>
<td>12.8%</td>
<td>48.3%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>21,808</td>
<td>28.9%</td>
<td>77.2%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>15,590</td>
<td>20.6%</td>
<td>97.8%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>1,153</td>
<td>1.5%</td>
<td>99.4%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>489</td>
<td>0.6%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>75,527</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Service Quality

**GREEN LINE**

Entry Station: All Stops/Stations

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

* 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**

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

*Expanded Results*

#### GREEN LINE-SUBWAY

**Entry Station: All Stations**

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

#### Reasons for Using the MBTA:

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

#### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>16,030</td>
<td>43.6%</td>
</tr>
<tr>
<td>No</td>
<td>20,730</td>
<td>56.4%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>36,761</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>1,368</td>
<td></td>
</tr>
</tbody>
</table>

#### Other Modes Reported by Riders Who Checked "Yes":

<table>
<thead>
<tr>
<th>Other Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>5,427</td>
<td>35.7%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>185</td>
<td>1.2%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>1,685</td>
<td>11.1%</td>
</tr>
<tr>
<td>Bicycle</td>
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<td>Other MBTA service</td>
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<td>Other</td>
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<tr>
<td><strong>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</strong></td>
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| (No other modes reported)                   | 820              |                    |

*Note: Percentages may total to more than 100 because of multiple choices checked.*
## Origin Locations and Activities

### ORIGIN LOCATIONS

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<tbody>
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<td>Boston: Back Bay</td>
<td>4,682</td>
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<td>3,310</td>
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<td>Boston: Govt Center</td>
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<td>3.3%</td>
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<td>10.1%</td>
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<td>5.6%</td>
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<td>Boston: Financial/Retail</td>
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<td>9.8%</td>
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<td>3.6%</td>
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<td>4.2%</td>
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<td>2,538</td>
<td>6.7%</td>
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<td>1.5%</td>
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<tr>
<td>Cambridge: East Cambridge</td>
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<tr>
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<td>1,121</td>
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<td>Chelsea</td>
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<td>567</td>
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<td>18.1%</td>
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<tr>
<td>Somerville: Spring Hill</td>
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<td>89.3%</td>
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<tr>
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<td>521</td>
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<tr>
<td>Lynn</td>
<td>465</td>
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<td>100.0%</td>
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<tr>
<td>Cambridge: Central Square</td>
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<tr>
<td>Boston: Allston</td>
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<td>Medford</td>
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<tr>
<td>Boston: Charlestown</td>
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<td>72.5%</td>
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<td>12.5%</td>
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<td></td>
<td>7.5%</td>
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<tr>
<td>Boston: Waterfront</td>
<td>203</td>
<td>0.5%</td>
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<td>32.0%</td>
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<td></td>
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<td>15.5%</td>
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<tr>
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<td>66.3%</td>
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<td></td>
<td></td>
<td></td>
<td>9.3%</td>
</tr>
<tr>
<td>Other (&lt; 0.5% of riders)</td>
<td>5,820</td>
<td>15.3%</td>
<td>4.1%</td>
<td>83.9%</td>
<td>0.6%</td>
<td>5.8%</td>
<td></td>
<td>4.4%</td>
<td>0.5%</td>
<td>0.5%</td>
<td>0.2%</td>
</tr>
<tr>
<td>OVERALL TOTAL</td>
<td>38,129</td>
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<td>16.0%</td>
<td>2.9%</td>
<td>6.5%</td>
<td>5.4%</td>
<td>5.7%</td>
<td>2.9%</td>
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Note: Totals shown may differ from column total because of rounding.
### Access Mode:

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<th>Access Mode</th>
<th>Number of Riders</th>
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<td>Walk Access</td>
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<td>Drive/Park Access</td>
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<tr>
<td>Drop-off Access</td>
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<tr>
<td>Taxi Access</td>
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<tr>
<td>Shuttle/Van Access</td>
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</tr>
<tr>
<td>Bicycle Access</td>
<td>37</td>
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</tr>
<tr>
<td>Other Access</td>
<td>85</td>
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<td><strong>Total Private Trans.</strong></td>
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<td>Other Bus</td>
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<td>Commuter Rail</td>
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<td>Boat</td>
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<tr>
<td>Other</td>
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<td><strong>Total Public Trans.</strong></td>
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<td><strong>TOTAL</strong></td>
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### Trip time from trip origin to station by private transportation:

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<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
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<td>Percent</td>
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<tr>
<td>0-5 minutes</td>
<td>14,751</td>
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<td>6-10</td>
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<td>20</td>
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<td>3.9%</td>
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<td>3.7%</td>
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<td>49</td>
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<td>45</td>
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<td>11.7%</td>
<td>90</td>
<td>0.3%</td>
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<td><strong>TOTAL</strong></td>
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<td>477</td>
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<tr>
<td>Avg. Time (min)</td>
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<td>20.4</td>
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<td>7.1</td>
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### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Transfers to the Rapid Transit System**

**Expanded Results**

#### Transferring from:

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<th>Number of Riders</th>
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<td>Salem</td>
<td>466</td>
</tr>
<tr>
<td>Lowell</td>
<td>261</td>
</tr>
<tr>
<td>Beverly</td>
<td>248</td>
</tr>
<tr>
<td>Lynn</td>
<td>181</td>
</tr>
<tr>
<td>Anderson/Woburn</td>
<td>172</td>
</tr>
<tr>
<td>Newburyport</td>
<td>148</td>
</tr>
<tr>
<td>West Concord</td>
<td>127</td>
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<tr>
<td>Swampscott</td>
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<tr>
<td>West Medford</td>
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<td>Ipswich</td>
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<td>Reading</td>
<td>97</td>
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<td>Providence</td>
<td>96</td>
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<td>Concord</td>
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<table>
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<td>Quincy</td>
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<td>Hull</td>
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#### MBTA Bus Routes:

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#### Other Bus Routes:

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<td>PB</td>
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### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Exits from the Rapid Transit System**

#### Expanded Results

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<th>Percent of Riders</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
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<tr>
<td></td>
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<td>Transfers:*</td>
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<td>Alewife</td>
<td>169</td>
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<td>Oak Grove</td>
</tr>
<tr>
<td>Davis</td>
<td>233</td>
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<td>Porter</td>
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<td>Community College</td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>748</td>
<td>2.0%</td>
<td>North Station-O</td>
</tr>
<tr>
<td>Charles/ MGH</td>
<td>355</td>
<td>0.9%</td>
<td>Haymarket-O</td>
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<td>Park Street-R</td>
<td>0</td>
<td>0.0%</td>
<td>State-O</td>
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<td>Downtown Crossing-O</td>
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<td>2.8%</td>
<td>Chinatown</td>
</tr>
<tr>
<td>Broadway</td>
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<td>0.1%</td>
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<tr>
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<td>Back Bay</td>
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<td>J FK/UMass</td>
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<td>Massachusetts Ave</td>
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<td>60</td>
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<td>Ruggles</td>
</tr>
<tr>
<td>Fields Corner</td>
<td>50</td>
<td>0.1%</td>
<td>Roxbury Crossing</td>
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<td>Shawmut</td>
<td>84</td>
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<td>Jackson Square</td>
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<tr>
<td>Ashmont-R</td>
<td>66</td>
<td>0.2%</td>
<td>Stony Brook</td>
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<td>North Quincy</td>
<td>80</td>
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<td>Wollaston</td>
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#### Blue Line

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<td></td>
<td>Riders:</td>
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<td>Beachmont</td>
<td>31</td>
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<td>Suffolk Downs</td>
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<td>Orient Heights</td>
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<tr>
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<td>Maverick</td>
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<tr>
<td>Aquarium</td>
<td>259</td>
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</tr>
<tr>
<td>State-B</td>
<td>51</td>
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<tr>
<td>Government Center-B</td>
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<tr>
<td>Bowdoin</td>
<td>35</td>
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<tr>
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<td>2.5%</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System

**Expanded Results**

**GREEN LINE-SUBWAY**

Entry Station: All Stations

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<tr>
<th>Green Line</th>
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<th>Transfers:*</th>
<th>Summary</th>
<th>Exit Stations</th>
<th>Percent of Riders</th>
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<td>No Response</td>
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</tbody>
</table>

| Lechmere           | 1,058               | 2.8%              |             |                              | 5,287               | 14.0%             |
| Science Park       | 203                 | 0.5%              |             |                              | 19                  | 0.1%              |
| North Station-G    | 1,156               | 3.1%              | 550         |                              | 599                 | 1.6%              |
| Haymarket-G        | 502                 | 1.3%              |             |                              | 957                 | 2.5%              |
| Government Center-G| 2,930               | 7.8%              | 1,673       |                              | 30,823              | 81.8%             |
| Park Street-G      | 2,378               | 6.3%              | 5,530       |                              |                     |                   |
| Boylston           | 1,522               | 4.0%              | 19          |                              |                     |                   |
| Arlington          | 2,297               | 6.1%              | 75          |                              |                     |                   |
| Copley             | 2,518               | 6.7%              | 258         |                              |                     |                   |
| Hynes Convention Center | 1,106     | 2.9%              |             |                              |                     |                   |
| Kenmore            | 1,085               | 2.9%              | 227         |                              |                     |                   |
| Prudential         | 685                 | 1.8%              |             |                              |                     |                   |
| Symphony           | 221                 | 0.6%              |             |                              |                     |                   |
| B Blandford-Babcock| 2,023               | 5.4%              |             |                              |                     |                   |
| B Pack.Cnr.-Warren St. | 712         | 1.9%              |             |                              |                     |                   |
| B Washington St.-BC| 549                 | 1.5%              |             |                              |                     |                   |
| C St.Mary's-Summit/Winchest | 1,944 | 5.2%              |             |                              |                     |                   |
| C Brandon-Cleveland Cir. | 632     | 1.7%              |             |                              |                     |                   |
| D Fenway-Longwood  | 1,187               | 3.1%              |             |                              |                     |                   |
| D Brook. Vill.-Brook.Hills | 846     | 2.2%              |             |                              |                     |                   |
| D Beaconsfield-Ches.Hill | 734     | 1.9%              |             |                              |                     |                   |
| D Newton Ctr.-Eliot | 839                 | 2.2%              |             |                              |                     |                   |
| D Waban-Riverside  | 532                 | 1.4%              |             |                              |                     |                   |
| E Northeastern-Museum | 842       | 2.2%              |             |                              |                     |                   |
| E Long.Med.-Brig Cir. | 1,986   | 5.3%              |             |                              |                     |                   |
| E Fenwood Rd-Heath | 338                 | 0.9%              |             |                              |                     |                   |
| Green Line: Unspecified | 0           | 0.0%              |             |                              |                     |                   |
| Green Line Subway: Unspecified | 0 | 0.0%              |             |                              |                     |                   |
| Green Line B: Unspecified | 0 | 0.0%              |             |                              |                     |                   |
| Green Line C: Unspecified | 0 | 0.0%              |             |                              |                     |                   |
| Green Line D: Unspecified | 0 | 0.0%              |             |                              |                     |                   |
| Green Line E: Unspecified | 0 | 0.0%              |             |                              |                     |                   |
| Green Line Total: | 30,823              | 81.8%             |             |                              |                     |                   |

* The role of transfers in these exit data tables is explained in section 6.1.
## MBTA Surveys: 2008-09

### Rapid Transit Survey

#### Entries to the Rapid Transit System

**Expanded Results**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Entries</th>
<th>Riders %</th>
<th>Transfers:*</th>
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<tr>
<td>Davis</td>
<td>882</td>
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<tr>
<td>Porter</td>
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<tr>
<td>Harvard</td>
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<tr>
<td>Central</td>
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<td>Kendall/MIT</td>
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<tr>
<td>J FK/UMass</td>
<td>235</td>
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<td>Savin Hill</td>
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<td>Quincy Adams</td>
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<td>Sullivan Square</td>
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<tr>
<td>Community College</td>
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<tr>
<td>North Station-O</td>
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<tr>
<td>Haymarket-O</td>
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</tr>
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<td>Downtown Crossing-O</td>
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### Green Line-Subway

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<tr>
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<th>Transfers:*</th>
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<tbody>
<tr>
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<td>Beachmont</td>
<td>220</td>
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<tr>
<td>Suffolk Downs</td>
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<td>0.1%</td>
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<tr>
<td>Orient Heights</td>
<td>400</td>
<td>0.7%</td>
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<tr>
<td>Wood Island</td>
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<tr>
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<td>State-B</td>
<td>39</td>
<td>0.1%</td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bowdoin</td>
<td>29</td>
<td>0.1%</td>
</tr>
<tr>
<td>Blue Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Blue Line Total</td>
<td>3,378</td>
<td>6.2%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mattapan High Speed Line</th>
<th>Riders %</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashmont-M</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Cedar Grove</td>
<td>18</td>
<td>0.0%</td>
</tr>
<tr>
<td>Butler</td>
<td>4</td>
<td>0.0%</td>
</tr>
<tr>
<td>Milton</td>
<td>9</td>
<td>0.0%</td>
</tr>
<tr>
<td>Central Avenue</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Valley Road</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Capen Street</td>
<td>17</td>
<td>0.0%</td>
</tr>
<tr>
<td>Mattapan</td>
<td>9</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**_Mattapan Line Total:_**

117

---

* The role of transfers in these entry data tables is explained in section 7.1.
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Entries to the Rapid Transit System**

( cont'd )

**GREEN LINE-SUBWAY**

Exit Station: All Stations

**Expanded Results**

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

* The role of transfers in these entry data tables is explained in section 7.1.
### MBTA Surveys: 2008-09
#### Rapid Transit Survey

**Egress from the Rapid Transit System**

**GREEN LINE-SUBWAY**
Exit Station: All Stations

#### Expanded Results

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

#### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th>Drive/Park</th>
<th>Pick-up</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td></td>
<td>Number</td>
<td>Number</td>
<td>Number</td>
<td>Number</td>
</tr>
<tr>
<td>Percent</td>
<td></td>
<td>Percent</td>
<td>Percent</td>
<td>Percent</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>28,397</td>
<td>50</td>
<td>25.8%</td>
<td>51</td>
<td>24.0%</td>
</tr>
<tr>
<td>6-10</td>
<td>10,564</td>
<td>19</td>
<td>9.9%</td>
<td>24</td>
<td>11.4%</td>
</tr>
<tr>
<td>11-15</td>
<td>2,887</td>
<td>7</td>
<td>3.7%</td>
<td>39</td>
<td>18.4%</td>
</tr>
<tr>
<td>16-20</td>
<td>1,147</td>
<td>52</td>
<td>26.8%</td>
<td>58</td>
<td>27.2%</td>
</tr>
<tr>
<td>21-30</td>
<td>28</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>26</td>
<td>33</td>
<td>17.0%</td>
<td>26</td>
<td>12.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>32</td>
<td>16.9%</td>
<td>15</td>
<td>7.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>43,048</td>
<td>192</td>
<td>100.0%</td>
<td>214</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>5,938</td>
<td>7</td>
<td>100.0%</td>
<td>44</td>
<td>100.0%</td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>6.1</td>
<td>28.7</td>
<td>20.1</td>
<td>14.4</td>
<td>6.3</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Transfers from the Rapid Transit System

#### Expanded Results

**GREEN LINE-SUBWAY**

Exit Station: All Stations

### Transferring to:

<table>
<thead>
<tr>
<th>Commuter Rail, Alighted at Station Indicated:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lowell</td>
<td>119</td>
</tr>
<tr>
<td>Salem</td>
<td>59</td>
</tr>
<tr>
<td>Beverly</td>
<td>49</td>
</tr>
<tr>
<td>Brandeis/Roberts</td>
<td>47</td>
</tr>
<tr>
<td>Newburyport</td>
<td>43</td>
</tr>
<tr>
<td>Amtrak Dover NH</td>
<td>37</td>
</tr>
<tr>
<td>Ipswich</td>
<td>33</td>
</tr>
<tr>
<td>Chelsea</td>
<td>32</td>
</tr>
<tr>
<td>Winchester Center</td>
<td>32</td>
</tr>
<tr>
<td>North Billerica</td>
<td>30</td>
</tr>
<tr>
<td>Route 128</td>
<td>27</td>
</tr>
<tr>
<td>Wakefield</td>
<td>25</td>
</tr>
<tr>
<td>Providence</td>
<td>24</td>
</tr>
<tr>
<td>Commuter Rail: Unspecified</td>
<td>23</td>
</tr>
<tr>
<td>Waltham</td>
<td>23</td>
</tr>
<tr>
<td>West Medford</td>
<td>23</td>
</tr>
<tr>
<td>Haverhill</td>
<td>22</td>
</tr>
<tr>
<td>Littleton/Route 495</td>
<td>20</td>
</tr>
<tr>
<td>Swampscott</td>
<td>20</td>
</tr>
<tr>
<td>Lawrence</td>
<td>20</td>
</tr>
<tr>
<td>Wellesley Square</td>
<td>17</td>
</tr>
<tr>
<td>Shirley</td>
<td>15</td>
</tr>
<tr>
<td>Andover</td>
<td>14</td>
</tr>
<tr>
<td>River Works</td>
<td>14</td>
</tr>
<tr>
<td>Wellesley Hills</td>
<td>9</td>
</tr>
<tr>
<td>Other stations</td>
<td>35</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charlestown Navy Yard</td>
<td>5</td>
</tr>
</tbody>
</table>

### MBTA Bus Routes:

<table>
<thead>
<tr>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>600</td>
</tr>
<tr>
<td>57</td>
<td>298</td>
</tr>
<tr>
<td>749</td>
<td>265</td>
</tr>
<tr>
<td>69</td>
<td>147</td>
</tr>
<tr>
<td>CT1</td>
<td>135</td>
</tr>
<tr>
<td>88</td>
<td>123</td>
</tr>
<tr>
<td>19</td>
<td>78</td>
</tr>
<tr>
<td>87</td>
<td>74</td>
</tr>
<tr>
<td>111</td>
<td>73</td>
</tr>
<tr>
<td>9</td>
<td>68</td>
</tr>
<tr>
<td>60</td>
<td>67</td>
</tr>
<tr>
<td>8</td>
<td>60</td>
</tr>
<tr>
<td>55</td>
<td>38</td>
</tr>
<tr>
<td>93</td>
<td>37</td>
</tr>
<tr>
<td>80</td>
<td>35</td>
</tr>
<tr>
<td>134</td>
<td>31</td>
</tr>
<tr>
<td>10</td>
<td>28</td>
</tr>
<tr>
<td>65</td>
<td>27</td>
</tr>
<tr>
<td>112</td>
<td>26</td>
</tr>
<tr>
<td>70</td>
<td>26</td>
</tr>
<tr>
<td>39</td>
<td>20</td>
</tr>
<tr>
<td>502</td>
<td>20</td>
</tr>
<tr>
<td>426</td>
<td>18</td>
</tr>
<tr>
<td>77</td>
<td>13</td>
</tr>
<tr>
<td>354</td>
<td>10</td>
</tr>
<tr>
<td>504</td>
<td>10</td>
</tr>
<tr>
<td>170</td>
<td>5</td>
</tr>
</tbody>
</table>

### Other Bus Routes:

<table>
<thead>
<tr>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>CON</td>
<td>7</td>
</tr>
<tr>
<td>Unspecified Bus</td>
<td>72</td>
</tr>
</tbody>
</table>
## Destination Locations and Activities

### Expanded Results

### GREEN LINE-SUBWAY

Exit Station: All Stations

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston: Back Bay</td>
<td>9,959</td>
<td>18.3%</td>
<td>0.4%</td>
<td>5.2%</td>
<td>3.4%</td>
<td>62.7%</td>
<td>7.2%</td>
<td>7.4%</td>
<td>4.0%</td>
<td>5.6%</td>
<td>4.2%</td>
</tr>
<tr>
<td>Boston: Park Square</td>
<td>8,284</td>
<td>15.2%</td>
<td>0.7%</td>
<td>2.5%</td>
<td>12.8%</td>
<td>69.0%</td>
<td>1.2%</td>
<td>2.9%</td>
<td>3.8%</td>
<td>5.0%</td>
<td>2.0%</td>
</tr>
<tr>
<td>Boston: Govt Center</td>
<td>7,571</td>
<td>13.9%</td>
<td>1.1%</td>
<td>0.4%</td>
<td>5.3%</td>
<td>75.3%</td>
<td>0.7%</td>
<td>3.6%</td>
<td>7.8%</td>
<td>2.7%</td>
<td>3.1%</td>
</tr>
<tr>
<td>Boston: Financial/Retail</td>
<td>6,770</td>
<td>12.4%</td>
<td>0.9%</td>
<td>1.3%</td>
<td>1.9%</td>
<td>78.0%</td>
<td>4.2%</td>
<td>4.3%</td>
<td>3.4%</td>
<td>3.8%</td>
<td>2.2%</td>
</tr>
<tr>
<td>Boston: Prudential/Hancock</td>
<td>5,957</td>
<td>10.9%</td>
<td>0.5%</td>
<td>1.7%</td>
<td>3.7%</td>
<td>70.5%</td>
<td>6.0%</td>
<td>4.2%</td>
<td>3.3%</td>
<td>5.6%</td>
<td>4.3%</td>
</tr>
<tr>
<td>Boston: Fenway</td>
<td>3,529</td>
<td>6.5%</td>
<td>1.3%</td>
<td>12.1%</td>
<td>9.5%</td>
<td>45.7%</td>
<td>3.5%</td>
<td>7.3%</td>
<td>4.5%</td>
<td>13.4%</td>
<td>2.8%</td>
</tr>
<tr>
<td>Boston: North End</td>
<td>2,776</td>
<td>5.1%</td>
<td>3.2%</td>
<td>8.4%</td>
<td>1.4%</td>
<td>68.8%</td>
<td>5.3%</td>
<td>3.8%</td>
<td>4.7%</td>
<td>4.3%</td>
<td></td>
</tr>
<tr>
<td>Cambridge: East Cambridge</td>
<td>1,718</td>
<td>3.2%</td>
<td>1.8%</td>
<td>1.6%</td>
<td>74.5%</td>
<td>10.7%</td>
<td>1.3%</td>
<td>9.0%</td>
<td>1.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: South End</td>
<td>1,134</td>
<td>2.1%</td>
<td>11.5%</td>
<td>13.0%</td>
<td>64.7%</td>
<td></td>
<td>5.9%</td>
<td>2.6%</td>
<td>2.2%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cambridge: Kendall/MIT</td>
<td>760</td>
<td>1.4%</td>
<td>2.6%</td>
<td>7.9%</td>
<td>67.2%</td>
<td>16.7%</td>
<td>0.6%</td>
<td></td>
<td>2.0%</td>
<td>3.1%</td>
<td></td>
</tr>
<tr>
<td>Boston: Waterfront</td>
<td>744</td>
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<td></td>
<td></td>
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<td></td>
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<tr>
<td>Boston: B U</td>
<td>692</td>
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<td>4.8%</td>
<td>29.8%</td>
<td>60.6%</td>
<td></td>
<td>1.9%</td>
<td>2.9%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Beacon Hill</td>
<td>669</td>
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<td>11.6%</td>
<td>1.1%</td>
<td>75.9%</td>
<td></td>
<td>3.6%</td>
<td>1.8%</td>
<td>3.9%</td>
<td>2.1%</td>
<td></td>
</tr>
<tr>
<td>Boston: Charlestown</td>
<td>424</td>
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<td>3.7%</td>
<td>10.9%</td>
<td>85.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Longwood Med Area</td>
<td>420</td>
<td>0.8%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2.4%</td>
<td>74.6%</td>
<td>11.0%</td>
<td>5.7%</td>
</tr>
<tr>
<td>Boston: Dwntwn Unspecified</td>
<td>391</td>
<td>0.7%</td>
<td>17.3%</td>
<td>2.8%</td>
<td>3.9%</td>
<td>41.9%</td>
<td>0.9%</td>
<td>12.9%</td>
<td>2.4%</td>
<td>17.9%</td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>2,672</td>
<td>4.9%</td>
<td>5.6%</td>
<td>36.8%</td>
<td>1.6%</td>
<td>43.0%</td>
<td>0.6%</td>
<td>2.0%</td>
<td>2.3%</td>
<td>5.5%</td>
<td>2.4%</td>
</tr>
<tr>
<td>OVERALL TOTAL</td>
<td>54,469</td>
<td>100.0%</td>
<td>1.2%</td>
<td>5.3%</td>
<td>5.6%</td>
<td>67.5%</td>
<td>3.6%</td>
<td>4.6%</td>
<td>4.2%</td>
<td>4.9%</td>
<td>3.1%</td>
</tr>
</tbody>
</table>

Note: Totals shown may differ from column total because of rounding.
### Origin-Destination Cross-tabulation

**Expanded Results**

#### GREEN LINE-SUBWAY

**Entry Station:** All Stations

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
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<th></th>
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<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Boston: Back Bay</td>
<td>31</td>
<td>794</td>
<td>336</td>
<td>211</td>
<td>453</td>
<td>263</td>
<td>183</td>
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<td>0</td>
<td>131</td>
<td>1988</td>
<td>4682</td>
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<td>12.3%</td>
<td>38129</td>
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<tr>
<td>Boston: Fenway</td>
<td>133</td>
<td>574</td>
<td>26</td>
<td>206</td>
<td>338</td>
<td>201</td>
<td>95</td>
<td>88</td>
<td>26</td>
<td>45</td>
<td>1502</td>
<td>3310</td>
<td>45.4%</td>
<td>8.7%</td>
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<tr>
<td>Boston: Park Square</td>
<td>155</td>
<td>99</td>
<td>276</td>
<td>15</td>
<td>105</td>
<td>219</td>
<td>230</td>
<td>193</td>
<td>101</td>
<td>183</td>
<td>1116</td>
<td>2884</td>
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<td>7.6%</td>
<td></td>
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<tr>
<td>Boston: Govt Center</td>
<td>397</td>
<td>0</td>
<td>230</td>
<td>128</td>
<td>0</td>
<td>317</td>
<td>189</td>
<td>21</td>
<td>104</td>
<td>94</td>
<td>1310</td>
<td>2822</td>
<td>46.4%</td>
<td>7.4%</td>
<td></td>
</tr>
<tr>
<td>Boston: Financial/Retail</td>
<td>288</td>
<td>0</td>
<td>162</td>
<td>128</td>
<td>22</td>
<td>233</td>
<td>245</td>
<td>239</td>
<td>225</td>
<td>139</td>
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<td>2696</td>
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<tr>
<td>Boston: Prudential/Hancock</td>
<td>18</td>
<td>439</td>
<td>70</td>
<td>134</td>
<td>215</td>
<td>210</td>
<td>136</td>
<td>118</td>
<td>0</td>
<td>49</td>
<td>1246</td>
<td>2666</td>
<td>46.7%</td>
<td>7.0%</td>
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<tr>
<td>Boston: North End</td>
<td>467</td>
<td>26</td>
<td>144</td>
<td>208</td>
<td>0</td>
<td>98</td>
<td>155</td>
<td>187</td>
<td>222</td>
<td>71</td>
<td>909</td>
<td>2538</td>
<td>35.8%</td>
<td>6.7%</td>
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<tr>
<td>Cambridge: East Cambridge</td>
<td>125</td>
<td>335</td>
<td>99</td>
<td>101</td>
<td>233</td>
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<td>79</td>
<td>20</td>
<td>91</td>
<td>79</td>
<td>593</td>
<td>1832</td>
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<td>4.8%</td>
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<tr>
<td>Unspecified</td>
<td>50</td>
<td>63</td>
<td>68</td>
<td>80</td>
<td>149</td>
<td>62</td>
<td>76</td>
<td>18</td>
<td>86</td>
<td>79</td>
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<td>3.2%</td>
<td></td>
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<tr>
<td>Boston: South End</td>
<td>50</td>
<td>0</td>
<td>171</td>
<td>39</td>
<td>111</td>
<td>99</td>
<td>63</td>
<td>73</td>
<td>0</td>
<td>66</td>
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<td>43.1%</td>
<td>3.2%</td>
<td></td>
</tr>
<tr>
<td>Boston: Beacon Hill</td>
<td>171</td>
<td>43</td>
<td>168</td>
<td>0</td>
<td>0</td>
<td>209</td>
<td>90</td>
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<td>189</td>
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<td>16.5%</td>
<td>3.0%</td>
<td></td>
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<tr>
<td>Chelsea</td>
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<td>0</td>
<td>0</td>
<td>145</td>
<td>0</td>
<td>0</td>
<td>128</td>
<td>0</td>
<td>63</td>
<td>9</td>
<td>288</td>
<td>655</td>
<td>43.9%</td>
<td>1.7%</td>
<td></td>
</tr>
<tr>
<td>Boston: BU</td>
<td>62</td>
<td>77</td>
<td>11</td>
<td>51</td>
<td>26</td>
<td>77</td>
<td>0</td>
<td>51</td>
<td>0</td>
<td>48</td>
<td>209</td>
<td>655</td>
<td>34.1%</td>
<td>1.7%</td>
<td></td>
</tr>
<tr>
<td>Boston: Brighton</td>
<td>121</td>
<td>22</td>
<td>0</td>
<td>26</td>
<td>73</td>
<td>0</td>
<td>11</td>
<td>0</td>
<td>125</td>
<td>0</td>
<td>191</td>
<td>567</td>
<td>33.6%</td>
<td>1.5%</td>
<td></td>
</tr>
<tr>
<td>Somerville: Spring Hill</td>
<td>20</td>
<td>98</td>
<td>60</td>
<td>39</td>
<td>109</td>
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<td>10</td>
<td>169</td>
<td>554</td>
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<td>1.5%</td>
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<td>Salem</td>
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<td>67</td>
<td>70</td>
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<td>35</td>
<td>35</td>
<td>19</td>
<td>0</td>
<td>203</td>
<td>521</td>
<td>38.9%</td>
<td>1.4%</td>
<td></td>
</tr>
<tr>
<td>Lynn</td>
<td>104</td>
<td>19</td>
<td>35</td>
<td>145</td>
<td>0</td>
<td>0</td>
<td>19</td>
<td>38</td>
<td>0</td>
<td>81</td>
<td>465</td>
<td>17.5%</td>
<td>75.5%</td>
<td>1.2%</td>
<td></td>
</tr>
<tr>
<td>Cambridge: Central Square</td>
<td>0</td>
<td>0</td>
<td>10</td>
<td>80</td>
<td>20</td>
<td>0</td>
<td>10</td>
<td>0</td>
<td>22</td>
<td>18</td>
<td>136</td>
<td>331</td>
<td>41.1%</td>
<td>0.9%</td>
<td></td>
</tr>
<tr>
<td>Other &amp; % of Column</td>
<td>850</td>
<td>446</td>
<td>929</td>
<td>665</td>
<td>543</td>
<td>304</td>
<td>489</td>
<td>771</td>
<td>383</td>
<td>156</td>
<td>1444</td>
<td>7099</td>
<td>26.9%</td>
<td>14.6%</td>
<td></td>
</tr>
<tr>
<td>Other &amp; % of Column</td>
<td>8.3%</td>
<td>8.0%</td>
<td>7.6%</td>
<td>6.6%</td>
<td>6.4%</td>
<td>6.2%</td>
<td>5.8%</td>
<td>5.3%</td>
<td>4.5%</td>
<td>3.3%</td>
<td>35.0%</td>
<td>38129</td>
<td>41.6%</td>
<td>14.6%</td>
<td>100%</td>
</tr>
</tbody>
</table>

**CTPS**

14-Jun-10
### Socioeconomic Characteristics

**Entry Station: All Stations**

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

<table>
<thead>
<tr>
<th>Gender of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>16,902</td>
<td>45.8%</td>
</tr>
<tr>
<td>Female</td>
<td>19,984</td>
<td>54.1%</td>
</tr>
<tr>
<td>Transgender</td>
<td>31</td>
<td>0.1%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>36,918</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>1,211</td>
<td></td>
</tr>
</tbody>
</table>

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

Mean Household Size: 2.23
### Ethnicity of Riders

**Expanded Results**

**GREEN LINE-SUBWAY**

**Entry Station: All Stations**

<table>
<thead>
<tr>
<th>Self-Identified Race:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>376</td>
<td>1.0%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>2,294</td>
<td>6.3%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>124</td>
<td>0.3%</td>
</tr>
<tr>
<td>Asian</td>
<td>3,084</td>
<td>8.5%</td>
</tr>
<tr>
<td>White</td>
<td>29,760</td>
<td>81.8%</td>
</tr>
<tr>
<td>Other</td>
<td>1,621</td>
<td>4.5%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response 36,390

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

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>1,968</td>
<td>5.5%</td>
</tr>
<tr>
<td>No</td>
<td>33,946</td>
<td>94.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>35,915</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>2,214</td>
<td></td>
</tr>
</tbody>
</table>
# MBTA Surveys: 2008-09

**Rapid Transit Survey**

## Usage Rates

### Expanded Results

**GREEN LINE-SUBWAY**

Entry Station: All Stations

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

### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>5,200</td>
<td>1,107</td>
<td>107</td>
<td>342</td>
<td>6,614</td>
</tr>
<tr>
<td>Occasionally</td>
<td>278</td>
<td>17,892</td>
<td>1,435</td>
<td>1,143</td>
<td>19,605</td>
</tr>
<tr>
<td>Not at all</td>
<td>84</td>
<td>315</td>
<td>8,789</td>
<td>320</td>
<td>9,188</td>
</tr>
<tr>
<td>No Answer</td>
<td>95</td>
<td>142</td>
<td>48</td>
<td>834</td>
<td></td>
</tr>
</tbody>
</table>

### Sunday Usage*

<table>
<thead>
<tr>
<th>Sunday Total</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,561</td>
<td>19,313</td>
<td>10,332</td>
<td>29.3%</td>
<td>35,206</td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
### Fare Types and Pass Usage

**Expanded Results**

#### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>9,356</td>
<td>24.9%</td>
<td>3.2</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>1,875</td>
<td>5.0%</td>
<td>3.6</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>22,112</td>
<td>58.9%</td>
<td>4.8</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>2,384</td>
<td>6.4%</td>
<td>2.6</td>
</tr>
<tr>
<td>Student</td>
<td>22</td>
<td>0.1%</td>
<td>2.0</td>
</tr>
<tr>
<td>Senior</td>
<td>1,962</td>
<td>5.2%</td>
<td>2.4</td>
</tr>
<tr>
<td>Disability</td>
<td>400</td>
<td>1.1%</td>
<td>3.9</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>35</td>
<td>0.1%</td>
<td>6.6</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>51</td>
<td>0.1%</td>
<td>7.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>1,686</td>
<td>4.5%</td>
<td>5.3</td>
</tr>
<tr>
<td>Other</td>
<td>41</td>
<td>0.1%</td>
<td>4.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>589</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>37,539</td>
<td>100.0%</td>
<td>4.2</td>
</tr>
</tbody>
</table>

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>15,376</td>
<td>41.0%</td>
<td>4.9</td>
</tr>
<tr>
<td>Zone</td>
<td>4,848</td>
<td>12.9%</td>
<td>4.4</td>
</tr>
<tr>
<td>Boat</td>
<td>178</td>
<td>0.5%</td>
<td>5.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>782</td>
<td>2.1%</td>
<td>4.2</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>100</td>
<td>0.3%</td>
<td>5.2</td>
</tr>
<tr>
<td>Student</td>
<td>129</td>
<td>0.3%</td>
<td>5.1</td>
</tr>
<tr>
<td>Senior</td>
<td>359</td>
<td>1.0%</td>
<td>4.7</td>
</tr>
<tr>
<td>Disability</td>
<td>284</td>
<td>0.8%</td>
<td>4.8</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>57</td>
<td>0.2%</td>
<td>5.8</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>22,112</td>
<td>58.9%</td>
<td>4.8</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>488</td>
<td>1.3%</td>
<td>4.8</td>
</tr>
<tr>
<td>1</td>
<td>348</td>
<td>0.9%</td>
<td>4.2</td>
</tr>
<tr>
<td>2</td>
<td>876</td>
<td>2.3%</td>
<td>3.9</td>
</tr>
<tr>
<td>3</td>
<td>727</td>
<td>1.9%</td>
<td>4.5</td>
</tr>
<tr>
<td>4</td>
<td>542</td>
<td>1.4%</td>
<td>4.4</td>
</tr>
<tr>
<td>5</td>
<td>328</td>
<td>0.9%</td>
<td>5.0</td>
</tr>
<tr>
<td>6</td>
<td>617</td>
<td>1.6%</td>
<td>4.9</td>
</tr>
<tr>
<td>7</td>
<td>340</td>
<td>0.9%</td>
<td>4.0</td>
</tr>
<tr>
<td>8</td>
<td>521</td>
<td>1.4%</td>
<td>4.4</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>60</td>
<td>0.2%</td>
<td>3.4</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>4,848</td>
<td>12.9%</td>
<td>4.4</td>
</tr>
</tbody>
</table>
## Vehicle Availability

**Licensed Drivers:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>33,637</td>
<td>89.0%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>4,157</td>
<td>11.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>37,794</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>334</td>
<td></td>
</tr>
</tbody>
</table>

**Usable Vehicles per Household:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>12,633</td>
<td>33.7%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>14,706</td>
<td>39.2%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>7,755</td>
<td>20.7%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>2,434</td>
<td>6.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>37,529</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>600</td>
<td></td>
</tr>
</tbody>
</table>

**Was a Household Vehicle Available to Rider?:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>17,125</td>
<td>45.3%</td>
</tr>
<tr>
<td>No</td>
<td>20,640</td>
<td>54.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>37,765</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>364</td>
<td></td>
</tr>
</tbody>
</table>

**Vehicles Owned per Capita:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>12,164</td>
<td>33.3%</td>
<td>33.3%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>4,127</td>
<td>11.3%</td>
<td>44.6%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>10,763</td>
<td>29.5%</td>
<td>74.1%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>8,668</td>
<td>23.7%</td>
<td>97.8%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>638</td>
<td>1.7%</td>
<td>99.5%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>165</td>
<td>0.5%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>36,525</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09
### Rapid Transit Survey

**Service Quality**

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>3.1</td>
<td>8.6%</td>
<td>16.7%</td>
<td>39.2%</td>
<td>29.0%</td>
<td>6.5%</td>
<td>36,758</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.6</td>
<td>2.0%</td>
<td>5.6%</td>
<td>33.2%</td>
<td>44.3%</td>
<td>14.9%</td>
<td>36,780</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.0</td>
<td>8.2%</td>
<td>18.6%</td>
<td>42.7%</td>
<td>26.1%</td>
<td>4.3%</td>
<td>37,141</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.3</td>
<td>4.7%</td>
<td>13.4%</td>
<td>41.1%</td>
<td>31.2%</td>
<td>9.6%</td>
<td>36,343</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>3.3</td>
<td>8.0%</td>
<td>14.7%</td>
<td>29.8%</td>
<td>30.7%</td>
<td>16.8%</td>
<td>36,785</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>3.0</td>
<td>9.7%</td>
<td>20.8%</td>
<td>38.9%</td>
<td>24.5%</td>
<td>6.1%</td>
<td>37,008</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>3.1</td>
<td>8.3%</td>
<td>15.3%</td>
<td>37.6%</td>
<td>31.7%</td>
<td>7.0%</td>
<td>37,080</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>3.1</td>
<td>8.3%</td>
<td>15.3%</td>
<td>37.6%</td>
<td>31.7%</td>
<td>7.0%</td>
<td>37,080</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.8</td>
<td>15.7%</td>
<td>20.3%</td>
<td>39.6%</td>
<td>17.3%</td>
<td>7.1%</td>
<td>17,454</td>
</tr>
<tr>
<td>Station amenities</td>
<td>2.6</td>
<td>17.2%</td>
<td>26.2%</td>
<td>42.3%</td>
<td>12.2%</td>
<td>2.0%</td>
<td>31,024</td>
</tr>
<tr>
<td>Fare collection system</td>
<td>3.6</td>
<td>6.3%</td>
<td>9.5%</td>
<td>26.5%</td>
<td>35.5%</td>
<td>22.1%</td>
<td>36,229</td>
</tr>
</tbody>
</table>

* 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

#### Expanded Results

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

#### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>8,176</td>
<td>60.1%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>2,879</td>
<td>21.2%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>5,403</td>
<td>39.7%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>5,558</td>
<td>40.9%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>5,369</td>
<td>39.5%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>5,741</td>
<td>42.2%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>3,875</td>
<td>28.5%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>5,658</td>
<td>41.6%</td>
</tr>
<tr>
<td>Other</td>
<td>297</td>
<td>2.2%</td>
</tr>
<tr>
<td><strong>TOTAL RIDERS GIVING AT LEAST 1 REASON:</strong></td>
<td><strong>13,606</strong></td>
<td></td>
</tr>
</tbody>
</table>

#### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>6,001</td>
<td>44.6%</td>
</tr>
<tr>
<td>No</td>
<td>7,465</td>
<td>55.4%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>13,466</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>307</td>
<td></td>
</tr>
</tbody>
</table>

#### Other Modes Reported by Riders Who Checked "Yes*

<table>
<thead>
<tr>
<th>Other Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>1,584</td>
<td>27.0%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>332</td>
<td>5.7%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>892</td>
<td>15.2%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>762</td>
<td>13.0%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>1,965</td>
<td>33.5%</td>
</tr>
<tr>
<td>Other</td>
<td>2,027</td>
<td>34.6%</td>
</tr>
<tr>
<td><strong>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</strong></td>
<td><strong>5,861</strong></td>
<td></td>
</tr>
</tbody>
</table>

(No other modes reported) 140

*Note: Percentages may total to more than 100 because of multiple choices checked.
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

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

**Expanded Results**

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

#### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>5,656</td>
<td>67.9%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>1,731</td>
<td>20.8%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>4,338</td>
<td>52.1%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>4,532</td>
<td>54.4%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>4,070</td>
<td>48.8%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>3,895</td>
<td>46.7%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>2,871</td>
<td>34.5%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>2,635</td>
<td>31.6%</td>
</tr>
<tr>
<td>Other</td>
<td>177</td>
<td>2.1%</td>
</tr>
<tr>
<td><strong>TOTAL RIDERS GIVING AT LEAST 1 REASON:</strong></td>
<td><strong>8,334</strong></td>
<td></td>
</tr>
</tbody>
</table>

#### Use Other Mode to Make Same Trip?

| Yes                                   | 3,434            | 41.6%             |
| No                                    | 4,830            | 58.4%             |
| **TOTAL**                             | **8,263**        | **100.0%**        |
| No Answer                             | 207              |                   |

#### Other Modes Reported by Riders Who Checked "Yes":

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>1,189</td>
<td>37.5%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>54</td>
<td>1.7%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>391</td>
<td>12.3%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>387</td>
<td>12.2%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>768</td>
<td>24.3%</td>
</tr>
<tr>
<td>Other</td>
<td>1,137</td>
<td>35.9%</td>
</tr>
<tr>
<td><strong>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</strong></td>
<td><strong>3,168</strong></td>
<td></td>
</tr>
</tbody>
</table>

(No other modes reported) 266

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

CTPS

25-May-10
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

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

#### Expanded Results

**GREEN LINE-D**

**Entry Station: All Stations**

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

**Reasons for Using the MBTA:**

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>5,656</td>
<td>67.9%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>1,731</td>
<td>20.8%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>4,338</td>
<td>52.1%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>4,532</td>
<td>54.4%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>4,070</td>
<td>48.8%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>3,895</td>
<td>46.7%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>2,871</td>
<td>34.5%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>2,635</td>
<td>31.6%</td>
</tr>
<tr>
<td>Other</td>
<td>177</td>
<td>2.1%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:**

- 8,334

**Use Other Mode to Make Same Trip?**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>3,434</td>
<td>41.6%</td>
</tr>
<tr>
<td>No</td>
<td>4,830</td>
<td>58.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>8,263</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**No Answer**

- 207

**Other Modes Reported by Riders Who Checked "Yes":**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>1,189</td>
<td>37.5%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>54</td>
<td>1.7%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>391</td>
<td>12.3%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>387</td>
<td>12.2%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>768</td>
<td>24.3%</td>
</tr>
<tr>
<td>Other</td>
<td>1,137</td>
<td>35.9%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:**

- 3,168

**No other modes reported**

- 266

*Note: Percentages may total to more than 100 because of multiple choices checked.*
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

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

**Expanded Results**

**GREEN LINE-E**

**Entry Stop: All Stops**

#### Trip Purpose:

<table>
<thead>
<tr>
<th>Trip Purpose</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home-based Work</td>
<td>2,033</td>
<td>34.4%</td>
<td>34.4%</td>
</tr>
<tr>
<td>Home-based School</td>
<td>965</td>
<td>16.3%</td>
<td>50.8%</td>
</tr>
<tr>
<td>Home-based Shopping</td>
<td>99</td>
<td>1.7%</td>
<td>52.5%</td>
</tr>
<tr>
<td>Home-based Social Activity</td>
<td>230</td>
<td>3.9%</td>
<td>56.4%</td>
</tr>
<tr>
<td>Home-based Personal Business</td>
<td>257</td>
<td>4.4%</td>
<td>60.7%</td>
</tr>
<tr>
<td>Home-based Work-related</td>
<td>36</td>
<td>0.6%</td>
<td>61.3%</td>
</tr>
<tr>
<td>Home-based Other</td>
<td>103</td>
<td>1.7%</td>
<td>63.1%</td>
</tr>
<tr>
<td>Work-based</td>
<td>1,189</td>
<td>20.1%</td>
<td>83.2%</td>
</tr>
<tr>
<td>Non-Home/Non-Work-based</td>
<td>991</td>
<td>16.8%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**TOTAL** 5,903 293

#### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>4,128</td>
<td>67.8%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>1,773</td>
<td>29.1%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>3,126</td>
<td>51.3%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>2,685</td>
<td>44.1%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>2,647</td>
<td>43.5%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>2,693</td>
<td>44.2%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>1,878</td>
<td>30.8%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>1,847</td>
<td>30.3%</td>
</tr>
<tr>
<td>Other</td>
<td>114</td>
<td>1.9%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:** 6,090

#### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>2,905</td>
<td>48.3%</td>
</tr>
<tr>
<td>No</td>
<td>3,114</td>
<td>51.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>6,018</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>178</td>
<td></td>
</tr>
</tbody>
</table>

#### Other Modes Reported by Riders Who Checked "Yes":

<table>
<thead>
<tr>
<th>Other Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>744</td>
<td>27.9%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>118</td>
<td>4.4%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>309</td>
<td>11.6%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>252</td>
<td>9.4%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>1,083</td>
<td>40.6%</td>
</tr>
<tr>
<td>Other</td>
<td>737</td>
<td>27.6%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:** 2,670

(No other modes reported) 235

*Note: Percentages may total to more than 100 because of multiple choices checked.*
## Origin Locations and Activities

**GREEN LINE-B**

**Entry Stop: All Stops**

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

Note: Totals shown may differ from column total because of rounding.
### ORIGIN LOCATIONS AND ACTIVITIES

**Expanded Results**

**Entry Stop: All Stops**

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

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

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

Note: Totals shown may differ from column total because of rounding.
### Origin Locations and Activities

**Green Line-E**
Entry Stop: All Stops

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

**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

**Entry Stop: All Stops**

<table>
<thead>
<tr>
<th>Access Mode:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>13,257</td>
<td>97.3%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>23</td>
<td>0.2%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>8</td>
<td>0.1%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>85</td>
<td>0.6%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>32</td>
<td>0.2%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>13,405</td>
<td>98.3%</td>
</tr>
</tbody>
</table>

**MBTA Bus**

- 212 (1.6%)

**Other Bus**

- 0 (0.0%)

**Commuter Rail**

- 14 (0.1%)

**Boat**

- 0 (0.0%)

**Other**

- 0 (0.0%)

**Total Public Trans.**

- 227 (1.7%)

**TOTAL**

- 13,632 (100.0%)

**No Answer**

- 141

---

### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>9,898</td>
<td>81.9%</td>
<td>12</td>
<td>100.0%</td>
<td>8</td>
<td>100.0%</td>
</tr>
<tr>
<td>6-10</td>
<td>1,478</td>
<td>12.2%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>11-15</td>
<td>375</td>
<td>3.1%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>16-20</td>
<td>219</td>
<td>1.8%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>21-30</td>
<td>115</td>
<td>1.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>12,086</td>
<td>100.0%</td>
<td>12</td>
<td>100.0%</td>
<td>8</td>
<td>100.0%</td>
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<td>1,171</td>
<td>11</td>
<td>0</td>
<td>0</td>
<td>1,182</td>
<td></td>
</tr>
</tbody>
</table>

**Avg. Time (min)**

- 4.5

---

CTPS

20-May-10
## Transfers to the Rapid Transit System

### Expanded Results

#### Entry Stop: All Stops

**Green Line-B**

<table>
<thead>
<tr>
<th>Transferring from:</th>
<th>Number of Riders</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Boarded at Station Indicated:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Newtonville</td>
<td>14</td>
<td>66</td>
<td>107</td>
</tr>
<tr>
<td></td>
<td></td>
<td>57</td>
<td>54</td>
</tr>
<tr>
<td></td>
<td></td>
<td>59</td>
<td>19</td>
</tr>
<tr>
<td></td>
<td></td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td></td>
<td>65</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td></td>
<td>51</td>
<td>7</td>
</tr>
<tr>
<td>Boat, Boarded at Dock Indicated:</td>
<td>(None identified)</td>
<td>Other Bus Routes:</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

Access to the Rapid Transit System

**Expanded Results**

**Access Mode:**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>8,052</td>
<td>95.8%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>134</td>
<td>1.6%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>40</td>
<td>0.5%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>27</td>
<td>0.3%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>8</td>
<td>0.1%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>8,261</strong></td>
<td><strong>98.3%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>121</td>
<td>1.4%</td>
</tr>
<tr>
<td>Other Bus</td>
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</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>16</td>
<td>0.2%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>141</strong></td>
<td><strong>1.7%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>8,402</strong></td>
<td><strong>100.0%</strong></td>
</tr>
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</table>

**No Answer**

<table>
<thead>
<tr>
<th></th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>68</td>
<td>1.0%</td>
</tr>
</tbody>
</table>

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th>DRIVE/PARK</th>
<th></th>
<th>DROP-OFF</th>
<th></th>
<th>OTHER</th>
<th></th>
<th>TOTAL</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>5,384</td>
<td>72.7%</td>
<td>15</td>
<td>14.0%</td>
<td>12</td>
<td>29.0%</td>
<td>23</td>
<td>75.4%</td>
<td>5,435</td>
<td>71.7%</td>
</tr>
<tr>
<td>6-10</td>
<td>1,555</td>
<td>21.0%</td>
<td>39</td>
<td>35.7%</td>
<td>4</td>
<td>10.1%</td>
<td>0</td>
<td>0.0%</td>
<td>1,598</td>
<td>21.1%</td>
</tr>
<tr>
<td>11-15</td>
<td>291</td>
<td>3.9%</td>
<td>29</td>
<td>26.1%</td>
<td>10</td>
<td>26.1%</td>
<td>8</td>
<td>24.6%</td>
<td>338</td>
<td>4.5%</td>
</tr>
<tr>
<td>16-20</td>
<td>137</td>
<td>1.9%</td>
<td>27</td>
<td>24.2%</td>
<td>14</td>
<td>34.8%</td>
<td>0</td>
<td>0.0%</td>
<td>178</td>
<td>2.3%</td>
</tr>
<tr>
<td>21-30</td>
<td>36</td>
<td>0.5%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>36</td>
<td>0.5%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>7,403</td>
<td>100.0%</td>
<td>110</td>
<td>100.0%</td>
<td>40</td>
<td>100.0%</td>
<td>31</td>
<td>100.0%</td>
<td>7,584</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td>649</td>
<td>1.0%</td>
<td>24</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>4</td>
<td>0.0%</td>
<td>677</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Avg. Time (min)</strong></td>
<td>5.1</td>
<td>1.4%</td>
<td>12.0</td>
<td>18.0%</td>
<td>12.8</td>
<td>18.7%</td>
<td>6.7</td>
<td>9.1%</td>
<td>5.3</td>
<td>0.7%</td>
</tr>
</tbody>
</table>

CTPS

20-May-10
**Transfers to the Rapid Transit System**

**Entry Stop: All Stops**

**Green Line-C**

<table>
<thead>
<tr>
<th>Commuter Rail, Boarded at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>66</td>
<td>33</td>
</tr>
<tr>
<td></td>
<td>86</td>
<td>19</td>
</tr>
<tr>
<td></td>
<td>47</td>
<td>17</td>
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<tr>
<td></td>
<td>51</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>65</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>59</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>75</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>70</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>73</td>
<td>6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Boarded at Dock Indicated:</th>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>Unspecified Bus</td>
<td>4</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

### Access to the Rapid Transit System

**Expanded Results**

Entry Station: All Stations

**Access Mode:**

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

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th><strong>WALK</strong></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>4,462</td>
<td>50.5%</td>
<td>242</td>
<td>13.9%</td>
<td>210</td>
<td>35.5%</td>
</tr>
<tr>
<td>6-10</td>
<td>3,229</td>
<td>36.5%</td>
<td>340</td>
<td>19.5%</td>
<td>146</td>
<td>24.7%</td>
</tr>
<tr>
<td>11-15</td>
<td>873</td>
<td>9.9%</td>
<td>368</td>
<td>21.1%</td>
<td>80</td>
<td>13.6%</td>
</tr>
<tr>
<td>16-20</td>
<td>211</td>
<td>2.4%</td>
<td>264</td>
<td>15.2%</td>
<td>42</td>
<td>7.2%</td>
</tr>
<tr>
<td>21-30</td>
<td>60</td>
<td>0.7%</td>
<td>281</td>
<td>16.2%</td>
<td>36</td>
<td>6.1%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>167</td>
<td>9.6%</td>
<td>40</td>
<td>6.8%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>78</td>
<td>4.5%</td>
<td>37</td>
<td>6.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>8,836</td>
<td>100.0%</td>
<td>1,742</td>
<td>100.0%</td>
<td>590</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>624</td>
<td>9.7%</td>
<td>194</td>
<td>10.5%</td>
<td>54</td>
<td>10.5%</td>
</tr>
</tbody>
</table>

Avg. Time (min) 7.2 19.7 16.2 10.5 9.7
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Transfers to the Rapid Transit System**

Expanded Results  
Entry Station: All Stations

<table>
<thead>
<tr>
<th>Transferring from:</th>
<th>GREEN LINE-D</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Entry Station: All Stations</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>51</td>
<td>186</td>
</tr>
<tr>
<td>59</td>
<td>126</td>
</tr>
<tr>
<td>52</td>
<td>73</td>
</tr>
<tr>
<td>86</td>
<td>49</td>
</tr>
<tr>
<td>39</td>
<td>48</td>
</tr>
<tr>
<td>66</td>
<td>24</td>
</tr>
<tr>
<td>60</td>
<td>20</td>
</tr>
<tr>
<td>65</td>
<td>16</td>
</tr>
<tr>
<td>31</td>
<td>16</td>
</tr>
<tr>
<td>32</td>
<td>16</td>
</tr>
<tr>
<td>15</td>
<td>8</td>
</tr>
<tr>
<td>749</td>
<td>8</td>
</tr>
<tr>
<td>CT2</td>
<td>7</td>
</tr>
<tr>
<td>558</td>
<td>7</td>
</tr>
<tr>
<td>70A</td>
<td>4</td>
</tr>
</tbody>
</table>

**Boat, Boarded at Dock Indicated:**

| (None identified) |

**Other Bus Routes:**

<table>
<thead>
<tr>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unspecified Bus</td>
</tr>
</tbody>
</table>
## Access to the Rapid Transit System

**Expanded Results**

### Access Mode:

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>5,730</td>
<td>92.8%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>141</td>
<td>2.3%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>123</td>
<td>2.0%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>31</td>
<td>0.5%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>29</td>
<td>0.5%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>6,055</td>
<td>98.1%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>109</td>
<td>1.8%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>11</td>
<td>0.2%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>120</td>
<td>1.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>6,175</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th>Time</th>
<th>WALK</th>
<th></th>
<th>DRIVE/PARK</th>
<th></th>
<th>DROP-OFF</th>
<th></th>
<th>OTHER</th>
<th></th>
<th>TOTAL</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Num</td>
<td>%</td>
<td>Num</td>
<td>%</td>
<td>Num</td>
<td>%</td>
<td>Num</td>
<td>%</td>
<td>Num</td>
<td>%</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>3,772</td>
<td>71.7%</td>
<td>42</td>
<td>34.8%</td>
<td>57</td>
<td>51.1%</td>
<td>0</td>
<td>0.0%</td>
<td>3,870</td>
<td>70.3%</td>
</tr>
<tr>
<td>6-10</td>
<td>1,045</td>
<td>19.9%</td>
<td>20</td>
<td>17.0%</td>
<td>20</td>
<td>18.2%</td>
<td>11</td>
<td>100.0%</td>
<td>1,097</td>
<td>19.9%</td>
</tr>
<tr>
<td>11-15</td>
<td>255</td>
<td>4.8%</td>
<td>14</td>
<td>11.6%</td>
<td>14</td>
<td>12.5%</td>
<td>0</td>
<td>0.0%</td>
<td>283</td>
<td>5.1%</td>
</tr>
<tr>
<td>16-20</td>
<td>143</td>
<td>2.7%</td>
<td>19</td>
<td>16.0%</td>
<td>20</td>
<td>18.2%</td>
<td>0</td>
<td>0.0%</td>
<td>182</td>
<td>3.3%</td>
</tr>
<tr>
<td>21-30</td>
<td>46</td>
<td>0.9%</td>
<td>14</td>
<td>11.6%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>60</td>
<td>1.1%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>11</td>
<td>9.1%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>11</td>
<td>0.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>5,261</td>
<td>100.0%</td>
<td>120</td>
<td>100.0%</td>
<td>112</td>
<td>100.0%</td>
<td>11</td>
<td>100.0%</td>
<td>5,504</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

No Answer: 470  21  11  50  551

Avg. Time (min): 5.4  16.6  9.1  10.0  5.8
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

#### Transfers to the Rapid Transit System

**Expanded Results**

**GREEN LINE-E**

**Entry Stop: All Stops**

<table>
<thead>
<tr>
<th>Transferring from:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Boarded at</td>
<td>39</td>
<td>60</td>
</tr>
<tr>
<td>Station Indicated:</td>
<td>15</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>60</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>66</td>
<td>8</td>
</tr>
</tbody>
</table>

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

| (None identified)           |                   |                  |
## MBTA Surveys: 2008-09

### Rapid Transit Survey

### Exits from the Rapid Transit System

**Expanded Results**

#### Red Line

<table>
<thead>
<tr>
<th>Station</th>
<th>Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
<th>Station</th>
<th>Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alewife</td>
<td>2,066</td>
<td>1.9%</td>
<td></td>
<td>Oak Grove</td>
<td>128</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Davis</td>
<td>2,281</td>
<td>2.1%</td>
<td></td>
<td>Malden</td>
<td>596</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>Porter</td>
<td>1,628</td>
<td>1.5%</td>
<td></td>
<td>Wellington</td>
<td>229</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Harvard</td>
<td>9,167</td>
<td>8.5%</td>
<td></td>
<td>Sullivan Square</td>
<td>278</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Central</td>
<td>5,129</td>
<td>4.7%</td>
<td></td>
<td>Community College</td>
<td>166</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>11,202</td>
<td>10.4%</td>
<td></td>
<td>North Station-O</td>
<td>952</td>
<td>0.9%</td>
<td></td>
</tr>
<tr>
<td>Charles/MGH</td>
<td>6,690</td>
<td>6.2%</td>
<td></td>
<td>Haymarket-O</td>
<td>325</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Park Street-R</td>
<td>10,131</td>
<td>9.4%</td>
<td>15,249</td>
<td>State-O</td>
<td>567</td>
<td>0.5%</td>
<td>371</td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
<td>11,094</td>
<td>10.3%</td>
<td>7,273</td>
<td>Downtown Crossing-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>South Station</td>
<td>13,762</td>
<td>12.7%</td>
<td></td>
<td>Chinatown</td>
<td>171</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Broadway</td>
<td>1,320</td>
<td>1.2%</td>
<td></td>
<td>NE Medical Center</td>
<td>500</td>
<td>0.5%</td>
<td></td>
</tr>
<tr>
<td>Andrew</td>
<td>1,034</td>
<td>1.0%</td>
<td></td>
<td>Back Bay</td>
<td>1,518</td>
<td>1.4%</td>
<td></td>
</tr>
<tr>
<td>JFK/UMass</td>
<td>2,843</td>
<td>2.6%</td>
<td>241</td>
<td>Massachusetts Ave</td>
<td>398</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>Savin Hill</td>
<td>272</td>
<td>0.3%</td>
<td></td>
<td>Ruggles</td>
<td>404</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>Fields Corner</td>
<td>555</td>
<td>0.5%</td>
<td></td>
<td>Roxbury Crossing</td>
<td>106</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Shawmut</td>
<td>309</td>
<td>0.3%</td>
<td></td>
<td>Jackson Square</td>
<td>73</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Ashmont-R</td>
<td>735</td>
<td>0.7%</td>
<td>535</td>
<td>Stony Brook</td>
<td>51</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>North Quincy</td>
<td>1,107</td>
<td>1.0%</td>
<td></td>
<td>Green Street</td>
<td>136</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Wollaston</td>
<td>535</td>
<td>0.5%</td>
<td></td>
<td>Forest Hills</td>
<td>345</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Quincy Center</td>
<td>1,455</td>
<td>1.3%</td>
<td></td>
<td>Orange Line: Unspecified</td>
<td>8</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Quincy Adams</td>
<td>545</td>
<td>0.5%</td>
<td></td>
<td>Orange Line Total:</td>
<td>6,951</td>
<td>6.4%</td>
<td></td>
</tr>
<tr>
<td>Braintree</td>
<td>508</td>
<td>0.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Red Line: Unspecified</td>
<td>128</td>
<td>0.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Red Line Total:</td>
<td>84,496</td>
<td>78.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Orange Line

<table>
<thead>
<tr>
<th>Station</th>
<th>Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
<th>Station</th>
<th>Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chinatown</td>
<td>6,690</td>
<td>6.2%</td>
<td></td>
<td>Haymarket-O</td>
<td>325</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>11,202</td>
<td>10.4%</td>
<td></td>
<td>North Station-O</td>
<td>952</td>
<td>0.9%</td>
<td></td>
</tr>
<tr>
<td>Park Street-R</td>
<td>10,131</td>
<td>9.4%</td>
<td>15,249</td>
<td>State-O</td>
<td>567</td>
<td>0.5%</td>
<td>371</td>
</tr>
<tr>
<td>South Station</td>
<td>13,762</td>
<td>12.7%</td>
<td></td>
<td>Chinatown</td>
<td>171</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Broadway</td>
<td>1,320</td>
<td>1.2%</td>
<td></td>
<td>NE Medical Center</td>
<td>500</td>
<td>0.5%</td>
<td></td>
</tr>
<tr>
<td>Andrew</td>
<td>1,034</td>
<td>1.0%</td>
<td></td>
<td>Back Bay</td>
<td>1,518</td>
<td>1.4%</td>
<td></td>
</tr>
<tr>
<td>JFK/UMass</td>
<td>2,843</td>
<td>2.6%</td>
<td>241</td>
<td>Massachusetts Ave</td>
<td>398</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>Savin Hill</td>
<td>272</td>
<td>0.3%</td>
<td></td>
<td>Ruggles</td>
<td>404</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>Fields Corner</td>
<td>555</td>
<td>0.5%</td>
<td></td>
<td>Roxbury Crossing</td>
<td>106</td>
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<tr>
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<td>78.1%</td>
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</tr>
</tbody>
</table>

#### Blue Line

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<th>Station</th>
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<th>Riders</th>
<th>Transfers:*</th>
<th>Station</th>
<th>Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
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</thead>
<tbody>
<tr>
<td>Blue Line Total:</td>
<td>84,496</td>
<td>78.1%</td>
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#### Mattapan High Speed Line

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<th>Transfers:*</th>
<th>Station</th>
<th>Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
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<tr>
<td>Wonderland</td>
<td>118</td>
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<td></td>
<td>Ashmont-M</td>
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<td>2,206</td>
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<tr>
<td>Revere Beach</td>
<td>68</td>
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<td></td>
<td>Cedar Grove</td>
<td>32</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Beachmont</td>
<td>22</td>
<td>0.0%</td>
<td></td>
<td>Butler</td>
<td>76</td>
<td>0.1%</td>
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<tr>
<td>Suffolk Downs</td>
<td>11</td>
<td>0.0%</td>
<td></td>
<td>Milton</td>
<td>174</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Orient Heights</td>
<td>58</td>
<td>0.1%</td>
<td></td>
<td>Central Avenue</td>
<td>54</td>
<td>0.0%</td>
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<tr>
<td>Wood Island</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Valley Road</td>
<td>32</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Airport</td>
<td>101</td>
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<td></td>
<td>Capen Street</td>
<td>9</td>
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</tr>
<tr>
<td>Maverick</td>
<td>270</td>
<td>0.2%</td>
<td></td>
<td>Mattapan</td>
<td>309</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Aquarium</td>
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<td>Mattapan Total:</td>
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</tr>
<tr>
<td>Government Center-B</td>
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<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bowdoin</td>
<td>171</td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>Blue Line Total:</td>
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* 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.
### Exits from the Rapid Transit System

**Rapid Transit Survey**

**Expanded Results**

<table>
<thead>
<tr>
<th>Green Line</th>
<th>Exits</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Summary</th>
<th>Exits</th>
<th>Percent of Riders</th>
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<tbody>
<tr>
<td>Lechmere</td>
<td>325</td>
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<td>Science Park</td>
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<td>0.1%</td>
<td></td>
<td>Mattapan Line Total:</td>
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<td>0.9%</td>
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<tr>
<td>North Station-G</td>
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<td>6.4%</td>
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<tr>
<td>Haymarket-G</td>
<td>166</td>
<td>0.2%</td>
<td></td>
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<td>1,009</td>
<td>0.9%</td>
</tr>
<tr>
<td>Government Center-G</td>
<td>1,782</td>
<td>1.6%</td>
<td>615</td>
<td>Green Line Total:</td>
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<td>Park Street-G</td>
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<tr>
<td>Arlington</td>
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<tr>
<td>Copley</td>
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<tr>
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<td>B Blandford-Babcock</td>
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<tr>
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<td>209</td>
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<tr>
<td>C St.Mary's-Summit/Winchester</td>
<td>453</td>
<td>0.4%</td>
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<tr>
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<tr>
<td>D Fenway-Longwood</td>
<td>810</td>
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<td>166</td>
<td>0.2%</td>
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<td>149</td>
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<tr>
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</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>99</td>
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<td></td>
<td></td>
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</tr>
<tr>
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<td>Green Line C: Unspecified</td>
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<td>0.0%</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
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* 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**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Percent of Riders Transfers:*</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Percent of Riders Transfers:*</th>
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<td></td>
<td>Exits:</td>
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<td>Oak Grove</td>
<td>8</td>
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</tr>
<tr>
<td>Davis</td>
<td>36</td>
<td>0.4%</td>
<td>Maiden</td>
<td>3</td>
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<tr>
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<td>Sullivan Square</td>
<td>13</td>
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<tr>
<td>Central</td>
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<td>Community College</td>
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</tr>
<tr>
<td>Kendall/MIT</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Charles/MGH</td>
<td>136</td>
<td>1.6%</td>
<td>Haymarket-O</td>
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<td>0.0%</td>
</tr>
<tr>
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<td>0.0%</td>
<td>State-O</td>
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<tr>
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<td>0.0%</td>
<td>Back Bay</td>
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<td>0.0%</td>
</tr>
<tr>
<td>J FK/UMass</td>
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<td>Massachusetts Ave</td>
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<td>Ruggles</td>
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<tr>
<td>Fields Corner</td>
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<td>0.0%</td>
<td>Roxbury Crossing</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Shawmut</td>
<td>0</td>
<td>0.0%</td>
<td>Jackson Square</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Ashmont-R</td>
<td>3</td>
<td>0.0%</td>
<td>Stony Brook</td>
<td>0</td>
<td>0.0%</td>
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<tr>
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<td>0.1%</td>
<td>Green Street</td>
<td>14</td>
<td>0.2%</td>
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<tr>
<td>Wollaston</td>
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<td>0.0%</td>
<td>Forest Hills</td>
<td>17</td>
<td>0.2%</td>
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<tr>
<td>Quincy Center</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Quincy Adams</td>
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<td>1.2%</td>
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<td>Braintree</td>
<td>16</td>
<td>0.2%</td>
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</tr>
<tr>
<td>Red Line Total:</td>
<td>958</td>
<td>11.4%</td>
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<td></td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Blue Line</th>
<th>Percent of Riders</th>
<th>Percent of Riders Transfers:*</th>
<th>Mattapan High Speed Line</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Exits:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wonderland</td>
<td>0</td>
<td>0.0%</td>
<td>Ashmont-M</td>
</tr>
<tr>
<td>Revere Beach</td>
<td>17</td>
<td>0.2%</td>
<td>Cedar Grove</td>
</tr>
<tr>
<td>Beachmont</td>
<td>0</td>
<td>0.0%</td>
<td>Butler</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>0.0%</td>
<td>Milton</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>0</td>
<td>0.0%</td>
<td>Central Avenue</td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>0.0%</td>
<td>Valley Road</td>
</tr>
<tr>
<td>Airport</td>
<td>89</td>
<td>1.1%</td>
<td>Capen Street</td>
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<tr>
<td>Maverick</td>
<td>34</td>
<td>0.4%</td>
<td>Mattapan</td>
</tr>
<tr>
<td>Aquarium</td>
<td>31</td>
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<td>Mattapan Total:</td>
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<td>State-B</td>
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<tr>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System

**Expanded Results**

#### GREEN LINE-C

**Entry Stop: All Stops**

<table>
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<tr>
<th>Stop</th>
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<th>Percent of Riders</th>
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</tr>
<tr>
<td>Science Park</td>
<td>13</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>North Station-G</td>
<td>261</td>
<td>3.1%</td>
<td>105</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>36</td>
<td>0.4%</td>
<td></td>
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<td></td>
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<tr>
<td>B Blandford-Babcock</td>
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<td>B Pack.Cnr.-Warren St.</td>
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<td>B Washington St.-BC</td>
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<td>C Brandon-Cleveland Cir.</td>
<td>409</td>
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<td>D Fenway-Longwood</td>
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<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>7</td>
<td>0.1%</td>
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<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>9</td>
<td>0.1%</td>
<td></td>
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<tr>
<td>D Newton Ctr.-Eliot</td>
<td>91</td>
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<tr>
<td>D Waban-Riverside</td>
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<td>0.0%</td>
<td></td>
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<tr>
<td>E Northeastern-Museum</td>
<td>38</td>
<td>0.4%</td>
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</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>8</td>
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</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
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<td>0.0%</td>
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<tr>
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<td>0.0%</td>
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<td>Green Line Subway: Unspecified</td>
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<td>0.0%</td>
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<td>0.0%</td>
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<tr>
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<td>0.0%</td>
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<tr>
<td>Green Line Total:</td>
<td>7,119</td>
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* 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**

<table>
<thead>
<tr>
<th>Entry Station: All Stations</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red Line</td>
<td>Exiting Stations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alewife</td>
<td>12</td>
<td>0.1%</td>
<td>Oak Grove</td>
</tr>
<tr>
<td>Davis</td>
<td>52</td>
<td>0.4%</td>
<td>Malden</td>
</tr>
<tr>
<td>Porter</td>
<td>27</td>
<td>0.2%</td>
<td>Wellington</td>
</tr>
<tr>
<td>Harvard</td>
<td>152</td>
<td>1.2%</td>
<td>Sullivan Square</td>
</tr>
<tr>
<td>Central</td>
<td>78</td>
<td>0.6%</td>
<td>Community College</td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>268</td>
<td>2.1%</td>
<td>North Station-O</td>
</tr>
<tr>
<td>Charles/MGH</td>
<td>168</td>
<td>1.3%</td>
<td>Haymarket-O</td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>0.0%</td>
<td>State-O</td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
<td>39</td>
<td>0.3%</td>
<td>Downtown Crossing-O</td>
</tr>
<tr>
<td>South Station</td>
<td>485</td>
<td>3.7%</td>
<td>Chinatown</td>
</tr>
<tr>
<td>Broadway</td>
<td>3</td>
<td>0.0%</td>
<td>NE Medical Center</td>
</tr>
<tr>
<td>Andrew</td>
<td>0</td>
<td>0.0%</td>
<td>Back Bay</td>
</tr>
<tr>
<td>J FK/UMass</td>
<td>100</td>
<td>0.8%</td>
<td>Massachusetts Ave</td>
</tr>
<tr>
<td>Savin Hill</td>
<td>3</td>
<td>0.0%</td>
<td>Ruggles</td>
</tr>
<tr>
<td>Fields Corner</td>
<td>0</td>
<td>0.0%</td>
<td>Roxbury Crossing</td>
</tr>
<tr>
<td>Shawmut</td>
<td>0</td>
<td>0.0%</td>
<td>Jackson Square</td>
</tr>
<tr>
<td>Ashmont-R</td>
<td>0</td>
<td>0.0%</td>
<td>Stony Brook</td>
</tr>
<tr>
<td>North Quincy</td>
<td>21</td>
<td>0.2%</td>
<td>Green Street</td>
</tr>
<tr>
<td>Wollaston</td>
<td>10</td>
<td>0.1%</td>
<td>Forest Hills</td>
</tr>
<tr>
<td>Quincy Center</td>
<td>9</td>
<td>0.1%</td>
<td>Orange Line: Unspecified</td>
</tr>
<tr>
<td>Quincy Adams</td>
<td>15</td>
<td>0.1%</td>
<td>Orange Line Total:</td>
</tr>
<tr>
<td>Braintree</td>
<td>7</td>
<td>0.1%</td>
<td></td>
</tr>
</tbody>
</table>

### Blue Line

| Blue Line Total: | 1,450 | 11.2% |

### Mattapan High Speed Line

<table>
<thead>
<tr>
<th>Mattapan High Speed Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wonderland</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Revere Beach</td>
<td>7</td>
<td>0.1%</td>
</tr>
<tr>
<td>Beachmont</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>24</td>
<td>0.2%</td>
</tr>
<tr>
<td>Wood Island</td>
<td>4</td>
<td>0.0%</td>
</tr>
<tr>
<td>Airport</td>
<td>70</td>
<td>0.5%</td>
</tr>
<tr>
<td>Maverick</td>
<td>22</td>
<td>0.2%</td>
</tr>
<tr>
<td>Aquarium</td>
<td>34</td>
<td>0.3%</td>
</tr>
<tr>
<td>State-B</td>
<td>11</td>
<td>0.1%</td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bowdoin</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Blue Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Blue Line Total:</td>
<td>171</td>
<td>1.3%</td>
</tr>
</tbody>
</table>

* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System

#### (cont'd)

**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Exits from the Rapid Transit System**

**Expanded Results**

<table>
<thead>
<tr>
<th>Green Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lechmere</td>
<td>115</td>
<td>0.9%</td>
</tr>
<tr>
<td>Science Park</td>
<td>31</td>
<td>0.2%</td>
</tr>
<tr>
<td>North Station-G</td>
<td>184</td>
<td>1.4%</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>70</td>
<td>0.5%</td>
</tr>
<tr>
<td>Government Center-G</td>
<td>1,167</td>
<td>9.0%</td>
</tr>
<tr>
<td>Park Street-G</td>
<td>1,477</td>
<td>11.4%</td>
</tr>
<tr>
<td>Boylston</td>
<td>709</td>
<td>5.5%</td>
</tr>
<tr>
<td>Arlington</td>
<td>538</td>
<td>4.2%</td>
</tr>
<tr>
<td>Copley</td>
<td>826</td>
<td>6.4%</td>
</tr>
<tr>
<td>Hynes Convention Center</td>
<td>887</td>
<td>6.9%</td>
</tr>
<tr>
<td>Kenmore</td>
<td>302</td>
<td>2.3%</td>
</tr>
<tr>
<td>Prudential</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Symphony</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>63</td>
<td>0.5%</td>
</tr>
<tr>
<td>B Pack.Cnr.-Warren St.</td>
<td>27</td>
<td>0.2%</td>
</tr>
<tr>
<td>B Washington St.-BC</td>
<td>11</td>
<td>0.1%</td>
</tr>
<tr>
<td>C St.Mary's-Summit/Winchest</td>
<td>34</td>
<td>0.3%</td>
</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>2,412</td>
<td>18.6%</td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>560</td>
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</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>582</td>
<td>4.5%</td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>630</td>
<td>4.9%</td>
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<tr>
<td>D Waban-Riverside</td>
<td>461</td>
<td>3.6%</td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>78</td>
<td>0.6%</td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>12</td>
<td>0.1%</td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>21</td>
<td>0.2%</td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
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<tr>
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<td>Green Line C: Unspecified</td>
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<tr>
<td>Green Line D: Unspecified</td>
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<tr>
<td>Green Line E: Unspecified</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Green Line Total:</td>
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<td>86.5%</td>
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#### Summary

**Green Line-D**

**Entry Station: All Stations**

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<th>Exits:</th>
<th>Percent of Riders</th>
</tr>
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<tbody>
<tr>
<td>1,450</td>
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</tr>
<tr>
<td>Mattapan Line Total:</td>
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</tr>
<tr>
<td>Orange Line Total:</td>
<td>127</td>
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<td>Blue Line Total:</td>
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<tr>
<td>Green Line Total:</td>
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</tr>
<tr>
<td>Overall Total</td>
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<tr>
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* 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

<table>
<thead>
<tr>
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<th>Exits</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
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<td>Alewife</td>
<td>57</td>
<td>0.9%</td>
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</tr>
<tr>
<td>Davis</td>
<td>120</td>
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</tr>
<tr>
<td>Porter</td>
<td>35</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>Harvard</td>
<td>111</td>
<td>1.8%</td>
<td></td>
</tr>
<tr>
<td>Central</td>
<td>165</td>
<td>2.7%</td>
<td></td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>178</td>
<td>2.9%</td>
<td></td>
</tr>
<tr>
<td>Charles/MBGH</td>
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</tr>
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<td>0.0%</td>
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<tr>
<td>Downtown Crossing-R</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>South Station</td>
<td>350</td>
<td>5.7%</td>
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</tr>
<tr>
<td>Broadway</td>
<td>14</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Andrew</td>
<td>32</td>
<td>0.5%</td>
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</tr>
<tr>
<td>JFK/UMass</td>
<td>67</td>
<td>1.1%</td>
<td></td>
</tr>
<tr>
<td>Savin Hill</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Fields Corner</td>
<td>31</td>
<td>0.5%</td>
<td></td>
</tr>
<tr>
<td>Shawmut</td>
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<td>0.0%</td>
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<tr>
<td>Ashmont-R</td>
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</tr>
<tr>
<td>North Quincy</td>
<td>25</td>
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</tr>
<tr>
<td>Wollaston</td>
<td>37</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>Quincy Center</td>
<td>68</td>
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<tr>
<td>Quincy Adams</td>
<td>48</td>
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</tr>
<tr>
<td>Braintree</td>
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</tr>
<tr>
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</tr>
<tr>
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#### Orange Line

<table>
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<th>Exits</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oak Grove</td>
<td>11</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Malden</td>
<td>15</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Wellington</td>
<td>14</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Sullivan Square</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Community College</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Station-O</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Haymarket-O</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State-O</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Downtown Crossing-O</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chinatown</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NE Medical Center</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Back Bay</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Massachusetts Ave</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ruggles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roxbury Crossing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jackson Square</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stony Brook</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Forest Hills</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Orange Line: Unspecified</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Orange Line Total:</td>
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<td>0.6%</td>
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</table>

#### Blue Line

<table>
<thead>
<tr>
<th>Stop</th>
<th>Exits</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wonderland</td>
<td>31</td>
<td>0.5%</td>
<td></td>
</tr>
<tr>
<td>Revere Beach</td>
<td>14</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Beachmont</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Orient Heights</td>
<td>20</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
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<td>28</td>
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<td>Aquarium</td>
<td>11</td>
<td>0.2%</td>
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<td>0.0%</td>
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<td>Bowdoin</td>
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#### Mattapan High Speed Line

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<th>Percent of Riders</th>
<th>Transfers:*</th>
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<tr>
<td>Ashmont-M</td>
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<tr>
<td>Cedar Grove</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Butler</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Milton</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Central Avenue</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Valley Road</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Capen Street</td>
<td>0</td>
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<tr>
<td>Mattapan</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Mattapan Line Total:</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System

**Expanded Results**

#### GREEN LINE-E

<table>
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<tr>
<th>Station</th>
<th>Exits</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<td>167</td>
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<tr>
<td>Science Park</td>
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<tr>
<td>North Station-G</td>
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<td>19</td>
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<tr>
<td>Haymarket-G</td>
<td>82</td>
<td>1.3%</td>
<td>21</td>
</tr>
<tr>
<td>Government Center-G</td>
<td>397</td>
<td>6.5%</td>
<td>198</td>
</tr>
<tr>
<td>Park Street-G</td>
<td>668</td>
<td>10.9%</td>
<td>1,454</td>
</tr>
<tr>
<td>Boylston</td>
<td>312</td>
<td>5.1%</td>
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<tr>
<td>Arlington</td>
<td>321</td>
<td>5.2%</td>
<td>99</td>
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<tr>
<td>Copley</td>
<td>545</td>
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<tr>
<td>Hynes Convention Center</td>
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<td></td>
</tr>
<tr>
<td>Kenmore</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Prudential</td>
<td>438</td>
<td>7.2%</td>
<td></td>
</tr>
<tr>
<td>Symphony</td>
<td>252</td>
<td>4.1%</td>
<td></td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>55</td>
<td>0.9%</td>
<td></td>
</tr>
<tr>
<td>B Pack. Cnr.-Warren St.</td>
<td>66</td>
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<tr>
<td>B Washington St.-BC</td>
<td>11</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>C St. Mary's-Summit/Winchest</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>15</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>52</td>
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<tr>
<td>D Beaconsfield-Ches.Hill</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>D Waban-Riverside</td>
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<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>274</td>
<td>4.5%</td>
<td></td>
</tr>
<tr>
<td>E Long. Med.-Brig Cir.</td>
<td>274</td>
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</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>90</td>
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<td></td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
<td>0</td>
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<td></td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line B: Unspecified</td>
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<td>0.0%</td>
<td></td>
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<tr>
<td>Green Line C: Unspecified</td>
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<td>0.0%</td>
<td></td>
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<tr>
<td>Green Line D: Unspecified</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Green Line E: Unspecified</td>
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<td></td>
</tr>
<tr>
<td>Green Line Total:</td>
<td>4,447</td>
<td>72.6%</td>
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</tr>
</tbody>
</table>

#### Summary

- Red Line Total: 1,439 (23.5%)
- Mattapan Line Total: 0 (0.0%)
- Orange Line Total: 39 (0.6%)
- Blue Line Total: 198 (3.2%)
- Green Line Total: 4,447 (72.6%)
- Overall Total: 6,123 (100.0%)
- No Response: 74 (1.2%)

*The role of transfers in these exit data tables is explained in section 6.1.*
<table>
<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<tbody>
<tr>
<td>Alewife</td>
<td>51</td>
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<td>Oak Grove</td>
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</tr>
<tr>
<td>Davis</td>
<td>139</td>
<td>1.3%</td>
<td>Malden</td>
<td>134</td>
<td>1.3%</td>
</tr>
<tr>
<td>Porter</td>
<td>39</td>
<td>0.4%</td>
<td>Wellington</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Harvard</td>
<td>127</td>
<td>1.2%</td>
<td>Sullivan Square</td>
<td>38</td>
<td>0.4%</td>
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<tr>
<td>Central</td>
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<td>Community College</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Kendall/MIT</td>
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<td>0.4%</td>
<td>North Station-O</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Charles/MGH</td>
<td>26</td>
<td>0.2%</td>
<td>Haymarket-O</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Park Street-R</td>
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<td>0.0%</td>
<td>State-O</td>
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<td>0.0%</td>
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<td>Ruggles</td>
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</tr>
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<td>Quincy Adams</td>
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</tr>
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<table>
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<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Mattapan High Speed Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
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<td>Wonderland</td>
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<td>Ashmont-M</td>
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<td>Revere Beach</td>
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<tr>
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<td>Butler</td>
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<tr>
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<td>Milton</td>
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<tr>
<td>Orient Heights</td>
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<tr>
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<td>Valley Road</td>
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<tr>
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<td>0.0%</td>
<td>Capen Street</td>
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<td>0.0%</td>
</tr>
<tr>
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<td>Mattapan</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bowdoin</td>
<td>10</td>
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<td></td>
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<tr>
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<td></td>
</tr>
<tr>
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* The role of transfers in these entry data tables is explained in section 7.1.
## Entries to the Rapid Transit System

### (cont'd)

#### Expanded Results

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<td>595</td>
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<td>139</td>
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<td>1,975</td>
<td>1,813</td>
<td>1,046</td>
<td>24</td>
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<td>2.6%</td>
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<td>4.0%</td>
<td>6.6%</td>
<td>3.6%</td>
<td>1.5%</td>
<td>5.7%</td>
<td>3.9%</td>
<td>1.3%</td>
<td>0.4%</td>
<td>0.0%</td>
<td>19.0%</td>
<td>17.4%</td>
<td>10.0%</td>
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<td>0.1%</td>
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<td>0.2%</td>
<td>0.8%</td>
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<td>0.1%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

#### Summary

- **Red Line Total:**
  - Lechmere: 22
  - Science Park: 22
  - North Station-G: 270
  - Haymarket-G: 128
  - Government Center-G: 419
  - Park Street-G: 684
  - Boylston: 375
  - Arlington: 154
  - Copley: 595
  - Hynes Convention Center: 403
  - Kenmore: 139
  - Prudential: 37
  - Symphony: 0
  - B Blandford-Babcock: 1,975
  - B Pack.Cnr.-Warren St.: 1,813
  - B Washington St.-BC: 1,046
  - C St.Mary's-Summit/Winchest: 24
  - C Brandon-Cleveland Cir.: 21
  - D Fenway-Longwood: 14
  - D Brook. Vill.-Brook.Hills: 45
  - D Beaconsfield-Ches.Hill: 4
  - D Newton Ctr.-Eliot: 15
  - D Waban-Riverside: 22
  - E Northeastern-Museum: 86
  - E Long.Med.-Brig Cir.: 31
  - E Fenwood Rd-Heath: 14
  - Green Line: Unspecified: 0
  - Green Line Subway: Unspecified: 0
  - Green Line B: Unspecified: 0
  - Green Line C: Unspecified: 0
  - Green Line D: Unspecified: 0
  - Green Line E: Unspecified: 0
  - Green Line Total: 8,396

- **Overall Total:**
  - No Response: 0

- **Percent of Riders:**
  - Red Line Total: 1,229 (11.8%)
  - Mattapan Line Total: 75 (0.7%)
  - Orange Line Total: 510 (4.9%)
  - Blue Line Total: 206 (2.0%)
  - Green Line Total: 8,396 (80.6%)
  - Overall Total: 10,416 (100.0%)
  - No Response: 0

*The role of transfers in these entry data tables is explained in section 7.1.*
<table>
<thead>
<tr>
<th>Red Line</th>
<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alewife</td>
<td>20</td>
<td>0.4%</td>
<td></td>
<td>Oak Grove</td>
<td>48</td>
<td>0.9%</td>
<td></td>
</tr>
<tr>
<td>Davis</td>
<td>82</td>
<td>1.6%</td>
<td></td>
<td>Malden</td>
<td>34</td>
<td>0.7%</td>
<td></td>
</tr>
<tr>
<td>Porter</td>
<td>27</td>
<td>0.5%</td>
<td></td>
<td>Wellington</td>
<td>28</td>
<td>0.5%</td>
<td></td>
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<tr>
<td>Harvard</td>
<td>15</td>
<td>0.3%</td>
<td></td>
<td>Sullivan Square</td>
<td>27</td>
<td>0.5%</td>
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</tr>
<tr>
<td>Central</td>
<td>11</td>
<td>0.2%</td>
<td></td>
<td>Community College</td>
<td>8</td>
<td>0.2%</td>
<td></td>
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<tr>
<td>Kendall/MIT</td>
<td>66</td>
<td>1.3%</td>
<td></td>
<td>North Station-O</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Charles/IGH</td>
<td>81</td>
<td>1.6%</td>
<td></td>
<td>Haymarket-O</td>
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<tr>
<td>Park Street-R</td>
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<td>0.0%</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
### Embarked to the Rapid Transit System  
(continued)

#### Expanded Results

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* The role of transfers in these entry data tables is explained in section 7.1.
### MBTA Surveys: 2008-09

#### Entries to the Rapid Transit System

**Expanded Results**

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<td>Bowdoin</td>
<td>19</td>
<td>0.2%</td>
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<td></td>
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<tr>
<td>Blue Line: Unspecified</td>
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<tr>
<td>Blue Line Total: 704</td>
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</table>

* The role of transfers in these entry data tables is explained in section 7.1.
## Entries to the Rapid Transit System

### Expanded Results

#### Green Line - D

<table>
<thead>
<tr>
<th>Exit Station</th>
<th>Percent of Riders</th>
<th>Percent of Riders</th>
<th>Summary</th>
<th>Percent of Riders</th>
<th>Percent of Riders</th>
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<tbody>
<tr>
<td>Lechmere</td>
<td>128</td>
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<td>1,772</td>
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</tr>
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<td>Science Park</td>
<td>22</td>
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<td>Mattapan Line Total:</td>
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<td>0.0%</td>
</tr>
<tr>
<td>North Station-G</td>
<td>259</td>
<td>2.1%</td>
<td>Orange Line Total:</td>
<td>768</td>
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</tr>
<tr>
<td>Haymarket-G</td>
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<td>1.2%</td>
<td>Blue Line Total:</td>
<td>704</td>
<td>5.7%</td>
</tr>
<tr>
<td>Government Center-G</td>
<td>445</td>
<td>3.6%</td>
<td>Green Line Total:</td>
<td>9,205</td>
<td>73.9%</td>
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<tr>
<td>Park Street-G</td>
<td>809</td>
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<td>Overall Total:</td>
<td>12,449</td>
<td>100.0%</td>
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<tr>
<td>Boylston</td>
<td>607</td>
<td>4.9%</td>
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<tr>
<td>Arlington</td>
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<tr>
<td>Copley</td>
<td>640</td>
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<tr>
<td>Hynes Convention Center</td>
<td>613</td>
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<td>Kenmore</td>
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<td>Prudential</td>
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<td>0.0%</td>
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<tr>
<td>Symphony</td>
<td>28</td>
<td>0.2%</td>
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</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>57</td>
<td>0.5%</td>
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</tr>
<tr>
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<td>113</td>
<td>0.9%</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>17</td>
<td>0.1%</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>608</td>
<td>4.9%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>855</td>
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<td>E Northeastern-Museum</td>
<td>41</td>
<td>0.3%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>19</td>
<td>0.2%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
<td>0</td>
<td>0.0%</td>
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</tr>
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<td>Green Line B: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line C: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line D: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line E: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
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</tr>
<tr>
<td>Green Line Total:</td>
<td>9,205</td>
<td>73.9%</td>
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<td></td>
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</tbody>
</table>

* 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**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alewife</td>
<td>133</td>
<td>2.0%</td>
<td>Oak Grove</td>
<td>26</td>
<td>0.4%</td>
</tr>
<tr>
<td>Davis</td>
<td>118</td>
<td>1.8%</td>
<td>Malden</td>
<td>99</td>
<td>1.5%</td>
</tr>
<tr>
<td>Porter</td>
<td>126</td>
<td>1.9%</td>
<td>Wellington</td>
<td>60</td>
<td>0.9%</td>
</tr>
<tr>
<td>Harvard</td>
<td>116</td>
<td>1.8%</td>
<td>Sullivan Square</td>
<td>38</td>
<td>0.6%</td>
</tr>
<tr>
<td>Central</td>
<td>41</td>
<td>0.6%</td>
<td>Community College</td>
<td>25</td>
<td>0.4%</td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>66</td>
<td>1.0%</td>
<td>North Station-O</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Charles/SGH</td>
<td>35</td>
<td>0.5%</td>
<td>Haymarket-O</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>0.0%</td>
<td>State-O</td>
<td>12</td>
<td>0.2%</td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
<td>13</td>
<td>0.2%</td>
<td>Downtown Crossing-O</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>South Station</td>
<td>174</td>
<td>2.7%</td>
<td>Chinatown</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Broadway</td>
<td>80</td>
<td>1.2%</td>
<td>NE Medical Center</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Andrew</td>
<td>0</td>
<td>0.0%</td>
<td>Back Bay</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>JFK/UMass</td>
<td>78</td>
<td>1.2%</td>
<td>Massachusetts Ave</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Savin Hill</td>
<td>26</td>
<td>0.4%</td>
<td>Ruggles</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Fields Corner</td>
<td>20</td>
<td>0.3%</td>
<td>Roxbury Crossing</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shawmut</td>
<td>41</td>
<td>0.6%</td>
<td>Jackson Square</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Ashmont-R</td>
<td>105</td>
<td>1.6%</td>
<td>Stony Brook</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>North Quincy</td>
<td>68</td>
<td>1.0%</td>
<td>Green Street</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Wollaston</td>
<td>66</td>
<td>1.0%</td>
<td>Forest Hills</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Quincy Center</td>
<td>113</td>
<td>1.7%</td>
<td>Orange Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Quincy Adams</td>
<td>32</td>
<td>0.5%</td>
<td>Orange Line Total:</td>
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<td>4.0%</td>
</tr>
<tr>
<td>Braintree</td>
<td>79</td>
<td>1.2%</td>
<td></td>
<td></td>
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</tr>
<tr>
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<td>0.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Red Line Total:</td>
<td>1,530</td>
<td>23.7%</td>
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<td></td>
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</table>

<table>
<thead>
<tr>
<th>Blue Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Mattapan High Speed Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wonderland</td>
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<td>1.0%</td>
<td>Ashmont-M</td>
</tr>
<tr>
<td>Revere Beach</td>
<td>105</td>
<td>1.6%</td>
<td>Cedar Grove</td>
</tr>
<tr>
<td>Beachmont</td>
<td>24</td>
<td>0.4%</td>
<td>Butler</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>11</td>
<td>0.2%</td>
<td>Milton</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>81</td>
<td>1.3%</td>
<td>Central Avenue</td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>0.0%</td>
<td>Valley Road</td>
</tr>
<tr>
<td>Airport</td>
<td>42</td>
<td>0.7%</td>
<td>Capen Street</td>
</tr>
<tr>
<td>Maverick</td>
<td>99</td>
<td>1.5%</td>
<td>Mattapan</td>
</tr>
<tr>
<td>Aquarium</td>
<td>77</td>
<td>1.2%</td>
<td>Mattapan Total:</td>
</tr>
<tr>
<td>State-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Bowdoin</td>
<td>10</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Blue Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Blue Line Total:</td>
<td>512</td>
<td>7.9%</td>
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</table>

* The role of transfers in these entry data tables is explained in section 7.1.
**Entries to the Rapid Transit System**

(Cont'd)

Expanded Results

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

* The role of transfers in these entry data tables is explained in section 7.1.
### MBTA Surveys: 2008-09

#### Rapid Transit Survey

#### Egress from the Rapid Transit System

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
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</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>9,663</td>
<td>96.4%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>61</td>
<td>0.6%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
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<td>0.2%</td>
</tr>
<tr>
<td>Taxi Egress</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>104</td>
<td>1.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>32</td>
<td>0.3%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>9,876</td>
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<tr>
<td>MBTA Bus</td>
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<tr>
<td>Other Bus</td>
<td>25</td>
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</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
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<td>Other</td>
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<td><strong>Total Public Trans.</strong></td>
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<td><strong>TOTAL</strong></td>
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#### Trip time from station to trip destination by private transportation:

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<th></th>
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<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>6,672</td>
<td>83.6%</td>
<td>23</td>
<td>42.2%</td>
<td>17</td>
<td>100.0%</td>
<td>0</td>
</tr>
<tr>
<td>6-10</td>
<td>857</td>
<td>10.7%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>54</td>
</tr>
<tr>
<td>11-15</td>
<td>300</td>
<td>3.8%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>16-20</td>
<td>151</td>
<td>1.9%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>38</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>31</td>
<td>57.8%</td>
<td>0</td>
<td>0.0%</td>
<td>11</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>11</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>7,981</td>
<td>100.0%</td>
<td>54</td>
<td>100.0%</td>
<td>17</td>
<td>100.0%</td>
<td>115</td>
</tr>
<tr>
<td>No Answer</td>
<td>1,681</td>
<td>7</td>
<td>0</td>
<td>21</td>
<td>1,708</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>4.1</td>
<td>19.5</td>
<td>5.0</td>
<td>17.2</td>
<td>4.4</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Transfers from the Rapid Transit System

### Expanded Results

**GREEN LINE-B**

**Exit Stop: All Stops**

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(None identified)</td>
<td>66</td>
<td>90</td>
</tr>
<tr>
<td></td>
<td>65</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>47</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>71</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>15</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>86</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>CT2</td>
<td>3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>Unspecified Bus</td>
<td>25</td>
</tr>
</tbody>
</table>

---

CTPS

25-May-10
## Egress from the Rapid Transit System

### Expanded Results

**Egress Mode:**

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

### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th>DRIVE/PARK</th>
<th>PICK-UP</th>
<th>OTHER</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>2,774</td>
<td>4</td>
<td>0</td>
<td>6</td>
<td>2,784</td>
</tr>
<tr>
<td>Percent</td>
<td>70.4%</td>
<td>100.0%</td>
<td>0.0%</td>
<td>10.6%</td>
<td>69.5%</td>
</tr>
<tr>
<td>Number</td>
<td>651</td>
<td>0</td>
<td>0</td>
<td>26</td>
<td>676</td>
</tr>
<tr>
<td>Percent</td>
<td>16.5%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>43.7%</td>
<td>16.9%</td>
</tr>
<tr>
<td>Number</td>
<td>393</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>396</td>
</tr>
<tr>
<td>Percent</td>
<td>10.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>5.0%</td>
<td>9.9%</td>
</tr>
<tr>
<td>Number</td>
<td>123</td>
<td>0</td>
<td>0</td>
<td>19</td>
<td>141</td>
</tr>
<tr>
<td>Percent</td>
<td>3.1%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>31.9%</td>
<td>3.5%</td>
</tr>
<tr>
<td>Number</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Percent</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>8.7%</td>
<td>0.1%</td>
</tr>
<tr>
<td>Number</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Percent</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>3,940</td>
<td>4</td>
<td>3</td>
<td>59</td>
<td>4,006</td>
</tr>
<tr>
<td><strong>Percent</strong></td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

|                   | WALK | DRIVE/PARK | PICK-UP | OTHER | TOTAL |
| No Answer         | 821  | 13         | 0       | 16    | 851   |

Avg. Time (min) 5.8 5.0 35.0 14.0 5.9
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

### Transfers from the Rapid Transit System

**GREEN LINE-C**

Exit Stop: All Stops

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>66</td>
<td>98</td>
</tr>
<tr>
<td></td>
<td>CT2</td>
<td>24</td>
</tr>
<tr>
<td></td>
<td>86</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>65</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>47</td>
<td>3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Commuter Rail, Alighted at Station Indicated:</th>
<th>(None identified)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
<th>(None identified)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Egress from the Rapid Transit System

**Expanded Results**

**Exit Station: All Stations**

#### Egress Mode:

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

### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>3,762</td>
<td>43.0%</td>
<td>85</td>
<td>21.4%</td>
<td>16</td>
<td>16.7%</td>
</tr>
<tr>
<td>6-10</td>
<td>2,975</td>
<td>34.0%</td>
<td>103</td>
<td>26.0%</td>
<td>8</td>
<td>8.4%</td>
</tr>
<tr>
<td>11-15</td>
<td>1,352</td>
<td>15.5%</td>
<td>48</td>
<td>12.0%</td>
<td>48</td>
<td>51.5%</td>
</tr>
<tr>
<td>16-20</td>
<td>548</td>
<td>6.3%</td>
<td>53</td>
<td>13.4%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>21-30</td>
<td>84</td>
<td>1.0%</td>
<td>37</td>
<td>9.3%</td>
<td>16</td>
<td>16.7%</td>
</tr>
<tr>
<td>31-45</td>
<td>19</td>
<td>0.2%</td>
<td>54</td>
<td>13.5%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>18</td>
<td>4.4%</td>
<td>6</td>
<td>6.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>8,740</td>
<td>100.0%</td>
<td>398</td>
<td>100.0%</td>
<td>93</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>1,300</td>
<td></td>
<td>180</td>
<td></td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>8.4</td>
<td></td>
<td>19.1</td>
<td></td>
<td>19.7</td>
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</table>
### Transfers from the Rapid Transit System

**Expanded Results**

**GREEN LINE-D**

Exit Station: All Stations

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>59</td>
<td>243</td>
</tr>
<tr>
<td></td>
<td>52</td>
<td>115</td>
</tr>
<tr>
<td></td>
<td>60</td>
<td>66</td>
</tr>
<tr>
<td></td>
<td>86</td>
<td>64</td>
</tr>
<tr>
<td></td>
<td>51</td>
<td>61</td>
</tr>
<tr>
<td></td>
<td>66</td>
<td>31</td>
</tr>
<tr>
<td></td>
<td>CT2</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>47</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>558</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>39</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>23</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>42</td>
<td>8</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Bus Routes:</th>
<th>(None identified)</th>
</tr>
</thead>
</table>

Boat, Alighted at Dock Indicated:

<table>
<thead>
<tr>
<th>(None identified)</th>
</tr>
</thead>
</table>
### Egress from the Rapid Transit System

#### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>6,031</td>
<td>98.3%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>57</td>
<td>0.9%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>39</td>
<td>0.6%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>6,127</strong></td>
<td><strong>99.9%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>6</td>
<td>0.1%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>6,133</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

| No Answer               |                  | 239               |

### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>3,419</td>
<td>72.5%</td>
<td>12</td>
<td>25.6%</td>
<td>0</td>
<td>0.0%</td>
<td>3,431</td>
<td>71.6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-10</td>
<td>888</td>
<td>18.8%</td>
<td>20</td>
<td>41.3%</td>
<td>26</td>
<td>80.9%</td>
<td>934</td>
<td>19.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-15</td>
<td>229</td>
<td>4.9%</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td>0</td>
<td>0.0%</td>
<td>229</td>
<td>4.8%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-20</td>
<td>179</td>
<td>3.8%</td>
<td>16</td>
<td>33.1%</td>
<td>6</td>
<td>19.1%</td>
<td>201</td>
<td>4.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
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<td><strong>TOTAL</strong></td>
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<td>49</td>
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<td>32</td>
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<td>4,795</td>
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<td>No Answer</td>
<td>1,317</td>
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<tr>
<td>Avg. Time (min)</td>
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<td>12.0</td>
<td>11.9</td>
<td>5.8</td>
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### Transfers from the Rapid Transit System

**GREEN LINE-E**  
Exit Stop: All Stops

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<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
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<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
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<td>(None identified)</td>
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<td>6</td>
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<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
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<tbody>
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<td>(None identified)</td>
<td>(None identified)</td>
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### Destination Locations and Activities

#### GREEN LINE-B

**Exit Stop: All Stops**

#### Expanded Results

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</thead>
<tbody>
<tr>
<td>Boston: B U</td>
<td>6,275</td>
<td>60.4%</td>
<td>1.5%</td>
<td>2.4%</td>
<td>42.4%</td>
<td>42.1%</td>
<td>2.1%</td>
<td>4.3%</td>
<td>3.2%</td>
<td>1.4%</td>
<td>0.6%</td>
</tr>
<tr>
<td>Boston: Brighton</td>
<td>1,624</td>
<td>15.6%</td>
<td>2.7%</td>
<td>42.4%</td>
<td>14.1%</td>
<td>27.2%</td>
<td>0.9%</td>
<td>4.2%</td>
<td>2.1%</td>
<td>1.2%</td>
<td>5.4%</td>
</tr>
<tr>
<td>Boston: Allston</td>
<td>1,538</td>
<td>14.8%</td>
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<td>63.9%</td>
<td>0.5%</td>
<td>19.9%</td>
<td>6.4%</td>
<td>1.8%</td>
<td>4.0%</td>
<td>2.0%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Newton: Chestnut Hill</td>
<td>323</td>
<td>3.1%</td>
<td>13.6%</td>
<td>42.9%</td>
<td>43.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Brookline: North Brookline</td>
<td>257</td>
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<td>6.3%</td>
<td>40.9%</td>
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<td></td>
<td></td>
<td>2.7%</td>
<td>6.8%</td>
<td>8.2%</td>
</tr>
<tr>
<td>Boston: Fenway</td>
<td>100</td>
<td>1.0%</td>
<td>8.3%</td>
<td>31.4%</td>
<td>27.0%</td>
<td>33.4%</td>
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</tr>
<tr>
<td>Cambridge: Central Square</td>
<td>68</td>
<td>0.7%</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>200</td>
<td>1.9%</td>
<td>23.4%</td>
<td>69.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td>7.1%</td>
</tr>
<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td><strong>10,385</strong></td>
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<td>1.5%</td>
<td>19.1%</td>
<td>30.1%</td>
<td>37.3%</td>
<td>2.3%</td>
<td>3.6%</td>
<td>2.9%</td>
<td>1.6%</td>
<td>1.6%</td>
</tr>
</tbody>
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**Note:** Totals shown may differ from column total because of rounding.
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

### Destination Locations and Activities

**Expanded Results**

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

**Note:** Totals shown may differ from column total because of rounding.
## Destination Locations and Activities

### GREEN LINE-D

**Exit Station: All Stations**

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<tr>
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<tbody>
<tr>
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<td>10.3%</td>
<td>74.5%</td>
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<td>2.7%</td>
<td>0.5%</td>
<td>0.5%</td>
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<td></td>
</tr>
<tr>
<td>Newton</td>
<td>2,909</td>
<td>23.3%</td>
<td>2.5%</td>
<td>29.4%</td>
<td>3.2%</td>
<td>49.8%</td>
<td>1.5%</td>
<td>6.6%</td>
<td>1.1%</td>
<td>2.5%</td>
<td>3.5%</td>
</tr>
<tr>
<td>Brookline: South Brookline</td>
<td>2,156</td>
<td>17.3%</td>
<td>1.2%</td>
<td>26.1%</td>
<td>7.7%</td>
<td>48.9%</td>
<td>0.3%</td>
<td>9.5%</td>
<td>0.9%</td>
<td>3.0%</td>
<td>2.4%</td>
</tr>
<tr>
<td>Boston: Fenway</td>
<td>1,593</td>
<td>12.8%</td>
<td>3.6%</td>
<td>10.8%</td>
<td>1.6%</td>
<td>67.1%</td>
<td>1.3%</td>
<td>8.0%</td>
<td>1.7%</td>
<td>5.8%</td>
<td></td>
</tr>
<tr>
<td>Brookline: Chestnut Hill</td>
<td>437</td>
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<td>1.8%</td>
<td>30.0%</td>
<td>9.6%</td>
<td>54.3%</td>
<td>2.8%</td>
<td></td>
<td>1.4%</td>
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</tr>
<tr>
<td>Newton: Chestnut Hill</td>
<td>338</td>
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<td>18.2%</td>
<td>29.4%</td>
<td>49.2%</td>
<td>3.2%</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brookline: North Brookline</td>
<td>313</td>
<td>2.5%</td>
<td>1.6%</td>
<td>51.3%</td>
<td>39.3%</td>
<td>1.9%</td>
<td>2.7%</td>
<td>1.2%</td>
<td>2.1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Brighton</td>
<td>296</td>
<td>2.4%</td>
<td>44.0%</td>
<td>7.4%</td>
<td>31.6%</td>
<td>2.8%</td>
<td>2.7%</td>
<td>7.5%</td>
<td>2.8%</td>
<td>1.3%</td>
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<tr>
<td>Needham</td>
<td>212</td>
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<td>10.8%</td>
<td></td>
<td>77.3%</td>
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<td>3.5%</td>
<td>8.4%</td>
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<td>Wellesley</td>
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<td>11.0%</td>
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<td>4.6%</td>
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<tr>
<td>Unspecified</td>
<td>126</td>
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<td>17.6%</td>
<td>5.6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11.6%</td>
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<tr>
<td>Boston: B U</td>
<td>113</td>
<td>0.9%</td>
<td></td>
<td>42.0%</td>
<td>58.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Weston</td>
<td>90</td>
<td>0.7%</td>
<td>24.1%</td>
<td>32.2%</td>
<td>35.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>8.2%</td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>454</td>
<td>3.6%</td>
<td>62.1%</td>
<td>2.5%</td>
<td>27.3%</td>
<td></td>
<td></td>
<td>3.2%</td>
<td>5.0%</td>
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<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td><strong>12,464</strong></td>
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<td><strong>2.0%</strong></td>
<td><strong>19.2%</strong></td>
<td><strong>7.3%</strong></td>
<td><strong>57.4%</strong></td>
<td><strong>0.8%</strong></td>
<td><strong>7.6%</strong></td>
<td><strong>1.7%</strong></td>
<td><strong>2.2%</strong></td>
<td><strong>1.7%</strong></td>
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</table>

**Note:** Totals shown may differ from column total because of rounding.
### Destination Locations and Activities

**Expanded Results**

#### GREEN LINE-E

**Exit Stop: All Stops**

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<tbody>
<tr>
<td>Boston: Longwood Med Area</td>
<td>4,304</td>
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<td></td>
<td>8.6%</td>
<td>10.4%</td>
<td>61.3%</td>
<td>1.1%</td>
<td>13.2%</td>
<td>2.0%</td>
<td>1.8%</td>
<td>1.6%</td>
</tr>
<tr>
<td>Boston: Fenway</td>
<td>1,683</td>
<td>26.1%</td>
<td>1.4%</td>
<td>0.6%</td>
<td>33.7%</td>
<td>37.5%</td>
<td></td>
<td>1.2%</td>
<td>22.7%</td>
<td>2.9%</td>
<td></td>
</tr>
<tr>
<td>Boston: Jamaica Plain</td>
<td>416</td>
<td>6.4%</td>
<td></td>
<td>16.7%</td>
<td>43.6%</td>
<td></td>
<td></td>
<td>19.3%</td>
<td>12.9%</td>
<td></td>
<td>7.6%</td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>51</td>
<td>0.8%</td>
<td></td>
<td>21.4%</td>
<td>15.6%</td>
<td></td>
<td></td>
<td>33.4%</td>
<td></td>
<td>29.5%</td>
<td></td>
</tr>
<tr>
<td>OVERALL TOTAL</td>
<td>6,455</td>
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<td>0.4%</td>
<td>7.2%</td>
<td>15.7%</td>
<td>53.6%</td>
<td>0.7%</td>
<td>10.3%</td>
<td>2.5%</td>
<td>7.3%</td>
<td>2.3%</td>
</tr>
</tbody>
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Note: Totals shown may differ from column total because of rounding.
## MBTA Surveys: 2008-09

**Rapid Transit Survey**

### Origin-Destination Cross-tabulation

**Expanded Results**

**GREEN LINE-B**

**Entry Stop: All Stops**

### Destination Town/Neighborhood:

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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston: Allston</td>
<td>946</td>
<td>355</td>
<td>495</td>
<td>421</td>
<td>196</td>
<td>394</td>
<td>325</td>
<td>101</td>
<td>170</td>
<td>156</td>
<td>995</td>
<td>4677</td>
<td>21.3%</td>
<td>34.0%</td>
<td>21.3%</td>
</tr>
<tr>
<td>Boston: Brighton</td>
<td>888</td>
<td>388</td>
<td>344</td>
<td>323</td>
<td>246</td>
<td>211</td>
<td>215</td>
<td>98</td>
<td>57</td>
<td>70</td>
<td>889</td>
<td>3819</td>
<td>23.3%</td>
<td>27.7%</td>
<td>23.3%</td>
</tr>
<tr>
<td>Boston: BU</td>
<td>923</td>
<td>265</td>
<td>46</td>
<td>83</td>
<td>380</td>
<td>171</td>
<td>123</td>
<td>323</td>
<td>207</td>
<td>75</td>
<td>698</td>
<td>3326</td>
<td>21.0%</td>
<td>24.2%</td>
<td>21.0%</td>
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<tr>
<td>Brookline: North Brookline</td>
<td>272</td>
<td>120</td>
<td>151</td>
<td>50</td>
<td>0</td>
<td>37</td>
<td>56</td>
<td>9</td>
<td>31</td>
<td>47</td>
<td>213</td>
<td>1032</td>
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<td>7.5%</td>
<td>20.6%</td>
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<tr>
<td>Unspecified</td>
<td>53</td>
<td>7</td>
<td>27</td>
<td>24</td>
<td>23</td>
<td>20</td>
<td>26</td>
<td>22</td>
<td>0</td>
<td>0</td>
<td>87</td>
<td>293</td>
<td>29.7%</td>
<td>2.1%</td>
<td>29.7%</td>
</tr>
<tr>
<td>Newton: Chestnut Hill</td>
<td>33</td>
<td>24</td>
<td>0</td>
<td>33</td>
<td>24</td>
<td>9</td>
<td>24</td>
<td>0</td>
<td>24</td>
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| Column Total & % of Overall                     | 3199       | 1159                     | 1078                | 957               | 869            | 865                         | 782             | 674            | 570            | 358              | 2962            | 13765    | 23.2%           | 8.4%        | 7.8%        |

14-Jun-10
### MBTA Surveys: 2008-09
#### Rapid Transit Survey

#### Origin-Destination Cross-tabulation

**Expanded Results**

Origin Town/Neighborhood:

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## MBTA Surveys: 2008-09

**Rapid Transit Survey**

### Origin-Destination Cross-tabulation

**Expanded Results**

#### Entry Station: All Stations

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14-Jun-10
**MBTA Surveys: 2008-09**  
Rapid Transit Survey

**Origin-Destination Cross-tabulation**  
Expanded Results

**GREEN LINE-E**  
Enter Stop: All Stops

### Destination Town/Neighborhood:

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<td>191</td>
<td>100</td>
<td>56</td>
<td>78</td>
<td>182</td>
<td>26</td>
<td>46</td>
<td>18</td>
<td>15</td>
<td>522</td>
<td>1399</td>
<td>37.3%</td>
</tr>
<tr>
<td>Boston: Jamaica Plain</td>
<td>28</td>
<td>49</td>
<td>50</td>
<td>103</td>
<td>22</td>
<td>64</td>
<td>70</td>
<td>25</td>
<td>17</td>
<td>8</td>
<td>225</td>
<td>699</td>
<td>32.1%</td>
</tr>
<tr>
<td>Brookline: South Brookline</td>
<td>14</td>
<td>22</td>
<td>25</td>
<td>17</td>
<td>8</td>
<td>36</td>
<td>55</td>
<td>8</td>
<td>0</td>
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<td>47</td>
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<td>19.4%</td>
</tr>
<tr>
<td>Unspecified</td>
<td>14</td>
<td>11</td>
<td>0</td>
<td>20</td>
<td>14</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>11</td>
<td>11</td>
<td>29</td>
<td>109</td>
<td>26.2%</td>
</tr>
<tr>
<td>Boston: Roxbury</td>
<td>0</td>
<td>20</td>
<td>0</td>
<td>0</td>
<td>14</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td>8</td>
<td>28</td>
<td>28.2%</td>
<td>0.5%</td>
</tr>
<tr>
<td>Boston: Unspecified</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>14</td>
<td>0</td>
<td>14</td>
<td>0</td>
<td>0</td>
<td>28</td>
<td>28.2%</td>
<td>0.4%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brookline: North Brookline</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>20</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>20</td>
<td>0</td>
<td>0</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Boston: North Dorchester</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>16</td>
<td>0</td>
<td>16</td>
<td>0</td>
<td>0</td>
<td>16</td>
<td>0</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Boston: Prudential/Hancock</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>15</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>15</td>
<td>0</td>
<td>0</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Boston: Hyde Park</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>14</td>
<td>14</td>
<td>0</td>
<td>7</td>
<td>0</td>
<td>11</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Brookline: Chestnut Hill</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>11</td>
<td>0</td>
<td>11</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Boston: West Roxbury</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>11</td>
<td>0</td>
<td>11</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Sudbury</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>0</td>
<td>7</td>
<td>0.0%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Column Total &amp; % of Overall</th>
<th>679</th>
<th>496</th>
<th>475</th>
<th>470</th>
<th>453</th>
<th>353</th>
<th>338</th>
<th>196</th>
<th>193</th>
<th>179</th>
<th>2208</th>
<th>6197</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>11.0%</td>
<td>8.0%</td>
<td>7.7%</td>
<td>7.6%</td>
<td>7.3%</td>
<td>5.7%</td>
<td>5.5%</td>
<td>3.2%</td>
<td>3.1%</td>
<td>2.9%</td>
<td>35.6%</td>
<td></td>
</tr>
</tbody>
</table>
## Socioeconomic Characteristics

### Expanded Results

#### Entry Stop: All Stops

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

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>5,035</td>
<td>37.8%</td>
</tr>
<tr>
<td>Female</td>
<td>8,256</td>
<td>62.0%</td>
</tr>
<tr>
<td>Transgender</td>
<td>16</td>
<td>0.1%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>13,307</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>465</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

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

Mean Household Size: 2.34
### Ethnicity of Riders

**Expanded Results**

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>85</td>
<td>0.7%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>522</td>
<td>4.0%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>9</td>
<td>0.1%</td>
</tr>
<tr>
<td>Asian</td>
<td>2,054</td>
<td>15.9%</td>
</tr>
<tr>
<td>White</td>
<td>9,821</td>
<td>75.9%</td>
</tr>
<tr>
<td>Other</td>
<td>807</td>
<td>6.2%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 12,944

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

### Are You Hispanic/Latino?

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>946</td>
<td>7.2%</td>
</tr>
<tr>
<td>No</td>
<td>12,177</td>
<td>92.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>13,123</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>650</td>
<td></td>
</tr>
</tbody>
</table>

**GREEN LINE-B**

Entry Stop: All Stops

**Rapid Transit Survey**

**MBTA Surveys: 2008-09**
### Socioeconomic Characteristics

#### Expanded Results

**GREEN LINE-C**

**Entry Stop: All Stops**

#### Age of Riders:

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

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>3,020</td>
<td>37.3%</td>
</tr>
<tr>
<td>Female</td>
<td>5,066</td>
<td>62.7%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>8,086</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>384</td>
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</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

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

**Mean Household Size:** 2.17
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Ethnicity of Riders**

**Expanded Results**

<table>
<thead>
<tr>
<th>Self-Identified Race:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>32</td>
<td>0.4%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>162</td>
<td>2.0%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>44</td>
<td>0.5%</td>
</tr>
<tr>
<td>Asian</td>
<td>808</td>
<td>10.0%</td>
</tr>
<tr>
<td>White</td>
<td>6,929</td>
<td>85.6%</td>
</tr>
<tr>
<td>Other</td>
<td>190</td>
<td>2.4%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response 8,098

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

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>341</td>
<td>4.3%</td>
</tr>
<tr>
<td>No</td>
<td>7,657</td>
<td>95.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>7,997</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>473</td>
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</tr>
</tbody>
</table>

25-May-10
# Socioeconomic Characteristics

**Expanded Results**

**GREEN LINE-D**

Entry Station: All Stations

### Age of Riders:

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

### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>5,092</td>
<td>40.3%</td>
</tr>
<tr>
<td>Female</td>
<td>7,535</td>
<td>59.7%</td>
</tr>
<tr>
<td>Transgender</td>
<td>5</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>12,633</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>454</td>
<td></td>
</tr>
</tbody>
</table>

### Annual Household Income of Riders:

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

Mean Household Size: 2.59
### MBTA Surveys: 2008-09
#### Rapid Transit Survey

**Ethnicity of Riders**

**Expanded Results**

**GREEN LINE-D**

**Entry Station: All Stations**

<table>
<thead>
<tr>
<th>Self-Identified Race:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>87</td>
<td>0.7%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>531</td>
<td>4.2%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>36</td>
<td>0.3%</td>
</tr>
<tr>
<td>Asian</td>
<td>1,690</td>
<td>13.5%</td>
</tr>
<tr>
<td>White</td>
<td>10,065</td>
<td>80.3%</td>
</tr>
<tr>
<td>Other</td>
<td>394</td>
<td>3.1%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 12,540

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

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>607</td>
<td>4.8%</td>
</tr>
<tr>
<td>No</td>
<td>11,919</td>
<td>95.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>12,526</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>561</td>
<td></td>
</tr>
</tbody>
</table>
### Socioeconomic Characteristics

**Entry Stop: All Stops**

#### Age of Riders:

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

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>2,135</td>
<td>36.0%</td>
</tr>
<tr>
<td>Female</td>
<td>3,791</td>
<td>64.0%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>5,927</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>270</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

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

Mean Household Size: 2.58
### Ethnicity of Riders

#### Expanded Results

<table>
<thead>
<tr>
<th>Self-Identified Race:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>114</td>
<td>1.9%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>496</td>
<td>8.4%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>29</td>
<td>0.5%</td>
</tr>
<tr>
<td>Asian</td>
<td>821</td>
<td>13.9%</td>
</tr>
<tr>
<td>White</td>
<td>4,333</td>
<td>73.1%</td>
</tr>
<tr>
<td>Other</td>
<td>325</td>
<td>5.5%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 5,926

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

### Are You Hispanic/Latino?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>409</td>
<td>6.9%</td>
</tr>
<tr>
<td>No</td>
<td>5,476</td>
<td>93.1%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>5,884</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>312</td>
<td></td>
</tr>
</tbody>
</table>
### Usage Rates

**Expanded Results**

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

**Weekend Usage:**

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Sunday Usage*</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regularly</td>
<td>3,764</td>
<td>29.0%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>897</td>
<td>6.9%</td>
</tr>
<tr>
<td>Not at all</td>
<td>72</td>
<td>0.6%</td>
</tr>
<tr>
<td>No Answer</td>
<td>156</td>
<td>4.732</td>
</tr>
<tr>
<td>Occasional</td>
<td></td>
<td>36.5%</td>
</tr>
<tr>
<td>Occasional</td>
<td>190</td>
<td>1.5%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>6,240</td>
<td>48.1%</td>
</tr>
<tr>
<td>Not at all</td>
<td>452</td>
<td>3.5%</td>
</tr>
<tr>
<td>No Answer</td>
<td>355</td>
<td>53.0%</td>
</tr>
<tr>
<td>Not at all</td>
<td>16</td>
<td>0.1%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>96</td>
<td>0.7%</td>
</tr>
<tr>
<td>Not at all</td>
<td>1,253</td>
<td>9.7%</td>
</tr>
<tr>
<td>No Answer</td>
<td>38</td>
<td>4,732</td>
</tr>
<tr>
<td>No Answer</td>
<td>91</td>
<td>6,882</td>
</tr>
<tr>
<td>Sunday Total</td>
<td>12,979</td>
<td>10.5%</td>
</tr>
<tr>
<td>Sunday Total</td>
<td>3,970</td>
<td></td>
</tr>
<tr>
<td></td>
<td>7,233</td>
<td>30.6%</td>
</tr>
<tr>
<td></td>
<td>1,777</td>
<td>55.7%</td>
</tr>
<tr>
<td></td>
<td>12,979</td>
<td>13.7%</td>
</tr>
</tbody>
</table>

* 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

**Expanded Results**

**Usage Rates by Fare Type:**

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

**Monthly Pass Users by Type of Pass:**

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

**Zones Reported by Users of Zone Passes:**

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>959</td>
<td>7.0%</td>
<td>5.8</td>
</tr>
<tr>
<td>1</td>
<td>58</td>
<td>0.4%</td>
<td>5.6</td>
</tr>
<tr>
<td>2</td>
<td>5</td>
<td>0.0%</td>
<td>5.0</td>
</tr>
<tr>
<td>3</td>
<td>27</td>
<td>0.2%</td>
<td>2.7</td>
</tr>
<tr>
<td>4</td>
<td>27</td>
<td>0.2%</td>
<td>2.7</td>
</tr>
<tr>
<td>5</td>
<td>16</td>
<td>0.1%</td>
<td>7.0</td>
</tr>
<tr>
<td>6</td>
<td>23</td>
<td>0.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>7</td>
<td>35</td>
<td>0.3%</td>
<td>3.3</td>
</tr>
<tr>
<td>8</td>
<td>19</td>
<td>0.1%</td>
<td>7.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>48</td>
<td>0.4%</td>
<td>5.9</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>1,217</td>
<td>8.9%</td>
<td>5.7</td>
</tr>
</tbody>
</table>
## Usage Rates

**Expanded Results**

### Number of Days per Week Riders Use the Service:

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

### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>1,661</td>
<td>488</td>
<td>19</td>
<td>137</td>
</tr>
<tr>
<td>Occasionally</td>
<td>112</td>
<td>4,721</td>
<td>162</td>
<td>210</td>
</tr>
<tr>
<td>Not at all</td>
<td>13</td>
<td>101</td>
<td>709</td>
<td>20</td>
</tr>
<tr>
<td>No Answer</td>
<td>8</td>
<td>20</td>
<td>0</td>
<td>89</td>
</tr>
</tbody>
</table>

### Sunday Usage*

<table>
<thead>
<tr>
<th>Sunday Total</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,786</td>
<td>5,311</td>
<td>22.4%</td>
<td>66.5%</td>
</tr>
<tr>
<td>890</td>
<td>89</td>
<td>11.1%</td>
<td></td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
## Fare Types and Pass Usage

### Expanded Results

#### Usage Rates by Fare Type:

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

#### Monthly Pass Users by Type of Pass:

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

#### Zones Reported by Users of Zone Passes:

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

---

**CTPS**

**GREEN LINE-C**

Entry Stop: All Stops

---

20-May-10
## Usage Rates

**GREEN LINE-D**

Entry Station: All Stations

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

### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>1,383</td>
<td>464</td>
<td>35</td>
<td>89</td>
<td>1,881</td>
</tr>
<tr>
<td>Occasionally</td>
<td>135</td>
<td>6,739</td>
<td>589</td>
<td>349</td>
<td>7,464</td>
</tr>
<tr>
<td>Not at all</td>
<td>11</td>
<td>114</td>
<td>2,794</td>
<td>76</td>
<td>2,919</td>
</tr>
<tr>
<td>No Answer</td>
<td>15</td>
<td>40</td>
<td>14</td>
<td>239</td>
<td>273</td>
</tr>
</tbody>
</table>

### Sunday Usage*:

| Sunday Total             | 1,529     | 7,317        | 3,418      | 12,263    |

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
### Fare Types and Pass Usage

**Usage Rates by Fare Type:**

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>3,315</td>
<td>26.0%</td>
<td>3.3</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>377</td>
<td>3.0%</td>
<td>2.7</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>8,297</td>
<td>65.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>29</td>
<td>0.2%</td>
<td>2.4</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>289</td>
<td>2.3%</td>
<td>3.3</td>
</tr>
<tr>
<td><em>Student</em></td>
<td>64</td>
<td>0.5%</td>
<td>5.0</td>
</tr>
<tr>
<td><em>Senior</em></td>
<td>174</td>
<td>1.4%</td>
<td>3.1</td>
</tr>
<tr>
<td><em>Disability</em></td>
<td>51</td>
<td>0.4%</td>
<td>2.1</td>
</tr>
<tr>
<td><em>No Reduced Fare Selected</em></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>13</td>
<td>0.1%</td>
<td>1.9</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>7</td>
<td>0.1%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>375</td>
<td>2.9%</td>
<td>5.3</td>
</tr>
<tr>
<td>Other</td>
<td>26</td>
<td>0.2%</td>
<td>4.6</td>
</tr>
<tr>
<td><strong>No Fare Payment Type Selected</strong></td>
<td>360</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>All Payment Types</strong></td>
<td>12,727</td>
<td>100.0%</td>
<td>4.5</td>
</tr>
</tbody>
</table>

**Monthly Pass Users by Type of Pass:**

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>7,508</td>
<td>59.0%</td>
<td>5.1</td>
</tr>
<tr>
<td>Zone</td>
<td>465</td>
<td>3.7%</td>
<td>3.7</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>14</td>
<td>0.1%</td>
<td>5.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>29</td>
<td>0.2%</td>
<td>3.1</td>
</tr>
<tr>
<td>Student</td>
<td>64</td>
<td>0.5%</td>
<td>5.9</td>
</tr>
<tr>
<td>Senior</td>
<td>137</td>
<td>1.1%</td>
<td>5.0</td>
</tr>
<tr>
<td>Disability</td>
<td>54</td>
<td>0.4%</td>
<td>2.4</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>25</td>
<td>0.2%</td>
<td>6.3</td>
</tr>
<tr>
<td><strong>Total Riders Using Monthly Passes</strong></td>
<td>8,297</td>
<td>65.2%</td>
<td>5.0</td>
</tr>
</tbody>
</table>

**Zones Reported by Users of Zone Passes:**

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>128</td>
<td>1.0%</td>
<td>5.0</td>
</tr>
<tr>
<td>1</td>
<td>37</td>
<td>0.3%</td>
<td>3.8</td>
</tr>
<tr>
<td>2</td>
<td>111</td>
<td>0.9%</td>
<td>3.2</td>
</tr>
<tr>
<td>3</td>
<td>40</td>
<td>0.3%</td>
<td>2.7</td>
</tr>
<tr>
<td>4</td>
<td>36</td>
<td>0.3%</td>
<td>1.3</td>
</tr>
<tr>
<td>5</td>
<td>26</td>
<td>0.2%</td>
<td>2.3</td>
</tr>
<tr>
<td>6</td>
<td>31</td>
<td>0.2%</td>
<td>4.7</td>
</tr>
<tr>
<td>7</td>
<td>12</td>
<td>0.1%</td>
<td>3.9</td>
</tr>
<tr>
<td>8</td>
<td>21</td>
<td>0.2%</td>
<td>4.1</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>No Zone Selected</strong></td>
<td>24</td>
<td>0.2%</td>
<td>4.7</td>
</tr>
<tr>
<td><strong>Total Riders Using Zone Passes</strong></td>
<td>465</td>
<td>3.7%</td>
<td>3.7</td>
</tr>
</tbody>
</table>
## Usage Rates

**GREEN LINE-E**

**Entry Stop: All Stops**

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

### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>1,033</td>
<td>481</td>
<td>11</td>
<td>92</td>
<td>1,526</td>
</tr>
<tr>
<td></td>
<td>18.1%</td>
<td>8.4%</td>
<td>0.2%</td>
<td>92%</td>
<td>26.7%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>95</td>
<td>2,506</td>
<td>269</td>
<td>143</td>
<td>2,870</td>
</tr>
<tr>
<td></td>
<td>1.7%</td>
<td>43.8%</td>
<td>4.7%</td>
<td>93%</td>
<td>50.2%</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>57</td>
<td>1,264</td>
<td>28</td>
<td>1,321</td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>1.0%</td>
<td>22.1%</td>
<td>1321%</td>
<td>23.1%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>31</td>
<td>36</td>
<td>149</td>
<td></td>
</tr>
</tbody>
</table>

### Sunday Usage*

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday Total</td>
<td>1,128</td>
<td>3,045</td>
<td>1,544</td>
<td></td>
<td>5,717</td>
</tr>
<tr>
<td></td>
<td>19.7%</td>
<td>53.3%</td>
<td>27.0%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* 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

**Expanded Results**

#### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>1,704</td>
<td>27.7%</td>
<td>3.3</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>136</td>
<td>2.2%</td>
<td>2.2</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>3,625</td>
<td>58.9%</td>
<td>4.9</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>48</td>
<td>0.8%</td>
<td>2.1</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>327</td>
<td>5.3%</td>
<td>3.3</td>
</tr>
<tr>
<td>Student</td>
<td>8</td>
<td>0.1%</td>
<td>6.0</td>
</tr>
<tr>
<td>Senior</td>
<td>231</td>
<td>3.8%</td>
<td>3.4</td>
</tr>
<tr>
<td>Disability</td>
<td>67</td>
<td>1.1%</td>
<td>2.8</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>21</td>
<td>0.3%</td>
<td>3.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>293</td>
<td>4.8%</td>
<td>5.5</td>
</tr>
<tr>
<td>Other</td>
<td>20</td>
<td>0.3%</td>
<td>2.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>43</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>6,154</td>
<td>100.0%</td>
<td>4.3</td>
</tr>
</tbody>
</table>

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>3,090</td>
<td>50.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>Zone</td>
<td>377</td>
<td>6.1%</td>
<td>4.0</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>7</td>
<td>0.1%</td>
<td>5.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>32</td>
<td>0.5%</td>
<td>4.3</td>
</tr>
<tr>
<td>Senior</td>
<td>56</td>
<td>0.9%</td>
<td>2.4</td>
</tr>
<tr>
<td>Disability</td>
<td>52</td>
<td>0.8%</td>
<td>6.2</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>11</td>
<td>0.2%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>3,625</td>
<td>58.9%</td>
<td>4.9</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>86</td>
<td>1.4%</td>
<td>3.5</td>
</tr>
<tr>
<td>1</td>
<td>42</td>
<td>0.7%</td>
<td>5.5</td>
</tr>
<tr>
<td>2</td>
<td>87</td>
<td>1.4%</td>
<td>4.5</td>
</tr>
<tr>
<td>3</td>
<td>36</td>
<td>0.6%</td>
<td>1.7</td>
</tr>
<tr>
<td>4</td>
<td>42</td>
<td>0.7%</td>
<td>2.8</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>11</td>
<td>0.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>7</td>
<td>42</td>
<td>0.7%</td>
<td>5.5</td>
</tr>
<tr>
<td>8</td>
<td>31</td>
<td>0.5%</td>
<td>3.5</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>377</td>
<td>6.1%</td>
<td>4.0</td>
</tr>
</tbody>
</table>
# MBTA Surveys: 2008-09

## Rapid Transit Survey

## Vehicle Availability

**Licensed Drivers:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>11,840</td>
<td>86.8%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>1,806</td>
<td>13.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>13,646</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>127</td>
<td></td>
</tr>
</tbody>
</table>

**Usable Vehicles per Household:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>6,879</td>
<td>51.4%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>4,720</td>
<td>35.3%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>1,195</td>
<td>8.9%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>592</td>
<td>4.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>13,385</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>387</td>
<td></td>
</tr>
</tbody>
</table>

**Was a Household Vehicle Available to Rider?:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>3,452</td>
<td>25.4%</td>
</tr>
<tr>
<td>No</td>
<td>10,138</td>
<td>74.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>13,590</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>183</td>
<td></td>
</tr>
</tbody>
</table>

**Vehicles Owned per Capita:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>6,548</td>
<td>50.9%</td>
<td>50.9%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>1,469</td>
<td>11.4%</td>
<td>62.3%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>2,941</td>
<td>22.8%</td>
<td>85.1%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>1,637</td>
<td>12.7%</td>
<td>97.8%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>194</td>
<td>1.5%</td>
<td>99.3%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>87</td>
<td>0.7%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**TOTAL RESPONSES** | 12,874
### Vehicle Availability

**Licensed Drivers:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>7,571</td>
<td>90.5%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>793</td>
<td>9.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>8,364</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>106</td>
<td></td>
</tr>
</tbody>
</table>

**Usable Vehicles per Household:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>3,418</td>
<td>41.2%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>3,729</td>
<td>44.9%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>932</td>
<td>11.2%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>219</td>
<td>2.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>8,299</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>172</td>
<td></td>
</tr>
</tbody>
</table>

**Was a Household Vehicle Available to Rider?:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>2,986</td>
<td>35.9%</td>
</tr>
<tr>
<td>No</td>
<td>5,337</td>
<td>64.1%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>8,323</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>147</td>
<td></td>
</tr>
</tbody>
</table>

**Vehicles Owned per Capita:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>3,220</td>
<td>40.6%</td>
<td>40.6%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>953</td>
<td>12.0%</td>
<td>52.6%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>2,089</td>
<td>26.3%</td>
<td>78.9%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>1,611</td>
<td>20.3%</td>
<td>99.2%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>41</td>
<td>0.5%</td>
<td>99.7%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>22</td>
<td>0.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>7,936</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Vehicle Availability

**Licensed Drivers:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
<tr>
<td>Not Licensed</td>
<td>793</td>
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</tr>
<tr>
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<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>106</td>
<td></td>
</tr>
</tbody>
</table>

**Usable Vehicles per Household:**

<table>
<thead>
<tr>
<th></th>
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<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
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<td>3,729</td>
<td>44.9%</td>
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<tr>
<td>2 vehicles</td>
<td>932</td>
<td>11.2%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>219</td>
<td>2.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>8,299</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>172</td>
<td></td>
</tr>
</tbody>
</table>

**Was a Household Vehicle Available to Rider?:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>2,986</td>
<td>35.9%</td>
</tr>
<tr>
<td>No</td>
<td>5,337</td>
<td>64.1%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>8,323</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>147</td>
<td></td>
</tr>
</tbody>
</table>

**Vehicles Owned per Capita:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>3,220</td>
<td>40.6%</td>
<td>40.6%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>953</td>
<td>12.0%</td>
<td>52.6%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>2,089</td>
<td>26.3%</td>
<td>78.9%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>1,611</td>
<td>20.3%</td>
<td>99.2%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>41</td>
<td>0.5%</td>
<td>99.7%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>22</td>
<td>0.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>7,936</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Vehicle Availability

**Licensed Drivers:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>5,413</td>
<td>88.7%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>692</td>
<td>11.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>6,105</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>91</td>
<td></td>
</tr>
</tbody>
</table>

**Usable Vehicles per Household:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>2,281</td>
<td>38.0%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>2,156</td>
<td>36.0%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>977</td>
<td>16.3%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>583</td>
<td>9.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>5,998</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>198</td>
<td></td>
</tr>
</tbody>
</table>

**Was a Household Vehicle Available to Rider?:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>2,239</td>
<td>37.5%</td>
</tr>
<tr>
<td>No</td>
<td>3,731</td>
<td>62.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>5,970</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>227</td>
<td></td>
</tr>
</tbody>
</table>

### Vehicles Owned per Capita:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>2,215</td>
<td>38.6%</td>
<td>38.6%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>828</td>
<td>14.4%</td>
<td>53.0%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>1,557</td>
<td>27.1%</td>
<td>80.1%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>974</td>
<td>16.9%</td>
<td>97.0%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>100</td>
<td>1.7%</td>
<td>98.8%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>69</td>
<td>1.2%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>5,744</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Service Quality

### Expanded Results

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.6</td>
<td>15.8%</td>
<td>26.9%</td>
<td>38.6%</td>
<td>16.4%</td>
<td>2.2%</td>
<td>13,284</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.7</td>
<td>1.5%</td>
<td>5.2%</td>
<td>29.7%</td>
<td>47.1%</td>
<td>16.5%</td>
<td>13,405</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.2</td>
<td>3.8%</td>
<td>13.0%</td>
<td>45.8%</td>
<td>32.9%</td>
<td>4.5%</td>
<td>13,425</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.0</td>
<td>8.2%</td>
<td>18.4%</td>
<td>44.1%</td>
<td>22.7%</td>
<td>6.6%</td>
<td>13,359</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>3.5</td>
<td>4.4%</td>
<td>12.4%</td>
<td>31.0%</td>
<td>33.8%</td>
<td>18.4%</td>
<td>13,261</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.5</td>
<td>20.8%</td>
<td>26.8%</td>
<td>38.8%</td>
<td>11.5%</td>
<td>2.0%</td>
<td>13,349</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>2.6</td>
<td>16.0%</td>
<td>29.4%</td>
<td>35.9%</td>
<td>16.1%</td>
<td>2.6%</td>
<td>13,354</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>2.6</td>
<td>17.9%</td>
<td>28.6%</td>
<td>34.0%</td>
<td>17.5%</td>
<td>1.9%</td>
<td>13,404</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.7</td>
<td>17.4%</td>
<td>16.5%</td>
<td>47.7%</td>
<td>14.0%</td>
<td>4.4%</td>
<td>5,599</td>
</tr>
<tr>
<td>Station amenities</td>
<td>2.6</td>
<td>17.8%</td>
<td>25.6%</td>
<td>40.9%</td>
<td>13.7%</td>
<td>1.9%</td>
<td>10,251</td>
</tr>
<tr>
<td>Fare collection system</td>
<td>3.3</td>
<td>9.8%</td>
<td>13.5%</td>
<td>28.4%</td>
<td>32.7%</td>
<td>15.7%</td>
<td>12,996</td>
</tr>
</tbody>
</table>

* 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.
<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.8</td>
<td>12.2%</td>
<td>21.9%</td>
<td>40.9%</td>
<td>21.9%</td>
<td>3.0%</td>
<td>8,258</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.7</td>
<td>1.4%</td>
<td>4.5%</td>
<td>28.8%</td>
<td>50.1%</td>
<td>15.2%</td>
<td>8,256</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.1</td>
<td>5.2%</td>
<td>14.4%</td>
<td>46.0%</td>
<td>29.1%</td>
<td>5.3%</td>
<td>8,223</td>
</tr>
<tr>
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<td>3.2</td>
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<td>17.1%</td>
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</tr>
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<td>18.6%</td>
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<td>27.8%</td>
<td>37.0%</td>
<td>19.1%</td>
<td>2.2%</td>
<td>8,258</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>2.8</td>
<td>11.9%</td>
<td>25.8%</td>
<td>40.5%</td>
<td>17.6%</td>
<td>4.1%</td>
<td>8,222</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.7</td>
<td>12.8%</td>
<td>21.8%</td>
<td>49.7%</td>
<td>11.8%</td>
<td>4.0%</td>
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<td>13.0%</td>
<td>28.9%</td>
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<td>11.1%</td>
<td>2.2%</td>
<td>6,368</td>
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<td>9.3%</td>
<td>13.3%</td>
<td>30.8%</td>
<td>31.9%</td>
<td>14.7%</td>
<td>8,111</td>
</tr>
</tbody>
</table>

* 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**

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.9</td>
<td>11.9%</td>
<td>20.3%</td>
<td>40.7%</td>
<td>22.6%</td>
<td>4.5%</td>
<td>12,742</td>
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<td>Safety and security</td>
<td>3.8</td>
<td>1.0%</td>
<td>3.8%</td>
<td>30.0%</td>
<td>48.2%</td>
<td>17.0%</td>
<td>12,734</td>
</tr>
<tr>
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<td>3.1</td>
<td>4.9%</td>
<td>15.0%</td>
<td>46.2%</td>
<td>29.1%</td>
<td>4.8%</td>
<td>12,686</td>
</tr>
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<td>14.9%</td>
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<td>31.5%</td>
<td>8.8%</td>
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<td>30.3%</td>
<td>33.0%</td>
<td>16.5%</td>
<td>12,690</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
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<td>18.3%</td>
<td>26.8%</td>
<td>37.9%</td>
<td>14.3%</td>
<td>2.8%</td>
<td>12,816</td>
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<td>3.8%</td>
<td>12,792</td>
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<td>5.1%</td>
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<td>19.0%</td>
<td>10.1%</td>
<td>7,445</td>
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<td>12.4%</td>
<td>23.7%</td>
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<td>18.0%</td>
<td>3.1%</td>
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<tr>
<td>Fare collection system</td>
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<td>12.4%</td>
<td>27.5%</td>
<td>32.3%</td>
<td>17.5%</td>
<td>12,462</td>
</tr>
</tbody>
</table>

* 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.
## Service Quality

**Expanded Results**

### GREEN LINE-E

**Entry Stop: All Stops**

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>3.0</td>
<td>9.8%</td>
<td>13.8%</td>
<td>48.0%</td>
<td>23.4%</td>
<td>4.9%</td>
<td>5,940</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.6</td>
<td>1.4%</td>
<td>5.7%</td>
<td>34.2%</td>
<td>46.8%</td>
<td>11.9%</td>
<td>5,964</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.1</td>
<td>5.5%</td>
<td>17.0%</td>
<td>47.6%</td>
<td>25.5%</td>
<td>4.4%</td>
<td>5,980</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.2</td>
<td>4.7%</td>
<td>15.3%</td>
<td>44.4%</td>
<td>27.5%</td>
<td>8.1%</td>
<td>5,946</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>3.6</td>
<td>4.2%</td>
<td>11.2%</td>
<td>27.9%</td>
<td>36.6%</td>
<td>20.0%</td>
<td>5,970</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.9</td>
<td>10.4%</td>
<td>20.1%</td>
<td>43.2%</td>
<td>21.8%</td>
<td>4.4%</td>
<td>5,985</td>
</tr>
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<td>9.8%</td>
<td>25.2%</td>
<td>38.6%</td>
<td>19.6%</td>
<td>6.8%</td>
<td>5,970</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>3.1</td>
<td>6.8%</td>
<td>14.6%</td>
<td>46.0%</td>
<td>26.6%</td>
<td>6.0%</td>
<td>5,963</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.8</td>
<td>14.4%</td>
<td>17.1%</td>
<td>45.9%</td>
<td>15.9%</td>
<td>6.7%</td>
<td>3,176</td>
</tr>
<tr>
<td>Station amenities</td>
<td>2.7</td>
<td>15.8%</td>
<td>20.9%</td>
<td>47.1%</td>
<td>14.1%</td>
<td>2.1%</td>
<td>4,968</td>
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<tr>
<td>Fare collection system</td>
<td>3.4</td>
<td>6.3%</td>
<td>12.9%</td>
<td>31.0%</td>
<td>29.9%</td>
<td>19.9%</td>
<td>5,827</td>
</tr>
</tbody>
</table>

* The number of respondents who indicated that this service quality measure was one of the three most important to them. Many respondents checked no measures, while others checked more than three.
Trip Purpose, Reasons for Using the MBTA, and Alternative Means

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

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

3.1 TRIP PURPOSE

3.1.1 DESCRIPTION OF TABLE

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

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

For each of the trip purposes, the table shows the number of riders and the percentage that these riders represent relative to the total number of riders entering the rapid transit system at the station who specified their activities at both trip ends. It also gives the cumulative percentages that result as one adds each trip purpose category of riders to the ones preceding it in the table.
3.1.2 OVERVIEW OF RESULTS

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

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

Work-based trips were the second-most-common trip purpose at most of the other stations, though accounting for much smaller shares than home-based work trips. Home-based work-related trips were second in importance at Science Park and Prudential. At Symphony Station, home-based social activity was second. The trip purpose results may have been affected by the survey distribution strategy, which captured riders entering stations between the hours of 6:00 AM and 3:00 PM. The scope of the project did not allow for all-day distribution, although it was designed to provide 85% of weekday riders the opportunity to receive and complete surveys. In particular, trips in the evening to socialize, and personal trips completed on the way home from work, may have been underrepresented.

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

On the outermost branch segment, Chestnut Hill Avenue to Boston College, home-based work trips were not far ahead of home-based school trips (35% to 29%). On the three intermediate branch segments, home-based school trip still
accounted for 26% to 30% of the trips, but home-based work trips made up 56% to 61% of boardings.

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

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

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

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

3.2 REASONS FOR USING THE MBTA

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

The table presents both the number and percent of riders who selected each reason. Riders were allowed to check as many reasons as they felt were relevant. Therefore the values in the “Number of Riders” column have not been totaled in the table; the number at the bottom of that column is the number of riders who checked at least one reason. The values in the “Percent of Riders” column may add up to more than 100%. The percentages were calculated by dividing the number of responses for each reason by the total number of people who checked at least one reason.

3.2.2 OVERVIEW OF RESULTS

Central Subway

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

B Branch

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

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

C Branch

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

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

E Branch

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

3.3 ALTERNATIVE MEANS OF TRANSPORTATION

3.3.1 DESCRIPTION OF TABLES

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

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

3.3.2 OVERVIEW OF RESULTS

Central Subway

The most common alternative mode of transportation for people who made the trip using other means when not riding the Green Line subway varied by station. It was “drive alone” at the stations between Science Park and
Government Center, ranging from 37% to 40% except at North Station (60%). At all subway stations from Boylston through Kenmore, and Prudential, the alternative most often checked was “other.” When further details were written in, they were mostly split between “walk” and “dropped off.” At Lechmere, Park Street, and Symphony, the most common alternative was “other MBTA service.

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

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

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

E Branch
Because of the large amount of parallel service available (including the Route 39 bus and the Orange Line), “other MBTA service” was the most frequently
checked alternate means of transportation overall, at 41%. At all but one E Branch station or segment, the percentage of riders checking this alternative ranged from 35% to 53%. At Museum of Fine Arts Station, 26% checked “other MBTA service,” but a larger group there (42%) sometimes drove alone. Reported use of “other” alternatives, including walking, ranged from 17% to 41%.
### Trip Purpose, Reasons for Using the MBTA, and Alternative Means

#### Expanded Results

#### Entry Station: Lechmere

<table>
<thead>
<tr>
<th>Trip Purpose</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home-based Work</td>
<td>1,856</td>
<td>59.3%</td>
<td>59.3%</td>
</tr>
<tr>
<td>Home-based School</td>
<td>98</td>
<td>3.1%</td>
<td>62.5%</td>
</tr>
<tr>
<td>Home-based Shopping</td>
<td>156</td>
<td>5.0%</td>
<td>67.5%</td>
</tr>
<tr>
<td>Home-based Social Activity</td>
<td>186</td>
<td>5.9%</td>
<td>73.4%</td>
</tr>
<tr>
<td>Home-based Personal Business</td>
<td>176</td>
<td>5.6%</td>
<td>79.0%</td>
</tr>
<tr>
<td>Home-based Work-related</td>
<td>157</td>
<td>5.0%</td>
<td>84.0%</td>
</tr>
<tr>
<td>Home-based Other</td>
<td>20</td>
<td>0.7%</td>
<td>84.7%</td>
</tr>
<tr>
<td>Work-based</td>
<td>304</td>
<td>9.7%</td>
<td>94.4%</td>
</tr>
<tr>
<td>Non-Home/Non-Work-based</td>
<td>176</td>
<td>5.6%</td>
<td>100.0%</td>
</tr>
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TOTAL: 3,130

No Answer: 70

#### Reasons for Using the MBTA:

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<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>1,931</td>
<td>60.9%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>806</td>
<td>25.4%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>1,832</td>
<td>57.8%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>1,695</td>
<td>53.5%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>1,559</td>
<td>49.2%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>1,449</td>
<td>45.7%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>858</td>
<td>27.1%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>891</td>
<td>28.1%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

TOTAL RIDERS GIVING AT LEAST 1 REASON: 3,169

#### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>1,567</td>
<td>50.4%</td>
</tr>
<tr>
<td>No</td>
<td>1,543</td>
<td>49.6%</td>
</tr>
</tbody>
</table>

TOTAL: 3,110

No Answer: 89

#### Other Modes Reported by Riders Who Checked "Yes":

<table>
<thead>
<tr>
<th>Other Mode Reported</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>601</td>
<td>39.1%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>49</td>
<td>3.2%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>177</td>
<td>11.5%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>334</td>
<td>21.7%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>672</td>
<td>43.7%</td>
</tr>
<tr>
<td>Other</td>
<td>304</td>
<td>19.7%</td>
</tr>
</tbody>
</table>

TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE: 1,538

(No other modes reported) 30

*Note: Percentages may total to more than 100 because of multiple choices checked.
### Trip Purpose, Reasons for Using the MBTA, and Alternative Means

#### Expanded Results

#### MBTA Surveys: 2008-09

**Entry Station: Science Park**

#### GREEN LINE-SUBWAY

##### Trip Purpose:

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

#### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>322</td>
<td>68.2%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>194</td>
<td>41.0%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>337</td>
<td>71.4%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>301</td>
<td>63.6%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>280</td>
<td>59.3%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>224</td>
<td>47.3%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>100</td>
<td>21.2%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>22</td>
<td>4.6%</td>
</tr>
<tr>
<td>Other</td>
<td>22</td>
<td>4.6%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:** 473

#### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>186</td>
<td>48.1%</td>
</tr>
<tr>
<td>No</td>
<td>200</td>
<td>51.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>386</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>87</td>
<td></td>
</tr>
</tbody>
</table>

#### Other Modes Reported by Riders Who Checked "Yes":

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>65</td>
<td>39.7%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>22</td>
<td>13.2%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>20</td>
<td>12.3%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>28</td>
<td>17.4%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>64</td>
<td>38.8%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:** 164

(No other modes reported) 22

*Note: Percentages may total to more than 100 because of multiple choices checked.*
### Trip Purpose, Reasons for Using the MBTA, and Alternative Means

**Expanded Results**

**Trip Purpose:**

<table>
<thead>
<tr>
<th>Trip Purpose</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home-based Work</td>
<td>3,528</td>
<td>81.0%</td>
<td>81.0%</td>
</tr>
<tr>
<td>Home-based School</td>
<td>32</td>
<td>0.7%</td>
<td>81.7%</td>
</tr>
<tr>
<td>Home-based Shopping</td>
<td>0</td>
<td>0.0%</td>
<td>81.7%</td>
</tr>
<tr>
<td>Home-based Social Activity</td>
<td>54</td>
<td>1.2%</td>
<td>82.9%</td>
</tr>
<tr>
<td>Home-based Personal Business</td>
<td>168</td>
<td>3.8%</td>
<td>86.6%</td>
</tr>
<tr>
<td>Home-based Work-related</td>
<td>57</td>
<td>1.3%</td>
<td>88.1%</td>
</tr>
<tr>
<td>Home-based Other</td>
<td>19</td>
<td>0.4%</td>
<td>88.5%</td>
</tr>
<tr>
<td>Work-based</td>
<td>330</td>
<td>7.6%</td>
<td>96.1%</td>
</tr>
<tr>
<td>Non-Home/Non-Work-based</td>
<td>170</td>
<td>3.9%</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>4,357</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Answer</td>
<td>423</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Reasons for Using the MBTA:**

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>2,937</td>
<td>61.9%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>1,581</td>
<td>33.3%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>3,658</td>
<td>77.1%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>2,829</td>
<td>59.6%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>2,473</td>
<td>52.1%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>2,198</td>
<td>46.3%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>2,532</td>
<td>53.4%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>635</td>
<td>13.4%</td>
</tr>
<tr>
<td>Other</td>
<td>108</td>
<td>2.3%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:**

4,743

**Use Other Mode to Make Same Trip?**

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>1,740</td>
<td>37.1%</td>
</tr>
<tr>
<td>No</td>
<td>2,949</td>
<td>62.9%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>4,689</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>92</td>
<td></td>
</tr>
</tbody>
</table>

**Other Modes Reported by Riders Who Checked "Yes":**

<table>
<thead>
<tr>
<th>Other Modes Reported</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>1,014</td>
<td>60.2%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>194</td>
<td>11.5%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>54</td>
<td>3.2%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>388</td>
<td>23.1%</td>
</tr>
<tr>
<td>Other</td>
<td>278</td>
<td>16.5%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:**

1,683

(No other modes reported) **57**

*Note: Percentages may total to more than 100 because of multiple choices checked.*
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

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

**Expanded Results**

#### GREEN LINE-SUBWAY

**Entry Station: Haymarket**

<table>
<thead>
<tr>
<th>Trip Purpose:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home-based Work</td>
<td>2,250</td>
<td>77.4%</td>
<td>77.4%</td>
</tr>
<tr>
<td>Home-based School</td>
<td>127</td>
<td>4.4%</td>
<td>81.8%</td>
</tr>
<tr>
<td>Home-based Shopping</td>
<td>44</td>
<td>1.5%</td>
<td>83.3%</td>
</tr>
<tr>
<td>Home-based Social Activity</td>
<td>127</td>
<td>4.4%</td>
<td>87.6%</td>
</tr>
<tr>
<td>Home-based Personal Business</td>
<td>85</td>
<td>2.9%</td>
<td>90.5%</td>
</tr>
<tr>
<td>Home-based Work-related</td>
<td>22</td>
<td>0.7%</td>
<td>91.3%</td>
</tr>
<tr>
<td>Home-based Other</td>
<td>63</td>
<td>2.2%</td>
<td>93.5%</td>
</tr>
<tr>
<td>Work-based</td>
<td>190</td>
<td>6.5%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Non-Home/Non-Work-based</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,906</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No Answer: 22

#### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>2,028</td>
<td>69.3%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>577</td>
<td>19.7%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>1,455</td>
<td>49.7%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>1,410</td>
<td>48.2%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>1,239</td>
<td>42.3%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>982</td>
<td>33.5%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>1,046</td>
<td>35.7%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>791</td>
<td>27.0%</td>
</tr>
<tr>
<td>Other</td>
<td>65</td>
<td>2.2%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:** 2,928

#### Other Modes Reported by Riders Who Checked "Yes":

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>449</td>
<td>36.9%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>22</td>
<td>1.8%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>129</td>
<td>10.6%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>234</td>
<td>19.2%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>194</td>
<td>15.9%</td>
</tr>
<tr>
<td>Other</td>
<td>342</td>
<td>28.1%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:** 1,219

(No other modes reported) 22

*Note: Percentages may total to more than 100 because of multiple choices checked.
## MBTA Surveys: 2008-09

### Rapid Transit Survey

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

**Expanded Results**

#### GREEN LINE-SUBWAY

**Entry Station: Government Center**

<table>
<thead>
<tr>
<th>Trip Purpose</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home-based Work</td>
<td>1,240</td>
<td>41.7%</td>
<td>41.7%</td>
</tr>
<tr>
<td>Home-based School</td>
<td>32</td>
<td>1.1%</td>
<td>42.7%</td>
</tr>
<tr>
<td>Home-based Shopping</td>
<td>0</td>
<td>0.0%</td>
<td>42.7%</td>
</tr>
<tr>
<td>Home-based Social Activity</td>
<td>160</td>
<td>5.4%</td>
<td>48.1%</td>
</tr>
<tr>
<td>Home-based Personal Business</td>
<td>360</td>
<td>12.1%</td>
<td>60.2%</td>
</tr>
<tr>
<td>Home-based Work-related</td>
<td>137</td>
<td>4.6%</td>
<td>64.8%</td>
</tr>
<tr>
<td>Home-based Other</td>
<td>64</td>
<td>2.1%</td>
<td>66.9%</td>
</tr>
<tr>
<td>Work-based</td>
<td>784</td>
<td>26.3%</td>
<td>93.3%</td>
</tr>
<tr>
<td>Non-Home/Non-Work-based</td>
<td>200</td>
<td>6.7%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**TOTAL** 2,977

No Answer 123

#### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>2,089</td>
<td>68.1%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>1,157</td>
<td>37.7%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>2,002</td>
<td>65.3%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>1,798</td>
<td>58.6%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>1,583</td>
<td>51.6%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>1,439</td>
<td>46.9%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>927</td>
<td>30.2%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>591</td>
<td>19.3%</td>
</tr>
<tr>
<td>Other</td>
<td>9</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:** 3,067

#### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>1,047</td>
<td>35.0%</td>
</tr>
<tr>
<td>No</td>
<td>1,947</td>
<td>65.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,995</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

No Answer 105

#### Other Modes Reported by Riders Who Checked "Yes":

<table>
<thead>
<tr>
<th>Other Mode Reported</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>387</td>
<td>39.4%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>137</td>
<td>13.9%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>164</td>
<td>16.6%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>200</td>
<td>20.4%</td>
</tr>
<tr>
<td>Other</td>
<td>282</td>
<td>28.7%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:** 983

*(No other modes reported) 64

*Note: Percentages may total to more than 100 because of multiple choices checked.*
**MBTA Surveys: 2008-09**

Rapid Transit Survey

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

Expanded Results

**GREEN LINE-SUBWAY**

Entry Station: Park Street

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

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

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>1,650</td>
<td>40.9%</td>
</tr>
<tr>
<td>No</td>
<td>2,387</td>
<td>59.1%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,037</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>189</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Modes Reported by Riders Who Checked &quot;Yes&quot;:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>378</td>
<td>24.8%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>126</td>
<td>8.3%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>94</td>
<td>6.2%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>662</td>
<td>43.5%</td>
</tr>
<tr>
<td>Other</td>
<td>432</td>
<td>28.3%</td>
</tr>
<tr>
<td>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</td>
<td>1,524</td>
<td></td>
</tr>
</tbody>
</table>

(No other modes reported)                         | 126              |

*Note: Percentages may total to more than 100 because of multiple choices checked.*
### Trip Purpose, Reasons for Using the MBTA, and Alternative Means

#### Expanded Results

**Trip Purpose:**

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

#### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>1,809</td>
<td>67.3%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>848</td>
<td>31.6%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>1,410</td>
<td>52.5%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>1,202</td>
<td>44.7%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>1,173</td>
<td>43.7%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>1,091</td>
<td>40.6%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>715</td>
<td>26.6%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>796</td>
<td>29.6%</td>
</tr>
<tr>
<td>Other</td>
<td>22</td>
<td>0.8%</td>
</tr>
<tr>
<td><strong>TOTAL RIDERS GIVING AT LEAST 1 REASON:</strong></td>
<td>2,686</td>
<td></td>
</tr>
</tbody>
</table>

#### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>1,071</td>
<td>40.4%</td>
</tr>
<tr>
<td>No</td>
<td>1,578</td>
<td>59.6%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2,649</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td>59</td>
<td></td>
</tr>
</tbody>
</table>

#### Other Modes Reported by Riders Who Checked "Yes":

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>348</td>
<td>35.4%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>199</td>
<td>20.2%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>81</td>
<td>8.3%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>265</td>
<td>27.0%</td>
</tr>
<tr>
<td>Other</td>
<td>399</td>
<td>40.6%</td>
</tr>
<tr>
<td><strong>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</strong></td>
<td>982</td>
<td></td>
</tr>
</tbody>
</table>

(No other modes reported) 88

*Note: Percentages may total to more than 100 because of multiple choices checked.*
## MBTA Surveys: 2008-09

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

**Expanded Results**

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

### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>1,603</td>
<td>69.7%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>852</td>
<td>37.0%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>1,268</td>
<td>55.1%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>1,250</td>
<td>54.4%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>1,079</td>
<td>46.9%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>960</td>
<td>41.7%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>627</td>
<td>27.3%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>396</td>
<td>17.2%</td>
</tr>
<tr>
<td>Other</td>
<td>8</td>
<td>0.4%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:** 2,300

### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>970</td>
<td>43.3%</td>
</tr>
<tr>
<td>No</td>
<td>1,271</td>
<td>56.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,241</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

### Other Modes Reported by Riders Who Checked "Yes":

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>281</td>
<td>30.3%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>13</td>
<td>1.4%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>87</td>
<td>9.4%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>118</td>
<td>12.7%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>249</td>
<td>26.9%</td>
</tr>
<tr>
<td>Other</td>
<td>335</td>
<td>36.2%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:**

925

(No other modes reported) 44

*Note: Percentages may total to more than 100 because of multiple choices checked.*
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Trip Purpose, Reasons for Using the MBTA, and Alternative Means
#### Expanded Results

#### GREEN LINE-SUBWAY
**Entry Station: Copley**

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

#### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>3,519</td>
<td>67.7%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>1,896</td>
<td>36.5%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>3,208</td>
<td>61.7%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>2,607</td>
<td>50.1%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>2,631</td>
<td>50.6%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>2,047</td>
<td>39.4%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>1,648</td>
<td>31.7%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>900</td>
<td>17.3%</td>
</tr>
<tr>
<td>Other</td>
<td>84</td>
<td>1.6%</td>
</tr>
<tr>
<td><strong>TOTAL RIDERS GIVING AT LEAST 1 REASON:</strong></td>
<td><strong>5,200</strong></td>
<td></td>
</tr>
</tbody>
</table>

#### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>2,182</td>
<td>44.3%</td>
</tr>
<tr>
<td>No</td>
<td>2,749</td>
<td>55.7%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>4,931</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>285</td>
<td></td>
</tr>
</tbody>
</table>

#### Other Modes Reported by Riders Who Checked "Yes":

<table>
<thead>
<tr>
<th>Other Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>717</td>
<td>35.3%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>18</td>
<td>0.9%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>167</td>
<td>8.2%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>164</td>
<td>8.1%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>556</td>
<td>27.4%</td>
</tr>
<tr>
<td>Other</td>
<td>785</td>
<td>38.6%</td>
</tr>
<tr>
<td><strong>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</strong></td>
<td><strong>2,031</strong></td>
<td></td>
</tr>
<tr>
<td>(No other modes reported)</td>
<td>151</td>
<td></td>
</tr>
</tbody>
</table>

*Note: Percentages may total to more than 100 because of multiple choices checked.*
### Trip Purpose, Reasons for Using the MBTA, and Alternative Means

**GREEN LINE-SUBWAY**  
**Entry Station: Hynes Convention Center**

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

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

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>1,807</td>
<td>53.0%</td>
</tr>
<tr>
<td>No</td>
<td>1,605</td>
<td>47.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>3,413</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>132</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Modes Reported by Riders Who Checked <em>Yes</em>:</th>
<th>Number of Riders</th>
<th>Percent of Riders*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>444</td>
<td>26.5%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>291</td>
<td>17.4%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>175</td>
<td>10.5%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>524</td>
<td>31.3%</td>
</tr>
<tr>
<td>Other</td>
<td>632</td>
<td>37.7%</td>
</tr>
<tr>
<td><strong>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</strong></td>
<td><strong>1,675</strong></td>
<td></td>
</tr>
<tr>
<td>(No other modes reported)</td>
<td>132</td>
<td></td>
</tr>
</tbody>
</table>

*Note: Percentages may total to more than 100 because of multiple choices checked.
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

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

**Expanded Results**

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

#### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason for Using the MBTA:</th>
<th>Number of Riders</th>
<th>Percent of Riders*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>2,292</td>
<td>64.0%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>1,021</td>
<td>28.5%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>1,695</td>
<td>47.3%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>1,607</td>
<td>44.9%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>1,629</td>
<td>45.5%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>1,486</td>
<td>41.5%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>934</td>
<td>26.1%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>1,014</td>
<td>28.3%</td>
</tr>
<tr>
<td>Other</td>
<td>73</td>
<td>2.0%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:** 3,580

#### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>1,703</td>
<td>48.4%</td>
</tr>
<tr>
<td>No</td>
<td>1,815</td>
<td>51.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,518</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>88</td>
<td></td>
</tr>
</tbody>
</table>

#### Other Modes Reported by Riders Who Checked "Yes":

<table>
<thead>
<tr>
<th>Other Mode Reported</th>
<th>Number of Riders</th>
<th>Percent of Riders*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>454</td>
<td>27.8%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>26</td>
<td>1.6%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>125</td>
<td>7.6%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>212</td>
<td>13.0%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>348</td>
<td>21.3%</td>
</tr>
<tr>
<td>Other</td>
<td>835</td>
<td>51.2%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:** 1,630

(No other modes reported) 73

*Note: Percentages may total to more than 100 because of multiple choices checked.*
### Trip Purpose, Reasons for Using the MBTA, and Alternative Means

**Expanded Results**

#### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Trip Purpose:**

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

#### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>630</td>
<td>59.2%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>488</td>
<td>45.8%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>572</td>
<td>53.7%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>672</td>
<td>63.0%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>426</td>
<td>40.0%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>288</td>
<td>27.1%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>299</td>
<td>28.1%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>205</td>
<td>19.2%</td>
</tr>
<tr>
<td>Other</td>
<td>37</td>
<td>3.4%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:** 1,065

#### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>437</td>
<td>42.4%</td>
</tr>
<tr>
<td>No</td>
<td>592</td>
<td>57.6%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,029</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td>37</td>
<td></td>
</tr>
</tbody>
</table>

**Other Modes Reported by Riders Who Checked "Yes":**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>200</td>
<td>47.0%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>37</td>
<td>8.6%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>37</td>
<td>8.6%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>37</td>
<td>8.6%</td>
</tr>
<tr>
<td>Other</td>
<td>273</td>
<td>64.2%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:** 426

(No other modes reported) 11

*Note: Percentages may total to more than 100 because of multiple choices checked.
### Trip Purpose, Reasons for Using the MBTA, and Alternative Means

#### Expanded Results

**GREEN LINE-SUBWAY**

**Entry Station: Symphony**

#### Trip Purpose:

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

#### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>693</td>
<td>71.7%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>424</td>
<td>43.9%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>318</td>
<td>32.9%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>418</td>
<td>43.3%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>413</td>
<td>43.3%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>580</td>
<td>60.1%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>313</td>
<td>32.4%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>324</td>
<td>33.5%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL RIDERS GIVING AT LEAST 1 REASON:</td>
<td>966</td>
<td></td>
</tr>
</tbody>
</table>

#### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>430</td>
<td>47.9%</td>
</tr>
<tr>
<td>No</td>
<td>469</td>
<td>52.1%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>899</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>83</td>
<td></td>
</tr>
</tbody>
</table>

#### Other Modes Reported by Riders Who Checked "Yes":

| Mode                               | Number of Riders | Percent of Riders *
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>89</td>
<td>20.8%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>34</td>
<td>7.9%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>45</td>
<td>10.4%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>256</td>
<td>59.5%</td>
</tr>
<tr>
<td>Other</td>
<td>134</td>
<td>31.2%</td>
</tr>
<tr>
<td>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</td>
<td>430</td>
<td></td>
</tr>
</tbody>
</table>

*(No other modes reported) 0

*Note: Percentages may total to more than 100 because of multiple choices checked.*
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

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

**Expanded Results**

**Entry Stop: Blandford St. to BU Central**

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

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

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>1,171</td>
<td>54.6%</td>
</tr>
<tr>
<td>No</td>
<td>973</td>
<td>45.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,143</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>69</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Modes Reported by Riders Who Checked Yes:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>184</td>
<td>15.7%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>115</td>
<td>9.8%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>184</td>
<td>15.7%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>207</td>
<td>17.6%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>390</td>
<td>33.3%</td>
</tr>
<tr>
<td>Other</td>
<td>551</td>
<td>47.1%</td>
</tr>
<tr>
<td>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</td>
<td>1,171</td>
<td></td>
</tr>
<tr>
<td>(No other modes reported)</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

*Note: Percentages may total to more than 100 because of multiple choices checked.*
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

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

Expanded Results

Entry Stop: BU West to Babcock

### Trip Purpose:

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

### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>1,219</td>
<td>58.1%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>657</td>
<td>31.3%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>859</td>
<td>41.0%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>622</td>
<td>29.6%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>701</td>
<td>33.4%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>713</td>
<td>34.0%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>414</td>
<td>19.7%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>734</td>
<td>35.0%</td>
</tr>
<tr>
<td>Other</td>
<td>41</td>
<td>1.9%</td>
</tr>
</tbody>
</table>

TOTAL RIDERS GIVING AT LEAST 1 REASON: 2,098

### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>978</td>
<td>47.2%</td>
</tr>
<tr>
<td>No</td>
<td>1,095</td>
<td>52.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,073</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

No Answer 64

### Other Modes Reported by Riders Who Checked "Yes":

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>240</td>
<td>24.8%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>132</td>
<td>13.6%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>68</td>
<td>7.1%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>64</td>
<td>6.6%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>297</td>
<td>30.7%</td>
</tr>
<tr>
<td>Other</td>
<td>401</td>
<td>41.4%</td>
</tr>
</tbody>
</table>

TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE: 969

(No other modes reported) 8

*Note: Percentages may total to more than 100 because of multiple choices checked.*
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

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

Expanded Results  
Entry Stop: Packards Corner to Harvard Ave.

#### Trip Purpose:

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

#### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>1,999</td>
<td>56.0%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>692</td>
<td>19.4%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>1,301</td>
<td>36.5%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>1,398</td>
<td>39.2%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>1,333</td>
<td>37.4%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>1,446</td>
<td>40.5%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>997</td>
<td>27.9%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>1,721</td>
<td>48.2%</td>
</tr>
<tr>
<td>Other</td>
<td>62</td>
<td>1.7%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:** 3,568

#### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>1,560</td>
<td>43.6%</td>
</tr>
<tr>
<td>No</td>
<td>2,017</td>
<td>56.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,578</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>42</td>
<td></td>
</tr>
</tbody>
</table>

**Other Modes Reported by Riders Who Checked "Yes":**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>316</td>
<td>20.8%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>41</td>
<td>2.7%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>257</td>
<td>16.9%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>209</td>
<td>13.7%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>614</td>
<td>40.3%</td>
</tr>
<tr>
<td>Other</td>
<td>433</td>
<td>28.4%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:** 1,521

(No other modes reported) 39

*Note: Percentages may total to more than 100 because of multiple choices checked.*
### Trip Purpose, Reasons for Using the MBTA, and Alternative Means

**Expanded Results**

#### Trip Purpose:

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home-based Work</td>
<td>1,619</td>
<td>57.6%</td>
<td>57.6%</td>
</tr>
<tr>
<td>Home-based School</td>
<td>850</td>
<td>30.2%</td>
<td>87.8%</td>
</tr>
<tr>
<td>Home-based Shopping</td>
<td>52</td>
<td>1.9%</td>
<td>89.7%</td>
</tr>
<tr>
<td>Home-based Social Activity</td>
<td>34</td>
<td>1.2%</td>
<td>90.9%</td>
</tr>
<tr>
<td>Home-based Personal Business</td>
<td>49</td>
<td>1.8%</td>
<td>92.6%</td>
</tr>
<tr>
<td>Home-based Work-related</td>
<td>37</td>
<td>1.3%</td>
<td>94.0%</td>
</tr>
<tr>
<td>Home-based Other</td>
<td>32</td>
<td>1.1%</td>
<td>95.1%</td>
</tr>
<tr>
<td>Work-based</td>
<td>58</td>
<td>2.1%</td>
<td>97.2%</td>
</tr>
<tr>
<td>Non-Home/Non-Work-based</td>
<td>80</td>
<td>2.8%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

#### TOTAL RIDERS GIVING AT LEAST 1 REASON: 2,811

<table>
<thead>
<tr>
<th>Reason for Using the MBTA:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>1,667</td>
<td>58.4%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>441</td>
<td>15.4%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>1,161</td>
<td>40.7%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>1,355</td>
<td>47.5%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>1,196</td>
<td>41.9%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>1,376</td>
<td>48.2%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>913</td>
<td>32.0%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>1,135</td>
<td>39.8%</td>
</tr>
<tr>
<td>Other</td>
<td>43</td>
<td>1.5%</td>
</tr>
</tbody>
</table>

TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE: 2,854

**Other Modes Reported by Riders Who Checked "Yes":**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>383</td>
<td>33.3%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>202</td>
<td>17.5%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>171</td>
<td>14.8%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>359</td>
<td>31.2%</td>
</tr>
<tr>
<td>Other</td>
<td>416</td>
<td>36.1%</td>
</tr>
</tbody>
</table>

TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE: 1,152

(Note: Percentages may total to more than 100 because of multiple choices checked.)
### Trip Purpose, Reasons for Using the MBTA, and Alternative Means

**Expanded Results**

**Entry Stop: Washington St. to Chiswick Rd.**

#### Trip Purpose:

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home-based Work</td>
<td>1,132</td>
<td>60.6%</td>
<td>60.6%</td>
</tr>
<tr>
<td>Home-based School</td>
<td>483</td>
<td>25.9%</td>
<td>86.5%</td>
</tr>
<tr>
<td>Home-based Shopping</td>
<td>15</td>
<td>0.8%</td>
<td>87.3%</td>
</tr>
<tr>
<td>Home-based Social Activity</td>
<td>50</td>
<td>2.7%</td>
<td>90.0%</td>
</tr>
<tr>
<td>Home-based Personal Business</td>
<td>46</td>
<td>2.5%</td>
<td>92.4%</td>
</tr>
<tr>
<td>Home-based Work-related</td>
<td>46</td>
<td>2.5%</td>
<td>94.9%</td>
</tr>
<tr>
<td>Home-based Other</td>
<td>47</td>
<td>2.5%</td>
<td>97.4%</td>
</tr>
<tr>
<td>Work-based</td>
<td>14</td>
<td>0.8%</td>
<td>98.2%</td>
</tr>
<tr>
<td>Non-Home/Non-Work-based</td>
<td>34</td>
<td>1.8%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,867</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No Answer: 7

#### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>1,066</td>
<td>56.9%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>199</td>
<td>10.6%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>787</td>
<td>42.0%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>970</td>
<td>51.8%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>799</td>
<td>42.6%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>836</td>
<td>44.6%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>553</td>
<td>29.5%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>705</td>
<td>37.6%</td>
</tr>
<tr>
<td>Other</td>
<td>27</td>
<td>1.5%</td>
</tr>
</tbody>
</table>

TOTAL RIDERS GIVING AT LEAST 1 REASON: 1,875

#### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>755</td>
<td>41.4%</td>
</tr>
<tr>
<td>No</td>
<td>1,067</td>
<td>58.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,822</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**TOTAL RIDE cGIVING AT LEAST 1 OTHER MODE: 712**

(No other modes reported) 43

#### Other Modes Reported by Riders Who Checked "Yes":

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>306</td>
<td>43.0%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>45</td>
<td>6.3%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>109</td>
<td>15.4%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>80</td>
<td>11.3%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>208</td>
<td>29.2%</td>
</tr>
<tr>
<td>Other</td>
<td>129</td>
<td>18.2%</td>
</tr>
</tbody>
</table>

TOTAL RIDE cGIVING AT LEAST 1 OTHER MODE: 712

*Note: Percentages may total to more than 100 because of multiple choices checked.*
## MBTA Surveys: 2008-09
### Rapid Transit Survey

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

**Expanded Results**

**Entry Stop:** Chesnut Hill Ave. to Boston College

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

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

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>343</td>
<td>33.6%</td>
</tr>
<tr>
<td>No</td>
<td>678</td>
<td>66.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,021</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>31</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Modes Reported by Riders Who Checked <em>Yes</em>:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>155</td>
<td>46.2%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>72</td>
<td>21.4%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>31</td>
<td>9.3%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>96</td>
<td>28.6%</td>
</tr>
<tr>
<td>Other</td>
<td>96</td>
<td>28.7%</td>
</tr>
<tr>
<td>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</td>
<td>335</td>
<td></td>
</tr>
</tbody>
</table>

(No other modes reported) 7

*Note: Percentages may total to more than 100 because of multiple choices checked.*
### MBTA Surveys: 2008-09
#### Rapid Transit Survey

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

**Expanded Results**

**Entry Stop: St. Mary’s St. to Kent St.**

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

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

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>656</td>
<td>47.4%</td>
</tr>
<tr>
<td>No</td>
<td>727</td>
<td>52.6%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,383</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td><strong>25</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Modes Reported by Riders Who Checked &quot;Yes&quot;:</th>
<th>Number of Riders</th>
<th>Percent of Riders*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>194</td>
<td>32.8%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>16</td>
<td>2.7%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>53</td>
<td>8.9%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>76</td>
<td>12.8%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>149</td>
<td>25.3%</td>
</tr>
<tr>
<td>Other</td>
<td>257</td>
<td>43.5%</td>
</tr>
<tr>
<td><strong>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</strong></td>
<td><strong>590</strong></td>
<td></td>
</tr>
</tbody>
</table>

*(No other modes reported) 66 *

*Note: Percentages may total to more than 100 because of multiple choices checked.*
## Trip Purpose, Reasons for Using the MBTA, and Alternative Means

**Expanded Results**

**Trip Purpose:**

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

**Reasons for Using the MBTA:**

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>2,280</td>
<td>65.2%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>828</td>
<td>23.7%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>1,893</td>
<td>54.2%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>1,990</td>
<td>56.9%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>1,765</td>
<td>50.5%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>1,607</td>
<td>46.0%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>1,013</td>
<td>29.0%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>1,045</td>
<td>29.9%</td>
</tr>
<tr>
<td>Other</td>
<td>86</td>
<td>2.5%</td>
</tr>
<tr>
<td>TOTAL RIDERS GIVING AT LEAST 1 REASON:</td>
<td>3,496</td>
<td></td>
</tr>
</tbody>
</table>

**Other Modes Reported by Riders Who Checked "Yes":**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>529</td>
<td>41.0%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>22</td>
<td>1.7%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>164</td>
<td>12.7%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>111</td>
<td>8.6%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>295</td>
<td>22.8%</td>
</tr>
<tr>
<td>Other</td>
<td>420</td>
<td>32.6%</td>
</tr>
<tr>
<td>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</td>
<td>1,291</td>
<td></td>
</tr>
</tbody>
</table>

(No other modes reported) 122

*Note: Percentages may total to more than 100 because of multiple choices checked.*
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

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

**Expanded Results**

**Entry Stop: Brandon Hall to Tappan St.**

#### Trip Purpose:

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

#### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>1,321</td>
<td>69.7%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>274</td>
<td>14.5%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>962</td>
<td>50.7%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>940</td>
<td>49.6%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>925</td>
<td>48.8%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>910</td>
<td>48.0%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>839</td>
<td>44.3%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>664</td>
<td>35.0%</td>
</tr>
<tr>
<td>Other</td>
<td>46</td>
<td>2.4%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:** 1,896

#### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>717</td>
<td>38.1%</td>
</tr>
<tr>
<td>No</td>
<td>1,163</td>
<td>61.9%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,879</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td><strong>50</strong></td>
<td></td>
</tr>
</tbody>
</table>

#### Other Modes Reported by Riders Who Checked "Yes":

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>225</td>
<td>32.6%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>4</td>
<td>0.6%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>95</td>
<td>13.8%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>130</td>
<td>18.8%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>80</td>
<td>11.6%</td>
</tr>
<tr>
<td>Other</td>
<td>335</td>
<td>48.5%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:** 691

(No other modes reported) 25

*Note: Percentages may total to more than 100 because of multiple choices checked.
### Trip Purpose, Reasons for Using the MBTA, and Alternative Means

#### Expanded Results

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

#### Trip Purpose:

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home-based Work</td>
<td>1,056</td>
<td>70.2%</td>
<td>70.2%</td>
</tr>
<tr>
<td>Home-based School</td>
<td>135</td>
<td>9.0%</td>
<td>79.2%</td>
</tr>
<tr>
<td>Home-based Shopping</td>
<td>31</td>
<td>2.0%</td>
<td>81.2%</td>
</tr>
<tr>
<td>Home-based Social Activity</td>
<td>51</td>
<td>3.4%</td>
<td>84.6%</td>
</tr>
<tr>
<td>Home-based Personal Business</td>
<td>31</td>
<td>2.1%</td>
<td>86.7%</td>
</tr>
<tr>
<td>Home-based Work-related</td>
<td>41</td>
<td>2.7%</td>
<td>89.4%</td>
</tr>
<tr>
<td>Home-based Other</td>
<td>40</td>
<td>2.7%</td>
<td>92.0%</td>
</tr>
<tr>
<td>Work-based</td>
<td>63</td>
<td>4.2%</td>
<td>96.2%</td>
</tr>
<tr>
<td>Non-Home/Non-Work-based</td>
<td>57</td>
<td>3.8%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,504</td>
<td>100.0%</td>
<td></td>
</tr>
</tbody>
</table>

No Answer: 53

#### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>1,024</td>
<td>65.9%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>246</td>
<td>15.9%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>805</td>
<td>51.9%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>854</td>
<td>55.0%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>762</td>
<td>49.1%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>762</td>
<td>49.1%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>632</td>
<td>40.7%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>537</td>
<td>34.6%</td>
</tr>
<tr>
<td>Other</td>
<td>29</td>
<td>1.9%</td>
</tr>
</tbody>
</table>

TOTAL RIDERS GIVING AT LEAST 1 REASON: 1,553

#### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>648</td>
<td>42.8%</td>
</tr>
<tr>
<td>No</td>
<td>867</td>
<td>57.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,515</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

No Answer: 42

#### Other Modes Reported by Riders Who Checked "Yes":

<table>
<thead>
<tr>
<th>Other Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>241</td>
<td>40.4%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>12</td>
<td>2.0%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>79</td>
<td>13.3%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>71</td>
<td>11.9%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>245</td>
<td>41.1%</td>
</tr>
<tr>
<td>Other</td>
<td>125</td>
<td>20.9%</td>
</tr>
</tbody>
</table>

TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE: 596

(No other modes reported) 52

*Note: Percentages may total to more than 100 because of multiple choices checked.*
## MBTA Surveys: 2008-09

**Rapid Transit Survey**

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

**Expanded Results**

#### Trip Purpose:

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

#### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>698</td>
<td>65.2%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>269</td>
<td>25.1%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>590</td>
<td>55.1%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>557</td>
<td>52.1%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>512</td>
<td>47.8%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>463</td>
<td>43.2%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>333</td>
<td>31.1%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>321</td>
<td>30.0%</td>
</tr>
<tr>
<td>Other</td>
<td>7</td>
<td>0.7%</td>
</tr>
<tr>
<td><strong>TOTAL RIDERS GIVING AT LEAST 1 REASON:</strong></td>
<td><strong>1,070</strong></td>
<td></td>
</tr>
</tbody>
</table>

#### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>468</td>
<td>45.2%</td>
</tr>
<tr>
<td>No</td>
<td>568</td>
<td>54.8%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,036</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>34</td>
<td></td>
</tr>
</tbody>
</table>

#### Other Modes Reported by Riders Who Checked "Yes":

<table>
<thead>
<tr>
<th>Other Mode Reported by Riders Who Checked &quot;Yes&quot;</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>130</td>
<td>29.7%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>34</td>
<td>7.7%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>64</td>
<td>14.7%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>28</td>
<td>6.4%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>151</td>
<td>34.5%</td>
</tr>
<tr>
<td>Other</td>
<td>142</td>
<td>32.5%</td>
</tr>
<tr>
<td><strong>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</strong></td>
<td><strong>439</strong></td>
<td></td>
</tr>
</tbody>
</table>

(No other modes reported) 29

*Note: Percentages may total to more than 100 because of multiple choices checked.*
## MBTA Surveys: 2008-09
**Rapid Transit Survey**

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

**Expanded Results**

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

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

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>355</td>
<td>36.5%</td>
</tr>
<tr>
<td>No</td>
<td>618</td>
<td>63.5%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>973</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>34</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Modes Reported by Riders Who Checked <em>Yes</em>:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>135</td>
<td>40.4%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>9</td>
<td>2.6%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>45</td>
<td>13.5%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>46</td>
<td>13.9%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>125</td>
<td>37.4%</td>
</tr>
<tr>
<td>Other</td>
<td>103</td>
<td>30.7%</td>
</tr>
<tr>
<td><strong>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</strong></td>
<td><strong>334</strong></td>
<td></td>
</tr>
<tr>
<td>(No other modes reported)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Note: Percentages may total to more than 100 because of multiple choices checked.*
Trip Purpose, Reasons for Using the MBTA, and Alternative Means

Expanded Results

**Trip Purpose:**

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home-based Work</td>
<td>1,274</td>
<td>66.1%</td>
<td>66.1%</td>
</tr>
<tr>
<td>Home-based School</td>
<td>231</td>
<td>12.0%</td>
<td>78.1%</td>
</tr>
<tr>
<td>Home-based Shopping</td>
<td>8</td>
<td>0.4%</td>
<td>78.6%</td>
</tr>
<tr>
<td>Home-based Social Activity</td>
<td>33</td>
<td>1.7%</td>
<td>80.3%</td>
</tr>
<tr>
<td>Home-based Personal Business</td>
<td>137</td>
<td>7.1%</td>
<td>87.4%</td>
</tr>
<tr>
<td>Home-based Work-related</td>
<td>62</td>
<td>3.2%</td>
<td>90.6%</td>
</tr>
<tr>
<td>Home-based Other</td>
<td>37</td>
<td>1.9%</td>
<td>92.5%</td>
</tr>
<tr>
<td>Work-based</td>
<td>136</td>
<td>7.1%</td>
<td>99.6%</td>
</tr>
<tr>
<td>Non-Home/Non-Work-based</td>
<td>8</td>
<td>0.4%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**TOTAL**                                        | 1,926            |                   |                       |
| No Answer                                       | 53               |                   |                       |

**Reasons for Using the MBTA:**

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>1,216</td>
<td>62.1%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>565</td>
<td>28.8%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>1,060</td>
<td>54.1%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>955</td>
<td>48.8%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>1,107</td>
<td>56.5%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>948</td>
<td>48.4%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>539</td>
<td>27.5%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>683</td>
<td>34.9%</td>
</tr>
<tr>
<td>Other</td>
<td>90</td>
<td>4.6%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:** 1,959

**Use Other Mode to Make Same Trip?**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>894</td>
<td>46.4%</td>
</tr>
<tr>
<td>No</td>
<td>1,032</td>
<td>53.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,926</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>54</td>
<td></td>
</tr>
</tbody>
</table>

**Other Modes Reported by Riders Who Checked Yes:**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>281</td>
<td>32.1%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>21</td>
<td>2.4%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>134</td>
<td>15.2%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>235</td>
<td>26.8%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>223</td>
<td>25.4%</td>
</tr>
<tr>
<td>Other</td>
<td>191</td>
<td>21.8%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:** 878

(No other modes reported) 16

*Note: Percentages may total to more than 100 because of multiple choices checked.*
## Trip Purpose, Reasons for Using the MBTA, and Alternative Means

### Expanded Results

**Entry Station: Brookline Hills**

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

### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reasons for Using the MBTA:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>690</td>
<td>63.1%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>290</td>
<td>26.5%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>731</td>
<td>66.8%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>641</td>
<td>58.6%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>625</td>
<td>57.2%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>470</td>
<td>43.0%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>398</td>
<td>36.4%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>206</td>
<td>18.8%</td>
</tr>
<tr>
<td>Other</td>
<td>41</td>
<td>3.8%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:**

1,094

### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>491</td>
<td>46.1%</td>
</tr>
<tr>
<td>No</td>
<td>574</td>
<td>53.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,065</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>43</td>
<td></td>
</tr>
</tbody>
</table>

### Other Modes Reported by Riders Who Checked "Yes":

<table>
<thead>
<tr>
<th>Other Modes Reported by Riders Who Checked &quot;Yes&quot;:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>241</td>
<td>50.2%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>109</td>
<td>22.6%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>76</td>
<td>15.7%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>67</td>
<td>14.0%</td>
</tr>
<tr>
<td>Other</td>
<td>118</td>
<td>24.6%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:**

480

(NO other modes reported)

10

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

CTPS

24-May-10
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

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

*Expanded Results*

**GREEN LINE-D**

*Entry Station: Beaconsfield*

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

**Reasons for Using the MBTA:**

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>522</td>
<td>70.3%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>207</td>
<td>27.9%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>414</td>
<td>55.8%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>409</td>
<td>55.1%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>403</td>
<td>54.3%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>349</td>
<td>47.0%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>236</td>
<td>31.7%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>179</td>
<td>24.1%</td>
</tr>
<tr>
<td>Other</td>
<td>25</td>
<td>3.3%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:**

<table>
<thead>
<tr>
<th>Other Modes Reported by Riders Who Checked &quot;Yes&quot;:</th>
<th>Number of Riders</th>
<th>Percent of Riders*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>110</td>
<td>35.2%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>33</td>
<td>10.5%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>33</td>
<td>10.4%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>109</td>
<td>34.8%</td>
</tr>
<tr>
<td>Other</td>
<td>69</td>
<td>21.9%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:**

| (No other modes reported) | 18 |

---

*Note: Percentages may total to more than 100 because of multiple choices checked.*
## Trip Purpose, Reasons for Using the MBTA, and Alternative Means

### Expanded Results

#### Entry Station: Reservoir

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

<table>
<thead>
<tr>
<th>Reasons for Using the MBTA:</th>
<th>Number of Riders</th>
<th>Percent of Riders*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>1,192</td>
<td>57.2%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>413</td>
<td>19.8%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>1,111</td>
<td>53.3%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>1,277</td>
<td>61.3%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>984</td>
<td>47.3%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>1,013</td>
<td>48.6%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>612</td>
<td>29.4%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>672</td>
<td>32.2%</td>
</tr>
<tr>
<td>Other</td>
<td>87</td>
<td>4.2%</td>
</tr>
</tbody>
</table>

TOTAL RIDERS GIVING AT LEAST 1 REASON: 2,083

#### Other Modes Reported by Riders Who Checked *Yes*:

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>494</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>9</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>158</td>
</tr>
<tr>
<td>Bicycle</td>
<td>143</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>358</td>
</tr>
<tr>
<td>Other</td>
<td>156</td>
</tr>
</tbody>
</table>

TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE: 1,010

(No other modes reported) 46

*Note: Percentages may total to more than 100 because of multiple choices checked.
## Trip Purpose, Reasons for Using the MBTA, and Alternative Means

### Expanded Results

**Entry Station:** Chestnut Hill

### Trip Purpose:

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

### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>294</td>
<td>61.0%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>88</td>
<td>18.2%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>270</td>
<td>56.0%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>279</td>
<td>57.9%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>251</td>
<td>52.2%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>249</td>
<td>51.6%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>188</td>
<td>39.0%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>27</td>
<td>5.7%</td>
</tr>
<tr>
<td>Other</td>
<td>6</td>
<td>1.3%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:** 482

### Other Modes Reported by Riders Who Checked "Yes":

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>136</td>
<td>68.2%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>3</td>
<td>1.5%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>39</td>
<td>19.7%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>27</td>
<td>13.6%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>51</td>
<td>25.7%</td>
</tr>
<tr>
<td>Other</td>
<td>36</td>
<td>18.1%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:** 200

(No other modes reported) 9

*Note: Percentages may total to more than 100 because of multiple choices checked.*
### Trip Purpose, Reasons for Using the MBTA, and Alternative Means

**Rapid Transit Survey**

**Home-based Work**

- Number of Riders: 680
- Percent of Riders: 77.1%
- Cumulative Percentage: 77.1%

**Home-based School**

- Number of Riders: 37
- Percent of Riders: 4.1%
- Cumulative Percentage: 81.2%

**Home-based Shopping**

- Number of Riders: 17
- Percent of Riders: 2.0%
- Cumulative Percentage: 83.2%

**Home-based Social Activity**

- Number of Riders: 26
- Percent of Riders: 3.0%
- Cumulative Percentage: 86.2%

**Home-based Personal Business**

- Number of Riders: 39
- Percent of Riders: 4.4%
- Cumulative Percentage: 90.6%

**Home-based Work-related**

- Number of Riders: 24
- Percent of Riders: 2.7%
- Cumulative Percentage: 93.4%

**Home-based Other**

- Number of Riders: 6
- Percent of Riders: 0.7%
- Cumulative Percentage: 94.0%

**Work-based**

- Number of Riders: 35
- Percent of Riders: 4.0%
- Cumulative Percentage: 98.0%

**Non-Home/Non-Work-based**

- Number of Riders: 17
- Percent of Riders: 2.0%
- Cumulative Percentage: 100.0%

**TOTAL**

- Number of Riders: 881
- Percent of Riders: 12

**Reasons for Using the MBTA:**

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>502</td>
<td>56.3%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>184</td>
<td>20.6%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>596</td>
<td>66.9%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>607</td>
<td>68.2%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>508</td>
<td>57.0%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>467</td>
<td>52.5%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>374</td>
<td>42.0%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>137</td>
<td>15.4%</td>
</tr>
<tr>
<td>Other</td>
<td>41</td>
<td>4.6%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:**

- Number of Riders: 891

**Use Other Mode to Make Same Trip?**

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>374</td>
<td>43.4%</td>
</tr>
<tr>
<td>No</td>
<td>489</td>
<td>56.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>863</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**Other Modes Reported by Riders Who Checked "Yes":**

<table>
<thead>
<tr>
<th>Other Mode Reported</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>250</td>
<td>68.5%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>15</td>
<td>4.1%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>65</td>
<td>17.7%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>42</td>
<td>11.5%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>67</td>
<td>18.4%</td>
</tr>
<tr>
<td>Other</td>
<td>20</td>
<td>5.6%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:**

- Number of Riders: 365

(No other modes reported)

**Note:** Percentages may total to more than 100 because of multiple choices checked.
**Trip Purpose, Reasons for Using the MBTA, and Alternative Means**

**Expanded Results**

### Trip Purpose: Home-based Work-related

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

### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>299</td>
<td>51.7%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>100</td>
<td>17.2%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>387</td>
<td>66.9%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>401</td>
<td>69.2%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>334</td>
<td>57.7%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>282</td>
<td>48.6%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>265</td>
<td>45.7%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>86</td>
<td>14.9%</td>
</tr>
<tr>
<td>Other</td>
<td>8</td>
<td>1.3%</td>
</tr>
<tr>
<td>TOTAL RIDERS GIVING AT LEAST 1 REASON:</td>
<td>579</td>
<td></td>
</tr>
</tbody>
</table>

### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>274</td>
<td>47.7%</td>
</tr>
<tr>
<td>No</td>
<td>301</td>
<td>52.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>575</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>15</td>
<td></td>
</tr>
</tbody>
</table>

### Other Modes Reported by Riders Who Checked *Yes*:

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>192</td>
<td>74.0%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>4</td>
<td>1.5%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>37</td>
<td>14.1%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>27</td>
<td>10.4%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>42</td>
<td>16.4%</td>
</tr>
<tr>
<td>Other</td>
<td>12</td>
<td>4.5%</td>
</tr>
<tr>
<td>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</td>
<td>259</td>
<td></td>
</tr>
<tr>
<td>(No other modes reported)</td>
<td>15</td>
<td></td>
</tr>
</tbody>
</table>

*Note: Percentages may total to more than 100 because of multiple choices checked.*
### Trip Purpose, Reasons for Using the MBTA, and Alternative Means

#### Expanded Results

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

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

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>193</td>
<td>41.2%</td>
</tr>
<tr>
<td>No</td>
<td>275</td>
<td>58.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>468</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>5</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Modes Reported by Riders Who Checked &quot;Yes&quot;:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>166</td>
<td>88.4%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>22</td>
<td>11.9%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>13</td>
<td>6.8%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>22</td>
<td>11.6%</td>
</tr>
<tr>
<td>Other</td>
<td>4</td>
<td>2.0%</td>
</tr>
<tr>
<td>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</td>
<td>188</td>
<td></td>
</tr>
<tr>
<td>(No other modes reported)</td>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>

*Note: Percentages may total to more than 100 because of multiple choices checked.*
### Trip Purpose, Reasons for Using the MBTA, and Alternative Means

**Expanded Results**

**GREEN LINE-D**
Entry Station: Waban

#### Trip Purpose:

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

#### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>223</td>
<td>67.7%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>65</td>
<td>19.9%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>234</td>
<td>71.0%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>203</td>
<td>61.8%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>176</td>
<td>53.5%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>190</td>
<td>57.9%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>148</td>
<td>45.2%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>17</td>
<td>5.2%</td>
</tr>
<tr>
<td>Other</td>
<td>9</td>
<td>2.7%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:**

**329**

#### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>133</td>
<td>41.1%</td>
</tr>
<tr>
<td>No</td>
<td>191</td>
<td>58.9%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>324</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td><strong>9</strong></td>
<td></td>
</tr>
</tbody>
</table>

#### Other Modes Reported by Riders Who Checked "Yes":

<table>
<thead>
<tr>
<th>Other Modes Reported</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>85</td>
<td>68.0%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>9</td>
<td>6.8%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>4</td>
<td>3.5%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>34</td>
<td>27.5%</td>
</tr>
<tr>
<td>Other</td>
<td>14</td>
<td>11.3%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:**

**125**

(No other modes reported)

**9**

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

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

Expanded Results

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

Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>365</td>
<td>43.9%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>117</td>
<td>14.1%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>572</td>
<td>68.8%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>548</td>
<td>65.9%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>376</td>
<td>45.3%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>417</td>
<td>50.2%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>371</td>
<td>44.6%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>84</td>
<td>10.1%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

TOTAL RIDERS GIVING AT LEAST 1 REASON: 831

Other Modes Reported by Riders Who Checked "Yes*":

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>257</td>
<td>64.2%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>54</td>
<td>13.5%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>19</td>
<td>4.7%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>112</td>
<td>27.9%</td>
</tr>
<tr>
<td>Other</td>
<td>20</td>
<td>5.1%</td>
</tr>
</tbody>
</table>

TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE: 401

(No other modes reported) 11

*Note: Percentages may total to more than 100 because of multiple choices checked.
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

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

**Expanded Results**

#### GREEN LINE-D

**Entry Station: Riverside**

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

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

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>722</td>
<td>50.9%</td>
</tr>
<tr>
<td>No</td>
<td>697</td>
<td>49.1%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,419</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Modes Reported by Riders Who Checked <em>Yes</em>:</th>
<th>Number of Riders</th>
<th>Percent of Riders*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>494</td>
<td>69.7%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>11</td>
<td>1.5%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>77</td>
<td>10.8%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>28</td>
<td>3.9%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>165</td>
<td>23.2%</td>
</tr>
<tr>
<td>Other</td>
<td>28</td>
<td>3.9%</td>
</tr>
<tr>
<td><strong>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</strong></td>
<td><strong>709</strong></td>
<td></td>
</tr>
</tbody>
</table>

(No other modes reported)                        | 13               |

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

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CTPS

24-May-10
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

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

Expanded Results

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

<table>
<thead>
<tr>
<th>Reasons for Using the MBTA:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>765</td>
<td>70.4%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>352</td>
<td>32.4%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>459</td>
<td>42.2%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>323</td>
<td>29.7%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>357</td>
<td>32.8%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>432</td>
<td>39.8%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>276</td>
<td>25.4%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>336</td>
<td>30.9%</td>
</tr>
<tr>
<td>Other</td>
<td>16</td>
<td>1.5%</td>
</tr>
</tbody>
</table>

TOTAL RIDERS GIVING AT LEAST 1 REASON: 1,087

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>461</td>
<td>43.0%</td>
</tr>
<tr>
<td>No</td>
<td>611</td>
<td>57.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,072</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>45</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Modes Reported by Riders Who Checked &quot;Yes&quot;:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>63</td>
<td>15.1%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>45</td>
<td>10.9%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>15</td>
<td>3.6%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>186</td>
<td>44.7%</td>
</tr>
<tr>
<td>Other</td>
<td>168</td>
<td>40.5%</td>
</tr>
</tbody>
</table>

TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE: 416

| (No other modes reported) | 45 |

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

CTPS

24-May-10
**Trip Purpose, Reasons for Using the MBTA, and Alternative Means**

**Expanded Results**

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

**Reasons for Using the MBTA:**

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>592</td>
<td>71.2%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>257</td>
<td>30.9%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>419</td>
<td>50.4%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>363</td>
<td>43.6%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>317</td>
<td>38.2%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>356</td>
<td>42.8%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>271</td>
<td>32.6%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>180</td>
<td>21.6%</td>
</tr>
<tr>
<td>Other</td>
<td>11</td>
<td>1.3%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:** 831

**Use Other Mode to Make Same Trip?**

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>391</td>
<td>48.7%</td>
</tr>
<tr>
<td>No</td>
<td>412</td>
<td>51.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>803</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>39</td>
<td></td>
</tr>
</tbody>
</table>

**Other Modes Reported by Riders Who Checked “Yes”:**

<table>
<thead>
<tr>
<th>Other Mode Reported by Riders Who Checked “Yes”</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>155</td>
<td>41.9%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>57</td>
<td>15.3%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>78</td>
<td>21.0%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>95</td>
<td>25.8%</td>
</tr>
<tr>
<td>Other</td>
<td>63</td>
<td>17.1%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:** 370

(No other modes reported) 21

*Note: Percentages may total to more than 100 because of multiple choices checked.*
## MBTA Surveys: 2008-09
### Rapid Transit Survey

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

**Expanded Results**

**Entry Stop: Longwood Medical Area**

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

**Reasons for Using the MBTA:**

<table>
<thead>
<tr>
<th>Reason:</th>
<th>Number of Riders</th>
<th>Percent of Riders*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>1,258</td>
<td>65.8%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>442</td>
<td>23.1%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>1,102</td>
<td>57.6%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>932</td>
<td>48.7%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>884</td>
<td>46.3%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>830</td>
<td>43.4%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>537</td>
<td>28.1%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>612</td>
<td>32.0%</td>
</tr>
<tr>
<td>Other</td>
<td>20</td>
<td>1.1%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:** 1,911

**Use Other Mode to Make Same Trip?**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>945</td>
<td>50.0%</td>
</tr>
<tr>
<td>No</td>
<td>945</td>
<td>50.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,891</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>20</td>
<td></td>
</tr>
</tbody>
</table>

**Other Modes Reported by Riders Who Checked *Yes*:**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>265</td>
<td>30.5%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>68</td>
<td>7.8%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>95</td>
<td>10.9%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>27</td>
<td>3.1%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>306</td>
<td>35.2%</td>
</tr>
<tr>
<td>Other</td>
<td>265</td>
<td>30.5%</td>
</tr>
</tbody>
</table>
| TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE: | 871

(No other modes reported) 75

*Note: Percentages may total to more than 100 because of multiple choices checked.*
**MBTA Surveys: 2008-09**  
*Rapid Transit Survey*

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

**GREEN LINE-E**  
Entry Stop: Brigham Circle

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

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

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>446</td>
<td>43.4%</td>
</tr>
<tr>
<td>No</td>
<td>582</td>
<td>56.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,028</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>52</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Modes Reported by Riders Who Checked <em>Yes</em>:</th>
<th>Number of Riders</th>
<th>Percent of Riders*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>106</td>
<td>25.4%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>22</td>
<td>5.3%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>60</td>
<td>14.4%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>38</td>
<td>9.1%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>204</td>
<td>49.0%</td>
</tr>
<tr>
<td>Other</td>
<td>82</td>
<td>19.6%</td>
</tr>
<tr>
<td>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</td>
<td>416</td>
<td></td>
</tr>
<tr>
<td>(No other modes reported)</td>
<td>30</td>
<td></td>
</tr>
</tbody>
</table>

*Note: Percentages may total to more than 100 because of multiple choices checked.*
### Trip Purpose, Reasons for Using the MBTA, and Alternative Means

#### Trip Purpose: Expanded Results

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

#### Reasons for Using the MBTA:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience</td>
<td>427</td>
<td>59.4%</td>
</tr>
<tr>
<td>Speed/travel time</td>
<td>191</td>
<td>26.7%</td>
</tr>
<tr>
<td>Avoid driving/traffic</td>
<td>355</td>
<td>49.4%</td>
</tr>
<tr>
<td>Avoid parking at destination</td>
<td>369</td>
<td>51.4%</td>
</tr>
<tr>
<td>Environmentally responsible</td>
<td>427</td>
<td>59.5%</td>
</tr>
<tr>
<td>Less expensive</td>
<td>289</td>
<td>40.2%</td>
</tr>
<tr>
<td>Can read/do work</td>
<td>289</td>
<td>40.2%</td>
</tr>
<tr>
<td>Only transportation available</td>
<td>194</td>
<td>27.0%</td>
</tr>
<tr>
<td>Other</td>
<td>30</td>
<td>4.2%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 REASON:** 719

#### Use Other Mode to Make Same Trip?

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>369</td>
<td>51.4%</td>
</tr>
<tr>
<td>No</td>
<td>349</td>
<td>48.6%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>719</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Other Modes Reported by Riders Who Checked "Yes":**

<table>
<thead>
<tr>
<th>Other Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>72</td>
<td>20.8%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>28</td>
<td>8.0%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>39</td>
<td>11.2%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>58</td>
<td>16.8%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>183</td>
<td>52.8%</td>
</tr>
<tr>
<td>Other</td>
<td>108</td>
<td>31.1%</td>
</tr>
</tbody>
</table>

**TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:** 347

(No other modes reported) 22

*Note: Percentages may total to more than 100 because of multiple choices checked.*
### Trip Purpose, Reasons for Using the MBTA, and Alternative Means

**Trip Purpose:**

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

**Reasons for Using the MBTA:**

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

**Use Other Mode to Make Same Trip?**

<table>
<thead>
<tr>
<th>Use Other Mode to Make Same Trip?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>292</td>
<td>57.7%</td>
</tr>
<tr>
<td>No</td>
<td>214</td>
<td>42.3%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>506</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td>22</td>
<td></td>
</tr>
</tbody>
</table>

**Other Modes Reported by Riders Who Checked *Yes*:**

<table>
<thead>
<tr>
<th>Other Mode Reported by Riders Who Checked <em>Yes</em></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>84</td>
<td>33.4%</td>
</tr>
<tr>
<td>Non-MBTA bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Carpool/vanpool</td>
<td>14</td>
<td>5.6%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>36</td>
<td>14.4%</td>
</tr>
<tr>
<td>Other MBTA service</td>
<td>108</td>
<td>43.3%</td>
</tr>
<tr>
<td>Other</td>
<td>50</td>
<td>20.0%</td>
</tr>
<tr>
<td><strong>TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:</strong></td>
<td>250</td>
<td></td>
</tr>
<tr>
<td>(No other modes reported)</td>
<td>42</td>
<td></td>
</tr>
</tbody>
</table>

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

The data in this chapter show where Green Line riders started their trips (by city, town, or neighborhood) and indicate what their activities were at each of those origin locations. This information is useful in defining the market area of each of the Green Line stations or branch segments and for understanding the types of trips made on the Green Line. Additional information regarding the reasons for making trips is presented in Chapters 3 and 9.

A table presenting these data is provided for each station or branch segment; the tables are at the end of the chapter. Each table shows both the origins and origin activities for the riders who entered the rapid transit system at the station or branch segment in question. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Green Line as a whole. It includes tables and discussion.

4.1 ORIGIN LOCATIONS

4.1.1 DESCRIPTION OF THE ORIGIN LOCATIONS SECTION OF THE TABLE

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

Origins reported by less than 0.5% of the riders at a station were aggregated and placed in the “other” category; therefore, not all cities, towns, and neighborhoods from which Green Line trips originated are represented individually in the table. Some survey responses did not contain enough information to determine an origin city, town, or neighborhood; these responses were aggregated into the “unspecified” category. The origin locations are listed in descending order, based on the number of riders.
It is important to note that the tables for North Station, Haymarket, Government Center, and Park Street only include riders who entered the rapid transit system there and boarded the Green Line. Appendix B contains data on all of the riders who entered (including those who boarded the Red, Orange, or Blue Line).

4.1.2 OVERVIEW OF RESULTS

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

Central Subway

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

B Branch

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

C Branch

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

D Branch

The outer six stations on the D Branch (Riverside through Newton Centre) are located in the city of Newton. All of these stations either have some dedicated parking or are near municipal lots that allow commuter parking. Riverside and Woodland have the largest parking capacities, and also have convenient access
from the regional highway network. Newton Highlands and Newton Centre are also transfer points for some MBTA local bus service.

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

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

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

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

**E Branch**

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

4.2 **ORIGIN ACTIVITIES**

4.2.1 **DESCRIPTION OF THE ORIGIN ACTIVITIES SECTION OF THE TABLE**

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

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

4.2.2 OVERVIEW OF RESULTS

Central Subway

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

B Branch

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

Home was by far the largest origin activity on all other segments, and exceeded 87% on the three middle segments, from Packards Corner to Chiswick Road. There were few school or work origins on those segments, but school trips accounted for 20% of boardings from Chestnut Hill Avenue to Boston College, and for 13% from BU West to Babcock Street. Work origins on those two segments accounted for 75% and 9%, respectively.
C Branch
Most stops on the C Branch serve primarily residential areas, with some shops and businesses mixed in along Beacon Street. Overall, home was the origin activity for 80% of the C Branch riders, with personal business second, at 6%, and work third, at 5%. School origins accounted for only 2% overall. However, on the innermost branch segment, the Saint Mary’s Street stop is within walking distance of Boston University, and 7% of the trips on that segment originated at school.

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

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

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

#### GREEN LINE-SUBWAY
Entry Station: Lechmere

#### Origin Locations

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

**Note:** Totals shown may differ from column total because of rounding.
## Origin Locations and Activities

### GREEN LINE-SUBWAY

Entry Station: Science Park

**ORIGIN LOCATIONS**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston: North End</td>
<td>187</td>
<td>39.6%</td>
<td></td>
<td>7.2%</td>
<td>11.6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11.6%</td>
</tr>
<tr>
<td>Boston: Beacon Hill</td>
<td>179</td>
<td>37.8%</td>
<td></td>
<td>84.1%</td>
<td>3.8%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>12.1%</td>
</tr>
<tr>
<td>Cambridge: East Cambridge</td>
<td>100</td>
<td>21.2%</td>
<td></td>
<td>56.7%</td>
<td>21.6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>21.6%</td>
</tr>
<tr>
<td>Unspecified</td>
<td>7</td>
<td>1.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
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**ORIGIN ACTIVITIES**

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

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Note: Totals shown may differ from column total because of rounding.
## Origin Locations and Activities

**Expanded Results**

**GREEN LINE-SUBWAY**

**Entry Station: Haymarket**

### ORIGIN LOCATIONS

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**OVERALL TOTAL**

|                  | 2,928        | 100.0%         | 0.7%    | 84.8%| 10.1%|       |       | 2.2% | 2.2%    |          |         |

### ORIGIN ACTIVITIES

**Note:** Totals shown may differ from column total because of rounding.
## ORIGIN LOCATIONS AND ACTIVITIES

**Expanded Results**

### GREEN LINE-SUBWAY

Entry Station: Government Center

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**Note:** Totals shown may differ from column total because of rounding.
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

#### Origin Locations and Activities

**Expanded Results**

**GREEN LINE-SUBWAY**

**Entry Station: Park Street**

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Note: Totals shown may differ from column total because of rounding.
## Origin Locations and Activities

**GREEN LINE-SUBWAY**

**Entry Station: Boylston**

### Origin Locations

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<td><strong>1.6%</strong></td>
<td><strong>4.9%</strong></td>
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Note: Totals shown may differ from column total because of rounding.
### ORIGIN LOCATIONS

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**Note:** Totals shown may differ from column total because of rounding.
## Origin Locations and Activities

### Expanded Results

#### GREEN LINE-SUBWAY

**Entry Station: Copley**

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

CTPS

14-Jun-10
## ORIGIN LOCATIONS AND ACTIVITIES

### GREEN LINE-SUBWAY

**Entry Station: Hynes Convention Center**

#### ORIGIN LOCATIONS

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<td><strong>4.3%</strong></td>
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**Note:** Totals shown may differ from column total because of rounding.
### Origin Locations and Activities

**GREEN LINE-SUBWAY**

**Entry Station: Kenmore**

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Note: Totals shown may differ from column total because of rounding.
### Origin Locations and Activities

**Origin Locations and Activities**

**Expanded Results**

**ORIGIN LOCATIONS**

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<td><strong>8.0%</strong></td>
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**Note:** Totals shown may differ from column total because of rounding.
**Origin Locations and Activities**

**Expanded Results**

**GREEN LINE-SUBWAY**

**Entry Station: Symphony**

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Note: Totals shown may differ from column total because of rounding.
## Origin Locations and Activities

**GREEN LINE-B**

**Entry Stop: Blandford St. to BU Central**

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<tr>
<td>Boston: Allston</td>
<td>23</td>
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<td></td>
<td>100.0%</td>
<td></td>
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</tr>
<tr>
<td>Boston: Fenway</td>
<td>23</td>
<td>1.0%</td>
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<td>100.0%</td>
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</tr>
<tr>
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<td>23</td>
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<td></td>
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<td></td>
<td></td>
<td>100.0%</td>
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<tr>
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<tr>
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<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td><strong>2,212</strong></td>
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<td>3.8%</td>
<td>15.3%</td>
<td>51.9%</td>
<td>18.7%</td>
<td>2.1%</td>
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<td>4.2%</td>
<td>1.0%</td>
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Note: Totals shown may differ from column total because of rounding.
**Origin Locations and Activities**

**GREEN LINE-B**

**Entry Stop: BU West to Babcock**

### ORIGIN LOCATIONS

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<td>1,405</td>
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<td>13.9%</td>
<td>3.8%</td>
<td>4.6%</td>
<td>6.0%</td>
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<tr>
<td>Brookline: North Brookline</td>
<td>598</td>
<td>28.0%</td>
<td>87.0%</td>
<td>3.5%</td>
<td>4.1%</td>
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<td>5.4%</td>
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<tr>
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<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
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<td>0.0%</td>
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<td>2,138</td>
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<td>50.5%</td>
<td>13.4%</td>
<td>8.8%</td>
<td>5.4%</td>
<td>10.7%</td>
<td>2.5%</td>
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<td>3.9%</td>
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**Note:** Totals shown may differ from column total because of rounding.
## Origin Locations and Activities

**Expanded Results**

**Entry Stop: Packards Corner to Harvard Ave.**

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<thead>
<tr>
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<th>ORIGIN ACTIVITIES</th>
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</thead>
<tbody>
<tr>
<td><strong>City/Neighborhood Origins</strong></td>
<td><strong>Total Riders</strong></td>
</tr>
<tr>
<td>Boston: Allston</td>
<td>2,974</td>
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<td>Brookline: North Brookline</td>
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<tr>
<td>Unspecified</td>
<td>89</td>
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<tr>
<td>Boston: BU</td>
<td>7</td>
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<tr>
<td>Other (&lt; 0.5% of riders)</td>
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<td>3,620</td>
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Note: Totals shown may differ from column total because of rounding.
### ORIGIN LOCATIONS and ORIGIN ACTIVITIES

**Expanded Results**

**Entry Stop:** Griggs St. to Warren St.

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<tr>
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<td>1,612</td>
<td>56.0%</td>
<td>0.9%</td>
<td>96.4%</td>
<td>0.4%</td>
<td>1.6%</td>
<td>0.4%</td>
<td>0.4%</td>
<td>0.4%</td>
<td>0.4%</td>
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</tr>
<tr>
<td>Boston: Brighton</td>
<td>1,159</td>
<td>40.3%</td>
<td>0.7%</td>
<td>85.3%</td>
<td>3.9%</td>
<td>4.3%</td>
<td>3.8%</td>
<td>0.9%</td>
<td>0.6%</td>
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<tr>
<td>Unspecified</td>
<td>76</td>
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<td>71.0%</td>
<td>14.5%</td>
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<td>14.5%</td>
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<tr>
<td>Brookline: North Brookline</td>
<td>30</td>
<td>1.0%</td>
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</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
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<td>0.0%</td>
<td>0.0%</td>
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<td></td>
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</tr>
<tr>
<td><strong>OVERALL TOTAL</strong></td>
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<td><strong>100.0%</strong></td>
<td><strong>0.8%</strong></td>
<td><strong>91.3%</strong></td>
<td><strong>2.1%</strong></td>
<td><strong>2.6%</strong></td>
<td><strong>2.2%</strong></td>
<td><strong>0.6%</strong></td>
<td><strong>0.2%</strong></td>
<td><strong>0.2%</strong></td>
<td><strong>0.2%</strong></td>
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Note: Totals shown may differ from column total because of rounding.
## Origin Locations and Activities

**GREEN LINE-B**

Entry Stop: Washington St. to Chiswick Rd.

<table>
<thead>
<tr>
<th>ORIGIN LOCATIONS</th>
<th>ORIGIN ACTIVITIES</th>
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</thead>
<tbody>
<tr>
<td>Boston: Brighton</td>
<td>1,788</td>
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<tr>
<td>Unspecified</td>
<td>56</td>
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<tr>
<td>Brookline: North Brookline</td>
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<tr>
<td>Other (&lt; 0.5% of riders)</td>
<td>11</td>
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<td>OVERALL TOTAL</td>
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Note: Totals shown may differ from column total because of rounding.
### Origin Locations and Activities

**GREEN LINE-B**

**Entry Stop: Chesnut Hill Ave. to Boston College**

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</thead>
<tbody>
<tr>
<td>Boston: Brighton</td>
<td>664</td>
<td>63.6%</td>
<td></td>
<td>87.9%</td>
<td>7.2%</td>
<td>5.0%</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Newton Chestnut Hill</td>
<td>237</td>
<td>22.7%</td>
<td></td>
<td>29.7%</td>
<td>50.2%</td>
<td></td>
<td>20.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Newton</td>
<td>48</td>
<td>4.6%</td>
<td></td>
<td>50.0%</td>
<td>50.0%</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Brookline: South Brookline</td>
<td>46</td>
<td>4.4%</td>
<td></td>
<td>16.3%</td>
<td>41.9%</td>
<td></td>
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<td></td>
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<td>41.9%</td>
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<tr>
<td>Unspecified</td>
<td>24</td>
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<td>100.0%</td>
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<tr>
<td>Needham</td>
<td>19</td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>Boston: Roslindale</td>
<td>7</td>
<td>0.7%</td>
<td></td>
<td></td>
<td></td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>0</td>
<td>0.0%</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td><strong>1,044</strong></td>
<td><strong>100.0%</strong></td>
<td></td>
<td><strong>66.3%</strong></td>
<td><strong>20.0%</strong></td>
<td><strong>7.3%</strong></td>
<td></td>
<td></td>
<td><strong>4.6%</strong></td>
<td><strong>1.8%</strong></td>
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</tbody>
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**Note:** Totals shown may differ from column total because of rounding.
## Origin Locations and Activities
### GREEN LINE-C
**Entry Stop:** St. Mary's St. to Kent St.

**Expanded Results**

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

**Note:** Totals shown may differ from column total because of rounding.
### Origin Locations and Activities

**ORIGIN LOCATIONS**

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<td>3,317</td>
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<td>0.2%</td>
<td>79.3%</td>
<td>0.6%</td>
<td>4.3%</td>
<td>3.7%</td>
<td>5.8%</td>
<td>4.4%</td>
<td>1.8%</td>
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</tr>
<tr>
<td>Brookline: South Brookline</td>
<td>121</td>
<td>3.4%</td>
<td></td>
<td>78.1%</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Allston</td>
<td>36</td>
<td>1.0%</td>
<td>14.4%</td>
<td>67.8%</td>
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<td></td>
<td></td>
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<td></td>
<td>17.8%</td>
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</tr>
<tr>
<td>Unspecified</td>
<td>35</td>
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<td></td>
<td>36.3%</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>20.4%</td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>61</td>
<td>1.7%</td>
<td></td>
<td>79.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>20.6%</td>
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</tr>
<tr>
<td>OVERALL TOTAL</td>
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<td>0.3%</td>
<td>78.7%</td>
<td>0.6%</td>
<td>4.8%</td>
<td>3.7%</td>
<td>5.8%</td>
<td>4.3%</td>
<td>1.9%</td>
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**ORIGIN ACTIVITIES**

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</thead>
<tbody>
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<td>79.3%</td>
<td>0.6%</td>
<td>4.3%</td>
<td>3.7%</td>
<td>5.8%</td>
<td></td>
<td></td>
<td>4.4%</td>
</tr>
<tr>
<td>Brookline: South Brookline</td>
<td>78.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>10.5%</td>
</tr>
<tr>
<td>Boston: Allston</td>
<td>67.8%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>14.4%</td>
<td>17.8%</td>
</tr>
<tr>
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<td>36.3%</td>
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<td></td>
<td></td>
<td></td>
<td>36.3%</td>
<td>20.4%</td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>79.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>79.4%</td>
<td>20.6%</td>
</tr>
<tr>
<td>OVERALL TOTAL</td>
<td>78.7%</td>
<td>0.6%</td>
<td>4.8%</td>
<td>3.7%</td>
<td>5.8%</td>
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<td>4.3%</td>
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Note: Totals shown may differ from column total because of rounding.
## Origin Locations and Activities

### GREEN LINE-C

**Expanded Results**

**Entry Stop:** Brandon Hall to Tappan St.

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<td>Brookline: South Brookline</td>
<td>859</td>
<td>44.5%</td>
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<td>5.7%</td>
<td>4.7%</td>
<td>1.0%</td>
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<td>0.9%</td>
<td>2.5%</td>
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<tr>
<td>Brookline: North Brookline</td>
<td>848</td>
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<td>87.9%</td>
<td>1.5%</td>
<td>2.6%</td>
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<tr>
<td>Boston: Brighton</td>
<td>174</td>
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<td><strong>0.6%</strong></td>
<td><strong>3.4%</strong></td>
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*Note: Totals shown may differ from column total because of rounding.*
### Origin Locations and Activities

**Rapid Transit Survey**

**Origins Locations and Activities**

**Expanded Results**

**Entry Stop: Dean Rd. to Cleveland Circle**

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<td>Brookline: South Brookline</td>
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<td>84.9%</td>
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<td>31</td>
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<td>25.0%</td>
<td>50.0%</td>
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<td>25.6%</td>
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<td>0.8%</td>
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<td><strong>88.0%</strong></td>
<td><strong>1.4%</strong></td>
<td><strong>2.6%</strong></td>
<td><strong>0.5%</strong></td>
<td><strong>1.3%</strong></td>
<td><strong>2.0%</strong></td>
<td><strong>2.9%</strong></td>
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Note: Totals shown may differ from column total because of rounding.
## Origin Locations and Activities

**Expanded Results**

### GREEN LINE-D

**Entry Station: Fenway**

#### ORIGIN LOCATIONS

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<td>10.1%</td>
<td>2.9%</td>
<td>1.9%</td>
<td>1.9%</td>
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<tr>
<td>Boston: Longwood Med Area</td>
<td>225</td>
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<td>1.5%</td>
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<td>53.3%</td>
<td>17.3%</td>
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<td>10.4%</td>
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<tr>
<td>Boston: B U</td>
<td>40</td>
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<td>41.1%</td>
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<td>17.8%</td>
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<tr>
<td>Unspecified</td>
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<td>23.2%</td>
<td>23.2%</td>
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<td></td>
<td>30.3%</td>
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<td>Brookline: North Brookline</td>
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<td>34.9%</td>
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<tr>
<td>Worcester</td>
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<td>100.0%</td>
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</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>7</td>
<td>0.6%</td>
<td>100.0%</td>
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<tr>
<td><strong>OVERALL TOTAL</strong></td>
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<td><strong>1.0%</strong></td>
<td>47.1%</td>
<td>15.6%</td>
<td>13.8%</td>
<td>4.2%</td>
<td>12.2%</td>
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<td>2.0%</td>
<td>1.3%</td>
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**Note:** Totals shown may differ from column total because of rounding.
### Origin Locations and Activities

**Expanded Results**

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<tr>
<th>ORIGIN LOCATIONS</th>
<th>ORIGIN ACTIVITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>City/Neighborhood</strong></td>
<td><strong>Total Riders</strong></td>
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<tr>
<td>Boston: Longwood Med Area</td>
<td>549</td>
</tr>
<tr>
<td>Brookline: North Brookline</td>
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<td>Unspecified</td>
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<tr>
<td>Brookline: South Brookline</td>
<td>20</td>
</tr>
<tr>
<td>Boston: Brighton</td>
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</tr>
<tr>
<td>Cambridge: Central Square</td>
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<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>0</td>
</tr>
<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td>1,007</td>
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**Note:** Totals shown may differ from column total because of rounding.
## Origin Locations and Activities

**GREEN LINE-D**

Entry Station: Brookline Village

### Origin Locations

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<td>81.5%</td>
<td>2.1%</td>
<td>7.4%</td>
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<td>0.9%</td>
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</tr>
<tr>
<td>Boston: Jamaica Plain</td>
<td>164</td>
<td>8.3%</td>
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<td>94.9%</td>
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<td>5.1%</td>
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<td>Brookline: North Brookline</td>
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<td>8.2%</td>
<td></td>
<td>94.8%</td>
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<td>Unspecified</td>
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<td>85.8%</td>
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<td>5.2%</td>
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<tr>
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<tr>
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<td>59.2%</td>
<td>19.7%</td>
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<td>21.1%</td>
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<tr>
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<td>27</td>
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<tr>
<td>Boston: Mattapan</td>
<td>16</td>
<td>0.8%</td>
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<tr>
<td>Boston: Roslindale</td>
<td>13</td>
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<tr>
<td>Other (&lt; 0.5 % of riders)</td>
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<td>74.1%</td>
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<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td><strong>1,980</strong></td>
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<td><strong>0.4%</strong></td>
<td><strong>83.7%</strong></td>
<td><strong>1.9%</strong></td>
<td><strong>6.9%</strong></td>
<td><strong>5.0%</strong></td>
<td><strong>1.1%</strong></td>
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Note: Totals shown may differ from column total because of rounding.
### ORIGIN LOCATIONS and ORIGIN ACTIVITIES

#### City/Neighborhood Origins

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<td>Brookline: South Brookline</td>
<td>962</td>
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<td>86.4%</td>
<td>4.5%</td>
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<td>1.1%</td>
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</tr>
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<td>78.6%</td>
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</tr>
<tr>
<td>Billerica</td>
<td>7</td>
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<tr>
<td>Brookline: Chestnut Hill</td>
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<td>Other (&lt; 0.5% of riders)</td>
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<td>2.1%</td>
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<td>0.9%</td>
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Note: Totals shown may differ from column total because of rounding.
## Origin Locations and Activities

### Expanded Results

#### GREEN LINE-D

**Entry Station: Beaconsfield**

### ORIGIN LOCATIONS

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<td>0.5%</td>
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<td>93.9%</td>
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<td>6.1%</td>
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<td>85.8%</td>
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<td>14.2%</td>
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<tr>
<td>Newton</td>
<td>6</td>
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</tr>
<tr>
<td>Boston: Jamaica Plain</td>
<td>4</td>
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Note: Totals shown may differ from column total because of rounding.
### ORIGIN LOCATIONS and ORIGIN ACTIVITIES

**Origins**

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**Note:** Totals shown may differ from column total because of rounding.
### Origin Locations and Activities

**Green Line-D**

**Entry Station: Chestnut Hill**

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**Note:** Totals shown may differ from column total because of rounding.
### Origin Locations and Activities

**Green Line-D**

**Entry Station:** Newton Centre

**Expanded Results**

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Note: Totals shown may differ from column total because of rounding.
### Origin Locations and Activities

**GREEN LINE-D**  
Entry Station: Newton Highlands

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Note: Totals shown may differ from column total because of rounding.
## Origin Locations and Activities

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**ORIGIN ACTIVITIES**

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

CTPS

14-Jun-10
### Origin Locations and Activities

**Expanded Results**

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**Note:** Totals shown may differ from column total because of rounding.
### Origin Locations and Activities

**GREEN LINE-D**

**Entry Station: Woodland**

**Expanded Results**

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**Note:** Totals shown may differ from column total because of rounding.
### Origin Locations and Activities

**Green Line-D**

#### Entry Station: Riverside

#### Origin Locations

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**Note:** Totals shown may differ from column total because of rounding.
### ORIGIN LOCATIONS

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Note: Totals shown may differ from column total because of rounding.
### Origin Locations and Activities

**ORIGIN LOCATIONS**

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**Note:** Totals shown may differ from column total because of rounding.
## Origin Locations and Activities

**GREEN LINE-E**  
Entry Stop: Longwood Medical Area  

### Origin Locations

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Note: Totals shown may differ from column total because of rounding.
### Origin Locations and Activities

**Expanded Results**

#### GREEN LINE-E

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<td><strong>1,080</strong></td>
<td><strong>100.0%</strong></td>
<td>2.0%</td>
<td>44.0%</td>
<td>3.0%</td>
<td>22.4%</td>
<td>1.0%</td>
<td>16.7%</td>
<td>6.1%</td>
<td>2.8%</td>
<td>2.0%</td>
</tr>
</tbody>
</table>

**Note:** Totals shown may differ from column total because of rounding.
### Origin Locations and Activities

**GREEN LINE-E**

Entry Stop: Fenwood Rd. to Back of the Hill

*Expanded Results*

<table>
<thead>
<tr>
<th>ORIGIN LOCATIONS</th>
<th>ORIGIN ACTIVITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>---------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>Boston: Jamaica Plain</td>
<td>247</td>
</tr>
<tr>
<td>Boston: Longwood Med Area</td>
<td>222</td>
</tr>
<tr>
<td>Brookline: South Brookline</td>
<td>222</td>
</tr>
<tr>
<td>Unspecified</td>
<td>28</td>
</tr>
<tr>
<td>Other (&lt; 0.5% of riders)</td>
<td>0</td>
</tr>
<tr>
<td>OVERALL TOTAL</td>
<td>719</td>
</tr>
</tbody>
</table>

Note: Totals shown may differ from column total because of rounding.
### Origin Locations and Activities

#### GREEN LINE-E

**Entry Stop: Heath Street**

#### Expanded Results

<table>
<thead>
<tr>
<th>ORIGIN LOCATIONS</th>
<th>ORIGIN ACTIVITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>---------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Boston: Jamaica Plain</td>
<td>414</td>
</tr>
<tr>
<td>Boston: Longwood Med Area</td>
<td>64</td>
</tr>
<tr>
<td>Boston: Unspecified</td>
<td>28</td>
</tr>
<tr>
<td>Boston: Hyde Park</td>
<td>14</td>
</tr>
<tr>
<td>Boston: West Roxbury</td>
<td>8</td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>0</td>
</tr>
<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td><strong>528</strong></td>
</tr>
</tbody>
</table>

Note: Totals shown may differ from column total because of rounding.
Access to the Rapid Transit System

The data presented in this chapter describe aspects of riders’ travel between the origins of their entire trips and the Green Line stations or branch segments where they began their rapid transit trips. These data consist of two types. One is the modes of transportation used by riders to access the Green Line; for riders who used more than one mode previous to the Green Line, this “access mode” is the one used immediately before accessing the Green Line station or branch segment. The other type of data in this chapter pertains only to the riders whose access trips were made via private transportation modes; it is the trip times for riders’ entire access trips from their trip origins to the Green Line.

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

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

5.1 ACCESS MODE

5.1.1 DESCRIPTION OF TABLE

The access mode table for each station shows the distribution of trips among 12 transportation modes that riders used immediately before accessing that station.
Seven of the modes are private: walk, drive, drop-off, taxi, shuttle/van, bicycle, and “other.” Five are public: MBTA bus, other bus, commuter rail, boat, and “other.” The private and public access modes are grouped separately in the table. As explained above, further details on the access trips made by public transportation are given in four subsequent tables.

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

### 5.1.2 Overview of Results

#### Central Subway

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

#### B Branch

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

#### C Branch

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

#### D Branch

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

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

E Branch

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

5.2 TRIP TIME FOR ACCESS VIA PRIVATE TRANSPORTATION

5.2.1 DESCRIPTION OF TABLE

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

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

5.2.2 OVERVIEW OF RESULTS

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

Central Subway

Mean walk-access times to Central Subway stations ranged from 5 minutes at Symphony to 8 minutes at Lechmere. Since walking was the most common of the private transportation modes of access at each station, the overall mean access times were equal to or slightly higher than the mean walk-access times.
B Branch
Walk-access times for the B Branch were short in general, ranging from 4 to 5 minutes on all but one branch segment. The Chestnut Hill Avenue to Boston College segment had a slightly longer mean time (6 minutes). Overall, access times by private transportation were equal to or slightly greater than mean walking times.

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

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

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

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

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

5.3.1 DESCRIPTION OF TABLES
For each station, four tables provide further details on the public-access-mode trips shown in the access mode table. For riders transferring to the Green Line from commuter rail, one table gives the commuter rail stations at which riders boarded (the commuter rail line that was boarded at each station listed is not, however, specified). Likewise, for transfers from a commuter boat line, a table
gives the boat dock at which riders boarded. Two other tables indicate specific bus routes for riders who transferred from an MBTA or non-MBTA bus to the Green Line. Non-MBTA routes are identified as shown below:

**TABLE 5-1**

<table>
<thead>
<tr>
<th>Designation</th>
<th>Other Non-MBTA Bus Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>BBL</td>
<td>Bloom Bus Lines</td>
</tr>
<tr>
<td>BEX</td>
<td>Boston Express Bus</td>
</tr>
<tr>
<td>CCO</td>
<td>Coach Company</td>
</tr>
<tr>
<td>CJ</td>
<td>“C&amp;J bus”</td>
</tr>
<tr>
<td>PB</td>
<td>Plymouth &amp; Brockton Street Railway Co.</td>
</tr>
<tr>
<td>RIPTA</td>
<td>Rhode Island Public Transit Authority</td>
</tr>
</tbody>
</table>

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

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

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

**5.3.2 OVERVIEW OF RESULTS**

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

**Central Subway**

Bus trips were common at Lechmere, Haymarket, Copley, Hynes, and Kenmore. At Lechmere, which has four connecting bus routes, some transfers were reported from each. Route 88, which had the largest individual share, accounted for just over one-third of the total transfers there. At Haymarket, transfers were reported from 6 of the 12 bus routes that connected there during the survey hours. Route 111 alone accounted for 52% of the transfers there.
At Copley, transfers were reported from five of the six bus routes that connected there during the survey hours. The top two, Routes 9 and 39, together accounted for 69% of the total bus transfers there.

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

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

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

**B, C, D, and E Branches**

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

At Brookline Village, where 8% of boardings came from MBTA buses, transfers were reported from all three routes (Routes 60, 65, and 66) that connect directly there. The largest individual share came not from any of these, but from Route 39, which has a stop within walking distance. Reported transfers from Route 39, along with indirect transfers from other routes that would have used Route 39 as the intermediate link, accounted for over half (54%) of the bus transfers at Brookline Village.
This chapter’s tables begin on the following page.
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

#### Access to the Rapid Transit System

**Expanded Results**

**Entry Station: Lechmere**

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

#### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th>DRIV/PARK</th>
<th>DROP-OFF</th>
<th>OTHER</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>913</td>
<td>51.0%</td>
<td>0</td>
<td>0.0%</td>
<td>10</td>
</tr>
<tr>
<td>6-10</td>
<td>524</td>
<td>29.2%</td>
<td>10</td>
<td>6.9%</td>
<td>0</td>
</tr>
<tr>
<td>11-15</td>
<td>226</td>
<td>12.6%</td>
<td>69</td>
<td>46.6%</td>
<td>0</td>
</tr>
<tr>
<td>16-20</td>
<td>118</td>
<td>6.6%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>21-30</td>
<td>10</td>
<td>0.6%</td>
<td>39</td>
<td>26.4%</td>
<td>0</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>10</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>30</td>
<td>20.1%</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,792</td>
<td>100.0%</td>
<td>148</td>
<td>100.0%</td>
<td>20</td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td>59</td>
<td>20</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>7.7</td>
<td>29.9%</td>
<td>20.0%</td>
<td>10.0%</td>
<td>9.5</td>
</tr>
</tbody>
</table>

**GREEN LINE-SUBWAY**

- MBTA Bus: 1,121 (35.0%)
- Commuter Rail: 0 (0.0%)
- Other Bus: 20 (0.6%)
- Boat: 0 (0.0%)
- Other: 0 (0.0%)
- **Total Public Trans.**: 1,141 (35.7%)

**CTPS**

20-May-10
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Transfers to the Rapid Transit System

**Expanded Results**

**GREEN LINE-SUBWAY**

**Entry Station: Lechmere**

<table>
<thead>
<tr>
<th>Transferring from:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Boarded at Station Indicated:</td>
<td>88</td>
<td>386</td>
</tr>
<tr>
<td></td>
<td>69</td>
<td>288</td>
</tr>
<tr>
<td></td>
<td>80</td>
<td>250</td>
</tr>
<tr>
<td></td>
<td>87</td>
<td>197</td>
</tr>
</tbody>
</table>

| | | |
| | Other Bus Routes: | Number of Riders |
| | Unspecified Bus | 20 |
## MBTA Surveys: 2008-09

Rapid Transit Survey

### Access to the Rapid Transit System

**MBTA Surveys: 2008-09**

**GREEN LINE-SUBWAY**

Entry Station: Science Park

**Expanded Results**

<table>
<thead>
<tr>
<th>Access Mode:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>473</td>
<td>100.0%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>473</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>473</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th>Trip Time (min)</th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>307</td>
<td>76.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-10</td>
<td>93</td>
<td>23.3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-15</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-20</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>401</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Answer</td>
<td>72</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>5.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

CTPS

20-May-10
Transfers to the Rapid Transit System
Expanded Results

GREEN LINE-SUBWAY
Entry Station: Science Park

Transferring from:

No responders provided information about their modes of access.
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Access to the Rapid Transit System**

**Entry Station:** North Station

### Expanded Results

**Access Mode:**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>965</td>
<td>20.6%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>16</td>
<td>0.3%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>57</td>
<td>1.2%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>16</td>
<td>0.3%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**Total Private Trans.**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>MBTA Bus</td>
<td>54</td>
<td>1.2%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>3,568</td>
<td>76.3%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**Total Public Trans.**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,054</td>
<td>22.5%</td>
</tr>
<tr>
<td></td>
<td>54</td>
<td>1.2%</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td></td>
<td>3,568</td>
<td>76.3%</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**TOTAL**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4,676</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**No Answer**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>105</td>
<td></td>
</tr>
</tbody>
</table>

---

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th>Trip Time (min)</th>
<th>WALK</th>
<th></th>
<th>DRIVE/PARK</th>
<th></th>
<th>DROP-OFF</th>
<th></th>
<th>OTHER</th>
<th></th>
<th>TOTAL</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>443</td>
<td>58.4%</td>
<td>19</td>
<td>33.3%</td>
<td>0</td>
<td>0.0%</td>
<td>462</td>
<td>55.5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-10</td>
<td>203</td>
<td>26.7%</td>
<td>19</td>
<td>33.3%</td>
<td>0</td>
<td>0.0%</td>
<td>222</td>
<td>26.6%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-15</td>
<td>19</td>
<td>2.5%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>19</td>
<td>2.3%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-20</td>
<td>76</td>
<td>10.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>76</td>
<td>9.1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-30</td>
<td>19</td>
<td>2.5%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>19</td>
<td>2.3%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>19</td>
<td>33.3%</td>
<td>16</td>
<td>100.0%</td>
<td>35</td>
<td>4.2%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>760</td>
<td>100.0%</td>
<td>57</td>
<td>100.0%</td>
<td>16</td>
<td>100.0%</td>
<td>833</td>
<td>100.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Answer</td>
<td>206</td>
<td>16</td>
<td>0</td>
<td>0.0%</td>
<td>222</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>7.5</td>
<td></td>
<td>24.0</td>
<td></td>
<td>60.0</td>
<td></td>
<td>9.6</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# MBTA Surveys: 2008-09

*Rapid Transit Survey*

## Transfers to the Rapid Transit System

### Expanded Results

**Entry Station:** North Station

### Transferring from:

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

### MBTA Bus Routes:

<table>
<thead>
<tr>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>93</td>
</tr>
<tr>
<td>111</td>
</tr>
</tbody>
</table>

### Other Bus Routes:

- (None identified)

### Boat, Boarded at Dock Indicated:

- (None identified)
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Access to the Rapid Transit System

#### Expanded Results

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

### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td></td>
<td>0-5 minutes</td>
<td>665</td>
<td>52.8%</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
</tr>
<tr>
<td></td>
<td>6-10</td>
<td>532</td>
<td>42.2%</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
</tr>
<tr>
<td></td>
<td>11-15</td>
<td>63</td>
<td>5.0%</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
</tr>
<tr>
<td></td>
<td>16-20</td>
<td>0</td>
<td>0.0%</td>
<td>22</td>
<td>50.0%</td>
<td>(No responses)</td>
</tr>
<tr>
<td></td>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>22</td>
<td>50.0%</td>
<td>(No responses)</td>
</tr>
<tr>
<td></td>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>1,260</td>
<td>100.0%</td>
<td>43</td>
<td>100.0%</td>
<td>(No responses)</td>
</tr>
<tr>
<td></td>
<td>No Answer</td>
<td>190</td>
<td>6.6%</td>
<td>43</td>
<td>21.5%</td>
<td>22</td>
</tr>
<tr>
<td></td>
<td>Avg. Time (min)</td>
<td>6.6</td>
<td>21.5%</td>
<td>7.1%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Entry Station: Haymarket

CTPS

20-May-10
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Transfers to the Rapid Transit System

#### Expanded Results

**GREEN LINE-SUBWAY**

Entry Station: Haymarket

**Transferring from:**

<table>
<thead>
<tr>
<th>Commuter Rail, Boarded at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>Number of Riders</td>
</tr>
<tr>
<td>111</td>
<td>660</td>
</tr>
<tr>
<td>450</td>
<td>214</td>
</tr>
<tr>
<td>455</td>
<td>108</td>
</tr>
<tr>
<td>426</td>
<td>87</td>
</tr>
<tr>
<td>326</td>
<td>85</td>
</tr>
<tr>
<td>451</td>
<td>63</td>
</tr>
<tr>
<td>119</td>
<td>22</td>
</tr>
<tr>
<td>325</td>
<td>22</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Boarded at Dock Indicated:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hingham</td>
<td>87</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>CJ</td>
<td>43</td>
</tr>
<tr>
<td>CCO</td>
<td>22</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09

### Rapid Transit Survey

#### Access to the Rapid Transit System

**Entry Station:** Government Center

**GREEN LINE-SUBWAY**

**Expanded Results**

### Access Mode:

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

### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th>DRIVE/PARK</th>
<th></th>
<th>DROP-OFF</th>
<th></th>
<th>OTHER</th>
<th></th>
<th>TOTAL</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>1,367</td>
<td>55.4%</td>
<td>41</td>
<td>82.0%</td>
<td>0</td>
<td>0.0%</td>
<td>32</td>
<td>100.0%</td>
<td>1,440</td>
<td>56.3%</td>
</tr>
<tr>
<td>6-10</td>
<td>851</td>
<td>34.5%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>851</td>
<td>33.2%</td>
</tr>
<tr>
<td>11-15</td>
<td>177</td>
<td>7.2%</td>
<td>9</td>
<td>18.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>186</td>
<td>7.3%</td>
</tr>
<tr>
<td>16-20</td>
<td>41</td>
<td>1.7%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>41</td>
<td>1.6%</td>
</tr>
<tr>
<td>21-30</td>
<td>32</td>
<td>1.3%</td>
<td>0</td>
<td>0.0%</td>
<td>9</td>
<td>100.0%</td>
<td>0</td>
<td>0.0%</td>
<td>41</td>
<td>1.6%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2,468</td>
<td>100.0%</td>
<td>50</td>
<td>100.0%</td>
<td>9</td>
<td>100.0%</td>
<td>32</td>
<td>100.0%</td>
<td>2,559</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td>160</td>
<td>6.6%</td>
<td>32</td>
<td>5.3%</td>
<td>25.0</td>
<td>2.0%</td>
<td>191</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Avg. Time (min)</strong></td>
<td>6.6</td>
<td>5.3</td>
<td>25.0</td>
<td>2.0</td>
<td>6.6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# MBTA Surveys: 2008-09

## Rapid Transit Survey

### Transfers to the Rapid Transit System

**GREEN LINE-SUBWAY**

**Entry Station: Government Center**

#### Expanded Results

**Transferring from:**

<table>
<thead>
<tr>
<th>Commuter Rail, Boarded at Station Indicated:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swampscott</td>
<td>32</td>
</tr>
<tr>
<td>Middleborough/Lakeville</td>
<td>9</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>354</td>
<td>45</td>
</tr>
<tr>
<td>325</td>
<td>32</td>
</tr>
<tr>
<td>326</td>
<td>32</td>
</tr>
<tr>
<td>468</td>
<td>32</td>
</tr>
<tr>
<td>111</td>
<td>18</td>
</tr>
<tr>
<td>352</td>
<td>9</td>
</tr>
<tr>
<td>442</td>
<td>9</td>
</tr>
<tr>
<td>92</td>
<td>9</td>
</tr>
</tbody>
</table>

#### Other Bus Routes:

- (None identified)

**Boat, Boarded at Dock Indicated:**

<table>
<thead>
<tr>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quincy</td>
</tr>
<tr>
<td>Hull</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09

### Rapid Transit Survey

### Access to the Rapid Transit System

#### Entry Station: Park Street

**Access Mode:**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>3,762</td>
<td>93.0%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>63</td>
<td>1.6%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>21</td>
<td>0.5%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>31</td>
<td>0.8%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>3,878</strong></td>
<td><strong>95.8%</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>MBTA Bus</td>
<td>106</td>
<td>2.6%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>31</td>
<td>0.8%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>31</td>
<td>0.8%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>169</strong></td>
<td><strong>4.2%</strong></td>
</tr>
</tbody>
</table>

**TOTAL**

<table>
<thead>
<tr>
<th></th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td>4,047</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>179</td>
<td></td>
</tr>
</tbody>
</table>

### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th>Time Range</th>
<th>Walk Number</th>
<th>Walk Percent</th>
<th>Drive/Park Number</th>
<th>Drive/Park Percent</th>
<th>Drop-Off Number</th>
<th>Drop-Off Percent</th>
<th>Other Number</th>
<th>Other Percent</th>
<th>Total Number</th>
<th>Total Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>1,817</td>
<td>53.2%</td>
<td>31</td>
<td>50.0%</td>
<td>0</td>
<td>0.0%</td>
<td>1,849</td>
<td>52.4%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-10</td>
<td>1,294</td>
<td>37.9%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>1,294</td>
<td>36.6%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-15</td>
<td>210</td>
<td>6.2%</td>
<td>31</td>
<td>50.0%</td>
<td>(No responses)</td>
<td></td>
<td>242</td>
<td>6.8%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-20</td>
<td>63</td>
<td>1.8%</td>
<td>0</td>
<td>0.0%</td>
<td>31</td>
<td>59.7%</td>
<td>94</td>
<td>2.7%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-30</td>
<td>31</td>
<td>0.9%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>31</td>
<td>0.9%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>21</td>
<td>40.3%</td>
<td>21</td>
<td>0.6%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>3,416</td>
<td>100.0%</td>
<td>63</td>
<td>100.0%</td>
<td>53</td>
<td>100.0%</td>
<td>3,532</td>
<td>100.0%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No Answer

<table>
<thead>
<tr>
<th></th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td>346</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Avg. Time (min)

<table>
<thead>
<tr>
<th>Time Range</th>
<th>Walk</th>
<th>Drive/Park</th>
<th>Drop-Off</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>6.6</td>
<td>9.5</td>
<td>30.1</td>
<td>7.0</td>
<td></td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

### Transfers to the Rapid Transit System

Expanded Results

**Entry Station: Park Street**

#### Transferring from:

<table>
<thead>
<tr>
<th>Commuter Rail, Boarded at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>749</td>
<td>43</td>
</tr>
<tr>
<td></td>
<td>354</td>
<td>31</td>
</tr>
<tr>
<td></td>
<td>92</td>
<td>31</td>
</tr>
</tbody>
</table>

#### Boat, Boarded at Dock Indicated:

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hingham</td>
<td>BEX</td>
<td>31</td>
</tr>
</tbody>
</table>
# MBTA Surveys: 2008-09

## Rapid Transit Survey

### Access to the Rapid Transit System

**Entry Station: Boylston**

#### Access Mode:

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>2,493</td>
<td>93.3%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>2,493</td>
<td>93.3%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>103</td>
<td>3.9%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>30</td>
<td>1.1%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>22</td>
<td>0.8%</td>
</tr>
<tr>
<td>Other</td>
<td>22</td>
<td>0.8%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>178</td>
<td>6.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,671</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**No Answer**

#### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th>Time Range</th>
<th>Walk Number</th>
<th>Walk Percent</th>
<th>Drive/Park Number</th>
<th>Drive/Park Percent</th>
<th>Drop-off Number</th>
<th>Drop-off Percent</th>
<th>Other Number</th>
<th>Other Percent</th>
<th>Total Number</th>
<th>Total Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>1,593</td>
<td>68.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,593</td>
<td>68.4%</td>
</tr>
<tr>
<td>6-10</td>
<td>567</td>
<td>24.3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>567</td>
<td>24.3%</td>
</tr>
<tr>
<td>11-15</td>
<td>88</td>
<td>3.8%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>88</td>
<td>3.8%</td>
</tr>
<tr>
<td>16-20</td>
<td>44</td>
<td>1.9%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>44</td>
<td>1.9%</td>
</tr>
<tr>
<td>21-30</td>
<td>37</td>
<td>1.6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>37</td>
<td>1.6%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,330</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,330</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**No Answer**

**Avg. Time (min)**

- **WALK**: 5.9
- **TOTAL**: 5.9

---

**Note:**
- **MBTA Surveys: 2008-09**
- **Access to the Rapid Transit System**
- **Expanded Results**

---

**CTPS**

**20-May-10**
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Transfers to the Rapid Transit System**  
*Expanded Results*

**GREEN LINE-SUBWAY**  
*Entry Station: Boylston*

### Transferring from:

<table>
<thead>
<tr>
<th>Commuter Rail, Boarded at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>749</td>
<td>81</td>
</tr>
<tr>
<td></td>
<td>505</td>
<td>22</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>BBL</td>
<td>15</td>
</tr>
<tr>
<td>PB</td>
<td>15</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Access to the Rapid Transit System**

*Expanded Results*

**GREEN LINE-SUBWAY**

Entry Station: Arlington

<table>
<thead>
<tr>
<th>Access Mode:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>2,138</td>
<td>98.1%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>16</td>
<td>0.7%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>2,154</td>
<td>98.8%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>26</td>
<td>1.2%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>26</td>
<td>1.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,180</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

### No Answer

120

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK Number</th>
<th>WALK Percent</th>
<th>DRIVE/PARK Number</th>
<th>DRIVE/PARK Percent</th>
<th>DROP-OFF Number</th>
<th>DROP-OFF Percent</th>
<th>OTHER Number</th>
<th>OTHER Percent</th>
<th>TOTAL Number</th>
<th>TOTAL Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>1,279</td>
<td>61.0%</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td></td>
<td></td>
<td></td>
<td>1,279</td>
<td>60.6%</td>
</tr>
<tr>
<td>6-10</td>
<td>672</td>
<td>32.1%</td>
<td>8</td>
<td>50.0%</td>
<td>(No responses)</td>
<td></td>
<td></td>
<td></td>
<td>680</td>
<td>32.2%</td>
</tr>
<tr>
<td>11-15</td>
<td>118</td>
<td>5.6%</td>
<td>8</td>
<td>50.0%</td>
<td>(No responses)</td>
<td></td>
<td></td>
<td></td>
<td>126</td>
<td>6.0%</td>
</tr>
<tr>
<td>16-20</td>
<td>26</td>
<td>1.2%</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td></td>
<td></td>
<td></td>
<td>26</td>
<td>1.2%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,094</td>
<td>100.0%</td>
<td>16</td>
<td>100.0%</td>
<td>(No responses)</td>
<td></td>
<td></td>
<td></td>
<td>2,111</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>43</td>
<td></td>
<td></td>
<td></td>
<td>(No responses)</td>
<td></td>
<td></td>
<td></td>
<td>43</td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>6.2</td>
<td></td>
<td>12.5</td>
<td></td>
<td>(No responses)</td>
<td></td>
<td></td>
<td></td>
<td>6.2</td>
<td></td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Transfers to the Rapid Transit System**

**GREEN LINE-SUBWAY**  
Entry Station: Arlington

**Expanded Results**

<table>
<thead>
<tr>
<th>Transferring from:</th>
<th>MBTA Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Boarded at Station Indicated:</td>
<td>(None identified)</td>
</tr>
<tr>
<td>Boat, Boarded at Dock Indicated:</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>

Other Bus Routes:

<table>
<thead>
<tr>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>BBL 13</td>
</tr>
<tr>
<td>PB 13</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Access to the Rapid Transit System**

**Expanded Results**

**Green Line-Subway**

**Entry Station: Copley**

#### Access Mode:

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

#### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th>Drive/Park</th>
<th>Drop-Off</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>2,189</td>
<td>59.7%</td>
<td>18</td>
<td>33.3%</td>
<td>0</td>
</tr>
<tr>
<td>6-10</td>
<td>1,098</td>
<td>29.9%</td>
<td>36</td>
<td>66.7%</td>
<td>0</td>
</tr>
<tr>
<td>11-15</td>
<td>329</td>
<td>9.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>16-20</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>21-30</td>
<td>50</td>
<td>1.4%</td>
<td>0</td>
<td>0.0%</td>
<td>16</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>3,667</td>
<td>100.0%</td>
<td>53</td>
<td>100.0%</td>
<td>16</td>
</tr>
<tr>
<td>No Answer</td>
<td>220</td>
<td>6.5%</td>
<td>16</td>
<td>7.3%</td>
<td>16</td>
</tr>
</tbody>
</table>

CTPS

20-May-10
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Transfers to the Rapid Transit System**

**Expanded Results**

**GREEN LINE-SUBWAY**

Entry Station: Copley

<table>
<thead>
<tr>
<th>Commuter Rail, Boarded at Station Indicated</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sharon</td>
<td>97</td>
</tr>
<tr>
<td>Providence</td>
<td>96</td>
</tr>
<tr>
<td>Attleboro</td>
<td>94</td>
</tr>
<tr>
<td>Mansfield</td>
<td>78</td>
</tr>
<tr>
<td>Westborough</td>
<td>47</td>
</tr>
<tr>
<td>Hersey</td>
<td>31</td>
</tr>
<tr>
<td>Southborough</td>
<td>31</td>
</tr>
<tr>
<td>Brockton</td>
<td>18</td>
</tr>
<tr>
<td>Framingham</td>
<td>18</td>
</tr>
<tr>
<td>Roslindale Village</td>
<td>18</td>
</tr>
<tr>
<td>East Weymouth</td>
<td>17</td>
</tr>
<tr>
<td>Kingston</td>
<td>17</td>
</tr>
<tr>
<td>Ashland</td>
<td>16</td>
</tr>
<tr>
<td>Canton Center</td>
<td>16</td>
</tr>
<tr>
<td>Canton Junction</td>
<td>16</td>
</tr>
<tr>
<td>Endicott</td>
<td>16</td>
</tr>
<tr>
<td>Hyde Park</td>
<td>16</td>
</tr>
<tr>
<td>Natick</td>
<td>16</td>
</tr>
<tr>
<td>Norfolk</td>
<td>16</td>
</tr>
<tr>
<td>Route 128</td>
<td>16</td>
</tr>
<tr>
<td>South Attleboro</td>
<td>16</td>
</tr>
<tr>
<td>Stoughton</td>
<td>16</td>
</tr>
<tr>
<td>Walpole</td>
<td>16</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>190</td>
</tr>
<tr>
<td>39</td>
<td>104</td>
</tr>
<tr>
<td>502</td>
<td>67</td>
</tr>
<tr>
<td>55</td>
<td>35</td>
</tr>
<tr>
<td>10</td>
<td>33</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>RIPTA</td>
<td>16</td>
</tr>
</tbody>
</table>

**Boat, Boarded at Dock Indicated:**

(No identified)
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

#### Access to the Rapid Transit System

**GREEN LINE-SUBWAY**

Entry Station: Hynes Convention Center

#### Expanded Results

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>3,142</td>
<td>89.1%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>35</td>
<td>1.0%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>30</td>
<td>0.9%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>3,207</td>
<td>90.9%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>320</td>
<td>9.1%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>320</td>
<td>9.1%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>3,527</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>18</td>
<td></td>
</tr>
</tbody>
</table>

#### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th>Drive/Park</th>
<th>Drop-off</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>1,632</td>
<td>55.6%</td>
<td>0</td>
<td>0.0%</td>
<td>13</td>
</tr>
<tr>
<td>6-10</td>
<td>866</td>
<td>29.5%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>11-15</td>
<td>224</td>
<td>7.6%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>16-20</td>
<td>123</td>
<td>4.2%</td>
<td>22</td>
<td>63.6%</td>
<td>0</td>
</tr>
<tr>
<td>21-30</td>
<td>75</td>
<td>2.5%</td>
<td>13</td>
<td>36.4%</td>
<td>18</td>
</tr>
<tr>
<td>31-45</td>
<td>18</td>
<td>0.6%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,938</td>
<td>100.0%</td>
<td>35</td>
<td>100.0%</td>
<td>30</td>
</tr>
<tr>
<td>No Answer</td>
<td>204</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>204</td>
</tr>
</tbody>
</table>
## Transfers to the Rapid Transit System

**Expanded Results**

**Entry Station:** Hynes Convention Center

### Transferring from:

<table>
<thead>
<tr>
<th>Commuter Rail, Boarded at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>1</td>
<td>250</td>
</tr>
<tr>
<td></td>
<td>39</td>
<td>53</td>
</tr>
<tr>
<td></td>
<td>44</td>
<td>18</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Boarded at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09

#### Rapid Transit Survey

**Access to the Rapid Transit System**

Entry Station: Kenmore

**GREEN LINE-SUBWAY**

**Expanded Results**

<table>
<thead>
<tr>
<th>Access Mode:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>2,274</td>
<td>63.3%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>62</td>
<td>1.7%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>150</td>
<td>4.2%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**Total Private Trans.**

- 2,487 riders
  - 69.2%

**MBTA Bus**

- 1,072 riders
  - 29.8%

**Other Bus**

- 26 riders
  - 0.7%

**Commuter Rail**

- 11 riders
  - 0.3%

**Boat**

- 0 riders
  - 0.0%

**Other**

- 0 riders
  - 0.0%

**Total Public Trans.**

- 1,109 riders
  - 30.8%

**TOTAL**

- 3,595 riders
  - 100.0%

**No Answer**

- 11

---

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th>Trip Time</th>
<th>WALK</th>
<th>DRIVE/PARK</th>
<th>DROP-OFF</th>
<th>OTHER</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>1,124</td>
<td>54.2%</td>
<td>26</td>
<td>50.0%</td>
<td>11</td>
</tr>
<tr>
<td>6-10</td>
<td>644</td>
<td>31.1%</td>
<td>0</td>
<td>0.0%</td>
<td>51</td>
</tr>
<tr>
<td>11-15</td>
<td>242</td>
<td>11.7%</td>
<td>26</td>
<td>50.0%</td>
<td>26</td>
</tr>
<tr>
<td>16-20</td>
<td>37</td>
<td>1.8%</td>
<td>0</td>
<td>0.0%</td>
<td>11</td>
</tr>
<tr>
<td>21-30</td>
<td>26</td>
<td>1.2%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>26</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,073</td>
<td>100.0%</td>
<td>51</td>
<td>100.0%</td>
<td>125</td>
</tr>
<tr>
<td>No Answer</td>
<td>202</td>
<td></td>
<td>11</td>
<td></td>
<td>26</td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>7.1</td>
<td></td>
<td>10.0</td>
<td></td>
<td>19.5</td>
</tr>
</tbody>
</table>
### Transfers to the Rapid Transit System

#### Expanded Results

**GREEN LINE-SUBWAY**

Entry Station: Kenmore

#### Transferring from:

<table>
<thead>
<tr>
<th>Commuter Rail, Boarded at Station Indicated:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Natick</td>
<td>11</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>57</td>
<td>845</td>
</tr>
<tr>
<td>60</td>
<td>114</td>
</tr>
<tr>
<td>65</td>
<td>37</td>
</tr>
<tr>
<td>19</td>
<td>26</td>
</tr>
<tr>
<td>70A</td>
<td>26</td>
</tr>
<tr>
<td>8</td>
<td>26</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Boarded at Dock Indicated:</th>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>Unspecified Bus</td>
<td>26</td>
</tr>
</tbody>
</table>
**Access to the Rapid Transit System**

**Expanded Results**

**Access Mode:**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>1,044</td>
<td>98.0%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>21</td>
<td>2.0%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>1,065</td>
<td>100.0%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,065</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**No Answer**

0

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>661</td>
<td>65.6%</td>
<td>0</td>
<td>0.0%</td>
<td>661</td>
<td>64.2%</td>
</tr>
<tr>
<td>6-10</td>
<td>273</td>
<td>27.1%</td>
<td>11</td>
<td>50.0%</td>
<td>284</td>
<td>27.6%</td>
</tr>
<tr>
<td>11-15</td>
<td>37</td>
<td>3.6%</td>
<td>(No responses)</td>
<td></td>
<td>(No responses)</td>
<td>47</td>
</tr>
<tr>
<td>16-20</td>
<td>37</td>
<td>3.6%</td>
<td>0</td>
<td>0.0%</td>
<td>37</td>
<td>3.6%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,007</td>
<td>100.0%</td>
<td>21</td>
<td>100.0%</td>
<td>1,029</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**No Answer**

37

**Avg. Time (min)**

6.3

12.5

6.4
No responders provided information about their modes of access.
## MBTA Surveys: 2008-09

### Rapid Transit Survey

### Access to the Rapid Transit System

**Expanded Results**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>966</td>
<td>98.3%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>17</td>
<td>1.7%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>983</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>0</strong></td>
<td><strong>0.0%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>983</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

**No Answer**

0

### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>759</td>
<td>82.4%</td>
<td>0</td>
<td>0.0%</td>
<td>759</td>
<td>80.9%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-10</td>
<td>117</td>
<td>12.7%</td>
<td>0</td>
<td>0.0%</td>
<td>117</td>
<td>12.5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-15</td>
<td>28</td>
<td>3.0%</td>
<td>0</td>
<td>0.0%</td>
<td>28</td>
<td>3.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-20</td>
<td>17</td>
<td>1.8%</td>
<td>0</td>
<td>0.0%</td>
<td>17</td>
<td>1.8%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>17</td>
<td>100.0%</td>
<td>17</td>
<td>1.8%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>921</td>
<td>100.0%</td>
<td>17</td>
<td>100.0%</td>
<td><strong>938</strong></td>
<td><strong>100.0%</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**No Answer**

45

**Avg. Time (min)**

5.0 30.0 5.5
Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY
Entry Station: Symphony

Transferring from:

No responders provided information about their modes of access.
# MBTA Surveys: 2008-09

## Rapid Transit Survey

### Access to the Rapid Transit System

**Expanded Results**

**Entry Stop: Blandford St. to BU Central**

#### Access Mode:

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>2,083</td>
<td>95.2%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>46</td>
<td>2.1%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>2,129</td>
<td>97.2%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>46</td>
<td>2.1%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>14</td>
<td>0.7%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>60</td>
<td>2.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,189</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**No Answer**

23

---

### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th>Trip time</th>
<th>WALK</th>
<th>DRIVE/PARK</th>
<th>DROP-OFF</th>
<th>OTHER</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>1,581</td>
<td>23</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>1,604</td>
</tr>
<tr>
<td>6-10</td>
<td>198</td>
<td>0</td>
<td>0</td>
<td>198</td>
<td>10.1%</td>
</tr>
<tr>
<td>11-15</td>
<td>106</td>
<td>23</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>129</td>
</tr>
<tr>
<td>16-20</td>
<td>37</td>
<td>0</td>
<td>0</td>
<td>37</td>
<td>1.9%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,922</td>
<td>46</td>
<td>0</td>
<td>1,968</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**No Answer**

161

**Avg. Time (min)**

WALK: 4.1

DRIVE/PARK: 10.0

DROP-OFF: 4.3

TOTAL: 4.3

---

CTPS

20-May-10
### Transfers to the Rapid Transit System

**Entry Stop:** Blandford St. to BU Central

**GREEN LINE-B**

#### Expanded Results

**Transferring from:**

<table>
<thead>
<tr>
<th>Commuter Rail, Boarded at Station Indicated:</th>
<th>Number of Riders</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Newtonville</td>
<td>14</td>
<td>57</td>
<td>46</td>
</tr>
</tbody>
</table>

**Boat, Boarded at Dock Indicated:**

<table>
<thead>
<tr>
<th>Other Bus Routes:</th>
<th>(None identified)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Access to the Rapid Transit System

Expanded Results

Access Mode:

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>2,089</td>
<td>99.2%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>8</td>
<td>0.4%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>2,097</td>
<td>99.6%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>8</td>
<td>0.4%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>8</td>
<td>0.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,105</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

No Answer: 32

Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>1,569</td>
<td>83.7%</td>
<td>8</td>
<td>100.0%</td>
<td>1,577</td>
<td>83.8%</td>
<td></td>
</tr>
<tr>
<td>6-10</td>
<td>168</td>
<td>9.0%</td>
<td>0</td>
<td>0.0%</td>
<td>168</td>
<td>8.9%</td>
<td></td>
</tr>
<tr>
<td>11-15</td>
<td>58</td>
<td>3.1%</td>
<td>0</td>
<td>0.0%</td>
<td>58</td>
<td>3.1%</td>
<td></td>
</tr>
<tr>
<td>16-20</td>
<td>41</td>
<td>2.2%</td>
<td>0</td>
<td>0.0%</td>
<td>41</td>
<td>2.2%</td>
<td></td>
</tr>
<tr>
<td>21-30</td>
<td>38</td>
<td>2.0%</td>
<td>0</td>
<td>0.0%</td>
<td>38</td>
<td>2.0%</td>
<td></td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,874</td>
<td>100.0%</td>
<td>8</td>
<td>100.0%</td>
<td>1,882</td>
<td>100.0%</td>
<td></td>
</tr>
<tr>
<td>No Answer</td>
<td>215</td>
<td></td>
<td>0</td>
<td></td>
<td>215</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Avg. Time (min) 4.5  4.0  4.5
**Transfers to the Rapid Transit System**

**GREEN LINE-B**

Entry Stop: BU West to Babcock

<table>
<thead>
<tr>
<th>Transferring from:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Boarded at Station Indicated:</td>
<td>57</td>
<td>8</td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boat, Boarded at Dock Indicated:</td>
<td>Other Bus Routes:</td>
<td></td>
</tr>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
<td></td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

Rapid Transit Survey

**Access to the Rapid Transit System**

Entry Stop: Packards Corner to Harvard Ave.

Expanded Results

**Access Mode:**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>3,428</td>
<td>95.6%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>12</td>
<td>0.3%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>8</td>
<td>0.2%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>15</td>
<td>0.4%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**Total Private Trans.**

| MBTA Bus    | 122 | 3.4% |
| Other Bus   | 0   | 0.0% |
| Commuter Rail | 0   | 0.0% |
| Boat        | 0   | 0.0% |
| Other       | 0   | 0.0% |

**Total Public Trans.**

| 122 | 3.4% |

**TOTAL**

| 3,585 | 100.0% |

**No Answer**

| 35   |       |

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>2,448</td>
<td>78.0%</td>
<td>12</td>
<td>100.0%</td>
<td>8</td>
<td>100.0%</td>
<td>0</td>
</tr>
<tr>
<td>6-10</td>
<td>513</td>
<td>16.3%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>15</td>
</tr>
<tr>
<td>11-15</td>
<td>89</td>
<td>2.8%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>16-20</td>
<td>88</td>
<td>2.8%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>3,138</td>
<td>100.0%</td>
<td>12</td>
<td>100.0%</td>
<td>8</td>
<td>100.0%</td>
<td>15</td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td>290</td>
<td>100.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
</tbody>
</table>

**Avg. Time (min)**

| 4.9 | 2.0 | 5.0 | 10.0 | 4.9 |

CTPS

20-May-10
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Transfers to the Rapid Transit System**

**Expanded Results**

**Entry Stop:** Packards Corner to Harvard Ave.

**GREEN LINE-B**

### Transferring from:

<table>
<thead>
<tr>
<th>Commuter Rail, Boarded at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>66</td>
<td>107</td>
</tr>
<tr>
<td></td>
<td>15</td>
<td>15</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Boarded at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>

**Boat, Boarded at Dock Indicated:**

<table>
<thead>
<tr>
<th>Other Bus Routes:</th>
<th>(None identified)</th>
</tr>
</thead>
</table>

**CTPS**

20-May-10
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Access to the Rapid Transit System

**Entry Stop:** Griggs St. to Warren St.

**Access Mode:**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>2,852</td>
<td>99.6%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>11</td>
<td>0.4%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>2,863</td>
<td>100.0%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2,863</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td>14</td>
<td></td>
</tr>
</tbody>
</table>

### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th>Trip Time</th>
<th>Walk Number</th>
<th>Percent</th>
<th>Drive/Park Number</th>
<th>Percent</th>
<th>Drop-Off Number</th>
<th>Percent</th>
<th>Other Number</th>
<th>Percent</th>
<th>Total Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>2,223</td>
<td>86.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,223</td>
<td>86.5%</td>
</tr>
<tr>
<td>6-10</td>
<td>233</td>
<td>9.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>233</td>
<td>9.1%</td>
</tr>
<tr>
<td>11-15</td>
<td>53</td>
<td>2.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>53</td>
<td>2.1%</td>
</tr>
<tr>
<td>16-20</td>
<td>44</td>
<td>1.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>44</td>
<td>1.7%</td>
</tr>
<tr>
<td>21-30</td>
<td>17</td>
<td>0.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>17</td>
<td>0.7%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2,570</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,570</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**No Answer**

| Walk            | 282         | 11      |                   |         |                 |         |               |         | 293          |         |

| Avg. Time (min) | 4.2         |         |                   |         |                 |         |               |         |              |         |

CTPS

20-May-10
Transfers to the Rapid Transit System

Entry Stop: Griggs St. to Warren St.

Expanded Results

GREEN LINE-B

Transferring from:

No responders provided information about their modes of access.
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Access to the Rapid Transit System**

Entry Stop: Washington St. to Chiswick Rd.

**Access Mode:**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>1,862</td>
<td>99.5%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>1,862</strong></td>
<td><strong>99.5%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>9</td>
<td>0.5%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>9</strong></td>
<td><strong>0.5%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,871</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th>Drive/Park</th>
<th>Drop-off</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>1,517</td>
<td>88.6%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
</tr>
<tr>
<td>6-10</td>
<td>150</td>
<td>8.8%</td>
<td></td>
<td></td>
<td>150</td>
</tr>
<tr>
<td>11-15</td>
<td>26</td>
<td>1.5%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
</tr>
<tr>
<td>16-20</td>
<td>9</td>
<td>0.5%</td>
<td></td>
<td></td>
<td>9</td>
</tr>
<tr>
<td>21-30</td>
<td>9</td>
<td>0.5%</td>
<td></td>
<td></td>
<td>9</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,712</td>
<td>100.0%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
</tr>
<tr>
<td>No Answer</td>
<td>150</td>
<td></td>
<td></td>
<td></td>
<td>150</td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>3.8</td>
<td></td>
<td></td>
<td></td>
<td>3.8</td>
</tr>
</tbody>
</table>

CTPS

20-May-10
## MBTA Surveys: 2008-09

**Rapid Transit Survey**

### Transfers to the Rapid Transit System

**Expanded Results**

**Entry Stop:** Washington St. to Chiswick Rd.

**GREEN LINE-B**

<table>
<thead>
<tr>
<th>Transferring from:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Boarded at Station Indicated:</td>
<td>65</td>
<td>9</td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boat, Boarded at Dock Indicated:</td>
<td>Other Bus Routes:</td>
<td>(None identified)</td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**Access to the Rapid Transit System**

**Expanded Results**

Entry Stop: Chestnut Hill Ave. to Boston College

**Access Mode:**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>945</td>
<td>92.7%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>24</td>
<td>2.3%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>24</td>
<td>2.3%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>992</td>
<td>97.4%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>27</td>
<td>2.6%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>27</td>
<td>2.6%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,019</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td></td>
<td>0-5 minutes</td>
<td>561</td>
<td>64.5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>6-10</td>
<td>216</td>
<td>24.8%</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>11-15</td>
<td>43</td>
<td>4.9%</td>
<td>(No responses)</td>
<td>(No responses)</td>
</tr>
<tr>
<td></td>
<td>16-20</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>21-30</td>
<td>50</td>
<td>5.8%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td></td>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td></td>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>871</td>
<td>100.0%</td>
<td>48</td>
<td>100.0%</td>
<td>918</td>
</tr>
</tbody>
</table>

**No Answer**

- 74

**Avg. Time (min)**

- 6.0

- 10.0

- 6.2
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Transfers to the Rapid Transit System**

Entry Stop: Chesnut Hill Ave. to Boston College

<table>
<thead>
<tr>
<th>Transferring from:</th>
<th>GREEN LINE-B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Boarded at Station Indicated:</td>
<td>MBTA Bus Routes: Number of Riders</td>
</tr>
<tr>
<td>(None identified)</td>
<td>59 19</td>
</tr>
<tr>
<td></td>
<td>51 7</td>
</tr>
<tr>
<td>Boat, Boarded at Dock Indicated:</td>
<td>Other Bus Routes:</td>
</tr>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09

### Rapid Transit Survey

### Access to the Rapid Transit System

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

**Expanded Results**

### Access Mode:

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>1,330</td>
<td>95.1%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>40</td>
<td>2.9%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>3</td>
<td>0.2%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>8</td>
<td>0.6%</td>
</tr>
</tbody>
</table>

**Total Private Trans.**

- MBTA Bus: 17 (1.2%)
- Other Bus: 0 (0.0%)
- Commuter Rail: 0 (0.0%)
- Boat: 0 (0.0%)
- Other: 0 (0.0%)

**Total Public Trans.**

- Total: 17 (1.2%)

**TOTAL**

- Total: 1,398 (100.0%)

**No Answer**

- Total: 11

### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th>Time Range</th>
<th>WALK Number</th>
<th>WALK Percent</th>
<th>DRIVE/PARK Number</th>
<th>DRIVE/PARK Percent</th>
<th>DROP-OFF Number</th>
<th>DROP-OFF Percent</th>
<th>OTHER Number</th>
<th>OTHER Percent</th>
<th>TOTAL Number</th>
<th>TOTAL Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>967</td>
<td>82.6%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>8</td>
<td>100.0%</td>
<td>975</td>
<td>80.9%</td>
</tr>
<tr>
<td>6-10</td>
<td>116</td>
<td>9.9%</td>
<td>16</td>
<td>66.4%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>132</td>
<td>11.0%</td>
</tr>
<tr>
<td>11-15</td>
<td>43</td>
<td>3.7%</td>
<td>0</td>
<td>0.0%</td>
<td>3</td>
<td>100.0%</td>
<td>0</td>
<td>0.0%</td>
<td>46</td>
<td>3.8%</td>
</tr>
<tr>
<td>16-20</td>
<td>42</td>
<td>3.6%</td>
<td>8</td>
<td>33.6%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>50</td>
<td>4.2%</td>
</tr>
<tr>
<td>21-30</td>
<td>2</td>
<td>0.2%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>2</td>
<td>0.2%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,170</td>
<td>100.0%</td>
<td>24</td>
<td>100.0%</td>
<td>3</td>
<td>100.0%</td>
<td>8</td>
<td>100.0%</td>
<td>1,205</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**No Answer**

- Total: 160

**Avg. Time (min)**

- Total: 4.7

---

**GREEN LINE-C**

CTPS

20-May-10
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

### Transfers to the Rapid Transit System

**GREEN LINE-C**

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

#### Expanded Results

<table>
<thead>
<tr>
<th>Transferring from:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Boarded at Station Indicated: (None identified)</td>
<td>47</td>
<td>17</td>
</tr>
<tr>
<td>Boat, Boarded at Dock Indicated: (None identified)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Bus Routes: (None identified)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Access to the Rapid Transit System**

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

**Expanded Results**

**Access Mode:**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>3,444</td>
<td>97.2%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>18</td>
<td>0.5%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>29</td>
<td>0.8%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>3,491</td>
<td>98.5%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>53</td>
<td>1.5%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>53</td>
<td>1.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,544</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>31</td>
<td></td>
</tr>
</tbody>
</table>

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th>Time Range</th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>2,085</td>
<td>64.2%</td>
<td>0</td>
<td>0.0%</td>
<td>8</td>
<td>26.1%</td>
<td>2,093</td>
<td>63.5%</td>
</tr>
<tr>
<td>6-10</td>
<td>933</td>
<td>28.7%</td>
<td>7</td>
<td>40.4%</td>
<td>0</td>
<td>0.0%</td>
<td>940</td>
<td>28.5%</td>
</tr>
<tr>
<td>11-15</td>
<td>141</td>
<td>4.3%</td>
<td>8</td>
<td>42.9%</td>
<td>8</td>
<td>26.1%</td>
<td>156</td>
<td>4.7%</td>
</tr>
<tr>
<td>16-20</td>
<td>60</td>
<td>1.9%</td>
<td>3</td>
<td>16.8%</td>
<td>14</td>
<td>47.9%</td>
<td>77</td>
<td>2.3%</td>
</tr>
<tr>
<td>21-30</td>
<td>29</td>
<td>0.9%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>29</td>
<td>0.9%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,248</td>
<td>100.0%</td>
<td>18</td>
<td>100.0%</td>
<td>29</td>
<td>100.0%</td>
<td>3,295</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>196</td>
<td>100.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>196</td>
<td>100.0%</td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>5.9</td>
<td>13.0</td>
<td>14.0</td>
<td>6.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

CTPS

20-May-10
## MBTA Surveys: 2008-09

### Rapid Transit Survey

#### Transfers to the Rapid Transit System

**Expanded Results**

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

<table>
<thead>
<tr>
<th>Transferring from:</th>
<th>GREEN LINE-C</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Entry Stop: St. Paul St. to Summit Ave.</td>
</tr>
<tr>
<td><strong>Commuter Rail, Boarded at Station Indicated:</strong></td>
<td><strong>Number of Riders</strong></td>
</tr>
<tr>
<td>(None identified)</td>
<td>66: 33</td>
</tr>
<tr>
<td></td>
<td>75: 8</td>
</tr>
<tr>
<td></td>
<td>70: 6</td>
</tr>
<tr>
<td></td>
<td>73: 6</td>
</tr>
<tr>
<td><strong>Boat, Boarded at Dock Indicated:</strong></td>
<td>(None identified)</td>
</tr>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Access to the Rapid Transit System**

**Expanded Results**

**Entry Stop: Brandon Hall to Tappan St.**

**GREEN LINE-C**

**Access Mode:**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>1,848</td>
<td>96.1%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>58</td>
<td>3.0%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>1,906</td>
<td>99.1%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>9</td>
<td>0.4%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>9</td>
<td>0.4%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>17</td>
<td>0.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,923</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>7</td>
<td></td>
</tr>
</tbody>
</table>

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th>TOTAL</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>1,432</td>
<td>83.5%</td>
<td>15</td>
<td>30.9%</td>
<td></td>
<td></td>
<td>1,447</td>
</tr>
<tr>
<td>6-10</td>
<td>202</td>
<td>11.8%</td>
<td>8</td>
<td>16.4%</td>
<td></td>
<td></td>
<td>210</td>
</tr>
<tr>
<td>11-15</td>
<td>67</td>
<td>3.9%</td>
<td>21</td>
<td>42.4%</td>
<td></td>
<td></td>
<td>88</td>
</tr>
<tr>
<td>16-20</td>
<td>14</td>
<td>0.8%</td>
<td>5</td>
<td>10.4%</td>
<td></td>
<td></td>
<td>19</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,714</td>
<td>100.0%</td>
<td>50</td>
<td>100.0%</td>
<td></td>
<td></td>
<td>1,764</td>
</tr>
<tr>
<td>No Answer</td>
<td>134</td>
<td></td>
<td>8</td>
<td></td>
<td></td>
<td>142</td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>4.1</td>
<td>10.0</td>
<td></td>
<td></td>
<td></td>
<td>4.2</td>
<td></td>
</tr>
</tbody>
</table>
**Transfers to the Rapid Transit System**

Entry Stop: Brandon Hall to Tappan St.

Expanded Results

**Transferring from:**

<table>
<thead>
<tr>
<th>Commuter Rail, Boarded at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>65</td>
<td>9</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Boarded at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>

**GREEN LINE-C**
# MBTA Surveys: 2008-09

## Rapid Transit Survey

### Access to the Rapid Transit System

**Expanded Results**

**Entry Stop:** Dean Rd. to Cleveland Circle

#### Access Mode:

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>1,430</td>
<td>93.0%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>18</td>
<td>1.2%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>8</td>
<td>0.5%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>27</td>
<td>1.8%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>1,483</strong></td>
<td><strong>96.5%</strong></td>
</tr>
<tr>
<td><strong>MBTA Bus</strong></td>
<td>42</td>
<td>2.8%</td>
</tr>
<tr>
<td><strong>Other Bus</strong></td>
<td>4</td>
<td>0.3%</td>
</tr>
<tr>
<td><strong>Commuter Rail</strong></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Boat</strong></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td>8</td>
<td>0.5%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>54</strong></td>
<td><strong>3.5%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,537</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>20</td>
<td></td>
</tr>
</tbody>
</table>

#### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th>Time Interval</th>
<th>WALK Number</th>
<th>Percent</th>
<th>DRIVE/PARK Number</th>
<th>Percent</th>
<th>DROP-OFF Number</th>
<th>Percent</th>
<th>OTHER Number</th>
<th>Percent</th>
<th>TOTAL Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>901</td>
<td>70.9%</td>
<td>0</td>
<td>0.0%</td>
<td>4</td>
<td>50.0%</td>
<td>15</td>
<td>66.7%</td>
<td>920</td>
<td>69.7%</td>
</tr>
<tr>
<td>6-10</td>
<td>304</td>
<td>23.9%</td>
<td>8</td>
<td>43.6%</td>
<td>4</td>
<td>50.0%</td>
<td>0</td>
<td>0.0%</td>
<td>316</td>
<td>23.9%</td>
</tr>
<tr>
<td>11-15</td>
<td>41</td>
<td>3.2%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>8</td>
<td>33.3%</td>
<td>48</td>
<td>3.7%</td>
</tr>
<tr>
<td>16-20</td>
<td>21</td>
<td>1.6%</td>
<td>10</td>
<td>56.4%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>31</td>
<td>2.3%</td>
</tr>
<tr>
<td>21-30</td>
<td>5</td>
<td>0.4%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>5</td>
<td>0.4%</td>
</tr>
<tr>
<td>31-45</td>
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<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,271</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>18</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>8</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>23</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>1,321</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>159</td>
<td>0.0%</td>
<td></td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>4</td>
<td>0.0%</td>
<td>163</td>
<td>0.0%</td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>5.3</td>
<td>14.5</td>
<td>7.5</td>
<td>8.3</td>
<td></td>
<td>5.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**  
*Rapid Transit Survey*

**Transfers to the Rapid Transit System**  
**GREEN LINE-C**  
Entry Stop: Dean Rd. to Cleveland Circle

**Expanded Results**

<table>
<thead>
<tr>
<th>Transferring from:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Boarded at Station Indicated:</td>
<td>86</td>
<td>19</td>
</tr>
<tr>
<td></td>
<td>51</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>59</td>
<td>8</td>
</tr>
</tbody>
</table>

| | Other Bus Routes: | Number of Riders |
| | Unspecified Bus | 4 |
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Access to the Rapid Transit System**

**Entry Station: Fenway**

#### Expanded Results

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>1,031</td>
<td>98.0%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>10</td>
<td>1.0%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>3</td>
<td>0.3%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>1,045</td>
<td>99.3%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>7</td>
<td>0.7%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>7</td>
<td>0.7%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,052</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>18</td>
<td></td>
</tr>
</tbody>
</table>

#### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th>Time Interval</th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>578</td>
<td>59.7%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>578</td>
<td>58.8%</td>
</tr>
<tr>
<td>6-10</td>
<td>318</td>
<td>32.8%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>318</td>
<td>32.3%</td>
</tr>
<tr>
<td>11-15</td>
<td>50</td>
<td>5.2%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>50</td>
<td>5.1%</td>
</tr>
<tr>
<td>16-20</td>
<td>16</td>
<td>1.7%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>16</td>
<td>1.7%</td>
</tr>
<tr>
<td>21-30</td>
<td>7</td>
<td>0.7%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>7</td>
<td>0.7%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>10</td>
<td>100.0%</td>
<td>3</td>
<td>100.0%</td>
<td>(No responses)</td>
<td></td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>14</td>
<td>1.4%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>969</td>
<td>100.0%</td>
<td>10</td>
<td>100.0%</td>
<td>3</td>
<td>100.0%</td>
<td>983</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>62</td>
<td>100.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>62</td>
<td>7.0%</td>
</tr>
</tbody>
</table>

Avg. Time (min) | 6.4 | 45.0 | 45.0 | 7.0 |

**GREEN LINE-D**

CTPS

20-May-10
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Transfers to the Rapid Transit System

**GREEN LINE-D**

Entry Station: Fenway

#### Expanded Results

<table>
<thead>
<tr>
<th>Transferring from:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Boarded at Station Indicated:</td>
<td>CT2</td>
<td>7</td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Boarded at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09

### Rapid Transit Survey

### Access to the Rapid Transit System

**Entry Station: Longwood**

**Expanded Results**

### Access Mode:

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>973</td>
<td>96.6%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>9</td>
<td>0.9%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>15</td>
<td>1.5%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>7</td>
<td>0.7%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>3</td>
<td>0.3%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>1,007</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>0</strong></td>
<td><strong>0.0%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,007</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

### No Answer

0

### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th>Time</th>
<th>WALK Number</th>
<th>WALK Percent</th>
<th>DRIVE/PARK Number</th>
<th>DRIVE/PARK Percent</th>
<th>DROP-OFF Number</th>
<th>DROP-OFF Percent</th>
<th>OTHER Number</th>
<th>OTHER Percent</th>
<th>TOTAL Number</th>
<th>TOTAL Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>368</td>
<td>38.9%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>368</td>
<td>37.8%</td>
</tr>
<tr>
<td>6-10</td>
<td>461</td>
<td>48.7%</td>
<td>0</td>
<td>0.0%</td>
<td>15</td>
<td>100.0%</td>
<td>3</td>
<td>100.0%</td>
<td>479</td>
<td>49.2%</td>
</tr>
<tr>
<td>11-15</td>
<td>100</td>
<td>10.6%</td>
<td>9</td>
<td>100.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>109</td>
<td>11.2%</td>
</tr>
<tr>
<td>16-20</td>
<td>10</td>
<td>1.1%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>10</td>
<td>1.1%</td>
</tr>
<tr>
<td>21-30</td>
<td>7</td>
<td>0.8%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>7</td>
<td>0.8%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>947</td>
<td>100.0%</td>
<td>9</td>
<td>100.0%</td>
<td>15</td>
<td>100.0%</td>
<td>3</td>
<td>100.0%</td>
<td>973</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

No Answer

| Avg. Time (min) | 8.0 | 15.0 | 10.0 | 10.0 | 8.1 |

**CTPS**

20-May-10
No responders provided information about their modes of access.
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Access to the Rapid Transit System

**Expanded Results**

**Entry Station:** Brookline Village

**Access Mode:**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>1,729</td>
<td>87.3%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>27</td>
<td>1.4%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>34</td>
<td>1.7%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>17</td>
<td>0.8%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>16</td>
<td>0.8%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>1,823</strong></td>
<td><strong>92.1%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>149</td>
<td>7.5%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>8</td>
<td>0.4%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>157</strong></td>
<td><strong>7.9%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,980</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th>Drive/Park</th>
<th>Drop-off</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>992</td>
<td>61.5%</td>
<td>0</td>
<td>0.0%</td>
<td>8</td>
</tr>
<tr>
<td>6-10</td>
<td>442</td>
<td>27.4%</td>
<td>5</td>
<td>24.2%</td>
<td>8</td>
</tr>
<tr>
<td>11-15</td>
<td>130</td>
<td>8.1%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>16-20</td>
<td>49</td>
<td>3.0%</td>
<td>22</td>
<td>80.9%</td>
<td>8</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>5</td>
<td>19.1%</td>
<td>0</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>8</td>
<td>36.6%</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,613</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>27</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>21</strong></td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td>116</td>
<td>0</td>
<td>13</td>
<td>0</td>
<td>17</td>
</tr>
<tr>
<td><strong>Avg. Time (min)</strong></td>
<td>6.4</td>
<td>21.9</td>
<td>19.0</td>
<td>15.0</td>
<td>6.9</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Transfers to the Rapid Transit System**

**GREEN LINE-D**  
Entry Station: Brookline Village

<table>
<thead>
<tr>
<th>Transferring from:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Boarded at</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Station Indicated:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boat, Boarded at Dock</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indicated:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>39</td>
<td>48</td>
</tr>
<tr>
<td>66</td>
<td>24</td>
</tr>
<tr>
<td>65</td>
<td>16</td>
</tr>
<tr>
<td>31</td>
<td>16</td>
</tr>
<tr>
<td>32</td>
<td>16</td>
</tr>
<tr>
<td>60</td>
<td>14</td>
</tr>
<tr>
<td>15</td>
<td>8</td>
</tr>
<tr>
<td>749</td>
<td>8</td>
</tr>
</tbody>
</table>

**Other Bus Routes:**  
(None identified)
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

#### Access to the Rapid Transit System

**Expanded Results**

**Entry Station: Brookline Hills**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>1,046</td>
<td>94.5%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>36</td>
<td>3.2%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>19</td>
<td>1.7%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>1,101</td>
<td>99.4%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>7</td>
<td>0.6%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>7</td>
<td>0.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,108</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>535</td>
<td>55.7%</td>
<td>12</td>
<td>33.5%</td>
<td>19</td>
<td>100.0%</td>
</tr>
<tr>
<td>6-10</td>
<td>333</td>
<td>34.7%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>11-15</td>
<td>78</td>
<td>8.2%</td>
<td>10</td>
<td>28.9%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>16-20</td>
<td>7</td>
<td>0.8%</td>
<td>28.9%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>21-30</td>
<td>7</td>
<td>0.7%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>7</td>
<td>18.8%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>7</td>
<td>18.8%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>960</td>
<td>100.0%</td>
<td>36</td>
<td>100.0%</td>
<td>19</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>86</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>6.8</td>
<td>22.4</td>
<td>5.0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Transfers to the Rapid Transit System

**Entry Station:** Brookline Hills

**GREEN LINE-D**

**Transferring from:**

<table>
<thead>
<tr>
<th>Commuter Rail, Boarded at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>60</td>
<td>7</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Boarded at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Access to the Rapid Transit System**

**Expanded Results**

**GREEN LINE-D**

Entry Station: Beaconsfield

### Access Mode:

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>690</td>
<td>92.7%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>40</td>
<td>5.3%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>9</td>
<td>1.2%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>3</td>
<td>0.4%</td>
</tr>
<tr>
<td>Other Access</td>
<td>3</td>
<td>0.4%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>744</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>0</strong></td>
<td><strong>0.0%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>744</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td><strong>4</strong></td>
<td></td>
</tr>
</tbody>
</table>

### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th>Trip time</th>
<th>WALK Number</th>
<th>WALK Percent</th>
<th>DRIVE/PARK Number</th>
<th>DRIVE/PARK Percent</th>
<th>DROP-OFF Number</th>
<th>DROP-OFF Percent</th>
<th>OTHER Number</th>
<th>OTHER Percent</th>
<th>TOTAL Number</th>
<th>TOTAL Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>397</td>
<td>59.3%</td>
<td>3</td>
<td>7.9%</td>
<td>4</td>
<td>50.0%</td>
<td>0</td>
<td>0.0%</td>
<td>404</td>
<td>56.1%</td>
</tr>
<tr>
<td>6-10</td>
<td>238</td>
<td>35.5%</td>
<td>18</td>
<td>46.0%</td>
<td>0</td>
<td>0.0%</td>
<td>3</td>
<td>100.0%</td>
<td>259</td>
<td>35.9%</td>
</tr>
<tr>
<td>11-15</td>
<td>26</td>
<td>3.9%</td>
<td>12</td>
<td>30.1%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>38</td>
<td>5.3%</td>
</tr>
<tr>
<td>16-20</td>
<td>3</td>
<td>0.5%</td>
<td>3</td>
<td>7.9%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>6</td>
<td>0.9%</td>
</tr>
<tr>
<td>21-30</td>
<td>6</td>
<td>0.9%</td>
<td>0</td>
<td>0.0%</td>
<td>4</td>
<td>50.0%</td>
<td>0</td>
<td>0.0%</td>
<td>11</td>
<td>1.5%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>3</td>
<td>7.9%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>3</td>
<td>0.4%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>670</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>40</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>9</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>3</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>721</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td><strong>20</strong></td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td>3</td>
<td>100.0%</td>
<td></td>
<td></td>
<td>23</td>
<td></td>
</tr>
</tbody>
</table>

Avg. Time (min) 6.1 15.5 17.5 10.0 6.7
No responders provided information about their modes of access.
## MBTA Surveys: 2008-09

### Rapid Transit Survey

### Access to the Rapid Transit System

**Access Mode:**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>1,615</td>
<td>76.5%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>61</td>
<td>2.9%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>38</td>
<td>1.8%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>154</td>
<td>7.3%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>1,868</strong></td>
<td><strong>88.5%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>235</td>
<td>11.1%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>9</td>
<td>0.4%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>244</strong></td>
<td><strong>11.5%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>2,111</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th>Time Interval</th>
<th>WALK Number</th>
<th>WALK Percent</th>
<th>DRIVE/PARK Number</th>
<th>DRIVE/PARK Percent</th>
<th>DROP-OFF Number</th>
<th>DROP-OFF Percent</th>
<th>OTHER Number</th>
<th>OTHER Percent</th>
<th>TOTAL Number</th>
<th>TOTAL Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>550</td>
<td>35.8%</td>
<td>18</td>
<td>29.8%</td>
<td>28</td>
<td>74.0%</td>
<td>54</td>
<td>37.3%</td>
<td>651</td>
<td>36.6%</td>
</tr>
<tr>
<td>6-10</td>
<td>780</td>
<td>50.8%</td>
<td>5</td>
<td>8.1%</td>
<td>5</td>
<td>13.0%</td>
<td>49</td>
<td>33.9%</td>
<td>839</td>
<td>47.1%</td>
</tr>
<tr>
<td>11-15</td>
<td>164</td>
<td>10.7%</td>
<td>38</td>
<td>62.1%</td>
<td>5</td>
<td>13.0%</td>
<td>32</td>
<td>22.4%</td>
<td>240</td>
<td>13.5%</td>
</tr>
<tr>
<td>16-20</td>
<td>42</td>
<td>2.7%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>9</td>
<td>6.3%</td>
<td>51</td>
<td>2.8%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,536</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>61</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>38</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>144</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>1,780</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>79</td>
<td></td>
<td>0</td>
<td>0</td>
<td>9</td>
<td>9.6%</td>
<td></td>
<td></td>
<td>88</td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>8.0</td>
<td></td>
<td>11.5</td>
<td></td>
<td>6.7</td>
<td></td>
<td>9.6</td>
<td></td>
<td>8.3</td>
<td></td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09

### Rapid Transit Survey

#### Transfers to the Rapid Transit System

**GREEN LINE-D**

Entry Station: Reservoir

**Expanded Results**

### Transferring from:

<table>
<thead>
<tr>
<th>Commuter Rail, Boarded at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>51</td>
<td>186</td>
</tr>
<tr>
<td></td>
<td>86</td>
<td>49</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Boarded at Dock Indicated:</th>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>Unspecified Bus</td>
<td>9</td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Access to the Rapid Transit System**

**Expanded Results**

**MBTA Surveys: 2008-09**

*Entry Station: Chestnut Hill*

---

**Access Mode:**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>267</td>
<td>55.0%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>103</td>
<td>21.3%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>115</td>
<td>23.7%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>485</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

---

**MBTA Bus**

| No Answer | 0 | 0.0% |

**Other Bus**

| No Answer | 0 | 0.0% |

**Commuter Rail**

| No Answer | 0 | 0.0% |

**Boat**

| No Answer | 0 | 0.0% |

**Other**

| No Answer | 0 | 0.0% |

**TOTAL**

| 485 | 100.0% |

---

**No Answer**

| 0 | 

---

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th>DRIVE/PARK</th>
<th>DROP-OFF</th>
<th>OTHER</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>0-5 minutes</td>
<td>61</td>
<td>15</td>
<td>24</td>
<td>100</td>
</tr>
<tr>
<td>Percent</td>
<td>26.7%</td>
<td>15.7%</td>
<td>21.1%</td>
<td>(No responses)</td>
<td>22.8%</td>
</tr>
<tr>
<td></td>
<td>6-10</td>
<td>118</td>
<td>39</td>
<td>27</td>
<td>185</td>
</tr>
<tr>
<td>Percent</td>
<td>51.9%</td>
<td>40.6%</td>
<td>23.7%</td>
<td>(No responses)</td>
<td>42.0%</td>
</tr>
<tr>
<td></td>
<td>11-15</td>
<td>43</td>
<td>12</td>
<td>24</td>
<td>79</td>
</tr>
<tr>
<td>Percent</td>
<td>18.7%</td>
<td>12.5%</td>
<td>21.1%</td>
<td>(No responses)</td>
<td>18.0%</td>
</tr>
<tr>
<td></td>
<td>16-20</td>
<td>6</td>
<td>21</td>
<td>21</td>
<td>48</td>
</tr>
<tr>
<td>Percent</td>
<td>2.7%</td>
<td>21.8%</td>
<td>18.4%</td>
<td>(No responses)</td>
<td>11.0%</td>
</tr>
<tr>
<td></td>
<td>21-30</td>
<td>0</td>
<td>6</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>Percent</td>
<td>0.0%</td>
<td>6.3%</td>
<td>0.0%</td>
<td>(No responses)</td>
<td>1.4%</td>
</tr>
<tr>
<td></td>
<td>31-45</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Percent</td>
<td>0.0%</td>
<td>3.1%</td>
<td>0.0%</td>
<td>(No responses)</td>
<td>0.7%</td>
</tr>
<tr>
<td></td>
<td>Over 45</td>
<td>0</td>
<td>0</td>
<td>18</td>
<td>18</td>
</tr>
<tr>
<td>Percent</td>
<td>0.0%</td>
<td>0.0%</td>
<td>15.8%</td>
<td>(No responses)</td>
<td>4.1%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>227</td>
<td>97</td>
<td>115</td>
<td>440</td>
<td>440</td>
</tr>
<tr>
<td><strong>Percent</strong></td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td>39</td>
<td>6</td>
<td>0</td>
<td>45</td>
<td></td>
</tr>
<tr>
<td><strong>Avg. Time (min)</strong></td>
<td>8.7</td>
<td>13.1</td>
<td>24.0</td>
<td>(No responses)</td>
<td>13.7</td>
</tr>
</tbody>
</table>

---

CTPS

20-May-10
# MBTA Surveys: 2008-09

## Rapid Transit Survey

### Transfers to the Rapid Transit System

#### Expanded Results

| Entry Station: Chestnut Hill | GREEN LINE-D |

**Transferring from:**

No responders provided information about their modes of access.
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Access to the Rapid Transit System

**Expanded Results**

**GREEN LINE-D**  
Entry Station: Newton Centre

### Access Mode:

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>618</td>
<td>69.2%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>98</td>
<td>11.0%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>61</td>
<td>6.8%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>6</td>
<td>0.6%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>17</td>
<td>1.9%</td>
</tr>
<tr>
<td>Other Access</td>
<td>3</td>
<td>0.4%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>803</td>
<td>89.9%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>73</td>
<td>8.2%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>17</td>
<td>1.9%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>91</td>
<td>10.1%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>894</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>238</td>
<td>42.7%</td>
<td>23</td>
<td>23.8%</td>
<td>39</td>
<td>71.2%</td>
</tr>
<tr>
<td>6-10</td>
<td>190</td>
<td>34.1%</td>
<td>27</td>
<td>27.9%</td>
<td>12</td>
<td>22.8%</td>
</tr>
<tr>
<td>11-15</td>
<td>103</td>
<td>18.5%</td>
<td>23</td>
<td>22.9%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>16-20</td>
<td>21</td>
<td>3.7%</td>
<td>9</td>
<td>9.3%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>21-30</td>
<td>6</td>
<td>1.0%</td>
<td>16</td>
<td>16.1%</td>
<td>3</td>
<td>6.1%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>558</td>
<td>100.0%</td>
<td>98</td>
<td>100.0%</td>
<td>55</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>60</td>
<td></td>
<td>0</td>
<td></td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>8.1</td>
<td>12.7</td>
<td>6.2</td>
<td>9.5</td>
<td>8.6</td>
<td></td>
</tr>
</tbody>
</table>
**Transfers to the Rapid Transit System**

**Expanded Results**

**GREAT LINE-D**

**Entry Station:** Newton Centre

<table>
<thead>
<tr>
<th>Transferring from:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Boarded at Station Indicated:</td>
<td>MBTA Bus Routes:</td>
<td>Number of Riders</td>
</tr>
<tr>
<td>(None identified)</td>
<td>52</td>
<td>73</td>
</tr>
<tr>
<td>Boat, Boarded at Dock Indicated:</td>
<td>Other Bus Routes:</td>
<td>Number of Riders</td>
</tr>
<tr>
<td>(None identified)</td>
<td>Unspecified Bus</td>
<td>17</td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Access to the Rapid Transit System**

**Expanded Results**

**Entry Station:** Newton Highlands

<table>
<thead>
<tr>
<th>Access Mode:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>364</td>
<td>62.5%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>58</td>
<td>9.9%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>27</td>
<td>4.6%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>449</td>
<td>77.0%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>126</td>
<td>21.7%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>4</td>
<td>0.7%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>4</td>
<td>0.7%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>134</td>
<td>23.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>583</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>8</td>
<td></td>
</tr>
</tbody>
</table>

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>159</td>
<td>47.7%</td>
<td>23</td>
<td>46.2%</td>
<td>11</td>
<td>50.0%</td>
<td>194</td>
</tr>
<tr>
<td>6-10</td>
<td>111</td>
<td>33.3%</td>
<td>8</td>
<td>15.4%</td>
<td>11</td>
<td>50.0%</td>
<td>130</td>
</tr>
<tr>
<td>11-15</td>
<td>63</td>
<td>18.9%</td>
<td>8</td>
<td>15.4%</td>
<td>0</td>
<td>0.0%</td>
<td>71</td>
</tr>
<tr>
<td>16-20</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>8</td>
<td>15.4%</td>
<td>0</td>
<td>0.0%</td>
<td>8</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>4</td>
<td>7.6%</td>
<td>0</td>
<td>0.0%</td>
<td>4</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>333</td>
<td>100.0%</td>
<td>50</td>
<td>100.0%</td>
<td>23</td>
<td>100.0%</td>
<td>406</td>
</tr>
<tr>
<td>No Answer</td>
<td>31</td>
<td>8.3%</td>
<td>8</td>
<td>15.6%</td>
<td>4</td>
<td>5.7%</td>
<td>42</td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>7.4</td>
<td>15.6%</td>
<td>5.7</td>
<td>5.7%</td>
<td>8.3</td>
<td>100.0%</td>
<td></td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**  
*Rapid Transit Survey*

**Transfers to the Rapid Transit System**  
Expanded Results  
Entry Station: Newton Highlands

### Transferring from:

<table>
<thead>
<tr>
<th>Commuter Rail, Boarded at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>59</td>
<td>123</td>
</tr>
<tr>
<td></td>
<td>70A</td>
<td>4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Boarded at Dock Indicated:</th>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>Unspecified Bus</td>
<td>4</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09

### Rapid Transit Survey

### Access to the Rapid Transit System

**Expanded Results**

**Entry Station: Eliot**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>337</td>
<td>72.0%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>83</td>
<td>17.8%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>41</td>
<td>8.7%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>4</td>
<td>0.8%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>465</td>
<td>99.2%</td>
</tr>
<tr>
<td><strong>MBTA Bus</strong></td>
<td>4</td>
<td>0.8%</td>
</tr>
<tr>
<td><strong>Other Bus</strong></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Commuter Rail</strong></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Boat</strong></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>4</td>
<td>0.8%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>468</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th>Drive/Park</th>
<th>Drop-off</th>
<th>Other</th>
<th><strong>Total</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>163</td>
<td>52.8%</td>
<td>20</td>
<td>30.4%</td>
<td>11</td>
</tr>
<tr>
<td>6-10</td>
<td>93</td>
<td>30.1%</td>
<td>28</td>
<td>41.6%</td>
<td>22</td>
</tr>
<tr>
<td>11-15</td>
<td>47</td>
<td>15.4%</td>
<td>11</td>
<td>16.8%</td>
<td>4</td>
</tr>
<tr>
<td>16-20</td>
<td>5</td>
<td>1.7%</td>
<td>4</td>
<td>5.6%</td>
<td>0</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>4</td>
<td>5.6%</td>
<td>0</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>4</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>309</td>
<td>100.0%</td>
<td>67</td>
<td>100.0%</td>
<td>41</td>
</tr>
<tr>
<td>No Answer</td>
<td>28</td>
<td>100.0%</td>
<td>0</td>
<td>100.0%</td>
<td>0</td>
</tr>
</tbody>
</table>

**Avg. Time (min)** | 7.1 | 10.6 | 12.3 | 5.0 | 8.2
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Transfers to the Rapid Transit System**

**Expanded Results**

**GREEN LINE-D**
Entry Station: Eliot

<table>
<thead>
<tr>
<th>Transferring from:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Boarded at Station Indicated:</td>
<td>59</td>
<td>4</td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Boarded at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>154</td>
<td>48.4%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>105</td>
<td>33.1%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>59</td>
<td>18.5%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>319</td>
<td>100.0%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>319</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>14</td>
<td></td>
</tr>
</tbody>
</table>

Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>73</td>
<td>48.9%</td>
<td>38</td>
<td>39.4%</td>
<td>34</td>
<td>56.8%</td>
<td>145</td>
<td>47.4%</td>
</tr>
<tr>
<td>6-10</td>
<td>63</td>
<td>42.4%</td>
<td>29</td>
<td>30.3%</td>
<td>4</td>
<td>7.4%</td>
<td>97</td>
<td>31.8%</td>
</tr>
<tr>
<td>11-15</td>
<td>9</td>
<td>5.8%</td>
<td>13</td>
<td>13.0%</td>
<td>13</td>
<td>21.8%</td>
<td>(No responses)</td>
<td></td>
</tr>
<tr>
<td>16-20</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>4</td>
<td>7.0%</td>
<td>4</td>
<td>1.4%</td>
</tr>
<tr>
<td>21-30</td>
<td>4</td>
<td>2.9%</td>
<td>4</td>
<td>4.3%</td>
<td>0</td>
<td>0.0%</td>
<td>9</td>
<td>2.8%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>9</td>
<td>8.8%</td>
<td>4</td>
<td>7.0%</td>
<td>13</td>
<td>4.1%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>4</td>
<td>4.3%</td>
<td>0</td>
<td>0.0%</td>
<td>4</td>
<td>1.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>150</td>
<td>100.0%</td>
<td>97</td>
<td>100.0%</td>
<td>59</td>
<td>100.0%</td>
<td>306</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>4</td>
<td>9.9%</td>
<td>9</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>13</td>
<td>4.3%</td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>7.2</td>
<td></td>
<td>13.3</td>
<td></td>
<td>11.2</td>
<td></td>
<td>9.9</td>
<td></td>
</tr>
</tbody>
</table>
No responders provided information about their modes of access.
**Access to the Rapid Transit System**

**Expanded Results**

**Entry Station: Woodland**

**Access Mode:**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>334</td>
<td>40.1%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>421</td>
<td>50.7%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>58</td>
<td>7.0%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>19</td>
<td>2.2%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>831</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>0</strong></td>
<td><strong>0.0%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>831</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>214</td>
<td>66.1%</td>
<td>20</td>
<td>5.9%</td>
<td>9</td>
<td>25.0%</td>
<td>9</td>
<td>50.0%</td>
<td>253</td>
</tr>
<tr>
<td>6-10</td>
<td>48</td>
<td>14.9%</td>
<td>84</td>
<td>23.9%</td>
<td>19</td>
<td>50.0%</td>
<td>9</td>
<td>50.0%</td>
<td>160</td>
</tr>
<tr>
<td>11-15</td>
<td>20</td>
<td>6.3%</td>
<td>91</td>
<td>26.1%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>112</td>
</tr>
<tr>
<td>16-20</td>
<td>22</td>
<td>6.9%</td>
<td>75</td>
<td>21.3%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>97</td>
</tr>
<tr>
<td>21-30</td>
<td>19</td>
<td>5.7%</td>
<td>50</td>
<td>14.4%</td>
<td>9</td>
<td>25.0%</td>
<td>0</td>
<td>0.0%</td>
<td>78</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>20</td>
<td>5.9%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>20</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>9</td>
<td>2.7%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>9</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>324</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>350</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>37</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>19</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>730</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>9</td>
<td>7.2%</td>
<td>7</td>
<td>18.4%</td>
<td>12</td>
<td>12.5%</td>
<td>7</td>
<td>7.5%</td>
<td>101</td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>7.2</td>
<td></td>
<td>18.4</td>
<td></td>
<td>12.5</td>
<td></td>
<td>7.5</td>
<td></td>
<td>12.8</td>
</tr>
</tbody>
</table>
MBTA Surveys: 2008-09
Rapid Transit Survey

Transfers to the Rapid Transit System
Expanded Results

GREEN LINE-D
Entry Station: Woodland

Transferring from:

No responders provided information about their modes of access.
## MBTA Surveys: 2008-09

### Rapid Transit Survey

#### Access to the Rapid Transit System

**Expanded Results**

**Entry Station: Riverside**

### Access Mode:

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>302</td>
<td>20.8%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>883</td>
<td>60.8%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>166</td>
<td>11.4%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>7</td>
<td>0.4%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>73</td>
<td>5.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>15</td>
<td>1.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>1,445</strong></td>
<td><strong>99.6%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>7</td>
<td>0.4%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>7</strong></td>
<td><strong>0.4%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,452</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>4</td>
<td></td>
</tr>
</tbody>
</table>

### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th>Trip time from trip origin to station by private transportation</th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th>TOTAL</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>133</td>
<td>55.7%</td>
<td>68</td>
<td>8.6%</td>
<td>21</td>
<td>13.7%</td>
<td>223</td>
<td>17.7%</td>
</tr>
<tr>
<td>6-10</td>
<td>34</td>
<td>14.3%</td>
<td>101</td>
<td>12.7%</td>
<td>25</td>
<td>15.8%</td>
<td>190</td>
<td>15.1%</td>
</tr>
<tr>
<td>11-15</td>
<td>38</td>
<td>16.0%</td>
<td>152</td>
<td>19.0%</td>
<td>34</td>
<td>22.1%</td>
<td>252</td>
<td>20.0%</td>
</tr>
<tr>
<td>16-20</td>
<td>29</td>
<td>12.3%</td>
<td>120</td>
<td>15.0%</td>
<td>17</td>
<td>11.0%</td>
<td>173</td>
<td>13.7%</td>
</tr>
<tr>
<td>21-30</td>
<td>4</td>
<td>1.7%</td>
<td>188</td>
<td>23.6%</td>
<td>19</td>
<td>12.1%</td>
<td>211</td>
<td>16.8%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>118</td>
<td>14.8%</td>
<td>25</td>
<td>15.8%</td>
<td>143</td>
<td>11.3%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>51</td>
<td>6.4%</td>
<td>15</td>
<td>9.5%</td>
<td>66</td>
<td>5.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>239</td>
<td>100.0%</td>
<td>799</td>
<td>100.0%</td>
<td>155</td>
<td>100.0%</td>
<td>1,258</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>63</td>
<td>9.0%</td>
<td>84</td>
<td>11.0%</td>
<td>30</td>
<td>12.9%</td>
<td>187</td>
<td>14.0%</td>
</tr>
<tr>
<td><strong>Avg. Time (min)</strong></td>
<td>9.0</td>
<td></td>
<td>24.1</td>
<td></td>
<td>22.5</td>
<td></td>
<td>12.9</td>
<td></td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**  
*Rapid Transit Survey*

### Transfers to the Rapid Transit System

**GREEN LINE-D**  
Entry Station: Riverside

<table>
<thead>
<tr>
<th>Transferring from:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Boarded at Station Indicated:</td>
<td>558</td>
<td>7</td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boat, Boarded at Dock Indicated:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Bus Routes:</td>
<td></td>
<td>(None identified)</td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Access to the Rapid Transit System

Expanded Results

Access Mode:

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>1,085</td>
<td>97.1%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>1,085</td>
<td>97.1%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>33</td>
<td>2.9%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>33</td>
<td>2.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,117</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>719</td>
<td>74.6%</td>
<td>719</td>
<td>74.6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-10</td>
<td>183</td>
<td>19.0%</td>
<td>183</td>
<td>19.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-15</td>
<td>46</td>
<td>4.8%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>46</td>
<td>4.8%</td>
</tr>
<tr>
<td>16-20</td>
<td>15</td>
<td>1.6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15</td>
<td>1.6%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>964</td>
<td>100.0%</td>
<td></td>
<td></td>
<td>964</td>
<td>100.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Answer</td>
<td>121</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>121</td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>5.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5.3</td>
</tr>
</tbody>
</table>
### Transfers to the Rapid Transit System

**GREEN LINE-E**

Entry Stop: Northeastern

**Expanded Results**

<table>
<thead>
<tr>
<th>Commuter Rail, Boarded at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>15</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>39</td>
<td>16</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Boarded at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09

### Rapid Transit Survey

#### Access to the Rapid Transit System

##### Expanded Results

**Entry Stop: Museum Of Fine Arts**

**GREEN LINE-E**

### Access Mode:

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>793</td>
<td>95.3%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>18</td>
<td>2.1%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>11</td>
<td>1.3%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>821</strong></td>
<td><strong>98.7%</strong></td>
</tr>
</tbody>
</table>

**MBTA Bus**

- Number: 11
- Percent: 1.3%

**Other Bus**

- Number: 0
- Percent: 0.0%

**Commuter Rail**

- Number: 0
- Percent: 0.0%

**Boat**

- Number: 0
- Percent: 0.0%

**Other**

- Number: 0
- Percent: 0.0%

**Total Public Trans.**

- Number: 11
- Percent: 1.3%

**TOTAL**

- Number: 831
- Percent: 100.0%

**No Answer**

- Number: 11

### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>570</td>
<td>79.0%</td>
<td>11</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-10</td>
<td>134</td>
<td>18.6%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-15</td>
<td>7</td>
<td>1.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-20</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-30</td>
<td>11</td>
<td>1.5%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>722</td>
<td>100.0%</td>
<td>11</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Answer</td>
<td>70</td>
<td>5.1%</td>
<td>7</td>
<td>5.0%</td>
<td>11</td>
<td>1.3%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Avg. Time (min)**

- WALK: 5.1
- DRIVE/PARK: 5.0
- DROP-OFF: 0.0
- OTHER: 0.0
- TOTAL: 5.1

---

CTPS

20-May-10
### Transfers to the Rapid Transit System

**Entry Stop:** Museum Of Fine Arts

**Expanded Results**

<table>
<thead>
<tr>
<th>Transferring from:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Boarded at Station Indicated:</td>
<td>8</td>
<td>11</td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Boarded at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
### Access to the Rapid Transit System

**Expanded Results**

**Entry Stop: Longwood Medical Area**

#### Access Mode:

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>1,768</td>
<td>92.5%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>41</td>
<td>2.1%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>82</td>
<td>4.3%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>20</td>
<td>1.1%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>1,911</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

#### Other:

- MBTA Bus: 0 (0.0%)
- Other Bus: 0 (0.0%)
- Commuter Rail: 0 (0.0%)
- Boat: 0 (0.0%)
- Other: 0 (0.0%)
- Total Public Trans.: 0 (0.0%)
- TOTAL: 1,911 (100.0%)

#### No Answer:

- 0

---

#### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th>TOTAL</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 mins</td>
<td>1,204</td>
<td>70.5%</td>
<td>20</td>
<td>50.0%</td>
<td>41</td>
<td>50.0%</td>
<td>1,265</td>
</tr>
<tr>
<td>6-10</td>
<td>299</td>
<td>17.5%</td>
<td>20</td>
<td>50.0%</td>
<td>20</td>
<td>25.0%</td>
<td>340</td>
</tr>
<tr>
<td>11-15</td>
<td>116</td>
<td>6.8%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>116</td>
</tr>
<tr>
<td>16-20</td>
<td>61</td>
<td>3.6%</td>
<td>0</td>
<td>0.0%</td>
<td>20</td>
<td>25.0%</td>
<td>82</td>
</tr>
<tr>
<td>21-30</td>
<td>27</td>
<td>1.6%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>27</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,707</td>
<td>100.0%</td>
<td>41</td>
<td>100.0%</td>
<td>82</td>
<td>100.0%</td>
<td>1,829</td>
</tr>
</tbody>
</table>

- No Answer: 61 (0.0%)

- Avg. Time (min): 5.7
Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-E

Entry Stop: Longwood Medical Area

Transferring from:

No responders provided information about their modes of access.
**Access to the Rapid Transit System**

**Rapid Transit Survey**

**Access Mode:**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>947</td>
<td>88.5%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>33</td>
<td>3.1%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>19</td>
<td>1.8%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>11</td>
<td>1.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>19</td>
<td>1.8%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>1,028</td>
<td>96.2%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>30</td>
<td>2.8%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>11</td>
<td>1.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>41</td>
<td>3.8%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,069</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>11</td>
<td></td>
</tr>
</tbody>
</table>

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th>Time Interval</th>
<th>WALK</th>
<th>Drive/Park</th>
<th>Drop-off</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>573</td>
<td>68.7%</td>
<td>11</td>
<td>33.3%</td>
<td>8</td>
</tr>
<tr>
<td>6-10</td>
<td>218</td>
<td>26.1%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>11-15</td>
<td>22</td>
<td>2.6%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>16-20</td>
<td>22</td>
<td>2.6%</td>
<td>11</td>
<td>33.3%</td>
<td>0</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>11</td>
<td>33.3%</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>835</td>
<td>100.0%</td>
<td>33</td>
<td>100.0%</td>
<td>8</td>
</tr>
<tr>
<td>No Answer</td>
<td>111</td>
<td>100.0%</td>
<td>0</td>
<td>11</td>
<td>19</td>
</tr>
</tbody>
</table>

**Avg. Time (min)**: 5.3 27.7 2.0 10.0 6.1
# MBTA Surveys: 2008-09

**Rapid Transit Survey**

## Transfers to the Rapid Transit System

**Expanded Results**

**Entry Stop:** Brigham Circle

### Transferring from:

<table>
<thead>
<tr>
<th>Commuter Rail, Boarded at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>39</td>
<td>22</td>
</tr>
<tr>
<td></td>
<td>66</td>
<td>8</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Boarded at Dock Indicated:</th>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>Unspecified Bus</td>
<td>11</td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Access to the Rapid Transit System**

Expanded Results

**GREEN LINE-E**

Entry Stop: Fenwood Rd. to Back of the Hill

<table>
<thead>
<tr>
<th>Access Mode:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>669</td>
<td>93.0%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>14</td>
<td>1.9%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>682</td>
<td>95.0%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>36</td>
<td>5.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>36</td>
<td>5.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>719</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>419</td>
<td>70.9%</td>
<td>0</td>
<td>0.0%</td>
<td>419</td>
<td>69.3%</td>
</tr>
<tr>
<td>6-10</td>
<td>91</td>
<td>15.5%</td>
<td>0</td>
<td>0.0%</td>
<td>91</td>
<td>15.1%</td>
</tr>
<tr>
<td>11-15</td>
<td>50</td>
<td>8.5%</td>
<td>14 (No responses)</td>
<td>100.0%</td>
<td>64</td>
<td>10.6%</td>
</tr>
<tr>
<td>16-20</td>
<td>22 (No responses)</td>
<td>3.8%</td>
<td>0</td>
<td>0.0%</td>
<td>22</td>
<td>3.7%</td>
</tr>
<tr>
<td>21-30</td>
<td>8</td>
<td>1.4%</td>
<td>0</td>
<td>0.0%</td>
<td>8</td>
<td>1.4%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>591</td>
<td>100.0%</td>
<td>14 (No responses)</td>
<td>100.0%</td>
<td>605</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>78</td>
<td></td>
<td>0</td>
<td></td>
<td>78</td>
<td></td>
</tr>
</tbody>
</table>

Avg. Time (min) 5.4 12.0 5.6
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Transfers to the Rapid Transit System**

**GREEN LINE-E**

Entry Stop: Fenwood Rd. to Back of the Hill

**Expanded Results**

### Transferring from:

<table>
<thead>
<tr>
<th>Commuter Rail, Boarded at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>39</td>
<td>22</td>
</tr>
<tr>
<td></td>
<td>60</td>
<td>14</td>
</tr>
</tbody>
</table>

### Boat, Boarded at Dock Indicated:

<table>
<thead>
<tr>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
</tr>
</tbody>
</table>

20-May-10
**Access to the Rapid Transit System**

**Expanded Results**

**Access Mode:**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>470</td>
<td>89.0%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>50</td>
<td>9.5%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>8</td>
<td>1.6%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>528</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>0</strong></td>
<td><strong>0.0%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>528</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td><strong>0</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Trip time from trip origin to station by private transportation:**

<table>
<thead>
<tr>
<th>Time (min)</th>
<th>WALK</th>
<th>Drive/Park</th>
<th>Drop-off</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>286</td>
<td>64.8%</td>
<td>0</td>
<td>0.0%</td>
<td>8</td>
</tr>
<tr>
<td>6-10</td>
<td>119</td>
<td>27.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>11-15</td>
<td>14</td>
<td>3.2%</td>
<td>14</td>
<td>38.5%</td>
<td>0</td>
</tr>
<tr>
<td>16-20</td>
<td>22</td>
<td>5.0%</td>
<td>8</td>
<td>22.9%</td>
<td>0</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>14</td>
<td>38.5%</td>
<td>0</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>442</td>
<td>100.0%</td>
<td>36</td>
<td>100.0%</td>
<td>8</td>
</tr>
</tbody>
</table>

| No Answer  | 28    | 14  | 0  | 42   |       |
| Avg. Time (min) | 5.7 | 21.9 | 2.0 | 6.9  |       |
No responders provided information about their modes of access.
Exits from the Rapid Transit System

The tables in this chapter show, for the riders who entered the rapid transit system at each Green Line station or branch segment, the number who exited the system at each of the other rapid transit stations (in the case of the riders who exited on the surface Green Line, the exit locations are given in terms of segments of the branch, rather than individual stops). Also, for each potential exit station at which the riders had the option of transferring to another rapid transit line, the tables show how many of them transferred there (as well as how many exited the system there).

The tables (at the end of the chapter) present these data by entry station or branch segment. The data for each station or segment are based on the survey responses from riders who started the rapid transit portions of their trips there. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Green Line as a whole. It includes tables and discussion.

6.1 DESCRIPTION OF TABLES

For each station, the data are reported in six tables divided between two pages. The four tables on the first page show exits and transfers at stations on the Red, Orange, and Blue heavy rail lines and the Mattapan High-Speed Line (light rail). These tables also show, for each line, exits by riders whose responses did not allow the specific exit station to be determined.

The first table on the second page shows exit and transfer data for stations on the Green Line Central Subway and for segments of the surface Green Line’s B, C, D, and E Branches. Exits are also shown for riders whose responses were not specific enough for determining where on the Central Subway or on a surface branch the exit took place. The second table on the second page shows summary data for each of the rapid transit lines.

---

6 For the purposes of this report, the Central Subway includes all Green Line stations from Lechmere through Kenmore and Symphony, inclusive.
With the exception of the summary table, each of the tables comprises four columns. The first column shows the names of the stations or branch segments on the rapid transit line covered by the table. Stations serving more than one rapid transit line appear in the tables for each of those branches, with an identifying suffix. For example, Park Street Station appears in the Red Line table as “Park Street-R” and in the Green Line table as “Park Street-G.” Green Line passengers would exit or transfer only at Park Street-G.

The second column, labeled “Exits,” shows, for the entry station, the number of riders who finally left the rapid transit system at the station or branch segment shown in the first column. The third column, labeled “Percent of Riders,” shows the value in the “Exits” column as a percent of the total exits shown in all five tables combined. That overall total is found at the bottom of the sixth table.

The fourth column, labeled “Transfers,” shows the number of riders from the entry station who alighted at the station shown in the first column in order to transfer to another rapid transit line (either heavy or light rail). For example, in the Green Line exit table, passengers transferring from the Green Line to the Orange Line at North Station are shown in the “Transfers” column of the “North Station-G” row. (They are not included in the North Station-O “Exits” total or percent.) These riders’ next decisions—either to exit the rapid transit system from an Orange Line station or to transfer again—are accounted for in the accompanying Orange Line exit table. That is, except for slight differences in rounding, the number of riders transferring from the Green Line to the Orange Line will equal the combined total of riders either exiting or transferring again at Orange Line stations. (For example, from Fenway Station, 35 riders transferred at North Station-G to the Orange Line. Because no riders reported transferring from the Orange Line to another line, the number of riders who transferred at North Station-G (35) is equal to the total number of Orange Line exits.

Passengers going to points on the Mattapan High-Speed Line from any other rapid transit line must transfer to the High-Speed Line from the Red Line at Ashmont Station. For a given Green Line entry station, in the Red Line exit table, the “Transfer” total for Ashmont-R will be equal to the total number of riders shown in the High-Speed Line exit table to have exited at all stations combined on that line (in the survey results, the segment of the C Branch from Saint Paul Street to Summit Avenue was the only location on the Green Line where entering riders exited on the High-Speed Line).

It should be noted again that the data in these tables are only for riders entering the rapid transit system between 6:00 AM and 3:00 PM. Therefore, these results are dominated by passengers making their first trips of the day. After 3:00 PM (a period which, again, is not reflected in the survey results), the return portions of round-trips would be dominant. That is, riders entering the rapid transit system at a given station after 3:00 would be predominantly the same riders who had exited there that morning, and on their PM trips they would exit the rapid transit system at mostly the same stations where they had
entered the system that morning. Therefore, the “Entries to the Rapid Transit System” tables in Chapter 7 (which reflect trips made before 3:00) should approximate what the present chapter’s “Exits from the Rapid Transit System” tables would have looked like if the survey had been conducted from 3:00 PM until the end of service.

6.2 OVERVIEW OF RESULTS

Because of the large number of rapid transit stations in the system, the exit stations of the Green Line riders are discussed here mostly in terms branches and branch segments rather than by individual stations or stops. The Green Line has four branches and covers a wide area, in addition to having extensive distribution in the downtown Boston area. The majority of boarding passengers are able to complete their trips without transferring to other rapid transit lines. Overall, in the survey hours, 83% of the trips that began on the Green Line also ended on the Green Line.

Central Subway

Overall, 82% of the riders entering the rapid transit system at Central Subway stations exited the system somewhere on the Green Line. Most of the rest (14%) exited on the Red Line, with relatively small numbers exiting on the Blue Line (3%) or the Orange Line (2%). Exits at other Central Subway stations occurred in 47% of the trips that entered the Central Subway. The most common exit stations were Government Center (8%), Copley (7%), and Park Street (7%). Exit shares on the surface branches ranged from 11% on the D Branch to 7% on the C Branch.

B Branch

Overall, 88% of the riders who boarded at surface B Branch stops also completed their rapid transit trips somewhere on the Green Line. Most of the rest (9%) exited on the Red Line, with relatively small numbers exiting on the Orange Line (2%) or the Blue Line (1%). Exits at Central Subway stations occurred in 50% of the trips that boarded at surface B Branch stops. The most common exit stations were Park Street (10%), Copley (8%), Hynes (8%), and Government Center (7%). Over one-third (35%) of the riders who boarded at surface B Branch stops exited at other surface B Branch stops. The greatest concentration of such exits (24% of the total) was on the inner portion of the B Branch, from Blandford Street to Babcock Street, where Boston University is a major trip attraction.

C Branch

Overall, 85% of the riders who boarded at surface C Branch stops also completed their rapid transit trips somewhere on the Green Line. Most of the rest (11%) exited on the Red Line, with relatively small numbers exiting on the Blue Line (2%) or the Orange Line (1%). Exits at Central Subway stations occurred in 65% of the trips that boarded at surface C Branch stops. The most
common exit stations were Park Street (15%), Hynes (10%), Government Center (10%), and Copley (10%). Only 17% of the riders boarding at surface C Branch stops exited at other surface C Branch stops.

### D Branch

Overall, 87% of the riders who boarded at surface D Branch stops also completed their rapid transit trips somewhere on the Green Line. Most of the rest (11%) exited on the Red Line, with relatively small numbers exiting on the Blue Line (1%) or the Orange Line (1%). Exits at Central Subway stations occurred in 49% of the trips that boarded at surface D Branch stops. The most common exit stations were Park Street (12%), Government Center (9%), Hynes (7%), and Copley (6%). Over one-third (36%) of the riders boarding at surface D Branch stops exited at other surface D Branch stops. Of these, over half (19% of the total exits) were at the Fenway or Longwood stops.

### E Branch

The percentage of passengers exiting in the Central Subway or transferring to other rapid transit lines was somewhat higher for E Branch riders than for riders on the other Green Line branches. This was partly because the E Branch is the shortest of the surface branches and serves fewer possible destinations.

Overall, 73% of the riders who boarded at surface E Branch stops also completed their rapid transit trips somewhere on the Green Line. Most of the rest (24%) exited on the Red Line, with relatively small numbers exiting on the Blue Line (3%) or the Orange Line (1%). Exits at Central Subway stations occurred in 59% of the trips that boarded at surface E Branch stops. The most common exit stations were Park Street (11%), Copley (9%), Prudential (7%), and Government Center (7%). Only 10% of the riders boarding at surface E Branch stops exited at other surface E Branch stops.
This chapter’s tables begin on the following page.
## MBTA Surveys: 2008-09
### Rapid Transit Survey

#### Exits from the Rapid Transit System

**Expanded Results**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Percent of Riders Transfers: *</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Percent of Riders Transfers: *</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Exits</td>
<td>Riders</td>
<td></td>
<td>Exits</td>
<td>Riders</td>
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<td>Oak Grove</td>
<td>20</td>
<td>0.6%</td>
</tr>
<tr>
<td>Davis</td>
<td>20</td>
<td>0.6%</td>
<td>Malden</td>
<td>20</td>
<td>0.6%</td>
</tr>
<tr>
<td>Porter</td>
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<td>Wellington</td>
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<tr>
<td>Harvard</td>
<td>39</td>
<td>1.2%</td>
<td>Sullivan Square</td>
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<td>0.6%</td>
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<tr>
<td>Central</td>
<td>20</td>
<td>0.6%</td>
<td>Community College</td>
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<td>Kendall/MIT</td>
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<td>North Station-O</td>
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<td>0.0%</td>
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<tr>
<td>Charles/ MGH</td>
<td>10</td>
<td>0.3%</td>
<td>Haymarket-O</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
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<td>State-O</td>
<td>39</td>
<td>1.2%</td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
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<td>Downtown Crossing-O</td>
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<tr>
<td>South Station</td>
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<td>Chinatown</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Broadway</td>
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<td>NE Medical Center</td>
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<td>0.0%</td>
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<tr>
<td>Andrew</td>
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<td>0.0%</td>
<td>Back Bay</td>
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<td>0.0%</td>
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<tr>
<td>J FK/UMass</td>
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<td>0.0%</td>
<td>Massachusetts Ave</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Savin Hill</td>
<td>0</td>
<td>0.0%</td>
<td>Ruggles</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Fields Corner</td>
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<td>Roxbury Crossing</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Shawmut</td>
<td>0</td>
<td>0.0%</td>
<td>Jackson Square</td>
<td>0</td>
<td>0.0%</td>
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<td>Ashmont-R</td>
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<td>0.0%</td>
<td>Stony Brook</td>
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<td>0.0%</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Wollaston</td>
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<td>0.0%</td>
<td>Forest Hills</td>
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<td>0.6%</td>
</tr>
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<td>0.0%</td>
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<tr>
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</tr>
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<td>Braintree</td>
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<td>0.0%</td>
<td></td>
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</tr>
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<td>Red Line Total:</td>
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</table>

| Blue Line         | Percent of Riders | Percent of Riders Transfers: * | Mattapan High Speed Line  | Percent of Riders | Percent of Riders Transfers: * |
|-------------------|-------------------|-------------------------------|                          |-------------------|-------------------------------|
|                   | Exits             | Riders                        |                           | Exits             | Riders                        |
| Wonderland        | 0                 | 0.0%                          | Ashmont-M                 | 0                 | 0.0%                          |
| Revere Beach      | 0                 | 0.0%                          | Cedar Grove               | 0                 | 0.0%                          |
| Beachmont         | 0                 | 0.0%                          | Butler                    | 0                 | 0.0%                          |
| Suffolk Downs     | 0                 | 0.0%                          | Milton                    | 0                 | 0.0%                          |
| Orient Heights    | 0                 | 0.0%                          | Central Avenue            | 0                 | 0.0%                          |
| Wood Island       | 10                | 0.3%                          | Valley Road               | 0                 | 0.0%                          |
| Airport           | 30                | 0.9%                          | Capen Street              | 0                 | 0.0%                          |
| Maverick          | 20                | 0.6%                          | Mattapan                  | 0                 | 0.0%                          |
| Aquarium          | 98                | 3.1%                          | Mattapan Line Total:      | 0                 | 0.0%                          |
| State-B           | 0                 | 0.0%                          |                           |                   |                               |
| Government Center-B | 0              | 0.0%                          |                           |                   |                               |
| Bowdoin           | 20                | 0.6%                          |                           |                   |                               |
| Blue Line: Unspecified | 0        | 0.0%                          |                           |                   |                               |
| Blue Line Total:  | 177               | 5.6%                          |                           |                   |                               |

* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System (cont’d)

#### Expanded Results

<table>
<thead>
<tr>
<th>Station</th>
<th>Exits</th>
<th>Percent of Riders</th>
<th>Transfers: *</th>
<th>Summary</th>
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<tbody>
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<td>0</td>
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<td>226</td>
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<td>Copley</td>
<td>198</td>
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<td>98</td>
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<tr>
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<td>Kenmore</td>
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<tr>
<td>Prudential</td>
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<tr>
<td>Symphony</td>
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<td>0.0%</td>
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<td></td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
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<tr>
<td>B Pack.Cnr.-Warren St.</td>
<td>20</td>
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<tr>
<td>B Washington St.-BC</td>
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<tr>
<td>C St.Mary’s-Summit/Winchest</td>
<td>88</td>
<td>2.8%</td>
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<tr>
<td>C Brandon-Cleveland Cir.</td>
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<td></td>
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</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>20</td>
<td>0.6%</td>
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</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
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<td>D Beaconsfield-Ches.Hill</td>
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<td>D Waban-Riverside</td>
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<td>E Northeastern-Museum</td>
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<td>E Fenwood Rd-Heath</td>
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</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
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<td></td>
</tr>
<tr>
<td>Green Line B: Unspecified</td>
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<td>Green Line D: Unspecified</td>
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<td>Green Line E: Unspecified</td>
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<tr>
<td>Green Line Total:</td>
<td>2,668</td>
<td>83.7%</td>
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</tr>
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</table>

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

---

**GREEN LINE-SUBWAY**

<table>
<thead>
<tr>
<th>Exit Station: Lechmere</th>
<th>Exits</th>
<th>Percent of Riders</th>
<th>Red Line Total:</th>
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</thead>
<tbody>
<tr>
<td>Mattapan Line Total:</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Orange Line Total:</td>
<td>127</td>
<td>4.0%</td>
<td></td>
</tr>
<tr>
<td>Blue Line Total:</td>
<td>177</td>
<td>5.6%</td>
<td></td>
</tr>
<tr>
<td>Green Line Total:</td>
<td>2,668</td>
<td>83.7%</td>
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</tr>
<tr>
<td>Overall Total</td>
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<td>100.0%</td>
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</tr>
<tr>
<td>No Response</td>
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</tr>
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**CTPS** 20-May-10
## MBTA Surveys: 2008-09

### Rapid Transit Survey

#### Exits from the Rapid Transit System

**Expanded Results**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<tbody>
<tr>
<td>Alewife</td>
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<td>0.0%</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Davis</td>
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<tr>
<td>Porter</td>
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<td>Wellington</td>
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<td>0.0%</td>
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<td>Harvard</td>
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<td>Sullivan Square</td>
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<td>0.0%</td>
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<tr>
<td>Central</td>
<td>0</td>
<td>0.0%</td>
<td>Community College</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>0</td>
<td>0.0%</td>
<td>North Station-O</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Charles/MGH</td>
<td>0</td>
<td>0.0%</td>
<td>Haymarket-O</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>0.0%</td>
<td>State-O</td>
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<td>0.0%</td>
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<td>Downtown Crossing-R</td>
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<td>Downtown Crossing-O</td>
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<tr>
<td>South Station</td>
<td>0</td>
<td>0.0%</td>
<td>Chinatown</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Broadway</td>
<td>0</td>
<td>0.0%</td>
<td>NE Medical Center</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Andrew</td>
<td>0</td>
<td>0.0%</td>
<td>Back Bay</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>J FK/UMass</td>
<td>0</td>
<td>0.0%</td>
<td>Massachusetts Ave</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Savin Hill</td>
<td>0</td>
<td>0.0%</td>
<td>Ruggles</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Fields Corner</td>
<td>0</td>
<td>0.0%</td>
<td>Roxbury Crossing</td>
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<td>0.0%</td>
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<tr>
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<td>0.0%</td>
<td>Jackson Square</td>
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<td>0.0%</td>
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<tr>
<td>Ashmont-R</td>
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<td>0.0%</td>
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<td>0.0%</td>
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</tr>
<tr>
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</tr>
<tr>
<td>Quincy Center</td>
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<tr>
<td>Quincy Adams</td>
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<td>9.2%</td>
<td>Orange Line Total:</td>
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<td>4.6%</td>
</tr>
<tr>
<td>Braintree</td>
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</tr>
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<td>Red Line Total:</td>
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<td>9.2%</td>
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</table>

<table>
<thead>
<tr>
<th>Blue Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Mattapan High Speed Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wonderland</td>
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<td>0.0%</td>
<td>Ashmont-M</td>
</tr>
<tr>
<td>Revere Beach</td>
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<td>0.0%</td>
<td>Cedar Grove</td>
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<td>Beachmont</td>
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<td>0.0%</td>
<td>Butler</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>0.0%</td>
<td>Milton</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>0</td>
<td>0.0%</td>
<td>Central Avenue</td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>0.0%</td>
<td>Valley Road</td>
</tr>
<tr>
<td>Airport</td>
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<td>Capen Street</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System

#### Expanded Results

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<th>Percent of Riders</th>
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<th>Transfers:*</th>
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<tr>
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</tr>
<tr>
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<tr>
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<tr>
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#### Summary

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#### GREEN LINE-SUBWAY

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#### Percent of Riders

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<tr>
<td>North Station-G</td>
<td>0.0%</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>0.0%</td>
</tr>
<tr>
<td>Government Center-G</td>
<td>2.8%</td>
</tr>
<tr>
<td>Park Street-G</td>
<td>4.6%</td>
</tr>
<tr>
<td>Boylston</td>
<td>9.2%</td>
</tr>
<tr>
<td>Arlington</td>
<td>13.8%</td>
</tr>
<tr>
<td>Copley</td>
<td>16.6%</td>
</tr>
<tr>
<td>Hynes Convention Ctr.</td>
<td>4.6%</td>
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<tr>
<td>Kenmore</td>
<td>0.0%</td>
</tr>
<tr>
<td>Prudential</td>
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<tr>
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<td>B Washington St.-BC</td>
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<tr>
<td>D Waban-Riverside</td>
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<tr>
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<tr>
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* 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**

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<tr>
<th>Red Line</th>
<th>Percent of Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
<th>Percent of Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
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<tr>
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<th>Transfers:*</th>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Milton</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Central Avenue</td>
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<td>0.0%</td>
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</tr>
<tr>
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<td>0</td>
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<td>Capen Street</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Mattapan</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Mattapan Line Total:</td>
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<td>0.0%</td>
<td></td>
</tr>
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* 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)

#### Expanded Results

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<th>Green Line</th>
<th>Exits</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Summary</th>
<th>Percent of Riders</th>
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<td>267</td>
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<td></td>
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<td>0</td>
</tr>
<tr>
<td>North Station-G</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Orange Line Total:</td>
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<tr>
<td>Haymarket-G</td>
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<td>2.3%</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Kenmore</td>
<td>108</td>
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<td>57</td>
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<td>Prudential</td>
<td>253</td>
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<td>B Pack.Cnr.-Warren St.</td>
<td>54</td>
<td>1.1%</td>
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<tr>
<td>C Brandon-Cleveland Cir.</td>
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<td></td>
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</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>102</td>
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<td>0</td>
<td>0.0%</td>
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<td></td>
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<tr>
<td>D Newton Ctr.-Eliot</td>
<td>57</td>
<td>1.2%</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>D Waban-Riverside</td>
<td>19</td>
<td>0.4%</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>111</td>
<td>2.3%</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>563</td>
<td>11.9%</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>54</td>
<td>1.1%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
<td>0</td>
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</tr>
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<td>0.0%</td>
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<td>0</td>
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</tr>
<tr>
<td>Green Line Total:</td>
<td>4,104</td>
<td>86.8%</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

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

GREEN LINE-SUBWAY  
Entry Station: North Station

<table>
<thead>
<tr>
<th>Green Line</th>
<th>Exits</th>
<th>Percent of Riders</th>
<th>Summary</th>
<th>Percent of Riders</th>
</tr>
</thead>
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<tr>
<td>Symphony</td>
<td>16</td>
<td>0.3%</td>
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</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>111</td>
<td>2.3%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>563</td>
<td>11.9%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>54</td>
<td>1.1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
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</tr>
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</tr>
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</tr>
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<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line Total:</td>
<td>4,104</td>
<td>86.8%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Red Line Total:             | 550   | 11.6%             |                               |                   |
| Mattapan Line Total:       | 0     | 0.0%              |                               |                   |
| Orange Line Total:         | 0     | 0.0%              |                               |                   |
| Blue Line Total:           | 76    | 1.6%              |                               |                   |
| Green Line Total:          | 4,104 | 86.8%             |                               |                   |
| Overall Total               | 4,730 | 100.0%            |                               |                   |
| No Response                 | 51    |                   |                               |                   |
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

### Exits from the Rapid Transit System

**Expanded Results**

#### Red Line

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<th>Riders</th>
<th>Transfers:*</th>
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<td>0</td>
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</tr>
<tr>
<td>Davis</td>
<td>22</td>
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<tr>
<td>Porter</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Harvard</td>
<td>257</td>
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<tr>
<td>Central</td>
<td>148</td>
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<tr>
<td>Kendall/MIT</td>
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<tr>
<td>Charles/MGH</td>
<td>0</td>
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</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Downtown Crossing-R</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>South Station</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Broadway</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Andrew</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>J FK/UMass</td>
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<td>0.8%</td>
<td></td>
</tr>
<tr>
<td>Savin Hill</td>
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</tr>
<tr>
<td>Fields Corner</td>
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</tr>
<tr>
<td>Shawmut</td>
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</tr>
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<td>Ashmont-R</td>
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</tr>
<tr>
<td>North Quincy</td>
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</tr>
<tr>
<td>Wollaston</td>
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<td>Quincy Center</td>
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<td>Quincy Adams</td>
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<td>Braintree</td>
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<tr>
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</tr>
<tr>
<td>Red Line Total:</td>
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</table>

#### Orange Line

<table>
<thead>
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<th>Transfers:*</th>
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</thead>
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</tr>
<tr>
<td>Malden</td>
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<td>Wellington</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Sullivan Square</td>
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</tr>
<tr>
<td>Community College</td>
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</tr>
<tr>
<td>North Station-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Haymarket-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>State-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Downtown Crossing-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Chinatown</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>NE Medical Center</td>
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<td>0.0%</td>
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</tr>
<tr>
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</tr>
<tr>
<td>Ruggles</td>
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<tr>
<td>Jackson Square</td>
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</tr>
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<td>Stony Brook</td>
<td>0</td>
<td>0.0%</td>
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</tr>
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<td>Green Street</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Forest Hills</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
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</tr>
<tr>
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#### Blue Line

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<th>Transfers:*</th>
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<td>Beachmont</td>
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<td>Suffolk Downs</td>
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</tr>
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<td>Airport</td>
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<td>Maverick</td>
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<tr>
<td>Aquarium</td>
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<tr>
<td>State-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Government Center-B</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Bowdoin</td>
<td>0</td>
<td>0.0%</td>
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<tr>
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#### Mattapan High Speed Line

<table>
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<tr>
<td>Cedar Grove</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Butler</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Milton</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Central Avenue</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Valley Road</td>
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<td></td>
</tr>
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<td>Capen Street</td>
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<tr>
<td>Mattapan</td>
<td>0</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Exits from the Rapid Transit System**

*Expanded Results*

**GREEN LINE-SUBWAY**

Entry Station: Haymarket

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<th>Exits</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Summary</th>
<th>Exits:</th>
<th>Percent of Riders</th>
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<tr>
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<tr>
<td>Science Park</td>
<td>44</td>
<td>1.5%</td>
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<td>0.0%</td>
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<tr>
<td>North Station-G</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Orange Line Total:</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Haymarket-G</td>
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<td>Blue Line Total:</td>
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<td>0.0%</td>
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<tr>
<td>Government Center-G</td>
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<td>0.0%</td>
<td>108</td>
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<td>2.3%</td>
<td>533</td>
<td>Overall Total</td>
<td>2,865</td>
<td>100.0%</td>
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<tr>
<td>Boylston</td>
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<tr>
<td>Hynes Convention Center</td>
<td>63</td>
<td>2.2%</td>
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<tr>
<td>Kenmore</td>
<td>148</td>
<td>5.2%</td>
<td>170</td>
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</tr>
<tr>
<td>Prudential</td>
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<td>5.2%</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Symphony</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>128</td>
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<td>B Washington St.-BC</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C St.Mary's-Summit/Winchest</td>
<td>63</td>
<td>2.2%</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
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<td>0.0%</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>65</td>
<td>2.3%</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
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<td>0.0%</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
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<td>0.0%</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>22</td>
<td>0.8%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>63</td>
<td>2.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>128</td>
<td>4.5%</td>
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* 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**

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<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Percent of Transfers:</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Percent of Transfers:</th>
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<td>Exits</td>
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<tr>
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<td>0.0%</td>
</tr>
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<td>Davis</td>
<td>0</td>
<td>0.0%</td>
<td>Maiden</td>
<td>32</td>
<td>1.1%</td>
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<td>Wellington</td>
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</tr>
<tr>
<td>Charles/MGH</td>
<td>0</td>
<td>0.0%</td>
<td>Haymarket-O</td>
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</tr>
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<td>Park Street-R</td>
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<td>State-O</td>
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<td>Downtown Crossing-O</td>
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</tr>
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<td>Back Bay</td>
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<td>0.0%</td>
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<td>1.1%</td>
<td>Stony Brook</td>
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<tr>
<td>North Quincy</td>
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<td>0.0%</td>
<td>Green Street</td>
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<td>0.0%</td>
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<tr>
<td>Wollaston</td>
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<td>0.0%</td>
<td>Forest Hills</td>
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<td>0.0%</td>
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<td>Quincy Adams</td>
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<td>Braintree</td>
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<td>1.1%</td>
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<tr>
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<th>Percent of Riders</th>
<th>Percent of Transfers:</th>
<th>Mattapan High Speed Line</th>
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<td>0.0%</td>
<td>Ashmont-M</td>
</tr>
<tr>
<td>Revere Beach</td>
<td>0</td>
<td>0.0%</td>
<td>Cedar Grove</td>
</tr>
<tr>
<td>Beachmont</td>
<td>0</td>
<td>0.0%</td>
<td>Butler</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>0.0%</td>
<td>Milton</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>0</td>
<td>0.0%</td>
<td>Central Avenue</td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>0.0%</td>
<td>Valley Road</td>
</tr>
<tr>
<td>Airport</td>
<td>0</td>
<td>0.0%</td>
<td>Capen Street</td>
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<td>Maverick</td>
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<td>0.0%</td>
<td>Mattapan</td>
</tr>
<tr>
<td>Aquarium</td>
<td>0</td>
<td>0.0%</td>
<td>Mattapan Line Total:</td>
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<td>State-B</td>
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<tr>
<td>Government Center-B</td>
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</tr>
<tr>
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<td></td>
</tr>
</tbody>
</table>

| Blue Line Total| 442   | 14.6%    |                  |                  |          |                  |

* The role of transfers in these exit data tables is explained in section 6.1.
## Exits from the Rapid Transit System

### (cont’d)

#### GREEN LINE-SUBWAY

Entry Station: Government Center

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<th>Exits</th>
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<th>Transfers:*</th>
<th>Summary</th>
<th>Exits:</th>
<th>Percent of Riders</th>
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<td>0.0%</td>
</tr>
<tr>
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<td>2.1%</td>
<td>64</td>
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</tr>
<tr>
<td>Haymarket-G</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Government Center-G</td>
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<td></td>
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<tr>
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<tr>
<td>Symphony</td>
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<td>B Blandford-Babcock</td>
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<td>Green Line Total:</td>
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</table>

* The role of transfers in these exit data tables is explained in section 6.1.
### MBTA Surveys: 2008-09

#### Rapid Transit Survey

**Exits from the Rapid Transit System**

**GREEN LINE-SUBWAY**

Entry Station: Park Street

---

**Expanded Results**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
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<tbody>
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<td>------------------</td>
</tr>
<tr>
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<td>0.0%</td>
</tr>
<tr>
<td>Davis</td>
<td>0</td>
<td>0.0%</td>
<td>0.8%</td>
</tr>
<tr>
<td>Porter</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Harvard</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Central</td>
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<td>0.0%</td>
<td>0.0%</td>
</tr>
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<td>Kendall/MIT</td>
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<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Charles/MGH</td>
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<td>0.0%</td>
</tr>
<tr>
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<td>Andrew</td>
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<tr>
<td>J FK/UMass</td>
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<td>0.0%</td>
<td>0.0%</td>
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<td>Savin Hill</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Fields Corner</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
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<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
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<tr>
<td>Ashmont-R</td>
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<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>North Quincy</td>
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<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Wollaston</td>
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</tr>
<tr>
<td>Quincy Center</td>
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<td>0.0%</td>
</tr>
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<td>Quincy Adams</td>
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<td>0.0%</td>
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<table>
<thead>
<tr>
<th>Blue Line</th>
<th>Percent of Riders</th>
<th>Mattapan High Speed Line</th>
<th>Percent of Riders</th>
</tr>
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<tr>
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<td>Beachmont</td>
<td>31</td>
<td>Milton</td>
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<tr>
<td>Suffolk Downs</td>
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<td>Central Avenue</td>
<td>0.0%</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>0</td>
<td>Valley Road</td>
<td>0.0%</td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>Capen Street</td>
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* 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)

<table>
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<tr>
<th>Exit Name</th>
<th>Exits</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<th>Percent of Riders</th>
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<td>31</td>
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<tr>
<td>Haymarket-G</td>
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<td>3.5%</td>
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<td>147</td>
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<td>95.7%</td>
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<td>Symphony</td>
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</table>

* The role of transfers in these exit data tables is explained in section 6.1.
### Exit Stations: 2008-09

**Rapid Transit Survey**

*Exits from the Rapid Transit System*

**Expanded Results**

**GREEN LINE-SUBWAY**

**Entry Station: Boylston**

#### Red Line

<table>
<thead>
<tr>
<th>Exit Station</th>
<th>Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
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<tbody>
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<td>Alewife</td>
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</tr>
<tr>
<td>Davis</td>
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</tr>
<tr>
<td>Porter</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Wellington</td>
</tr>
<tr>
<td>Harvard</td>
<td>22</td>
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<td>Sullivan Square</td>
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<tr>
<td>Central</td>
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<td>Community College</td>
</tr>
<tr>
<td>Kendall/MIT</td>
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<td></td>
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<tr>
<td>Charles/MGH</td>
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<td></td>
<td>Haymarket-O</td>
</tr>
<tr>
<td>Park Street-R</td>
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<td></td>
<td>State-O</td>
</tr>
<tr>
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<td></td>
<td>Downtown Crossing-O</td>
</tr>
<tr>
<td>South Station</td>
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<td></td>
<td>Chinatown</td>
</tr>
<tr>
<td>Broadway</td>
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<td>NE Medical Center</td>
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<td>Andrew</td>
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<td>Back Bay</td>
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<td>Savin Hill</td>
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<td>Fields Corner</td>
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<td>Roxbury Crossing</td>
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<td></td>
<td>Jackson Square</td>
</tr>
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<td>Stony Brook</td>
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<td>North Quincy</td>
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</tr>
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<td>Wollaston</td>
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<td>Forest Hills</td>
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<td>Quincy Center</td>
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#### Orange Line

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<tr>
<td>Maiden</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Wellington</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Sullivan Square</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Community College</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>North Station-O</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Haymarket-O</td>
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<tr>
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<td>0.0%</td>
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</tr>
<tr>
<td>Downtown Crossing-O</td>
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</tr>
<tr>
<td>Chinatown</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>NE Medical Center</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Back Bay</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Massachusetts Ave</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Ruggles</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Roxbury Crossing</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Jackson Square</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Stony Brook</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Street</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Forest Hills</td>
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<td>0.0%</td>
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#### Blue Line

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#### Mattapan High Speed Line

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<td>Butler</td>
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<tr>
<td>Milton</td>
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<td>0.0%</td>
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<tr>
<td>Central Avenue</td>
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<td>0.0%</td>
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<tr>
<td>Valley Road</td>
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* 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)

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<td>0.0%</td>
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</tr>
<tr>
<td>North Station-G</td>
<td>37</td>
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<td>Haymarket-G</td>
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<td>1.7%</td>
<td>126</td>
<td>Overall Total</td>
</tr>
<tr>
<td>Boylston</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>No Response</td>
</tr>
<tr>
<td>Arlington</td>
<td>22</td>
<td>0.8%</td>
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<tr>
<td>Copley</td>
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<td>8.4%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hynes Convention Center</td>
<td>177</td>
<td>6.7%</td>
<td></td>
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</tr>
<tr>
<td>Kenmore</td>
<td>170</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Prudential</td>
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<td>0.0%</td>
<td></td>
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</tr>
<tr>
<td>Symphony</td>
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<td>3.4%</td>
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<td>B Blandford-Babcock</td>
<td>155</td>
<td>5.9%</td>
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<td>B Pack.Cnr.-Warren St.</td>
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<tr>
<td>B Washington St.-BC</td>
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<td>2.5%</td>
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</tr>
<tr>
<td>C St.Mary’s-Summit/Winchest</td>
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<tr>
<td>C Brandon-Cleveland Cir.</td>
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<td>5.9%</td>
<td></td>
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<tr>
<td>D Fenway-Longwood</td>
<td>193</td>
<td>7.4%</td>
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<tr>
<td>Orange Line Total:</td>
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<tr>
<td>Blue Line Total:</td>
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* 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**

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<th>Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
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<tr>
<td>Davis</td>
<td>31</td>
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<td></td>
<td>Malden</td>
<td>15</td>
<td>0.7%</td>
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<td>Porter</td>
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### Blue Line

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<tr>
<td>Airport</td>
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<td>Aquarium</td>
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<tr>
<td>State-B</td>
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</tr>
<tr>
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### Mattapan High Speed Line

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</tr>
<tr>
<td>Butler</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Milton</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Central Avenue</td>
<td>0</td>
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</tr>
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<td>Valley Road</td>
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<td>Capen Street</td>
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*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)

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<th>Exits</th>
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<td>711</td>
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<tr>
<td>D Beavonsfield-Ches.Hill</td>
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<tr>
<td>D Waban-Riverside</td>
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<tr>
<td>E Northeastern-Museum</td>
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<td>E Long.Med.-Brig Cir.</td>
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<td>1.7%</td>
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* The role of transfers in these exit data tables is explained in section 6.1.

**GREEN LINE-SUBWAY**

Entry Station: Arlington

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<th>Exits:</th>
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**CTPS**

20-May-10
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

#### Exits from the Rapid Transit System

**Expanded Results**

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<th>Red Line</th>
<th>Percent of Riders</th>
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<th>Orange Line</th>
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<th>Transfers:*</th>
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<td>Orange Line</td>
<td>Exits: Riders</td>
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<tr>
<td>Alewife</td>
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<td>0</td>
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</tr>
<tr>
<td>Davis</td>
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<td>Malden</td>
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<td>0.0%</td>
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<tr>
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<td>0.0%</td>
<td>Wellington</td>
<td>0</td>
<td>0.0%</td>
</tr>
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<td>0.0%</td>
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**Blue Line**

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<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Mattapan High Speed Line</th>
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<td>Ashmont-M</td>
</tr>
<tr>
<td>Revere Beach</td>
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<td>Beachmont</td>
<td>0</td>
<td>0.0%</td>
<td>Butler</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>0.0%</td>
<td>Milton</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>18</td>
<td>0.3%</td>
<td>Central Avenue</td>
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<tr>
<td>Wood Island</td>
<td>0</td>
<td>0.0%</td>
<td>Valley Road</td>
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<td>Maverick</td>
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<td>Mattapan</td>
</tr>
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<td>Aquarium</td>
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<tr>
<td>Government Center-B</td>
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<tr>
<td>Bowdoin</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System (cont'd)

**GREEN LINE-SUBWAY**
Entry Station: Copley

**Summary**

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<tr>
<td>North Station-G</td>
<td>106</td>
<td>2.0%</td>
<td>18</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>36</td>
<td>0.7%</td>
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<tr>
<td>Government Center-G</td>
<td>477</td>
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<td>177</td>
</tr>
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<td>Park Street-G</td>
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<td>895</td>
</tr>
<tr>
<td>Boylston</td>
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<td>3.1%</td>
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<tr>
<td>Arlington</td>
<td>53</td>
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</tr>
<tr>
<td>Copley</td>
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<td></td>
</tr>
<tr>
<td>Hynes Convention Center</td>
<td>86</td>
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</tr>
<tr>
<td>Kenmore</td>
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<tr>
<td>Prudential</td>
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<tr>
<td>Symphony</td>
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<tr>
<td>B Blandford-Babcock</td>
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<td>B Pack.Cnr.-Warren St.</td>
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<td>B Washington St.-BC</td>
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<td>C St.Mary's-Summit/Winchest</td>
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<td>C Brandon-Cleveland Cir.</td>
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<tr>
<td>D Fenway-Longwood</td>
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<tr>
<td>E Northeastern-Museum</td>
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</tr>
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<td>Green Line D: Unspecified</td>
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* 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**

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<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<td>Exits:</td>
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<td>Community College</td>
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<tr>
<td>Charles/MGH</td>
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<tr>
<td>Andrew</td>
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<td>0.0%</td>
<td>Back Bay</td>
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<td>0.0%</td>
</tr>
<tr>
<td>J FK/UMass</td>
<td>45</td>
<td>1.3%</td>
<td>Massachusetts Ave</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Savin Hill</td>
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<td>Ruggles</td>
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<tr>
<td>Fields Corner</td>
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<td>Roxbury Crossing</td>
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<tr>
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<td>Jackson Square</td>
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<td>Stony Brook</td>
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### Blue Line

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<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Mattapan High Speed Line</th>
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<td>Revere Beach</td>
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<td>Butler</td>
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<td>Beachmont</td>
<td>0</td>
<td>0.0%</td>
<td>Milton</td>
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<tr>
<td>Suffolk Downs</td>
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<td>Central Avenue</td>
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<td>Orient Heights</td>
<td>0</td>
<td>0.0%</td>
<td>Valley Road</td>
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<td>Government Center-B</td>
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* 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)  
Entry Station: Hynes Convention Center  

Expanded Results  

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<th>Exits</th>
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<tr>
<td>Science Park</td>
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<tr>
<td>North Station-G</td>
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<td>2.0%</td>
<td>67</td>
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<tr>
<td>Haymarket-G</td>
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<tr>
<td>Symphony</td>
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<tr>
<td>C St.Mary's-Summit/Winchest</td>
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<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>105</td>
<td>3.0%</td>
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<tr>
<td>D Fenway-Longwood</td>
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**Summary**  

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* The role of transfers in these exit data tables is explained in section 6.1.
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<th>Transfers:*</th>
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* The role of transfers in these exit data tables is explained in section 6.1.
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* 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**

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<th>Percent of Riders</th>
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<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<td>Exits:</td>
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* 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)

#### Expanded Results

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<td>Copley</td>
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<td>0.0%</td>
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</tr>
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#### GREEN LINE-SUBWAY

Entry Station: Prudential

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<td>7.9%</td>
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<tr>
<td>Green Line Total:</td>
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<td>Overall Total:</td>
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* 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**

**Entry Station:** Symphony

*Expanded Results*

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<td>Beachmont</td>
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<tr>
<td>Suffolk Downs</td>
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<tr>
<td>Orient Heights</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System (cont'd)

#### Green Line - Subway

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<td>28</td>
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#### Summary
- Red Line Total: 168 17.1%
- Mattapan Line Total: 0 0.0%
- Orange Line Total: 28 2.8%
- Blue Line Total: 17 1.7%
- Green Line Total: 770 78.3%
- Overall Total: 983 100.0%
- No Response: 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

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<tr>
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<tr>
<td>J FK/UMass</td>
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<td>0.0%</td>
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<td>Savin Hill</td>
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<td>0.0%</td>
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<tr>
<td>Fields Corner</td>
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<tr>
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<td>Roxbury Crossing</td>
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<table>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System

#### Expanded Results

**Entry Stop: Blandford St. to BU Central**

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<tr>
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* 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

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<th>Red Line</th>
<th>Percent of Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
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<tr>
<td>Davis</td>
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<tr>
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<td>Harvard</td>
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<td>0.0%</td>
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<tr>
<td>Central</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Kendall/MIT</td>
<td>16</td>
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<th>Percent of Exits</th>
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</tr>
<tr>
<td>Suffolk Downs</td>
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<td>0.0%</td>
<td></td>
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<tr>
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<th>Percent of Exits</th>
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<th>Transfers:*</th>
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<td>0</td>
<td>0.0%</td>
<td></td>
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<tr>
<td>Butler</td>
<td>0</td>
<td>0.0%</td>
<td></td>
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<tr>
<td>Milton</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Central Avenue</td>
<td>0</td>
<td>0.0%</td>
<td></td>
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<tr>
<td>Valley Road</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Capen Street</td>
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<td>Mattapan</td>
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* 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**  
(continuation)  

Expanded Results  

<table>
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<tr>
<th>GREEN LINE-B</th>
<th>Entry Stop: BU West to Babcock</th>
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<tr>
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<th>Exits:</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<td>North Station-G</td>
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<td>48</td>
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<tr>
<td>Haymarket-G</td>
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<tr>
<td>Arlington</td>
<td>47</td>
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<td>29</td>
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<tr>
<td>Copley</td>
<td>103</td>
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<td>176</td>
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<td>Kenmore</td>
<td>229</td>
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</tr>
<tr>
<td>Prudential</td>
<td>0</td>
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<td>Symphony</td>
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<tr>
<td>C Brandon-Cleveland Cir.</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>24</td>
<td>1.2%</td>
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<tr>
<td>D Brook. Vill.-Brook.Hills</td>
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<td>D Beaconsfield-Ches.Hill</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>16</td>
<td>0.8%</td>
<td></td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
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</tr>
<tr>
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</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
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</tr>
<tr>
<td>Green Line B: Unspecified</td>
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</tr>
<tr>
<td>Green Line C: Unspecified</td>
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<td>Green Line D: Unspecified</td>
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</tr>
<tr>
<td>Green Line E: Unspecified</td>
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</tr>
<tr>
<td>Green Line Total:</td>
<td>1,920</td>
<td>91.9%</td>
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**Summary**

- Red Line Total: 97 4.7%
- Mattapan Line Total: 0 0.0%
- Orange Line Total: 48 2.3%
- Blue Line Total: 24 1.2%
- Green Line Total: 1,920 91.9%
- Overall Total: 2,089 100.0%
- No Response: 48

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

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<thead>
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</tr>
<tr>
<td>Davis</td>
<td>0</td>
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</tr>
<tr>
<td>Porter</td>
<td>30</td>
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<td></td>
</tr>
<tr>
<td>Harvard</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Central</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>52</td>
<td>1.4%</td>
<td></td>
</tr>
<tr>
<td>Charles/NGH</td>
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</tr>
<tr>
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</tr>
<tr>
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<td>Andrew</td>
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<tr>
<td>J FK/UMass</td>
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### Orange Line

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</tr>
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</tr>
<tr>
<td>Wellington</td>
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</tr>
<tr>
<td>Sullivan Square</td>
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<tr>
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</tr>
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</tr>
<tr>
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</tr>
<tr>
<td>Downtown Crossing-O</td>
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<tr>
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### Blue Line

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</tr>
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</tr>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Airport</td>
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<td>0.0%</td>
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</tr>
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<td>Maverick</td>
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<td>State-B</td>
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<tr>
<td>Government Center-B</td>
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<td>Bowdoin</td>
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<td>0.4%</td>
<td></td>
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### Mattapan High Speed Line

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<th>Transfers:*</th>
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</tr>
<tr>
<td>Cedar Grove</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Butler</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Milton</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Central Avenue</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Valley Road</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Capen Street</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Mattapan</td>
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<td>0.0%</td>
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<tr>
<td>Mattapan Line Total:</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System (cont'd)

**Green Line-B**

Entry Stop: Packards Corner to Harvard Ave.

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<th>Exits</th>
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<th>Transfers:*</th>
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<tr>
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</tr>
<tr>
<td>Science Park</td>
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<td>0.2%</td>
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</tr>
<tr>
<td>North Station-G</td>
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</tr>
<tr>
<td>Haymarket-G</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Government Center-G</td>
<td>231</td>
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<td>180</td>
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<tr>
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</tr>
<tr>
<td>Arlington</td>
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</tr>
<tr>
<td>Copley</td>
<td>309</td>
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<td>28</td>
</tr>
<tr>
<td>Hynes Convention Center</td>
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<tr>
<td>Kenmore</td>
<td>127</td>
<td>3.5%</td>
<td>20</td>
</tr>
<tr>
<td>Prudential</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Symphony</td>
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<td>0.0%</td>
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</tr>
<tr>
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<td>46</td>
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<tr>
<td>C Brandon-Cleveland Cir.</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>D Fenway-Longwood</td>
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<td>0.6%</td>
<td></td>
</tr>
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<td>D Brook. Vill.-Brook.Hills</td>
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<td>0.0%</td>
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<tr>
<td>D Beaconsfield-Ches.Hill</td>
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<td>0.0%</td>
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<tr>
<td>D Newton Ctr.-Eliot</td>
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<tr>
<td>D Waban-Riverside</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
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<td>0.8%</td>
<td></td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
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<td>0.0%</td>
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</tr>
<tr>
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</tr>
<tr>
<td>Green Line C: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line D: Unspecified</td>
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<td>0.0%</td>
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</table>

* 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**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alewife</td>
<td>0</td>
<td>0.0%</td>
<td>Oak Grove</td>
</tr>
<tr>
<td>Davis</td>
<td>0</td>
<td>0.0%</td>
<td>Maiden</td>
</tr>
<tr>
<td>Porter</td>
<td>17</td>
<td>0.6%</td>
<td>Wellington</td>
</tr>
<tr>
<td>Harvard</td>
<td>17</td>
<td>0.6%</td>
<td>Sullivan Square</td>
</tr>
<tr>
<td>Central</td>
<td>4</td>
<td>0.2%</td>
<td>Community College</td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>70</td>
<td>2.5%</td>
<td>North Station-O</td>
</tr>
<tr>
<td>Charles/MBG</td>
<td>54</td>
<td>1.9%</td>
<td>Haymarket-O</td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>0.0%</td>
<td>State-O</td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
<td>0</td>
<td>0.0%</td>
<td>Downtown Crossing-O</td>
</tr>
<tr>
<td>South Station</td>
<td>77</td>
<td>2.7%</td>
<td>Chinatown</td>
</tr>
<tr>
<td>Broadway</td>
<td>0</td>
<td>0.0%</td>
<td>NE Medical Center</td>
</tr>
<tr>
<td>Andrew</td>
<td>0</td>
<td>0.0%</td>
<td>Back Bay</td>
</tr>
<tr>
<td>J FK/UMass</td>
<td>23</td>
<td>0.8%</td>
<td>Massachusetts Ave</td>
</tr>
<tr>
<td>Savin Hill</td>
<td>0</td>
<td>0.0%</td>
<td>Ruggles</td>
</tr>
<tr>
<td>Fields Corner</td>
<td>0</td>
<td>0.0%</td>
<td>Roxbury Crossing</td>
</tr>
<tr>
<td>Shawmut</td>
<td>0</td>
<td>0.0%</td>
<td>Jackson Square</td>
</tr>
<tr>
<td>Ashmont-R</td>
<td>11</td>
<td>0.4%</td>
<td>Stony Brook</td>
</tr>
<tr>
<td>North Quincy</td>
<td>4</td>
<td>0.2%</td>
<td>Green Street</td>
</tr>
<tr>
<td>Wollaston</td>
<td>0</td>
<td>0.0%</td>
<td>Forest Hills</td>
</tr>
<tr>
<td>Quincy Center</td>
<td>0</td>
<td>0.0%</td>
<td>Orange Line: Unspecified</td>
</tr>
<tr>
<td>Quincy Adams</td>
<td>0</td>
<td>0.0%</td>
<td>Orange Line Total:</td>
</tr>
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<td>Braintree</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
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</tr>
<tr>
<td>Red Line Total:</td>
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<td>9.7%</td>
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<table>
<thead>
<tr>
<th>Blue Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Mattapan High Speed Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wonderland</td>
<td>11</td>
<td>0.4%</td>
<td>Ashmont-M</td>
</tr>
<tr>
<td>Revere Beach</td>
<td>0</td>
<td>0.0%</td>
<td>Cedar Grove</td>
</tr>
<tr>
<td>Beachmont</td>
<td>0</td>
<td>0.0%</td>
<td>Butler</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>11</td>
<td>0.4%</td>
<td>Milton</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>6</td>
<td>0.2%</td>
<td>Central Avenue</td>
</tr>
<tr>
<td>Wood Island</td>
<td>6</td>
<td>0.2%</td>
<td>Valley Road</td>
</tr>
<tr>
<td>Airport</td>
<td>16</td>
<td>0.6%</td>
<td>Capen Street</td>
</tr>
<tr>
<td>Maverick</td>
<td>0</td>
<td>0.0%</td>
<td>Mattapan</td>
</tr>
<tr>
<td>Aquarium</td>
<td>0</td>
<td>0.0%</td>
<td>Mattapan Line:</td>
</tr>
<tr>
<td>State-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Bowdoin</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Blue Line: Unspecified</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Blue Line Total:</td>
<td>50</td>
<td>1.7%</td>
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</table>

* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System (cont’d)

**Entry Stop:** Griggs St. to Warren St.

**GREEN LINE-B**

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<thead>
<tr>
<th>Summary</th>
<th>Exits</th>
<th>Percent of Riders</th>
</tr>
</thead>
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<td>Red Line Total:</td>
<td>277</td>
<td>9.7%</td>
</tr>
<tr>
<td>Mattapan Line Total:</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Orange Line Total:</td>
<td>58</td>
<td>2.0%</td>
</tr>
<tr>
<td>Blue Line Total:</td>
<td>50</td>
<td>1.7%</td>
</tr>
<tr>
<td>Green Line Total:</td>
<td>2,459</td>
<td>86.5%</td>
</tr>
<tr>
<td>Overall Total</td>
<td>2,843</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Response</td>
<td>34</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Green Line</th>
<th>Exits</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lechmere</td>
<td>22</td>
<td>0.8%</td>
<td></td>
</tr>
<tr>
<td>Science Park</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>North Station-G</td>
<td>23</td>
<td>0.8%</td>
<td>58</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>11</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>Government Center-G</td>
<td>293</td>
<td>10.3%</td>
<td>109</td>
</tr>
<tr>
<td>Park Street-G</td>
<td>378</td>
<td>13.3%</td>
<td>325</td>
</tr>
<tr>
<td>Boylston</td>
<td>165</td>
<td>5.8%</td>
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</tr>
<tr>
<td>Arlington</td>
<td>146</td>
<td>5.1%</td>
<td>43</td>
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<tr>
<td>Copley</td>
<td>232</td>
<td>8.1%</td>
<td>6</td>
</tr>
<tr>
<td>Hynes Convention Center</td>
<td>230</td>
<td>8.1%</td>
<td></td>
</tr>
<tr>
<td>Kenmore</td>
<td>90</td>
<td>3.2%</td>
<td>11</td>
</tr>
<tr>
<td>Prudential</td>
<td>0</td>
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<td></td>
</tr>
<tr>
<td>Symphony</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>617</td>
<td>21.7%</td>
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</tr>
<tr>
<td>B Pack.Cnr.-Warren St.</td>
<td>51</td>
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</tr>
<tr>
<td>B Washington St.-BC</td>
<td>58</td>
<td>2.0%</td>
<td>90</td>
</tr>
<tr>
<td>C St.Mary's-Summit/Winchest</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>11</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>41</td>
<td>1.4%</td>
<td></td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>49</td>
<td>1.7%</td>
<td></td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>9</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>35</td>
<td>1.2%</td>
<td></td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line B: Unspecified</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line C: Unspecified</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Green Line D: Unspecified</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Green Line E: Unspecified</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line Total:</td>
<td>2,459</td>
<td>86.5%</td>
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</tr>
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* 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**

**Entry Stop:** Washington St. to Chiswick Rd.

#### Red Line

<table>
<thead>
<tr>
<th>Exit</th>
<th>Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alewife</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Davis</td>
<td>3</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Porter</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Harvard</td>
<td>7</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>Central</td>
<td>3</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>14</td>
<td>0.7%</td>
<td></td>
</tr>
<tr>
<td>Charles/MGH</td>
<td>19</td>
<td>1.0%</td>
<td></td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>South Station</td>
<td>61</td>
<td>3.3%</td>
<td></td>
</tr>
<tr>
<td>Broadway</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Andrew</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>J FK/UMass</td>
<td>16</td>
<td>0.8%</td>
<td></td>
</tr>
<tr>
<td>Savin Hill</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Fields Corner</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Shawmut</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Ashmont-R</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>North Quincy</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Wollaston</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Quincy Center</td>
<td>19</td>
<td>1.0%</td>
<td></td>
</tr>
<tr>
<td>Quincy Adams</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Braintree</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Red Line: Unspecified</td>
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</tr>
<tr>
<td><strong>Red Line Total:</strong></td>
<td>142</td>
<td>7.6%</td>
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#### Orange Line

<table>
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<th>Riders</th>
<th>Transfers:*</th>
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</thead>
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<tr>
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<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Maiden</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Wellington</td>
<td>7</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>Sullivan Square</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Community College</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>North Station-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Haymarket-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>State-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Downtown Crossing-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Chinatown</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>NE Medical Center</td>
<td>9</td>
<td>0.5%</td>
<td></td>
</tr>
<tr>
<td>Back Bay</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Massachusetts Ave</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Ruggles</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Roxbury Crossing</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Jackson Square</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Stony Brook</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Street</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Forest Hills</td>
<td>9</td>
<td>0.5%</td>
<td></td>
</tr>
<tr>
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</tr>
<tr>
<td><strong>Orange Line Total:</strong></td>
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</table>

#### Blue Line

<table>
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<th>Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wonderland</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Revere Beach</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Beachmont</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Orient Heights</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Airport</td>
<td>9</td>
<td>0.5%</td>
<td></td>
</tr>
<tr>
<td>Maverick</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Aquarium</td>
<td>8</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>State-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Bowdoin</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Blue Line: Unspecified</td>
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<td></td>
</tr>
<tr>
<td><strong>Blue Line Total:</strong></td>
<td>17</td>
<td>0.9%</td>
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</tbody>
</table>

#### Mattapan High Speed Line

<table>
<thead>
<tr>
<th>Exit</th>
<th>Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashmont-M</td>
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<td>0.0%</td>
<td></td>
</tr>
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<td><strong>Mattapan Line Total:</strong></td>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System

**Expanded Results**

**Entry Stop:** Washington St. to Chiswick Rd.

#### Green Line

<table>
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<tr>
<th>Exit</th>
<th>Exits</th>
<th>Riders</th>
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<td>D Newton Ctr.-Eliot</td>
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<td>90.1%</td>
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*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*

Entry Stop: Chesnut Hill Ave. to Boston College

**Expanded Results**

### Red Line

<table>
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<tr>
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<th>Riders</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<td>Oak Grove</td>
<td>0</td>
</tr>
<tr>
<td>Davis</td>
<td>24</td>
<td>2.3%</td>
<td>Malden</td>
<td>0</td>
</tr>
<tr>
<td>Porter</td>
<td>0</td>
<td>0.0%</td>
<td>Wellington</td>
<td>0</td>
</tr>
<tr>
<td>Harvard</td>
<td>14</td>
<td>1.4%</td>
<td>Sullivan Square</td>
<td>0</td>
</tr>
<tr>
<td>Central</td>
<td>9</td>
<td>0.9%</td>
<td>Community College</td>
<td>0</td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>0</td>
<td>0.0%</td>
<td>North Station-O</td>
<td>0</td>
</tr>
<tr>
<td>Charles/MGH</td>
<td>0</td>
<td>0.0%</td>
<td>Haymarket-O</td>
<td>0</td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>0.0%</td>
<td>State-O</td>
<td>0</td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
<td>31</td>
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<td>Downtown Crossing-O</td>
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<tr>
<td>South Station</td>
<td>9</td>
<td>0.9%</td>
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<td>14</td>
</tr>
<tr>
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<td>NE Medical Center</td>
<td>0</td>
</tr>
<tr>
<td>Andrew</td>
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<td>0.7%</td>
<td>Back Bay</td>
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</tr>
<tr>
<td>J FK/UMass</td>
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<td>0.0%</td>
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<td>Ruggles</td>
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<td>Fields Corner</td>
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<td>0.0%</td>
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<td>Shawmut</td>
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<td>0.0%</td>
<td>Jackson Square</td>
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<td>0.0%</td>
<td>Stony Brook</td>
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<tr>
<td>North Quincy</td>
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<tr>
<td>Quincy Center</td>
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<tr>
<td>Quincy Adams</td>
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### Orange Line

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<th>Transfers:*</th>
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<td>0.0%</td>
<td>Oak Grove</td>
<td>0</td>
</tr>
<tr>
<td>Davis</td>
<td>24</td>
<td>2.3%</td>
<td>Malden</td>
<td>0</td>
</tr>
<tr>
<td>Porter</td>
<td>0</td>
<td>0.0%</td>
<td>Wellington</td>
<td>0</td>
</tr>
<tr>
<td>Harvard</td>
<td>14</td>
<td>1.4%</td>
<td>Sullivan Square</td>
<td>0</td>
</tr>
<tr>
<td>Central</td>
<td>9</td>
<td>0.9%</td>
<td>Community College</td>
<td>0</td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>0</td>
<td>0.0%</td>
<td>North Station-O</td>
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<tr>
<td>Charles/MGH</td>
<td>0</td>
<td>0.0%</td>
<td>Haymarket-O</td>
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<tr>
<td>Park Street-R</td>
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<td>State-O</td>
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<tr>
<td>Downtown Crossing-R</td>
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<tr>
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<td>0.9%</td>
<td>Chinatown</td>
<td>14</td>
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<tr>
<td>Broadway</td>
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<td>0.0%</td>
<td>NE Medical Center</td>
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<tr>
<td>Andrew</td>
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<td>0.7%</td>
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<td>0</td>
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<td>Ruggles</td>
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<tr>
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### Mattapan High Speed Line

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<td>0.0%</td>
<td>Cedar Grove</td>
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<tr>
<td>Beachmont</td>
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<td>0.0%</td>
<td>Butler</td>
<td>0</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>0.0%</td>
<td>Milton</td>
<td>0</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>0</td>
<td>0.0%</td>
<td>Central Avenue</td>
<td>0</td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>0.0%</td>
<td>Valley Road</td>
<td>0</td>
</tr>
<tr>
<td>Airport</td>
<td>0</td>
<td>0.0%</td>
<td>Capen Street</td>
<td>0</td>
</tr>
<tr>
<td>Maverick</td>
<td>0</td>
<td>0.0%</td>
<td>Mattapan</td>
<td>0</td>
</tr>
<tr>
<td>Aquarium</td>
<td>0</td>
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<td>Mattapan Line Total:</td>
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<tr>
<td>State-B</td>
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</tr>
<tr>
<td>Government Center-B</td>
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<tr>
<td>Bowdoin</td>
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<td>Blue Line: Unspecified</td>
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</tr>
<tr>
<td>Blue Line Total:</td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System (cont'd)

**Entry Stop: Chesnut Hill Ave. to Boston College**

**Rapid Transit Survey**

**GREEN LINE-B**

<table>
<thead>
<tr>
<th>Green Line</th>
<th>Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lechmere</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Science Park</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>North Station-G</td>
<td>39</td>
<td>3.7%</td>
<td>24</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Government Center-G</td>
<td>75</td>
<td>7.1%</td>
<td>31</td>
</tr>
<tr>
<td>Park Street-G</td>
<td>90</td>
<td>8.6%</td>
<td>141</td>
</tr>
<tr>
<td>Boylston</td>
<td>19</td>
<td>1.8%</td>
<td></td>
</tr>
<tr>
<td>Arlington</td>
<td>0</td>
<td>0.0%</td>
<td>24</td>
</tr>
<tr>
<td>Copley</td>
<td>79</td>
<td>7.5%</td>
<td>9</td>
</tr>
<tr>
<td>Hynes Convention Center</td>
<td>43</td>
<td>4.1%</td>
<td></td>
</tr>
<tr>
<td>Kenmore</td>
<td>57</td>
<td>5.4%</td>
<td></td>
</tr>
<tr>
<td>Prudential</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Symphony</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>274</td>
<td>26.1%</td>
<td></td>
</tr>
<tr>
<td>B Pack.Cnr.-Warren St.</td>
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<td>14.6%</td>
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<tr>
<td>B Washington St.-BC</td>
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<td>4.6%</td>
<td></td>
</tr>
<tr>
<td>C St.Mary's-Summit/Winchest</td>
<td>7</td>
<td>0.7%</td>
<td></td>
</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>24</td>
<td>2.3%</td>
<td></td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line B: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line C: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line D: Unspecified</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line E: Unspecified</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line Total:</td>
<td>909</td>
<td>86.4%</td>
<td></td>
</tr>
</tbody>
</table>

**Summary**

<table>
<thead>
<tr>
<th>Exit Route Total:</th>
<th>Exits</th>
<th>Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red Line Total:</td>
<td>119</td>
<td>11.3%</td>
</tr>
<tr>
<td>Mattapan Line Total:</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Orange Line Total:</td>
<td>24</td>
<td>2.3%</td>
</tr>
<tr>
<td>Blue Line Total:</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Green Line Total:</td>
<td>909</td>
<td>86.4%</td>
</tr>
<tr>
<td>Overall Total</td>
<td>1,052</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Response</td>
<td>0</td>
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* 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**

**Entry Stop:** St. Mary’s St. to Kent St.

**Expanded Results**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alewife</td>
<td>3</td>
<td>Oak Grove</td>
<td>0</td>
</tr>
<tr>
<td>Davis</td>
<td>8</td>
<td>Maiden</td>
<td>0</td>
</tr>
<tr>
<td>Porter</td>
<td>0</td>
<td>Wellington</td>
<td>0</td>
</tr>
<tr>
<td>Harvard</td>
<td>5</td>
<td>Sullivan Square</td>
<td>0</td>
</tr>
<tr>
<td>Central</td>
<td>0</td>
<td>Community College</td>
<td>0</td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>42</td>
<td>North Station-O</td>
<td>0</td>
</tr>
<tr>
<td>Charles/MGH</td>
<td>30</td>
<td>Haymarket-O</td>
<td>0</td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>State-O</td>
<td>0</td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
<td>0</td>
<td>Downtown Crossing-O</td>
<td>0</td>
</tr>
<tr>
<td>South Station</td>
<td>40</td>
<td>Chinatown</td>
<td>0</td>
</tr>
<tr>
<td>Broadway</td>
<td>0</td>
<td>NE Medical Center</td>
<td>0</td>
</tr>
<tr>
<td>Andrew</td>
<td>0</td>
<td>Back Bay</td>
<td>0</td>
</tr>
<tr>
<td>J FK/UMass</td>
<td>16</td>
<td>Massachusetts Ave</td>
<td>0</td>
</tr>
<tr>
<td>Savin Hill</td>
<td>0</td>
<td>Ruggles</td>
<td>0</td>
</tr>
<tr>
<td>Fields Corner</td>
<td>0</td>
<td>Roxbury Crossing</td>
<td>0</td>
</tr>
<tr>
<td>Shawmut</td>
<td>0</td>
<td>Jackson Square</td>
<td>0</td>
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<td>Ashmont-R</td>
<td>3</td>
<td>Stony Brook</td>
<td>0</td>
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<td>North Quincy</td>
<td>0</td>
<td>Green Street</td>
<td>0</td>
</tr>
<tr>
<td>Wollaston</td>
<td>0</td>
<td>Forest Hills</td>
<td>8</td>
</tr>
<tr>
<td>Quincy Center</td>
<td>0</td>
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<tr>
<td>Quincy Adams</td>
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<tr>
<td>Braintree</td>
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</tr>
<tr>
<td>Red Line: Unspecified</td>
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<td></td>
<td></td>
</tr>
<tr>
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</table>

<table>
<thead>
<tr>
<th>Blue Line</th>
<th>Percent of Riders</th>
<th>Mattapan High Speed Line</th>
</tr>
</thead>
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<td>Wonderland</td>
<td>0</td>
<td>Ashmont-M</td>
</tr>
<tr>
<td>Revere Beach</td>
<td>0</td>
<td>Cedar Grove</td>
</tr>
<tr>
<td>Beachmont</td>
<td>0</td>
<td>Butler</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>Milton</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>0</td>
<td>Central Avenue</td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>Valley Road</td>
</tr>
<tr>
<td>Airport</td>
<td>11</td>
<td>Capen Street</td>
</tr>
<tr>
<td>Maverick</td>
<td>24</td>
<td>Mattapan</td>
</tr>
<tr>
<td>Aquarium</td>
<td>8</td>
<td>Mattapan Line Total:</td>
</tr>
<tr>
<td>State-B</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Bowdoin</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Blue Line: Unspecified</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Blue Line Total:</td>
<td>43</td>
<td></td>
</tr>
</tbody>
</table>

* The role of transfers in these exit data tables is explained in section 6.1.
### Exit Stops: St. Mary's St. to Kent St.

#### Results

<table>
<thead>
<tr>
<th>Exit Stop</th>
<th>Exits</th>
<th>Percent of Riders</th>
<th>Transfers:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lechmere</td>
<td>11</td>
<td>0.8%</td>
<td></td>
</tr>
<tr>
<td>Science Park</td>
<td>3</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>North Station-G</td>
<td>54</td>
<td>3.9%</td>
<td>14</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>14</td>
<td>1.0%</td>
<td></td>
</tr>
<tr>
<td>Government Center-G</td>
<td>148</td>
<td>10.7%</td>
<td>43</td>
</tr>
<tr>
<td>Park Street-G</td>
<td>249</td>
<td>18.0%</td>
<td>154</td>
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<tr>
<td>Boylston</td>
<td>72</td>
<td>5.2%</td>
<td></td>
</tr>
<tr>
<td>Arlington</td>
<td>42</td>
<td>3.0%</td>
<td></td>
</tr>
<tr>
<td>Copley</td>
<td>146</td>
<td>10.6%</td>
<td>16</td>
</tr>
<tr>
<td>Hynes Convention Center</td>
<td>94</td>
<td>6.8%</td>
<td></td>
</tr>
<tr>
<td>Kenmore</td>
<td>57</td>
<td>4.1%</td>
<td>26</td>
</tr>
<tr>
<td>Prudential</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Symphony</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>8</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>B Pack.Cnr.-Warren St.</td>
<td>8</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>B Washington St.-BC</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>C St. Mary's-Summit/Winchest</td>
<td>164</td>
<td>11.8%</td>
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</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>91</td>
<td>6.6%</td>
<td></td>
</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>8</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>2</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>8</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>E Long.Med.-Brig.Cir.</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line B: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line C: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line D: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line E: Unspecified</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line Total:</td>
<td>1,181</td>
<td>85.2%</td>
<td></td>
</tr>
</tbody>
</table>

### Summary

- Red Line Total: 154, 11.1%
- Mattapan Line Total: 0, 0.0%
- Orange Line Total: 8, 0.6%
- Blue Line Total: 43, 3.1%
- Green Line Total: 1,181, 85.2%
- Overall Total: 1,386, 100.0%
- No Response: 23

*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**

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

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Exits</th>
<th>Riders</th>
<th>Transfers: *</th>
<th>Orange Line</th>
<th>Exits</th>
<th>Riders</th>
<th>Transfers: *</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alewife</td>
<td>8</td>
<td>0.2%</td>
<td></td>
<td>Oak Grove</td>
<td>8</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Davis</td>
<td>18</td>
<td>0.5%</td>
<td></td>
<td>Malden</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Porter</td>
<td>15</td>
<td>0.4%</td>
<td></td>
<td>Wellington</td>
<td>16</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>Harvard</td>
<td>35</td>
<td>1.0%</td>
<td></td>
<td>Sullivan Square</td>
<td>10</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Central</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Community College</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>83</td>
<td>2.3%</td>
<td></td>
<td>North Station-O</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Charles/MBGH</td>
<td>47</td>
<td>1.3%</td>
<td></td>
<td>Haymarket-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>State-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
<td>7</td>
<td>0.2%</td>
<td></td>
<td>Downtown Crossing-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>South Station</td>
<td>140</td>
<td>4.0%</td>
<td></td>
<td>Chinatown</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Broadway</td>
<td>26</td>
<td>0.7%</td>
<td></td>
<td>NE Medical Center</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Andrew</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Back Bay</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>JFK/UMass</td>
<td>43</td>
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<td>Massachusetts Ave</td>
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| Red Line: Unspecified     | 0     | 0.0%   |              |                             |       |        |              |
| Red Line Total:           | 444   | 12.5%  |              |                             |       |        |              |

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<th>Exits</th>
<th>Riders</th>
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<td>Butler</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System (cont'd)

#### GREEN LINE-C

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

**Summary**

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<th>Exit Description</th>
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* 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

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<td>Davis</td>
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<td>0.0%</td>
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<td>Harvard</td>
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<tr>
<td>Broadway</td>
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<tr>
<td>Andrew</td>
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<td>0.0%</td>
</tr>
<tr>
<td>J FK/UMass</td>
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<tr>
<td>Fields Corner</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Shawmut</td>
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<td>0.0%</td>
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<tr>
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<tr>
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### Mattapan High Speed Line

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<td>Cedar Grove</td>
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<tr>
<td>Butler</td>
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<td>Milton</td>
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<tr>
<td>Central Avenue</td>
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<td>Valley Road</td>
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<tr>
<td>Capen Street</td>
</tr>
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<td>Mattapan</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System

#### (cont'd)

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<th>Transfers:*</th>
<th>Summary</th>
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#### Summary

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

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<td>Davis</td>
<td>4</td>
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<tr>
<td>Porter</td>
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<td>0.0%</td>
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<tr>
<td>Harvard</td>
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<tr>
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</tr>
<tr>
<td>Fields Corner</td>
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<td>0.0%</td>
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<td>Wollaston</td>
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<tr>
<td>Quincy Center</td>
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<tr>
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### Orange Line

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### Mattapan High Speed Line

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<td>Butler</td>
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<td>Milton</td>
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<td>Central Avenue</td>
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<td>Valley Road</td>
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<tr>
<td>Capen Street</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exit Data Tables

#### Green Line Entries

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* 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**

**Entry Station:** Fenway

### Expanded Results

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### Blue Line

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<th>Mattapan High Speed Line</th>
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<td>Suffolk Downs</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System

#### (cont'd)

**Green Line**

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</tr>
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<td>25</td>
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<tr>
<td>Symphony</td>
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<td>0.0%</td>
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<td>B Blandford-Babcock</td>
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<tr>
<td>B Pack.Cnr.-Warren St.</td>
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<td>B Washington St.-BC</td>
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</tr>
<tr>
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<td>0.0%</td>
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<tr>
<td>C Brandon-Cleveland Cir.</td>
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<td>D Beaconsfield-Ches.Hill</td>
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<td>D Newton Ctr.-Eliot</td>
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</tr>
<tr>
<td>D Waban-Riverside</td>
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<tr>
<td>E Northeastern-Museum</td>
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<td></td>
</tr>
<tr>
<td>E Long.Med.-Brig.Cir.</td>
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<td>0.3%</td>
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<tr>
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</table>

#### Summary

- Red Line Total: 196 18.9%
- Mattapan Line Total: 0 0.0%
- Orange Line Total: 35 3.4%
- Blue Line Total: 28 2.7%
- Green Line Total: 775 74.9%
- Overall Total: 1,034 100.0%
- No Response: 35

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

---

**GREEN LINE-D**

<table>
<thead>
<tr>
<th>Exit Station: Fenway</th>
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</thead>
</table>

#### Entry Station: Fenway

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<thead>
<tr>
<th>Exit</th>
<th>Exits</th>
<th>Percent of Riders</th>
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</thead>
<tbody>
<tr>
<td>Symphony</td>
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</tbody>
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**CTPS**

*20-May-10*
# MBTA Surveys: 2008-09

## Rapid Transit Survey

### Exits from the Rapid Transit System

#### Expanded Results

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<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Orange Line</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Exits: 18</td>
<td>Oak Grove: 18</td>
<td>Exits: 0</td>
<td>Oak Grove: 0</td>
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<tr>
<td></td>
<td>Riders: 16%</td>
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<tr>
<td></td>
<td>Transfers: 0%</td>
<td>Sullivan Square: 9%</td>
<td>Transfers: 0%</td>
<td>Sullivan Square: 0%</td>
</tr>
<tr>
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<td>0</td>
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<td>Community College: 0%</td>
</tr>
<tr>
<td>Davis</td>
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<td>9</td>
<td>Haymarket-O: 0%</td>
<td>9</td>
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<tr>
<td>Harvard</td>
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<td>State-O: 0%</td>
<td>9</td>
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<tr>
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</tr>
<tr>
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</tr>
<tr>
<td>Park Street-R</td>
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<td>Back Bay: 0%</td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
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<td>Ruggles: 0%</td>
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<td>Ruggles: 0%</td>
</tr>
<tr>
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<td>26</td>
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</tr>
<tr>
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<td>0</td>
<td>Roxbury Crossing: 0%</td>
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<tr>
<td>Andrew</td>
<td>0</td>
<td>Jackson Square: 0%</td>
<td>0</td>
<td>Jackson Square: 0%</td>
</tr>
<tr>
<td>JFK/UMass</td>
<td>0</td>
<td>Stony Brook: 0%</td>
<td>0</td>
<td>Stony Brook: 0%</td>
</tr>
<tr>
<td>Savin Hill</td>
<td>0</td>
<td>Green Street: 0%</td>
<td>0</td>
<td>Green Street: 0%</td>
</tr>
<tr>
<td>Fields Corner</td>
<td>0</td>
<td>Forest Hills: 0%</td>
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</tr>
<tr>
<td>Shawmut</td>
<td>0</td>
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<td>0</td>
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</tr>
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<td>0.0%</td>
</tr>
<tr>
<td>Wollaston</td>
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<tr>
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</tr>
<tr>
<td>Quincy Adams</td>
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<td>0.0%</td>
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<td>Braintree</td>
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<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
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<tr>
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#### Blue Line

<table>
<thead>
<tr>
<th>Blue Line</th>
<th>Percent of Riders</th>
<th>Mattapan High Speed Line</th>
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</thead>
<tbody>
<tr>
<td>Wonderlan</td>
<td>0</td>
<td>Ashmont-M: 0</td>
</tr>
<tr>
<td>Revere Beach</td>
<td>0</td>
<td>Cedar Grove: 0</td>
</tr>
<tr>
<td>Beachmont</td>
<td>0</td>
<td>Butler: 0</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>Milton: 0</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>9</td>
<td>Central Avenue: 0</td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>Valley Road: 0</td>
</tr>
<tr>
<td>Airport</td>
<td>0</td>
<td>Capen Street: 0</td>
</tr>
<tr>
<td>Maverick</td>
<td>0</td>
<td>Mattapan: 0</td>
</tr>
<tr>
<td>Aquarium</td>
<td>9</td>
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</tr>
<tr>
<td>State-B</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Government Center-B</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Bowdoin</td>
<td>0</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Blue Line Total: 18</td>
<td>1.8%</td>
<td>1.8%</td>
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</tbody>
</table>

* 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**  
(continuation)

#### Expanded Results

<table>
<thead>
<tr>
<th>Green Line</th>
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<th>Transfers:*</th>
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<tbody>
<tr>
<td>Lechmere</td>
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<tr>
<td>Science Park</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>North Station-G</td>
<td>53</td>
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</tr>
<tr>
<td>Haymarket-G</td>
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<td>0.0%</td>
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<tr>
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<td>76</td>
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<tr>
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<td>Boylston</td>
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<tr>
<td>Arlington</td>
<td>41</td>
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<tr>
<td>Copley</td>
<td>44</td>
<td>4.4%</td>
</tr>
<tr>
<td>Hynes Convention Center</td>
<td>64</td>
<td>6.5%</td>
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<tr>
<td>Kenmore</td>
<td>35</td>
<td>3.5%</td>
</tr>
<tr>
<td>Prudential</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Symphony</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>B Pack.Cnr.-Warren St.</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>B Washington St.-BC</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>C St.Mary's-Summit/Winchester</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>23</td>
<td>2.3%</td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>44</td>
<td>4.4%</td>
</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>148</td>
<td>14.8%</td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>89</td>
<td>8.9%</td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>74</td>
<td>7.4%</td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>E Long.Med.-Brig Cir.</td>
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<td>0.0%</td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
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<td>Green Line E: Unspecified</td>
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<tr>
<td>Green Line Total:</td>
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</table>

#### Summary

- **Red Line Total:**
  - Exits: 131
  - Percent of Riders: 13.2%

- **Mattapan Line Total:**
  - Exits: 0
  - Percent of Riders: 0.0%

- **Orange Line Total:**
  - Exits: 0
  - Percent of Riders: 0.0%

- **Blue Line Total:**
  - Exits: 18
  - Percent of Riders: 1.8%

- **Green Line Total:**
  - Exits: 849
  - Percent of Riders: 85.1%

- **Overall Total:**
  - Exits: 998
  - Percent of Riders: 100.0%

- **No Response:**
  - Exits: 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**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
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<td>Oak Grove</td>
<td>Exits:</td>
</tr>
<tr>
<td></td>
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<td>Malden</td>
<td>Riders:</td>
</tr>
<tr>
<td></td>
<td>Transfers:*</td>
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<td>Transfers:*</td>
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<tr>
<td>Alewife</td>
<td>5</td>
<td>Sullivan Square</td>
<td>8</td>
</tr>
<tr>
<td>Davis</td>
<td>0</td>
<td>Community College</td>
<td>0</td>
</tr>
<tr>
<td>Porter</td>
<td>0</td>
<td>North Station-O</td>
<td>0</td>
</tr>
<tr>
<td>Harvard</td>
<td>17</td>
<td>Haymarket-O</td>
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<tr>
<td>Central</td>
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<td>State-O</td>
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<td>Andrew</td>
<td>0</td>
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<td>JFK/UMass</td>
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<td>Savin Hill</td>
<td>0</td>
<td>Stony Brook</td>
<td>0</td>
</tr>
<tr>
<td>Fields Corner</td>
<td>0</td>
<td>Green Street</td>
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<tr>
<td>Shawmut</td>
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<td></td>
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</tr>
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<table>
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<th>Mattapan High Speed Line</th>
<th>Percent of Riders</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Exits:</td>
<td>Ashmont-M</td>
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</tr>
<tr>
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<td>Cedar Grove</td>
<td>Riders:</td>
</tr>
<tr>
<td></td>
<td>Transfers:*</td>
<td>Butler</td>
<td>Transfers:*</td>
</tr>
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<td>0</td>
<td>Valley Road</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
## Exits from the Rapid Transit System

### GREEN LINE-D

**Entry Station:** Brookline Village

### Expanded Results

<table>
<thead>
<tr>
<th>Green Line</th>
<th>Exits:</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<th>Exits:</th>
<th>Percent of Riders</th>
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<td>0.0%</td>
</tr>
<tr>
<td>North Station-G</td>
<td>10</td>
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<td>25</td>
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<td>Haymarket-G</td>
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<td>16</td>
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<tr>
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<td></td>
<td></td>
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* The role of transfers in these exit data tables is explained in section 6.1.
## Exits from the Rapid Transit System

### Red Line

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<th>Station</th>
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<th>Percent of Riders</th>
<th>Transfers:*</th>
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</tr>
<tr>
<td>Davis</td>
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<td>0.6%</td>
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<tr>
<td>Porter</td>
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<td>0.0%</td>
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<tr>
<td>Central</td>
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<td>0.6%</td>
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</tr>
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<td>Kendall/MIT</td>
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<td>1.0%</td>
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<tr>
<td>Charles/MGH</td>
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</tr>
<tr>
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</tr>
<tr>
<td>Downtown Crossing-R</td>
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<tr>
<td>South Station</td>
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<td>0</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Andrew</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>J FK/UMass</td>
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<tr>
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</tr>
<tr>
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</tr>
<tr>
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</tr>
<tr>
<td>Ashmont-R</td>
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<tr>
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<tr>
<td>Quincy Center</td>
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### Orange Line

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<th>Transfers:*</th>
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<td>Wellington</td>
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<td>0.0%</td>
<td></td>
</tr>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>State-O</td>
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<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Downtown Crossing-O</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Chinatown</td>
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<tr>
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### Blue Line

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<th>Percent of Riders</th>
<th>Transfers:*</th>
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</thead>
<tbody>
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<tr>
<td>Beachmont</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Suffolk Downs</td>
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<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Orient Heights</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Airport</td>
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<td>0.0%</td>
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<tr>
<td>Maverick</td>
<td>0</td>
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<td>Aquarium</td>
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<td>0.0%</td>
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<td></td>
</tr>
<tr>
<td>Government Center-B</td>
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</tr>
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<td>Bowdoin</td>
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### Mattapan High Speed Line

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<th>Transfers:*</th>
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</tr>
<tr>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Butler</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Milton</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Central Avenue</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Valley Road</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Capen Street</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Mattapan</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
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<td>0.0%</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System

#### (cont'd)

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<th>Exits</th>
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<th>Transfers:*</th>
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<td></td>
</tr>
<tr>
<td>Science Park</td>
<td>0</td>
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<td></td>
</tr>
<tr>
<td>North Station-G</td>
<td>17</td>
<td>1.6%</td>
<td>4</td>
</tr>
<tr>
<td>Haymarket-G</td>
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<tr>
<td>Government Center-G</td>
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#### Summary

- Red Line Total: 134, 12.3%
- Mattapan Line Total: 0, 0.0%
- Orange Line Total: 4, 0.3%
- Blue Line Total: 0, 0.0%
- Green Line Total: 952, 87.3%
- Overall Total: 1,091, 100.0%
- No Response: 17, 100.0%

---

* 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

**Entry Station:** Beaconsfield

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<th>Percent of Riders</th>
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<tr>
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<tr>
<td>Porter</td>
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<tr>
<td>Harvard</td>
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<tr>
<td>Central</td>
<td>3</td>
<td>0.4%</td>
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<tr>
<td>Kendall/MIT</td>
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<tr>
<td>Charles/MGH</td>
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<tr>
<td>J FK/UMass</td>
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<tr>
<td>Haymarket-O</td>
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* 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)

Expanded Results

Green Line Exits:

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<th>Summary</th>
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<td>Haymarket-G</td>
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<td>B Pack.Cnr.-Warren St.</td>
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<td>D Waban-Riverside</td>
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<td>E Northeastern-Museum</td>
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GREEN LINE-D

Entry Station: Beaconsfield

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<td>Mattapan Line Total:</td>
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<tr>
<td>Orange Line Total:</td>
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<td>Green Line Total:</td>
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<tr>
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<tr>
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* 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**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<tbody>
<tr>
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<td>Oak Grove</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Davis</td>
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<tr>
<td>Porter</td>
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<th>Transfers:*</th>
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* The role of transfers in these exit data tables is explained in section 6.1.
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<th>Percent of Riders</th>
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* 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**

**Entry Station:** Chestnut Hill

**Expanded Results**

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<tr>
<td>Kendall/MIT</td>
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<td>0.0%</td>
</tr>
<tr>
<td>J FK/UMass</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
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<td>0</td>
<td>0.0%</td>
</tr>
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<td>0.0%</td>
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</tr>
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<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Quincy Center</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Quincy Adams</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Braintree</td>
<td>0</td>
<td>0.0%</td>
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<td>Community College</td>
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<td>Haymarket-O</td>
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<tr>
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<tr>
<td>Ruggles</td>
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<tr>
<td>Roxbury Crossing</td>
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<tr>
<td>Jackson Square</td>
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<tr>
<td>Stony Brook</td>
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</tr>
<tr>
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<td>Beachmont</td>
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<tr>
<td>Suffolk Downs</td>
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<td>0.0%</td>
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<tr>
<td>Orient Heights</td>
<td>0</td>
<td>0.0%</td>
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<td>0.0%</td>
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<tr>
<td>Airport</td>
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<td>0.0%</td>
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<td>18</td>
<td>3.9%</td>
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<tr>
<td>Aquarium</td>
<td>3</td>
<td>0.7%</td>
</tr>
<tr>
<td>State-B</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Bowdoin</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System

**Expanded Results**

**GREEN LINE-D**

Entry Station: Chestnut Hill

#### Percent of Riders

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#### Percent of Riders Transfers:

- Red Line Total: 21
- Mattapan Line Total: 0
- Orange Line Total: 0
- Blue Line Total: 21
- Green Line Total: 370
- Overall Total: 464
- No Response: 21

#### Summary

- Green Line Total: 79.8%

---

*The role of transfers in these exit data tables is explained in section 6.1.*
## MBTA Surveys: 2008-09

### Rapid Transit Survey

#### Exits from the Rapid Transit System

**Expanded Results**

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<tr>
<th>Red Line</th>
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<th>Orange Line</th>
<th>Blue Line</th>
<th>Percent of Riders</th>
<th>Orange Line</th>
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<td>Exits:</td>
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**Blue Line**

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* 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)

**Expanded Results**

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<td></td>
<td></td>
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<td>E Fenwood Rd-Heath</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
## MBTA Surveys: 2008-09

### Exits from the Rapid Transit System

**Entry Station: Newton Highlands**

### Expanded Results

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<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<td>Exits:</td>
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<tr>
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<td>0.0%</td>
</tr>
<tr>
<td>Fields Corner</td>
<td>0</td>
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<td>Roxbury Crossing</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shawmut</td>
<td>0</td>
<td>0.0%</td>
<td>Jackson Square</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Ashmont-R</td>
<td>0</td>
<td>0.0%</td>
<td>Stony Brook</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>North Quincy</td>
<td>0</td>
<td>0.0%</td>
<td>Green Street</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Wollaston</td>
<td>0</td>
<td>0.0%</td>
<td>Forest Hills</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Quincy Center</td>
<td>0</td>
<td>0.0%</td>
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<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Quincy Adams</td>
<td>0</td>
<td>0.0%</td>
<td>Orange Line Total:</td>
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</tr>
<tr>
<td>Braintree</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Red Line Total:</td>
<td>69</td>
<td>11.8%</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Blue Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wonderland</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Revere Beach</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Beachmont</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Wood Island</td>
<td>4</td>
<td>0.7%</td>
</tr>
<tr>
<td>Airport</td>
<td>4</td>
<td>0.7%</td>
</tr>
<tr>
<td>Maverick</td>
<td>4</td>
<td>0.7%</td>
</tr>
<tr>
<td>Aquarium</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>State-B</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bowdoin</td>
<td>0</td>
<td>0.0%</td>
</tr>
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<td>0.0%</td>
</tr>
<tr>
<td>Blue Line Total:</td>
<td>12</td>
<td>2.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mattapan High Speed Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashmont-M</td>
</tr>
<tr>
<td>Cedar Grove</td>
</tr>
<tr>
<td>Butler</td>
</tr>
<tr>
<td>Milton</td>
</tr>
<tr>
<td>Central Avenue</td>
</tr>
<tr>
<td>Valley Road</td>
</tr>
<tr>
<td>Capen Street</td>
</tr>
<tr>
<td>Mattapan</td>
</tr>
<tr>
<td>Mattapan Line Total:</td>
</tr>
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</table>

* The role of transfers in these exit data tables is explained in section 6.1.
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Exits from the Rapid Transit System**

*Expanded Results*

### Green Line

<table>
<thead>
<tr>
<th>Exit Station</th>
<th>Exits</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lechmere</td>
<td>4</td>
<td>0.7%</td>
<td></td>
</tr>
<tr>
<td>Science Park</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>North Station-G</td>
<td>4</td>
<td>0.7%</td>
<td></td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Government Center-G</td>
<td>54</td>
<td>9.2%</td>
<td>19</td>
</tr>
<tr>
<td>Park Street-G</td>
<td>57</td>
<td>9.9%</td>
<td>69</td>
</tr>
<tr>
<td>Boylston</td>
<td>35</td>
<td>5.9%</td>
<td></td>
</tr>
<tr>
<td>Arlington</td>
<td>34</td>
<td>5.9%</td>
<td></td>
</tr>
<tr>
<td>Copley</td>
<td>34</td>
<td>5.9%</td>
<td></td>
</tr>
<tr>
<td>Hynes Convention Center</td>
<td>23</td>
<td>3.9%</td>
<td></td>
</tr>
<tr>
<td>Kenmore</td>
<td>12</td>
<td>2.0%</td>
<td>12</td>
</tr>
<tr>
<td>Prudential</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Symphony</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>8</td>
<td>1.3%</td>
<td></td>
</tr>
<tr>
<td>B Pack.Cnr.-Warren St.</td>
<td>8</td>
<td>1.3%</td>
<td></td>
</tr>
<tr>
<td>B Washington St.-BC</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>C St.Mary’s-Summit/Winchest</td>
<td>4</td>
<td>0.7%</td>
<td></td>
</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>134</td>
<td>23.0%</td>
<td></td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>19</td>
<td>3.3%</td>
<td></td>
</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>27</td>
<td>4.6%</td>
<td>8</td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>8</td>
<td>1.3%</td>
<td></td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>38</td>
<td>6.6%</td>
<td></td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line B: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line C: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line D: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line E: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line Total:</td>
<td>502</td>
<td>86.2%</td>
<td></td>
</tr>
</tbody>
</table>

### Summary

- **Red Line Total:**
  - 69 exits (11.8%)
- **Mattapan Line Total:**
  - 0 exits (0.0%)
- **Orange Line Total:**
  - 0 exits (0.0%)
- **Blue Line Total:**
  - 12 exits (2.0%)
- **Green Line Total:**
  - 502 exits (86.2%)
- **Overall Total:**
  - 583 exits (100.0%)
- **No Response:**
  - 8 exits (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**

**Entry Station: Eliot**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Exits: 0</td>
<td>Oak Grove: 0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Riders: 0.0%</td>
<td>Maiden: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Alewive</td>
<td></td>
<td>Wellington: 0</td>
<td></td>
</tr>
<tr>
<td>Davis</td>
<td></td>
<td>Sullivan Square: 4</td>
<td>0.8%</td>
</tr>
<tr>
<td>Porter</td>
<td></td>
<td>Community College: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Harvard</td>
<td>4</td>
<td>North Station-O: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Central</td>
<td>5</td>
<td>Haymarket-O: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>26</td>
<td>State-O: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Charles/IGH</td>
<td>9</td>
<td>Downtown Crossing-O: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>Chinatown: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
<td>0</td>
<td>NE Medical Center: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>South Station</td>
<td>5</td>
<td>Back Bay: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Broadway</td>
<td>0</td>
<td>Massachusetts Ave: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Andrew</td>
<td>0</td>
<td>Ruggles: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>J FK/UMass</td>
<td>0</td>
<td>Roxbury Crossing: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Savin Hill</td>
<td>0</td>
<td>Jackson Square: 4</td>
<td>0.8%</td>
</tr>
<tr>
<td>Fields Corner</td>
<td>0</td>
<td>Stony Brook: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shawmut</td>
<td>0</td>
<td>Green Street: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Ashmont-R</td>
<td>0</td>
<td>Forest Hills: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>North Quincy</td>
<td>0</td>
<td>Orange Line: Unspecified</td>
<td>0.0%</td>
</tr>
<tr>
<td>Wollaston</td>
<td>0</td>
<td>Orange Line Total: 7</td>
<td>1.6%</td>
</tr>
<tr>
<td>Quincy Center</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quincy Adams</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Braintree</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Red Line: Unspecified</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Red Line Total:</td>
<td>49</td>
<td></td>
<td>10.4%</td>
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<table>
<thead>
<tr>
<th>Blue Line</th>
<th>Percent of Riders</th>
<th>Mattapan High Speed Line</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Exits: 0</td>
<td>Ashmont-M: 0</td>
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</tr>
<tr>
<td>Wonderland</td>
<td>0</td>
<td>Cedar Grove: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Revere Beach</td>
<td>0</td>
<td>Butler: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Beachmont</td>
<td>0</td>
<td>Milton: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>Central Avenue: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>0</td>
<td>Valley Road: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>Capen Street: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Airport</td>
<td>0</td>
<td>Mattapan: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Maverick</td>
<td>0</td>
<td>Mattapan Line Total: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Aquarium</td>
<td>0</td>
<td>Mattapan: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>State-B</td>
<td>4</td>
<td>Mattapan Total: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td>Mattapan: 0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bowdoin</td>
<td>0</td>
<td>Mattapan: 0</td>
<td>0.0%</td>
</tr>
<tr>
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<td>Mattapan Total: 0</td>
<td>0.0%</td>
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</table>

* The role of transfers in these exit data tables is explained in section 6.1.
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Exits from the Rapid Transit System**

*Expanded Results*

**GREEN LINE-D**

Entry Station: Eliot

<table>
<thead>
<tr>
<th>Green Line Exits</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lechmere</td>
<td>0 0.0%</td>
<td></td>
</tr>
<tr>
<td>Science Park</td>
<td>0 0.0%</td>
<td></td>
</tr>
<tr>
<td>North Station-G</td>
<td>4 0.8%</td>
<td>4</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>7 1.6%</td>
<td></td>
</tr>
<tr>
<td>Government Center-G</td>
<td>65 13.7%</td>
<td>11</td>
</tr>
<tr>
<td>Park Street-G</td>
<td>53 11.2%</td>
<td>60</td>
</tr>
<tr>
<td>Boylston</td>
<td>26 5.4%</td>
<td></td>
</tr>
<tr>
<td>Arlington</td>
<td>28 5.9%</td>
<td>4</td>
</tr>
<tr>
<td>Copley</td>
<td>35 7.5%</td>
<td>5</td>
</tr>
<tr>
<td>Hynes Convention Center</td>
<td>11 2.4%</td>
<td></td>
</tr>
<tr>
<td>Kenmore</td>
<td>9 1.9%</td>
<td></td>
</tr>
<tr>
<td>Prudential</td>
<td>0 0.0%</td>
<td></td>
</tr>
<tr>
<td>Symphony</td>
<td>0 0.0%</td>
<td></td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>0 0.0%</td>
<td></td>
</tr>
<tr>
<td>B Pack.Cnr.-Warren St.</td>
<td>0 0.0%</td>
<td></td>
</tr>
<tr>
<td>B Washington St.-BC</td>
<td>0 0.0%</td>
<td></td>
</tr>
<tr>
<td>C St.Mary's-Summit/Winchest</td>
<td>0 0.0%</td>
<td></td>
</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>0 0.0%</td>
<td></td>
</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>108 22.9%</td>
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</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>24 5.1%</td>
<td>4</td>
</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>5 1.1%</td>
<td></td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>16 3.4%</td>
<td></td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>7 1.4%</td>
<td></td>
</tr>
<tr>
<td>E Northeaster-Museum</td>
<td>13 2.7%</td>
<td></td>
</tr>
<tr>
<td>E Long.Med.-Brig.Cir.</td>
<td>0 0.0%</td>
<td></td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>0 0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
<td>0 0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
<td>0 0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line B: Unspecified</td>
<td>0 0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line C: Unspecified</td>
<td>0 0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line D: Unspecified</td>
<td>0 0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line E: Unspecified</td>
<td>0 0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line Total:</td>
<td>410 87.2%</td>
<td></td>
</tr>
</tbody>
</table>

**Summary**

<table>
<thead>
<tr>
<th>Red Line Total:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Mattapan Line Total:</td>
<td>0 0.0%</td>
</tr>
<tr>
<td>Orange Line Total:</td>
<td>7 1.6%</td>
</tr>
<tr>
<td>Blue Line Total:</td>
<td>4 0.8%</td>
</tr>
<tr>
<td>Green Line Total:</td>
<td>410 87.2%</td>
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<tr>
<td>Overall Total</td>
<td>470 100.0%</td>
</tr>
<tr>
<td>No Response</td>
<td>4</td>
</tr>
</tbody>
</table>

* 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**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Entry Station: Waban</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alewife</strong></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Davis</strong></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System

#### (cont’d)

**GREEN LINE-D**

Entry Station: Waban

#### Expanded Results

**Green Line**

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**Summary**

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<tr>
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* 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**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
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<td>Exits: Riders</td>
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<td>Oak Grove</td>
<td>0</td>
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<td>Davis</td>
<td>0</td>
<td>Maiden</td>
<td>0</td>
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<td>Porter</td>
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<td>Wellington</td>
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<td>0</td>
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<td>Charles/SMGH</td>
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<td>0</td>
<td>Back Bay</td>
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<tr>
<td>J FK/UMass</td>
<td>0</td>
<td>Massachusetts Ave</td>
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<td>Savin Hill</td>
<td>0</td>
<td>Ruggles</td>
<td>0</td>
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<tr>
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<td>Roxbury Crossing</td>
<td>0</td>
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<td>Shawmut</td>
<td>0</td>
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<table>
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<th>Percent of Riders</th>
<th>Mattapan High Speed Line</th>
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<td>Airport</td>
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<td>Maverick</td>
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<td>Government Center-B</td>
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<td>Bowdoin</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
**MBTA Surveys: 2008-09**  
*Rapid Transit Survey*

**Exits from the Rapid Transit System**  
*(cont'd)*

**GREEN LINE-D**  
Entry Station: Woodland

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<th>Riders</th>
<th>Transfers:*</th>
<th>Percent</th>
<th>Summary</th>
<th>Exits</th>
<th>Riders</th>
<th>Percent</th>
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<td></td>
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</tr>
<tr>
<td>North Station-G</td>
<td>9</td>
<td>1.1%</td>
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<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Haymarket-G</td>
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<td>Symphony</td>
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<td>B Blandford-Babcock</td>
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<td>11</td>
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<tr>
<td>D Newton Ctr.-Eliot</td>
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<td>2.7%</td>
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<tr>
<td>E Northeastern-Museum</td>
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<td>E Long.Med.-Brig Cir.</td>
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<tr>
<td>E Fenwood Rd-Heath</td>
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<td>1.3%</td>
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<td></td>
<td></td>
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* 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**

**ENTRY STATION: RIVERSIDE**

### Red Line

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<th>Exit Station</th>
<th>Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
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<tbody>
<tr>
<td>Alewife</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Davis</td>
<td>13</td>
<td>0.9%</td>
<td></td>
</tr>
<tr>
<td>Porter</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Harvard</td>
<td>20</td>
<td>1.4%</td>
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</tr>
<tr>
<td>Central</td>
<td>11</td>
<td>0.7%</td>
<td></td>
</tr>
<tr>
<td>Kendall/MI T</td>
<td>15</td>
<td>1.0%</td>
<td></td>
</tr>
<tr>
<td>Charles/ MGH</td>
<td>11</td>
<td>0.7%</td>
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</tr>
<tr>
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</tr>
<tr>
<td>South Station</td>
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<tr>
<td>Broadway</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Andrew</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>JFK/UMass</td>
<td>7</td>
<td>0.5%</td>
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</tr>
<tr>
<td>Savin Hill</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Fields Corner</td>
<td>0</td>
<td>0.0%</td>
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<td>Shawmut</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Quincy Center</td>
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<td>0.0%</td>
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<tr>
<td>Quincy Adams</td>
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<td>0.0%</td>
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</tr>
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<td>Braintree</td>
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<td>Malden</td>
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<td></td>
</tr>
<tr>
<td>Wellington</td>
<td>7</td>
<td>0.5%</td>
<td></td>
</tr>
<tr>
<td>Sullivan Square</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Community College</td>
<td>11</td>
<td>0.7%</td>
<td></td>
</tr>
<tr>
<td>North Station-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Haymarket-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>State-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Downtown Crossing-O</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Chinatown</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>NE Medical Center</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Back Bay</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Massachusetts Ave</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Ruggles</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Roxbury Crossing</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Jackson Square</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Stony Brook</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Street</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Forest Hills</td>
<td>7</td>
<td>0.5%</td>
<td></td>
</tr>
<tr>
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### Blue Line

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<td>Beachmont</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Orient Heights</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Airport</td>
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<tr>
<td>Maverick</td>
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<tr>
<td>State-B</td>
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<tr>
<td>Government Center-B</td>
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<td>0.0%</td>
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<tr>
<td>Bowdoin</td>
<td>0</td>
<td>0.0%</td>
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<tr>
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<tr>
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### Mattapan High Speed Line

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<th>Transfers:*</th>
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<tr>
<td>Ashmont-M</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Cedar Grove</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Butler</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Milton</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Central Avenue</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Valley Road</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Capen Street</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Mattapan</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td><strong>Mattapan Line Total:</strong></td>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System (cont’d)

**GREEN LINE-D**

**Entry Station: Riverside**

<table>
<thead>
<tr>
<th>Green Line</th>
<th>Exits</th>
<th>Percent of Riders</th>
<th>Transfers: *</th>
<th>Summary</th>
<th>Exits</th>
<th>Percent of Riders</th>
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<tr>
<td>Government Center-G</td>
<td>96</td>
<td>6.7%</td>
<td>51</td>
<td>Green Line Total:</td>
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<td>0.0%</td>
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<tr>
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</tr>
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* 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

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<tr>
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<th>Percent of Riders</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
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<td>Riders</td>
<td>Transfers:*</td>
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</tr>
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<td>Davis</td>
<td>31</td>
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<td>Maiden</td>
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<td>Porter</td>
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<td>Wellington</td>
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<tr>
<td>Harvard</td>
<td>15</td>
<td>1.4%</td>
<td>Sullivan Square</td>
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<td>Central</td>
<td>31</td>
<td>2.8%</td>
<td>Community College</td>
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<td>Kendall/MIT</td>
<td>46</td>
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<tr>
<td>Charles/CHI MGH</td>
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<td>Haymarket-O</td>
</tr>
<tr>
<td>Park Street-R</td>
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<td>0.0%</td>
<td>State-O</td>
</tr>
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<td>Downtown Crossing-O</td>
</tr>
<tr>
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<td>Chinatown</td>
</tr>
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<td>0.0%</td>
<td>NE Medical Center</td>
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<td>0</td>
<td>0.0%</td>
<td>Back Bay</td>
</tr>
<tr>
<td>JFK/UMass</td>
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<td>0.0%</td>
<td>Massachusetts Ave</td>
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<td>Ruggles</td>
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<td>Roxbury Crossing</td>
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<td>Stony Brook</td>
</tr>
<tr>
<td>North Quincy</td>
<td>0</td>
<td>0.0%</td>
<td>Green Street</td>
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<tr>
<td>Wollaston</td>
<td>15</td>
<td>1.4%</td>
<td>Forest Hills</td>
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<td>Quincy Center</td>
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<tr>
<td>Red Line Total:</td>
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<td>22.5%</td>
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<table>
<thead>
<tr>
<th>Blue Line</th>
<th>Percent of Riders</th>
<th>Mattapan High Speed Line</th>
<th>Percent of Riders</th>
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<td>Beachmont</td>
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<td>Milton</td>
</tr>
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<td>Suffolk Downs</td>
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<td>Orient Heights</td>
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<td>Capen Street</td>
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<td>Airport</td>
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<td>Mattapan</td>
</tr>
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<td>Maverick</td>
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</tr>
<tr>
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<td>Bowdoin</td>
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<td>0.0%</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System

#### Expanded Results

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<th>Exit</th>
<th>Exits</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Summary</th>
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<tbody>
<tr>
<td>Lechmere</td>
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</tr>
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<td>Science Park</td>
<td>16</td>
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<td>45</td>
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<td>15</td>
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<tr>
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<td>0.0%</td>
<td></td>
<td></td>
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<tr>
<td>Prudential</td>
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<tr>
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<td>D Fenway-Longwood</td>
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<td>D Brook. Vill.-Brook.Hills</td>
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<td>D Newton Ctr.-Eliot</td>
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<td>D Waban-Riverside</td>
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<tr>
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<tr>
<td>Mattapan Line Total:</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Orange Line Total:</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Blue Line Total:</td>
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<td>0.0%</td>
</tr>
<tr>
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* 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**

**Entry Stop: Museum Of Fine Arts**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Exits</th>
<th>Percent of Riders</th>
<th>Orange Line</th>
<th>Exits</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alewife</td>
<td>11</td>
<td>1.3%</td>
<td>Oak Grove</td>
<td>11</td>
<td>1.3%</td>
</tr>
<tr>
<td>Davis</td>
<td>21</td>
<td>2.5%</td>
<td>Malden</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Porter</td>
<td>11</td>
<td>1.3%</td>
<td>Wellington</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Harvard</td>
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<td>1.3%</td>
<td>Sullivan Square</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
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<td>18</td>
<td>2.1%</td>
<td>Community College</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Kendall/MIT</td>
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<td>0.0%</td>
<td>North Station-O</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Charles/SGH</td>
<td>42</td>
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<td>Haymarket-O</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Park Street-R</td>
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<td>State-O</td>
<td>0</td>
<td>0.0%</td>
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<td>Downtown Crossing-O</td>
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<tr>
<td>South Station</td>
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<tr>
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<tr>
<td>J FK/UMass</td>
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<td>Savin Hill</td>
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<td>Stony Brook</td>
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</tr>
<tr>
<td>North Quincy</td>
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<td>0.0%</td>
<td>Green Street</td>
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<td>0.0%</td>
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<th>Mattapan High Speed Line</th>
<th>Exits</th>
<th>Percent of Riders</th>
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<td>Cedar Grove</td>
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<td>0.0%</td>
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<td>0</td>
<td>0.0%</td>
<td>Butler</td>
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<td>0.0%</td>
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<td>Milton</td>
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<tr>
<td>Maverick</td>
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<td>Mattapan</td>
<td>0</td>
<td>0.0%</td>
</tr>
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<td>Aquarium</td>
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<td>1.3%</td>
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<tr>
<td>State-B</td>
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<tr>
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<tr>
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<td>3.8%</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System (cont'd)

#### Expanded Results

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<th>Exits</th>
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<th>Transfers:</th>
<th>Summary</th>
<th>Percent of Riders</th>
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<tr>
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<tr>
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<td>Kenmore</td>
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<tr>
<td>E Northeastern-Museum</td>
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</table>

* 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**

**Entry Stop:** Longwood Medical Area

### Expanded Results

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<tbody>
<tr>
<td>Alewife</td>
<td>14</td>
<td>0.7%</td>
<td>Oak Grove</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Davis</td>
<td>7</td>
<td>0.4%</td>
<td>Maidan</td>
<td>7</td>
<td>0.4%</td>
</tr>
<tr>
<td>Porter</td>
<td>0</td>
<td>0.0%</td>
<td>Wellington</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Harvard</td>
<td>54</td>
<td>2.9%</td>
<td>Sullivan Square</td>
<td>0</td>
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<tr>
<td>Central</td>
<td>61</td>
<td>3.2%</td>
<td>Community College</td>
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<td>Kendall/MIT</td>
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<td>0.0%</td>
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<tr>
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<td>Haymarket-O</td>
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</tr>
<tr>
<td>Andrew</td>
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<td>0.0%</td>
<td>Back Bay</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>J FK/UMass</td>
<td>48</td>
<td>2.5%</td>
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</tr>
<tr>
<td>Savin Hill</td>
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<td>Ruggles</td>
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<td>0.0%</td>
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<td>Fields Corner</td>
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<td>0.0%</td>
<td>Forest Hills</td>
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| Blue Line         |                  |             |                      |                   |             |

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</tr>
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<td>Beachmont</td>
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<td></td>
</tr>
<tr>
<td>Suffolk Downs</td>
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</tr>
<tr>
<td>Orient Heights</td>
<td>20</td>
<td>1.1%</td>
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</tr>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System

**Expanded Results**

**GREEN LINE-E**

<table>
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<th>Exit Location</th>
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<tr>
<td>North Station-G</td>
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<tr>
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<tr>
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<td>Copley</td>
<td>299</td>
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<tr>
<td>Kenmore</td>
<td>0</td>
<td>0.0%</td>
<td></td>
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<tr>
<td>Prudential</td>
<td>245</td>
<td>12.9%</td>
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<td>102</td>
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<td>B Blandford-Babcock</td>
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<tr>
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<td>0.0%</td>
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<tr>
<td>C Brandon-Cleveland Cir.</td>
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<tr>
<td>D Fenway-Longwood</td>
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<td>D Brook. Vill.-Brook.Hills</td>
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<td>D Beaconsfield-Ches.Hill</td>
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<td>0.0%</td>
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<tr>
<td>D Waban-Riverside</td>
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<tr>
<td>E Northeastern-Museum</td>
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</tr>
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<td>E Long.Med.-Brig Cir.</td>
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<tr>
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</tr>
<tr>
<td>Green Line: Unspecified</td>
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</tr>
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<td>Green Line Subway: Unspecified</td>
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<td>Green Line C: Unspecified</td>
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<td>Green Line E: Unspecified</td>
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<td>Green Line Total:</td>
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<td>70.0%</td>
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**Summary**

- Red Line Total: 442, 23.2%
- Mattapan Line Total: 0, 0.0%
- Orange Line Total: 7, 0.4%
- Blue Line Total: 122, 6.4%
- Green Line Total: 1,333, 70.0%
- Overall Total: 1,904, 100.0%
- No Response: 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

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<thead>
<tr>
<th>Red Line</th>
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<th>Riders</th>
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<th>Orange Line</th>
<th>Exits</th>
<th>Riders</th>
<th>Transfers:*</th>
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<td></td>
<td>Maiden</td>
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### Blue Line

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<th>Mattapan High Speed Line</th>
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<th>Riders</th>
<th>Transfers:*</th>
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<td>Butler</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System (cont'd)

#### Expanded Results

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<th>Summary</th>
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</tr>
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<td></td>
<td></td>
</tr>
<tr>
<td>C St.Mary's-Summit/Winch</td>
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* 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**

**Entry Stop: Fenwood Rd. to Back of the Hill**

**Expanded Results**

<table>
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<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
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<tbody>
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<td></td>
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<td>Malden</td>
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<tr>
<td>Davis</td>
<td>42</td>
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<td>Wellington</td>
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<tr>
<td>Porter</td>
<td>0</td>
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<tr>
<td>Harvard</td>
<td>17</td>
<td>2.3%</td>
<td>Community College</td>
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<td>0</td>
<td>0.0%</td>
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<tr>
<td>Kendall/MIT</td>
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<td></td>
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<tr>
<td>Charles/MGH</td>
<td>8</td>
<td>1.2%</td>
<td>State-O</td>
<td></td>
<td></td>
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<tr>
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<td>Back Bay</td>
<td></td>
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<tr>
<td>Andrew</td>
<td>0</td>
<td>0.0%</td>
<td>Massachusetts Ave</td>
<td></td>
<td></td>
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<tr>
<td>J FK/UMass</td>
<td>8</td>
<td>1.2%</td>
<td>Ruggles</td>
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<tr>
<td>Savin Hill</td>
<td>0</td>
<td>0.0%</td>
<td>Roxbury Crossing</td>
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<td>Fields Corner</td>
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<td>Jackson Square</td>
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<tr>
<td>Shawmut</td>
<td>0</td>
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<td>Stony Brook</td>
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<td>Green Street</td>
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<tr>
<td>North Quincy</td>
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<th>Percent of Riders</th>
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<th>Mattapan High Speed Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<tr>
<td>Revere Beach</td>
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<td>Butler</td>
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<td>Beachmont</td>
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<td>Central Avenue</td>
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<td>0</td>
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<td>Valley Road</td>
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<tr>
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<td>Capen Street</td>
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<tr>
<td>Airport</td>
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<td>Mattapan Line Total:</td>
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</tr>
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* The role of transfers in these exit data tables is explained in section 6.1.
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Exits from the Rapid Transit System**

(Cont’d)

**GREEN LINE-E**

Expanded Results

Entry Stop: Fenwood Rd. to Back of the Hill

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<td>B Blandford-Babcock</td>
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<td></td>
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</table>

* 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**

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<thead>
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<th>Red Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<td>Riders</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Davis</td>
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<td>1.6%</td>
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<td>Porter</td>
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<td>2.7%</td>
<td>Wellington</td>
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<td>2.7%</td>
</tr>
<tr>
<td>Harvard</td>
<td>14</td>
<td>2.7%</td>
<td>Community Square</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Central</td>
<td>22</td>
<td>4.3%</td>
<td>North Station-O</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>17</td>
<td>3.2%</td>
<td>Haymarket-O</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Charles/MBGH</td>
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<td>0.0%</td>
<td>State-O</td>
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</tr>
<tr>
<td>Park Street-R</td>
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<tr>
<td>J FK/UMass</td>
<td>0</td>
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<td>Ruggles</td>
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<td>0.0%</td>
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<tr>
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<td>Roxbury Crossing</td>
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<td>0.0%</td>
<td>Jackson Square</td>
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</tr>
<tr>
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<td>0.0%</td>
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<td>0.0%</td>
</tr>
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<td>0.0%</td>
</tr>
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<td>2.7%</td>
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<td>0.0%</td>
<td>Orange Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Quincy Center</td>
<td>0</td>
<td>0.0%</td>
<td>Orange Line Total:</td>
<td>14</td>
<td>2.7%</td>
</tr>
<tr>
<td>Quincy Adams</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Braintree</td>
<td>0</td>
<td>0.0%</td>
<td></td>
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<tr>
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<td>0</td>
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</tr>
<tr>
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<td>150</td>
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</table>

<table>
<thead>
<tr>
<th>Blue Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Mattapan High Speed Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wonderland</td>
<td>0</td>
<td>0.0%</td>
<td>Ashmont-M</td>
</tr>
<tr>
<td>Revere Beach</td>
<td>14</td>
<td>2.7%</td>
<td>Cedar Grove</td>
</tr>
<tr>
<td>Beachmont</td>
<td>0</td>
<td>0.0%</td>
<td>Butler</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>0.0%</td>
<td>Milton</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>0</td>
<td>0.0%</td>
<td>Central Avenue</td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>0.0%</td>
<td>Valley Road</td>
</tr>
<tr>
<td>Airport</td>
<td>0</td>
<td>0.0%</td>
<td>Capen Street</td>
</tr>
<tr>
<td>Maverick</td>
<td>0</td>
<td>0.0%</td>
<td>Mattapan</td>
</tr>
<tr>
<td>Aquarium</td>
<td>0</td>
<td>0.0%</td>
<td>Mattapan Line:</td>
</tr>
<tr>
<td>State-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Bowdoin</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
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<td>0.0%</td>
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<tr>
<td>Blue Line Total:</td>
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* The role of transfers in these exit data tables is explained in section 6.1.
### Exits from the Rapid Transit System (cont'd)

#### Expanded Results

<table>
<thead>
<tr>
<th>Green Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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</thead>
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<tr>
<td></td>
<td>Exits:</td>
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<tr>
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<tr>
<td>Science Park</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>North Station-G</td>
<td>36</td>
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</tr>
<tr>
<td>Haymarket-G</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Government Center-G</td>
<td>42</td>
<td>8.1%</td>
</tr>
<tr>
<td>Park Street-G</td>
<td>50</td>
<td>9.7%</td>
</tr>
<tr>
<td>Boylston</td>
<td>36</td>
<td>7.0%</td>
</tr>
<tr>
<td>Arlington</td>
<td>14</td>
<td>2.7%</td>
</tr>
<tr>
<td>Copley</td>
<td>28</td>
<td>5.4%</td>
</tr>
<tr>
<td>Hynes Convention Center</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Kenmore</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Prudential</td>
<td>22</td>
<td>4.3%</td>
</tr>
<tr>
<td>Symphony</td>
<td>22</td>
<td>4.3%</td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
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<td>0.0%</td>
</tr>
<tr>
<td>B Pack.Cnr.-Warren St.</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>B Washington St.-BC</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>C St.Mary's-Summit/Winchest</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>14</td>
<td>2.7%</td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>50</td>
<td>9.7%</td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>8</td>
<td>1.6%</td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Green Line B: Unspecified</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Green Line C: Unspecified</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Green Line D: Unspecified</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Green Line E: Unspecified</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Green Line Total:</td>
<td>336</td>
<td>65.5%</td>
</tr>
</tbody>
</table>

#### Summary

- Red Line Total: 150 (29.1%)
- Mattapan Line Total: 0 (0.0%)
- Orange Line Total: 14 (2.7%)
- Blue Line Total: 14 (2.7%)
- Green Line Total: 336 (65.5%)
- Overall Total: 514 (100.0%)
- No Response: 14 (2.7%)

* The role of transfers in these exit data tables is explained in section 6.1.
Entries to the Rapid Transit System

The tables in this chapter show, for the riders who exited the rapid transit system at each Green Line station or branch segment, where, earlier in their surveyed trips, those riders had originally entered the system. The potential entry locations consist of all of the other rapid transit stations on all of the lines, including the Green Line; the exception to this is that, in the case of the riders who entered on the surface Green Line, the entry locations are given in terms of segments of the branch, rather than individual stops. The tables give the number of riders who entered at each location.

The tables also show, for the same riders, where they had made any transfers from one rapid transit line to another during their trips. For each station where such transfers are possible, the tables give the number of transfers made.

The tables (at the end of the chapter) present these entry and transfer data by exit station or branch segment. The data for each station or segment are based on the survey responses from riders who ended the rapid transit portions of their trips there. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Green Line as a whole. It includes tables and discussion.

7.1 DESCRIPTION OF TABLES

For each exit station on the Green Line, the data are reported in six tables divided between two pages. The four tables on the first page show entries and transfers at stations on the Red, Orange, and Blue heavy rail lines and the Mattapan High-Speed Line (light rail). These tables also show, for each line, entries by riders whose responses did not allow the specific entry station to be determined.

The first table on the second page shows entry and transfer data at stations on the Green Line Central Subway and on segments of the surface Green Line’s B, C, D, and E Branches. Entries are also shown for riders whose responses

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7 For the purposes of this report, the Central Subway includes all Green Line stations from Lechmere through Kenmore and Symphony, inclusive.
were not specific enough for determining where on the Central Subway or on a surface branch the entry took place. The second table on the second page shows summary data for entries on each of the rapid transit lines.

With the exception of the summary table, each of the tables comprises four columns. The first column shows the names of the stations or branch segments covered by the table. Stations serving more than one rapid transit line appear in the tables for each of those lines, with an identifying suffix. For example, Park Street Station appears in the Red Line table as “Park-R” and in the Green Line table as “Park-G.” Green Line passengers would enter or transfer only at Park-G.

The second column, labeled “Entries,” shows, for the exit station, the number of riders who first entered the rapid transit system at the station shown in the first column. The third column, labeled “Percent of Riders,” shows the value in the “Entries” column as a percent of the total entries shown in all five tables combined. That overall total is found at the bottom of the sixth table.

The fourth column, labeled “Transfers,” shows the number of riders at the Green Line exit station who in the course of their trip made a transfer at the station shown in the first column. At some of these transfer stations, the transfers were directly to the Green Line; at others, the transfers were to an intermediate rapid transit line from which the riders transferred to the Green Line. An example of the former case is that, in the Green Line entry table, passengers transferring from the Red Line to the Green Line at Park Street Station are shown in the “Transfers” column of the “Park Street -G” row. They are not included in the Park Street -G “Entries” total or percent. These riders’ previous actions—either to enter the rapid transit system at a Red Line station or to transfer to the Red Line from another line—are accounted for in the accompanying Red Line entry table. That is, except for slight differences in rounding, the number of riders transferring to the Green Line from the Red Line will equal the combined total of riders either entering at or transferring to Red Line stations. (For example, in the tables about riders who exited at Boylston Station, 517 riders transferred from the Red Line to the Green Line at Park-G. The total Red Line entries [507] plus the total transfers to the Red Line [10] equals 517.)

Passengers coming from points on the Mattapan High-Speed Line destined for any other rapid transit line must transfer from the High-Speed Line to the Red Line at Ashmont Station. For a given Green Line exit station, in the Red Line entry table, the “Transfer” total for Ashmont-R will be equal to the total number of riders shown in the High-Speed Line entry table to have entered at all stations combined on that line. The riders entering along the High-Speed Line constitute a portion of the transfers from the Red Line to the Green Line.

It should be noted again that the data in these tables are only for riders entering the rapid transit system between 6:00 AM and 3:00 PM. Therefore, these results are dominated by passengers making their first trips of the day. After 3:00 PM (a period which, again, is not reflected in the survey results), the
return portions of round-trips would be dominant. That is, riders entering the rapid transit system at a given station after 3:00 would be predominantly the same riders who had exited there earlier that day, and on their trips after 3:00 they would exit the rapid transit system at mostly the same stations where they had entered the system earlier that day. Therefore, the present chapter’s “Entries to the Rapid Transit System” tables (which reflect trips made before 3:00) should approximate what the “Exits from the Rapid Transit System” tables in Chapter 6 would have looked like if the survey had been conducted from 3:00 PM until the end of service.

7.2 Overview of Results

Because of the large number of rapid transit stations in the system, the entry stations of riders who exited from the rapid transit system at Green Line stations/stops are discussed here mostly in terms of branches or branch segments, rather than individual stations or stops. Overall, in the survey hours, 74% of the trips that ended on the Green Line also began on the Green Line.

Central Subway

Overall, 74% of the riders exiting the rapid transit system at Central Subway stations also entered the system somewhere on the Green Line. The largest group of the rest (17%) entered on the Red Line, with another 6% entering on the Blue Line and 3% on the Orange Line. Entries at other Central Subway stations occurred in 33% of the trips that entered the Central Subway. The most common entry stations were North Station (5%), followed by Kenmore, Lechmere, and Copley, at about 4% each. Entry shares on the surface branches ranged from 13% on the B Branch to 7% on the E Branch.

B Branch

Overall, 81% of the riders who exited at surface B Branch stops also began their rapid transit trips somewhere on the Green Line. The largest group of the rest (12%) entered on the Red Line, with another 5% entering on the Orange Line and 2% on the Blue Line. Entries at Central Subway stations were made by 32% of the riders who exited at surface B Branch stops. The most common entry stations were Park Street (7%), Copley (6%), Government Center (4%), and Hynes (4%). Nearly half (46%) of the riders who exited at surface B Branch stops had boarded at other surface B Branch stops.

C Branch

Overall, 80% of the riders who exited at surface C Branch stops also began their rapid transit trips somewhere on the Green Line. The largest group of the rest (12%) entered on the Red Line, with another 5% entering on the Orange Line and 3% on the Blue Line. Entries at Central Subway stations were made by 50% of the riders who exited at surface C Branch stops. The most common entry stations were Park Street (11%), Copley (9%), Government Center (6%),
and Boylston (6%). Over one-quarter (28%) of riders who exited at surface C Branch stops had boarded at other surface C Branch stops.

**D Branch**

Overall, 75% of the riders who exited at surface D Branch stops also began their rapid transit trips somewhere on the Green Line. The largest group of the rest (14%) entered on the Red Line, with another 6% entering on the Orange Line and 6% on the Blue Line. Entries at Central Subway stations were made by 34% of the riders who exited at surface D Branch stops. The most common entry stations were Park Street (7%), Copley (5%), and Hynes (5%). Over one-third (38%) of riders who exited at surface D Branch stops had boarded at other surface D Branch stops.

**E Branch**

Overall, 64% of the riders who exited at surface E Branch stops also began their rapid transit trips somewhere on the Green Line. The largest group of the rest (23%) entered on the Red Line, with another 8% entering on the Blue Line and 4% on the Orange Line. Entries at Central Subway stations were made by 50% of the riders who exited at surface E Branch stops. The most common entry stations were North Station (12%), Park Street (10%), Copley (6%), and Lechmere (6%). Only 10% of the riders who exited at surface E Branch stops had boarded at other surface E Branch stops.
This chapter’s tables begin on the following page.
## MBTA Surveys: 2008-09

**Rapid Transit Survey**

### Expanded Results

#### Red Line

<table>
<thead>
<tr>
<th>Station</th>
<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alewife</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Davis</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Porter</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Harvard</td>
<td>15</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>Central</td>
<td>9</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Kendall/MIT</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Charles/MGH</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
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</tr>
<tr>
<td>Downtown Crossing-R</td>
<td>0</td>
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</tr>
<tr>
<td>South Station</td>
<td>80</td>
<td>3.2%</td>
<td></td>
</tr>
<tr>
<td>Broadway</td>
<td>27</td>
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<td></td>
</tr>
<tr>
<td>Andrew</td>
<td>56</td>
<td>2.3%</td>
<td></td>
</tr>
<tr>
<td>J FK/UMass</td>
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<td>0.0%</td>
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</tr>
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<td>Savin Hill</td>
<td>13</td>
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<td>53</td>
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</tr>
<tr>
<td>Shawmut</td>
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</tr>
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</tr>
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#### Orange Line

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<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
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</tr>
<tr>
<td>Malden</td>
<td>48</td>
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<tr>
<td>Wellington</td>
<td>26</td>
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</tr>
<tr>
<td>Sullivan Square</td>
<td>38</td>
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<td></td>
</tr>
<tr>
<td>Community College</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>North Station-O</td>
<td>0</td>
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<td></td>
</tr>
<tr>
<td>Haymarket-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>State-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Downtown Crossing-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Chinatown</td>
<td>28</td>
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<td></td>
</tr>
<tr>
<td>NE Medical Center</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Back Bay</td>
<td>78</td>
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</tr>
<tr>
<td>Massachusetts Ave</td>
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</tr>
<tr>
<td>Ruggles</td>
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</tr>
<tr>
<td>Roxbury Crossing</td>
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</tr>
<tr>
<td>Jackson Square</td>
<td>0</td>
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</tr>
<tr>
<td>Stony Brook</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Street</td>
<td>12</td>
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</tr>
<tr>
<td>Forest Hills</td>
<td>52</td>
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<td></td>
</tr>
<tr>
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<td></td>
</tr>
<tr>
<td>Orange Line Total:</td>
<td>368</td>
<td>14.8%</td>
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</tr>
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</table>

#### Blue Line

<table>
<thead>
<tr>
<th>Station</th>
<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wonderland</td>
<td>46</td>
<td>1.9%</td>
<td></td>
</tr>
<tr>
<td>Revere Beach</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Beachmont</td>
<td>8</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>6</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Orient Heights</td>
<td>35</td>
<td>1.4%</td>
<td></td>
</tr>
<tr>
<td>Wood Island</td>
<td>40</td>
<td>1.6%</td>
<td></td>
</tr>
<tr>
<td>Airport</td>
<td>75</td>
<td>3.0%</td>
<td></td>
</tr>
<tr>
<td>Maverick</td>
<td>135</td>
<td>5.4%</td>
<td></td>
</tr>
<tr>
<td>Aquarium</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>State-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Bowdoin</td>
<td>10</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>Blue Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Blue Line Total:</td>
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<td>14.3%</td>
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</table>

#### Mattapan High Speed Line

<table>
<thead>
<tr>
<th>Station</th>
<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashmont-M</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Cedar Grove</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Butler</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Milton</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Central Avenue</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Valley Road</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Capen Street</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Mattapan</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Mattapan Line Total:</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
### Green Line Entries: Expanded Results

<table>
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<tr>
<th>Station/Location</th>
<th>Green Line Entries</th>
<th>Percent of Riders</th>
<th>Percent of Riders Transfers:</th>
<th>Summary</th>
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<tr>
<td>Lechmere</td>
<td>0</td>
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<td>Red Line Total: 325 13.1%</td>
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<td>Science Park</td>
<td>22</td>
<td>0.9%</td>
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<tr>
<td>North Station-G</td>
<td>267</td>
<td>10.8%</td>
<td>366</td>
<td>Orange Line Total: 368 14.8%</td>
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<tr>
<td>Haymarket-G</td>
<td>350</td>
<td>14.1%</td>
<td>28</td>
<td>Blue Line Total: 355 14.3%</td>
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<tr>
<td>Government Center-G</td>
<td>41</td>
<td>1.6%</td>
<td>502</td>
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<tr>
<td>Park Street-G</td>
<td>147</td>
<td>5.9%</td>
<td>369</td>
<td>Overall Total 2,480 100.0%</td>
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<tr>
<td>Boylston</td>
<td>44</td>
<td>1.8%</td>
<td></td>
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<td>Copley</td>
<td>71</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Kenmore</td>
<td>26</td>
<td>1.0%</td>
<td></td>
<td></td>
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<tr>
<td>Prudential</td>
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<td>0.0%</td>
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<tr>
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<td>16</td>
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<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>10</td>
<td>0.4%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>33</td>
<td>1.3%</td>
<td></td>
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<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>16</td>
<td>0.6%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>36</td>
<td>1.5%</td>
<td></td>
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<tr>
<td>D Newton Ctr.-Eliot</td>
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<tr>
<td>D Waban-Riverside</td>
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<td>E Northeastern-Museum</td>
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</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
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</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
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<td>0.9%</td>
<td></td>
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</tr>
<tr>
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</tr>
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<td>Green Line Subway: Unspecified</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Green Line C: Unspecified</td>
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<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line D: Unspecified</td>
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<td>0.0%</td>
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<td></td>
</tr>
<tr>
<td>Green Line E: Unspecified</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Green Line Total:</td>
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<td>57.7%</td>
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* 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**

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<th>Orange Line</th>
<th>Percent of Riders</th>
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<td>Entries:</td>
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<td>Entries:</td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<td>Alewife</td>
<td>10</td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Davis</td>
<td>0</td>
<td>Malden</td>
<td>0</td>
</tr>
<tr>
<td>Porter</td>
<td>0</td>
<td>Wellington</td>
<td>12</td>
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<tr>
<td>Harvard</td>
<td>0</td>
<td>Sullivan Square</td>
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<tr>
<td>Central</td>
<td>11</td>
<td>Community College</td>
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<td>Kendall/MIT</td>
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<td>North Station-O</td>
<td>0</td>
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<tr>
<td>Charles/MGH</td>
<td>0</td>
<td>Haymarket-O</td>
<td>0</td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>State-O</td>
<td>0</td>
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<tr>
<td>Downtown Crossing-R</td>
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<td>Downtown Crossing-O</td>
<td>0</td>
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<tr>
<td>South Station</td>
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<td>Chinatown</td>
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<td>Broadway</td>
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<td>NE Medical Center</td>
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<td>Andrew</td>
<td>0</td>
<td>Back Bay</td>
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<tr>
<td>J FK/UMass</td>
<td>0</td>
<td>Massachusetts Ave</td>
<td>0</td>
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<tr>
<td>Savin Hill</td>
<td>0</td>
<td>Ruggles</td>
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<tr>
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<td>0</td>
<td>Roxbury Crossing</td>
<td>0</td>
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<td>Jackson Square</td>
<td>0</td>
</tr>
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<td>Ashmont-R</td>
<td>21</td>
<td>Stony Brook</td>
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</tr>
<tr>
<td>North Quincy</td>
<td>0</td>
<td>Green Street</td>
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<td>Forest Hills</td>
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<table>
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<tr>
<th>Blue Line</th>
<th>Percent of Riders</th>
<th>Mattapan High Speed Line</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wonderland</td>
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<td>Ashmont-M</td>
<td>0</td>
</tr>
<tr>
<td>Revere Beach</td>
<td>0</td>
<td>Cedar Grove</td>
<td>0</td>
</tr>
<tr>
<td>Beachmont</td>
<td>0</td>
<td>Butler</td>
<td>0</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>Milton</td>
<td>0</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>0</td>
<td>Central Avenue</td>
<td>0</td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>Valley Road</td>
<td>0</td>
</tr>
<tr>
<td>Airport</td>
<td>0</td>
<td>Capen Street</td>
<td>0</td>
</tr>
<tr>
<td>Maverick</td>
<td>36</td>
<td>Mattapan</td>
<td>0</td>
</tr>
<tr>
<td>Aquarium</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>State-B</td>
<td>0</td>
<td>Mattapan Line Total:</td>
<td>0</td>
</tr>
<tr>
<td>Government Center-B</td>
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</tr>
<tr>
<td>Bowdoin</td>
<td>0</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
### Green Line-SUBWAY

**Exit Station: Science Park**

<table>
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<th>Percent of Riders</th>
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<tr>
<td>Lechmere</td>
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<tr>
<td>Science Park</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>North Station-G</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>44</td>
<td>9.7%</td>
</tr>
<tr>
<td>Government Center-G</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Park Street-G</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boylston</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Arlington</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Copley</td>
<td>70</td>
<td>15.5%</td>
</tr>
<tr>
<td>Hynes Convention Center</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Kenmore</td>
<td>11</td>
<td>2.4%</td>
</tr>
<tr>
<td>Prudential</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Symphony</td>
<td>28</td>
<td>6.1%</td>
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<tr>
<td>B Blandford-Babcock</td>
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<td>0.0%</td>
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<tr>
<td>B Pack.Cnr.-Warren St.</td>
<td>8</td>
<td>1.8%</td>
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<tr>
<td>B Washington St.-BC</td>
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<td>1.7%</td>
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<tr>
<td>C St.Mary's-Summit/Winchest</td>
<td>13</td>
<td>2.9%</td>
</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>D Fenway-Longwood</td>
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<td>0.0%</td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>5</td>
<td>1.1%</td>
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<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>22</td>
<td>4.9%</td>
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<tr>
<td>D Newton Ctr.-Eliot</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>4</td>
<td>0.9%</td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>27</td>
<td>5.9%</td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>8</td>
<td>1.8%</td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
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</tr>
<tr>
<td>Green Line: Unspecified</td>
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<td>0.0%</td>
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<tr>
<td>Green Line Subway: Unspecified</td>
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* 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**

<table>
<thead>
<tr>
<th>Station</th>
<th>Red Line Entries</th>
<th>Percent of Riders</th>
<th>Blue Line Entries</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alewife</td>
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<td>Wonderland</td>
<td>14</td>
</tr>
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<td>Davis</td>
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<td>1.1%</td>
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<tr>
<td>Porter</td>
<td>10</td>
<td>0.4%</td>
<td>Beachmont</td>
<td>8</td>
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<tr>
<td>Harvard</td>
<td>132</td>
<td>4.5%</td>
<td>Suffolk Downs</td>
<td>0</td>
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<td>Charles/MBGH</td>
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<td>1.5%</td>
<td>Airport</td>
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<td>18</td>
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<tr>
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<td>60</td>
<td>2.1%</td>
<td>State-B</td>
<td>0</td>
</tr>
<tr>
<td>Broadway</td>
<td>0</td>
<td>0.0%</td>
<td>Government Center-B</td>
<td>0</td>
</tr>
<tr>
<td>Andrew</td>
<td>18</td>
<td>0.6%</td>
<td>Bowdoin</td>
<td>0</td>
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<tr>
<td>JFK/UMass</td>
<td>26</td>
<td>0.9%</td>
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<td>0</td>
</tr>
<tr>
<td>Savin Hill</td>
<td>13</td>
<td>0.5%</td>
<td>Mattapan High Speed Line</td>
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<td>Fields Corner</td>
<td>13</td>
<td>0.5%</td>
<td>Mattapan</td>
<td>0</td>
</tr>
<tr>
<td>Shawmut</td>
<td>21</td>
<td>0.7%</td>
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<td>0</td>
</tr>
<tr>
<td>Ashmont-R</td>
<td>7</td>
<td>0.2%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Quincy</td>
<td>23</td>
<td>0.8%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wollaston</td>
<td>33</td>
<td>1.1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quincy Center</td>
<td>60</td>
<td>2.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quincy Adams</td>
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<td>1.1%</td>
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<td></td>
</tr>
<tr>
<td>Braintree</td>
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### Orange Line

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<td>Malden</td>
<td>0</td>
</tr>
<tr>
<td>Wellington</td>
<td>0</td>
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<td>Downtown Crossing-O</td>
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### Blue Line

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<td>Orient Heights</td>
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<td>Maverick</td>
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<td>Aquarium</td>
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<td>Government Center-B</td>
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* 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)

Expanded Results

**GREEN LINE-SUBWAY**

Exit Station: North Station

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<tr>
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<tbody>
<tr>
<td>Lechmere</td>
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<td>Mattapan Line Total:</td>
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<tr>
<td>North Station-G</td>
<td>0</td>
<td>0.0%</td>
<td>Orange Line Total:</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>0</td>
<td>0.0%</td>
<td>Blue Line Total:</td>
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<td>Government Center-G</td>
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<td>100</td>
<td>3.4%</td>
<td>5</td>
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<td>Copley</td>
<td>106</td>
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<td>6</td>
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<td>Hynes Convention Center</td>
<td>70</td>
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<td>125</td>
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<td>Prudential</td>
<td>73</td>
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<tr>
<td>Symphony</td>
<td>55</td>
<td>1.9%</td>
<td></td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>46</td>
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<td>B Pack.Cnr.-Warren St.</td>
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<tr>
<td>B Washington St.-BC</td>
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<tr>
<td>C St.Mary's-Summit/Winchest</td>
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<tr>
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<td>E Northeastern-Museum</td>
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<td>3.7%</td>
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<td>E Long.Med.-Brig Cir.</td>
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<td>7.6%</td>
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<tr>
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<td>Green Line Subway: Unspecified</td>
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<td></td>
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<tr>
<td>Green Line D: Unspecified</td>
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<tr>
<td>Green Line E: Unspecified</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
## Entries to the Rapid Transit System

### Expanded Results

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<th>Red Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<td>Alewife</td>
<td>31</td>
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<td>24</td>
<td>2.6%</td>
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<tr>
<td>Porter</td>
<td>10</td>
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<tr>
<td>Harvard</td>
<td>71</td>
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<td>9</td>
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<tr>
<td>Kendall/MIT</td>
<td>14</td>
<td>1.6%</td>
</tr>
<tr>
<td>Charles/MBGH</td>
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<td>Park Street-R</td>
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</tr>
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<td>Braintree</td>
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<tr>
<td>Sullivan Square</td>
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<td>Community College</td>
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<td>North Station-O</td>
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</tr>
<tr>
<td>Haymarket-O</td>
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<td>State-O</td>
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<td>Downtown Crossing-O</td>
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<td>Chinatown</td>
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<tr>
<td>NE Medical Center</td>
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<td>Back Bay</td>
<td></td>
<td></td>
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<tr>
<td>Massachusetts Ave</td>
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<tr>
<td>Ruggles</td>
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<tr>
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<tr>
<td>Stony Brook</td>
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<tr>
<td>Green Street</td>
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<td></td>
</tr>
<tr>
<td>Forest Hills</td>
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<td>Mattapan</td>
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### Percent of Riders Transfers:*

- Red Line: Unspecified
- Orange Line: Unspecified
- Mattapan Line Total:

* The role of transfers in these entry data tables is explained in section 7.1.
### Green Line Survey Results

#### Expanded Results

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<th>Entries</th>
<th>Riders</th>
<th>Transfers</th>
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<th>Percent of Riders</th>
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<td>109</td>
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<td>Haymarket-G</td>
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<td>Arlington</td>
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<tr>
<td>Copley</td>
<td>36</td>
<td>3.9%</td>
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<tr>
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<td>Prudential</td>
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<td>0.0%</td>
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<tr>
<td>Symphony</td>
<td>55</td>
<td>6.1%</td>
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</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>8</td>
<td>0.9%</td>
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<tr>
<td>B Pack.Cnr.-Warren St.</td>
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<td>D Fenway-Longwood</td>
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<td>E Fenwood Rd-Heath</td>
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*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**

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<thead>
<tr>
<th>Red Line</th>
<th>Entries</th>
<th>Riders</th>
<th>Percent of Riders</th>
<th>Transfers: *</th>
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<tbody>
<tr>
<td>Alewife</td>
<td>126</td>
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</tr>
<tr>
<td>Davis</td>
<td>110</td>
<td>1.3%</td>
<td></td>
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<tr>
<td>Porter</td>
<td>37</td>
<td>0.5%</td>
<td></td>
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<tr>
<td>Harvard</td>
<td>248</td>
<td>3.0%</td>
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<td>Charles/MGH</td>
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</tr>
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<td>Park Street-R</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
Entries to the Rapid Transit System

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<th>Summary</th>
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* 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**

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* 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)  

**Expanded Results**

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<tr>
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<td>6.1%</td>
<td></td>
</tr>
<tr>
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<td>1.2%</td>
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<tr>
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<td></td>
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<tr>
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<td>8.9%</td>
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<td>B Washington St.-BC</td>
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</tr>
<tr>
<td>C St.Mary's-Summit/Winchest</td>
<td>10.4%</td>
<td></td>
</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
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<tr>
<td>D Fenway-Longwood</td>
<td>2.6%</td>
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</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
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<tr>
<td>D Beaconsfield-Ches.Hill</td>
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</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>2.4%</td>
<td></td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>4.0%</td>
<td></td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
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<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>4.4%</td>
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<tr>
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<tr>
<td>Green Line D: Unspecified</td>
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<tr>
<td>Green Line E: Unspecified</td>
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<td>Mattapan Line Total:</td>
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</tr>
<tr>
<td>Orange Line Total:</td>
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</tr>
<tr>
<td>Blue Line Total:</td>
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<tr>
<td>Green Line Total:</td>
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<tr>
<td>Overall Total</td>
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**GREEN LINE-SUBWAY**

**Exit Station: Park Street**

**Percent of Riders**

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</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
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</tr>
<tr>
<td>D Fenway-Longwood</td>
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<tr>
<td>D Brook. Vill.-Brook.Hills</td>
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<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>4.8%</td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>2.4%</td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>4.0%</td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>3.0%</td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>4.4%</td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>1.6%</td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
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</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
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</tr>
<tr>
<td>Green Line B: Unspecified</td>
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<tr>
<td>Green Line C: Unspecified</td>
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<tr>
<td>Green Line D: Unspecified</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
### MBTA Surveys: 2008-09

#### Rapid Transit Survey

#### Expanded Results

#### Entries to the Rapid Transit System

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<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Mattapan High Speed Line</th>
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<td>Porter 41</td>
<td>Wellington</td>
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<tr>
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* The role of transfers in these entry data tables is explained in section 7.1.
### Expanded Results

#### Green Line

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<td>Science Park</td>
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<td>North Station-G</td>
<td>162</td>
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<td>41</td>
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<tr>
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</tr>
<tr>
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<td>252</td>
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<td></td>
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<tr>
<td>Prudential</td>
<td>47</td>
<td>0.9%</td>
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<tr>
<td>Symphony</td>
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<td>D Newton Ctr.-Eliot</td>
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<tr>
<td>D Waban-Riverside</td>
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<tr>
<td>E Northeastern-Museum</td>
<td>48</td>
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<td></td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>186</td>
<td>3.5%</td>
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</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>67</td>
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<tr>
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*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**

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<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
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<td>179</td>
<td>Community College</td>
<td>17</td>
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<tr>
<td>Kendall/MIT</td>
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</tr>
<tr>
<td>Charles/MBG</td>
<td>27</td>
<td>Haymarket-O</td>
<td>0</td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>State-O</td>
<td>0</td>
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<td>Downtown Crossing-R</td>
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<td>Downtown Crossing-O</td>
<td>0</td>
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<tr>
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<td>0</td>
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<td>NE Medical Center</td>
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<td>Back Bay</td>
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<tr>
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<td>Roxbury Crossing</td>
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<td>Shawmut</td>
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#### Blue Line

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<tr>
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<td>19</td>
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<tr>
<td>Beachmont</td>
<td>41</td>
<td>Butler</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>6</td>
<td>Milton</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>47</td>
<td>Central Avenue</td>
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<tr>
<td>Wood Island</td>
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<td>Valley Road</td>
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<tr>
<td>Airport</td>
<td>140</td>
<td>Capen Street</td>
</tr>
<tr>
<td>Maverick</td>
<td>122</td>
<td>Mattapan</td>
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<tr>
<td>Aquarium</td>
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<td></td>
</tr>
<tr>
<td>Government Center-B</td>
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<td></td>
</tr>
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<td>Bowdoin</td>
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</tr>
<tr>
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<tr>
<td>Blue Line Total:</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
Entries to the Rapid Transit System (cont’d)

### Green Line

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<thead>
<tr>
<th>Station</th>
<th>Entries</th>
<th>Riders</th>
<th>Transfers: *</th>
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<tr>
<td>Haymarket-G</td>
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</tr>
<tr>
<td>Government Center-G</td>
<td>314</td>
<td>314</td>
<td>4.6%</td>
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<tr>
<td>Park Street-G</td>
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<td>94</td>
<td>1.4%</td>
</tr>
<tr>
<td>Boylston</td>
<td>22</td>
<td>22</td>
<td>0.3%</td>
</tr>
<tr>
<td>Arlington</td>
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<td>0.0%</td>
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<tr>
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</tr>
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<td>89</td>
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<tr>
<td>Kenmore</td>
<td>125</td>
<td>125</td>
<td>1.8%</td>
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<tr>
<td>Prudential</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Symphony</td>
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<td>0.7%</td>
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<td>124</td>
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</tr>
<tr>
<td>C St.Mary's-Summit/Winchest</td>
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<td>305</td>
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</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
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<tr>
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<td>69</td>
<td>69</td>
<td>1.0%</td>
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<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>121</td>
<td>121</td>
<td>1.8%</td>
</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>134</td>
<td>134</td>
<td>2.0%</td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>94</td>
<td>94</td>
<td>1.4%</td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>126</td>
<td>126</td>
<td>1.8%</td>
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<tr>
<td>E Northeastern-Museum</td>
<td>138</td>
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<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>134</td>
<td>134</td>
<td>2.0%</td>
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<tr>
<td>E Fenwood Rd-Heath</td>
<td>50</td>
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<td>0.0%</td>
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<tr>
<td>Green Line Subway: Unspecified</td>
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<td>0.0%</td>
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<tr>
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<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Green Line C: Unspecified</td>
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<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Green Line D: Unspecified</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Green Line E: Unspecified</td>
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</tr>
<tr>
<td>Green Line Total:</td>
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### Summary

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<th>Summary</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red Line Total:</td>
<td>1,900 27.8%</td>
</tr>
<tr>
<td>Mattapan Line Total:</td>
<td>13 0.2%</td>
</tr>
<tr>
<td>Orange Line Total:</td>
<td>183 2.7%</td>
</tr>
<tr>
<td>Blue Line Total:</td>
<td>642 9.4%</td>
</tr>
<tr>
<td>Green Line Total:</td>
<td>4,088 59.9%</td>
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<tr>
<td>Overall Total</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
## MBTA Surveys: 2008-09

Rapid Transit Survey

### Expanded Results

#### Entries to the Rapid Transit System

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<th>Red Line</th>
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<th>Riders</th>
<th>Transfers:*</th>
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<tr>
<td>Alewife</td>
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<td>2.0%</td>
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<tr>
<td>Davis</td>
<td>187</td>
<td>2.2%</td>
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<tr>
<td>Porter</td>
<td>108</td>
<td>1.3%</td>
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</tr>
<tr>
<td>Harvard</td>
<td>336</td>
<td>4.0%</td>
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</tr>
<tr>
<td>Central</td>
<td>133</td>
<td>1.6%</td>
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</tr>
<tr>
<td>Kendall/MIT</td>
<td>99</td>
<td>1.2%</td>
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</tr>
<tr>
<td>Charles/MBI</td>
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<td>0.6%</td>
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<tr>
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<td>Shawmut</td>
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<td>0.5%</td>
<td></td>
</tr>
<tr>
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#### Orange Line

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<td>Haymarket-O</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Chinatown</td>
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<td>0.0%</td>
</tr>
<tr>
<td>NE Medical Center</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Back Bay</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Massachusetts Ave</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Ruggles</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Roxbury Crossing</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Jackson Square</td>
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<tr>
<td>Stony Brook</td>
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<td>0.0%</td>
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#### Blue Line

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<th>Riders</th>
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<td>Revere Beach</td>
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<tr>
<td>Beachmont</td>
<td>81</td>
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<tr>
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<tr>
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<td>52</td>
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<td>1.5%</td>
</tr>
<tr>
<td>Aquarium</td>
<td>41</td>
<td>0.5%</td>
</tr>
<tr>
<td>State-B</td>
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<td>0.0%</td>
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#### Mattapan High Speed Line

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<tr>
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<th>Entries</th>
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<tr>
<td>Cedar Grove</td>
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</tr>
<tr>
<td>Butler</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Milton</td>
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</tr>
<tr>
<td>Central Avenue</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Valley Road</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Capen Street</td>
<td>0</td>
<td>0.0%</td>
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<tr>
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* The role of transfers in these entry data tables is explained in section 7.1.
### Green Line

<table>
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<td>0</td>
<td>0.0%</td>
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<td>109</td>
<td>2.4%</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>340</td>
<td>4.1%</td>
<td>0</td>
<td>0.0%</td>
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<tr>
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<td>241</td>
<td>2.9%</td>
<td>600</td>
<td>5.8%</td>
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<tr>
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<td>1,912</td>
<td>109</td>
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<td>Boylston</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Arlington</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Copley</td>
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<td>0.0%</td>
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<tr>
<td>Kenmore</td>
<td>322</td>
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<td>0</td>
<td>0.0%</td>
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<tr>
<td>Prudential</td>
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<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>C St.Mary’s-Summit/Winchest</td>
<td>465</td>
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<td>0.0%</td>
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<td>D Fenway-Longwood</td>
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</tr>
<tr>
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<td>0.0%</td>
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<td>0</td>
<td>0.0%</td>
</tr>
<tr>
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<td>D Waban-Riverside</td>
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<tr>
<td>E Northeastern-Museum</td>
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<td>1,912</td>
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* 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**

**Exit Station: Hynes Convention Center**

**Expanded Results**

#### Red Line

<table>
<thead>
<tr>
<th>Stop</th>
<th>Entries</th>
<th>Riders</th>
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</tr>
<tr>
<td>Davis</td>
<td>28</td>
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</tr>
<tr>
<td>Porter</td>
<td>19</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>Harvard</td>
<td>50</td>
<td>1.0%</td>
<td></td>
</tr>
<tr>
<td>Central</td>
<td>19</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>27</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>Charles/MGH</td>
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</tr>
<tr>
<td>Park Street-R</td>
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</tr>
<tr>
<td>Downtown Crossing-R</td>
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<tr>
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</tr>
<tr>
<td>Andrew</td>
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<td></td>
</tr>
<tr>
<td>J FK/UMass</td>
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</tr>
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<tr>
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<tr>
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<tr>
<td>Wollaston</td>
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<td>Braintree</td>
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#### Orange Line

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<tr>
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</tr>
<tr>
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<td></td>
</tr>
<tr>
<td>State-O</td>
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<td></td>
</tr>
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</tr>
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<td>Roxbury Crossing</td>
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#### Blue Line

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<td>0.0%</td>
<td></td>
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<tr>
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<tr>
<td>Wood Island</td>
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<tr>
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#### Mattapan High Speed Line

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<th>Transfers:*</th>
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<tr>
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<td>Cedar Grove</td>
<td>0</td>
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</tr>
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<td>Butler</td>
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<tr>
<td>Milton</td>
<td>4</td>
<td>0.1%</td>
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</tr>
<tr>
<td>Central Avenue</td>
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<td></td>
</tr>
<tr>
<td>Valley Road</td>
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<td>0.0%</td>
<td></td>
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<td>Capen Street</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
Entries to the Rapid Transit System (cont’d)

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<th>Summary</th>
<th>Percent of Riders</th>
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<td>Entries</td>
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<tr>
<td>Lechmere</td>
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<tr>
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<tr>
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<tr>
<td>Haymarket-G</td>
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<td>218</td>
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</tr>
<tr>
<td>Kenmore</td>
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</tr>
<tr>
<td>Prudential</td>
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<td>0.0%</td>
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<tr>
<td>Symphony</td>
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<tr>
<td>B Washington St.-BC</td>
<td>181</td>
<td>3.7%</td>
<td>154</td>
</tr>
<tr>
<td>C St.Mary's-Summit/Winchest</td>
<td>464</td>
<td>9.5%</td>
<td>218</td>
</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
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<td>0</td>
</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>132</td>
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<td>0</td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>252</td>
<td>5.2%</td>
<td>0</td>
</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
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<td>0</td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
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<tr>
<td>D Waban-Riverside</td>
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<td>4.1%</td>
<td>0</td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>15</td>
<td>0.3%</td>
<td>0</td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
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<tr>
<td>E Fenwood Rd-Heath</td>
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</tr>
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<td>0</td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
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<td>0.0%</td>
<td>0</td>
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<td>Green Line B: Unspecified</td>
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<td>Green Line C: Unspecified</td>
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<td>0.0%</td>
<td>0</td>
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<td>Green Line D: Unspecified</td>
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<td>0.0%</td>
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</table>

* 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**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
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<td>37</td>
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<tr>
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<td>0.0%</td>
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<tr>
<td>Harvard</td>
<td>66</td>
<td>1.8%</td>
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<td>Sullivan Square</td>
<td>86</td>
<td>2.3%</td>
<td></td>
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<tr>
<td>Central</td>
<td>33</td>
<td>0.9%</td>
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<td>Community College</td>
<td>0</td>
<td>0.0%</td>
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<td>Kendall/MIT</td>
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<td>0.0%</td>
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<td>North Station-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
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<tr>
<td>Charles/ MGH</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Haymarket-O</td>
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<td>0.0%</td>
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<td>Park Street-R</td>
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<td>0.0%</td>
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<td>Broadway</td>
<td>0</td>
<td>0.0%</td>
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<td>NE Medical Center</td>
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<td>0.0%</td>
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<td>0.0%</td>
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<td>Ruggles</td>
<td>0</td>
<td>0.0%</td>
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<td>1.3%</td>
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<td>North Quincy</td>
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<td>0.9%</td>
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<td>Green Street</td>
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<td>Wollaston</td>
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<td></td>
<td>Forest Hills</td>
<td>86</td>
<td>2.3%</td>
<td></td>
</tr>
<tr>
<td>Quincy Center</td>
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<td>0.0%</td>
<td></td>
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<td>0.0%</td>
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<td>Quincy Adams</td>
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**Blue Line**

<table>
<thead>
<tr>
<th>Blue Line</th>
<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
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</thead>
<tbody>
<tr>
<td>Wonderland</td>
<td>14</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>Revere Beach</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Beachmont</td>
<td>16</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>11</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Orient Heights</td>
<td>44</td>
<td>1.2%</td>
<td></td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Airport</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Maverick</td>
<td>81</td>
<td>2.2%</td>
<td></td>
</tr>
<tr>
<td>Aquarium</td>
<td>18</td>
<td>0.5%</td>
<td></td>
</tr>
<tr>
<td>State-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Bowdoin</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Blue Line: Unspecified</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Blue Line Total:</td>
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<td>5.0%</td>
<td></td>
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</table>

**Mattapan High Speed Line**

<table>
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<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
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</thead>
<tbody>
<tr>
<td>Ashmont-M</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Cedar Grove</td>
<td>4</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Butler</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Milton</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Central Avenue</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Valley Road</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Capen Street</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Mattapan</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Mattapan Line Total:</td>
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<td>0.1%</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
Entries to the Rapid Transit System

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<tr>
<th>Green Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<tbody>
<tr>
<td>Lechmere</td>
<td>2.9%</td>
<td></td>
</tr>
<tr>
<td>Science Park</td>
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<td></td>
</tr>
<tr>
<td>North Station-G</td>
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<td>175</td>
</tr>
<tr>
<td>Haymarket-G</td>
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</tr>
<tr>
<td>Government Center-G</td>
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<td>254</td>
</tr>
<tr>
<td>Park Street-G</td>
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<td>749</td>
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<tr>
<td>Boylston</td>
<td>4.6%</td>
<td>17</td>
</tr>
<tr>
<td>Arlington</td>
<td>2.8%</td>
<td></td>
</tr>
<tr>
<td>Copley</td>
<td>7.5%</td>
<td>266</td>
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<tr>
<td>Hynes Convention Center</td>
<td>0.5%</td>
<td>17</td>
</tr>
<tr>
<td>Kenmore</td>
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</tr>
<tr>
<td>Prudential</td>
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<td></td>
</tr>
<tr>
<td>Symphony</td>
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</tr>
<tr>
<td>B Blandford-Babcock</td>
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</tr>
<tr>
<td>B Pack.Cnr.-Warren St.</td>
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</tr>
<tr>
<td>B Washington St.-BC</td>
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</tr>
<tr>
<td>C St.Mary’s-Summit/Winchst</td>
<td>4.3%</td>
<td></td>
</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>2.6%</td>
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</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>1.0%</td>
<td></td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>3.4%</td>
<td></td>
</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>0.8%</td>
<td></td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>1.0%</td>
<td></td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>2.3%</td>
<td></td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Green Line: Unspecified</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line B: Unspecified</td>
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<td></td>
</tr>
<tr>
<td>Green Line C: Unspecified</td>
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<td></td>
</tr>
<tr>
<td>Green Line D: Unspecified</td>
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<td></td>
</tr>
<tr>
<td>Green Line E: Unspecified</td>
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<td></td>
</tr>
<tr>
<td>Green Line Total:</td>
<td>2,311</td>
<td>62.8%</td>
</tr>
</tbody>
</table>

Summary

Red Line Total: 699 19.0%
Mattapan Line Total: 4 0.1%
Orange Line Total: 481 13.1%
Blue Line Total: 185 5.0%
Green Line Total: 2,311 62.8%
Overall Total: 3,681 100.0%
No Response: 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**

**Exit Station: Prudential**

<table>
<thead>
<tr>
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<th>Orange Line</th>
<th>Percent of Riders</th>
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<tr>
<td></td>
<td>28.7%</td>
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</tr>
<tr>
<td>Alewife</td>
<td>38</td>
<td>Oak Grove</td>
<td>0</td>
</tr>
<tr>
<td>Davis</td>
<td>47</td>
<td>Malden</td>
<td>0</td>
</tr>
<tr>
<td>Porter</td>
<td>31</td>
<td>Wellington</td>
<td>0</td>
</tr>
<tr>
<td>Harvard</td>
<td>45</td>
<td>Sullivan Square</td>
<td>0</td>
</tr>
<tr>
<td>Central</td>
<td>22</td>
<td>Community College</td>
<td>0</td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>0</td>
<td>North Station-O</td>
<td>0</td>
</tr>
<tr>
<td>Charles/MGH</td>
<td>0</td>
<td>Haymarket-O</td>
<td>0</td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>State-O</td>
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</tr>
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<td>Downtown Crossing-R</td>
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<td>0</td>
</tr>
<tr>
<td>Broadway</td>
<td>0</td>
<td>NE Medical Center</td>
<td>0</td>
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<td>Andrew</td>
<td>74</td>
<td>Back Bay</td>
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<td>Massachusetts Ave</td>
<td>0</td>
</tr>
<tr>
<td>Savin Hill</td>
<td>21</td>
<td>Ruggles</td>
<td>0</td>
</tr>
<tr>
<td>Fields Corner</td>
<td>13</td>
<td>Roxbury Crossing</td>
<td>0</td>
</tr>
<tr>
<td>Shawmut</td>
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<td>Jackson Square</td>
<td>0</td>
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<td>Ashmont-R</td>
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<td>North Quincy</td>
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<tr>
<td>Wollaston</td>
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<td>Braintree</td>
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<table>
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<th>Percent of Riders</th>
<th>Mattapan High Speed Line</th>
<th>Percent of Riders</th>
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<td>Ashmont-M</td>
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</tr>
<tr>
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<td>Cedar Grove</td>
<td>0</td>
</tr>
<tr>
<td>Beachmont</td>
<td>0</td>
<td>Butler</td>
<td>0</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>Milton</td>
<td>0</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>15</td>
<td>Central Avenue</td>
<td>0</td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>Valley Road</td>
<td>0</td>
</tr>
<tr>
<td>Airport</td>
<td>0</td>
<td>Capen Street</td>
<td>0</td>
</tr>
<tr>
<td>Maverick</td>
<td>18</td>
<td>Mattapan</td>
<td>0</td>
</tr>
<tr>
<td>Aquarium</td>
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<tr>
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</tr>
<tr>
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* The role of transfers in these entry data tables is explained in section 7.1.
Entries to the Rapid Transit System  
(cont’d)  

Green Line

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<th>Entries</th>
<th>Percent of Riders</th>
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<tr>
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</tr>
<tr>
<td>Science Park</td>
<td>20</td>
<td>1.2%</td>
<td></td>
</tr>
<tr>
<td>North Station-G</td>
<td>253</td>
<td>14.5%</td>
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</tr>
<tr>
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Red Line Total: 502 28.7%
Mattapan Line Total: 0 0.0%
Orange Line Total: 0 0.0%
Blue Line Total: 124 7.1%
Green Line Total: 1,123 64.2%
Overall Total: 1,749 100.0%
No Response: 0

GREEN LINE-SUBWAY

Exit Station: Prudential

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<th>Entries:</th>
<th>Percent of Riders</th>
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<tr>
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<tr>
<td>Orange Line Total:</td>
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<tr>
<td>Blue Line Total:</td>
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<tr>
<td>Green Line Total:</td>
<td>1,123</td>
<td>64.2%</td>
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<tr>
<td>Overall Total:</td>
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<td>100.0%</td>
</tr>
<tr>
<td>No Response:</td>
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<td>0%</td>
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</tbody>
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* The role of transfers in these entry data tables is explained in section 7.1.
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Entries to the Rapid Transit System**

**Green Line-Subway**

**Exit Station: Symphony**

#### Expanded Results

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<tr>
<th>Red Line</th>
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<th>Orange Line</th>
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<th>Transfers:*</th>
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<td>0.0%</td>
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<tr>
<td>Kendall/MIT</td>
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<th>Percent of Riders</th>
<th>Transfers:*</th>
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* The role of transfers in these entry data tables is explained in section 7.1.
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

*Entries to the Rapid Transit System*  
(Cont’d)

**GREEN LINE-SUBWAY**  
Exit Station: Symphony

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<th>Summary</th>
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<td>3.2%</td>
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<tr>
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<td>Haymarket-G</td>
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<td></td>
</tr>
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<td>Copley</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Hynes Convention Center</td>
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</tr>
<tr>
<td>Kenmore</td>
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<td></td>
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<td>D Beaconsfield-Ches.Hill</td>
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<td>D Newton Ctr.-Eliot</td>
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<td>D Waban-Riverside</td>
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</tr>
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<td>E Northeastern-Museum</td>
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* 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

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<th>Red Line</th>
<th>Entries</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
<th>Percent of Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
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<tbody>
<tr>
<td>Alewife</td>
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<td>Oak Grove</td>
<td>6</td>
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<tr>
<td>Davis</td>
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<td>Maiden</td>
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<tr>
<td>Porter</td>
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<tr>
<td>Harvard</td>
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<td>Sullivan Square</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Central</td>
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<td>0.3%</td>
<td></td>
<td>Community College</td>
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<tr>
<td>Kendall/MIT</td>
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<td>North Station-O</td>
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<td></td>
<td>Haymarket-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Park Street-R</td>
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<td>0.0%</td>
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<td>0.0%</td>
<td></td>
<td>Downtown Crossing-O</td>
<td>0</td>
<td>0.0%</td>
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<td>South Station</td>
<td>67</td>
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<td></td>
<td>Chinatown</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Broadway</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>NE Medical Center</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Andrew</td>
<td>38</td>
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<td>Back Bay</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>J FK/UMass</td>
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<tr>
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<td>Ruggles</td>
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<td>0.0%</td>
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<tr>
<td>Fields Corner</td>
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<td>0.0%</td>
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<td>0.0%</td>
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<tr>
<td>Ashmont-R</td>
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<td>0</td>
<td>0.0%</td>
<td></td>
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<tr>
<td>North Quincy</td>
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<tr>
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<tr>
<td>Quincy Adams</td>
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<td>0.0%</td>
<td></td>
<td>Orange Line Total:</td>
<td>89</td>
<td>2.3%</td>
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<tr>
<td>Braintree</td>
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<td>1.2%</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Red Line: Unspecified</td>
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<td>0.0%</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Red Line Total:</td>
<td>567</td>
<td>14.6%</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

#### Blue Line

<table>
<thead>
<tr>
<th>Blue Line</th>
<th>Entries</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Mattapan High Speed Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wonderland</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Ashmont-M</td>
</tr>
<tr>
<td>Revere Beach</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Cedar Grove</td>
</tr>
<tr>
<td>Beachmont</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Butler</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>6</td>
<td>0.2%</td>
<td></td>
<td>Milton</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Central Avenue</td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Valley Road</td>
</tr>
<tr>
<td>Airport</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Capen Street</td>
</tr>
<tr>
<td>Maverick</td>
<td>41</td>
<td>1.1%</td>
<td></td>
<td>Mattapan</td>
</tr>
<tr>
<td>Aquarium</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Mattapan Total:</td>
</tr>
<tr>
<td>State-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bowdoin</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blue Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blue Line Total:</td>
<td>47</td>
<td>1.2%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* The role of transfers in these entry data tables is explained in section 7.1.
### Entries to the Rapid Transit System

**Expanded Results**

Exit Stop: Blandford St. to BU Central

#### Green Line

<table>
<thead>
<tr>
<th>Entries:</th>
<th>Percent of Riders</th>
<th>Percent of Riders</th>
<th>Summary</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Green Line Total:</strong></td>
<td>3,144</td>
<td>81.1%</td>
<td>3,144</td>
<td>81.1%</td>
</tr>
<tr>
<td><strong>Red Line Total:</strong></td>
<td></td>
<td></td>
<td>567</td>
<td>14.6%</td>
</tr>
<tr>
<td><strong>Mattapan Line Total:</strong></td>
<td></td>
<td></td>
<td>29</td>
<td>0.8%</td>
</tr>
<tr>
<td><strong>Orange Line Total:</strong></td>
<td></td>
<td></td>
<td>89</td>
<td>2.3%</td>
</tr>
<tr>
<td><strong>Blue Line Total:</strong></td>
<td></td>
<td></td>
<td>47</td>
<td>1.2%</td>
</tr>
<tr>
<td><strong>Green Line Total:</strong></td>
<td></td>
<td></td>
<td>3,144</td>
<td>81.1%</td>
</tr>
<tr>
<td><strong>Overall Total</strong></td>
<td></td>
<td></td>
<td>3,876</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>No Response</strong></td>
<td></td>
<td></td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

- **Lechmere**: 20 entries, 0.5% of riders, 0 transfers.
- **Science Park**: 0 entries, 0.0% of riders, 0 transfers.
- **North Station-G**: 70 entries, 1.8% of riders, 17 transfers.
- **Haymarket-G**: 43 entries, 1.1% of riders, 0 transfers.
- **Government Center-G**: 64 entries, 1.6% of riders, 159 transfers.
- **Park Street-G**: 273 entries, 7.0% of riders, 590 transfers.
- **Boylston**: 110 entries, 2.8% of riders, 0 transfers.
- **Arlington**: 64 entries, 1.7% of riders, 0 transfers.
- **Copley**: 281 entries, 7.2% of riders, 20 transfers.
- **Hynes Convention Center**: 158 entries, 4.1% of riders, 0 transfers.
- **Kenmore**: 26 entries, 0.7% of riders, 50 transfers.
- **Prudential**: 0 entries, 0.0% of riders, 0 transfers.
- **Symphony**: 0 entries, 0.0% of riders, 0 transfers.
- **B Blandford-Babcock**: 572 entries, 14.8% of riders, 0 transfers.
- **B Pack.Cnr.-Warren St.**: 955 entries, 24.6% of riders, 0 transfers.
- **B Washington St.-BC**: 452 entries, 11.7% of riders, 7 transfers.
- **C St.Mary's-Summit/Winchest**: 16 entries, 0.4% of riders, 0 transfers.
- **C Brandon-Cleveland Cir.**: 14 entries, 0.4% of riders, 0 transfers.
- **D Fenway-Longwood**: 7 entries, 0.2% of riders, 0 transfers.
- **D Brook. Vill.-Brook.Hills**: 5 entries, 0.1% of riders, 0 transfers.
- **D Beaconsfield-Ches.Hill**: 0 entries, 0.0% of riders, 0 transfers.
- **D Newton Ctr.-Eliot**: 8 entries, 0.2% of riders, 0 transfers.
- **D Waban-Riverside**: 7 entries, 0.2% of riders, 0 transfers.
- **E Northeastern-Museum**: 0 entries, 0.0% of riders, 0 transfers.
- **E Long.Med.-Brig Cir.**: 0 entries, 0.0% of riders, 0 transfers.
- **E Fenwood Rd-Heath**: 0 entries, 0.0% of riders, 0 transfers.
- **Green Line: Unspecified**: 0 entries, 0.0% of riders, 0 transfers.
- **Green Line Subway: Unspecified**: 0 entries, 0.0% of riders, 0 transfers.
- **Green Line B: Unspecified**: 0 entries, 0.0% of riders, 0 transfers.
- **Green Line C: Unspecified**: 0 entries, 0.0% of riders, 0 transfers.
- **Green Line D: Unspecified**: 0 entries, 0.0% of riders, 0 transfers.
- **Green Line E: Unspecified**: 0 entries, 0.0% of riders, 0 transfers.

*The role of transfers in these entry data tables is explained in section 7.1.*
## MBTA Surveys: 2008-09
### Entries to the Rapid Transit System
#### Expanded Results

### Exit Stop: BU West to Babcock

#### Red Line

<table>
<thead>
<tr>
<th>Station</th>
<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alewife</td>
<td>27</td>
<td>1.1%</td>
<td></td>
</tr>
<tr>
<td>Davis</td>
<td>15</td>
<td>0.6%</td>
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</tr>
<tr>
<td>Porter</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Harvard</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Central</td>
<td>30</td>
<td>1.2%</td>
<td></td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Charles/IGH</td>
<td>9</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>South Station</td>
<td>33</td>
<td>1.4%</td>
<td></td>
</tr>
<tr>
<td>Broadway</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Andrew</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>JF/K/UMass</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Savin Hill</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Fields Corner</td>
<td>33</td>
<td>1.3%</td>
<td></td>
</tr>
<tr>
<td>Shawmut</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Ashmont-R</td>
<td>14</td>
<td>0.6%</td>
<td>25</td>
</tr>
<tr>
<td>North Quincy</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Wollaston</td>
<td>33</td>
<td>1.3%</td>
<td></td>
</tr>
<tr>
<td>Quincy Center</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Quincy Adams</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Braintree</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Red Line: Unspecified</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Red Line Total:</td>
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<td>7.9%</td>
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</table>

#### Orange Line

<table>
<thead>
<tr>
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<th>Entries</th>
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<th>Transfers:*</th>
</tr>
</thead>
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<tr>
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<td></td>
</tr>
<tr>
<td>Malden</td>
<td>48</td>
<td>1.9%</td>
<td></td>
</tr>
<tr>
<td>Wellington</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Sullivan Square</td>
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<td>1.5%</td>
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</tr>
<tr>
<td>Community College</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>North Station-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Haymarket-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>State-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Downtown Crossing-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Chinatown</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>NE Medical Center</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Back Bay</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Massachusetts Ave</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Ruggles</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Roxbury Crossing</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Jackson Square</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Stony Brook</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Street</td>
<td>5</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Forest Hills</td>
<td>89</td>
<td>3.6%</td>
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</tr>
<tr>
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</tr>
<tr>
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#### Blue Line

<table>
<thead>
<tr>
<th>Station</th>
<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wonderland</td>
<td>7</td>
<td>0.3%</td>
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</tr>
<tr>
<td>Revere Beach</td>
<td>48</td>
<td>1.9%</td>
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<tr>
<td>Beachmont</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Suffork Downs</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Orient Heights</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Airport</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Maverick</td>
<td>18</td>
<td>0.7%</td>
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</tr>
<tr>
<td>Aquarium</td>
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<td></td>
</tr>
<tr>
<td>State-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Bowdoin</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
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<td>3.2%</td>
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#### Mattapan High Speed Line

<table>
<thead>
<tr>
<th>Station</th>
<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashmont-M</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Cedar Grove</td>
<td>4</td>
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<td></td>
</tr>
<tr>
<td>Butler</td>
<td>4</td>
<td>0.1%</td>
<td></td>
</tr>
<tr>
<td>Milton</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Central Avenue</td>
<td>7</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Valley Road</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Capen Street</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Mattapan</td>
<td>9</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>Mattapan Total:</td>
<td>25</td>
<td>1.0%</td>
<td></td>
</tr>
</tbody>
</table>

* 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)  

### Expanded Results

#### Exit Stop: BU West to Babcock

<table>
<thead>
<tr>
<th>Green Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Summary</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Entries:</td>
<td></td>
<td></td>
<td>Entries:</td>
</tr>
<tr>
<td>Lechmere</td>
<td>108</td>
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</tr>
<tr>
<td>Science Park</td>
<td>128</td>
<td>228</td>
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<td>25</td>
</tr>
<tr>
<td>North Station-G</td>
<td>169</td>
<td>273</td>
<td>Orange Line Total:</td>
<td>187</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>66</td>
<td>33</td>
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<td>78</td>
</tr>
<tr>
<td>Government Center-G</td>
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<td>101</td>
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<tr>
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<td>D Fenway-Longwood</td>
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<tr>
<td>D Brook. Vill.-Brook.Hills</td>
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<td></td>
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<td>D Beaconsfield-Ches.Hill</td>
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<td>D Newton Ctr.-Eliot</td>
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<td>D Waban-Riverside</td>
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<td>E Long.Med.-Brig Cir.</td>
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* The role of transfers in these entry data tables is explained in section 7.1.

CTPS

20-May-10
## MBTA Surveys: 2008-09

### Rapid Transit Survey

**Entries to the Rapid Transit System**

**Exit Stop: Packards Corner to Harvard Ave.**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
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<td></td>
<td>Entries</td>
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<tr>
<td>Alewife</td>
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<td>Oak Grove</td>
</tr>
<tr>
<td>Davis</td>
<td>29</td>
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<td>Maidens</td>
</tr>
<tr>
<td>Porter</td>
<td>13</td>
<td>1.2%</td>
<td>Wellington</td>
</tr>
<tr>
<td>Harvard</td>
<td>0</td>
<td>0.0%</td>
<td>Sullivan Square</td>
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<tr>
<td>Central</td>
<td>0</td>
<td>0.0%</td>
<td>Community College</td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>0</td>
<td>0.0%</td>
<td>North Station-O</td>
</tr>
<tr>
<td>Charles/MGH</td>
<td>9</td>
<td>0.8%</td>
<td>Haymarket-O</td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>0.0%</td>
<td>State-O</td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
<td>0</td>
<td>0.0%</td>
<td>Downtown Crossing-O</td>
</tr>
<tr>
<td>South Station</td>
<td>0</td>
<td>0.0%</td>
<td>Chinatown</td>
</tr>
<tr>
<td>Broadway</td>
<td>0</td>
<td>0.0%</td>
<td>NE Medical Center</td>
</tr>
<tr>
<td>Andrew</td>
<td>0</td>
<td>0.0%</td>
<td>Back Bay</td>
</tr>
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<td>JFK/UMass</td>
<td>0</td>
<td>0.0%</td>
<td>Massachusetts Ave</td>
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<td>Savin Hill</td>
<td>0</td>
<td>0.0%</td>
<td>Ruggles</td>
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<td>Fields Corner</td>
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<td>Roxbury Crossing</td>
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<td>0.0%</td>
<td>Jackson Square</td>
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<tr>
<td>Ashmont-R</td>
<td>0</td>
<td>0.0%</td>
<td>Stony Brook</td>
</tr>
<tr>
<td>North Quincy</td>
<td>0</td>
<td>0.0%</td>
<td>Green Street</td>
</tr>
<tr>
<td>Wollaston</td>
<td>8</td>
<td>0.8%</td>
<td>Forest Hills</td>
</tr>
<tr>
<td>Quincy Center</td>
<td>12</td>
<td>1.1%</td>
<td>Orange Line: Unspecified</td>
</tr>
<tr>
<td>Quincy Adams</td>
<td>0</td>
<td>0.0%</td>
<td>Orange Line Total:</td>
</tr>
<tr>
<td>Braintree</td>
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<tr>
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<td>Red Line Total:</td>
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<table>
<thead>
<tr>
<th>Blue Line</th>
<th>Percent of Riders</th>
<th>Mattapan High Speed Line</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Entries</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wonderland</td>
<td>12</td>
<td>1.2%</td>
<td>Ashmont-M</td>
</tr>
<tr>
<td>Revere Beach</td>
<td>0</td>
<td>0.0%</td>
<td>Cedar Grove</td>
</tr>
<tr>
<td>Beachmont</td>
<td>0</td>
<td>0.0%</td>
<td>Butler</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>0.0%</td>
<td>Milton</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>0</td>
<td>0.0%</td>
<td>Central Avenue</td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>0.0%</td>
<td>Valley Road</td>
</tr>
<tr>
<td>Airport</td>
<td>0</td>
<td>0.0%</td>
<td>Capen Street</td>
</tr>
<tr>
<td>Maverick</td>
<td>0</td>
<td>0.0%</td>
<td>Mattapan</td>
</tr>
<tr>
<td>Aquarium</td>
<td>0</td>
<td>0.0%</td>
<td>Mattapan Line Total:</td>
</tr>
<tr>
<td>State-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Bowdoin</td>
<td>10</td>
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<td></td>
</tr>
<tr>
<td>Blue Line: Unspecified</td>
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<tr>
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<td>22</td>
<td>2.1%</td>
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</table>

* The role of transfers in these entry data tables is explained in section 7.1.
## MBTA Surveys: 2008-09
### Entries to the Rapid Transit System (cont'd)

**Rapid Transit Survey**

**Exit Stop: Packards Corner to Harvard Ave.**

### GREEN LINE-B

**Expanded Results**

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<tr>
<th>Green Line</th>
<th>Entries</th>
<th>Percent of Riders</th>
<th>Transfers:</th>
<th>Summary</th>
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<td>Science Park</td>
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<td>0.0%</td>
<td></td>
<td>Mattapan Line Total:</td>
</tr>
<tr>
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<td>0.0%</td>
<td></td>
<td>Orange Line Total:</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Blue Line Total:</td>
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<tr>
<td>Government Center-G</td>
<td>41</td>
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</tr>
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<td>Park Street-G</td>
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<td>118</td>
<td>Overall Total</td>
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<td>No Response</td>
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<td>Arlington</td>
<td>26</td>
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<td></td>
<td></td>
</tr>
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<td>47</td>
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<td>15</td>
<td></td>
</tr>
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<td>Hynes Convention Center</td>
<td>53</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Kenmore</td>
<td>37</td>
<td>3.5%</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>Prudential</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Symphony</td>
<td>0</td>
<td>0.0%</td>
<td></td>
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</tr>
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<td>C St.Mary's-Summit/Winchest</td>
<td>8</td>
<td>0.8%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
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<td>0.8%</td>
<td></td>
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</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>4</td>
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</tr>
<tr>
<td>D Waban-Riverside</td>
<td>11</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>30</td>
<td>2.9%</td>
<td></td>
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<tr>
<td>E Long.Med.-Brig Cir.</td>
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<td>0.0%</td>
<td></td>
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<tr>
<td>E Fenwood Rd-Heath</td>
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<td></td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
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<td>0.0%</td>
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<td></td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
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<td></td>
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</tr>
<tr>
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<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line C: Unspecified</td>
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</tr>
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* 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**

<table>
<thead>
<tr>
<th>Exit Stop: Griggs St. to Warren St.</th>
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</thead>
<tbody>
<tr>
<td><strong>Blue Line</strong></td>
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<tr>
<td>Wonderland                        0 0.0%</td>
</tr>
<tr>
<td>Revere Beach                      0 0.0%</td>
</tr>
<tr>
<td>Beachmont                         0 0.0%</td>
</tr>
<tr>
<td>Suffolk Downs                     0 0.0%</td>
</tr>
<tr>
<td>Orient Heights                    30 2.7%</td>
</tr>
<tr>
<td>Wood Island                       17 1.5%</td>
</tr>
<tr>
<td>Airport                           0 0.0%</td>
</tr>
<tr>
<td>Maverick                          0 0.0%</td>
</tr>
<tr>
<td>Aquarium                          0 0.0%</td>
</tr>
<tr>
<td>State-B                           0 0.0%</td>
</tr>
<tr>
<td>Government Center-B               0 0.0%</td>
</tr>
<tr>
<td>Bowdoin                           0 0.0%</td>
</tr>
<tr>
<td>Blue Line: Unspecified            46 4.3%</td>
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<table>
<thead>
<tr>
<th><strong>Mattapan High Speed Line</strong></th>
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<tbody>
<tr>
<td>Ashmont-M                        0 0.0%</td>
</tr>
<tr>
<td>Cedar Grove                      0 0.0%</td>
</tr>
<tr>
<td>Butler                           0 0.0%</td>
</tr>
<tr>
<td>Milton                            2 0.2%</td>
</tr>
<tr>
<td>Central Avenue                   0 0.0%</td>
</tr>
<tr>
<td>Valley Road                      0 0.0%</td>
</tr>
<tr>
<td>Capen Street                     0 0.0%</td>
</tr>
<tr>
<td>Mattapan                         0 0.0%</td>
</tr>
<tr>
<td>Mattapan Line Total:             2 0.2%</td>
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</table>

<table>
<thead>
<tr>
<th><strong>Orange Line</strong></th>
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</thead>
<tbody>
<tr>
<td>Alewife                           0 0.0%</td>
</tr>
<tr>
<td>Davis                             0 0.0%</td>
</tr>
<tr>
<td>Porter                            0 0.0%</td>
</tr>
<tr>
<td>Harvard                           0 0.0%</td>
</tr>
<tr>
<td>Central                           0 0.0%</td>
</tr>
<tr>
<td>Kendall/MIT                       0 0.0%</td>
</tr>
<tr>
<td>Charles/MGH                       0 0.0%</td>
</tr>
<tr>
<td>Park Street-R                     0 0.0%</td>
</tr>
<tr>
<td>Downtown Crossing-R               0 0.0%</td>
</tr>
<tr>
<td>South Station                     20 1.9%</td>
</tr>
<tr>
<td>Broadway                          0 0.0%</td>
</tr>
<tr>
<td>Andrew                            0 0.0%</td>
</tr>
<tr>
<td>JFK/UMass                         0 0.0%</td>
</tr>
<tr>
<td>Savin Hill                        0 0.0%</td>
</tr>
<tr>
<td>Fields Corner                     66 6.1%</td>
</tr>
<tr>
<td>Shawmut                           0 0.0%</td>
</tr>
<tr>
<td>Ashmont-R                         22 2.0%</td>
</tr>
<tr>
<td>North Quincy                      0 0.0%</td>
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<tr>
<td>Wollaston                         8 0.0%</td>
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<tr>
<td>Quincy Center                     0 0.0%</td>
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<tr>
<td>Quincy Adams                      0 0.0%</td>
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<tr>
<td>Braintree                         0 0.0%</td>
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<tr>
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<table>
<thead>
<tr>
<th><strong>Mattapan Line Total:</strong></th>
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</thead>
<tbody>
<tr>
<td>Orange Line Total:               30 2.8%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Green Line-B</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Alewife                           0 0.0%</td>
</tr>
<tr>
<td>Davis                             0 0.0%</td>
</tr>
<tr>
<td>Porter                            0 0.0%</td>
</tr>
<tr>
<td>Harvard                           0 0.0%</td>
</tr>
<tr>
<td>Central                           0 0.0%</td>
</tr>
<tr>
<td>Kendall/MIT                       0 0.0%</td>
</tr>
<tr>
<td>Charles/MGH                       0 0.0%</td>
</tr>
<tr>
<td>Park Street-R                     0 0.0%</td>
</tr>
<tr>
<td>Downtown Crossing-R               0 0.0%</td>
</tr>
<tr>
<td>South Station                     20 1.9%</td>
</tr>
<tr>
<td>Broadway                          0 0.0%</td>
</tr>
<tr>
<td>Andrew                            0 0.0%</td>
</tr>
<tr>
<td>JFK/UMass                         0 0.0%</td>
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<tr>
<td>Savin Hill                        0 0.0%</td>
</tr>
<tr>
<td>Fields Corner                     66 6.1%</td>
</tr>
<tr>
<td>Shawmut                           0 0.0%</td>
</tr>
<tr>
<td>Ashmont-R                         22 2.0%</td>
</tr>
<tr>
<td>North Quincy                      0 0.0%</td>
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<tr>
<td>Wollaston                         8 0.0%</td>
</tr>
<tr>
<td>Quincy Center                     0 0.0%</td>
</tr>
<tr>
<td>Quincy Adams                      0 0.0%</td>
</tr>
<tr>
<td>Braintree                         0 0.0%</td>
</tr>
<tr>
<td>Red Line: Unspecified             0 0.0%</td>
</tr>
<tr>
<td>Red Line Total:                   116 10.8%</td>
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</table>

<table>
<thead>
<tr>
<th><strong>Mattapan Line Total:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Orange Line Total:               30 2.8%</td>
</tr>
</tbody>
</table>

### Percent of Riders Transfers:

* The role of transfers in these entry data tables is explained in section 7.1.
Entries to the Rapid Transit System  
(continue)

Exit Stop: Griggs St. to Warren St.

**Green Line-B**

<table>
<thead>
<tr>
<th>Green Line</th>
<th>Entries:</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Summary</th>
<th>Percent of Riders</th>
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<tbody>
<tr>
<td>Lechmere</td>
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<td>Science Park</td>
<td>22</td>
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<td>5.0%</td>
<td>17</td>
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<td>30</td>
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<td>105</td>
<td>9.7%</td>
<td>139</td>
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<td>Park Street-G</td>
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<td>129</td>
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<td>10.2%</td>
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<td>No Response</td>
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<td>0.0%</td>
<td>20</td>
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<td>Copley</td>
<td>0</td>
<td>0.0%</td>
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<td>Hynes Convention Center</td>
<td>35</td>
<td>3.2%</td>
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<tr>
<td>Kenmore</td>
<td>26</td>
<td>2.4%</td>
<td>4</td>
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<tr>
<td>Prudential</td>
<td>0</td>
<td>0.0%</td>
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<td>Symphony</td>
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<td>7.8%</td>
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<td>0</td>
<td>0.0%</td>
<td></td>
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</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
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<td>0.0%</td>
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<tr>
<td>D Brook. Vill.-Brook.Hills</td>
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<tr>
<td>D Beaconsfield-Ches.Hill</td>
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<tr>
<td>E Long. Med.-Brig Cir.</td>
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<td>1.9%</td>
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<td>E Fenwood Rd.-Heath</td>
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</tr>
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</tr>
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<td>81.9%</td>
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* 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

*Exit Stop: Washington St. to Chiswick Rd.*

### Expanded Results

#### Red Line

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<thead>
<tr>
<th>Station</th>
<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
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<tbody>
<tr>
<td>Alewife</td>
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</tr>
<tr>
<td>Davis</td>
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<tr>
<td>Porter</td>
<td>10</td>
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<td></td>
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<tr>
<td>Harvard</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Central</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Kendall/MIT</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Charles/MGH</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>South Station</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Broadway</td>
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</tr>
<tr>
<td>Andrew</td>
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</tr>
<tr>
<td>J FK/UMass</td>
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<td>Savin Hill</td>
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<td>Fields Corner</td>
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<td>Shawmut</td>
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<td>Wollaston</td>
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<tr>
<td>Quincy Center</td>
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#### Orange Line

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<td>Malden</td>
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<tr>
<td>Wellington</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Sullivan Square</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Community College</td>
<td>0</td>
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</tr>
<tr>
<td>North Station-O</td>
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</tr>
<tr>
<td>Haymarket-O</td>
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</tr>
<tr>
<td>State-O</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Downtown Crossing-O</td>
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</tr>
<tr>
<td>Chinatown</td>
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</tr>
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<tr>
<td>Forest Hills</td>
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<td>0.0%</td>
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#### Blue Line

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<th>Transfers:*</th>
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<tr>
<td>State-B</td>
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</tr>
<tr>
<td>Government Center-B</td>
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<td>Bowdoin</td>
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#### Mattapan High Speed Line

<table>
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<td>Cedar Grove</td>
<td>0</td>
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</tr>
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</tr>
<tr>
<td>Milton</td>
<td>0</td>
<td>0.0%</td>
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<td>Central Avenue</td>
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<td>Valley Road</td>
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* 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)*

**Exit Stop: Washington St. to Chiswick Rd.*

## Expanded Results

### Green Line-B

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<th>Transfers:*</th>
<th>Summary</th>
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<th>Entries</th>
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<tr>
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<td>Orange Line Total:</td>
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<tr>
<td>Science Park</td>
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</tr>
<tr>
<td>Haymarket-G</td>
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<td>0.0%</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Government Center-G</td>
<td>96</td>
<td>15.6%</td>
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<td>Hynes Convention Center</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Kenmore</td>
<td>26</td>
<td>4.2%</td>
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<tr>
<td>Prudential</td>
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<td>0.0%</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Symphony</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>85</td>
<td>13.8%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B Pack.Cnr.-Warren St.</td>
<td>105</td>
<td>17.1%</td>
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</tr>
<tr>
<td>B Washington St.-BC</td>
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<td>4.7%</td>
<td>4</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>C St.Mary's-Summit/Winchest</td>
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<td>0.0%</td>
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<td></td>
<td></td>
</tr>
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* 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
Exit Stop: Chesnut Hill Ave. to Boston College

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Entries</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<tr>
<td>Alewife</td>
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<td>0</td>
<td>0.0%</td>
</tr>
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<td>Davis</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Maiden</td>
<td>17</td>
<td>2.5%</td>
</tr>
<tr>
<td>Porter</td>
<td>0</td>
<td>0.0%</td>
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<td>Harvard</td>
<td>0</td>
<td>0.0%</td>
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<td>Sullivan Square</td>
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<td>0.0%</td>
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<tr>
<td>Central</td>
<td>0</td>
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<tr>
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<tr>
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<th>Mattapan High Speed Line</th>
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<th>Transfers:*</th>
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<tr>
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<tr>
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* The role of transfers in these entry data tables is explained in section 7.1.
### Green Line

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<th>Percent of Riders</th>
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</tr>
<tr>
<td>Haymarket-G</td>
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<tr>
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<tr>
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<tr>
<td>C Brandon-Cleveland Cir.</td>
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<tr>
<td>D Fenway-Longwood</td>
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<td>D Newton Ctr.-Eliot</td>
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<td>D Waban-Riverside</td>
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<td>E Northeastern-Museum</td>
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<tr>
<td>E Long.Med.-Brig Cir.</td>
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<tr>
<td>E Fenwood Rd-Heath</td>
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<td>Green Line Subway: Unspecified</td>
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*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**

Exit Stop: St. Mary’s St. to Kent St.

<table>
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<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alewife</td>
<td>0</td>
<td>0.0%</td>
<td>Oak Grove</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Davis</td>
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<td>0.0%</td>
<td>Maiden</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Porter</td>
<td>6</td>
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<td>Wellington</td>
<td>14</td>
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<td>Harvard</td>
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<td>0.0%</td>
<td>Community College</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Central</td>
<td>11</td>
<td>0.8%</td>
<td>North Station-O</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>14</td>
<td>1.1%</td>
<td>Haymarket-O</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Charles/MPGH</td>
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<td>Downtown Crossing-R</td>
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<td>Chinatown</td>
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<td>0.0%</td>
</tr>
<tr>
<td>South Station</td>
<td>20</td>
<td>1.6%</td>
<td>NE Medical Center</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Broadway</td>
<td>0</td>
<td>0.0%</td>
<td>Back Bay</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Andrew</td>
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<td>Massachusetts Ave</td>
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</tr>
<tr>
<td>JFK/UMass</td>
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<td>Ruggles</td>
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<tr>
<td>Savin Hill</td>
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<tr>
<td>Shawmut</td>
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<td>0.0%</td>
<td>Stony Brook</td>
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<td>Forest Hills</td>
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#### Blue Line

| Wonderland  | 0 | 0.0% |
| Revere Beach| 0 | 0.0% |
| Beachmont   | 0 | 0.0% |
| Suffolk Downs| 0 | 0.0% |
| Orient Heights | 15 | 1.1% |
| Wood Island | 0 | 0.0% |
| Airport     | 0 | 0.0% |
| Maverick    | 23| 1.8% |
| Aquarium    | 0 | 0.0% |
| State-B     | 0 | 0.0% |
| Government Center-B | 0 | 0.0% |
| Bowdoin     | 0 | 0.0% |
| Blue Line: Unspecified | 0 | 0.0% |
| Blue Line Total: | 38 | 2.9% |

#### Mattapan High Speed Line

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

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

**CTPS** 20-May-10
## Green Line

<table>
<thead>
<tr>
<th>Stop</th>
<th>Green Line Entries:</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lechmere</td>
<td>10</td>
<td>0.8%</td>
<td></td>
<td>Red Line Total:</td>
</tr>
<tr>
<td>Science Park</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Mattapan Line Total:</td>
</tr>
<tr>
<td>North Station-G</td>
<td>51</td>
<td>4.0%</td>
<td>14</td>
<td>Orange Line Total:</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Blue Line Total:</td>
</tr>
<tr>
<td>Government Center-G</td>
<td>96</td>
<td>7.5%</td>
<td>38</td>
<td>Green Line Total:</td>
</tr>
<tr>
<td>Park Street-G</td>
<td>157</td>
<td>12.3%</td>
<td>104</td>
<td>Overall Total</td>
</tr>
<tr>
<td>Boylston</td>
<td>44</td>
<td>3.4%</td>
<td></td>
<td>No Response</td>
</tr>
<tr>
<td>Arlington</td>
<td>38</td>
<td>3.0%</td>
<td></td>
<td></td>
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<tr>
<td>Copley</td>
<td>125</td>
<td>9.7%</td>
<td>10</td>
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</tr>
<tr>
<td>Hynes Convention Center</td>
<td>88</td>
<td>6.8%</td>
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<td></td>
</tr>
<tr>
<td>Kenmore</td>
<td>0</td>
<td>0.0%</td>
<td>23</td>
<td></td>
</tr>
<tr>
<td>Prudential</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Symphony</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>23</td>
<td>1.8%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B Pack.Cnr.-Warren St.</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B Washington St.-BC</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C St.Mary's-Summit/Winchest</td>
<td>197</td>
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</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>298</td>
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<td></td>
</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>0</td>
<td>0.0%</td>
<td></td>
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</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line B: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line C: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line D: Unspecified</td>
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<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line E: Unspecified</td>
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<tr>
<td>Green Line Total:</td>
<td>1,128</td>
<td>87.8%</td>
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</table>

* 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**

- **Exit Stop:** St. Paul St. to Summit Ave.

**Expanded Results**

### Red Line

<table>
<thead>
<tr>
<th>Station</th>
<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
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<tbody>
<tr>
<td>Alewife</td>
<td>10</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>Davis</td>
<td>15</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>Porter</td>
<td>20</td>
<td>0.8%</td>
<td></td>
</tr>
<tr>
<td>Harvard</td>
<td>15</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>Central</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>29</td>
<td>1.1%</td>
<td></td>
</tr>
<tr>
<td>Charles/SGH</td>
<td>27</td>
<td>1.1%</td>
<td></td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>South Station</td>
<td>40</td>
<td>1.6%</td>
<td></td>
</tr>
<tr>
<td>Broadway</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Andrew</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>J FK/UMass</td>
<td>53</td>
<td>2.1%</td>
<td></td>
</tr>
<tr>
<td>Savin Hill</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Fields Corner</td>
<td>27</td>
<td>1.1%</td>
<td></td>
</tr>
<tr>
<td>Shawmut</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Ashmont-R</td>
<td>42</td>
<td>1.7%</td>
<td>4</td>
</tr>
<tr>
<td>North Quincy</td>
<td>0</td>
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<td></td>
</tr>
<tr>
<td>Wollaston</td>
<td>8</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Quincy Center</td>
<td>48</td>
<td>1.9%</td>
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</tr>
<tr>
<td>Quincy Adams</td>
<td>10</td>
<td>0.4%</td>
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</tr>
<tr>
<td>Braintree</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Red Line: Unspecified</td>
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</tr>
<tr>
<td>Red Line Total:</td>
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<td>13.8%</td>
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</table>

### Orange Line

<table>
<thead>
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<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oak Grove</td>
<td>48</td>
<td>1.9%</td>
<td></td>
</tr>
<tr>
<td>Malden</td>
<td>34</td>
<td>1.4%</td>
<td></td>
</tr>
<tr>
<td>Wellington</td>
<td>14</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>Sullivan Square</td>
<td>27</td>
<td>1.1%</td>
<td></td>
</tr>
<tr>
<td>Community College</td>
<td>8</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>North Station-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Haymarket-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>State-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Downtown Crossing-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Chinatown</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>NE Medical Center</td>
<td>31</td>
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</tr>
<tr>
<td>Back Bay</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Massachusetts Ave</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Ruggles</td>
<td>32</td>
<td>1.3%</td>
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</tr>
<tr>
<td>Roxbury Crossing</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Jackson Square</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Stony Brook</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Street</td>
<td>7</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>Forest Hills</td>
<td>13</td>
<td>0.5%</td>
<td></td>
</tr>
<tr>
<td>Orange Line: Unspecified</td>
<td>0</td>
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</tr>
<tr>
<td>Orange Line Total:</td>
<td>215</td>
<td>8.6%</td>
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</tr>
</tbody>
</table>

### Blue Line

<table>
<thead>
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<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
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<td></td>
</tr>
<tr>
<td>Revere Beach</td>
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<td></td>
</tr>
<tr>
<td>Beachmont</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Orient Heights</td>
<td>17</td>
<td>0.7%</td>
<td></td>
</tr>
<tr>
<td>Wood Island</td>
<td>12</td>
<td>0.5%</td>
<td></td>
</tr>
<tr>
<td>Airport</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Maverick</td>
<td>18</td>
<td>0.7%</td>
<td></td>
</tr>
<tr>
<td>Aquarium</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>State-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Bowdoin</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Blue Line: Unspecified</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Blue Line Total:</td>
<td>47</td>
<td>1.9%</td>
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</table>

### Mattapan High Speed Line

<table>
<thead>
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<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
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</thead>
<tbody>
<tr>
<td>Ashmont-M</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Cedar Grove</td>
<td>4</td>
<td>0.2%</td>
<td></td>
</tr>
<tr>
<td>Butler</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Milton</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Central Avenue</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Valley Road</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Capen Street</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Mattapan</td>
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<tr>
<td>Mattapan Line Total:</td>
<td>4</td>
<td>0.2%</td>
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</tr>
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* The role of transfers in these entry data tables is explained in section 7.1.**
## Entries to the Rapid Transit System

### (cont'd)

#### Expanded Results

**Exit Stop: St. Paul St. to Summit Ave.**

<table>
<thead>
<tr>
<th>Green Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Summary</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lechmere</td>
<td>78</td>
<td>3.1%</td>
<td>Red Line Total:</td>
<td>344</td>
</tr>
<tr>
<td>Science Park</td>
<td>0</td>
<td>0.0%</td>
<td>Mattapan Line Total:</td>
<td>4</td>
</tr>
<tr>
<td>North Station-G</td>
<td>57</td>
<td>2.3%</td>
<td>Orange Line Total:</td>
<td>215</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>63</td>
<td>2.5%</td>
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<td>47</td>
</tr>
<tr>
<td>Government Center-G</td>
<td>169</td>
<td>6.7%</td>
<td>Green Line Total:</td>
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<td>Park Street-G</td>
<td>273</td>
<td>10.9%</td>
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<td>110</td>
<td>4.4%</td>
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<tr>
<td>Arlington</td>
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<td>2.6%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Copley</td>
<td>234</td>
<td>9.4%</td>
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<td></td>
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<tr>
<td>Hynes Convention Center</td>
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<tr>
<td>Kenmore</td>
<td>216</td>
<td>8.7%</td>
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<td>Prudential</td>
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</tr>
<tr>
<td>Symphony</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>8</td>
<td>0.3%</td>
<td></td>
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<tr>
<td>B Pack.Cnr.-Warren St.</td>
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<tr>
<td>B Washington St.-BC</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>C St.Mary's-Summit/Winchest</td>
<td>162</td>
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</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>349</td>
<td>14.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D Fenway-Longwood</td>
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<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>18</td>
<td>0.7%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>15</td>
<td>0.6%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
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<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
<td>0</td>
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</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
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<td></td>
<td></td>
</tr>
<tr>
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</tr>
<tr>
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</tr>
<tr>
<td>Green Line E: Unspecified</td>
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* 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

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Orange Line</th>
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<td>Shawmut</td>
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<th>Percent of Riders</th>
<th>Mattapan High Speed Line</th>
<th>Percent of Riders</th>
<th>Mattapan High Speed Line</th>
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<td>Entries:</td>
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<td>0</td>
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<td>0</td>
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<tr>
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<tr>
<td>Maverick</td>
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<td>0</td>
<td>Mattapan Line Total:</td>
</tr>
<tr>
<td>Aquarium</td>
<td>0</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>State-B</td>
<td>0</td>
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</tr>
<tr>
<td>Government Center-B</td>
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<tr>
<td>Bowdoin</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
### Entries to the Rapid Transit System

#### (cont’d)

**Exit Stop: Brandon Hall to Tappan St.**

**Green Line**

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<thead>
<tr>
<th>Stop</th>
<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
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</tr>
<tr>
<td>Science Park</td>
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</tr>
<tr>
<td>North Station-G</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Government Center-G</td>
<td>0</td>
<td>0.0%</td>
<td>42</td>
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<tr>
<td>Park Street-G</td>
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<td>3.3%</td>
<td>137</td>
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<tr>
<td>Boylston</td>
<td>66</td>
<td>10.3%</td>
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</tr>
<tr>
<td>Arlington</td>
<td>26</td>
<td>4.0%</td>
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<tr>
<td>Copley</td>
<td>109</td>
<td>16.9%</td>
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</tr>
<tr>
<td>Hynes Convention Center</td>
<td>70</td>
<td>10.9%</td>
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<tr>
<td>Kenmore</td>
<td>11</td>
<td>1.7%</td>
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</tr>
<tr>
<td>Prudential</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Symphony</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
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</tr>
<tr>
<td>B Pack.Cnr.-Warren St.</td>
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<tr>
<td>B Washington St.-BC</td>
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<td></td>
</tr>
<tr>
<td>C St. Mary’s-Summit/Winchest</td>
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<tr>
<td>C Brandon-Cleveland Cir.</td>
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</tr>
<tr>
<td>D Fenway-Longwood</td>
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<td></td>
</tr>
<tr>
<td>D Brook.Vill.-Brook.Hills</td>
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<tr>
<td>D Beaconsfield-Ches.Hill</td>
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<td>0.0%</td>
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<tr>
<td>D Newton Ctr.-Eliot</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>D Waban-Riverside</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
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<td></td>
</tr>
<tr>
<td>E Long.Med.-Brig.Ctr.</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
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<tr>
<td>Green Line: Unspecified</td>
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</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
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<td>Green Line B: Unspecified</td>
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<tr>
<td>Green Line C: Unspecified</td>
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<tr>
<td>Green Line D: Unspecified</td>
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<tr>
<td>Green Line E: Unspecified</td>
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<tr>
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</table>

**Summary**

- Red Line Total: 137 21.3%
- Mattapan Line Total: 0 0.0%
- Orange Line Total: 0 0.0%
- Blue Line Total: 42 6.5%
- Green Line Total: 466 72.2%
- Overall Total: 646 100.0%
- No Response: 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

Exit Stop: Dean Rd. to Cleveland Circle

Red Line

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<th>Entries:</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<tbody>
<tr>
<td>Alewife</td>
<td>10</td>
<td>1.5%</td>
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</tr>
<tr>
<td>Davis</td>
<td>24</td>
<td>3.4%</td>
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<tr>
<td>Porter</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Harvard</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Central</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Kendall/MIT</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Charles/MGH</td>
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<td>0.0%</td>
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</tr>
<tr>
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</tr>
<tr>
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<tr>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Broadway</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Andrew</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>J FK/UMass</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Savin Hill</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Fields Corner</td>
<td>0</td>
<td>0.0%</td>
<td></td>
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<td>0.0%</td>
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<td>0.0%</td>
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Orange Line

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<tr>
<td>Wellington</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Sullivan Square</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Community College</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>North Station-O</td>
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</tr>
<tr>
<td>State-O</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Downtown Crossing-O</td>
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<td>0.0%</td>
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<tr>
<td>Chinatown</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>NE Medical Center</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Back Bay</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Massachusetts Ave</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Ruggles</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Roxbury Crossing</td>
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<td>0.0%</td>
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<tr>
<td>Jackson Square</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Stony Brook</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Street</td>
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<td>0.0%</td>
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Blue Line

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<td>Beachmont</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Orient Heights</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Wood Island</td>
<td>17</td>
<td>2.4%</td>
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</tr>
<tr>
<td>Airport</td>
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<td></td>
</tr>
<tr>
<td>Maverick</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Aquarium</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>State-B</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Government Center-B</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Bowdoin</td>
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<td>0.0%</td>
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Mattapan High Speed Line

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<td></td>
</tr>
<tr>
<td>Butler</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Milton</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Central Avenue</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Valley Road</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Capen Street</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Mattapan</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Mattapan Line Total:</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
</tbody>
</table>

* 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)

**Exit Stop: Dean Rd. to Cleveland Circle**

**Expanded Results**

### GREEN LINE-C

#### Summary of Percent of Riders Transfers:

<table>
<thead>
<tr>
<th>Summary</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red Line Total:</td>
<td>7.3%</td>
</tr>
<tr>
<td>Mattapan Line Total:</td>
<td>0.0%</td>
</tr>
<tr>
<td>Orange Line Total:</td>
<td>4.3%</td>
</tr>
<tr>
<td>Blue Line Total:</td>
<td>3.4%</td>
</tr>
<tr>
<td>Green Line Total:</td>
<td>85.0%</td>
</tr>
<tr>
<td>Overall Total</td>
<td>693</td>
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<tr>
<td>No Response</td>
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</table>

### Green Line Entries:

<table>
<thead>
<tr>
<th>Station</th>
<th>Entries</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lechmere</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Science Park</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>North Station-G</td>
<td>19</td>
<td>2.7%</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>17</td>
<td>9.2%</td>
</tr>
<tr>
<td>Government Center-G</td>
<td>64</td>
<td>13.6%</td>
</tr>
<tr>
<td>Park Street-G</td>
<td>94</td>
<td>12.7%</td>
</tr>
<tr>
<td>Boylston</td>
<td>88</td>
<td>1.8%</td>
</tr>
<tr>
<td>Arlington</td>
<td>13</td>
<td>12.7%</td>
</tr>
<tr>
<td>Copley</td>
<td>16</td>
<td>0.0%</td>
</tr>
<tr>
<td>Hynes Convention Center</td>
<td>35</td>
<td>5.1%</td>
</tr>
<tr>
<td>Kenmore</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Prudential</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Symphony</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>B Pack.Cnr.-Warren St.</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>B Washington St.-BC</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>C St.Mary's-Summit/Winchest</td>
<td>190</td>
<td>27.4%</td>
</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>71</td>
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<tr>
<td>D Fenway-Longwood</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>E Northeast-Museum</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Green Line: Unscheduled</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Green Line Subway: Unscheduled</td>
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</tr>
<tr>
<td>Green Line B: Unscheduled</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Green Line C: Unscheduled</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Green Line D: Unscheduled</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Green Line E: Unscheduled</td>
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<td>0.0%</td>
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<tr>
<td>Green Line Total:</td>
<td>590</td>
<td>85.0%</td>
</tr>
</tbody>
</table>

*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**

**Exit Station: Fenway**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Entries:</td>
<td></td>
<td>Entries:</td>
</tr>
<tr>
<td></td>
<td>Riders</td>
<td>Transfers:*</td>
<td>Riders</td>
</tr>
<tr>
<td><strong>Alewife</strong></td>
<td>44</td>
<td>Oak Grove</td>
<td>12</td>
</tr>
<tr>
<td><strong>Davis</strong></td>
<td>29</td>
<td>Malden</td>
<td>62</td>
</tr>
<tr>
<td><strong>Porter</strong></td>
<td>13</td>
<td>Wellington</td>
<td>37</td>
</tr>
<tr>
<td><strong>Harvard</strong></td>
<td>45</td>
<td>Sullivan Square</td>
<td>49</td>
</tr>
<tr>
<td><strong>Central</strong></td>
<td>11</td>
<td>Community College</td>
<td>0</td>
</tr>
<tr>
<td><strong>Kendall/MIT</strong></td>
<td>0</td>
<td>North Station-O</td>
<td>0</td>
</tr>
<tr>
<td><strong>Charles/MBGH</strong></td>
<td>0</td>
<td>Haymarket-O</td>
<td>0</td>
</tr>
<tr>
<td><strong>Park Street-R</strong></td>
<td>0</td>
<td>State-O</td>
<td>0</td>
</tr>
<tr>
<td><strong>Downtown Crossing-R</strong></td>
<td>32</td>
<td>Downtown Crossing-O</td>
<td>0</td>
</tr>
<tr>
<td><strong>South Station</strong></td>
<td>40</td>
<td>Chinatown</td>
<td>0</td>
</tr>
<tr>
<td><strong>Broadway</strong></td>
<td>16</td>
<td>NE Medical Center</td>
<td>0</td>
</tr>
<tr>
<td><strong>Andrew</strong></td>
<td>0</td>
<td>Back Bay</td>
<td>0</td>
</tr>
<tr>
<td><strong>JFK/UMass</strong></td>
<td>0</td>
<td>Massachusetts Ave</td>
<td>0</td>
</tr>
<tr>
<td><strong>Savin Hill</strong></td>
<td>0</td>
<td>Ruggles</td>
<td>0</td>
</tr>
<tr>
<td><strong>Fields Corner</strong></td>
<td>13</td>
<td>Roxbury Crossing</td>
<td>0</td>
</tr>
<tr>
<td><strong>Shawmut</strong></td>
<td>0</td>
<td>Jackson Square</td>
<td>0</td>
</tr>
<tr>
<td><strong>Ashmont-R</strong></td>
<td>21</td>
<td>Stony Brook</td>
<td>0</td>
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<tr>
<td><strong>North Quincy</strong></td>
<td>28</td>
<td>Green Street</td>
<td>0</td>
</tr>
<tr>
<td><strong>Wollaston</strong></td>
<td>25</td>
<td>Forest Hills</td>
<td>17</td>
</tr>
<tr>
<td><strong>Quincy Center</strong></td>
<td>48</td>
<td>Orange Line: Unspecified</td>
<td>0</td>
</tr>
<tr>
<td><strong>Quincy Adams</strong></td>
<td>10</td>
<td>Orange Line Total:</td>
<td>177</td>
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<tr>
<td><strong>Brantree</strong></td>
<td>45</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Red Line: Unspecified</strong></td>
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</tr>
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<td><strong>Red Line Total:</strong></td>
<td>420</td>
<td></td>
<td></td>
</tr>
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<table>
<thead>
<tr>
<th>Blue Line</th>
<th>Percent of Riders</th>
<th>Mattapan High Speed Line</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Entries:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Riders</td>
<td>Ashmont-M</td>
</tr>
<tr>
<td>Wonderland</td>
<td>14</td>
<td>Cedar Grove</td>
</tr>
<tr>
<td>Revere Beach</td>
<td>28</td>
<td>Butler</td>
</tr>
<tr>
<td>Beachmont</td>
<td>8</td>
<td>Milton</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>Central Avenue</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>15</td>
<td>Valley Road</td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>Capen Street</td>
</tr>
<tr>
<td>Airport</td>
<td>0</td>
<td>Mattapan</td>
</tr>
<tr>
<td>Maverick</td>
<td>86</td>
<td>Mattapan Line Total:</td>
</tr>
<tr>
<td>Aquarium</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>State-B</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Bowdoin</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Blue Line: Unspecified</td>
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<td></td>
</tr>
<tr>
<td>Blue Line Total:</td>
<td>152</td>
<td></td>
</tr>
</tbody>
</table>

* 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**  
(continues)

#### Expanded Results

**GREEN LINE-D**  
Exit Station: Fenway

<table>
<thead>
<tr>
<th>Green Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lechmere</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Science Park</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>North Station-G</td>
<td>51</td>
<td>2.3% 117</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>43</td>
<td>2.0%</td>
</tr>
<tr>
<td>Government Center-G</td>
<td>18</td>
<td>0.8% 307</td>
</tr>
<tr>
<td>Park Street-G</td>
<td>126</td>
<td>5.7% 482</td>
</tr>
<tr>
<td>Boylston</td>
<td>97</td>
<td>4.4%</td>
</tr>
<tr>
<td>Arlington</td>
<td>64</td>
<td>2.9% 15</td>
</tr>
<tr>
<td>Copley</td>
<td>109</td>
<td>4.9% 16</td>
</tr>
<tr>
<td>Hynes Convention Center</td>
<td>88</td>
<td>4.0%</td>
</tr>
<tr>
<td>Kenmore</td>
<td>26</td>
<td>1.2% 91</td>
</tr>
<tr>
<td>Prudential</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Symphony</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>24</td>
<td>1.1%</td>
</tr>
<tr>
<td>B Pack.Cnr.-Warren St.</td>
<td>31</td>
<td>1.4%</td>
</tr>
<tr>
<td>B Washington St.-BC</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>C St.Mary’s-Summit/Winchest</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>14</td>
<td>0.6%</td>
</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>23</td>
<td>1.1%</td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>194</td>
<td>8.8%</td>
</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>183</td>
<td>8.3%</td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>115</td>
<td>5.2%</td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>238</td>
<td>10.8%</td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>15</td>
<td>0.7%</td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
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</tr>
<tr>
<td>Green Line B: Unspecified</td>
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<tr>
<td>Green Line C: Unspecified</td>
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<td>Green Line D: Unspecified</td>
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<td>Green Line E: Unspecified</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Green Line Total:</td>
<td>1,459</td>
<td>66.1%</td>
</tr>
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</table>

### Summary

<table>
<thead>
<tr>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red Line Total:</td>
</tr>
<tr>
<td>Mattapan Line Total:</td>
</tr>
<tr>
<td>Orange Line Total:</td>
</tr>
<tr>
<td>Blue Line Total:</td>
</tr>
<tr>
<td>Green Line Total:</td>
</tr>
<tr>
<td>Overall Total</td>
</tr>
<tr>
<td>No Response</td>
</tr>
</tbody>
</table>

- **Entries:** 2,207
- **Overall Total:** 100.0%

* 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

**Exit Station: Longwood**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Entries</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
<th>Entries</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alewife</td>
<td>31</td>
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<td></td>
<td>Oak Grove</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Davis</td>
<td>33</td>
<td>1.1%</td>
<td></td>
<td>Maiden</td>
<td>48</td>
<td>1.6%</td>
<td></td>
</tr>
<tr>
<td>Porter</td>
<td>76</td>
<td>2.6%</td>
<td></td>
<td>Wellington</td>
<td>12</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>Harvard</td>
<td>41</td>
<td>1.4%</td>
<td></td>
<td>Sullivan Square</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Central</td>
<td>22</td>
<td>0.7%</td>
<td></td>
<td>Community College</td>
<td>54</td>
<td>1.8%</td>
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</tr>
<tr>
<td>Kendall/MIT</td>
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<td>0.0%</td>
<td></td>
<td>North Station-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Charles/MBGH</td>
<td>54</td>
<td>1.8%</td>
<td></td>
<td>Haymarket-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>State-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
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<td>Downtown Crossing-R</td>
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<td></td>
<td>Downtown Crossing-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>South Station</td>
<td>13</td>
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<td></td>
<td>Chinatown</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Broadway</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>NE Medical Center</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Andrew</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Back Bay</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>J FK/UMass</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Massachusetts Ave</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Savin Hill</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Ruggles</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Fields Corner</td>
<td>13</td>
<td>0.5%</td>
<td></td>
<td>Roxbury Crossing</td>
<td>0</td>
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<td></td>
</tr>
<tr>
<td>Shawmut</td>
<td>20</td>
<td>0.7%</td>
<td></td>
<td>Jackson Square</td>
<td>0</td>
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<td></td>
</tr>
<tr>
<td>Ashmont-R</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Stony Brook</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>North Quincy</td>
<td>12</td>
<td>0.4%</td>
<td></td>
<td>Green Street</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Wollaston</td>
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<td>1.1%</td>
<td></td>
<td>Forest Hills</td>
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<td>0.0%</td>
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<tr>
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<td>0.0%</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
### Entries to the Rapid Transit System (cont'd)

**Exit Station: Longwood**

**GREEN LINE-D**

**Expanded Results**

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<tr>
<th>Green Line</th>
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<th>Riders</th>
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<th>Percent of Riders</th>
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<td>Science Park</td>
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<td>51</td>
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<td>Haymarket-G</td>
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<td>Copley</td>
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<td>Prudential</td>
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<td>Symphony</td>
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<td>B Pack.Cnr.-Warren St.</td>
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</tr>
<tr>
<td>B Washington St.-BC</td>
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<td>0.0%</td>
<td></td>
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</tr>
<tr>
<td>C St.Mary's-Summit/Winchest</td>
<td>8</td>
<td>0.3%</td>
<td></td>
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</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
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</tr>
<tr>
<td>D Fenway-Longwood</td>
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<tr>
<td>Orange Line Total:</td>
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<td>3.9%</td>
</tr>
<tr>
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<td>201</td>
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<td>76.5%</td>
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* 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**

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<th>Entries</th>
<th>Percent of Riders</th>
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<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<td>JFK/UMass</td>
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<td>Ruggles</td>
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<td>Roxbury Crossing</td>
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<table>
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<tr>
<th>Blue Line</th>
<th>Entries</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Mattapan High Speed Line</th>
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<td>1.2%</td>
<td></td>
<td>Ashmont-M</td>
</tr>
<tr>
<td>Revere Beach</td>
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<td>0.0%</td>
<td></td>
<td>Cedar Grove</td>
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<tr>
<td>Beachmont</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Butler</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Milton</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>15</td>
<td>0.9%</td>
<td></td>
<td>Central Avenue</td>
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<tr>
<td>Wood Island</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Valley Road</td>
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<tr>
<td>Airport</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Capen Street</td>
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<td>Maverick</td>
<td>41</td>
<td>2.6%</td>
<td></td>
<td>Mattapan</td>
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<tr>
<td>Aquarium</td>
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<td>Mattapan Line Total:</td>
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</tr>
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<td>Government Center-B</td>
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<td>0.0%</td>
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* 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*

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<tr>
<th>Green Line</th>
<th>Entries:</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Summary</th>
<th>Percent of Riders</th>
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<tr>
<td>Lechmere</td>
<td>20</td>
<td>1.2%</td>
<td></td>
<td>Red Line Total:</td>
<td>281 17.9%</td>
</tr>
<tr>
<td>Science Park</td>
<td>0</td>
<td>0.0%</td>
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<td>Mattapan Line Total:</td>
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<tr>
<td>North Station-G</td>
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<td>3.4%</td>
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<tr>
<td>Arlington</td>
<td>64</td>
<td>4.1%</td>
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<tr>
<td>Copley</td>
<td>125</td>
<td>8.0%</td>
<td>21</td>
<td></td>
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</tr>
<tr>
<td>Hynes Convention Center</td>
<td>53</td>
<td>3.4%</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Kenmore</td>
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<td>3.3%</td>
<td>2</td>
<td></td>
<td></td>
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<tr>
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<tr>
<td>Symphony</td>
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<td>0.0%</td>
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<td></td>
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</tr>
<tr>
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<td>0.0%</td>
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<tr>
<td>B Washington St.-BC</td>
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<td>0.0%</td>
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<td></td>
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</tr>
<tr>
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<tr>
<td>C Brandon-Cleveland Cir.</td>
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*The role of transfers in these entry data tables is explained in section 7.1.*
### Expanded Results

#### Exit Station: Brookline Hills

#### Red Line

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<tr>
<td>Davis</td>
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<td>0.0%</td>
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<tr>
<td>Porter</td>
<td>0</td>
<td>0.0%</td>
<td></td>
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<tr>
<td>Harvard</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Central</td>
<td>11</td>
<td>2.3%</td>
<td></td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Charles/MGH</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Park Street-R</td>
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</tr>
<tr>
<td>Downtown Crossing-R</td>
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<td></td>
</tr>
<tr>
<td>South Station</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Broadway</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Andrew</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>J FK/UMass</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Savin Hill</td>
<td>0</td>
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<td>Fields Corner</td>
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<td>Wollaston</td>
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<td>0.0%</td>
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<tr>
<td>Quincy Center</td>
<td>0</td>
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<tr>
<td>Quincy Adams</td>
<td>0</td>
<td>0.0%</td>
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<td>Braintree</td>
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#### Orange Line

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<tr>
<td>Maiden</td>
<td>17</td>
<td>3.6%</td>
<td></td>
</tr>
<tr>
<td>Wellington</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Sullivan Square</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Community College</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>North Station-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Haymarket-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>State-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Downtown Crossing-O</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Chinatown</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>NE Medical Center</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Back Bay</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Massachusetts Ave</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Ruggles</td>
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<tr>
<td>Roxbury Crossing</td>
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<td>Jackson Square</td>
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</tr>
<tr>
<td>Stony Brook</td>
<td>0</td>
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<td></td>
</tr>
<tr>
<td>Green Street</td>
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<td>0.0%</td>
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<td>Forest Hills</td>
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#### Blue Line

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<tr>
<td>Wood Island</td>
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<td>Airport</td>
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<td>State-B</td>
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<td>Government Center-B</td>
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</tr>
<tr>
<td>Bowdoin</td>
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#### Mattapan High Speed Line

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<td></td>
</tr>
<tr>
<td>Butler</td>
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</tr>
<tr>
<td>Milton</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Central Avenue</td>
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<td>0.0%</td>
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<tr>
<td>Valley Road</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
### Green Line-D

**Exit Station: Brookline Hills**

**Expanded Results**

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<td>D Newton Ctr.-Eliot</td>
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<td>D Waban-Riverside</td>
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* 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**

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<td>0.0%</td>
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<tr>
<td>Kendall/MIT</td>
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<td>0.0%</td>
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<tr>
<td>Charles/MGH</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Broadway</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Andrew</td>
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<td>0.0%</td>
</tr>
<tr>
<td>JFK/UMass</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Savin Hill</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Fields Corner</td>
<td>0</td>
<td>0.0%</td>
</tr>
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<tr>
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<table>
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<tr>
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<tr>
<td>Sullivan Square</td>
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<td>0.0%</td>
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<tr>
<td>Community College</td>
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<td>Haymarket-O</td>
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<td>State-O</td>
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<tr>
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<tr>
<td>NE Medical Center</td>
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<tr>
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* The role of transfers in these entry data tables is explained in section 7.1.
## Entries to the Rapid Transit System (cont'd)

### Expanded Results

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* 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**

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* The role of transfers in these entry data tables is explained in section 7.1.
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* The role of transfers in these entry data tables is explained in section 7.1.
# MBTA Surveys: 2008-09

## Rapid Transit Survey

### Expanded Results

**Entries to the Rapid Transit System**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
<th>Percent of</th>
<th>Riders</th>
<th>Transfers:*</th>
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<tbody>
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<td>0.0%</td>
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<tr>
<td>Davis</td>
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<td>2.4%</td>
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<td>Malden</td>
<td>17</td>
<td>2.2%</td>
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<tr>
<td>Porter</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Wellington</td>
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<td>0.0%</td>
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<td>0.0%</td>
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<td>North Station-O</td>
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<td>0.0%</td>
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<td>J FK/UMass</td>
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<td>0.0%</td>
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<td>Ruggles</td>
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<td>Roxbury Crossing</td>
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<td>0.0%</td>
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<td></td>
<td>Green Street</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Wollaston</td>
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<td>0.0%</td>
<td></td>
<td>Forest Hills</td>
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**Blue Line**

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<tr>
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<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
<th>Mattapan High Speed Line</th>
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<td></td>
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</tr>
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<td>Beachmont</td>
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<td>Suffolk Downs</td>
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<td>0.0%</td>
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<td>Orient Heights</td>
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<td>Central Avenue</td>
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<td>Wood Island</td>
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<td>Valley Road</td>
</tr>
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<td>Airport</td>
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<td>Capen Street</td>
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<td>Maverick</td>
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<td></td>
<td>Mattapan</td>
</tr>
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<td>Aquarium</td>
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<td>Mattapan Line Total:</td>
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<td>State-B</td>
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</tr>
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<td>Government Center-B</td>
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<td>0.0%</td>
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<td></td>
</tr>
<tr>
<td>Bowdoin</td>
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</table>

* 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)

**Expanded Results**

### Green Line D

<table>
<thead>
<tr>
<th>Exit Station: Chestnut Hill</th>
<th>Percent of Riders</th>
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<tbody>
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</tr>
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</tr>
<tr>
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<td>Copley</td>
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<td>Kenmore</td>
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<tr>
<td>Prudential</td>
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<tr>
<td>Symphony</td>
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<td>0.0%</td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
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<tr>
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</tr>
<tr>
<td>C St.Mary’s-Summit/Winchest</td>
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</tr>
<tr>
<td>D Waban-Riverside</td>
<td>18</td>
<td>2.3%</td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
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<td>0.0%</td>
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<tr>
<td>E Long.Med.-Brig Cir.</td>
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<td>Green Line C: Unspecified</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
## MBTA Surveys: 2008-09

### Rapid Transit Survey

#### Expanded Results

**Exit Station:** Newton Centre

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Entries</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
<th>Entries</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alewife</td>
<td>0</td>
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<td></td>
<td>Oak Grove</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Davis</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Malden</td>
<td>17</td>
<td>1.9%</td>
<td></td>
</tr>
<tr>
<td>Porter</td>
<td>6</td>
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<td></td>
<td>Wellington</td>
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<tr>
<td>Harvard</td>
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<td>Sullivan Square</td>
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<td>0.0%</td>
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<tr>
<td>Central</td>
<td>19</td>
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<tr>
<td>Charles/MGH</td>
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<td>Haymarket-O</td>
<td>0</td>
<td>0.0%</td>
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<td>Park Street-R</td>
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<td></td>
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<td>Chinatown</td>
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<td>0.0%</td>
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<tr>
<td>Broadway</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>NE Medical Center</td>
<td>0</td>
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<tr>
<td>Andrew</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>Back Bay</td>
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<td>JFK/UMass</td>
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<td>Massachusetts Ave</td>
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<td>0.0%</td>
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<td>Savin Hill</td>
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<td></td>
<td>Ruggles</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Fields Corner</td>
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<td>Roxbury Crossing</td>
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<td>0.0%</td>
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<th>Entries</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Mattapan High Speed Line</th>
<th>Entries</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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* The role of transfers in these entry data tables is explained in section 7.1.
## MBTA Surveys: 2008-09

### Rapid Transit Survey

**Entries to the Rapid Transit System**

(Cont'd)

**Green Line-D**

Exit Station: Newton Centre

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<th>Percent of Riders</th>
<th>Summary</th>
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* The role of transfers in these entry data tables is explained in section 7.1.
## MBTA Surveys: 2008-09

### Rapid Transit Survey

#### Expanded Results

**Exit Station:** Newton Highlands

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<tr>
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<th>Entries</th>
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<th>Orange Line</th>
<th>Percent of Transfers:*</th>
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<th>Riders</th>
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<th>Percent of Transfers:*</th>
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<td>Beachmont</td>
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<td>0</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
Entries to the Rapid Transit System (cont'd)

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<td>B Pack.Cnr.-Warren St.</td>
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<td>7.2%</td>
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<td>19</td>
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<td></td>
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</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>0</td>
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<td>D Fenway-Longwood</td>
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<tr>
<td>E Fenwood Rd-Heath</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-D
Exit Station: Eliot

<table>
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<th>Percent of Riders</th>
<th>Transfers:*</th>
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<td></td>
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<tr>
<td>Alewife</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Davis</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Porter</td>
<td>10</td>
<td>2.5%</td>
</tr>
<tr>
<td>Harvard</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Central</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Charles/MGH</td>
<td>9</td>
<td>2.1%</td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>South Station</td>
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<td>5.0%</td>
</tr>
<tr>
<td>Broadway</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Andrew</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>J FK/UMass</td>
<td>26</td>
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</tr>
<tr>
<td>Savin Hill</td>
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<td>0.0%</td>
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<tr>
<td>Fields Corner</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shawmut</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Ashmont-R</td>
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</tr>
<tr>
<td>North Quincy</td>
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<tr>
<td>Wollaston</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Quincy Center</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Quincy Adams</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Braintree</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Red Line Total:</td>
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<td>16.2%</td>
</tr>
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</table>

Orange Line

| Oak Grove         | 0                 | 0.0%        |
| Malden            | 0                 | 0.0%        |
| Wellington        | 0                 | 0.0%        |
| Sullivan Square   | 0                 | 0.0%        |
| Community College | 0                 | 0.0%        |
| North Station-O   | 0                 | 0.0%        |
| Haymarket-O       | 0                 | 0.0%        |
| State-O           | 0                 | 0.0%        |
| Downtown Crossing-O | 0              | 0.0%        |
| Chinatown         | 0                 | 0.0%        |
| NE Medical Center | 0                 | 0.0%        |
| Back Bay          | 0                 | 0.0%        |
| Massachusetts Ave | 0                 | 0.0%        |
| Ruggles           | 0                 | 0.0%        |
| Roxbury Crossing  | 0                 | 0.0%        |
| Jackson Square    | 0                 | 0.0%        |
| Stony Brook       | 0                 | 0.0%        |
| Green Street      | 0                 | 0.0%        |
| Forest Hills      | 0                 | 0.0%        |
| Orange Line: Unspecified | 0  | 0.0%        |
| Orange Line Total:| 0                 | 0.0%        |

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.
## Entries to the Rapid Transit System
### (cont'd)

**Expanded Results**

<table>
<thead>
<tr>
<th>Green Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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</thead>
<tbody>
<tr>
<td>Lechmere</td>
<td>10</td>
<td>2.5%</td>
</tr>
<tr>
<td>Science Park</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>North Station-G</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Government Center-G</td>
<td>9</td>
<td>2.2%</td>
</tr>
<tr>
<td>Park Street-G</td>
<td>31</td>
<td>7.8%</td>
</tr>
<tr>
<td>Boylston</td>
<td>66</td>
<td>16.5%</td>
</tr>
<tr>
<td>Arlington</td>
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<tr>
<td>Copley</td>
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<td>Hynes Convention Center</td>
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<td>Kenmore</td>
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<tr>
<td>Prudential</td>
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</tr>
<tr>
<td>Symphony</td>
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<td>0.0%</td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
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<tr>
<td>C St.Mary's-Summit/Winchest</td>
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<td>0.0%</td>
</tr>
<tr>
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<td>0.0%</td>
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<tr>
<td>D Fenway-Longwood</td>
<td>39</td>
<td>9.6%</td>
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</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>15</td>
<td>3.6%</td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
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<td>0.0%</td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
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</tr>
<tr>
<td>Green Line: Unspecified</td>
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<tr>
<td>Green Line Subway: Unspecified</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Green Line C: Unspecified</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Green Line D: Unspecified</td>
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</table>

### Summary

- **Red Line Total:**
- **Mattapan Line Total:**
- **Orange Line Total:**
- **Blue Line Total:**
- **Green Line Total:**
- **Overall Total**
- **No Response**

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<td>Percent of Riders</td>
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</tr>
<tr>
<td>Entries: 0</td>
</tr>
<tr>
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<tr>
<td>Entries: 337</td>
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<td>Riders: 83.8%</td>
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<td>Riders: 0.0%</td>
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*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**

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<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
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<td>0.0%</td>
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<tr>
<td>Charles/MGH</td>
<td>0</td>
<td>0.0%</td>
<td>Haymarket-O</td>
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</tr>
<tr>
<td>Park Street-R</td>
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<td>State-O</td>
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</tr>
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<tr>
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<td>Broadway</td>
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<tr>
<td>Andrew</td>
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<td>0.0%</td>
<td>Back Bay</td>
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<td>0.0%</td>
</tr>
<tr>
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<tr>
<td>Fields Corner</td>
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<td>Roxbury Crossing</td>
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<td>Shawmut</td>
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<td>0.0%</td>
<td>Jackson Square</td>
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</tr>
<tr>
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<td>Stony Brook</td>
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</tr>
<tr>
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**Blue Line**

<table>
<thead>
<tr>
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<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Mattapan High Speed Line</th>
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<tbody>
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<td>Ashmont-M</td>
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</tr>
<tr>
<td>Suffolk Downs</td>
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<td>0.0%</td>
<td>Milton</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>0</td>
<td>0.0%</td>
<td>Central Avenue</td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>0.0%</td>
<td>Valley Road</td>
</tr>
<tr>
<td>Airport</td>
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</tr>
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<td>18</td>
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<td>Mattapan</td>
</tr>
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<td>Aquarium</td>
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</tr>
<tr>
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</tr>
<tr>
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* The role of transfers in these entry data tables is explained in section 7.1.
### Green Line Entries to the Rapid Transit System (cont’d)

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<th>Station</th>
<th>Entries</th>
<th>Riders</th>
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<tbody>
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### Summary

- Red Line Total: 7 4.1%
- Mattapan Line Total: 0 0.0%
- Orange Line Total: 17 9.8%
- Blue Line Total: 18 10.2%
- Green Line Total: 132 75.8%
- Overall Total: 175 100.0%
- No Response: 0

---

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

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### Mattapan High Speed Line

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* The role of transfers in these entry data tables is explained in section 7.1.
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* The role of transfers in these entry data tables is explained in section 7.1.
### Green Line-D

**Exit Station: Riverside**

#### Expanded Results

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<td>Wonderland</td>
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<td>Davis</td>
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<td>0.0%</td>
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<td>Harvard</td>
<td>0.0%</td>
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<td>Central</td>
<td>0.9%</td>
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<td>0.0%</td>
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<tr>
<td>Kendall/MIT</td>
<td>1.6%</td>
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<td>0.0%</td>
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<tr>
<td>Charles/ MGH</td>
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<td>Maverick</td>
<td>5.9%</td>
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<td>Aquarium</td>
<td>0.0%</td>
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<tr>
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<td>State-B</td>
<td>0.0%</td>
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<tr>
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<td>Government Center-B</td>
<td>0.0%</td>
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<td>Andrew</td>
<td>0.0%</td>
<td>Bowdoin</td>
<td>1.1%</td>
</tr>
<tr>
<td>JFK/UMass</td>
<td>0.0%</td>
<td>Blue Line: Unspecified</td>
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<tr>
<td>Savin Hill</td>
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#### Green Line-D

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<th>Mattapan High Speed Line</th>
<th>Percent of Riders</th>
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</thead>
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<td>Oak Grove</td>
<td>0.0%</td>
<td>Ashmont-M</td>
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</tr>
<tr>
<td>Malden</td>
<td>0.0%</td>
<td>Cedar Grove</td>
<td>0.0%</td>
</tr>
<tr>
<td>Wellington</td>
<td>0.0%</td>
<td>Butler</td>
<td>0.0%</td>
</tr>
<tr>
<td>Sullivan Square</td>
<td>0.0%</td>
<td>Milton</td>
<td>0.0%</td>
</tr>
<tr>
<td>Community College</td>
<td>0.0%</td>
<td>Central Avenue</td>
<td>0.0%</td>
</tr>
<tr>
<td>North Station-O</td>
<td>0.0%</td>
<td>Valley Road</td>
<td>0.0%</td>
</tr>
<tr>
<td>Haymarket-O</td>
<td>0.0%</td>
<td>Capen Street</td>
<td>0.0%</td>
</tr>
<tr>
<td>State-O</td>
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<td>Mattapan</td>
<td>0.0%</td>
</tr>
<tr>
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<td>Mattapan Line Total:</td>
<td>0.0%</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
## Entries to the Rapid Transit System

### Expanded Results

#### GREEN LINE-D

**Exit Station: Riverside**

<table>
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<tr>
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<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
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<tr>
<td></td>
<td>Entries:</td>
<td></td>
</tr>
<tr>
<td>Lechmere</td>
<td>20</td>
<td>2.2%</td>
</tr>
<tr>
<td>Science Park</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>North Station-G</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>63</td>
<td>7.0%</td>
</tr>
<tr>
<td>Government Center-G</td>
<td>41</td>
<td>4.5%</td>
</tr>
<tr>
<td>Park Street-G</td>
<td>63</td>
<td>7.0%</td>
</tr>
<tr>
<td>Boylston</td>
<td>59</td>
<td>6.5%</td>
</tr>
<tr>
<td>Arlington</td>
<td>13</td>
<td>1.4%</td>
</tr>
<tr>
<td>Copley</td>
<td>47</td>
<td>5.2%</td>
</tr>
<tr>
<td>Hynes Convention Center</td>
<td>35</td>
<td>3.9%</td>
</tr>
<tr>
<td>Kenmore</td>
<td>22</td>
<td>2.4%</td>
</tr>
<tr>
<td>Prudential</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Symphony</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>B Pack.Cnr.-Warren St.</td>
<td>43</td>
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</tr>
<tr>
<td>B Washington St.-BC</td>
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<tr>
<td>C St.Mary's-Summit/Winchest</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>90</td>
<td>10.0%</td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>57</td>
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</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>115</td>
<td>12.7%</td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>29</td>
<td>3.2%</td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>8</td>
<td>0.9%</td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
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<tr>
<td>Green Line B: Unspecified</td>
<td>0</td>
<td>0.0%</td>
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<td>Green Line C: Unspecified</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Green Line Total:</td>
<td>705</td>
<td>77.9%</td>
</tr>
</tbody>
</table>

**Summary**

- Red Line Total: 132 (14.5%)
- Mattapan Line Total: 0 (0.0%)
- Orange Line Total: 5 (0.6%)
- Blue Line Total: 63 (7.0%)
- Green Line Total: 705 (77.9%)
- Overall Total: 905 (100.0%)
- No Response: 0

---

* The role of transfers in these entry data tables is explained in section 7.1.
## MBTA Surveys: 2008-09
### Rapid Transit Survey
### Expanded Results

#### Exit Stop: Northeastern

- **Entries to the Rapid Transit System**
- **150**

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Orange Line</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alewife</td>
<td>37</td>
<td>Oak Grove</td>
<td>0</td>
</tr>
<tr>
<td>Davis</td>
<td>15</td>
<td>Maiden</td>
<td>0</td>
</tr>
<tr>
<td>Porter</td>
<td>13</td>
<td>Wellington</td>
<td>0</td>
</tr>
<tr>
<td>Harvard</td>
<td>10</td>
<td>Sullivan Square</td>
<td>0</td>
</tr>
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<td>Central</td>
<td>11</td>
<td>Community College</td>
<td>0</td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>0</td>
<td>North Station-O</td>
<td>0</td>
</tr>
<tr>
<td>Charles/MGH</td>
<td>0</td>
<td>Haymarket-O</td>
<td>0</td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>State-O</td>
<td>0</td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
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<tr>
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<td>0</td>
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<td>Broadway</td>
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<td>NE Medical Center</td>
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<td>Andrew</td>
<td>0</td>
<td>Back Bay</td>
<td>0</td>
</tr>
<tr>
<td>JFK/UMass</td>
<td>0</td>
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<td>0</td>
</tr>
<tr>
<td>Savin Hill</td>
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<td>Ruggles</td>
<td>0</td>
</tr>
<tr>
<td>Fields Corner</td>
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<td>Shawmut</td>
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<td>Stony Brook</td>
<td>0</td>
</tr>
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<td>North Quincy</td>
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<td>Green Street</td>
<td>0</td>
</tr>
<tr>
<td>Wollaston</td>
<td>8</td>
<td>Forest Hills</td>
<td>0</td>
</tr>
<tr>
<td>Quincy Center</td>
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<tr>
<td>Quincy Adams</td>
<td>10</td>
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<td>0</td>
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<tr>
<td>Braintree</td>
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</tr>
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<table>
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</tr>
</thead>
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<td>Wonderland</td>
<td>Ashmont-M</td>
</tr>
<tr>
<td>Revere Beach</td>
<td>Cedar Grove</td>
</tr>
<tr>
<td>Beachmont</td>
<td>Butler</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>Milton</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>Central Avenue</td>
</tr>
<tr>
<td>Wood Island</td>
<td>Valley Road</td>
</tr>
<tr>
<td>Airport</td>
<td>Capen Street</td>
</tr>
<tr>
<td>Maverick</td>
<td>Mattapan</td>
</tr>
<tr>
<td>Aquarium</td>
<td>Mattapan Line Total:</td>
</tr>
<tr>
<td>State-B</td>
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<td>Government Center-B</td>
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<td>Bowdoin</td>
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<tr>
<td>Blue Line Total:</td>
<td></td>
</tr>
</tbody>
</table>

* The role of transfers in these entry data tables is explained in section 7.1.
## Entries to the Rapid Transit System

### (cont'd)

**Rapid Transit Survey**

**GREEN LINE-E**

Exit Stop: Northeastern

### Expanded Results

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<tr>
<th>Green Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
<th>Summary</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lechmere</td>
<td>59</td>
<td>6.3%</td>
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<tr>
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<td>7</td>
<td>0.7%</td>
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<td>9</td>
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<td>North Station-G</td>
<td>35</td>
<td>3.7%</td>
<td>Orange Line Total:</td>
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<tr>
<td>Haymarket-G</td>
<td>63</td>
<td>6.7%</td>
<td>Blue Line Total:</td>
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<tr>
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<td>0.0%</td>
<td>Green Line Total:</td>
<td>763</td>
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<tr>
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<td>94</td>
<td>10.1%</td>
<td>Overall Total</td>
<td>939</td>
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<tr>
<td>Arlington</td>
<td>26</td>
<td>2.7%</td>
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<tr>
<td>Copley</td>
<td>31</td>
<td>3.3%</td>
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<td></td>
</tr>
<tr>
<td>Kenmore</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
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<tr>
<td>Prudential</td>
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<tr>
<td>Symphony</td>
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<td></td>
<td></td>
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<td>B Blandford-Babcock</td>
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</tr>
<tr>
<td>B Pack.Cnr.-Warren St.</td>
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<td>B Washington St.-BC</td>
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</tr>
<tr>
<td>C St.Mary's-Summit/Winchert</td>
<td>18</td>
<td>1.9%</td>
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</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
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<td>D Fenway-Longwood</td>
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<td>0.0%</td>
<td></td>
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</tr>
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<td></td>
</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
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<td></td>
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</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
<td>28</td>
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<td></td>
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</tr>
<tr>
<td>D Waban-Riverside</td>
<td>26</td>
<td>2.8%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>66</td>
<td>7.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>170</td>
<td>18.1%</td>
<td>27</td>
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<tr>
<td>Green Line: Unspecified</td>
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</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
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</tr>
<tr>
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<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line C: Unspecified</td>
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</tr>
<tr>
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</tr>
<tr>
<td>Green Line E: Unspecified</td>
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<td>Green Line Total:</td>
<td>763</td>
<td>81.3%</td>
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</table>

* 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

**Rapid Transit Survey**

Expanded Results

**Exit Stop: Museum Of Fine Arts**

<table>
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<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
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<tbody>
<tr>
<td>Alewife</td>
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</tr>
<tr>
<td>Davis</td>
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<td>5.1%</td>
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</tr>
<tr>
<td>Porter</td>
<td>54</td>
<td>5.2%</td>
<td></td>
</tr>
<tr>
<td>Harvard</td>
<td>15</td>
<td>1.5%</td>
<td></td>
</tr>
<tr>
<td>Central</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>14</td>
<td>1.4%</td>
<td></td>
</tr>
<tr>
<td>Charles/MBT</td>
<td>27</td>
<td>2.6%</td>
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</tr>
<tr>
<td>Park Street-R</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
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<td></td>
</tr>
<tr>
<td>South Station</td>
<td>20</td>
<td>2.0%</td>
<td></td>
</tr>
<tr>
<td>Broadway</td>
<td>53</td>
<td>5.2%</td>
<td></td>
</tr>
<tr>
<td>Andrew</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>J FK/UMass</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Savin Hill</td>
<td>13</td>
<td>1.3%</td>
<td></td>
</tr>
<tr>
<td>Fields Corner</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Shawmut</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Ashmont-R</td>
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<td>16</td>
</tr>
<tr>
<td>North Quincy</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Wollaston</td>
<td>8</td>
<td>0.8%</td>
<td></td>
</tr>
<tr>
<td>Quincy Center</td>
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</tr>
<tr>
<td>Quincy Adams</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Braintree</td>
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<td>0.0%</td>
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<table>
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<th>Entries</th>
<th>Riders</th>
<th>Transfers:*</th>
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<td>0.0%</td>
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<td>Airport</td>
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<tr>
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<tr>
<td>Government Center-B</td>
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<td>0.0%</td>
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<td>Bowdoin</td>
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<table>
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</tr>
<tr>
<td>Milton</td>
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<td>Capen Street</td>
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<td>Mattapan</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
Entries to the Rapid Transit System

(continuation)

Expanded Results

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<th>Transfers:*</th>
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<tr>
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<tr>
<td>Park Street-G</td>
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<td>3.1%</td>
</tr>
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<td>Boylston</td>
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<tr>
<td>Arlington</td>
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<tr>
<td>Symphony</td>
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<td>0.0%</td>
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<tr>
<td>B Pack.Cnr.-Warren St.</td>
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</tr>
<tr>
<td>B Washington St.-BC</td>
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</tr>
<tr>
<td>C St.Mary's-Summit/Winchest</td>
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<td>C Brandon-Cleveland Cir.</td>
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<td>D Fenway-Longwood</td>
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<td>D Beaconsfield-Ches.Hill</td>
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<td>D Newton Ctr.-Eliot</td>
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<tr>
<td>D Waban-Riverside</td>
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</tr>
<tr>
<td>E Northeastern-Museum</td>
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<td>0.0%</td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
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<td>1.1%</td>
</tr>
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<td>E Fenwood Rd-Heath</td>
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<tr>
<td>Green Line: Unspecified</td>
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<tr>
<td>Green Line Subway: Unspecified</td>
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<tr>
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</table>

Summary

- Red Line Total: 313 (30.5%)
- Mattapan Line Total: 16 (1.6%)
- Orange Line Total: 30 (3.0%)
- Blue Line Total: 115 (11.2%)
- Green Line Total: 550 (53.7%)
- Overall Total: 1,025 (100.0%)
- No Response: 0 (0.0%)

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

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<th>Stop</th>
<th>Entries</th>
<th>Riders</th>
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</tr>
<tr>
<td>Davis</td>
<td>15</td>
<td>0.8%</td>
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</tr>
<tr>
<td>Porter</td>
<td>37</td>
<td>2.1%</td>
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</tr>
<tr>
<td>Harvard</td>
<td>25</td>
<td>1.4%</td>
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</tr>
<tr>
<td>Central</td>
<td>19</td>
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<td></td>
</tr>
<tr>
<td>Kendall/MIT</td>
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</tr>
<tr>
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<tr>
<td>Broadway</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Andrew</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>J FK/UMass</td>
<td>0</td>
<td>0.0%</td>
<td></td>
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<td>Savin Hill</td>
<td>13</td>
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### Orange Line

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<td>Sullivan Square</td>
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<td>0.0%</td>
</tr>
<tr>
<td>NE Medical Center</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Back Bay</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Massachusetts Ave</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Ruggles</td>
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<tr>
<td>Roxbury Crossing</td>
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<td>Jackson Square</td>
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<tr>
<td>Stony Brook</td>
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<tr>
<td>Beachmont</td>
<td>16</td>
<td>0.9%</td>
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<tr>
<td>Suffolk Downs</td>
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<td>Wood Island</td>
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<tr>
<td>Airport</td>
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<td>Maverick</td>
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<tr>
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<td>State-B</td>
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<td>0.0%</td>
</tr>
<tr>
<td>Government Center-B</td>
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### Mattapan High Speed Line

<table>
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<tbody>
<tr>
<td>Ashmont-M</td>
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</tr>
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<td>Valley Road</td>
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<tr>
<td>Capen Street</td>
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<td>Mattapan</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
### Green Line-E

<table>
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<th>Percent of Riders</th>
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<tr>
<td>Mattapan Line Total:</td>
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<tr>
<td>Orange Line Total:</td>
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<td>69</td>
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<tr>
<td>Blue Line Total:</td>
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<td>Green Line Total:</td>
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### Summary of Percent of Riders

- **Green Line Total:** 1,094 (62.7%)

* The role of transfers in these entry data tables is explained in section 7.1.
# MBTA Surveys: 2008-09

## Rapid Transit Survey

### Expanded Results

#### Green Line-E
Exit Stop: Brigham Circle

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<td>Davis</td>
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<tr>
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<td>1.1%</td>
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<tr>
<td>Harvard</td>
<td>50</td>
<td>2.4%</td>
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<tr>
<td>Central</td>
<td>11</td>
<td>0.5%</td>
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<tr>
<td>Kendall/MIT</td>
<td>38</td>
<td>1.8%</td>
<td></td>
</tr>
<tr>
<td>Charles/MGH</td>
<td>9</td>
<td>0.4%</td>
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<tr>
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</tr>
<tr>
<td>Andrew</td>
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<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>J FK/UMass</td>
<td>52</td>
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<td>Haymarket-O</td>
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<td>0.0%</td>
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<td>Suffolk Downs</td>
<td>11</td>
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<td>Orient Heights</td>
<td>32</td>
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<tr>
<td>Airport</td>
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<td>Maverick</td>
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<tr>
<td>Aquarium</td>
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<tr>
<td>State-B</td>
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</tr>
<tr>
<td>Government Center-B</td>
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<td>Butler</td>
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<tr>
<td>Milton</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Central Avenue</td>
<td>0</td>
<td>0.0%</td>
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</tr>
<tr>
<td>Valley Road</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Capen Street</td>
<td>0</td>
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<tr>
<td>Mattapan</td>
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*The role of transfers in these entry data tables is explained in section 7.1.*
**Entries to the Rapid Transit System**

(continued)

### Expanded Results

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<th>Green Line</th>
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<th>Percent of Riders</th>
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<td>Haymarket-G</td>
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<td>Arlington</td>
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</tr>
<tr>
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</tr>
<tr>
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</tr>
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### Green Line-E

Exit Stop: Brigham Circle

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<td>1,245</td>
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* 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

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<th>Percent of Riders</th>
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#### Blue Line

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<tr>
<td>Suffolk Downs</td>
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<td>Maverick</td>
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* The role of transfers in these entry data tables is explained in section 7.1.
## Entries to the Rapid Transit System

### Expanded Results

#### Exit Stop: Fenwood Rd. to Back of the Hill

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<th>Summary</th>
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<td>Government Center-G</td>
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<td>Arlington</td>
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<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Copley</td>
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<td></td>
</tr>
<tr>
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<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kenmore</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prudential</td>
<td>0</td>
<td>0.0%</td>
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<td>Symphony</td>
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</tr>
<tr>
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<tr>
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</tr>
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</tr>
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<td>0.0%</td>
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<td></td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
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<tr>
<td>D Waban-Riverside</td>
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<tr>
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<td>E Long.Med.-Brig Cir.</td>
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<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>8</td>
<td>5.1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line B: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line C: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line D: Unspecified</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Line E: Unspecified</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>Green Line Total:</td>
<td>120</td>
<td>73.9%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* 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

<table>
<thead>
<tr>
<th>Red Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alewife</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Davis</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Porter</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Harvard</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Central</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Kendall/MIT</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Charles/MGH</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Park Street-R</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Downtown Crossing-R</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>South Station</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Broadway</td>
<td>27</td>
<td>5.9%</td>
</tr>
<tr>
<td>Andrew</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>J FK/UMass</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Savin Hill</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Fields Corner</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shawmut</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Ashmont-R</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>North Quincy</td>
<td>12</td>
<td>2.6%</td>
</tr>
<tr>
<td>Wollaston</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Quincy Center</td>
<td>18</td>
<td>4.0%</td>
</tr>
<tr>
<td>Quincy Adams</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Braintree</td>
<td>8</td>
<td>1.8%</td>
</tr>
<tr>
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<td>0.0%</td>
</tr>
<tr>
<td>Red Line Total:</td>
<td>64</td>
<td>14.3%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Orange Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oak Grove</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Malden</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Wellington</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Sullivan Square</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Community College</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>North Station-O</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Haymarket-O</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>State-O</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Downtown Crossing-O</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Chinatown</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>NE Medical Center</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Back Bay</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Massachusetts Ave</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Ruggles</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Roxbury Crossing</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Jackson Square</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Stony Brook</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Green Street</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Forest Hills</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Orange Line: Unspecified</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Orange Line Total:</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Blue Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wonderland</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Revere Beach</td>
<td>28</td>
<td>6.3%</td>
</tr>
<tr>
<td>Beachmont</td>
<td>8</td>
<td>1.8%</td>
</tr>
<tr>
<td>Suffolk Downs</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Orient Heights</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Wood Island</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Airport</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Maverick</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Aquarium</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>State-B</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Government Center-B</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bowdoin</td>
<td>0</td>
<td>0.0%</td>
</tr>
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<td>Blue Line Total:</td>
<td>37</td>
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<table>
<thead>
<tr>
<th>Mattapan High Speed Line</th>
<th>Percent of Riders</th>
<th>Transfers:*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashmont-M</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Cedar Grove</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Butler</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Milton</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Central Avenue</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Valley Road</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Capen Street</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Mattapan</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Mattapan Line Total:</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

* The role of transfers in these entry data tables is explained in section 7.1.
### Entries to the Rapid Transit System

**Expanded Results**

#### GREEN LINE-E

Exit Stop: Heath Street

<table>
<thead>
<tr>
<th>Green Line</th>
<th>Percent of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lechmere</td>
<td>4.5%</td>
<td>Red Line Total:</td>
</tr>
<tr>
<td>Science Park</td>
<td>1.5%</td>
<td>Mattapan Line Total:</td>
</tr>
<tr>
<td>North Station-G</td>
<td>12.0%</td>
<td>Orange Line Total:</td>
</tr>
<tr>
<td>Haymarket-G</td>
<td>4.8%</td>
<td>Blue Line Total:</td>
</tr>
<tr>
<td>Government Center-G</td>
<td>2.0%</td>
<td>Green Line Total:</td>
</tr>
<tr>
<td>Park Street-G</td>
<td>25.8%</td>
<td>Overall Total</td>
</tr>
<tr>
<td>Boylston</td>
<td>9.8%</td>
<td>No Response</td>
</tr>
<tr>
<td>Arlington</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Copley</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Hynes Convention Center</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Kenmore</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Prudential</td>
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<td></td>
</tr>
<tr>
<td>Symphony</td>
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<td></td>
</tr>
<tr>
<td>B Blandford-Babcock</td>
<td>5.1%</td>
<td></td>
</tr>
<tr>
<td>B Pack.Cnr.-Warren St.</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>B Washington St.-BC</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>C St.Mary's-Summit/Winchest</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>C Brandon-Cleveland Cir.</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>D Fenway-Longwood</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>D Brook. Vill.-Brook.Hills</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>D Beaconsfield-Ches.Hill</td>
<td>2.1%</td>
<td></td>
</tr>
<tr>
<td>D Newton Ctr.-Eliot</td>
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<td></td>
</tr>
<tr>
<td>D Waban-Riverside</td>
<td>2.5%</td>
<td></td>
</tr>
<tr>
<td>E Northeastern-Museum</td>
<td>6.7%</td>
<td></td>
</tr>
<tr>
<td>E Long.Med.-Brig Cir.</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>E Fenwood Rd-Heath</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line: Unspecified</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line Subway: Unspecified</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line B: Unspecified</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line C: Unspecified</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line D: Unspecified</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Green Line E: Unspecified</td>
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<td></td>
</tr>
<tr>
<td>Green Line Total:</td>
<td>77.5%</td>
<td></td>
</tr>
</tbody>
</table>

* The role of transfers in these entry data tables is explained in section 7.1.
The data presented in this chapter describe aspects of riders’ travel between the Green Line stations or branch segments where they ended their rapid transit trips and the destinations of their entire trips. These data consist of two types. One is the modes of transportation used by riders when leaving the Green Line; for riders who used more than one mode following their Green Line trips, this “egress mode” is the one used immediately after leaving the Green Line. The other type of data in this chapter pertains only to the riders whose egress trips were made via private transportation modes; it is the trip times for riders’ entire egress trips from the Green Line to their trip destinations.

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

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

### 8.1 EGRESS MODE

#### 8.1.1 DESCRIPTION OF TABLE

The egress mode table for each station or branch segment shows the distribution of trips among 12 transportation modes that riders used immediately after departing that station or segment. Seven of the modes are private: walk, drive/park, pickup, taxi, shuttle/van, bicycle, and “other.” Five
are public: MBTA bus, other bus, commuter rail, boat, and “other.” The private and public egress modes are grouped separately in the table. As explained above, further details on the egress trips made by public transportation are given in four subsequent tables.

Two columns present, respectively, the number and the percent of riders who reported using each mode to depart the station or branch segment for which the table was generated. Each column includes subtotals for the private and public modes. The number of expanded survey responses that provided no answer about the egress mode appears in the table, but those responses are excluded from the percentage calculations.

### 8.1.2 Overview of Results

#### Central Subway

Walking was by far the most common means of egress from each of the Green Line Central Subway stations, accounting for 92% of egress trips overall. At all of the stations from Copley through Government Center, plus Science Park and Prudential, 95% to 100% of the egress trips were made by walking. At Symphony, 92% of the alighting riders walked away.

Stations with lower walking egress rates had significant levels of transfers to other transit modes. At North Station, 61% of alighting riders walked to their destinations and 25% transferred directly to commuter rail trains. At Haymarket, 78% of the riders walked away and 25% transferred to buses. Splits between walking and bus egress at other stations with substantial bus transfer activity were as follows: Lechmere, 78% walk/16% bus; Hynes, 84% walk/15% bus; and Kenmore, 85% walk/14% bus.

#### B Branch

Overall, 96% of the riders exiting at surface B Branch stops completed their trips by walking. On all but one branch segment, walking egress rates ranged from 96% to 99%. The segment from Packards Corner to Harvard Avenue was the exception, with 86% of egress trips made by walking and 11% by transferring to buses.

#### C Branch

Overall, 95% of the riders exiting at surface B Branch stops completed their trips by walking. On all but one branch segment, walking egress rates ranged from 95% to 97%. The segment from Dean Road to Cleveland Circle was the exception, with 90% of egress trips made by walking and 8% by transferring to private shuttles (mostly to Boston College).

#### D Branch

Overall, 82% of the riders exiting at surface D Branch stops completed their trips by walking. However, there was much greater variation among stations in
the egress modes on the D Branch than on the other surface branches. On the inner end of the line, at Fenway, Longwood, Brookline Hills, and Beaconsfield, 98% to 99% of egress trips were made by walking. At Brookline Village, 86% of the exiting riders walked away, 6% transferred to buses, and 5% transferred to private shuttles.

Reservoir Station had the second-lowest walking egress rate on the D Branch, at 46%, with another 23% transferring to buses and 19% to shuttles. Riverside Station had the lowest walking egress rate on the D Branch, at 39%, with another 29% driving away or being picked up by private vehicles, and 28% transferring to shuttles.

Among the other stations in Newton, walking egress rates ranged from 55% at Newton Highlands to 88% at Eliot. Bus or shuttle transfers were significant at Newton Highlands (32%) and Newton Centre (14%). Stations besides Riverside with high rates of driving or pickup egress were Waban (30%), Woodland (17%), and Chestnut Hill (13%).

**E Branch**

Almost all of the riders exiting at surface E Branch stops walked to their final destinations. Overall, more than 98% walked, with rates for individual stops and the branch segment ranging from 97% to 100%.

### 8.2 TRIP TIME FOR EGRESS VIA PRIVATE TRANSPORTATION

#### 8.2.1 DESCRIPTION OF TABLE

For each station or branch segment, this table summarizes the reported egress times, from Green Line stations or segments to trip destination, for riders who made their egress trips entirely by private transportation. Trips in which riders transferred from the Green Line to an intermediate, public mode and then used private transportation as their final egress mode are not included. The egress times are summarized by seven ranges starting with 0 to 5 minutes and continuing at varying intervals up to an open-ended range of anything over 45 minutes.

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

#### 8.2.2 OVERVIEW OF RESULTS

**Central Subway**

Egress times are closely related to the size of the market area of each station. For most of the Central Subway stations, the market areas are relatively small, and mean egress times by private transportation were influenced most heavily
by mean walking egress times. At all of the stations from Kenmore and Symphony through Government Center, and at North Station, mean walking egress times ranged from five to seven minutes. At Haymarket, Science Park, and Lechmere, mean walking egress times were all around eight minutes.

**B Branch**

Egress from the B Branch was predominantly by walking, so mean egress times were most heavily influenced by mean walking times. The overall mean walking egress time was just over four minutes. Mean walking egress times by branch segment ranged from three to five minutes, except on the outermost segment (Chestnut Hill Avenue to Boston College), where the mean was just over seven minutes.

**C Branch**

Egress from the C Branch was predominantly by walking, so mean egress times were most heavily influenced by mean walking times. The overall mean walking egress time was just under six minutes. Mean walking egress times by branch segment ranged from 5 to 7 minutes.

**D Branch**

As discussed above, D Branch stations had a greater variety of egress modes than the other surface Green Line branches had. Distances between stations on the D Branch are much longer than on the other branches. As a result, the mean walking egress time (9 minutes) was the longest of the four branches. At Fenway, Brookline Hills, Brookline Village, and Beaconsfield, mean walking times ranged from 5 to 7 minutes. At all other stations, mean walking times ranged from 8 to 12 minutes. The number of survey responses showing driving egress times was insufficient to allow meaningful conclusions for most individual stations. For the branch overall, the mean driving access time was 19 minutes.

**E Branch**

Egress from the E Branch was predominantly by walking, so mean egress times were most heavily influenced by mean walking times. The overall mean walking egress time was just under six minutes. Mean walking egress times by stop or branch segment ranged from 5 to 7 minutes, except at the outermost stop, Heath Street, where the mean was eight minutes.

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

**8.3.1 DESCRIPTION OF TABLES**

For each station or branch segment, four tables provide further details on the egress trips shown in the egress mode table that were made by a public transportation mode. For riders transferring from the Green Line to commuter...
EGRESS FROM THE RAPID TRANSIT SYSTEM

rail, one table gives the commuter rail stations at which riders alighted (however, for each station, the commuter rail line from which riders alighted is not specified). Likewise, for transfers to a commuter boat line, a table gives the boat dock at which riders alighted. Two other tables indicate specific bus routes for riders who transferred from the Green Line to, respectively, an MBTA or non-MBTA bus. The only non-MBTA route reported by Green Line riders was Concord Coach Lines, identified as CON in the Transfers from Rapid Transit System tables.

The bus routes listed in the transfer tables are those reported in response to question 8b as the last bus used, if applicable, in the egress trip from the Green Line. In cases involving multiple transfers, the intermediate link is not specified. For example, the Hynes Station table on MBTA bus routes shows 26 transfers to Route 70, which does not go to that station. It may be presumed that those riders transferred to Route 70 from Route 1 or CT1, but they would not be included in the transfer totals for those routes. Few riders make such double transfers.

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

8.3.2 OVERVIEW OF RESULTS

Central Subway

Science Park, Arlington, and Prudential were the only Central Subway stations with no reported transfers, but several other stations had very limited transfer activity.

At Lechmere, which has four connecting bus routes, some transfers were reported to each route. Route 69, which had the largest individual share, accounted for just over one-third (36%) of the total transfers there. At Haymarket, transfers were reported to only 3 of the 12 routes that connected there during the survey hours. Route 111 alone accounted for 40% of the transfers there.

At Boylston Station, all reported transfer went to Silver Line Washington Street (then also called Route 749, but now Route SL5). At Copley, transfers were reported to five of the seven bus routes that connected there during the survey hours. Routes 9 alone accounted for 45% of the transfers there.

At Hynes, transfers were reported to each of the three routes that connect directly there. Route 1 alone accounted for 70%. However, some of these passengers may actually have used Route CT1, which mostly overlaps Route 1 but makes fewer stops.

At Kenmore, transfers were reported to all five of the bus routes that connect there. Route 57 alone accounted for 56% of the bus transfers there.
At North Station, the Green Line connects directly with all North Side commuter rail lines and with Amtrak intercity trains to Maine and New Hampshire. Transfers were reported by riders alighting at 22 different stations. The top five, Lowell, Salem, Beverly, Brandeis/Roberts, and Newburyport, together accounted for 44% of the commuter rail transfers there.

Copley Station does not have direct commuter rail connections, but is within walking distance of Back Bay Station, which serves four of the South Side commuter rail lines. Transfers at Copley were reported by riders alighting at eight different South Side stations. The top two, Route 128 and Providence, together accounted for 53% of the transfers.

**B Branch**

Transfer activity from the B Branch was negligible, except on the branch segment from Packards Corner to Harvard Avenue, where 11% of the exiting riders transferred to buses. Almost all of the transfers in that segment were to bus Route 66, at the Harvard Avenue stop.

**C Branch**

Just under 3% of egress trips from the C Branch overall were made by transferring to buses. Transfers to bus Route 66 at Coolidge Corner accounted for 70% of all the transfers from the C Branch.

**D Branch**

Among D Branch stations, bus transfers were most common at Brookline Village (6%), Reservoir (23%), Newton Centre (13%), and Newton Highlands (25%). At Brookline Village, transfers were reported to two of the three bus routes that connect directly there. Route 60 alone accounted for 47% of the transfers. At Reservoir Station, transfers were about equally divided between the two routes (Route 51 and Route 86) that connect directly there. Newton Centre and Newton Highlands each have only one direct bus connection.

**E Branch**

Reported transfer activity from E Branch surface stops was negligible. (Only one returned survey indicated such a transfer, to Route 47 at the Museum of Fine Arts stop.)
This chapter’s tables begin on the following page.
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

#### Egress from the Rapid Transit System

**Exit Station: Lechmere**

**Expanded Results**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>1,932</td>
<td>78.3%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>17</td>
<td>0.7%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>38</td>
<td>1.5%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>56</td>
<td>2.3%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>19</td>
<td>0.8%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>2,061</td>
<td>83.5%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>379</td>
<td>15.3%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>27</td>
<td>1.1%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>406</td>
<td>16.5%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2,467</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>13</td>
<td></td>
</tr>
</tbody>
</table>

#### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th>Drive/Park</th>
<th>Pick-up</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>849</td>
<td>54.1%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>6-10</td>
<td>353</td>
<td>22.5%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>11-15</td>
<td>248</td>
<td>15.8%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>16-20</td>
<td>107</td>
<td>6.8%</td>
<td>0</td>
<td>0.0%</td>
<td>38</td>
</tr>
<tr>
<td>21-30</td>
<td>13</td>
<td>0.9%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>10</td>
<td>100.0%</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,571</td>
<td>100.0%</td>
<td>10</td>
<td>100.0%</td>
<td>38</td>
</tr>
<tr>
<td>No Answer</td>
<td>361</td>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>45</td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>8.0</td>
<td>45.0</td>
<td>20.0</td>
<td>15.5%</td>
<td>8.7</td>
</tr>
</tbody>
</table>
**Transfers from the Rapid Transit System**

**GREEN LINE-SUBWAY**
Exit Station: Lechmere

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>69</td>
<td>147</td>
</tr>
<tr>
<td></td>
<td>88</td>
<td>123</td>
</tr>
<tr>
<td></td>
<td>87</td>
<td>74</td>
</tr>
<tr>
<td></td>
<td>80</td>
<td>35</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>Unspecified Bus</td>
<td>27</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Egress from the Rapid Transit System**

**GREEN LINE-SUBWAY**

Exit Station: Science Park

#### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>422</td>
<td>95.3%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>21</td>
<td>4.7%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>443</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>443</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>443</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

#### No Answer

11

**Trip time from station to trip destination by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td><strong>0-5 minutes</strong></td>
<td>187</td>
<td>56.9%</td>
<td>0</td>
<td>0.0%</td>
<td>187</td>
<td>53.5%</td>
<td></td>
</tr>
<tr>
<td><strong>6-10</strong></td>
<td>83</td>
<td>25.3%</td>
<td>21</td>
<td>100.0%</td>
<td>104</td>
<td>29.7%</td>
<td></td>
</tr>
<tr>
<td><strong>11-15</strong></td>
<td>41</td>
<td>12.5%</td>
<td>(No responses)</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td>41</td>
</tr>
<tr>
<td><strong>16-20</strong></td>
<td>18</td>
<td>5.4%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td><strong>21-30</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td><strong>31-45</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td><strong>Over 45</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>330</td>
<td>100.0%</td>
<td>21</td>
<td>100.0%</td>
<td>350</td>
<td>100.0%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>No Answer</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>92</td>
<td></td>
<td>0</td>
<td></td>
<td>92</td>
<td></td>
</tr>
</tbody>
</table>

**Avg. Time (min):**

<table>
<thead>
<tr>
<th>WALK</th>
<th>DRIVE/PARK</th>
<th>PICK-UP</th>
<th>OTHER</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.7</td>
<td>10.0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Transfers from the Rapid Transit System**

**Expanded Results**

**GREEN LINE-SUBWAY**

Exit Station: Science Park

**Transferring to:**

<table>
<thead>
<tr>
<th>Commuter Rail, Alighted at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>

25-May-10

CTPS
## Egress from the Rapid Transit System

**Exit Station: North Station**

### Expanded Results

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>1,750</td>
<td>61.3%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>47</td>
<td>1.7%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>50</td>
<td>1.8%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>301</td>
<td>10.6%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>2,149</td>
<td>75.3%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>707</td>
<td>24.7%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>707</td>
<td>24.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,856</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>63</td>
<td></td>
</tr>
</tbody>
</table>

### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th>DRIVE/PARK</th>
<th></th>
<th>PICK-UP</th>
<th></th>
<th>OTHER</th>
<th></th>
<th>TOTAL</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>1,087</td>
<td>70.3%</td>
<td>15</td>
<td>32.5%</td>
<td>4</td>
<td>8.5%</td>
<td>4</td>
<td>1.4%</td>
<td>1,110</td>
<td>57.9%</td>
</tr>
<tr>
<td>6-10</td>
<td>306</td>
<td>19.8%</td>
<td>0</td>
<td>0.0%</td>
<td>4</td>
<td>8.5%</td>
<td>109</td>
<td>38.7%</td>
<td>419</td>
<td>21.8%</td>
</tr>
<tr>
<td>11-15</td>
<td>78</td>
<td>5.1%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>129</td>
<td>45.8%</td>
<td>208</td>
<td>10.8%</td>
</tr>
<tr>
<td>16-20</td>
<td>75</td>
<td>4.9%</td>
<td>11</td>
<td>22.2%</td>
<td>20</td>
<td>47.7%</td>
<td>39</td>
<td>14.0%</td>
<td>146</td>
<td>7.6%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>21</td>
<td>45.3%</td>
<td>15</td>
<td>35.3%</td>
<td>0</td>
<td>0.0%</td>
<td>37</td>
<td>1.9%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,547</td>
<td>100.0%</td>
<td>47</td>
<td>100.0%</td>
<td>43</td>
<td>100.0%</td>
<td>282</td>
<td>100.0%</td>
<td>1,919</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>203</td>
<td></td>
<td>0</td>
<td></td>
<td>8</td>
<td></td>
<td>20</td>
<td></td>
<td>231</td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>6.1</td>
<td>46.8%</td>
<td>32.0%</td>
<td>13.4%</td>
<td>8.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Transfers from the Rapid Transit System

**GREEN LINE-SUBWAY**

**Exit Station: North Station**

**Expanded Results**

<table>
<thead>
<tr>
<th>Commuter Rail, Alighted at Station Indicated</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lowell</td>
<td>119</td>
</tr>
<tr>
<td>Salem</td>
<td>59</td>
</tr>
<tr>
<td>Beverly</td>
<td>49</td>
</tr>
<tr>
<td>Brandeis/Roberts</td>
<td>47</td>
</tr>
<tr>
<td>Newburyport</td>
<td>43</td>
</tr>
<tr>
<td>Amtrak Dover NH</td>
<td>37</td>
</tr>
<tr>
<td>Ipswich</td>
<td>33</td>
</tr>
<tr>
<td>Chelsea</td>
<td>32</td>
</tr>
<tr>
<td>Winchester Center</td>
<td>32</td>
</tr>
<tr>
<td>North Billerica</td>
<td>30</td>
</tr>
<tr>
<td>Wakefield</td>
<td>25</td>
</tr>
<tr>
<td>Commuter Rail: Unspecified</td>
<td>23</td>
</tr>
<tr>
<td>Waltham</td>
<td>23</td>
</tr>
<tr>
<td>West Medford</td>
<td>23</td>
</tr>
<tr>
<td>Haverhill</td>
<td>22</td>
</tr>
<tr>
<td>Littleton/Route 495</td>
<td>20</td>
</tr>
<tr>
<td>Swampscott</td>
<td>20</td>
</tr>
<tr>
<td>Lawrence</td>
<td>20</td>
</tr>
<tr>
<td>Shirley</td>
<td>15</td>
</tr>
<tr>
<td>Andover</td>
<td>14</td>
</tr>
<tr>
<td>River Works</td>
<td>14</td>
</tr>
<tr>
<td>Lincoln</td>
<td>5</td>
</tr>
<tr>
<td>Lynn</td>
<td>2</td>
</tr>
</tbody>
</table>

**MBTA Bus Routes:**

- (None identified)

**Other Bus Routes:**

- (None identified)

**Boat, Alighted at Dock Indicated:**

- (None identified)
## MBTA Surveys: 2008-09

### Rapid Transit Survey

### Egress from the Rapid Transit System

**Exit Station:** Haymarket

#### Expanded Results

#### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>677</td>
<td>77.7%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>8</td>
<td>0.9%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>685</td>
<td>78.7%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>186</td>
<td>21.3%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>186</td>
<td>21.3%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>871</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>45</td>
<td></td>
</tr>
</tbody>
</table>

#### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th>Time Range</th>
<th>WALK Number</th>
<th>WALK Percent</th>
<th>DRIVE/PARK Number</th>
<th>DRIVE/PARK Percent</th>
<th>PICK-UP Number</th>
<th>PICK-UP Percent</th>
<th>OTHER Number</th>
<th>OTHER Percent</th>
<th>TOTAL Number</th>
<th>TOTAL Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>318</td>
<td>52.1%</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>8</td>
<td>100.0%</td>
<td>44</td>
<td>7.2%</td>
</tr>
<tr>
<td>6-10</td>
<td>215</td>
<td>35.2%</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>41</td>
<td>100.0%</td>
<td>618</td>
<td>100.0%</td>
</tr>
<tr>
<td>11-15</td>
<td>36</td>
<td>6.0%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>8</td>
<td>100.0%</td>
<td>0</td>
<td>0.0%</td>
<td>44</td>
<td>7.2%</td>
</tr>
<tr>
<td>16-20</td>
<td>41</td>
<td>6.8%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>41</td>
<td>6.7%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>610</td>
<td>100.0%</td>
<td>8</td>
<td>100.0%</td>
<td>618</td>
<td>100.0%</td>
<td>0</td>
<td>0.0%</td>
<td>67</td>
<td>100.0%</td>
</tr>
<tr>
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<td>67</td>
<td></td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>67</td>
<td></td>
</tr>
<tr>
<td>Avg. Time</td>
<td>7.6</td>
<td></td>
<td>15.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7.7</td>
<td></td>
</tr>
</tbody>
</table>
**Rapid Transit Survey**

### Transfers from the Rapid Transit System

**Expanded Results**

**GREEN LINE-SUBWAY**
Exit Station: Haymarket

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td><strong>Number of Riders</strong></td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
</tr>
<tr>
<td>Boat, Alighted at Dock Indicated:</td>
<td></td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
</tr>
<tr>
<td>Other Bus Routes:</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>

- MBTA Bus Routes:
  - 111: 73
  - 93: 37
  - 134: 31
  - 112: 26
  - 426: 18

(Data from: 25-May-10)
## Egress from the Rapid Transit System

### GREEN LINE-SUBWAY

**Exit Station: Government Center**

#### Expanded Results

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>7,923</td>
<td>98.9%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>11</td>
<td>0.1%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>12</td>
<td>0.1%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>27</td>
<td>0.3%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>10</td>
<td>0.1%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>7,983</strong></td>
<td><strong>99.7%</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>MBTA Bus</td>
<td>10</td>
<td>0.1%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>3</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>7</td>
<td>0.1%</td>
</tr>
<tr>
<td>Boat</td>
<td>5</td>
<td>0.1%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>25</strong></td>
<td><strong>0.3%</strong></td>
</tr>
</tbody>
</table>

| TOTAL                | 8,008            | 100.0%            |

| No Answer            | 137              |

### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th>DRIVE/PARK</th>
<th>PICK-UP</th>
<th>OTHER</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>4,372</td>
<td>62.0%</td>
<td>0</td>
<td>0.0%</td>
<td>12</td>
</tr>
<tr>
<td>6-10</td>
<td>2,046</td>
<td>29.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>11-15</td>
<td>478</td>
<td>6.8%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>16-20</td>
<td>155</td>
<td>2.2%</td>
<td>11</td>
<td>100.0%</td>
<td>0</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>7,051</td>
<td>100.0%</td>
<td>11</td>
<td>100.0%</td>
<td>12</td>
</tr>
<tr>
<td>No Answer</td>
<td>872</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>14</td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>6.2</td>
<td>18.0</td>
<td>5.0</td>
<td>13.3</td>
<td>6.2</td>
</tr>
</tbody>
</table>
### Transfers from the Rapid Transit System

**Expanded Results**

**Exit Station:** Government Center

**GREEN LINE-SUBWAY**

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>Number of Riders</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ATK Durham NH</td>
<td>7</td>
<td>354</td>
<td>10</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boat, Alighted at Dock Indicated:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charlestown Navy Yard</td>
<td>5</td>
<td>Unspecified Bus</td>
<td>3</td>
</tr>
</tbody>
</table>
### Egress from the Rapid Transit System

**Exit Station: Park Street**

**Egress Mode:**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>7,211</td>
<td>97.2%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>80</td>
<td>1.1%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>34</td>
<td>0.5%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>9</td>
<td>0.1%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>25</td>
<td>0.3%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>7,360</td>
<td>99.2%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>35</td>
<td>0.5%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>24</td>
<td>0.3%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>3</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>62</td>
<td>0.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>7,422</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>154</td>
<td></td>
</tr>
</tbody>
</table>

---

**Trip time from station to trip destination by private transportation:**

<table>
<thead>
<tr>
<th>Trip Time (min)</th>
<th>WALK</th>
<th>Drive/Park</th>
<th>Pick-Up</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>3,685 56.1%</td>
<td>0 0.0%</td>
<td>0 0.0%</td>
<td>0 0.0%</td>
<td>3,685 55.1%</td>
</tr>
<tr>
<td>6-10</td>
<td>2,208 33.6%</td>
<td>19 23.6%</td>
<td>0 0.0%</td>
<td>0 0.0%</td>
<td>2,227 33.3%</td>
</tr>
<tr>
<td>11-15</td>
<td>534   8.1%</td>
<td>7 8.8%</td>
<td>0 0.0%</td>
<td>0 0.0%</td>
<td>541   8.1%</td>
</tr>
<tr>
<td>16-20</td>
<td>102   1.6%</td>
<td>20 25.4%</td>
<td>0 0.0%</td>
<td>0 0.0%</td>
<td>123   1.8%</td>
</tr>
<tr>
<td>21-30</td>
<td>11    0.2%</td>
<td>0 0.0%</td>
<td>0 0.0%</td>
<td>17 100.0%</td>
<td>27   0.4%</td>
</tr>
<tr>
<td>31-45</td>
<td>26    0.4%</td>
<td>23 28.6%</td>
<td>26 100.0%</td>
<td>0 0.0%</td>
<td>74   1.1%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0     0.0%</td>
<td>11 13.6%</td>
<td>0 0.0%</td>
<td>0 0.0%</td>
<td>11   0.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>6,566 100.0%</td>
<td>80 100.0%</td>
<td>26 100.0%</td>
<td>17 100.0%</td>
<td>6,688 100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>646</td>
<td>0 0.0%</td>
<td>8 100.0%</td>
<td>18</td>
<td>672 100.0%</td>
</tr>
</tbody>
</table>

Avg. Time (min): 6.9 28.5 45.0 30.0 7.4
<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>GREEN LINE-SUBWAY</th>
<th>Exit Station: Park Street</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Commuter Rail, Alighted at Station Indicated:</strong></td>
<td><strong>MBTA Bus Routes:</strong></td>
<td><strong>Number of Riders</strong></td>
</tr>
<tr>
<td>(None identified)</td>
<td>749</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>504</td>
<td>10</td>
</tr>
<tr>
<td><strong>Boat, Alighted at Dock Indicated:</strong></td>
<td><strong>Other Bus Routes:</strong></td>
<td><strong>Number of Riders</strong></td>
</tr>
<tr>
<td>(None identified)</td>
<td><strong>Unspecified Bus</strong></td>
<td>24</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09

**Rapid Transit Survey**

### Egress from the Rapid Transit System

**Expanded Results**

#### GREEN LINE-SUBWAY

**Exit Station: Boylston**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>4,975</td>
<td>94.8%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>18</td>
<td>0.3%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>7</td>
<td>0.1%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>5,000</td>
<td>95.3%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>240</td>
<td>4.6%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>7</td>
<td>0.1%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>247</td>
<td>4.7%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>5,247</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>77</td>
<td></td>
</tr>
</tbody>
</table>

#### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th>DRIVE/PARK</th>
<th>PICK-UP</th>
<th>OTHER</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Number</strong></td>
<td>2,926</td>
<td>1,112</td>
<td>205</td>
<td>0</td>
<td>2,937</td>
</tr>
<tr>
<td><strong>Percent</strong></td>
<td>67.2%</td>
<td>25.5%</td>
<td>4.7%</td>
<td>0</td>
<td>67.2%</td>
</tr>
<tr>
<td><strong>Number</strong></td>
<td>11</td>
<td>0</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>119</td>
</tr>
<tr>
<td><strong>Percent</strong></td>
<td>61.3%</td>
<td>0.0%</td>
<td>38.7%</td>
<td></td>
<td>25.4%</td>
</tr>
<tr>
<td>6-10</td>
<td>1,112</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,112</td>
</tr>
<tr>
<td>11-15</td>
<td>205</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>205</td>
</tr>
<tr>
<td>16-20</td>
<td>112</td>
<td>7</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>119</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>4,355</td>
<td>18</td>
<td>100.0%</td>
<td></td>
<td>4,373</td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td>620</td>
<td>0</td>
<td>7</td>
<td>627</td>
<td></td>
</tr>
<tr>
<td><strong>Avg. Time (min)</strong></td>
<td>5.7</td>
<td>10.8</td>
<td></td>
<td></td>
<td>5.7</td>
</tr>
</tbody>
</table>
### Transfers from the Rapid Transit System

**GREEN LINE-SUBWAY**  
Exit Station: Boylston

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>749</td>
<td>240</td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boat, Alighted at Dock Indicated:</td>
<td>Other Bus Routes:</td>
<td>Number of Riders</td>
</tr>
<tr>
<td>(None identified)</td>
<td>CON</td>
<td>7</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Egress from the Rapid Transit System**

**Exit Station: Arlington**

#### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>6,641</td>
<td>99.1%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>16</td>
<td>0.2%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>11</td>
<td>0.2%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>6,668</td>
<td>99.5%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>31</td>
<td>0.5%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>31</td>
<td>0.5%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>6,699</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>128</td>
<td></td>
</tr>
</tbody>
</table>

#### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th>Drive/Park</th>
<th>Pick-Up</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>4,630</td>
<td>81.3%</td>
<td>0</td>
<td>0.0%</td>
<td>4,630</td>
</tr>
<tr>
<td>6-10</td>
<td>725</td>
<td>12.7%</td>
<td>11</td>
<td>39.6%</td>
<td>736</td>
</tr>
<tr>
<td>11-15</td>
<td>195</td>
<td>3.4%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>195</td>
</tr>
<tr>
<td>16-20</td>
<td>142</td>
<td>2.5%</td>
<td>16</td>
<td>60.4%</td>
<td>158</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>27</td>
<td>100.0%</td>
<td>5,719</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>5,692</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>27</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>5,719</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>949</td>
<td></td>
<td>0</td>
<td></td>
<td>949</td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>4.8</td>
<td></td>
<td>16.0</td>
<td></td>
<td>4.9</td>
</tr>
</tbody>
</table>
**Transfers from the Rapid Transit System**

**Expanded Results**

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated: (None identified)</td>
<td>(None identified)</td>
</tr>
<tr>
<td>Boat, Alighted at Dock Indicated: (None identified)</td>
<td>Other Bus Routes: (None identified)</td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Egress from the Rapid Transit System**

**GREEN LINE-SUBWAY**

Exit Station: Copley

### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>7,856</td>
<td>95.8%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>23</td>
<td>0.3%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>68</td>
<td>0.8%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>5</td>
<td>0.1%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>7,952</td>
<td>97.0%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>141</td>
<td>1.7%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>11</td>
<td>0.1%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>97</td>
<td>1.2%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>248</td>
<td>3.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>8,201</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td><strong>168</strong></td>
<td></td>
</tr>
</tbody>
</table>

### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th>DRIVE/PARK</th>
<th></th>
<th></th>
<th>PICK-UP</th>
<th></th>
<th>OTHER</th>
<th></th>
<th>TOTAL</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td></td>
<td>Number</td>
<td>Percent</td>
<td></td>
<td>Number</td>
<td>Percent</td>
<td></td>
<td>Number</td>
<td>Percent</td>
<td></td>
<td>Number</td>
</tr>
<tr>
<td>0-5 mins</td>
<td>5,037</td>
<td>71.7%</td>
<td></td>
<td>23</td>
<td>100.0%</td>
<td></td>
<td>36</td>
<td>53.5%</td>
<td></td>
<td>5</td>
<td>100.0%</td>
<td></td>
<td>5,102</td>
</tr>
<tr>
<td>6-10</td>
<td>1,327</td>
<td>18.9%</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>1,327</td>
</tr>
<tr>
<td>11-15</td>
<td>507</td>
<td>7.2%</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>31</td>
<td>46.5%</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>538</td>
</tr>
<tr>
<td>16-20</td>
<td>154</td>
<td>2.2%</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>154</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>7,025</td>
<td>100.0%</td>
<td></td>
<td>23</td>
<td>100.0%</td>
<td></td>
<td>68</td>
<td>100.0%</td>
<td></td>
<td>5</td>
<td>100.0%</td>
<td></td>
<td>7,121</td>
</tr>
<tr>
<td>No Answer</td>
<td>832</td>
<td>100.0%</td>
<td></td>
<td>0</td>
<td>100.0%</td>
<td></td>
<td>0</td>
<td>100.0%</td>
<td></td>
<td>0</td>
<td>100.0%</td>
<td></td>
<td>832</td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>5.7</td>
<td>5.0</td>
<td></td>
<td>9.7</td>
<td>3.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5.8</td>
<td></td>
</tr>
</tbody>
</table>
### Transfers from the Rapid Transit System

**Expanded Results**  
**Exit Station: Copley**

#### GREEN LINE-SUBWAY

<table>
<thead>
<tr>
<th>Commuter Rail, Alighted at Station Indicated</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 128</td>
<td>27</td>
</tr>
<tr>
<td>Providence</td>
<td>24</td>
</tr>
<tr>
<td>Wellesley Square</td>
<td>17</td>
</tr>
<tr>
<td>Wellesley Hills</td>
<td>9</td>
</tr>
<tr>
<td>Natick</td>
<td>7</td>
</tr>
<tr>
<td>Canton Center</td>
<td>6</td>
</tr>
<tr>
<td>Needham Center</td>
<td>5</td>
</tr>
<tr>
<td>Stoughton</td>
<td>2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>68</td>
</tr>
<tr>
<td>10</td>
<td>28</td>
</tr>
<tr>
<td>39</td>
<td>20</td>
</tr>
<tr>
<td>502</td>
<td>20</td>
</tr>
<tr>
<td>170</td>
<td>5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unspecified Bus</td>
<td>11</td>
</tr>
</tbody>
</table>

**Boat, Alighted at Dock Indicated:**

(None identified)
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Egress from the Rapid Transit System

**Exit Station: Hynes Convention Center**

#### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>4,051</td>
<td>83.5%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>15</td>
<td>0.3%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>13</td>
<td>0.3%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>4,079</td>
<td>84.1%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>763</td>
<td>15.7%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>8</td>
<td>0.2%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>770</td>
<td>15.9%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>4,849</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>24</td>
<td></td>
</tr>
</tbody>
</table>

#### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th>Trip Duration</th>
<th>WALK</th>
<th>DRIVE/PARK</th>
<th>PICK-UP</th>
<th>OTHER</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>2,153</td>
<td>60.7%</td>
<td></td>
<td></td>
<td>2,153</td>
</tr>
<tr>
<td>6-10</td>
<td>1,037</td>
<td>29.2%</td>
<td>0</td>
<td>0.0%</td>
<td>1,037</td>
</tr>
<tr>
<td>11-15</td>
<td>208</td>
<td>5.9%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>8</td>
</tr>
<tr>
<td>16-20</td>
<td>148</td>
<td>4.2%</td>
<td></td>
<td></td>
<td>148</td>
</tr>
<tr>
<td>21-30</td>
<td>4</td>
<td>0.1%</td>
<td>0</td>
<td>0.0%</td>
<td>4</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>3,550</td>
<td>100.0%</td>
<td>8</td>
<td>100.0%</td>
<td>3,558</td>
</tr>
<tr>
<td>No Answer</td>
<td>501</td>
<td></td>
<td>20</td>
<td></td>
<td>521</td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>6.6</td>
<td></td>
<td>15.0</td>
<td></td>
<td>6.6</td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Transfers from the Rapid Transit System**

**GREEN LINE-SUBWAY**

Exit Station: Hynes Convention Center

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>1</td>
<td>559</td>
</tr>
<tr>
<td></td>
<td>CT1</td>
<td>127</td>
</tr>
<tr>
<td></td>
<td>55</td>
<td>38</td>
</tr>
<tr>
<td></td>
<td>70</td>
<td>26</td>
</tr>
<tr>
<td></td>
<td>77</td>
<td>13</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>Unspecified Bus</td>
<td>8</td>
</tr>
</tbody>
</table>
### Egress from the Rapid Transit System

**Exit Station: Kenmore**

#### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>3,103</td>
<td>84.7%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>3</td>
<td>0.1%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>28</td>
<td>0.8%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>3,134</td>
<td>85.6%</td>
</tr>
</tbody>
</table>

#### MBTA Bus

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>529</td>
<td>14.4%</td>
</tr>
</tbody>
</table>

#### Other Bus

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

#### Commuter Rail

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

#### Boat

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

#### Other

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**Total Public Trans.** 529 14.4%

**TOTAL** 17 100.0%

**No Answer**

---

### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th>Trip Time</th>
<th>Walk</th>
<th>Drive/Park</th>
<th>Pick-up</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>1,620</td>
<td>61.4%</td>
<td>0</td>
<td>0.0%</td>
<td>1,620</td>
</tr>
<tr>
<td>6-10</td>
<td>755</td>
<td>28.6%</td>
<td>0</td>
<td>0.0%</td>
<td>755</td>
</tr>
<tr>
<td>11-15</td>
<td>189</td>
<td>7.2%</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
</tr>
<tr>
<td>16-20</td>
<td>74</td>
<td>2.8%</td>
<td>3</td>
<td>100.0%</td>
<td>(No responses)</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2,638</td>
<td>100.0%</td>
<td>3</td>
<td>100.0%</td>
<td>2,641</td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td>464</td>
<td></td>
<td>0</td>
<td></td>
<td>492</td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>6.5</td>
<td>20.0</td>
<td></td>
<td></td>
<td>6.5</td>
</tr>
</tbody>
</table>

---

**CTPS**

20-May-10
**Transfers from the Rapid Transit System**

**Expanded Results**

**Exit Station: Kenmore**

**GREEN LINE-SUBWAY**

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number of Riders</td>
</tr>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td></td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>57</td>
</tr>
<tr>
<td></td>
<td>19</td>
</tr>
<tr>
<td></td>
<td>60</td>
</tr>
<tr>
<td></td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>65</td>
</tr>
<tr>
<td>Boat, Alighted at Dock Indicated:</td>
<td>Other Bus Routes:</td>
</tr>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
### Egress from the Rapid Transit System

#### Expanded Results

**Exit Station:** Prudential

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>1,728</td>
<td>100.0%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>1,728</td>
<td>100.0%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,728</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td>21</td>
<td></td>
</tr>
</tbody>
</table>

**Trip time from station to trip destination by private transportation:**

<table>
<thead>
<tr>
<th>Time Range</th>
<th>Walk Number</th>
<th>Walk Percent</th>
<th>Drive/Park Number</th>
<th>Drive/Park Percent</th>
<th>Pick-Up Number</th>
<th>Pick-Up Percent</th>
<th>Other Number</th>
<th>Other Percent</th>
<th>Total Number</th>
<th>Total Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>1,077</td>
<td>71.6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,077</td>
<td>71.6%</td>
</tr>
<tr>
<td>6-10</td>
<td>272</td>
<td>18.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>272</td>
<td>18.1%</td>
</tr>
<tr>
<td>11-15</td>
<td>144</td>
<td>9.6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>144</td>
<td>9.6%</td>
</tr>
<tr>
<td>16-20</td>
<td>11</td>
<td>0.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11</td>
<td>0.7%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,503</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,503</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td>226</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>226</td>
<td></td>
</tr>
</tbody>
</table>

**Avg. Time (min):** 5.7
## MBTA Surveys: 2008-09

### Rapid Transit Survey

### Transfers from the Rapid Transit System

**GREEN LINE-SUBWAY**

Exit Station: Prudential

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>(None identified)</td>
</tr>
<tr>
<td>Boat, Alighted at Dock Indicated:</td>
<td>(None identified)</td>
</tr>
<tr>
<td>Other Bus Routes:</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

#### Egress from the Rapid Transit System

**Exit Station: Symphony**

**Expanded Results**

#### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>624</td>
<td>91.5%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>8</td>
<td>1.2%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>633</td>
<td>92.8%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>49</td>
<td>7.2%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>49</td>
<td>7.2%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>682</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

---

#### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>430</td>
<td>74.9%</td>
<td>0</td>
<td>0.0%</td>
<td>430</td>
<td>73.8%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-10</td>
<td>114</td>
<td>19.9%</td>
<td>0</td>
<td>0.0%</td>
<td>114</td>
<td>19.6%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-15</td>
<td>22</td>
<td>3.8%</td>
<td>(No</td>
<td>(No responses)</td>
<td>8</td>
<td>100.0%</td>
<td>30</td>
<td>5.2%</td>
<td></td>
</tr>
<tr>
<td>16-20</td>
<td>8</td>
<td>1.4%</td>
<td>(No</td>
<td>(No responses)</td>
<td>0</td>
<td>0.0%</td>
<td>8</td>
<td>1.4%</td>
<td></td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>574</td>
<td>100.0%</td>
<td>8</td>
<td>100.0%</td>
<td>582</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Answer</td>
<td>50</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td>50</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Avg. Time (min)</strong></td>
<td>5.2</td>
<td></td>
<td>15.0</td>
<td></td>
<td>5.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Transfers from the Rapid Transit System**

*Expanded Results*

**GREEN LINE-SUBWAY**

Exit Station: Symphony

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(None identified)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boat, Alighted at Dock Indicated:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(None identified)</td>
<td></td>
</tr>
</tbody>
</table>

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

- (None identified)

**Other Bus Routes:**

- (None identified)
## MBTA Surveys: 2008-09
**Rapid Transit Survey**

### Egress from the Rapid Transit System

**Exit Stop: Blandford St. to BU Central**

#### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>3,711</td>
<td>97.7%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>38</td>
<td>1.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>19</td>
<td>0.5%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>15</td>
<td>0.4%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>3,783</strong></td>
<td><strong>99.6%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>12</td>
<td>0.3%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>4</td>
<td>0.1%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>16</strong></td>
<td><strong>0.4%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>3,800</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>55</td>
<td></td>
</tr>
</tbody>
</table>

### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th>Drive/Park</th>
<th>Pick-up</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>2,765</td>
<td>89.9%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>6-10</td>
<td>184</td>
<td>6.0%</td>
<td>0</td>
<td>0.0%</td>
<td>19</td>
</tr>
<tr>
<td>11-15</td>
<td>70</td>
<td>2.3%</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
</tr>
<tr>
<td>16-20</td>
<td>55</td>
<td>1.8%</td>
<td>0</td>
<td>0.0%</td>
<td>15</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>31</td>
<td>100.0%</td>
<td>0</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>3,074</td>
<td>100.0%</td>
<td>31</td>
<td>100.0%</td>
<td>34</td>
</tr>
<tr>
<td>No Answer</td>
<td>637</td>
<td>7</td>
<td>0</td>
<td></td>
<td>644</td>
</tr>
</tbody>
</table>

**Avg. Time (min):**

- **3.4**
- **30.0**
- **14.4**
### Transfers from the Rapid Transit System

**Exit Stop:** Blandford St. to BU Central

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>8</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>47</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>CT2</td>
<td>3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
### Egress from the Rapid Transit System

**Exit Stop: BU West to Babcock**

#### Egress Mode:

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>2,385</td>
<td>96.7%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>23</td>
<td>0.9%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>49</td>
<td>2.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>2,457</strong></td>
<td><strong>99.6%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>6</td>
<td>0.3%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>4</td>
<td>0.2%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>11</strong></td>
<td><strong>0.4%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>2,468</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>7</td>
<td></td>
</tr>
</tbody>
</table>

#### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th>Mode</th>
<th>WALK</th>
<th>DRIVE/PARK</th>
<th>PICK-UP</th>
<th>OTHER</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Answer</td>
<td>484</td>
<td>0</td>
<td>0</td>
<td>484</td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>3.9</td>
<td>5.0</td>
<td>23.8</td>
<td>4.4</td>
<td></td>
</tr>
</tbody>
</table>
**Transfers from the Rapid Transit System**

**Expanded Results**

**GREEN LINE-B**
Exit Stop: BU West to Babcock

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>47</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>CT2</td>
<td>3</td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>

CTPS

25-May-10
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Egress from the Rapid Transit System**

**Expanded Results**

**Exit Stop: Packards Corner to Harvard Ave.**

**GREEN LINE-B**

### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>857</td>
<td>85.3%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>35</td>
<td>3.5%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**Total Private Trans.**

<table>
<thead>
<tr>
<th>Total Private Trans.</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>893</td>
<td>88.8%</td>
</tr>
</tbody>
</table>

**Expanded Results**

- **MBTA Bus**: 97 (9.6%)
- **Other Bus**: 16 (1.6%)
- **Boat**: 0 (0.0%)
- **Other**: 0 (0.0%)

**Total Public Trans.**

<table>
<thead>
<tr>
<th>Total Public Trans.</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>112</td>
<td>11.2%</td>
</tr>
</tbody>
</table>

**TOTAL**

<table>
<thead>
<tr>
<th>TOTAL</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,005</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**No Answer**

| No Answer | 33     |

---

**Trip time from station to trip destination by private transportation:**

<table>
<thead>
<tr>
<th>Trip time (min)</th>
<th>WALK Number</th>
<th>WALK Percent</th>
<th>DRIVE/PARK Number</th>
<th>DRIVE/PARK Percent</th>
<th>PICK-UP Number</th>
<th>PICK-UP Percent</th>
<th>OTHER Number</th>
<th>OTHER Percent</th>
<th>TOTAL Number</th>
<th>TOTAL Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>530</td>
<td>73.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>32</td>
<td>100.0%</td>
<td>530</td>
<td>69.9%</td>
</tr>
<tr>
<td>6-10</td>
<td>165</td>
<td>22.7%</td>
<td>32</td>
<td>100.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>197</td>
<td>26.0%</td>
</tr>
<tr>
<td>11-15</td>
<td>31</td>
<td>4.3%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>0</td>
<td>0.0%</td>
<td>31</td>
<td>4.1%</td>
<td>31</td>
<td>4.1%</td>
</tr>
<tr>
<td>16-20</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>726</td>
<td>100.0%</td>
<td>32</td>
<td>100.0%</td>
<td>32</td>
<td>100.0%</td>
<td>758</td>
<td>100.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Answer</td>
<td>131</td>
<td></td>
<td></td>
<td></td>
<td>3</td>
<td>1.0%</td>
<td>134</td>
<td>5.5%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Avg. Time (min)**

- **Walk**: 5.3
- **Other**: 10.0
- **TOTAL**: 5.5

CTPS

19-May-10
### Transfers from the Rapid Transit System

**Exit Stop:** Packards Corner to Harvard Ave.

**Transferring to:**

<table>
<thead>
<tr>
<th>Commuter Rail, Alighted at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>66</td>
<td>90</td>
</tr>
<tr>
<td></td>
<td>71</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>15</td>
<td>3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>Unspecified Bus</td>
<td>16</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Egress from the Rapid Transit System**

**GREEN LINE-B**

Exit Stop: Griggs St. to Warren St.

#### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>1,012</td>
<td>98.4%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>17</td>
<td>1.6%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>1,029</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>0</strong></td>
<td><strong>0.0%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,029</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>49</td>
<td></td>
</tr>
</tbody>
</table>

#### MBTA Surveys: 2008-09

**Exit Stop: Griggs St. to Warren St.**

#### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th>DRIVE/PARK</th>
<th></th>
<th>PICK-UP</th>
<th></th>
<th>OTHER</th>
<th></th>
<th>TOTAL</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>640</td>
<td>76.9%</td>
<td>17</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>656</td>
<td>77.3%</td>
</tr>
<tr>
<td>6-10</td>
<td>171</td>
<td>20.5%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>171</td>
<td>20.1%</td>
</tr>
<tr>
<td>11-15</td>
<td>2</td>
<td>0.3%</td>
<td>(No responses)</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td>2</td>
<td>0.3%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-20</td>
<td>19</td>
<td>2.3%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>19</td>
<td>2.2%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>TOTAL</td>
<td>832</td>
<td>100.0%</td>
<td>17</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>849</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>180</td>
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<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>4.9</td>
<td></td>
<td>5.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4.9</td>
<td></td>
</tr>
<tr>
<td>Transferring to:</td>
<td>GREEN LINE-B</td>
<td>Exit Stop: Griggs St. to Warren St.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------</td>
<td>--------------</td>
<td>-------------------------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>MBTA Bus Routes:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boat, Alighted at Dock Indicated:</td>
<td>Other Bus Routes:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

Rapid Transit Survey

**Egress from the Rapid Transit System**

Exit Stop: Washington St. to Chiswick Rd.

### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>542</td>
<td>98.7%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>542</td>
<td>98.7%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>7</td>
<td>1.3%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>7</td>
<td>1.3%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>549</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>65</td>
<td></td>
</tr>
</tbody>
</table>

**Trip time from station to trip destination by private transportation:**

<table>
<thead>
<tr>
<th>WALK</th>
<th>DRIVE/PARK</th>
<th>PICK-UP</th>
<th>OTHER</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>303</td>
<td>87.1%</td>
<td>37</td>
<td>10.6%</td>
</tr>
<tr>
<td>6-10</td>
<td>37</td>
<td>10.6%</td>
<td>37</td>
<td>10.6%</td>
</tr>
<tr>
<td>11-15</td>
<td>8</td>
<td>2.3%</td>
<td>(No responses)</td>
<td>8</td>
</tr>
<tr>
<td>16-20</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td>0</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td>0</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>349</td>
<td>100.0%</td>
<td>194</td>
<td>100.0%</td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Transfers from the Rapid Transit System**

Expanded Results

**Exit Stop: Washington St. to Chiswick Rd.**

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>GREEN LINE-B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>Exit Stop: Washington St. to Chiswick Rd.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>65</td>
<td>7</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
# MBTA Surveys: 2008-09

Rapid Transit Survey

## Egress from the Rapid Transit System

**Exit Stop: Chesnut Hill Ave. to Boston College**

### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>646</td>
<td>97.0%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>17</td>
<td>2.6%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>663</strong></td>
<td><strong>99.6%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>3</td>
<td>0.4%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>3</strong></td>
<td><strong>0.4%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>666</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>28</td>
<td></td>
</tr>
</tbody>
</table>

### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th>Drive/Park</th>
<th>Pick-Up</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>325</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percent</td>
<td>61.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>99</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>18.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>325</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>325</td>
</tr>
<tr>
<td>6-10</td>
<td>99</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>18.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-15</td>
<td>70</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>13.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-20</td>
<td>37</td>
<td>6.9%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>37</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>530</td>
<td>100.0%</td>
<td></td>
<td></td>
<td>530</td>
</tr>
<tr>
<td>No Answer</td>
<td>115</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>7.2</td>
<td></td>
<td></td>
<td></td>
<td>7.2</td>
</tr>
</tbody>
</table>
### Transfers from the Rapid Transit System

**Exit Stop:** Chesnut Hill Ave. to Boston College

**GREEN LINE-B**

#### Transferring to:

<table>
<thead>
<tr>
<th>Commuter Rail, Alighted at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>86</td>
<td>3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>

---

**Rapid Transit Survey**

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

- (None identified)

**MBTA Bus Routes:**

- Number of Riders:
  - 86
  - 3

**Other Bus Routes:**

- (None identified)
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Egress from the Rapid Transit System**

*Exit Stop: St. Mary's St. to Kent St.*

**Egress Mode:**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>1,235</td>
<td>97.3%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>1,235</td>
<td>97.3%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>26</td>
<td>2.1%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>8</td>
<td>0.6%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>34</td>
<td>2.7%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,269</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>14</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**Trip time from station to trip destination by private transportation:**

<table>
<thead>
<tr>
<th>Trip Time (min)</th>
<th>Walk Number</th>
<th>Walk Percent</th>
<th>Drive/Park Number</th>
<th>Drive/Park Percent</th>
<th>Pick-Up Number</th>
<th>Pick-Up Percent</th>
<th>Other Number</th>
<th>Other Percent</th>
<th>TOTAL Number</th>
<th>TOTAL Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>720</td>
<td>64.3%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>54</td>
<td>4.8%</td>
<td>1,121</td>
<td>100.0%</td>
</tr>
<tr>
<td>6-10</td>
<td>225</td>
<td>20.1%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>0</td>
<td>0.0%</td>
<td>225</td>
<td>20.1%</td>
</tr>
<tr>
<td>11-15</td>
<td>122</td>
<td>10.9%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>114</td>
<td>8.4%</td>
<td>114</td>
<td>8.4%</td>
</tr>
<tr>
<td>16-20</td>
<td>54</td>
<td>4.8%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,121</td>
<td>100.0%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>114</td>
<td>10.0%</td>
<td>1,121</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>114</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>114</td>
<td></td>
<td>114</td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>6.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6.3</td>
<td></td>
</tr>
</tbody>
</table>

CTPS

19-May-10
### Transfers from the Rapid Transit System

**Exit Stop:** St. Mary's St. to Kent St.

**Expanded Results**

#### Transferring to:

<table>
<thead>
<tr>
<th>Commuter Rail, Alighted at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>CT2</td>
<td>24</td>
</tr>
<tr>
<td></td>
<td>47</td>
<td>3</td>
</tr>
</tbody>
</table>

#### Boat, Alighted at Dock Indicated:

<table>
<thead>
<tr>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Egress from the Rapid Transit System**

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

**Egress from the Rapid Transit System**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>2,351</td>
<td>95.2%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>16</td>
<td>0.6%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>4</td>
<td>0.2%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>2,371</td>
<td>96.0%</td>
</tr>
</tbody>
</table>

**MBTA Surveys: 2008-09**

**GREEN LINE-C**

**No Answer**

**Trip time from station to trip destination by private transportation:**

<table>
<thead>
<tr>
<th>Trip time (min)</th>
<th>WALK</th>
<th></th>
<th>DRIVE/PARK</th>
<th></th>
<th>PICK-UP</th>
<th></th>
<th>OTHER</th>
<th></th>
<th>TOTAL</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>1,359</td>
<td>72.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,359</td>
<td>71.4%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-10</td>
<td>271</td>
<td>14.4%</td>
<td>20</td>
<td>100.0%</td>
<td>290</td>
<td>15.3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-15</td>
<td>250</td>
<td>13.3%</td>
<td></td>
<td></td>
<td>4</td>
<td>0.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-20</td>
<td>4</td>
<td>0.2%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>0</td>
<td>0.0%</td>
<td>4</td>
<td>0.2%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,883</td>
<td>100.0%</td>
<td>20</td>
<td>100.0%</td>
<td>1,903</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Answer</td>
<td>468</td>
<td>100.0%</td>
<td>0</td>
<td></td>
<td>468</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>5.6</td>
<td></td>
<td>10.0</td>
<td></td>
<td>5.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**Transfers from the Rapid Transit System**

**Expanding Results**

**Exit Stop:** St. Paul St. to Summit Ave.

### Transferring to:

<table>
<thead>
<tr>
<th>Commuter Rail, Alighted at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>66</td>
<td>98</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Egress from the Rapid Transit System**

*Exit Stop: Brandon Hall to Tappan St.*

**Expanded Results**

**Egress Mode:**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>617</td>
<td>95.6%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>13</td>
<td>2.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>3</td>
<td>0.5%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>633</strong></td>
<td><strong>98.0%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>6</td>
<td>1.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>6</td>
<td>1.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>13</strong></td>
<td><strong>2.0%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>646</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

**Trip time from station to trip destination by private transportation:**

<table>
<thead>
<tr>
<th>Time Interval</th>
<th>WALK Number</th>
<th>WALK Percent</th>
<th>DRIVE/PARK Number</th>
<th>DRIVE/PARK Percent</th>
<th>PICK-UP Number</th>
<th>PICK-UP Percent</th>
<th>OTHER Number</th>
<th>OTHER Percent</th>
<th>TOTAL Number</th>
<th>TOTAL Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>429</td>
<td>82.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>429</td>
<td>81.6%</td>
</tr>
<tr>
<td>6-10</td>
<td>56</td>
<td>10.8%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>56</td>
<td>10.7%</td>
</tr>
<tr>
<td>11-15</td>
<td>16</td>
<td>3.0%</td>
<td>(No responses)</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>16</td>
<td>3.0%</td>
</tr>
<tr>
<td>16-20</td>
<td>22</td>
<td>4.2%</td>
<td>(No responses)</td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>22</td>
<td>4.2%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>3</td>
<td>100.0%</td>
<td>0</td>
<td>0.0%</td>
<td>3</td>
<td>0.6%</td>
<td>3</td>
<td>0.6%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>522</td>
<td>100.0%</td>
<td>3</td>
<td>100.0%</td>
<td></td>
<td></td>
<td>525</td>
<td>100.0%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No Answer 95 13 0 108

Avg. Time (min) 4.6 35.0 4.8
**Transfers from the Rapid Transit System**

**Expanded Results**

### Exit Stop: Brandon Hall to Tappan St.

#### GREEN LINE-C

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>GREEN LINE-C</td>
<td>65</td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

#### Egress from the Rapid Transit System

**Exit Stop: Dean Rd. to Cleveland Circle**

**Egress Mode:**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>581</td>
<td>89.4%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>4</td>
<td>0.6%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>50</td>
<td>7.7%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>6</td>
<td>1.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>640</strong></td>
<td><strong>98.6%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>9</td>
<td>1.4%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>9</strong></td>
<td><strong>1.4%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>650</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>44</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

#### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>289</td>
<td>66.3%</td>
<td>4</td>
<td>100.0%</td>
<td>6</td>
<td>15.9%</td>
<td>299</td>
<td>62.3%</td>
<td></td>
</tr>
<tr>
<td>6-10</td>
<td>99</td>
<td>22.6%</td>
<td>0</td>
<td>0.0%</td>
<td>6</td>
<td>15.9%</td>
<td>105</td>
<td>21.9%</td>
<td></td>
</tr>
<tr>
<td>11-15</td>
<td>6</td>
<td>1.3%</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td>3</td>
<td>7.5%</td>
<td>9</td>
<td>1.8%</td>
</tr>
<tr>
<td>16-20</td>
<td>43</td>
<td>9.8%</td>
<td>0</td>
<td>0.0%</td>
<td>19</td>
<td>47.7%</td>
<td>62</td>
<td>12.9%</td>
<td></td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>5</td>
<td>13.0%</td>
<td>5</td>
<td>1.1%</td>
<td></td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>436</td>
<td>100.0%</td>
<td>4</td>
<td>100.0%</td>
<td>40</td>
<td>100.0%</td>
<td>479</td>
<td>100.0%</td>
<td></td>
</tr>
</tbody>
</table>

No Answer | 145 | 0 | 16 | 161 |

Avg. Time (min) | 6.5 | 5.0 | 16.0 | 7.2 |
### Transfers from the Rapid Transit System

**Exit Stop:** Dean Rd. to Cleveland Circle

#### Transfering to:

<table>
<thead>
<tr>
<th>Commuter Rail, Alighted at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>86</td>
<td>9</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09

### Rapid Transit System

#### Egress from the Rapid Transit System

**Expanded Results**

**Exit Station: Fenway**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>2,070</td>
<td>97.6%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>4</td>
<td>0.2%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>18</td>
<td>0.9%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>2,093</td>
<td>98.6%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>MBTA Bus</td>
<td>30</td>
<td>1.4%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>30</td>
<td>1.4%</td>
</tr>
</tbody>
</table>

**TOTAL**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Answer</td>
<td>85</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th>DRIVE/PARK</th>
<th></th>
<th>PICK-UP</th>
<th></th>
<th>OTHER</th>
<th></th>
<th>TOTAL</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>1,012</td>
<td>56.1%</td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td>1,012</td>
<td>55.9%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-10</td>
<td>526</td>
<td>29.2%</td>
<td></td>
<td></td>
<td>7</td>
<td>100.0%</td>
<td>533</td>
<td>29.5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-15</td>
<td>183</td>
<td>10.1%</td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td>183</td>
<td>10.1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-20</td>
<td>81</td>
<td>4.5%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>0</td>
<td>0.0%</td>
<td>81</td>
<td>4.5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,802</td>
<td>100.0%</td>
<td></td>
<td></td>
<td>7</td>
<td>100.0%</td>
<td>1,809</td>
<td>100.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Answer</td>
<td>268</td>
<td></td>
<td>4</td>
<td></td>
<td>12</td>
<td></td>
<td>283</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>6.8</td>
<td></td>
<td>10.0</td>
<td></td>
<td>6.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Transfers from the Rapid Transit System

**Rapid Transit Survey**

**Expanded Results**

**Exit Station:** Fenway

**GREEN LINE-D**

<table>
<thead>
<tr>
<th>Commuter Rail, Alighted at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>CT2</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>47</td>
<td>14</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09

Rapid Transit Survey

### Egress from the Rapid Transit System

Expanded Results

**Exit Station: Longwood**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>2,888</td>
<td>99.3%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>9</td>
<td>0.3%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>12</td>
<td>0.4%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>2,908</td>
<td>100.0%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2,908</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>15</td>
<td></td>
</tr>
</tbody>
</table>

### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th>Time Range</th>
<th>WALK Number</th>
<th>WALK Percent</th>
<th>DRIVE/PARK Number</th>
<th>DRIVE/PARK Percent</th>
<th>PICK-UP Number</th>
<th>PICK-UP Percent</th>
<th>OTHER Number</th>
<th>OTHER Percent</th>
<th>TOTAL Number</th>
<th>TOTAL Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>751</td>
<td>28.9%</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td></td>
<td>(No responses)</td>
<td></td>
<td>751</td>
<td>28.9%</td>
</tr>
<tr>
<td>6-10</td>
<td>1,275</td>
<td>49.1%</td>
<td>5</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,280</td>
<td>49.2%</td>
</tr>
<tr>
<td>11-15</td>
<td>436</td>
<td>16.8%</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td></td>
<td>(No responses)</td>
<td></td>
<td>436</td>
<td>16.8%</td>
</tr>
<tr>
<td>16-20</td>
<td>123</td>
<td>4.7%</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
<td></td>
<td>(No responses)</td>
<td></td>
<td>123</td>
<td>4.7%</td>
</tr>
<tr>
<td>21-30</td>
<td>11</td>
<td>0.4%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11</td>
<td>0.4%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2,596</td>
<td>100.0%</td>
<td>5</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,601</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>292</td>
<td></td>
<td>4</td>
<td></td>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td>307</td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>9.2</td>
<td></td>
<td>10.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>9.2</td>
<td></td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

#### Transfers from the Rapid Transit System

**Expanded Results**

**GREEN LINE-D**

Exit Station: Longwood

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09
#### Rapid Transit Survey

**Egress from the Rapid Transit System**

**GREEN LINE-D**

Exit Station: Brookline Village

#### Expanded Results

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>1,328</td>
<td>85.8%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>31</td>
<td>2.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>7</td>
<td>0.4%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>84</td>
<td>5.4%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>4</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

**Total Private Trans.**  
1,454 riders, 93.9% of riders

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>MBTA Bus</td>
<td>94</td>
<td>6.1%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**Total Public Trans.**  
94 riders, 6.1% of riders

**TOTAL**  
1,548 riders, 100.0% of riders

**No Answer**  
16 riders, 1.0% of riders

---

**Trip time from station to trip destination by private transportation:**

<table>
<thead>
<tr>
<th>Time Interval</th>
<th>WALK</th>
<th>Drive/Park</th>
<th>Pick-Up</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>688</td>
<td>60.5%</td>
<td>31</td>
<td>100.0%</td>
<td></td>
</tr>
<tr>
<td>6-10</td>
<td>309</td>
<td>27.1%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>11-15</td>
<td>83</td>
<td>7.3%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>16-20</td>
<td>58</td>
<td>5.1%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,138</td>
<td>100.0%</td>
<td>31</td>
<td>100.0%</td>
<td>68</td>
</tr>
</tbody>
</table>

**No Answer**  
190 riders, 1.0% of riders

**Avg. Time (min)**  
6.3

---

CTPS 19-May-10
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Transfers from the Rapid Transit System**

**Expanded Results**

**Exit Station: Brookline Village**

### Transferring to:

<table>
<thead>
<tr>
<th>Commuter Rail, Alighted at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>60</td>
<td>44</td>
</tr>
<tr>
<td></td>
<td>66</td>
<td>31</td>
</tr>
<tr>
<td></td>
<td>39</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>23</td>
<td>9</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Egress from the Rapid Transit System

**Exit Station: Brookline Hills**

#### Egress Mode:

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>452</td>
<td>98.0%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>9</td>
<td>2.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>461</td>
<td>100.0%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>461</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>13</td>
<td></td>
</tr>
</tbody>
</table>

### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th>Mode</th>
<th>WALK</th>
<th>DRIVE/PARK</th>
<th>PICK-UP</th>
<th>OTHER</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>234</td>
<td>0</td>
<td>0</td>
<td>13</td>
<td>437</td>
</tr>
<tr>
<td>Percent</td>
<td>54.7%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Time</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>234</td>
<td>53.5%</td>
</tr>
<tr>
<td>6-10</td>
<td>160</td>
<td>36.7%</td>
</tr>
<tr>
<td>11-15</td>
<td>12</td>
<td>2.8%</td>
</tr>
<tr>
<td>16-20</td>
<td>24</td>
<td>5.5%</td>
</tr>
<tr>
<td>21-30</td>
<td>7</td>
<td>1.5%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>437</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Avg. Time (min)</th>
<th>6.6</th>
</tr>
</thead>
</table>

CTPS 19-May-10
## Transfers from the Rapid Transit System

**Expanded Results**

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>GREEN LINE-D</th>
<th>Exit Station: Brookline Hills</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Station Indicated:</td>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
<tr>
<td>MBTA Bus Routes:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boat, Alighted at Dock</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indicated:</td>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
<tr>
<td>Other Bus Routes:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Egress from the Rapid Transit System

**Exit Station: Beaconsfield**

### Expanded Results

#### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>229</td>
<td>98.1%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>4</td>
<td>1.9%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>233</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>233</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>233</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

**No Answer**

4

### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th>Trip time (min)</th>
<th>WALK Number</th>
<th>WALK Percent</th>
<th>DRIVE/PARK Number</th>
<th>DRIVE/PARK Percent</th>
<th>PICK-UP Number</th>
<th>PICK-UP Percent</th>
<th>OTHER Number</th>
<th>OTHER Percent</th>
<th>TOTAL Number</th>
<th>TOTAL Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>118</td>
<td>64.5%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>118</td>
<td>63.0%</td>
</tr>
<tr>
<td>6-10</td>
<td>65</td>
<td>35.5%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>65</td>
<td>34.6%</td>
</tr>
<tr>
<td>11-15</td>
<td>0</td>
<td>0.0%</td>
<td>4</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4</td>
<td>2.3%</td>
</tr>
<tr>
<td>16-20</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>182</td>
<td>100.0%</td>
<td>4</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>187</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**No Answer**

46

**Avg. Time (min)**

5.1 15.0 5.4
### Transfers from the Rapid Transit System

**Exit Station: Beaconsfield**

#### Expanded Results

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>GREEN LINE-D</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Exit Station: Beaconsfield</td>
</tr>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>(None identified)</td>
</tr>
<tr>
<td>MBTA Bus Routes:</td>
<td>(None identified)</td>
</tr>
<tr>
<td>Boat, Alighted at Dock Indicated:</td>
<td>(None identified)</td>
</tr>
<tr>
<td>Other Bus Routes:</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>

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

### Rapid Transit Survey

### Egress from the Rapid Transit System

**Exit Station: Reservoir**

**GREEN LINE-D**

### Expanded Results

#### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>264</td>
<td>46.4%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>7</td>
<td>1.1%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>17</td>
<td>3.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>31</td>
<td>5.5%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>109</td>
<td>19.2%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>429</strong></td>
<td><strong>75.3%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>133</td>
<td>23.3%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>8</td>
<td>1.4%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>141</strong></td>
<td><strong>24.7%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>570</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>17</td>
<td></td>
</tr>
</tbody>
</table>

### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th>Trip time (min)</th>
<th>WALK</th>
<th>Drive/Park</th>
<th>Pick-up</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>93</td>
<td>0</td>
<td>0</td>
<td>22</td>
<td>116</td>
</tr>
<tr>
<td>6-10</td>
<td>66</td>
<td>0</td>
<td>0</td>
<td>64</td>
<td>130</td>
</tr>
<tr>
<td>11-15</td>
<td>68</td>
<td>7</td>
<td>17</td>
<td>31</td>
<td>123</td>
</tr>
<tr>
<td>16-20</td>
<td>20</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>27</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>247</td>
<td>7</td>
<td>17</td>
<td>125</td>
<td>396</td>
</tr>
</tbody>
</table>

| No Answer | 18 | 0 | 0 | 16 | 33 |

| Avg. Time (min) | 9.5 | 15.0 | 15.0 | 11.0 | 10.3 |
## MBTA Surveys: 2008-09

### Rapid Transit Survey

### Transfers from the Rapid Transit System

#### Expanded Results

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>GREEN LINE-D</th>
<th>Exit Station: Reservoir</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Commuter Rail, Alighted at Station Indicated:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>86</td>
<td>64</td>
</tr>
<tr>
<td>51</td>
<td>61</td>
</tr>
<tr>
<td>42</td>
<td>8</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Boat, Alighted at Dock Indicated:</strong></th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>

**Rapid Transit Survey**

**CTPS**

25-May-10
# MBTA Surveys: 2008-09

**Rapid Transit Survey**

## Egress from the Rapid Transit System

*Expanded Results*

**Exit Station: Chestnut Hill**

### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>611</td>
<td>80.1%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>98</td>
<td>12.9%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>31</td>
<td>4.1%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>740</strong></td>
<td><strong>97.1%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>22</td>
<td>2.9%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>22</strong></td>
<td><strong>2.9%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>762</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td>12</td>
<td></td>
</tr>
</tbody>
</table>

### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>135</td>
<td>25.4%</td>
<td>0</td>
<td>0.0%</td>
<td>8</td>
<td>53.2%</td>
<td>144</td>
<td>25.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-10</td>
<td>186</td>
<td>34.9%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>186</td>
<td>33.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-15</td>
<td>186</td>
<td>34.9%</td>
<td>15</td>
<td>100.0%</td>
<td>(No responses)</td>
<td>7</td>
<td>46.8%</td>
<td>208</td>
<td>36.9%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-20</td>
<td>26</td>
<td>4.9%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>26</td>
<td>4.6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>533</td>
<td>100.0%</td>
<td>15</td>
<td>100.0%</td>
<td>16</td>
<td>100.0%</td>
<td>564</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td>77</td>
<td></td>
<td>84</td>
<td></td>
<td>16</td>
<td></td>
<td>177</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Avg. Time (min)</strong></td>
<td><strong>10.4</strong></td>
<td>13.5</td>
<td>7.2</td>
<td>10.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

## Transfers from the Rapid Transit System

Expanded Results

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>GREEN LINE-D</th>
<th>Exit Station: Chestnut Hill</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>MBTA Bus Routes:</td>
<td>Number of Riders</td>
</tr>
<tr>
<td>(None identified)</td>
<td>60</td>
<td>22</td>
</tr>
<tr>
<td>Boat, Alighted at Dock Indicated:</td>
<td>Other Bus Routes:</td>
<td>(None identified)</td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Egress from the Rapid Transit System

#### Exit Station: Newton Centre

#### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>646</td>
<td>72.3%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>52</td>
<td>5.9%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>47</td>
<td>5.2%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>18</td>
<td>2.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>8</td>
<td>0.9%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>8</td>
<td>0.9%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>779</strong></td>
<td><strong>87.1%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>115</td>
<td>12.9%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>115</strong></td>
<td><strong>12.9%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>894</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td><strong>8</strong></td>
<td></td>
</tr>
</tbody>
</table>

#### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th>Time Range</th>
<th>WALK Number</th>
<th>WALK Percent</th>
<th>DRIVE/PARK Number</th>
<th>DRIVE/PARK Percent</th>
<th>PICK-UP Number</th>
<th>PICK-UP Percent</th>
<th>OTHER Number</th>
<th>OTHER Percent</th>
<th>TOTAL Number</th>
<th>TOTAL Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>216</td>
<td>40.5%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>216</td>
<td>32.9%</td>
</tr>
<tr>
<td>6-10</td>
<td>129</td>
<td>24.3%</td>
<td>38</td>
<td>71.9%</td>
<td>8</td>
<td>20.6%</td>
<td>16</td>
<td>46.6%</td>
<td>191</td>
<td>29.0%</td>
</tr>
<tr>
<td>11-15</td>
<td>104</td>
<td>19.4%</td>
<td>15</td>
<td>28.1%</td>
<td>24</td>
<td>62.9%</td>
<td>18</td>
<td>53.4%</td>
<td>160</td>
<td>24.4%</td>
</tr>
<tr>
<td>16-20</td>
<td>58</td>
<td>10.8%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>58</td>
<td>8.8%</td>
</tr>
<tr>
<td>21-30</td>
<td>18</td>
<td>3.4%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>18</td>
<td>2.8%</td>
</tr>
<tr>
<td>31-45</td>
<td>8</td>
<td>1.5%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>8</td>
<td>1.2%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>6</td>
<td>16.6%</td>
<td>0</td>
<td>0.0%</td>
<td>6</td>
<td>1.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>533</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>52</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>38</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>34</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>657</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>114</td>
<td>0</td>
<td>9</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>122</td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>10.2</td>
<td>9.7</td>
<td>24.5</td>
<td>12.7</td>
<td>11.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Transfers from the Rapid Transit System

**Exit Station: Newton Centre**

#### Expanded Results

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>52</td>
<td>115</td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Egress from the Rapid Transit System**

Expanded Results

- **Exit Station:** Newton Highlands

### Egress Mode:

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>526</td>
<td>54.5%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>54</td>
<td>5.6%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>47</td>
<td>4.8%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>69</td>
<td>7.2%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>26</td>
<td>2.7%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>722</td>
<td>74.8%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>243</td>
<td>25.2%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>243</td>
<td>25.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>965</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>5</td>
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</tr>
</tbody>
</table>

### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th>Time Range</th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>144</td>
<td>29.5%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>144</td>
<td>24.8%</td>
<td>144</td>
<td>24.8%</td>
<td></td>
</tr>
<tr>
<td>6-10</td>
<td>96</td>
<td>19.7%</td>
<td>0</td>
<td>0.0%</td>
<td>15</td>
<td>19.7%</td>
<td>111</td>
<td>19.1%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11-15</td>
<td>175</td>
<td>36.0%</td>
<td>0</td>
<td>0.0%</td>
<td>17</td>
<td>22.0%</td>
<td>192</td>
<td>33.1%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-20</td>
<td>21</td>
<td>4.3%</td>
<td>(No responses)</td>
<td>0</td>
<td>0.0%</td>
<td>19</td>
<td>25.1%</td>
<td>40</td>
<td>7.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21-30</td>
<td>40</td>
<td>8.3%</td>
<td>16</td>
<td>100.0%</td>
<td>26</td>
<td>33.1%</td>
<td>82</td>
<td>14.1%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31-45</td>
<td>11</td>
<td>2.2%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>11</td>
<td>1.9%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>487</td>
<td>100.0%</td>
<td>16</td>
<td>100.0%</td>
<td>77</td>
<td>100.0%</td>
<td>580</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Answer</td>
<td>39</td>
<td>54</td>
<td>31</td>
<td>18</td>
<td>142</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>12.3</td>
<td></td>
<td>30.0</td>
<td>18.6</td>
<td>13.6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Transfers from the Rapid Transit System

**Exit Station: Newton Highlands**

#### Green Line-D

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Commuter Rail, Alighted at Station Indicated:</strong></td>
<td>MBTA Bus Routes:</td>
<td>Number of Riders</td>
</tr>
<tr>
<td>(None identified)</td>
<td>59</td>
<td>243</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
<th>(None identified)</th>
</tr>
</thead>
</table>
**Egress from the Rapid Transit System**

**Exit Station: Eliot**

**Egress Mode:**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>332</td>
<td>88.5%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>18</td>
<td>4.9%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>25</td>
<td>6.6%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>376</td>
<td>100.0%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>376</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

**Trip time from station to trip destination by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>111</td>
<td>41.9%</td>
<td>0</td>
<td>0.0%</td>
<td>16</td>
<td>100.0%</td>
<td>127</td>
<td>42.3%</td>
</tr>
<tr>
<td>6-10</td>
<td>25</td>
<td>9.5%</td>
<td>11</td>
<td>59.8%</td>
<td>0</td>
<td>0.0%</td>
<td>36</td>
<td>12.1%</td>
</tr>
<tr>
<td>11-15</td>
<td>58</td>
<td>21.7%</td>
<td>7</td>
<td>40.2%</td>
<td>0</td>
<td>0.0%</td>
<td>65</td>
<td>21.7%</td>
</tr>
<tr>
<td>16-20</td>
<td>64</td>
<td>23.9%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>64</td>
<td>21.2%</td>
</tr>
<tr>
<td>21-30</td>
<td>8</td>
<td>3.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>8</td>
<td>2.6%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>266</td>
<td>100.0%</td>
<td>18</td>
<td>100.0%</td>
<td>16</td>
<td>100.0%</td>
<td>300</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>66</td>
<td></td>
<td>0</td>
<td></td>
<td>9</td>
<td></td>
<td>76</td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>10.6</td>
<td></td>
<td>12.0</td>
<td></td>
<td>5.0</td>
<td></td>
<td>10.4</td>
<td></td>
</tr>
<tr>
<td>Transferring to:</td>
<td>GREEN LINE-D</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------------</td>
<td>--------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>Exit Station: Eliot</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(None identified)</td>
<td>MBTA Bus Routes:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(None identified)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boat, Alighted at Dock Indicated:</td>
<td>Other Bus Routes:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


### MBTA Surveys: 2008-09

#### Rapid Transit Survey

**Egress from the Rapid Transit System**

**Expanded Results**

Exit Station: Waban

**GREEN LINE-D**

**Trip time from station to trip destination by private transportation:**

<table>
<thead>
<tr>
<th>Trip Time</th>
<th>Walk</th>
<th>Drive/Park</th>
<th>Pick-up</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>45</td>
<td>22</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>67</td>
</tr>
<tr>
<td>6-10</td>
<td>20</td>
<td>9</td>
<td>0</td>
<td>0</td>
<td>28</td>
</tr>
<tr>
<td>11-15</td>
<td>25</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>25</td>
</tr>
<tr>
<td>16-20</td>
<td>16</td>
<td>15</td>
<td>32.5%</td>
<td>(No responses)</td>
<td>30</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>105</td>
<td>45</td>
<td>100.0%</td>
<td>100.0%</td>
<td>150</td>
</tr>
<tr>
<td>No Answer</td>
<td>17</td>
<td>0</td>
<td>7</td>
<td>24</td>
<td>9.7</td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>9.2</td>
<td>10.9</td>
<td>9.7</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>122</td>
<td>69.9%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>45</td>
<td>26.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>7</td>
<td>4.1%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>175</td>
<td>100.0%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>175</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

#### Transfers from the Rapid Transit System

**Expanded Results**

**Exit Station:** Waban

**GREEN LINE-D**

**Transferring to:**

<table>
<thead>
<tr>
<th>Commuter Rail, Alighted at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
### Egress from the Rapid Transit System

**Exit Station:** Woodland

#### Expanded Results

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>205</td>
<td>75.9%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>39</td>
<td>14.5%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>7</td>
<td>2.7%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>19</td>
<td>6.9%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**Total Private Trans.**

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>270</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**Total Public Trans.**

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>270</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>MBTA Surveys: 2008-09</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th>Trip time (min)</th>
<th>WALK</th>
<th>Drive/Park</th>
<th>Pick-up</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>72</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>72</td>
</tr>
<tr>
<td>6-10</td>
<td>89</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>89</td>
</tr>
<tr>
<td>11-15</td>
<td>22</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>22</td>
</tr>
<tr>
<td>16-20</td>
<td>22</td>
<td>0</td>
<td>0</td>
<td>10</td>
<td>32</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>7</td>
<td>18.9%</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>32</td>
<td>81.1%</td>
<td>0</td>
<td>32</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>205</td>
<td>39</td>
<td>100.0%</td>
<td>10</td>
<td>254</td>
</tr>
</tbody>
</table>

| No Answer | 0 | 0 | 7 | 8 | 16 |

| Avg. Time (min) | 9.7 | 34.1 | 20.0 | 13.9 |

CTPS: 19-May-10
<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>GREEN LINE-D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>Exit Station: Woodland</td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
</tr>
<tr>
<td>MBTA Bus Routes:</td>
<td>(None identified)</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Boat, Alighted at Dock Indicated:</td>
<td>Other Bus Routes:</td>
</tr>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09

### Rapid Transit Survey

### Egress from the Rapid Transit System

**Exit Station:** Riverside

#### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>345</td>
<td>39.4%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>210</td>
<td>24.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>40</td>
<td>4.5%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>248</td>
<td>28.3%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>12</td>
<td>1.4%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>855</strong></td>
<td><strong>97.6%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>12</td>
<td>1.4%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>8</td>
<td>1.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>21</strong></td>
<td><strong>2.4%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>875</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>30</td>
<td></td>
</tr>
</tbody>
</table>

### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th></th>
<th><strong>WALK</strong></th>
<th></th>
<th><strong>DRIVE/PARK</strong></th>
<th></th>
<th><strong>PICK-UP</strong></th>
<th></th>
<th><strong>OTHER</strong></th>
<th></th>
<th><strong>TOTAL</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>119</td>
<td>61.0%</td>
<td>32</td>
<td>18.6%</td>
<td>0</td>
<td>0.0%</td>
<td>30</td>
<td>12.1%</td>
<td>181</td>
<td>29.2%</td>
</tr>
<tr>
<td>6-10</td>
<td>39</td>
<td>20.0%</td>
<td>31</td>
<td>18.4%</td>
<td>0</td>
<td>0.0%</td>
<td>137</td>
<td>55.9%</td>
<td>208</td>
<td>33.6%</td>
</tr>
<tr>
<td>11-15</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>7</td>
<td>100.0%</td>
<td>66</td>
<td>27.0%</td>
<td>73</td>
<td>11.8%</td>
</tr>
<tr>
<td>16-20</td>
<td>37</td>
<td>18.9%</td>
<td>39</td>
<td>22.5%</td>
<td>0</td>
<td>0.0%</td>
<td>12</td>
<td>5.1%</td>
<td>88</td>
<td>14.2%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>29</td>
<td>17.2%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>29</td>
<td>4.8%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>22</td>
<td>12.9%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>22</td>
<td>3.6%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>18</td>
<td>10.3%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>18</td>
<td>2.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>195</td>
<td>100.0%</td>
<td>171</td>
<td>100.0%</td>
<td>7</td>
<td>100.0%</td>
<td>245</td>
<td>100.0%</td>
<td>619</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>149</td>
<td></td>
<td>39</td>
<td></td>
<td>33</td>
<td></td>
<td>15</td>
<td></td>
<td>236</td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>8.2</td>
<td>25.9</td>
<td>15.0</td>
<td>10.8</td>
<td>14.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Transfers from the Rapid Transit System**

**GREEN LINE-D**

Exit Station: Riverside

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>558</td>
<td>12</td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>

25-May-10
## MBTA Surveys: 2008-09

**Rapid Transit Survey**

### Egress from the Rapid Transit System

#### GREEN LINE-E

**Exit Stop: Northeastern**

#### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>831</td>
<td>100.0%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>831</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>0</strong></td>
<td><strong>0.0%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>831</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>78</td>
<td></td>
</tr>
</tbody>
</table>

#### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th>Trip Time</th>
<th>Walk</th>
<th>Drive/Park</th>
<th>Pick-up</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>528</td>
<td>78.6%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>528</td>
</tr>
<tr>
<td>6-10</td>
<td>96</td>
<td>14.4%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>96</td>
</tr>
<tr>
<td>11-15</td>
<td>23</td>
<td>3.5%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>23</td>
</tr>
<tr>
<td>16-20</td>
<td>24</td>
<td>3.6%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>24</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>671</td>
<td>100.0%</td>
<td>0</td>
<td>0</td>
<td>671</td>
</tr>
<tr>
<td>No Answer</td>
<td>160</td>
<td></td>
<td></td>
<td></td>
<td>160</td>
</tr>
</tbody>
</table>

**Avg. Time (min)**: 5.1
### Transfers from the Rapid Transit System

**Expanded Results**

**Exit Stop: Northeastern**

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Commuter Rail, Alighted at Station Indicated:</strong></td>
<td><strong>MBTA Bus Routes:</strong></td>
</tr>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
<tr>
<td><strong>Boat, Alighted at Dock Indicated:</strong></td>
<td><strong>Other Bus Routes:</strong></td>
</tr>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Egress from the Rapid Transit System**

**Exit Stop: Museum Of Fine Arts**

**Expanded Results**

#### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>999</td>
<td>97.4%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>20</td>
<td>2.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>1,019</strong></td>
<td><strong>99.4%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>6</td>
<td>0.6%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>6</strong></td>
<td><strong>0.6%</strong></td>
</tr>
</tbody>
</table>

**TOTAL**                    | **1,025**        | **100.0%**        |

*No Answer*                  | 0                |                   |

#### Trip time from station to trip destination by private transportation:

| Time Range | Walk Number | Walk Percent | Drive/Park Number | Drive/Park Percent | Pick-Up Number | Pick-Up Percent | Other Number | Other Percent | Total Number | Total Percent |
|------------|-------------|--------------|-------------------|--------------------|                |                |              |              |              |               |
| 0-5 minutes| 560         | 71.4%        | 0                 | 0.0%               |                |                |              |              | 560          | 69.6%         |
| 6-10       | 157         | 20.1%        | 20                | 100.0%             |                |                |              |              | 178          | 22.1%         |
| 11-15      | 67          | 8.5%         | 0                 | 0.0%               |                |                |              |              | 67           | 8.3%          |
| 16-20      | 0           | 0.0%         | 0                 | 0.0%               |                |                |              |              | 0            | 0.0%          |
| 21-30      | 0           | 0.0%         | 0                 | 0.0%               |                |                |              |              | 0            | 0.0%          |
| 31-45      | 0           | 0.0%         | 0                 | 0.0%               |                |                |              |              | 0            | 0.0%          |
| Over 45    | 0           | 0.0%         | 0                 | 0.0%               |                |                |              |              | 0            | 0.0%          |
| **TOTAL**  | 784         | 100.0%       | 20                | 100.0%             |                |                |              |              | 804          | 100.0%        |

*No Answer*                  | 215          |               | 0                 |                   |                |                |              |              | 215          |               |

*Avg. Time (min)*            | 5.8          | 10.0          |                   |                   |                |                |              |              | 5.9          |               |
### Transfers from the Rapid Transit System

**GREEN LINE-E**

Exit Stop: Museum Of Fine Arts

#### Expanded Results

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>47</td>
<td>6</td>
</tr>
<tr>
<td>(None identified)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Egress from the Rapid Transit System**

**Exit Stop: Longwood Medical Area**

**GREEN LINE-E**

### Egress Mode:

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>1,697</td>
<td>98.9%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>19</td>
<td>1.1%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>1,716</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>1,716</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,716</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td>30</td>
<td></td>
</tr>
</tbody>
</table>

### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>884</td>
<td>68.5%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>6-10</td>
<td>252</td>
<td>19.5%</td>
<td>12</td>
<td>100.0%</td>
<td>263</td>
<td>20.2%</td>
</tr>
<tr>
<td>11-15</td>
<td>55</td>
<td>4.3%</td>
<td>0</td>
<td>0.0%</td>
<td>55</td>
<td>4.2%</td>
</tr>
<tr>
<td>16-20</td>
<td>100</td>
<td>7.7%</td>
<td>0</td>
<td>0.0%</td>
<td>100</td>
<td>7.7%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,291</td>
<td>100.0%</td>
<td>12</td>
<td>100.0%</td>
<td>1,302</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>407</td>
<td></td>
<td>7</td>
<td></td>
<td>414</td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>6.6</td>
<td></td>
<td>10.0</td>
<td></td>
<td>6.6</td>
<td></td>
</tr>
</tbody>
</table>
Transfers from the Rapid Transit System

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>GREEN LINE-E</th>
<th>Exit Stop: Longwood Medical Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>(None identified)</td>
<td>MBTA Bus Routes: (None identified)</td>
</tr>
<tr>
<td>Boat, Alighted at Dock Indicated:</td>
<td>Other Bus Routes: (None identified)</td>
<td></td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Egress from the Rapid Transit System

**Exit Stop: Brigham Circle**

#### Expanded Results

**Egress Mode:**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>1,930</td>
<td>97.5%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>29</td>
<td>1.4%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>20</td>
<td>1.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>1,979</td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>0</td>
<td><strong>0.0%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,979</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>97</td>
<td></td>
</tr>
</tbody>
</table>

### Trip time from station to trip destination by private transportation:

#### WALK

<table>
<thead>
<tr>
<th>Time Range</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>1,194</td>
<td>76.3%</td>
</tr>
<tr>
<td>6-10</td>
<td>318</td>
<td>20.3%</td>
</tr>
<tr>
<td>11-15</td>
<td>31</td>
<td>2.0%</td>
</tr>
<tr>
<td>16-20</td>
<td>22</td>
<td>1.4%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,566</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>365</td>
<td>0</td>
</tr>
</tbody>
</table>

#### DRIVE/PARK

<table>
<thead>
<tr>
<th>Time Range</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>12</td>
<td>43.6%</td>
</tr>
<tr>
<td>6-10</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>11-15</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>16-20</td>
<td>16</td>
<td>56.4%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>29</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

#### PICK-UP

<table>
<thead>
<tr>
<th>Time Range</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>6-10</td>
<td>14</td>
<td>69.8%</td>
</tr>
<tr>
<td>11-15</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>16-20</td>
<td>6</td>
<td>30.2%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>20</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

#### OTHER

<table>
<thead>
<tr>
<th>Time Range</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>6-10</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>11-15</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>16-20</td>
<td>6</td>
<td>30.2%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>20</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

#### TOTAL

<table>
<thead>
<tr>
<th>Time Range</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>1,206</td>
<td>74.7%</td>
</tr>
<tr>
<td>6-10</td>
<td>332</td>
<td>20.6%</td>
</tr>
<tr>
<td>11-15</td>
<td>31</td>
<td>2.0%</td>
</tr>
<tr>
<td>16-20</td>
<td>44</td>
<td>2.8%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,614</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

#### No Answer

<table>
<thead>
<tr>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>365</td>
<td>0</td>
</tr>
</tbody>
</table>

#### Avg. Time (min)

- Walk: 4.6
- Drive/Park: 13.5
- Pick-up: 13.0
- Other: 4.9
### Transfers from the Rapid Transit System

#### Expanded Results

**Exit Stop:** Brigham Circle

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>(None identified)</td>
</tr>
<tr>
<td>Boat, Alighted at Dock Indicated:</td>
<td>(None identified)</td>
</tr>
<tr>
<td>Other Bus Routes:</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Egress from the Rapid Transit System**

Exit Stop: Fenwood Rd. to Back of the Hill

**Egress Mode:**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>163</td>
<td>100.0%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**Total Private Trans.**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>163</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**MBTA Bus**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**Other Bus**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**Commuter Rail**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**Boat**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**Other**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**Total Public Trans.**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>163</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**No Answer**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**Trip time from station to trip destination by private transportation:**

<table>
<thead>
<tr>
<th>Time Range</th>
<th>Walk Number</th>
<th>Walk Percent</th>
<th>Drive/Park Number</th>
<th>Drive/Park Percent</th>
<th>Pick-up Number</th>
<th>Pick-up Percent</th>
<th>Other Number</th>
<th>Other Percent</th>
<th>TOTAL Number</th>
<th>TOTAL Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>101</td>
<td>79.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>101</td>
<td>79.0%</td>
</tr>
<tr>
<td>6-10</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>11-15</td>
<td>15</td>
<td>11.8%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>0</td>
<td>0.0%</td>
<td>15</td>
<td>11.8%</td>
</tr>
<tr>
<td>16-20</td>
<td>12</td>
<td>9.1%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>0</td>
<td>0.0%</td>
<td>12</td>
<td>9.1%</td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>127</td>
<td>100.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>127</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**Avg. Time (min)**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Answer</td>
<td>35</td>
</tr>
</tbody>
</table>

**Average Time (min): 6.2**
MBTA Surveys: 2008-09
Rapid Transit Survey

Transfers from the Rapid Transit System
Expanded Results

GREEN LINE-E
Exit Stop: Fenwood Rd. to Back of the Hill

Transferring to:

Commuter Rail, Alighted at
Station Indicated: (None identified)

MBTA Bus Routes: (None identified)

Boat, Alighted at
Dock Indicated: (None identified)

Other Bus Routes: (None identified)
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Egress from the Rapid Transit System**

**GREEN LINE-E**

**Exit Stop: Heath Street**

**Expanded Results**

<table>
<thead>
<tr>
<th>Egress Mode:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>411</td>
<td>98.1%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>8</td>
<td>1.9%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>419</td>
<td>100.0%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>419</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td>30</td>
<td></td>
</tr>
</tbody>
</table>

**Trip time from station to trip destination by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th>TOTAL</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>152</td>
<td>55.3%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>152</td>
<td>55.3%</td>
<td></td>
</tr>
<tr>
<td>6-10</td>
<td>65</td>
<td>23.5%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>65</td>
<td>23.5%</td>
</tr>
<tr>
<td>11-15</td>
<td>37</td>
<td>13.5%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>37</td>
<td>13.5%</td>
<td></td>
</tr>
<tr>
<td>16-20</td>
<td>21</td>
<td>7.7%</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>(No responses)</td>
<td>21</td>
<td>7.7%</td>
<td></td>
</tr>
<tr>
<td>21-30</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>275</td>
<td>100.0%</td>
<td>8</td>
<td>100.0%</td>
<td>144</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td>136</td>
<td></td>
<td>8</td>
<td></td>
<td>144</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Avg. Time (min)</strong></td>
<td>7.9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7.9</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Transfers from the Rapid Transit System

**Expanded Results**

**Exit Stop:** Heath Street

<table>
<thead>
<tr>
<th>Transferring to:</th>
<th>GREEN LINE-E</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Commuter Rail, Alighted at</strong></td>
<td>Exit Stop: Heath Street</td>
</tr>
<tr>
<td><strong>Station Indicated:</strong></td>
<td><strong>MBTA Bus Routes:</strong></td>
</tr>
<tr>
<td>(None identified)</td>
<td>(None identified)</td>
</tr>
</tbody>
</table>

| **Boat, Alighted at** | **Other Bus Routes:** |
| **Dock Indicated:** | |
| (None identified) | (None identified) |
The data in this chapter show where Green Line riders ended their trips (by city, town, or neighborhood) and indicate what their activities were at each of those destination locations. This information is useful in defining the market area of each of the Green Line stations or branch segments and for understanding the types of trips made on the Green Line. Additional information regarding the reasons for making trips is presented in Chapters 3 and 4.

A table presenting these data is provided for each station or branch segment; the tables are at the end of the chapter. Each table shows both the destinations and destination activities for the riders who exited the rapid transit system at the station or segment in question. The data include not only the riders who left the entire transit system when they left the rapid transit portion of that system at these stations or segments, but also riders who continued through transfers to bus, commuter rail, or boat. (Details on the means of transportation between rapid transit stations and destinations are provided in Chapter 8.)

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

9.1 DESTINATION LOCATIONS

9.1.1 DESCRIPTION OF THE DESTINATION LOCATIONS SECTION OF THE TABLE

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

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

It is important to note that the tables for North Station, Haymarket, Government Center, and Park Street Stations only include riders who exited the rapid transit system there after alighting from the Green Line. Appendix B contains data on all of the riders who exited the system at these stations (including those who had alighted from the Red, Orange, or Blue Line).

9.1.2 OVERVIEW OF RESULTS

Central Subway

Destinations of the riders exiting at Central Subway stations were more highly concentrated than origins of passengers entering those stations (discussed in Chapter 4). At 9 of the 13 stations, at least 85% of the exiting riders had final destinations either in the same neighborhood as the station or in an adjoining neighborhood. At North Station, where 25% of the exiting riders transferred to commuter rail trains, 68% of the destinations were either in the North End or in an adjoining Boston neighborhood. At Lechmere, where 15% of the riders transferred to buses, 77% of destinations were in the East Cambridge or Kendall/MIT neighborhoods of Cambridge or the Boston North End neighborhood.

At Haymarket, where 21% of the riders transferred to MBTA buses, 76% of destinations were in the North End, Government Center, or Financial/Retail District neighborhoods. At Hynes, where 15% of the riders transferred to MBTA buses, 81% of destinations were in the Back Bay, Prudential/Hancock District, or Fenway neighborhoods.

B Branch

Stops on the B Branch are very close to each other and there are relatively few convenient means of egress other than walking. At all six branch segments, over 90% of the exiting riders had destinations either in the same neighborhood as the stop or in an adjoining one.

C Branch

The C Branch shares many characteristics with the B Branch, and thus the destination location pattern was analogous. For all branch segments, more than
90% of passengers had destinations either in the same neighborhood as the stop or in an adjoining one.

**D Branch**

At all of the stations from Fenway through Chestnut Hill, all of the exiting passengers had destinations either in the same neighborhood as the station or in an adjoining one. At two of the stations in Newton, Newton Centre and Waban, over 90% of the exiting riders had destinations somewhere in Newton. At two of the other stations in Newton, Newton Highlands and Eliot, over 90% of the exiting riders were going to points either in Newton or in the adjoining town of Needham. The outer two stations on the line, Woodland and Riverside, are more regional facilities. Only 78% and 45%, respectively, of the riders alighting at these stations were going to Newton destinations, with the rest going to several other cities and towns.

**E Branch**

Like most of the other Green Line branches, the destination locations of passengers exiting from the E Branch were mainly clustered around the stations. Over 95% of the riders exiting at each stop or branch segment had destinations either in the same neighborhood as the stop or segment or in an adjoining one.

### 9.2 DESTINATION ACTIVITIES

#### 9.2.1 DESCRIPTION OF THE DESTINATION ACTIVITIES SECTION OF THE TABLE

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

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

Central Subway

At stations in the Central Subway, the most common destination activity overall was work, at 67%, with other activities each accounting for 1% to 6% of the total. At all but two stations, at least half of the exiting riders were going to work, ranging from 55% at Kenmore to 81% at Arlington and Government Center. At Symphony Station, only 23% of the exiting riders were going to work, while 25% were going home and 24% to social/recreational activities. At Haymarket Station, 44% of the exiting riders were going to work, 24% were going home, and 9% were going to social/recreational activities.

At the stations with high concentrations of work destinations, the percentages of riders with other destinations varied. After Symphony and Haymarket, the stations with the highest percentages of home destinations were North Station (17%), Science Park (12%), and Lechmere (10%). The percentages of school destinations were highest at Boylston (18%), Symphony (15%), Hynes (13%), and Kenmore (12%).

B Branch

The destination activities of B Branch riders reflected the type of land use along the various parts of Commonwealth Avenue. Overall, 36% of the exiting riders were destined for work, 31% for school, and 20% for home. The innermost branch segment (Blandford Street to BU Central) was the only one where school destinations had the largest share, 51%, versus 39% going to work. On the outermost segment, Chestnut Hill Avenue to Boston College, school destinations, at 30%, were only slightly below work destinations, at 32%. On the segment from BU West to Babcock Street, work trips were dominant, at 54%, with school trips second, at 14%. On the other three branch segments, extending from Packards Corner to Chiswick Road, 56% to 61% of the exiting riders were going home, 21% to 30% were going to work, and only 2% to 7% were going to school.

C Branch

For most of the C Branch, passenger destinations were distributed among several activities. On the line overall, 31% of the exiting riders were going home, 29% were going to work, 16% were going to personal business destinations (including medical appointments), and 5% were going to school. However, these proportions varied greatly among the four branch segments.

On the outer two segments, Brandon Hall to Tappan Street and Dean Road to Cleveland Circle, home destinations were dominant, at 57% and 51%, respectively, of the exiting riders. Work destinations on these two segments accounted for 16% and 23%, respectively. On the inner two segments, Saint Mary’s Street to Kent Street and Saint Paul Street to Summit Avenue, work destinations had the largest shares, at 34% and 31%. On the Saint Mary’s Street to Kent Street segment, personal business destinations were second, at
30%, and school destinations were third, at 18%. On the other three segments, personal business destinations accounted for 7% to 17%, and school destinations for 0% to 6%.

**D Branch**

On the D Branch overall, 58% of the exiting riders were going to work, 19% were going home, 8% were going to personal business destinations, and 7% were going to school. However, these proportions varied greatly among the 13 stations. At every station except Beaconsfield and Eliot, work trips accounted for the largest individual share of destinations, ranging from 53% to 75% of total exits at the four innermost stations (Fenway to Brookline Hills), and from 30% to 64% at stations from Reservoir to Riverside. Home destinations made up the largest shares of exits at Beaconsfield (72%) and Eliot (55%). The largest rates of personal business trips (including medical appointments) were reported at Woodland (28%), Beaconsfield (17%), and Brookline Village (11%). School destinations exceeded 10% of exits only at Reservoir (18%), Brookline Hills (16%), Riverside (16%), and Fenway (11%).

**E Branch**

The mix of workplaces and educational institutions on Huntington Avenue was reflected in the activities of E Branch passengers. Overall, 54% of the exiting passengers were going to work, 16% were going to school, 10% were going to personal business destinations, and 7% were going home. Work trips accounted for the largest individual shares of destinations at Brigham Circle (65%), Longwood Medical Area (61%), Museum of Fine Arts (48%), and Heath Street (44%). At Northeastern, 54% of the exiting riders were going to school and 33% to work. The only other stops where over 10% of the riders were going to school were Museum of Fine Arts and Longwood Medical Area, at 15% each. Personal business destination rates ranged from 14% to 19% at all stops and branch segments from Longwood Medical Area to Heath Street, but were negligible at Museum of Fine Arts and Northeastern. Home destinations accounted for 60% of the exits between Fenwood Road and Riverway, but ranged from only 1% to 10% at other stops.
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Destination Locations and Activities
#### Expanded Results

**GREEN LINE-SUBWAY**
Exit Station: Lechmere

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**Note:** Totals shown may differ from column total because of rounding.
### Destination Locations and Activities

**Expanded Results**

#### GREEN LINE-SUBWAY

**Exit Station: Science Park**

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<tr>
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Note: Totals shown may differ from column total because of rounding.
### Destination Locations and Activities

#### Destination Locations

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<td><strong>16.8%</strong></td>
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<td><strong>62.7%</strong></td>
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<td><strong>3.6%</strong></td>
<td><strong>3.7%</strong></td>
<td><strong>3.5%</strong></td>
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**Note:** Totals shown may differ from column total because of rounding.
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Destination Locations and Activities

#### Expanded Results

#### GREEN LINE-SUBWAY
**Exit Station: Haymarket**

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<td>42.8%</td>
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<td>Woburn</td>
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<td>18</td>
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<td>Saugus</td>
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<td><strong>24.1%</strong></td>
<td><strong>5.5%</strong></td>
<td><strong>44.3%</strong></td>
<td><strong>2.8%</strong></td>
<td><strong>3.7%</strong></td>
<td><strong>4.1%</strong></td>
<td><strong>8.8%</strong></td>
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**Note:** Totals shown may differ from column total because of rounding.
## Destination Locations and Activities

**GREEN LINE-SUBWAY**  
Exit Station: Government Center

### Destination Locations

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<tbody>
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<td>Boston: Govt Center</td>
<td>5,458</td>
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<td>1.3%</td>
<td>78.9%</td>
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<td>4.2%</td>
<td>7.3%</td>
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<td>370</td>
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<td>65.4%</td>
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<td>7.9%</td>
<td>4.2%</td>
<td></td>
<td>6.8%</td>
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<tr>
<td>Boston: Beacon Hill</td>
<td>262</td>
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<td>76.9%</td>
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<td>6.5%</td>
<td>1.4%</td>
<td>9.9%</td>
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<tr>
<td>Boston: Waterfront</td>
<td>193</td>
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<td></td>
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<td>75.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Boston: So Bos Indust</td>
<td>51</td>
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<tr>
<td>Other (&lt; 0.5% of riders)</td>
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<td><strong>0.9%</strong></td>
<td><strong>80.5%</strong></td>
<td><strong>0.4%</strong></td>
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<td><strong>5.7%</strong></td>
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Note: Totals shown may differ from column total because of rounding.
## Destination Locations and Activities

### Green Line-Subway

#### Exit Station: Park Street

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<td>4.9%</td>
<td>3.0%</td>
<td>4.2%</td>
<td>3.0%</td>
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<tr>
<td>Boston: Govt Center</td>
<td>1,838</td>
<td>24.8%</td>
<td>18.2%</td>
<td>63.2%</td>
<td>1.9%</td>
<td>2.4%</td>
<td>4.9%</td>
<td>3.0%</td>
<td>9.4%</td>
<td>2.6%</td>
<td>2.4%</td>
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<tr>
<td>Boston: Waterfront</td>
<td>329</td>
<td>4.4%</td>
<td>92.2%</td>
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<tr>
<td>Boston: Dwntwn Unspecified</td>
<td>327</td>
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<td>14.8%</td>
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<td>4.7%</td>
<td>44.1%</td>
<td>1.1%</td>
<td>7.8%</td>
<td>2.9%</td>
<td>21.4%</td>
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<tr>
<td>Boston: Beacon Hill</td>
<td>260</td>
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<td>8.3%</td>
<td>96.7%</td>
<td>2.9%</td>
<td>2.7%</td>
<td>3.1%</td>
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<td>5.4%</td>
</tr>
<tr>
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<td>3.3%</td>
</tr>
<tr>
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<td>81</td>
<td>1.1%</td>
<td>5.3%</td>
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<td>28.9%</td>
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<tr>
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<td>62</td>
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<td>5.8%</td>
<td>37.1%</td>
<td>57.1%</td>
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<td><strong>1.2%</strong></td>
<td><strong>1.0%</strong></td>
<td><strong>6.5%</strong></td>
<td><strong>71.9%</strong></td>
<td><strong>3.7%</strong></td>
<td><strong>4.0%</strong></td>
<td><strong>4.2%</strong></td>
<td><strong>3.7%</strong></td>
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**Note:** Totals shown may differ from column total because of rounding.
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Destination Locations and Activities

**Expanded Results**

**GREEN LINE-SUBWAY**
Exit Station: Boylston

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<tr>
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<td>4,324</td>
<td>80.7%</td>
<td>1.2%</td>
<td>3.7%</td>
<td>21.5%</td>
<td>58.7%</td>
<td>0.4%</td>
<td>2.8%</td>
<td>4.8%</td>
<td>4.9%</td>
<td>2.1%</td>
</tr>
<tr>
<td>Boston: Financial/Retail</td>
<td>404</td>
<td>7.5%</td>
<td>12.5%</td>
<td>1.9%</td>
<td>72.9%</td>
<td></td>
<td>5.5%</td>
<td>3.2%</td>
<td>4.0%</td>
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<td></td>
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<tr>
<td>Boston: South End</td>
<td>228</td>
<td>4.2%</td>
<td>16.9%</td>
<td>61.4%</td>
<td>21.6%</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Boston: Waterfront</td>
<td>205</td>
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<td></td>
<td>100.0%</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Beacon Hill</td>
<td>72</td>
<td>1.3%</td>
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</tr>
<tr>
<td>Boston: Back Bay</td>
<td>70</td>
<td>1.3%</td>
<td>29.2%</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>70.8%</td>
</tr>
<tr>
<td>Boston: Roxbury</td>
<td>29</td>
<td>0.5%</td>
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<td></td>
<td>62.6%</td>
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<td></td>
<td></td>
<td></td>
<td>37.4%</td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>27</td>
<td>0.5%</td>
<td></td>
<td></td>
<td>26.6%</td>
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<td></td>
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<td></td>
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<td><strong>1.0%</strong></td>
<td><strong>4.5%</strong></td>
<td><strong>18.2%</strong></td>
<td><strong>61.3%</strong></td>
<td><strong>1.2%</strong></td>
<td><strong>3.6%</strong></td>
<td><strong>4.1%</strong></td>
<td><strong>4.4%</strong></td>
<td><strong>1.7%</strong></td>
</tr>
</tbody>
</table>

**Note:** Totals shown may differ from column total because of rounding.
### Destination Locations and Activities

#### Destination Locations

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<tbody>
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<td>Boston: Park Square</td>
<td>3,739</td>
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<td>0.2%</td>
<td>1.3%</td>
<td>3.5%</td>
<td>81.9%</td>
<td>2.2%</td>
<td>2.6%</td>
<td>2.5%</td>
<td>4.8%</td>
<td>1.0%</td>
</tr>
<tr>
<td>Boston: Back Bay</td>
<td>2,641</td>
<td>37.7%</td>
<td>0.4%</td>
<td>1.2%</td>
<td>2.9%</td>
<td>79.9%</td>
<td>3.5%</td>
<td>5.7%</td>
<td>3.0%</td>
<td>2.6%</td>
<td>0.7%</td>
</tr>
<tr>
<td>Boston: Prudential/Hancock</td>
<td>484</td>
<td>6.9%</td>
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</tr>
<tr>
<td>Boston: South End</td>
<td>89</td>
<td>1.3%</td>
<td>17.4%</td>
<td></td>
<td>82.6%</td>
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<td></td>
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</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>52</td>
<td>0.7%</td>
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<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td><strong>7,005</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>0.3%</strong></td>
<td><strong>1.2%</strong></td>
<td><strong>3.2%</strong></td>
<td><strong>81.5%</strong></td>
<td><strong>3.3%</strong></td>
<td><strong>3.6%</strong></td>
<td><strong>2.8%</strong></td>
<td><strong>3.5%</strong></td>
<td><strong>0.8%</strong></td>
</tr>
</tbody>
</table>

#### Destination Activities

- **Home:** 53.4%
- **School:** 3.5%
- **Work:** 81.9%
- **Store:** 2.2%
- **Pers. Bus.:** 2.6%
- **Work-rel.:** 2.5%
- **Social/Rec.:** 4.8%
- **Other:** 1.0%

Note: Totals shown may differ from column total because of rounding.
### Destination Locations and Activities

#### Expanded Results

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<tbody>
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<td>5,475</td>
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<td>5.1%</td>
<td>1.1%</td>
<td>58.7%</td>
<td>5.8%</td>
<td>9.7%</td>
<td>5.1%</td>
<td>7.6%</td>
<td>6.4%</td>
</tr>
<tr>
<td>Boston: Prudential/Hancock</td>
<td>2,286</td>
<td>26.9%</td>
<td>0.2%</td>
<td>1.2%</td>
<td>63.9%</td>
<td>7.5%</td>
<td>7.3%</td>
<td>3.8%</td>
<td>8.3%</td>
<td>7.9%</td>
<td></td>
</tr>
<tr>
<td>Boston: South End</td>
<td>339</td>
<td>4.0%</td>
<td>16.0%</td>
<td>6.4%</td>
<td>73.4%</td>
<td>4.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Park Square</td>
<td>140</td>
<td>1.6%</td>
<td>47.5%</td>
<td>15.9%</td>
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<td></td>
</tr>
<tr>
<td>Other (&lt;0.5% of riders)</td>
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<td>10.4%</td>
<td>27.7%</td>
<td>42.7%</td>
<td>9.8%</td>
<td>3.2%</td>
<td>6.3%</td>
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</tr>
<tr>
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<td>0.7%</td>
<td>5.1%</td>
<td>0.9%</td>
<td>60.0%</td>
<td>5.7%</td>
<td>8.6%</td>
<td>4.7%</td>
<td>7.2%</td>
<td>6.9%</td>
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Note: Totals shown may differ from column total because of rounding.
## MBTA Surveys: 2008-09

### Rapid Transit Survey

### Destination Locations and Activities

**Expanded Results**

**GREEN LINE-SUBWAY**

Exit Station: Hynes Convention Center

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</thead>
<tbody>
<tr>
<td>Boston: Back Bay</td>
<td>1,583</td>
<td>32.8%</td>
<td>10.1%</td>
<td>9.5%</td>
<td>52.6%</td>
<td>15.7%</td>
<td>3.6%</td>
<td>0.9%</td>
<td>4.4%</td>
<td>3.1%</td>
<td></td>
</tr>
<tr>
<td>Boston: Prudential/Hancock</td>
<td>1,474</td>
<td>30.5%</td>
<td>0.4%</td>
<td>1.6%</td>
<td>14.0%</td>
<td>66.5%</td>
<td>1.7%</td>
<td>2.2%</td>
<td>4.5%</td>
<td>5.7%</td>
<td>3.5%</td>
</tr>
<tr>
<td>Boston: Fenway</td>
<td>919</td>
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<td>0.8%</td>
<td>18.2%</td>
<td>15.4%</td>
<td>54.6%</td>
<td>1.7%</td>
<td>4.8%</td>
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<td>0.7%</td>
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<tr>
<td>Cambridge: Kendall/MIT</td>
<td>395</td>
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<td>1.1%</td>
<td>3.8%</td>
<td>5.9%</td>
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<td></td>
</tr>
<tr>
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<td>294</td>
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<td>17.1%</td>
<td>74.0%</td>
<td>1.1%</td>
<td>3.8%</td>
<td>1.7%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cambridge: Central Square</td>
<td>58</td>
<td>1.2%</td>
<td>11.5%</td>
<td>88.5%</td>
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</tr>
<tr>
<td>Cambridge: Harvard Square</td>
<td>45</td>
<td>0.9%</td>
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<td>18.0%</td>
<td>53.6%</td>
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<tr>
<td>Boston: Allston</td>
<td>26</td>
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</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>35</td>
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</tr>
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<td>OVERALL TOTAL</td>
<td>4,829</td>
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<td>8.5%</td>
<td>12.5%</td>
<td>60.5%</td>
<td>5.7%</td>
<td>2.3%</td>
<td>3.1%</td>
<td>4.4%</td>
<td>2.7%</td>
</tr>
</tbody>
</table>

Note: Totals shown may differ from column total because of rounding.
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

#### Destination Locations and Activities

**Expanded Results**

**GREEN LINE-SUBWAY**

Exit Station: Kenmore

<table>
<thead>
<tr>
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<tbody>
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<td>Boston: Fenway</td>
<td>2,125</td>
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<td>1.7%</td>
<td>6.7%</td>
<td>7.4%</td>
<td>48.2%</td>
<td>5.3%</td>
<td>10.3%</td>
<td>4.9%</td>
<td>13.0%</td>
<td>2.4%</td>
</tr>
<tr>
<td>Boston: B U</td>
<td>692</td>
<td>18.8%</td>
<td>4.8%</td>
<td>29.8%</td>
<td>60.6%</td>
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<td></td>
<td>1.9%</td>
<td></td>
<td>2.9%</td>
<td></td>
</tr>
<tr>
<td>Boston: Longwood Med Area</td>
<td>391</td>
<td>10.6%</td>
<td></td>
<td>2.6%</td>
<td>72.7%</td>
<td>11.8%</td>
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<td>6.1%</td>
<td>6.7%</td>
</tr>
<tr>
<td>Boston: Allston</td>
<td>136</td>
<td>3.7%</td>
<td></td>
<td>39.6%</td>
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<tr>
<td>Boston: Brighton</td>
<td>118</td>
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<td>34.2%</td>
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<td>62.5%</td>
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</tr>
<tr>
<td>Boston: Back Bay</td>
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<td>2.4%</td>
<td></td>
<td>33.6%</td>
<td>57.7%</td>
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<td></td>
<td></td>
<td>8.7%</td>
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</tr>
<tr>
<td>Brookline: North Brookline</td>
<td>53</td>
<td>1.4%</td>
<td></td>
<td></td>
<td>17.6%</td>
<td>50.3%</td>
<td>32.1%</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Brookline: South Brookline</td>
<td>22</td>
<td>0.6%</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>100.0%</td>
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</tr>
<tr>
<td>Watertown</td>
<td>20</td>
<td>0.5%</td>
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<td></td>
<td>100.0%</td>
<td></td>
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</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>40</td>
<td>1.1%</td>
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<td></td>
<td>7.5%</td>
<td>75.0%</td>
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<td></td>
<td>17.6%</td>
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</tr>
<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td><strong>3,683</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>1.0%</strong></td>
<td><strong>7.9%</strong></td>
<td><strong>11.6%</strong></td>
<td><strong>53.8%</strong></td>
<td><strong>3.1%</strong></td>
<td><strong>8.0%</strong></td>
<td><strong>3.6%</strong></td>
<td><strong>8.9%</strong></td>
<td><strong>2.1%</strong></td>
</tr>
</tbody>
</table>

**Note:** Totals shown may differ from column total because of rounding.
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

### Destination Locations and Activities

**Expanded Results**

#### GREEN LINE-SUBWAY

Exit Station: Prudential

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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Boston: Prudential/Hancock</td>
<td>1,608</td>
<td>90.0%</td>
<td>1.3%</td>
<td>1.9%</td>
<td>78.4%</td>
<td>6.8%</td>
<td>3.2%</td>
<td>2.9%</td>
<td>3.9%</td>
<td>1.6%</td>
<td></td>
</tr>
<tr>
<td>Boston: Back Bay</td>
<td>72</td>
<td>4.0%</td>
<td></td>
<td>28.4%</td>
<td>43.1%</td>
<td></td>
<td></td>
<td>28.4%</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Boston: South End</td>
<td>64</td>
<td>3.6%</td>
<td></td>
<td>56.0%</td>
<td>15.9%</td>
<td></td>
<td></td>
<td>28.1%</td>
<td></td>
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</tr>
<tr>
<td>Boston: Fenway</td>
<td>42</td>
<td>2.4%</td>
<td></td>
<td>74.4%</td>
<td></td>
<td></td>
<td></td>
<td>25.6%</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td>1,786</td>
<td>100.0%</td>
<td>1.2%</td>
<td>4.9%</td>
<td>74.6%</td>
<td>6.1%</td>
<td>2.8%</td>
<td>4.7%</td>
<td>4.1%</td>
<td>1.5%</td>
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</tbody>
</table>

**Note:** Totals shown may differ from column total because of rounding.
## Destination Locations and Activities

**Expanded Results**

### GREEN LINE-SUBWAY

**Exit Station: Symphony**

#### DESTINATION LOCATIONS

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<tr>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston: Fenway</td>
<td>425</td>
<td>62.3%</td>
<td>27.4%</td>
<td>8.4%</td>
<td>12.7%</td>
<td>2.6%</td>
<td>5.7%</td>
<td>33.4%</td>
<td>9.8%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Prudential/Hancock</td>
<td>106</td>
<td>15.5%</td>
<td>20.8%</td>
<td>13.1%</td>
<td>66.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: South End</td>
<td>93</td>
<td>13.6%</td>
<td>37.0%</td>
<td>23.6%</td>
<td>17.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>22.0%</td>
</tr>
<tr>
<td>Boston: Back Bay</td>
<td>31</td>
<td>4.6%</td>
<td></td>
<td>65.1%</td>
<td></td>
<td>34.9%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cambridge: Kendall/MIT</td>
<td>27</td>
<td>4.0%</td>
<td></td>
<td>40.2%</td>
<td></td>
<td>59.8%</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>0</td>
<td>0.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td><strong>682</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>25.3%</strong></td>
<td><strong>15.1%</strong></td>
<td><strong>22.9%</strong></td>
<td><strong>3.2%</strong></td>
<td><strong>3.5%</strong></td>
<td><strong>23.8%</strong></td>
<td><strong>6.1%</strong></td>
<td></td>
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</tr>
</tbody>
</table>

**Note:** Totals shown may differ from column total because of rounding.
## Destination Locations and Activities

**GREEN LINE-B**

**Exit Stop: Blandford St. to BU Central**

### Expanded Results

#### Destination Locations

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<tr>
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<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Boston: B U</td>
<td>3,597</td>
<td>92.8%</td>
<td>1.6%</td>
<td>2.2%</td>
<td>53.3%</td>
<td>36.3%</td>
<td>0.4%</td>
<td>1.9%</td>
<td>3.4%</td>
<td>0.5%</td>
<td>0.4%</td>
</tr>
<tr>
<td>Boston: Fenway</td>
<td>100</td>
<td>2.6%</td>
<td>8.3%</td>
<td>31.4%</td>
<td>27.0%</td>
<td>33.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cambridge: Central Square</td>
<td>68</td>
<td>1.8%</td>
<td>8.3%</td>
<td>31.4%</td>
<td>27.0%</td>
<td>33.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brookline: North Brookline</td>
<td>38</td>
<td>1.0%</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bedford</td>
<td>31</td>
<td>0.8%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cambridge: Kendall/MIT</td>
<td>21</td>
<td>0.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>20</td>
<td>0.5%</td>
<td></td>
<td></td>
<td>41.8%</td>
<td>58.2%</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td><strong>3,876</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>1.7%</strong></td>
<td><strong>2.9%</strong></td>
<td><strong>50.3%</strong></td>
<td><strong>38.9%</strong></td>
<td><strong>0.4%</strong></td>
<td><strong>1.8%</strong></td>
<td><strong>3.2%</strong></td>
<td><strong>0.5%</strong></td>
<td><strong>0.4%</strong></td>
</tr>
</tbody>
</table>

Note: Totals shown may differ from column total because of rounding.
## MBTA Surveys: 2008-09
### Rapid Transit Survey

**Destination Locations and Activities**

### GREEN LINE-B
Exit Stop: BU West to Babcock

#### Expanded Results

<table>
<thead>
<tr>
<th>City/Neighborhood Destinations</th>
<th>Total Riders</th>
<th>Pct. of Riders</th>
<th>No Resp.</th>
<th>Home</th>
<th>School</th>
<th>Work</th>
<th>Store</th>
<th>Pers. Bus</th>
<th>Work-rel</th>
<th>Social/Rec</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston: BU</td>
<td>2,157</td>
<td>87.1%</td>
<td>1.1%</td>
<td>4.3%</td>
<td>14.0%</td>
<td>54.0%</td>
<td>4.6%</td>
<td>12.2%</td>
<td>5.8%</td>
<td>2.8%</td>
<td>1.1%</td>
</tr>
<tr>
<td>Brookline: North Brookline</td>
<td>130</td>
<td>5.3%</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Boston: Allston</td>
<td>106</td>
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<tr>
<td>Boston: South End</td>
<td>43</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>52.3%</td>
<td>47.7%</td>
<td></td>
</tr>
<tr>
<td>Cambridge: Central Square</td>
<td>37</td>
<td>1.5%</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>100.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>3</td>
<td>0.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td><strong>2,475</strong></td>
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<td><strong>1.0%</strong></td>
<td><strong>5.9%</strong></td>
<td><strong>13.1%</strong></td>
<td><strong>54.9%</strong></td>
<td><strong>5.8%</strong></td>
<td><strong>10.6%</strong></td>
<td><strong>5.3%</strong></td>
<td><strong>2.4%</strong></td>
<td><strong>0.9%</strong></td>
</tr>
</tbody>
</table>

**Note:** Totals shown may differ from column total because of rounding.
## MBTA Surveys: 2008-09
### Rapid Transit Survey

**Destination Locations and Activities**

**GREEN LINE-B**

Exit Stop: Packards Corner to Harvard Ave.

<table>
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</tr>
</thead>
<tbody>
<tr>
<td>Boston: Allston</td>
<td>849</td>
<td>81.8%</td>
<td>0.7%</td>
<td>58.1%</td>
<td>0.9%</td>
<td>20.1%</td>
<td>6.5%</td>
<td>3.2%</td>
<td>6.4%</td>
<td>1.8%</td>
<td>2.2%</td>
</tr>
<tr>
<td>Brookline: North Brookline</td>
<td>91</td>
<td>8.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Brighton</td>
<td>40</td>
<td>3.8%</td>
<td>22.6%</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>77.4%</td>
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<tr>
<td>Boston: Roxbury</td>
<td>19</td>
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<td></td>
<td>100.0%</td>
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</tr>
<tr>
<td>Brookline: South Brookline</td>
<td>16</td>
<td>1.6%</td>
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<td></td>
<td>100.0%</td>
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<td></td>
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</tr>
<tr>
<td>Cambridge: Harvard Square</td>
<td>11</td>
<td>1.1%</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>31.2%</td>
<td>68.8%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Longwood Med Area</td>
<td>9</td>
<td>0.9%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>3</td>
<td>0.3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>100.0%</td>
<td></td>
</tr>
<tr>
<td>OVERALL TOTAL</td>
<td>1,037</td>
<td>100.0%</td>
<td>1.5%</td>
<td>51.0%</td>
<td>4.2%</td>
<td>23.2%</td>
<td>5.3%</td>
<td>2.6%</td>
<td>5.2%</td>
<td>3.1%</td>
<td>3.9%</td>
</tr>
</tbody>
</table>

**Note:** Totals shown may differ from column total because of rounding.
### Destination Locations and Activities

**Rapid Transit Survey**

**Green Line-B**

**Exit Stop:** Griggs St. to Warren St.

#### Destination Locations and Activities

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Boston: Brighton</strong></td>
<td>555</td>
<td>51.4%</td>
<td></td>
<td>38.1%</td>
<td>12.9%</td>
<td>29.9%</td>
<td></td>
<td>9.6%</td>
<td>6.0%</td>
<td>3.4%</td>
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</tr>
<tr>
<td><strong>Boston: Allston</strong></td>
<td>501</td>
<td>46.4%</td>
<td></td>
<td>85.9%</td>
<td>11.1%</td>
<td></td>
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<td></td>
</tr>
<tr>
<td><strong>Brookline: North Brookline</strong></td>
<td>23</td>
<td>2.1%</td>
<td></td>
<td>100.0%</td>
<td></td>
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<td></td>
</tr>
<tr>
<td><strong>Other (&lt; 0.5 % of riders)</strong></td>
<td>0</td>
<td>0.0%</td>
<td></td>
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<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td>1,078</td>
<td>100.0%</td>
<td></td>
<td>61.6%</td>
<td>6.6%</td>
<td>20.5%</td>
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<td>5.0%</td>
<td>3.1%</td>
<td>3.2%</td>
<td></td>
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</tr>
</tbody>
</table>

#### Note:

Totals shown may differ from column total because of rounding.
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

#### Destination Locations and Activities

**Expanded Results**

**Exit Stop: Washington St. to Chiswick Rd.**

<table>
<thead>
<tr>
<th>DESTINATION LOCATIONS</th>
<th>DESTINATION ACTIVITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>City/Neighborhood Destinations</strong></td>
<td><strong>Total Riders</strong></td>
</tr>
<tr>
<td>Boston: Brighton</td>
<td>608</td>
</tr>
<tr>
<td>Brookline: North Brookline</td>
<td>7</td>
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<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>0</td>
</tr>
<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td>615</td>
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</table>

**Note:** Totals shown may differ from column total because of rounding.
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

### Destination Locations and Activities

**GREEN LINE-B**

Exit Stop: Chesnut Hill Ave. to Boston College

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</thead>
<tbody>
<tr>
<td>Boston: Brighton</td>
<td>341</td>
<td>49.1%</td>
<td>2.3%</td>
<td>36.4%</td>
<td>22.1%</td>
<td>17.9%</td>
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<td></td>
<td></td>
<td></td>
<td>21.4%</td>
</tr>
<tr>
<td>Newton: Chestnut Hill</td>
<td>323</td>
<td>46.6%</td>
<td>13.6%</td>
<td>42.9%</td>
<td>43.4%</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brookline: Chestnut Hill</td>
<td>16</td>
<td>2.3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>100.0%</td>
</tr>
<tr>
<td>Newton</td>
<td>14</td>
<td>2.1%</td>
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<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
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<td>0.0%</td>
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<tr>
<td>OVERALL TOTAL</td>
<td>693</td>
<td>100.0%</td>
<td>1.2%</td>
<td>24.2%</td>
<td>30.8%</td>
<td>31.3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2.1%</td>
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</table>

Note: Totals shown may differ from column total because of rounding.
**Destination Locations and Activities**

**GREEN LINE-C**

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

### Expanded Results

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</tr>
</thead>
<tbody>
<tr>
<td>Brookline: North Brookline</td>
<td>882</td>
<td>68.7%</td>
<td>11.4%</td>
<td>4.1%</td>
<td>22.7%</td>
<td>6.4%</td>
<td>41.0%</td>
<td>10.6%</td>
<td>3.8%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: B U</td>
<td>222</td>
<td>17.3%</td>
<td></td>
<td>55.0%</td>
<td>41.6%</td>
<td></td>
<td></td>
<td></td>
<td>3.4%</td>
<td></td>
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</tr>
<tr>
<td>Boston: Fenway</td>
<td>87</td>
<td>6.8%</td>
<td>8.7%</td>
<td>78.2%</td>
<td></td>
<td>8.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4.4%</td>
</tr>
<tr>
<td>Boston: Longwood Med Area</td>
<td>66</td>
<td>5.2%</td>
<td></td>
<td>7.9%</td>
<td>22.2%</td>
<td>65.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4.5%</td>
</tr>
<tr>
<td>Cambridge: Kendall/MIT</td>
<td>24</td>
<td>1.8%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>3</td>
<td>0.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td><strong>1,284</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>0.4%</strong></td>
<td><strong>8.5%</strong></td>
<td><strong>13.5%</strong></td>
<td><strong>33.6%</strong></td>
<td><strong>4.4%</strong></td>
<td><strong>29.3%</strong></td>
<td><strong>7.2%</strong></td>
<td><strong>3.1%</strong></td>
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</tr>
</tbody>
</table>

*Note: Totals shown may differ from column total because of rounding.*
### Destination Locations and Activities

**GMCTA Surveys: 2008-09**

**Rapid Transit Survey**

**GREEN LINE-C**

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

#### Destination Locations

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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Brookline: North Brookline</td>
<td>2,368</td>
<td>93.7%</td>
<td>1.6%</td>
<td>32.1%</td>
<td>0.4%</td>
<td>29.6%</td>
<td>10.6%</td>
<td>11.3%</td>
<td>1.2%</td>
<td>10.0%</td>
<td>3.1%</td>
</tr>
<tr>
<td>Brookline: South Brookline</td>
<td>68</td>
<td>2.7%</td>
<td>35.7%</td>
<td>44.4%</td>
<td>8.6%</td>
<td></td>
<td></td>
<td></td>
<td>11.3%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Longwood Med Area</td>
<td>36</td>
<td>1.4%</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Allston</td>
<td>27</td>
<td>1.1%</td>
<td>42.6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>57.4%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>30</td>
<td>1.2%</td>
<td>9.8%</td>
<td>64.5%</td>
<td>25.7%</td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td><strong>2,529</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>1.5%</strong></td>
<td><strong>30.0%</strong></td>
<td><strong>0.5%</strong></td>
<td><strong>31.3%</strong></td>
<td><strong>11.5%</strong></td>
<td><strong>10.8%</strong></td>
<td><strong>1.2%</strong></td>
<td><strong>10.3%</strong></td>
<td><strong>2.9%</strong></td>
</tr>
</tbody>
</table>

**Note:** Totals shown may differ from column total because of rounding.
## Destination Locations and Activities

### Expanded Results

**GREEN LINE-C**

**Exit Stop: Brandon Hall to Tappan St.**

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</tr>
</thead>
<tbody>
<tr>
<td>Brookline: North Brookline</td>
<td>430</td>
<td>65.2%</td>
<td>49.1%</td>
<td>22.3%</td>
<td>4.1%</td>
<td>17.0%</td>
<td>1.9%</td>
<td>5.5%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brookline: South Brookline</td>
<td>214</td>
<td>32.5%</td>
<td>66.1%</td>
<td>9.2%</td>
<td>16.5%</td>
<td>8.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Brighton</td>
<td>13</td>
<td>1.9%</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>3</td>
<td>0.4%</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td><strong>660</strong></td>
<td><strong>100.0%</strong></td>
<td>55.4%</td>
<td>18.0%</td>
<td>2.7%</td>
<td>16.4%</td>
<td>2.7%</td>
<td>1.3%</td>
<td>3.6%</td>
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**Note:** Totals shown may differ from column total because of rounding.
### Destination Locations and Activities

#### Expanded Results

**City/Neighborhood Destinations**

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</thead>
<tbody>
<tr>
<td>Boston: Brighton</td>
<td>354</td>
<td>52.1%</td>
<td>3.6%</td>
<td>44.5%</td>
<td>2.9%</td>
<td>30.8%</td>
<td></td>
<td>9.4%</td>
<td>3.9%</td>
<td>5.0%</td>
<td></td>
</tr>
<tr>
<td>Brookline: South Brookline</td>
<td>287</td>
<td>42.3%</td>
<td>4.5%</td>
<td>63.5%</td>
<td>5.4%</td>
<td>10.5%</td>
<td></td>
<td>5.8%</td>
<td>3.2%</td>
<td>5.7%</td>
<td>1.3%</td>
</tr>
<tr>
<td>Newton: Chestnut Hill</td>
<td>22</td>
<td>3.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>57.7%</td>
</tr>
<tr>
<td>Unspecified</td>
<td>8</td>
<td>1.2%</td>
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<td></td>
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</tr>
<tr>
<td>Newton</td>
<td>5</td>
<td>0.8%</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>3</td>
<td>0.4%</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>OVERALL TOTAL</td>
<td>679</td>
<td>100.0%</td>
<td>3.8%</td>
<td>51.7%</td>
<td>6.4%</td>
<td>21.8%</td>
<td></td>
<td>7.4%</td>
<td>1.4%</td>
<td>4.5%</td>
<td>3.1%</td>
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**Note:** Totals shown may differ from column total because of rounding.
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

### Destination Locations and Activities

**Expanded Results**

#### GREEN LINE-D

**Exit Station: Fenway**

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</tr>
</thead>
<tbody>
<tr>
<td>Boston: Fenway</td>
<td>1,569</td>
<td>70.6%</td>
<td>3.7%</td>
<td>10.9%</td>
<td>1.4%</td>
<td>67.4%</td>
<td>1.3%</td>
<td>7.6%</td>
<td>1.7%</td>
<td>5.9%</td>
<td></td>
</tr>
<tr>
<td>Boston: Longwood Med Area</td>
<td>493</td>
<td>22.2%</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: B U</td>
<td>109</td>
<td>4.9%</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brookline: North Brookline</td>
<td>18</td>
<td>0.8%</td>
<td></td>
<td></td>
<td></td>
<td>47.8%</td>
<td></td>
<td>52.2%</td>
<td></td>
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</tr>
<tr>
<td>Cambridge: Kendall/MIT</td>
<td>18</td>
<td>0.8%</td>
<td></td>
<td></td>
<td>15.5%</td>
<td></td>
<td></td>
<td>84.5%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>16</td>
<td>0.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>100.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td><strong>2,224</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>2.6%</strong></td>
<td><strong>8.1%</strong></td>
<td><strong>10.7%</strong></td>
<td><strong>62.2%</strong></td>
<td><strong>0.9%</strong></td>
<td><strong>9.4%</strong></td>
<td><strong>1.2%</strong></td>
<td><strong>4.9%</strong></td>
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**Note:** Totals shown may differ from column total because of rounding.
## Destination Locations and Activities

### Expanded Results

#### GREEN LINE-D

**Exit Station: Longwood**

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</tr>
</thead>
<tbody>
<tr>
<td>Boston: Longwood Med Area</td>
<td>2,655</td>
<td>90.6%</td>
<td>0.2%</td>
<td>6.2%</td>
<td>79.6%</td>
<td>10.2%</td>
<td>3.1%</td>
<td>0.6%</td>
<td></td>
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</tr>
<tr>
<td>Brookline: North Brookline</td>
<td>245</td>
<td>8.3%</td>
<td>2.0%</td>
<td>55.6%</td>
<td>34.8%</td>
<td>3.4%</td>
<td>1.6%</td>
<td>2.7%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Fenway</td>
<td>23</td>
<td>0.8%</td>
<td></td>
<td>16.4%</td>
<td>44.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>9</td>
<td>0.3%</td>
<td></td>
<td>63.5%</td>
<td>36.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td><strong>2,932</strong></td>
<td><strong>100.0%</strong></td>
<td>0.3%</td>
<td>4.8%</td>
<td>5.8%</td>
<td>75.5%</td>
<td>9.9%</td>
<td>3.0%</td>
<td>0.2%</td>
<td>0.5%</td>
<td></td>
</tr>
</tbody>
</table>

*Note: Totals shown may differ from column total because of rounding.*
### Destination Locations and Activities

#### GREEN LINE-D

**Exit Station: Brookline Village**

**DESTINATION LOCATIONS**

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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Brookline: South Brookline</td>
<td>1,343</td>
<td>85.9%</td>
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<td>18.6%</td>
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<td>12.1%</td>
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<td>2.6%</td>
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<td>97</td>
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<td>Boston: Jamaica Plain</td>
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<td>5.4%</td>
<td>59.2%</td>
<td>0.4%</td>
<td>10.9%</td>
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**DESTINATION ACTIVITIES**

Note: Totals shown may differ from column total because of rounding.
**MBTA Surveys: 2008-09**  
*Rapid Transit Survey*

### Destination Locations and Activities

#### GREEN LINE-D  
Exit Station: Brookline Hills

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<tbody>
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<td>Other (&lt; 0.5 % of riders)</td>
<td>0</td>
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<td>6.7%</td>
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<tr>
<td>OVERALL TOTAL</td>
<td>474</td>
<td>100.0%</td>
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<td>16.4%</td>
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<td>6.7%</td>
<td>1.9%</td>
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Note: Totals shown may differ from column total because of rounding.
### Destination Locations and Activities

#### GREEN LINE-D
Exit Station: Beaconsfield

**Destination Locations and Activities**

**Expanded Results**

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<td>72.4%</td>
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<tr>
<td>Boston: Brighton</td>
<td>7</td>
<td>3.1%</td>
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<td>Brookline: North Brookline</td>
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<tr>
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<td>0.0%</td>
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<td><strong>OVERALL TOTAL</strong></td>
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<td>71.5%</td>
<td>8.9%</td>
<td>2.5%</td>
<td>17.2%</td>
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**Note:** Totals shown may differ from column total because of rounding.
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Destination Locations and Activities**

**Expanded Results**

**Exit Station: Reservoir**

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<td>288</td>
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<td>32.4%</td>
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<td>2.7%</td>
<td>7.7%</td>
<td>2.9%</td>
<td>1.3%</td>
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<tr>
<td>Newton: Chestnut Hill</td>
<td>140</td>
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<tr>
<td>Brookline: South Brookline</td>
<td>98</td>
<td>16.6%</td>
<td>57.3%</td>
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<td>18.6%</td>
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<td>8.0%</td>
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<td>Boston: Roslindale</td>
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<td>38.7%</td>
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<td>12</td>
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<td>100.0%</td>
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<tr>
<td>Newton</td>
<td>9</td>
<td>1.6%</td>
<td>100.0%</td>
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</tr>
<tr>
<td>Boston: Roxbury</td>
<td>8</td>
<td>1.3%</td>
<td>100.0%</td>
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<td>Somerville: Spring Hill</td>
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<tr>
<td>Boston: Allston</td>
<td>5</td>
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<td>Cambridge: Harvard Square</td>
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<tr>
<td>Other (&lt; 0.5 % of riders)</td>
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**Note:** Totals shown may differ from column total because of rounding.
### Destination Locations and Activities

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

#### GREEN LINE-D  
Exit Station: Chestnut Hill

**Expanded Results**

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<td>3.1%</td>
<td>49.8%</td>
<td>3.1%</td>
<td>1.6%</td>
<td></td>
</tr>
<tr>
<td>Newton: Chestnut Hill</td>
<td>191</td>
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<td>32.0%</td>
<td>12.0%</td>
<td>50.3%</td>
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<td>5.7%</td>
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<tr>
<td>Newton</td>
<td>126</td>
<td>16.2%</td>
<td>16.0%</td>
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<td>33.6%</td>
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<tr>
<td>Walpole</td>
<td>31</td>
<td>4.1%</td>
<td>100.0%</td>
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<tr>
<td>Boston: Chestnut Hill</td>
<td>29</td>
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<tr>
<td>Other (&lt; 0.5% of riders)</td>
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<td><strong>1.0%</strong></td>
<td><strong>31.5%</strong></td>
<td><strong>8.4%</strong></td>
<td><strong>48.6%</strong></td>
<td><strong>7.1%</strong></td>
<td><strong>2.6%</strong></td>
<td></td>
<td><strong>0.8%</strong></td>
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Note: Totals shown may differ from column total because of rounding.
## Destination Locations and Activities

**GREEN LINE-D**

**Exit Station: Newton Centre**

### Expanded Results

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<td>Newton</td>
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<td>Watertown</td>
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<td>Duxbury</td>
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<tr>
<td>Boston: West Roxbury</td>
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<td>Newton: Chestnut Hill</td>
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<td>Northeast: Unspecified, CT</td>
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</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
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<td>0.0%</td>
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<td>6.7%</td>
<td>1.6%</td>
<td>0.7%</td>
<td>2.8%</td>
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*Note: Totals shown may differ from column total because of rounding.*
### Destination Locations and Activities

**Green Line-D**

**Exit Station: Newton Highlands**

#### Destination Locations

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<td>767</td>
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<td>2.0%</td>
<td>1.6%</td>
<td>1.6%</td>
<td>0.8%</td>
<td>5.3%</td>
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<tr>
<td>Needham</td>
<td>172</td>
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<td>9.1%</td>
<td>90.9%</td>
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<td>Waltham</td>
<td>31</td>
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<tr>
<td>Other (&lt; 0.5% of riders)</td>
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<td><strong>OVERALL TOTAL</strong></td>
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<td><strong>4.7%</strong></td>
<td><strong>22.7%</strong></td>
<td><strong>64.3%</strong></td>
<td><strong>1.6%</strong></td>
<td><strong>1.6%</strong></td>
<td><strong>0.8%</strong></td>
<td><strong>4.2%</strong></td>
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**Note:** Totals shown may differ from column total because of rounding.
### Destination Locations and Activities

**GREEN LINE-D**  
Exit Station: Eliot

#### Destination Locations

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<tr>
<td>Needham</td>
<td>15</td>
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<td>48.4%</td>
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<td>100.0%</td>
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<td>Other (&lt; 0.5 % of riders)</td>
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#### Note:
Totals shown may differ from column total because of rounding.
### Destination Locations and Activities

**Expanded Results**

**GREEN LINE-D**

**Exit Station: Waban**

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<tr>
<td>Natick</td>
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Note: Totals shown may differ from column total because of rounding.
### Destination Locations and Activities

**Rapid Transit Survey**

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**Note:** Totals shown may differ from column total because of rounding.
### Destination Locations and Activities

**Expanded Results**

**GREEN LINE-D**
Exit Station: Riverside

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<td>Natick</td>
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<td>Merrimack, NH</td>
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<td>Framingham</td>
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<td>Other (&lt; 0.5 % of riders)</td>
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<td><strong>20.9%</strong></td>
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<td><strong>0.8%</strong></td>
<td><strong>4.4%</strong></td>
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</table>

**Note:** Totals shown may differ from column total because of rounding.
### Destination Locations and Activities

**Rapid Transit Survey**

#### MBTA Surveys: 2008-09

**GREEN LINE-E**

**Exit Stop: Northeastern**

**Expanded Results**

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<tr>
<td>Boston: Fenway</td>
<td>920</td>
<td>98.0%</td>
<td>1.5%</td>
<td>1.2%</td>
<td>51.1%</td>
<td>32.1%</td>
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<td>2.2%</td>
<td>4.5%</td>
<td>3.4%</td>
<td></td>
</tr>
<tr>
<td>Norton</td>
<td>11</td>
<td>1.2%</td>
<td>100.0%</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Boston: Roxbury</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>Other (&lt; 0.5% of riders)</td>
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<td>4.4%</td>
<td>3.3%</td>
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</table>

**Note:** Totals shown may differ from column total because of rounding.
### Destination Locations and Activities
**Rapid Transit Survey**

**MBTA Surveys: 2008-09**

**Exit Stop: Museum Of Fine Arts**

#### GREEN LINE-E

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<td>759</td>
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<td>7.4%</td>
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<td>44.8%</td>
<td>2.3%</td>
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</tr>
<tr>
<td>Boston: Longwood Med Area</td>
<td>266</td>
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<td>4.1%</td>
<td>35.5%</td>
<td>60.4%</td>
<td></td>
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<td></td>
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<tr>
<td>Other (&lt; 0.5 % of riders)</td>
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<tr>
<td><strong>OVERALL TOTAL</strong></td>
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<td><strong>1.0%</strong></td>
<td><strong>1.1%</strong></td>
<td><strong>14.7%</strong></td>
<td><strong>48.4%</strong></td>
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<td><strong>33.2%</strong></td>
<td><strong>1.7%</strong></td>
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</table>

**Note:** Totals shown may differ from column total because of rounding.
### Destination Locations and Activities

**GREEN LINE-E**

Exit Stop: Longwood Medical Area

**Expanded Results**

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<td>2.9%</td>
<td>0.8%</td>
<td>2.1%</td>
</tr>
<tr>
<td>Other (&lt; 0.5% of riders)</td>
<td>4</td>
<td>0.2%</td>
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<td>100.0%</td>
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</tr>
<tr>
<td>OVERALL TOTAL</td>
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<td>61.3%</td>
<td>0.8%</td>
<td>14.2%</td>
<td>2.9%</td>
<td>0.8%</td>
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Note: Totals shown may differ from column total because of rounding.
### Destination Locations and Activities

**Expanded Results**

**GREEN LINE-E**
Exit Stop: Brigham Circle

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<td>10.1%</td>
<td>3.7%</td>
<td>66.0%</td>
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<td>13.6%</td>
<td>0.5%</td>
<td>3.0%</td>
<td>1.5%</td>
</tr>
<tr>
<td>Brookline: North Brookline</td>
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<td></td>
<td></td>
<td></td>
<td>100.0%</td>
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<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
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<td>0.0%</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td><strong>2,092</strong></td>
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<td>10.1%</td>
<td>3.7%</td>
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<td>13.5%</td>
<td>0.5%</td>
<td>3.7%</td>
<td>1.5%</td>
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**Note:** Totals shown may differ from column total because of rounding.
## MBTA Surveys: 2008-09

### Rapid Transit Survey

### Destination Locations and Activities

**GREEN LINE-E**

Exit Stop: Fenwood Rd. to Back of the Hill

<table>
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<tr>
<th>DESTINATION LOCATIONS</th>
<th>CITY/NEIGHBORHOOD DESTINATIONS</th>
<th>TOTAL RIDERS</th>
<th>PCT. OF RIDERS</th>
<th>NO RESP.</th>
<th>HOME</th>
<th>SCHOOL</th>
<th>WORK</th>
<th>STORE</th>
<th>PERSONAL</th>
<th>WORK-REL.</th>
<th>SOCIAL/REC.</th>
<th>OTHER</th>
<th>OVERALL TOTAL</th>
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<tbody>
<tr>
<td></td>
<td>Boston: Longwood Med Area</td>
<td>169</td>
<td>90.8%</td>
<td></td>
<td>57.3%</td>
<td>8.9%</td>
<td>13.0%</td>
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<td>20.7%</td>
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<td></td>
<td></td>
<td>186</td>
</tr>
<tr>
<td></td>
<td>Brookline: South Brookline</td>
<td>17</td>
<td>9.2%</td>
<td></td>
<td></td>
<td></td>
<td>13.0%</td>
<td></td>
<td></td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Other (&lt; 0.5 % of riders)</td>
<td>0</td>
<td>0.0%</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>OVERALL TOTAL</td>
<td>186</td>
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<td></td>
<td>52.1%</td>
<td>8.1%</td>
<td>11.8%</td>
<td></td>
<td>28.0%</td>
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</table>

**Note:** Totals shown may differ from column total because of rounding.
### GREEN LINE-E

**Exit Stop: Heath Street**

#### Destination Locations and Activities

**Expanded Results**

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</tr>
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<tbody>
<tr>
<td>Boston: Jamaica Plain</td>
<td>416</td>
<td>92.7%</td>
<td>16.7%</td>
<td>43.6%</td>
<td>19.3%</td>
<td>12.9%</td>
<td>7.6%</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Longwood Med Area</td>
<td>33</td>
<td>7.3%</td>
<td></td>
<td>24.1%</td>
<td>75.9%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td>Other (&lt; 0.5% of riders)</td>
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<td></td>
</tr>
<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td><strong>449</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>15.5%</strong></td>
<td><strong>42.2%</strong></td>
<td><strong>17.8%</strong></td>
<td><strong>17.5%</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>7.0%</strong></td>
</tr>
</tbody>
</table>

Note: Totals shown may differ from column total because of rounding.
Origin-Destination Cross-tabulation

The data in Chapter 4 of this report show, for riders who began their rapid transit trips at Green Line stations or branch segments, the origin locations of their entire trips by city, town, or neighborhood. The data in Chapter 9 show the final destination locations, by city, town, or neighborhood, of riders who completed the rapid transit segments of their trips at Green Line stations or branch segments. The two corresponding chapters in the Red, Orange, and Blue Line volumes of this set of survey reports show similar information for the passengers who either entered or exited the rapid transit system at stations on those lines.

In this chapter, the type of table presented provides, for the passengers who entered the rapid transit system at each Green Line station or branch segment, a cross-tabulation between the origins of the passengers’ entire trips and the final destinations of these trips, regardless of the line or station where they exited the system. The corresponding chapter in the Red, Orange, and Blue Line volumes presents the same type of cross-tabulation. A table is presented for each Green Line entry station or branch segment at the end of the chapter.

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

10.1 DESCRIPTION OF TABLE

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

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

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

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

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

At each entry station or branch segment, the destination most frequently reported by all of the riders combined was often, though not always, the same as the one most frequently reported by the riders who were coming from the most frequently reported origin. Therefore, the most common origin-destination pair was often, though not always, the one in the first column of the first row in the table.

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

10.2 OVERVIEW OF RESULTS

Central Subway

For passengers entering all Central Subway stations combined, the largest single origin-destination combination was from the Back Bay neighborhood of Boston to the Financial/Retail District. However, with the large number of origin-destination combinations reported, this one accounted for only 2% of the total entries. Almost all of the passengers reporting this pair boarded at Copley, Arlington, or Hynes, and each of the other stations in the Central Subway had a different top origin-destination pair.

The second-largest origin-destination pair for Central Subway stations was from the Fenway neighborhood of Boston to the Financial/Retail District.
Almost all of the passengers reporting this pair boarded at Kenmore, Hynes, or Symphony.

Trips from the North End to Back Bay were third overall, with most of these entering at Haymarket, North Station, or Government Center. The only other origin-destination pairs individually accounting for over 1% of the total Central Subway entries were Back Bay to Government Center and the Prudential/Hancock District to the Financial/Retail District.

**B Branch**

For passengers boarding at all surface B Branch stops combined, the largest single origin-destination combination was from the Allston neighborhood to the Boston University neighborhood. This combination accounted for 7% of the total boardings on this branch of the Green Line. Most of the passengers reporting this pair boarded at stops in the two branch segments between Packards Corner and Warren Street.

Trips entirely within the BU neighborhood were a close second, with all such trips boarding at stops in the two segments from Blandford Street to Babcock Street. Trips from the Brighton neighborhood to the BU neighborhood were third overall, with boarding stops distributed over the three outer segments from Griggs Street to Boston College. The only other origin-destination combinations with individual shares of over 3% of surface B Branch boardings were from the Allston neighborhood to the Park Square and the Prudential/Hancock District neighborhoods in downtown Boston.

**C Branch**

For passengers boarding at all surface C Branch stops combined, the largest single origin-destination combination was from the North Brookline neighborhood to the Boston Financial/Retail District. This combination accounted for 9% of the total boardings on this branch of the Green Line. Most of the passengers reporting this pair boarded at stops in the three segments between Saint Mary’s Street and Tappan Street.

Trips from North Brookline to the Back Bay and Government Center neighborhoods of Boston were second and third overall. The only other origin-destination combination with an individual share of over 5% of surface C Branch boardings was from North Brookline to the Park Square neighborhood in downtown Boston.

**D Branch**

For passengers boarding at all surface D Branch stops combined, the largest single origin-destination combination was from the city of Newton to the Longwood Medical Area in Boston. However, this combination accounted for only 4% of the D Branch boardings because of the length of this line and the many different origin-destination pairs that it serves. Boardings of passengers
reporting this pair were distributed among all of the stops from Riverside to Newton Centre.

Trips from South Brookline to the Boston Financial/Retail District and from Brighton to the Longwood Medical area were practically tied as the second-largest combination. Most of the South Brookline passengers boarded at stops from Reservoir through Brookline Village. Most of the Brighton riders boarded at Reservoir or Beaconsfield. No other origin-destination pair accounted for as much as 3% of total D Branch boardings.

**E Branch**

For passengers boarding at all surface E Branch stops combined, the largest single origin-destination combination was between the Longwood Medical Area and Back Bay neighborhoods of Boston. This combination accounted for 8% of the total boardings on this branch of the Green Line. Most of the passengers reporting this pair boarded at the Longwood Medical Area, Brigham Circle, or Museum of Fine Arts stops.

Trips from the Longwood Medical Area to the Prudential/Hancock District and Park Square neighborhoods were second and third overall. No other origin-destination combination had an individual share of as much as 4% of surface E Branch boardings.
# MBTA Surveys: 2008-09

**Rapid Transit Survey**

## Origin-Destination Cross-tabulation

**Expanded Results**

**GREEN LINE-SUBWAY**

**Entry Station: Lechmere**

### Destination Town/Neighborhood:

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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
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<td>226</td>
<td>99</td>
<td>137</td>
<td>79</td>
<td>118</td>
<td>70</td>
<td>79</td>
<td>30</td>
<td>79</td>
<td>422</td>
<td>1732</td>
<td>24.3%</td>
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<tr>
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<td>109</td>
<td>60</td>
<td>59</td>
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<td>20</td>
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<td>39</td>
<td>10</td>
<td>71</td>
<td>554</td>
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<td>30</td>
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<td>79</td>
<td>239</td>
<td>33.0%</td>
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<td>0</td>
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<td>20</td>
<td>20</td>
<td>20</td>
<td>0</td>
<td>10</td>
<td>30</td>
<td>159</td>
<td>18.6%</td>
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<td>10</td>
<td>20</td>
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<td>20</td>
<td>10</td>
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<td>0</td>
<td>59</td>
<td>1.9%</td>
<td>0.0%</td>
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<tr>
<td>Cambridge: North Cambridge</td>
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<td>10</td>
<td>39</td>
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<tr>
<td>Erving</td>
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<td>0</td>
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<td>0</td>
<td>0</td>
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<td>0</td>
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<td>Merrimac</td>
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<td>0</td>
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<td>0</td>
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<th>265</th>
<th>218</th>
<th>177</th>
<th>170</th>
<th>148</th>
<th>148</th>
<th>109</th>
<th>670</th>
<th>3199</th>
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<tr>
<td>% of Overall</td>
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<td>12.7%</td>
<td>9.0%</td>
<td>8.3%</td>
<td>6.8%</td>
<td>5.5%</td>
<td>5.3%</td>
<td>4.6%</td>
<td>4.6%</td>
<td>3.4%</td>
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## Origin-Destination Cross-tabulation

**Expanded Results**

### GREEN LINE-SUBWAY

#### Entry Station: Science Park

<table>
<thead>
<tr>
<th>Destination Town/Neighborhood:</th>
<th>Boston: Back Bay</th>
<th>Boston: Prudential/Hancock</th>
<th>Boston: Financial/Ret</th>
<th>Boston: Fenway</th>
<th>Boston: South End</th>
<th>Boston: Park Square</th>
<th>Somerville</th>
<th>Raynham</th>
<th>Quincy</th>
<th>Newton</th>
<th>Other &amp; % of Row</th>
<th>Row Total</th>
<th>% of Overall</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston: North End</td>
<td>22</td>
<td>7</td>
<td>7</td>
<td>43</td>
<td>22</td>
<td>22</td>
<td>0</td>
<td>22</td>
<td>0</td>
<td>22</td>
<td>0.0%</td>
<td>187</td>
<td>39.6%</td>
</tr>
<tr>
<td>Boston: Beacon Hill</td>
<td>65</td>
<td>42</td>
<td>43</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>22</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>179</td>
<td>37.8%</td>
</tr>
<tr>
<td>Cambridge: East</td>
<td>7</td>
<td>22</td>
<td>0</td>
<td>0</td>
<td>22</td>
<td>22</td>
<td>0</td>
<td>0</td>
<td>22</td>
<td>0</td>
<td>6.7%</td>
<td>100</td>
<td>21.2%</td>
</tr>
<tr>
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<td>0</td>
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<td>1.4%</td>
</tr>
<tr>
<td><strong>Column Total &amp; % of Overall</strong></td>
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<td><strong>50</strong></td>
<td><strong>43</strong></td>
<td><strong>43</strong></td>
<td><strong>22</strong></td>
<td><strong>22</strong></td>
<td><strong>22</strong></td>
<td><strong>22</strong></td>
<td><strong>13</strong></td>
<td><strong>473</strong></td>
<td><strong>19.8%</strong></td>
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</table>
# MBTA Surveys: 2008-09

## Rapid Transit Survey

### Origin-Destination Cross-tabulation

**Expanded Results**

Entry Station: North Station

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<tbody>
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<td>Boston: North End</td>
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<td>35</td>
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<td>38</td>
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<td>19</td>
<td>19</td>
<td>224 &amp; 554</td>
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<tr>
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<td>35</td>
<td>67</td>
<td>48</td>
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<td>35</td>
<td>16</td>
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<td>35</td>
<td>38</td>
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<td>16</td>
<td>19</td>
<td>16</td>
<td>0</td>
<td>0</td>
<td>0 &amp; 0</td>
</tr>
<tr>
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<td>38</td>
<td>54</td>
<td>0</td>
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<td>0</td>
<td>0</td>
<td>54 &amp; 251</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0 &amp; 0</td>
</tr>
<tr>
<td>Lynn</td>
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<td>38</td>
<td>16</td>
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<td>38</td>
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<td>0</td>
<td>19</td>
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<td>16</td>
<td>0 &amp; 178</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>95 &amp; 149</td>
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<td>0 &amp; 124</td>
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<td>0</td>
<td>0 &amp; 102</td>
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<td>251</td>
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<td>146</td>
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<td>915 &amp; 4781</td>
</tr>
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</table>
### Origin-Destination Cross-tabulation

**Expanding Results**

**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Origin-Destination Cross-tabulation**

**Entry Station: Haymarket**

<table>
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<tr>
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<tbody>
<tr>
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<td>22 (100.0%)</td>
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<tr>
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<td>22</td>
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<td>22 (100.0%)</td>
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<tr>
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<td>0</td>
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<td>192</td>
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<td>148</td>
<td>131</td>
<td>128</td>
<td>495</td>
<td>2928 (14.6%)</td>
</tr>
</tbody>
</table>

**Note:**

- Row % of Overall represents the percentage of the total row entries.
- Column % of Overall represents the percentage of the total column entries.

**Source:** CTPS
## MBTA Surveys: 2008-09

### Rapid Transit Survey

### Origin-Destination Cross-tabulation

#### Expanded Results

**Entry Station:** Government Center

<table>
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<tr>
<th></th>
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<tbody>
<tr>
<td><strong>Boston: Govt Center</strong></td>
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<td>128</td>
<td>128</td>
<td>73</td>
<td>169</td>
<td>0</td>
<td>32</td>
<td>128</td>
<td>32</td>
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<tr>
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<td>32</td>
<td>64</td>
<td>50</td>
<td>0</td>
<td>9</td>
<td>32</td>
<td>186 (30.4%)</td>
</tr>
<tr>
<td><strong>Boston: Financial/Retail</strong></td>
<td>64</td>
<td>128</td>
<td>0</td>
<td>64</td>
<td>0</td>
<td>50</td>
<td>73</td>
<td>0</td>
<td>32</td>
<td>160</td>
<td>601 (26.5%)</td>
</tr>
<tr>
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<td>64</td>
<td>0</td>
<td>0</td>
<td>9</td>
<td>0</td>
<td>0</td>
<td>18</td>
<td>9</td>
<td>91 (19.8%)</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>9</td>
<td>9</td>
<td>32 (3.7%)</td>
</tr>
<tr>
<td><strong>Medford</strong></td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>32</td>
<td>0</td>
<td>0</td>
<td>32</td>
<td>32</td>
<td>64 (11.6%)</td>
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<tr>
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<td>32</td>
<td>0</td>
<td>0</td>
<td>18</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>50</td>
<td>0.0% (0.0%)</td>
</tr>
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<td>0</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>32</td>
<td>0.0% (0.0%)</td>
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</tr>
<tr>
<td><strong>Weymouth</strong></td>
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<td>32</td>
<td>0.0% (0.0%)</td>
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<td>32</td>
<td>0.0% (0.0%)</td>
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<tr>
<td><strong>Hull</strong></td>
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<td>0</td>
<td>0</td>
<td>9</td>
<td>0.0% (0.0%)</td>
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<tr>
<td><strong>Woburn</strong></td>
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<td>27 (3.7%)</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>18</td>
<td>18</td>
<td>27 (0.9%)</td>
</tr>
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<td><strong>Burlington</strong></td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>9</td>
<td>9</td>
<td>18 (0.9%)</td>
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<td>9</td>
<td>0</td>
<td>0</td>
<td>9</td>
<td>18 (0.9%)</td>
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<td>0</td>
<td>0</td>
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<td>9</td>
<td>9</td>
<td>18 (0.9%)</td>
</tr>
<tr>
<td><strong>Stoneham</strong></td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>9</td>
<td>18 (0.9%)</td>
</tr>
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<td>9</td>
<td>9 (0.9%)</td>
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<td>200</td>
<td>186</td>
<td>167</td>
<td>141</td>
<td>137</td>
<td>114</td>
<td>847 (27.3%)</td>
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| % of Column               | 0.0%             | 0.0%                 | 0.0%                       | 0.0%                         | 0.0%       | 0.0%                      | 0.0%                       | 0.0%           | 0.0%           | 0.0%              | 0.0%                        |

**GREEN LINE-SUBWAY**

**Column Total & % of Overall**

<table>
<thead>
<tr>
<th>Entry Station: Government Center</th>
<th>Boston: Govt Center</th>
<th>Boston: North End</th>
<th>Boston: Financial/Retail</th>
<th>Boston: Beacon Hill</th>
<th>Unspecified</th>
<th>Medford</th>
<th>Boston: Waterfront</th>
<th>Danvers</th>
<th>Weymouth</th>
<th>Swampscott</th>
<th>Hull</th>
<th>Woburn</th>
<th>Chelsea</th>
<th>Burlington</th>
<th>Boston: Charlestown</th>
<th>Raynham</th>
<th>Stoneham</th>
<th>Waltham</th>
<th>Other &amp; % of Column</th>
<th>Column Total &amp; % of Overall</th>
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</thead>
</table>
MBTA Surveys: 2008-09
Rapid Transit Survey

Origin-Destination Cross-tabulation
Expanded Results
GREEN LINE-SUBWAY
Entry Station: Park Street

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<td>Boston: Financial/Retail</td>
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<td>147</td>
<td>147</td>
<td>189</td>
<td>94</td>
<td>189</td>
<td>126</td>
<td>94</td>
<td>53</td>
<td>252</td>
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<td>189</td>
<td>116</td>
<td>157</td>
<td>31</td>
<td>31</td>
<td>21</td>
<td>63</td>
<td>0</td>
<td>94</td>
<td>252</td>
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<td>0</td>
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</tr>
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</tr>
<tr>
<td>Boston: North End</td>
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<td>0</td>
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<td>0</td>
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<td>0</td>
<td>31</td>
</tr>
<tr>
<td>Boston: Charlestown</td>
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</table>

Column Total & % of Overall: 515 515 463 399 346 252 232 189 147 147 894 4226

12.2% 12.2% 11.0% 9.4% 8.2% 6.0% 5.5% 4.5% 3.5% 3.5% 21.2%
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Origin-Destination Cross-tabulation**

**Expanded Results**

**GREEN LINE-SUBWAY**

Entry Station: Boylston

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</tr>
</thead>
<tbody>
<tr>
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<td>192</td>
<td>155</td>
<td>200</td>
<td>155</td>
<td>170</td>
<td>155</td>
<td>88</td>
<td>132</td>
<td>88</td>
<td>110</td>
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<td>406</td>
</tr>
<tr>
<td>Boston: Financial/Retail</td>
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### Origin-Destination Cross-tabulation

**GREEN LINE-SUBWAY**

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

**Origin-Destination Cross-tabulation**

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**GREEN LINE-SUBWAY**

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## Origin-Destination Cross-tabulation

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### Origin-Destination Cross-tabulation

#### GREEN LINE-SUBWAY
Entry Station: Prudential

**Expanded Results**

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## Origin-Destination Cross-tabulation

**Expanded Results**

**Entry Station: Symphony**

**GREEN LINE-SUBWAY**

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### Origin-Destination Cross-tabulation

**GREEN LINE-B**

Entry Stop: Blandford St. to BU Central

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### Origin-Destination Cross-tabulation

**Expanded Results**

**Entry Stop:** BU West to Babcock

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

### Origin-Destination Cross-tabulation

**Expanded Results**

**Entry Stop: Packards Corner to Harvard Ave.**

**GREEN LINE-B**

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

**Origin-Destination Cross-tabulation**

Entry Stop: Griggs St. to Warren St.

### GREEN LINE-B

### Expanded Results

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

**Origin-Destination Cross-tabulation**

*Expanded Results*

**Entry Stop: Washington St. to Chiswick Rd.**

### Destination Town/Neighborhood:

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<td>0</td>
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**Column Total & % of Overall**

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

**Origin-Destination Cross-tabulation**

Expanded Results

Entry Stop: Chesnut Hill Ave. to Boston College

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<td>19</td>
<td>0.0% 1.8%</td>
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## MBTA Surveys: 2008-09
### Origin-Destination Cross-tabulation
#### GREEN LINE-C
#### Entry Stop: St. Mary’s St. to Kent St.

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## Origin-Destination Cross-tabulation

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

**Green Line-C**

### Expanded Results

#### Destination Town/Neighborhood:

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### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Origin-Destination Cross-tabulation**

**Expanded Results**

**Entry Stop: Brandon Hall to Tappan St.**

**GREEN LINE-C**

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CTPS

14-Jun-10
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**GREEN LINE-C**

Entry Stop: Dean Rd. to Cleveland Circle

14-Jun-10
### Origin-Destination Cross-tabulation

**GREEN LINE-D**

**Entry Station: Fenway**

**Expanded Results**

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**CTPS**

14-Jun-10
# MBTA Surveys: 2008-09

## Rapid Transit Survey

### Origin-Destination Cross-tabulation

**Expanded Results**

**Entry Station:** Longwood

**GREEN LINE-D**

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# MBTA Surveys: 2008-09

## Origin-Destination Cross-tabulation

### Expanded Results

Entry Station: Brookline Village

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**Origin-Destination Cross-tabulation**

**GREEN LINE-D**

**Expanded Results**

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## Origin-Destination Cross-tabulation

### Expanded Results

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### Origin-Destination Cross-tabulation

**GREEN LINE-D**

Entry Station: Reservoir

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### Origin-Destination Cross-tabulation

**Expanded Results**

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14-Jun-10
## MBTA Surveys: 2008-09
### Rapid Transit Survey

**Origin-Destination Cross-tabulation**

**Expanded Results**

Entry Station: Newton Highlands

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14-Jun-10
## MBTA Surveys: 2008-09

### Origin-Destination Cross-tabulation

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**Rapid Transit Survey**

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### Origin-Destination Cross-tabulation

**Expanded Results**

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MBTA Surveys: 2008-09
Rapid Transit Survey

Origin-Destination Cross-tabulation
Expanded Results

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14-Jun-10
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Origin-Destination Cross-tabulation**

**Expanded Results**

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### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Origin-Destination Cross-tabulation**

**Expanded Results**

**GREEN LINE-E**

Entry Stop: Northeastern

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### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Origin-Destination Cross-tabulation**

Entry Stop: Museum Of Fine Arts

#### Origin-Town/Neighborhood:

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**GREEN LINE-E**

CTPS

14-Jun-10
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Origin-Destination Cross-tabulation**

**Expanded Results**

**Entry Stop: Longwood Medical Area**

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## Origin-Destination Cross-tabulation

**GREEN LINE-E**

**Entry Stop: Brigham Circle**

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### Entry Town/Neighborhood:

- Boston: Longwood Med Area
- Unspecified
- Boston: Jamaica Plain
- Brookline: South Brookline
- Brookline: Chestnut Hill
- Boston: Roxbury

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**14-Jun-10**
## MBTA Surveys: 2008-09

### Rapid Transit Survey

**Origin-Destination Cross-tabulation**

**Expanded Results**

**Entry Stop: Fenwood Rd. to Back of the Hill**

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

### Origin-Destination Cross-tabulation

#### GREEN LINE-E

**Entry Stop: Heath Street**

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<td>7.9%</td>
<td>7.9%</td>
<td>6.8%</td>
<td>5.8%</td>
<td>5.3%</td>
<td>4.7%</td>
<td>4.2%</td>
<td>4.2%</td>
<td>27.4%</td>
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</tr>
</tbody>
</table>
Socioeconomic Characteristics

This chapter presents data on the age, gender, income, and ethnicity of Green Line riders. Tables (at the end of the chapter) present these data by station or branch segment. For each station or segment, three tables presenting, respectively, the age, gender, and income data are grouped on one page. Ethnicity data for that station’s or segment’s riders are shown in two tables on the following page. The data for each station or segment are based on the survey responses from riders who started the rapid transit portions of their trips there. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Green Line as a whole. It includes tables and discussion.

11.1 AGE OF RIDERS

11.1.1 DESCRIPTION OF TABLE

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

11.1.2 OVERVIEW OF RESULTS

Central Subway

Across the Central Subway, most respondents were between the ages of 25 and 64 (77%). The most common age category was 45-64 years old (32%). The shares of riders in this category ranged from 19% at Symphony to greater than 35% at five stations. The large shares of 45-to-64-year-old respondents were partially due to the size of the age bracket, which covers 20 years, while most of the other age categories cover 5 to 10 years.

The next most common category was 25-34 years of age, at 27% overall. This category accounted for 20% to 29% of passengers at every station except
Hynes and Kenmore, where 33% and 39%, respectively, of the riders were in this group.

Overall, the 19-24 age category accounted for 14% of the Central Subway riders. At most station, between 6% and 18% of the riders were in this group. The proportion was somewhat higher at Hynes and Kenmore, with 21% and 20%, respectively, due to the presence of colleges, universities, and conservatories in the surrounding neighborhoods. At Symphony Station, which also serves an area with a large student population, the survey results showed that 38% of the riders were age 19-24, but this was based on a relatively small sample size.

The 18-and-under age group did not exceed 2% of the responses at any station, and several stations had no responses from this group. However, comparisons with fare data indicate that this age group is often underrepresented in passenger surveys. At the other end of the spectrum, the percentage of riders age 65 and older varied from 4% to 10%, except between Park Street and Copley, where this population made up 11% to 13% of the respondents, and at Haymarket, where there were no responses from this age group.

**B Branch**

At surface stops on the B Branch overall, the largest age group by far was 19-24, with 45% of the total. The next-largest group, 25-34, accounted for another 32%. Shares in other age groups ranged from 3% to 10% each. Patterns on most of the branch segments were fairly similar to this. However, on the outermost segment from Chestnut Hill Avenue to Boston College, 19% of the riders were ages 35 to 44, with only 36% between 19 and 24 and 26% between 25 and 34.

**C Branch**

At C Branch surface stops overall, the most common age group was 25-34, with 36% of the riders. This was followed by the 19-24 category at 23%, and ages 45 to 64, at 19%. On the innermost branch segment from Saint Mary’s Street to Kent Street 11 of riders were age 65 or over, compared with 5% to 8% on the other three segments.

**D Branch**

On the D Branch overall, the largest age group was 25-34, at 30%, followed by 45-64 at 25%, and 19-24 at 22%. However, age distributions varied widely among stations. At all of the stations from Reservoir to Fenway, the 19-24 and 35-44 age groups together accounted for 54% to 77% of the riders, except at Longwood (46%). Older riders, 45-64 years of age, were much more common at most of the stations on the outer portion of the line ranging from a low of 35% at Riverside to a high of 45% at Newton Centre, except at Woodland (24%).
E Branch
Because of the university, the 19-24 age group accounted for by far the largest share of riders at Northeastern (62%). This was also the largest individual age group at Museum of Fine Arts (44%), Brigham Circle (30%), and Fenwood Road to Back of the Hill (30%). At Longwood Medical Area, the 45-64 age group was slightly ahead of ages 19-24 (29% to 27%). At Heath Street, age 25-44, at 33% was ahead of both age 45-64 (26%) and age 19-24 (22%). At Museum of Fine Arts, the 13% rate of riders 65 or older was twice the overall E Branch average for that group.

11.2 GENDER OF RIDERS

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

11.2.2 OVERVIEW OF RESULTS

Central Subway
Female respondents outnumbered males at most of the Central Subway stations. Their majority ranged from 51% at Prudential to 64% at Arlington. Responses from males and females were evenly divided at Haymarket and Park Street. Male respondents were in the majority only at Symphony Station, with 59%. Only one Central Subway respondent self-identified as transgender.

B Branch
Overall, 62% of B Branch respondents were female. This proportion was highest on the branch segment from Griggs Street to Warren Street (67%) and lowest from Chestnut Hill Avenue to Boston College (53%). Only two B Branch riders self-identified as transgender.

C Branch
Overall, 63% of C Branch respondents were female. This proportion ranged from 62% to 66% on the three branch segments from Saint Paul Street to Cleveland Circle, but was only 57% on the segment from Saint Mary’s Street to Kent Street. No C Branch riders self-identified as transgender.

D Branch
Overall, 60% of D Branch respondents were female. At 10 of the 13 stations, female percentages ranged from 59% to 68%. At Newton Highlands and Eliot,
only 53% were female, and at Woodland, females were in the minority, at 48%. Only one D Branch rider self-identified as transgender.

**E Branch**

Overall, 64% of E Branch respondents were female. At individual stops and branch segments, the percentage of females ranges from 54% at Heath Street to 68% at Brigham Circle and Northeastern. No E Branch riders self-identified as transgender.

### 11.3 ANNUAL HOUSEHOLD INCOME

#### 11.3.1 DESCRIPTION OF TABLE

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

#### 11.3.2 OVERVIEW OF RESULTS

**Central Subway**

The most commonly reported household income range was “$100,000 or more,” checked by 35% of Central Subway riders. The highest percentages of the riders in this category occurred at Science Park (47%), Copley (45%), and Prudential (56%). The lowest percentages were at Kenmore and Symphony (24% each). Both of these stations serve large student populations. Overall, 10% of respondents had household incomes under $20,000. The highest percentages in this category were reported at Boylston (21%), Symphony (20%), Hynes (15%), and Kenmore (18%).

Because so many households’ incomes at each station were within the highest bracket, this could represent an oversampling of the riders coming from upper-income households. A significant number of people did not elect to answer this question. Since the top income range on the survey forms was open-ended, it may not have provided enough information to adequately measure 2008 incomes.

The average household size for each station is also listed. This allows for some estimation of the per capita income. Prudential riders had the lowest mean household size (1.99). Haymarket riders had the highest mean household size (2.59).
B Branch
While all categories were represented, incomes of B Branch riders were skewed toward the low end of the scale with 37% of the riders reporting household incomes of less than $30,000. This pattern reflects the prevalence of student riders. The mean household size for the branch was 2.34.

C Branch
One-third (32%) of C Branch riders had household incomes of $100,000 or more; 11% had household incomes less than $20,000. The remainder were relatively evenly distributed among the other six categories. A similar pattern existed at most branch segments on the line. The mean household size for the branch was 2.17, the smallest of the Green Line branches.

D Branch
Over one-half (55%) of D Branch riders had household incomes over $75,000 with 39% in the $100,000 plus category. Eleven percent had incomes under $20,000. Notable were the stations where more than 50% of the riders had household income of $100,000 or more: Newton Centre (53%), Newton Highlands, (51%), Eliot (65%), and Waban (61%). Stations where at least 10% of the riders had household incomes less than $20,000 included Fenway (19%), Brookline Village (13%), Beaconsfield (10%), Reservoir (16%), and Woodland (10%). The mean household size for the D Branch was 2.59.

E Branch
Over a quarter (27%) of E Branch riders reported household incomes of less than $20,000. Because of the large concentration of students, nearly half (45%) of the riders at the Northeastern stop had household incomes of less than $20,000. At other stops, percentages in this income category ranged from 17% between Heath Street and Fenwood Road to 30% at Museum of Fine Arts. Except at Northeastern, 24% to 30% of the riders at each stop or branch segment reported household incomes of $100,000 or more. The mean household size for the branch was 2.58.

11.4 ETHNICITY OF RIDERS

11.4.1 DESCRIPTION OF TABLES
For each station, ethnicity is reported using two tables. The first summarizes the results from survey question 21a, “How do you self-identify by race?” Six check-off choices were provided: “American Indian or Alaska native,” “black or African-American,” “native Hawaiian or other Pacific islander,” “Asian,” “white,” and “other” with space for write-ins. These categories were those used in the U.S. census. Respondents were instructed to check as many as applied. The table shows the number and percent of responses for each race category. Because riders were allowed to check more than one box, percentages generally add up to more than 100%.
The second table shows the results from survey question 21b, “Are you Hispanic/Latino?”, which provided the check-off options “yes” and “no.” The table shows the number and percent of “yes” and “no” responses. The data reported in this table are independent of those in the preceding table. Riders who self-identified as Hispanic or Latino in question 21b could have checked any of the races listed in question 21a. Of those who checked “yes” for question 21b, 37% checked “other,” 41% checked “white,” and 5% checked “black or African-American” in question 21a.

### 11.4.2 Overview of Results

#### Central Subway

Overall, 82% of Central Subway riders were white, and the majority of riders who boarded at each Green Line subway station were white. The percentage of white riders was highest at Symphony Station (92%). The station with the largest percentage of non-white riders was Haymarket. At this station, 71% of the riders were white, 15% were black or African-American, 2% were Asian, and 1% were American Indian or Alaska Native, while 15% checked “other.” By looking into the database, it can be seen that many of the people who checked “other” used the provided space to indicate that they were Hispanic.

The stations with the largest percentages of people who indicated that they were Hispanic or Latino were Haymarket (12%) and Lechmere (11%). North Station (3%), Government Center (3%), and Kenmore (1%) were the stations with the lowest percentages of Hispanics or Latinos.

#### B Branch

As in the subway, the majority of riders who boarded the B Branch at each branch segment were white, with 76% overall in that category. The segment with the largest percentage of white riders was Chestnut Hill Avenue to Boston College, where 83% of the riders were in this category. The segment with the largest percentage of non-white riders was Blandford Street to BU Central. On that segment 72% of the riders were white, 21% were Asian, 4% were black or African-American, and 1% were American Indian or Alaska Native, while 8% checked “other.”

The segments with the largest percentages of people who indicated that they were Hispanic or Latino were BU West to Babcock Street (10%) and Packards Corner to Harvard Avenue (9%). Griggs Street to Warren Street was the segment with the lowest percentage of Hispanics or Latinos (5%).

#### C Branch

The majority of riders who boarded the C Branch at each station were white. Overall, 86% of the riders were white, 10% were Asian, 2% were black or African-American, and 2% marked “other.” Hispanics or Latinos accounted for 4% of the riders. There was little variation of these percentages among the branch segments.
D Branch

The majority of riders who boarded the D Branch at each station were white. Overall, 80% of the riders were white, 14% were Asian, 4% were black or African-American, and 3% marked “other.” Riverside Station, which is largely a regional facility, had the most diverse population: 74% white, 16% Asian, 8% Black or African-American, 1% American Indian or Alaska Native and 4% “other.”

Overall, Hispanics or Latinos accounted for 5% of the D Branch riders. The proportion at the individual stations ranged from none at Waban to 9% at Eliot.

E Branch

As on the other branches of the Green Line the majority of the riders were white. However, the E Branch was more diverse than the other branches, in that only 73% of the riders were white. Overall, 14% were Asian, and 8% were black or African-American. The proportion of white riders at individual stops ranged from 63% at Brigham Circle, where 19% were Asian and 15% were black or African-American, to 81% at Northeastern and the Museum of Fine Arts.

Hispanics or Latinos accounted for 7% of the E Branch riders. There was little variation in this rate among the stops and the one branch segment except at Fenwood Road to Back of the Hill (3%) and Heath Street (12%).
## Socioeconomic Characteristics

### MBTA Surveys: 2008-09

### Rapid Transit Survey

**GREEN LINE-SUBWAY**

**Entry Station: Lechmere**

### Expanded Results

#### Age of Riders:

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<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
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<tbody>
<tr>
<td>18 and Under</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>484</td>
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<td>15.1%</td>
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<tr>
<td>25 - 34</td>
<td>921</td>
<td>28.8%</td>
<td>43.9%</td>
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<td>35 - 44</td>
<td>611</td>
<td>19.1%</td>
<td>63.0%</td>
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<td>45 - 64</td>
<td>849</td>
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<td>89.6%</td>
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#### Gender of Riders:

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<th>Percent of Riders</th>
</tr>
</thead>
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<tr>
<td>Male</td>
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<tr>
<td>Female</td>
<td>1,768</td>
<td>57.4%</td>
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<td>Transgender</td>
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#### Annual Household Income of Riders:

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<td>Under $20,000</td>
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<td>9.7%</td>
</tr>
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<td>$20,000 - $29,999</td>
<td>167</td>
<td>5.7%</td>
<td>15.4%</td>
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<tr>
<td>$30,000 - $39,999</td>
<td>259</td>
<td>8.8%</td>
<td>24.2%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>237</td>
<td>8.1%</td>
<td>32.3%</td>
</tr>
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<td>$50,000 - $59,999</td>
<td>305</td>
<td>10.4%</td>
<td>42.7%</td>
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<td>$60,000 - $74,999</td>
<td>327</td>
<td>11.1%</td>
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<td>$75,000 - $99,999</td>
<td>604</td>
<td>20.6%</td>
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<td>$100,000 or more</td>
<td>748</td>
<td>25.5%</td>
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<td>TOTAL</td>
<td>2,931</td>
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**Mean Household Size:** 2.21
### Ethnicity of Riders

**GREEN LINE-SUBWAY**  
Entry Station: Lechmere

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<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
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<tbody>
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<td>3.2%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>188</td>
<td>6.2%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>344</td>
<td>11.3%</td>
</tr>
<tr>
<td>White</td>
<td>2,340</td>
<td>76.9%</td>
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<tr>
<td>Other</td>
<td>228</td>
<td>7.5%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 3,041

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

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>317</td>
<td>10.7%</td>
</tr>
<tr>
<td>No</td>
<td>2,643</td>
<td>89.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,960</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>239</td>
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</table>

**CTPS**
### Socioeconomic Characteristics

#### Expanded Results

**GREEN LINE-SUBWAY**

**Entry Station: Science Park**

<table>
<thead>
<tr>
<th>Age of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>28</td>
<td>6.1%</td>
<td>6.1%</td>
</tr>
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<td>25 - 34</td>
<td>120</td>
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<td>31.9%</td>
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<td>35 - 44</td>
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<td>45 - 64</td>
<td>230</td>
<td>49.4%</td>
<td>90.7%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>43</td>
<td>9.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>466</td>
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</tr>
<tr>
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<td>7</td>
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</table>

<table>
<thead>
<tr>
<th>Gender of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>164</td>
<td>38.2%</td>
</tr>
<tr>
<td>Female</td>
<td>266</td>
<td>61.8%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>429</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>43</td>
<td></td>
</tr>
</tbody>
</table>

**Annual Household Income of Riders:**

<table>
<thead>
<tr>
<th>Annual Household Income of Riders</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>28</td>
<td>6.6%</td>
<td>6.6%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>0</td>
<td>0.0%</td>
<td>6.6%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>22</td>
<td>5.1%</td>
<td>11.7%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>0</td>
<td>0.0%</td>
<td>11.7%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>13</td>
<td>3.1%</td>
<td>14.8%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>43</td>
<td>10.1%</td>
<td>24.9%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>122</td>
<td>28.4%</td>
<td>53.3%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>200</td>
<td>46.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>429</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>43</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Mean Household Size:** 2.21

---

**CTPS**

24-May-10
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

---

### Ethnicity of Riders

#### Entry Station: Science Park

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>22</td>
<td>5.1%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>28</td>
<td>6.6%</td>
</tr>
<tr>
<td>White</td>
<td>372</td>
<td>86.8%</td>
</tr>
<tr>
<td>Other</td>
<td>7</td>
<td>1.6%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 429

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

### Are You Hispanic/Latino?

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>43</td>
<td>9.6%</td>
</tr>
<tr>
<td>No</td>
<td>408</td>
<td>90.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>451</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>22</td>
<td></td>
</tr>
</tbody>
</table>

---
### Socioeconomic Characteristics

**GREEN LINE-SUBWAY**

**Entry Station: North Station**

#### Age of Riders:

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>35</td>
<td>0.7%</td>
<td>0.7%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>391</td>
<td>8.2%</td>
<td>9.0%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>971</td>
<td>20.4%</td>
<td>29.3%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>803</td>
<td>16.9%</td>
<td>46.2%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>2,327</td>
<td>48.9%</td>
<td>95.1%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>235</td>
<td>4.9%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,762</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>19</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>2,201</td>
<td>47.6%</td>
</tr>
<tr>
<td>Female</td>
<td>2,423</td>
<td>52.4%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,624</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>156</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Bracket</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>184</td>
<td>4.2%</td>
<td>4.2%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>219</td>
<td>5.0%</td>
<td>9.2%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>153</td>
<td>3.5%</td>
<td>12.6%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>302</td>
<td>6.9%</td>
<td>19.5%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>334</td>
<td>7.6%</td>
<td>27.1%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>491</td>
<td>11.2%</td>
<td>38.3%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>781</td>
<td>17.7%</td>
<td>56.0%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>1,934</td>
<td>44.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,398</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>383</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.49
### Ethnicity of Riders

**GREEN LINE-SUBWAY**

Entry Station: North Station

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>51</td>
<td>1.1%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>181</td>
<td>4.0%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>35</td>
<td>0.8%</td>
</tr>
<tr>
<td>Asian</td>
<td>156</td>
<td>3.4%</td>
</tr>
<tr>
<td>White</td>
<td>4,090</td>
<td>89.5%</td>
</tr>
<tr>
<td>Other</td>
<td>175</td>
<td>3.8%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 4,568

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

### Are You Hispanic/Latino?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>151</td>
<td>3.3%</td>
</tr>
<tr>
<td>No</td>
<td>4,401</td>
<td>96.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,552</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>229</td>
<td></td>
</tr>
</tbody>
</table>

24-May-10
### Socioeconomic Characteristics

#### Green Line-Subway
Entry Station: Haymarket

<table>
<thead>
<tr>
<th>Age of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>469</td>
<td>16.0%</td>
<td>16.0%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>602</td>
<td>20.5%</td>
<td>36.5%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>1,146</td>
<td>39.2%</td>
<td>75.7%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>711</td>
<td>24.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,928</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gender of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>1,454</td>
<td>50.0%</td>
</tr>
<tr>
<td>Female</td>
<td>1,453</td>
<td>50.0%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,906</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>22</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Annual Household Income of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>299</td>
<td>10.4%</td>
<td>10.4%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>128</td>
<td>4.4%</td>
<td>14.8%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>65</td>
<td>2.3%</td>
<td>17.1%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>427</td>
<td>14.8%</td>
<td>31.9%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>194</td>
<td>6.7%</td>
<td>38.6%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>257</td>
<td>8.9%</td>
<td>47.5%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>599</td>
<td>20.8%</td>
<td>68.3%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>915</td>
<td>31.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,885</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>43</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.59
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

### Ethnicity of Riders

**Expanded Results**

<table>
<thead>
<tr>
<th>Self-Identified Race:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>22</td>
<td>0.8%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>445</td>
<td>15.5%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>43</td>
<td>1.5%</td>
</tr>
<tr>
<td>White</td>
<td>2,035</td>
<td>71.1%</td>
</tr>
<tr>
<td>Other</td>
<td>425</td>
<td>14.9%</td>
</tr>
<tr>
<td><strong>Riders who gave at least 1 response</strong></td>
<td><strong>2,863</strong></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>340</td>
<td>12.1%</td>
</tr>
<tr>
<td>No</td>
<td>2,479</td>
<td>87.9%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>2,819</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>109</td>
<td></td>
</tr>
</tbody>
</table>
### Socioeconomic Characteristics

#### Expanded Results

**GREEN LINE-SUBWAY**

**Entry Station: Government Center**

#### Age of Riders:

<table>
<thead>
<tr>
<th>Age</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>296</td>
<td>9.8%</td>
<td>9.8%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>783</td>
<td>25.9%</td>
<td>35.7%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>605</td>
<td>20.0%</td>
<td>55.7%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>1,165</td>
<td>38.5%</td>
<td>94.1%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>177</td>
<td>5.9%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,026</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>73</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>1,370</td>
<td>45.6%</td>
</tr>
<tr>
<td>Female</td>
<td>1,633</td>
<td>54.4%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,003</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>96</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>105</td>
<td>3.7%</td>
<td>3.7%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>105</td>
<td>3.7%</td>
<td>7.4%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>114</td>
<td>4.0%</td>
<td>11.4%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>241</td>
<td>8.5%</td>
<td>19.9%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>314</td>
<td>11.1%</td>
<td>30.9%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>273</td>
<td>9.6%</td>
<td>40.6%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>451</td>
<td>15.9%</td>
<td>56.4%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>1,237</td>
<td>43.6%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,840</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>259</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.32
### Ethnicity of Riders

**GREEN LINE-SUBWAY**

**Entry Station: Government Center**

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>32</td>
<td>1.1%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>191</td>
<td>6.3%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>255</td>
<td>8.4%</td>
</tr>
<tr>
<td>White</td>
<td>2,571</td>
<td>84.9%</td>
</tr>
<tr>
<td>Other</td>
<td>73</td>
<td>2.4%</td>
</tr>
</tbody>
</table>

**Riders who gave at least 1 response**

3,026

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

### Are You Hispanic/Latino?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>73</td>
<td>2.5%</td>
</tr>
<tr>
<td>No</td>
<td>2,826</td>
<td>97.5%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>2,899</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>200</td>
<td></td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09

**Rapid Transit Survey**

### Socioeconomic Characteristics

**Expanded Results**

#### GREEN LINE-SUBWAY

**Entry Station: Park Street**

<table>
<thead>
<tr>
<th>Age of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>63</td>
<td>1.5%</td>
<td>1.5%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>431</td>
<td>10.2%</td>
<td>11.7%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>1,156</td>
<td>27.4%</td>
<td>39.0%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>641</td>
<td>15.2%</td>
<td>54.2%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>1,368</td>
<td>32.4%</td>
<td>86.6%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>567</td>
<td>13.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,226</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gender of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>2,019</td>
<td>49.3%</td>
</tr>
<tr>
<td>Female</td>
<td>2,049</td>
<td>50.0%</td>
</tr>
<tr>
<td>Transgender</td>
<td>31</td>
<td>0.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,100</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>126</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Annual Household Income of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>442</td>
<td>11.4%</td>
<td>11.4%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>336</td>
<td>8.7%</td>
<td>20.1%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>536</td>
<td>13.9%</td>
<td>34.0%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>210</td>
<td>5.4%</td>
<td>39.4%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>336</td>
<td>8.7%</td>
<td>48.1%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>346</td>
<td>9.0%</td>
<td>57.1%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>473</td>
<td>12.2%</td>
<td>69.3%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>1,187</td>
<td>30.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,868</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>358</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Mean Household Size:** 2.17


**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Ethnicity of Riders**

**GREEN LINE-SUBWAY**

Entry Station: Park Street

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>31</td>
<td>0.8%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>252</td>
<td>6.5%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>63</td>
<td>1.6%</td>
</tr>
<tr>
<td>Asian</td>
<td>421</td>
<td>10.9%</td>
</tr>
<tr>
<td>White</td>
<td>2,912</td>
<td>75.7%</td>
</tr>
<tr>
<td>Other</td>
<td>200</td>
<td>5.2%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 3,848

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

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>263</td>
<td>7.0%</td>
</tr>
<tr>
<td>No</td>
<td>3,500</td>
<td>93.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,763</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>462</td>
<td></td>
</tr>
</tbody>
</table>
**Socioeconomic Characteristics**

**GREEN LINE-SUBWAY**

Entry Station: Boylston

<table>
<thead>
<tr>
<th>Age of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>44</td>
<td>1.6%</td>
<td>1.6%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>486</td>
<td>18.1%</td>
<td>19.7%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>709</td>
<td>26.4%</td>
<td>46.1%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>348</td>
<td>12.9%</td>
<td>59.1%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>804</td>
<td>29.9%</td>
<td>89.0%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>295</td>
<td>11.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,686</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>22</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gender of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>1,166</td>
<td>45.4%</td>
</tr>
<tr>
<td>Female</td>
<td>1,402</td>
<td>54.6%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,567</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>141</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Annual Household Income of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>508</td>
<td>21.1%</td>
<td>21.1%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>132</td>
<td>5.5%</td>
<td>26.6%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>81</td>
<td>3.4%</td>
<td>30.0%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>317</td>
<td>13.2%</td>
<td>43.2%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>251</td>
<td>10.4%</td>
<td>53.6%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>236</td>
<td>9.8%</td>
<td>63.4%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>266</td>
<td>11.1%</td>
<td>74.5%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>614</td>
<td>25.5%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,406</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>302</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.23
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Ethnicity of Riders**

**GREEN LINE-SUBWAY**

*Entry Station: Boylston*

<table>
<thead>
<tr>
<th>Self-Identified Race:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>236</td>
<td>9.2%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>435</td>
<td>17.0%</td>
</tr>
<tr>
<td>White</td>
<td>1,853</td>
<td>72.4%</td>
</tr>
<tr>
<td>Other</td>
<td>103</td>
<td>4.0%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response | 2,560 |

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

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>132</td>
<td>5.1%</td>
</tr>
<tr>
<td>No</td>
<td>2,450</td>
<td>94.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,583</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>126</td>
<td></td>
</tr>
</tbody>
</table>
**Socioeconomic Characteristics**

**GREEN LINE-SUBWAY**

**Entry Station: Arlington**

<table>
<thead>
<tr>
<th>Age of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>225</td>
<td>9.9%</td>
<td>9.9%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>636</td>
<td>27.9%</td>
<td>37.7%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>309</td>
<td>13.5%</td>
<td>51.2%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>809</td>
<td>35.4%</td>
<td>86.7%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>305</td>
<td>13.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,285</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>15</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gender of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>817</td>
<td>36.4%</td>
</tr>
<tr>
<td>Female</td>
<td>1,430</td>
<td>63.6%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,246</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>54</td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Annual Household Income of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>102</td>
<td>4.9%</td>
<td>4.9%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>110</td>
<td>5.3%</td>
<td>10.3%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>95</td>
<td>4.6%</td>
<td>14.9%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>164</td>
<td>7.9%</td>
<td>22.8%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>218</td>
<td>10.5%</td>
<td>33.3%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>244</td>
<td>11.8%</td>
<td>45.1%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>359</td>
<td>17.4%</td>
<td>62.5%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>776</td>
<td>37.5%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,070</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>231</td>
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<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.11
### Ethnicity of Riders

#### Expanded Results

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>13</td>
<td>0.6%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>110</td>
<td>5.0%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>115</td>
<td>5.2%</td>
</tr>
<tr>
<td>White</td>
<td>1,949</td>
<td>88.5%</td>
</tr>
<tr>
<td>Other</td>
<td>56</td>
<td>2.6%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response 2,203

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

#### Are You Hispanic/Latino?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>84</td>
<td>4.0%</td>
</tr>
<tr>
<td>No</td>
<td>2,034</td>
<td>96.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,118</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>182</td>
<td></td>
</tr>
</tbody>
</table>
### Socioeconomic Characteristics

#### Expanded Results

**Age of Riders:**

<table>
<thead>
<tr>
<th>Age Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>47</td>
<td>0.9%</td>
<td>0.9%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>592</td>
<td>11.4%</td>
<td>12.3%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>1,409</td>
<td>27.2%</td>
<td>39.5%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>872</td>
<td>16.8%</td>
<td>56.3%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>1,607</td>
<td>31.0%</td>
<td>87.4%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>655</td>
<td>12.6%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>5,181</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>36</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Gender of Riders:**

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>2,196</td>
<td>43.1%</td>
</tr>
<tr>
<td>Female</td>
<td>2,902</td>
<td>56.9%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>5,097</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>119</td>
<td></td>
</tr>
</tbody>
</table>

**Annual Household Income of Riders:**

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>381</td>
<td>8.0%</td>
<td>8.0%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>169</td>
<td>3.5%</td>
<td>11.5%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>265</td>
<td>5.5%</td>
<td>17.0%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>381</td>
<td>8.0%</td>
<td>25.0%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>375</td>
<td>7.9%</td>
<td>32.8%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>561</td>
<td>11.7%</td>
<td>44.6%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>514</td>
<td>10.8%</td>
<td>55.3%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>2,135</td>
<td>44.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,780</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>436</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Mean Household Size:** 2.13
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Ethnicity of Riders**

**GREEN LINE-SUBWAY**

Entry Station: Copley

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>51</td>
<td>1.0%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>237</td>
<td>4.8%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>431</td>
<td>8.6%</td>
</tr>
<tr>
<td>White</td>
<td>4,199</td>
<td>84.3%</td>
</tr>
<tr>
<td>Other</td>
<td>180</td>
<td>3.6%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response 4,980

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

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>229</td>
<td>4.6%</td>
</tr>
<tr>
<td>No</td>
<td>4,717</td>
<td>95.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,946</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>270</td>
<td></td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09
Rapid Transit Survey

#### Socioeconomic Characteristics
**GREEN LINE-SUBWAY**
Entry Station: Hynes Convention Center

**Age of Riders:**

<table>
<thead>
<tr>
<th>Age of Riders</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>18</td>
<td>0.5%</td>
<td>0.5%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>755</td>
<td>21.4%</td>
<td>21.9%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>1,167</td>
<td>33.1%</td>
<td>55.0%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>583</td>
<td>16.5%</td>
<td>71.5%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>715</td>
<td>20.3%</td>
<td>91.8%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>290</td>
<td>8.2%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,527</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>18</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Gender of Riders:**

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>1,634</td>
<td>47.9%</td>
</tr>
<tr>
<td>Female</td>
<td>1,779</td>
<td>52.1%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,413</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>132</td>
<td></td>
</tr>
</tbody>
</table>

**Annual Household Income of Riders:**

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>494</td>
<td>14.8%</td>
<td>14.8%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>158</td>
<td>4.7%</td>
<td>19.6%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>212</td>
<td>6.4%</td>
<td>26.0%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>330</td>
<td>9.9%</td>
<td>35.9%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>193</td>
<td>5.8%</td>
<td>41.7%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>349</td>
<td>10.5%</td>
<td>52.1%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>518</td>
<td>15.6%</td>
<td>67.7%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>1,073</td>
<td>32.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,325</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>220</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.00
### Ethnicity of Riders

**GREEN LINE-SUBWAY**  
Entry Station: Hynes Convention Center

#### Self-Identified Race:

<table>
<thead>
<tr>
<th>Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>30</td>
<td>0.9%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>199</td>
<td>5.8%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>304</td>
<td>8.9%</td>
</tr>
<tr>
<td>White</td>
<td>2,916</td>
<td>85.2%</td>
</tr>
<tr>
<td>Other</td>
<td>57</td>
<td>1.7%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 3,424

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

#### Are You Hispanic/Latino?:

<table>
<thead>
<tr>
<th>Response</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>196</td>
<td>5.7%</td>
</tr>
<tr>
<td>No</td>
<td>3,245</td>
<td>94.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,441</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

No Answer: 104
## Socioeconomic Characteristics

### Expanded Results

#### Age of Riders:

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>26</td>
<td>0.7%</td>
<td>0.7%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>721</td>
<td>20.1%</td>
<td>20.8%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>1,409</td>
<td>39.4%</td>
<td>60.2%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>356</td>
<td>9.9%</td>
<td>70.1%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>908</td>
<td>25.4%</td>
<td>95.5%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>161</td>
<td>4.5%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,580</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>26</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>1,498</td>
<td>43.5%</td>
</tr>
<tr>
<td>Female</td>
<td>1,944</td>
<td>56.5%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,441</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>165</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>567</td>
<td>17.3%</td>
<td>17.3%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>289</td>
<td>8.8%</td>
<td>26.1%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>300</td>
<td>9.1%</td>
<td>35.2%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>194</td>
<td>5.9%</td>
<td>41.1%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>307</td>
<td>9.4%</td>
<td>50.5%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>322</td>
<td>9.8%</td>
<td>60.3%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>505</td>
<td>15.4%</td>
<td>75.6%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>801</td>
<td>24.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,287</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>319</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.18
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

### Ethnicity of Riders

**GREEN LINE-SUBWAY**

**Entry Station: Kenmore**

**Expanded Results**

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>121</td>
<td>3.5%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>26</td>
<td>0.7%</td>
</tr>
<tr>
<td>Asian</td>
<td>425</td>
<td>12.3%</td>
</tr>
<tr>
<td>White</td>
<td>2,808</td>
<td>81.2%</td>
</tr>
<tr>
<td>Other</td>
<td>88</td>
<td>2.5%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 3,456

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

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>48</td>
<td>1.4%</td>
</tr>
<tr>
<td>No</td>
<td>3,353</td>
<td>98.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,401</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>205</td>
<td></td>
</tr>
</tbody>
</table>
## Socioeconomic Characteristics

**GREEN LINE-SUBWAY**

**Entry Station: Prudential**

### Age of Riders:

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>121</td>
<td>11.4%</td>
<td>11.4%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>263</td>
<td>24.9%</td>
<td>36.3%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>330</td>
<td>31.3%</td>
<td>67.6%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>295</td>
<td>27.9%</td>
<td>95.5%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>47</td>
<td>4.5%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,055</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>11</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>514</td>
<td>48.8%</td>
</tr>
<tr>
<td>Female</td>
<td>540</td>
<td>51.2%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,055</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>11</td>
<td></td>
</tr>
</tbody>
</table>

### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>73</td>
<td>7.4%</td>
<td>7.4%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>11</td>
<td>1.1%</td>
<td>8.4%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>37</td>
<td>3.7%</td>
<td>12.1%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>37</td>
<td>3.7%</td>
<td>15.8%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>168</td>
<td>16.8%</td>
<td>32.6%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>58</td>
<td>5.8%</td>
<td>38.4%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>58</td>
<td>5.8%</td>
<td>44.3%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>556</td>
<td>55.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>997</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>69</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 1.99
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

### Ethnicity of Riders

*Expanded Results*

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>47</td>
<td>4.4%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>84</td>
<td>7.9%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>110</td>
<td>10.3%</td>
</tr>
<tr>
<td>White</td>
<td>861</td>
<td>80.8%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response 1,065

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

### Are You Hispanic/Latino?

<table>
<thead>
<tr>
<th></th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>37</td>
<td>3.5%</td>
</tr>
<tr>
<td>No</td>
<td>1,018</td>
<td>96.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,055</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>11</td>
<td></td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09

### Rapid Transit Survey

### Socioeconomic Characteristics

#### Expanded Results

<table>
<thead>
<tr>
<th>Age of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>369</td>
<td>37.5%</td>
<td>37.5%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>224</td>
<td>22.8%</td>
<td>60.3%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>117</td>
<td>11.9%</td>
<td>72.2%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>190</td>
<td>19.3%</td>
<td>91.5%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>83</td>
<td>8.5%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>983</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gender of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>558</td>
<td>58.5%</td>
</tr>
<tr>
<td>Female</td>
<td>396</td>
<td>41.5%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>955</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>28</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Annual Household Income of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>173</td>
<td>20.0%</td>
<td>20.0%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>117</td>
<td>13.5%</td>
<td>33.5%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>72</td>
<td>8.4%</td>
<td>41.9%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>45</td>
<td>5.2%</td>
<td>47.1%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>106</td>
<td>12.3%</td>
<td>59.4%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>79</td>
<td>9.1%</td>
<td>68.5%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>62</td>
<td>7.1%</td>
<td>75.6%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>211</td>
<td>24.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>865</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>117</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.08
### Ethnicity of Riders

#### Entry Station: Symphony

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>28</td>
<td>3.0%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>17</td>
<td>1.8%</td>
</tr>
<tr>
<td>White</td>
<td>855</td>
<td>92.2%</td>
</tr>
<tr>
<td>Other</td>
<td>28</td>
<td>3.0%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 927

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

### Are You Hispanic/Latino?

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>55</td>
<td>6.0%</td>
</tr>
<tr>
<td>No</td>
<td>872</td>
<td>94.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>927</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>55</td>
<td></td>
</tr>
</tbody>
</table>
# MBTA Surveys: 2008-09

## Rapid Transit Survey

### Socioeconomic Characteristics

**Expanded Results**

**Entry Stop:** Blandford St. to BU Central

#### Age of Riders:

<table>
<thead>
<tr>
<th>Age of Riders</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>69</td>
<td>3.1%</td>
<td>3.1%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>1,050</td>
<td>47.5%</td>
<td>50.6%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>657</td>
<td>29.7%</td>
<td>80.3%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>92</td>
<td>4.2%</td>
<td>84.4%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>298</td>
<td>13.5%</td>
<td>97.9%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>46</td>
<td>2.1%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,212</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender of Riders</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>924</td>
<td>43.6%</td>
</tr>
<tr>
<td>Female</td>
<td>1,196</td>
<td>56.4%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,120</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>92</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Annual Household Income</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>740</td>
<td>42.6%</td>
<td>42.6%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>175</td>
<td>10.1%</td>
<td>52.6%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>138</td>
<td>7.9%</td>
<td>60.6%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>175</td>
<td>10.1%</td>
<td>70.6%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>46</td>
<td>2.6%</td>
<td>73.3%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>143</td>
<td>8.2%</td>
<td>81.5%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>92</td>
<td>5.3%</td>
<td>86.8%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>230</td>
<td>13.2%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,739</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>473</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.41
### Ethnicity of Riders

**Expanded Results**

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>23</td>
<td>1.1%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>92</td>
<td>4.4%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>427</td>
<td>20.6%</td>
</tr>
<tr>
<td>White</td>
<td>1,495</td>
<td>72.1%</td>
</tr>
<tr>
<td>Other</td>
<td>175</td>
<td>8.4%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 2,074

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

### Are You Hispanic/Latino?

<table>
<thead>
<tr>
<th></th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>129</td>
<td>6.2%</td>
</tr>
<tr>
<td>No</td>
<td>1,945</td>
<td>93.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,074</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>138</td>
<td></td>
</tr>
</tbody>
</table>

CTPS
### Socioeconomic Characteristics

**GREEN LINE-B**

**Entry Stop: BU West to Babcock**

#### Age of Riders:

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>140</td>
<td>6.7%</td>
<td>6.7%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>997</td>
<td>47.6%</td>
<td>54.3%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>392</td>
<td>18.7%</td>
<td>73.0%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>148</td>
<td>7.1%</td>
<td>80.1%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>294</td>
<td>14.0%</td>
<td>94.1%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>123</td>
<td>5.9%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,093</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>44</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>703</td>
<td>34.6%</td>
</tr>
<tr>
<td>Female</td>
<td>1,318</td>
<td>65.0%</td>
</tr>
<tr>
<td>Transgender</td>
<td>8</td>
<td>0.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,029</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>108</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>618</td>
<td>34.8%</td>
<td>34.8%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>65</td>
<td>3.6%</td>
<td>38.5%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>96</td>
<td>5.4%</td>
<td>43.9%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>123</td>
<td>6.9%</td>
<td>50.8%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>121</td>
<td>6.8%</td>
<td>57.6%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>149</td>
<td>8.4%</td>
<td>66.0%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>236</td>
<td>13.3%</td>
<td>79.3%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>368</td>
<td>20.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,776</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>362</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.60
### Ethnicity of Riders

#### Expanded Results

**Entry Stop: BU West to Babcock**

<table>
<thead>
<tr>
<th>Self-Identified Race:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>23</td>
<td>1.2%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>64</td>
<td>3.2%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>199</td>
<td>9.9%</td>
</tr>
<tr>
<td>White</td>
<td>1,572</td>
<td>78.1%</td>
</tr>
<tr>
<td>Other</td>
<td>194</td>
<td>9.6%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 2,014

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

Are You Hispanic/Latino?:

<table>
<thead>
<tr>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>193</td>
</tr>
<tr>
<td>No</td>
<td>1,859</td>
</tr>
</tbody>
</table>

TOTAL: 2,051 100.0%

No Answer: 86
### Socioeconomic Characteristics

#### Entry Stop: Packards Corner to Harvard Ave.

**Age of Riders:**

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>8</td>
<td>0.2%</td>
<td>0.2%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>1,759</td>
<td>48.9%</td>
<td>49.2%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>1,214</td>
<td>33.7%</td>
<td>82.8%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>208</td>
<td>5.8%</td>
<td>88.6%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>337</td>
<td>9.4%</td>
<td>98.0%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>73</td>
<td>2.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,599</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>21</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Gender of Riders:**

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>1,276</td>
<td>36.3%</td>
</tr>
<tr>
<td>Female</td>
<td>2,240</td>
<td>63.7%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,516</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>104</td>
<td></td>
</tr>
</tbody>
</table>

**Annual Household Income of Riders:**

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>994</td>
<td>29.8%</td>
<td>29.8%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>266</td>
<td>8.0%</td>
<td>37.8%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>286</td>
<td>8.6%</td>
<td>46.3%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>251</td>
<td>7.5%</td>
<td>53.9%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>391</td>
<td>11.7%</td>
<td>65.6%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>430</td>
<td>12.9%</td>
<td>78.5%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>368</td>
<td>11.0%</td>
<td>89.5%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>350</td>
<td>10.5%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,337</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>283</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: **2.49**

---

CTPS

24-May-10
## MBTA Surveys: 2008-09

### Ethnicity of Riders

**Entry Stop:** Packards Corner to Harvard Ave.

<table>
<thead>
<tr>
<th>Self-Identified Race:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>8</td>
<td>0.2%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>152</td>
<td>4.6%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>618</td>
<td>18.7%</td>
</tr>
<tr>
<td>White</td>
<td>2,410</td>
<td>72.8%</td>
</tr>
<tr>
<td>Other</td>
<td>182</td>
<td>5.5%</td>
</tr>
</tbody>
</table>

**Riders who gave at least 1 response**

3,311

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

### Are You Hispanic/Latino?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>300</td>
<td>8.8%</td>
</tr>
<tr>
<td>No</td>
<td>3,120</td>
<td>91.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,419</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>201</td>
<td></td>
</tr>
</tbody>
</table>
### Socioeconomic Characteristics

**GREEN LINE-B**

**Entry Stop: Griggs St. to Warren St.**

#### Age of Riders:

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>29</td>
<td>1.0%</td>
<td>1.0%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>1,210</td>
<td>42.3%</td>
<td>43.3%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>1,128</td>
<td>39.4%</td>
<td>82.7%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>177</td>
<td>6.2%</td>
<td>88.9%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>273</td>
<td>9.5%</td>
<td>98.4%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>45</td>
<td>1.6%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,861</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>15</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>941</td>
<td>33.4%</td>
</tr>
<tr>
<td>Female</td>
<td>1,876</td>
<td>66.6%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,817</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>60</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>615</td>
<td>23.3%</td>
<td>23.3%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>221</td>
<td>8.4%</td>
<td>31.7%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>305</td>
<td>11.6%</td>
<td>43.3%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>281</td>
<td>10.6%</td>
<td>53.9%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>264</td>
<td>10.0%</td>
<td>63.9%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>324</td>
<td>12.3%</td>
<td>76.2%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>306</td>
<td>11.6%</td>
<td>87.8%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>322</td>
<td>12.2%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,638</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>239</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.11
### Ethnicity of Riders

**Expanded Results**

**GREEN LINE-B**

**Entry Stop: Griggs St. to Warren St.**

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>31</td>
<td>1.1%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>150</td>
<td>5.5%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>425</td>
<td>15.6%</td>
</tr>
<tr>
<td>White</td>
<td>2,083</td>
<td>76.3%</td>
</tr>
<tr>
<td>Other</td>
<td>130</td>
<td>4.7%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 2,729

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

### Are You Hispanic/Latino?

<table>
<thead>
<tr>
<th>Question</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>140</td>
<td>5.0%</td>
</tr>
<tr>
<td>No</td>
<td>2,637</td>
<td>95.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,777</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>100</td>
<td></td>
</tr>
</tbody>
</table>
**Socioeconomic Characteristics**

**Green Line-B**

Entry Stop: Washington St. to Chiswick Rd.

### Age of Riders:

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>30</td>
<td>1.6%</td>
<td>1.6%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>687</td>
<td>36.8%</td>
<td>38.4%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>793</td>
<td>42.4%</td>
<td>80.8%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>161</td>
<td>8.6%</td>
<td>89.5%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>120</td>
<td>6.4%</td>
<td>95.9%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>77</td>
<td>4.1%</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,868</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td><strong>6</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>726</td>
<td>39.8%</td>
</tr>
<tr>
<td>Female</td>
<td>1,095</td>
<td>60.2%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,821</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td><strong>54</strong></td>
<td></td>
</tr>
</tbody>
</table>

### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>381</td>
<td>22.3%</td>
<td>22.3%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>144</td>
<td>8.4%</td>
<td>30.7%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>197</td>
<td>11.5%</td>
<td>42.2%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>173</td>
<td>10.1%</td>
<td>52.3%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>136</td>
<td>8.0%</td>
<td>60.3%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>173</td>
<td>10.1%</td>
<td>70.4%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>266</td>
<td>15.6%</td>
<td>86.0%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>240</td>
<td>14.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,710</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td><strong>165</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Mean Household Size:** 2.19
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Ethnicity of Riders**

*Expanded Results*

**GREEN LINE-B**

*Entry Stop: Washington St. to Chiswick Rd.*

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>30</td>
<td>1.6%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>287</td>
<td>15.7%</td>
</tr>
<tr>
<td>White</td>
<td>1,432</td>
<td>78.6%</td>
</tr>
<tr>
<td>Other</td>
<td>102</td>
<td>5.6%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 1,822

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

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>103</td>
<td>5.7%</td>
</tr>
<tr>
<td>No</td>
<td>1,703</td>
<td>94.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,807</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

No Answer: 68
### Socioeconomic Characteristics

#### Entry Stop: Chesnut Hill Ave. to Boston College

<table>
<thead>
<tr>
<th>Age of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>43</td>
<td>4.2%</td>
<td>4.2%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>373</td>
<td>36.1%</td>
<td>40.2%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>272</td>
<td>26.4%</td>
<td>66.6%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>198</td>
<td>19.2%</td>
<td>85.8%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>96</td>
<td>9.3%</td>
<td>95.1%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>50</td>
<td>4.9%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,033</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>19</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gender of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>466</td>
<td>46.4%</td>
</tr>
<tr>
<td>Female</td>
<td>531</td>
<td>52.9%</td>
</tr>
<tr>
<td>Transgender</td>
<td>7</td>
<td>0.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,004</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>47</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Annual Household Income of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>265</td>
<td>28.4%</td>
<td>28.4%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>120</td>
<td>12.8%</td>
<td>41.3%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>39</td>
<td>4.1%</td>
<td>45.4%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>55</td>
<td>5.9%</td>
<td>51.3%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>122</td>
<td>13.1%</td>
<td>64.4%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>60</td>
<td>6.4%</td>
<td>70.8%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>193</td>
<td>20.7%</td>
<td>91.6%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>78</td>
<td>8.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>932</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>120</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.06
### Ethnicity of Riders

**Expanded Results**

<table>
<thead>
<tr>
<th>Self-Identified Race:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>34</td>
<td>3.4%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>9</td>
<td>0.9%</td>
</tr>
<tr>
<td>Asian</td>
<td>98</td>
<td>9.9%</td>
</tr>
<tr>
<td>White</td>
<td>830</td>
<td>83.4%</td>
</tr>
<tr>
<td>Other</td>
<td>24</td>
<td>2.4%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 995

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

### Are You Hispanic/Latino?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>82</td>
<td>8.2%</td>
</tr>
<tr>
<td>No</td>
<td>913</td>
<td>91.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>995</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>57</td>
<td></td>
</tr>
</tbody>
</table>
### Socioeconomic Characteristics

**GREEN LINE-C**

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

#### Age of Riders:

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>22</td>
<td>1.6%</td>
<td>1.6%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>348</td>
<td>25.1%</td>
<td>26.6%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>374</td>
<td>26.9%</td>
<td>53.6%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>183</td>
<td>13.2%</td>
<td>66.7%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>305</td>
<td>22.0%</td>
<td>88.7%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>157</td>
<td>11.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,389</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

#### No Answer

20

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>580</td>
<td>43.1%</td>
</tr>
<tr>
<td>Female</td>
<td>766</td>
<td>56.9%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,345</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

#### No Answer

63

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>185</td>
<td>14.7%</td>
<td>14.7%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>65</td>
<td>5.2%</td>
<td>19.9%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>87</td>
<td>7.0%</td>
<td>26.9%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>124</td>
<td>9.9%</td>
<td>36.8%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>81</td>
<td>6.5%</td>
<td>43.2%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>125</td>
<td>10.0%</td>
<td>53.2%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>152</td>
<td>12.1%</td>
<td>65.3%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>435</td>
<td>34.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,254</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

#### No Answer

155

**Mean Household Size:** 2.20
### Ethnicity of Riders

**Expanded Results**

<table>
<thead>
<tr>
<th>Self-Identified Race:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>3</td>
<td>0.2%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>46</td>
<td>3.4%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>8</td>
<td>0.6%</td>
</tr>
<tr>
<td>Asian</td>
<td>158</td>
<td>11.7%</td>
</tr>
<tr>
<td>White</td>
<td>1,131</td>
<td>84.2%</td>
</tr>
<tr>
<td>Other</td>
<td>20</td>
<td>1.5%</td>
</tr>
</tbody>
</table>

**Riders who gave at least 1 response**

1,343

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

### Are You Hispanic/Latino?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>51</td>
<td>3.9%</td>
</tr>
<tr>
<td>No</td>
<td>1,250</td>
<td>96.1%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,301</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>108</td>
<td></td>
</tr>
</tbody>
</table>
### Socioeconomic Characteristics

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

**Age of Riders:**

<table>
<thead>
<tr>
<th>Age Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>42</td>
<td>1.2%</td>
<td>1.2%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>719</td>
<td>20.3%</td>
<td>21.4%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>1,331</td>
<td>37.5%</td>
<td>58.9%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>496</td>
<td>14.0%</td>
<td>72.9%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>712</td>
<td>20.1%</td>
<td>93.0%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>249</td>
<td>7.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>3,548</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>27</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Gender of Riders:**

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>1,224</td>
<td>36.3%</td>
</tr>
<tr>
<td>Female</td>
<td>2,146</td>
<td>63.7%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>3,370</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>205</td>
<td></td>
</tr>
</tbody>
</table>

**Annual Household Income of Riders:**

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>274</td>
<td>8.5%</td>
<td>8.5%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>112</td>
<td>3.5%</td>
<td>11.9%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>264</td>
<td>8.2%</td>
<td>20.1%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>318</td>
<td>9.8%</td>
<td>29.9%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>330</td>
<td>10.2%</td>
<td>40.1%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>251</td>
<td>7.8%</td>
<td>47.9%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>551</td>
<td>17.0%</td>
<td>64.9%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>1,135</td>
<td>35.1%</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>3,235</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>340</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Mean Household Size:** 2.25
### Ethnicity of Riders

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

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>5</td>
<td>0.2%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>36</td>
<td>1.1%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>15</td>
<td>0.4%</td>
</tr>
<tr>
<td>Asian</td>
<td>351</td>
<td>10.3%</td>
</tr>
<tr>
<td>White</td>
<td>2,932</td>
<td>86.1%</td>
</tr>
<tr>
<td>Other</td>
<td>88</td>
<td>2.6%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 3,405

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

### Are You Hispanic/Latino?

<table>
<thead>
<tr>
<th>Response</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>156</td>
<td>4.6%</td>
</tr>
<tr>
<td>No</td>
<td>3,225</td>
<td>95.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,381</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>194</td>
<td></td>
</tr>
</tbody>
</table>
**Socioeconomic Characteristics**

**MBTA Surveys: 2008-09**

*Expanded Results*  

**Entry Stop: Brandon Hall to Tappan St.**

<table>
<thead>
<tr>
<th>Age of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>507</td>
<td>26.4%</td>
<td>26.4%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>677</td>
<td>35.3%</td>
<td>61.7%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>290</td>
<td>15.1%</td>
<td>76.8%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>299</td>
<td>15.6%</td>
<td>92.4%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>145</td>
<td>7.6%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,918</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>11</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gender of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>641</td>
<td>34.5%</td>
</tr>
<tr>
<td>Female</td>
<td>1,216</td>
<td>65.5%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,857</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>73</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Annual Household Income of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>203</td>
<td>11.9%</td>
<td>11.9%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>119</td>
<td>7.0%</td>
<td>18.9%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>144</td>
<td>8.5%</td>
<td>27.4%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>163</td>
<td>9.6%</td>
<td>37.0%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>112</td>
<td>6.6%</td>
<td>43.6%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>217</td>
<td>12.8%</td>
<td>56.3%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>234</td>
<td>13.8%</td>
<td>70.1%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>508</td>
<td>29.9%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,699</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>230</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.04
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Ethnicity of Riders**

Expanded Results

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>9</td>
<td>0.5%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>27</td>
<td>1.5%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>21</td>
<td>1.2%</td>
</tr>
<tr>
<td>Asian</td>
<td>148</td>
<td>8.2%</td>
</tr>
<tr>
<td>White</td>
<td>1,601</td>
<td>88.2%</td>
</tr>
<tr>
<td>Other</td>
<td>17</td>
<td>0.9%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 1,816

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

**Are You Hispanic/Latino?:**

<table>
<thead>
<tr>
<th>Yes</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>65</td>
<td>3.6%</td>
</tr>
<tr>
<td>No</td>
<td>1,745</td>
<td>96.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,810</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>120</td>
<td></td>
</tr>
</tbody>
</table>

24-May-10
### Socioeconomic Characteristics

**Expanded Results**

**Entry Stop: Dean Rd. to Cleveland Circle**

#### Age of Riders:

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>332</td>
<td>21.7%</td>
<td>21.7%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>661</td>
<td>43.1%</td>
<td>64.8%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>180</td>
<td>11.8%</td>
<td>76.6%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>290</td>
<td>18.9%</td>
<td>95.5%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>68</td>
<td>4.5%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,532</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>25</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>575</td>
<td>38.0%</td>
</tr>
<tr>
<td>Female</td>
<td>939</td>
<td>62.0%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,514</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>43</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>145</td>
<td>10.2%</td>
<td>10.2%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>106</td>
<td>7.5%</td>
<td>17.7%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>157</td>
<td>11.1%</td>
<td>28.8%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>98</td>
<td>6.9%</td>
<td>35.7%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>104</td>
<td>7.3%</td>
<td>43.0%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>163</td>
<td>11.5%</td>
<td>54.5%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>271</td>
<td>19.1%</td>
<td>73.7%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>373</td>
<td>26.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,416</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>141</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.10
# Ethnicity of Riders

## Expanded Results

### Self-Identified Race:

<table>
<thead>
<tr>
<th>Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>16</td>
<td>1.0%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>53</td>
<td>3.5%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>152</td>
<td>9.9%</td>
</tr>
<tr>
<td>White</td>
<td>1,265</td>
<td>82.5%</td>
</tr>
<tr>
<td>Other</td>
<td>66</td>
<td>4.3%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 1,534

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

### Are You Hispanic/Latino?:

<table>
<thead>
<tr>
<th>Response</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>68</td>
<td>4.5%</td>
</tr>
<tr>
<td>No</td>
<td>1,437</td>
<td>95.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,505</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>51</td>
<td></td>
</tr>
</tbody>
</table>
### Socioeconomic Characteristics

**GBE D LINE-D**

Entry Station: Fenway

#### Age of Riders:

<table>
<thead>
<tr>
<th>Age of Riders</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>7</td>
<td>0.7%</td>
<td>0.7%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>391</td>
<td>37.2%</td>
<td>37.9%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>354</td>
<td>33.7%</td>
<td>71.5%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>125</td>
<td>11.8%</td>
<td>83.4%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>121</td>
<td>11.5%</td>
<td>94.9%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>54</td>
<td>5.1%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,052</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>18</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>318</td>
<td>31.6%</td>
</tr>
<tr>
<td>Female</td>
<td>688</td>
<td>68.4%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,005</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>64</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>183</td>
<td>18.8%</td>
<td>18.8%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>43</td>
<td>4.4%</td>
<td>23.2%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>89</td>
<td>9.1%</td>
<td>32.3%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>94</td>
<td>9.6%</td>
<td>41.9%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>81</td>
<td>8.3%</td>
<td>50.3%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>54</td>
<td>5.6%</td>
<td>55.8%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>119</td>
<td>12.2%</td>
<td>68.0%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>312</td>
<td>32.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>975</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>95</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Mean Household Size:** 2.27
### Ethnicity of Riders

**Entry Station: Fenway**

#### Expanded Results

<table>
<thead>
<tr>
<th>Self-Identified Race:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>34</td>
<td>3.3%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>7</td>
<td>0.7%</td>
</tr>
<tr>
<td>Asian</td>
<td>111</td>
<td>11.0%</td>
</tr>
<tr>
<td>White</td>
<td>822</td>
<td>81.6%</td>
</tr>
<tr>
<td>Other</td>
<td>50</td>
<td>5.0%</td>
</tr>
</tbody>
</table>

**Riders who gave at least 1 response**

1,008

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

### Are You Hispanic/Latino?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>45</td>
<td>4.3%</td>
</tr>
<tr>
<td>No</td>
<td>997</td>
<td>95.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,042</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>28</td>
<td></td>
</tr>
</tbody>
</table>
**Socioeconomic Characteristics**

**Expanded Results**

**GREEN LINE-D**

**Entry Station: Longwood**

<table>
<thead>
<tr>
<th>Age of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>15</td>
<td>1.5%</td>
<td>1.5%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>129</td>
<td>13.1%</td>
<td>14.5%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>327</td>
<td>33.1%</td>
<td>47.6%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>173</td>
<td>17.5%</td>
<td>65.1%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>232</td>
<td>23.4%</td>
<td>88.6%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>113</td>
<td>11.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>989</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>18</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gender of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>389</td>
<td>40.8%</td>
</tr>
<tr>
<td>Female</td>
<td>564</td>
<td>59.2%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>953</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>54</td>
<td></td>
</tr>
</tbody>
</table>

**Annual Household Income of Riders:**

<table>
<thead>
<tr>
<th>Annual Household Income of Riders</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>66</td>
<td>7.6%</td>
<td>7.6%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>40</td>
<td>4.6%</td>
<td>12.2%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>37</td>
<td>4.2%</td>
<td>16.4%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>92</td>
<td>10.6%</td>
<td>27.1%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>87</td>
<td>10.0%</td>
<td>37.1%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>62</td>
<td>7.1%</td>
<td>44.2%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>153</td>
<td>17.6%</td>
<td>61.8%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>331</td>
<td>38.2%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>868</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>139</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.43

**CTPS**

24-May-10
### Ethnicity of Riders

**Expanded Results**

#### Entry Station: Longwood

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>26</td>
<td>2.7%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>119</td>
<td>12.3%</td>
</tr>
<tr>
<td>White</td>
<td>813</td>
<td>84.0%</td>
</tr>
<tr>
<td>Other</td>
<td>9</td>
<td>0.9%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 967

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

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>12</td>
<td>1.2%</td>
</tr>
<tr>
<td>No</td>
<td>943</td>
<td>98.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>954</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>53</td>
<td></td>
</tr>
</tbody>
</table>
Socioeconomic Characteristics

Expanded Results

Entry Station: Brookline Village

### Age of Riders:

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>32</td>
<td>1.6%</td>
<td>1.6%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>489</td>
<td>25.0%</td>
<td>26.7%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>695</td>
<td>35.6%</td>
<td>62.3%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>269</td>
<td>13.8%</td>
<td>76.0%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>344</td>
<td>17.6%</td>
<td>93.6%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>124</td>
<td>6.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,954</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>26</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>825</td>
<td>43.0%</td>
</tr>
<tr>
<td>Female</td>
<td>1,088</td>
<td>56.7%</td>
</tr>
<tr>
<td>Transgender</td>
<td>5</td>
<td>0.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,918</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>62</td>
<td></td>
</tr>
</tbody>
</table>

### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>219</td>
<td>12.6%</td>
<td>12.6%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>113</td>
<td>6.5%</td>
<td>19.1%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>114</td>
<td>6.6%</td>
<td>25.6%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>84</td>
<td>4.8%</td>
<td>30.4%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>132</td>
<td>7.6%</td>
<td>38.0%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>241</td>
<td>13.8%</td>
<td>51.8%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>217</td>
<td>12.5%</td>
<td>64.3%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>621</td>
<td>35.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,740</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>240</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.45
### Ethnicity of Riders

**Expanded Results**

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>10</td>
<td>0.5%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>86</td>
<td>4.5%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>5</td>
<td>0.3%</td>
</tr>
<tr>
<td>Asian</td>
<td>266</td>
<td>14.1%</td>
</tr>
<tr>
<td>White</td>
<td>1,473</td>
<td>77.9%</td>
</tr>
<tr>
<td>Other</td>
<td>80</td>
<td>4.3%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 1,891

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

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>81</td>
<td>4.3%</td>
</tr>
<tr>
<td>No</td>
<td>1,812</td>
<td>95.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,893</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>86</td>
<td></td>
</tr>
</tbody>
</table>

**Green Line-D**

Entry Station: Brookline Village
# Socioeconomic Characteristics

**GREEN LINE-D**

**Entry Station: Brookline Hills**

## Age of Riders:

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>54</td>
<td>5.0%</td>
<td>5.0%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>240</td>
<td>22.0%</td>
<td>27.0%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>349</td>
<td>32.0%</td>
<td>59.0%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>127</td>
<td>11.7%</td>
<td>70.7%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>294</td>
<td>27.0%</td>
<td>97.6%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>26</td>
<td>2.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,091</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>17</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>376</td>
<td>35.8%</td>
</tr>
<tr>
<td>Female</td>
<td>673</td>
<td>64.2%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,049</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>58</td>
<td></td>
</tr>
</tbody>
</table>

## Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>82</td>
<td>8.6%</td>
<td>8.6%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>44</td>
<td>4.7%</td>
<td>13.3%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>80</td>
<td>8.4%</td>
<td>21.7%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>35</td>
<td>3.7%</td>
<td>25.4%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>56</td>
<td>5.9%</td>
<td>31.3%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>72</td>
<td>7.5%</td>
<td>38.9%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>166</td>
<td>17.4%</td>
<td>56.3%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>416</td>
<td>43.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>952</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>156</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.79
**Ethnicity of Riders**

**GREEN LINE-D**

Entry Station: Brookline Hills

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>14</td>
<td>1.3%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>4</td>
<td>0.3%</td>
</tr>
<tr>
<td>Asian</td>
<td>166</td>
<td>15.9%</td>
</tr>
<tr>
<td>White</td>
<td>843</td>
<td>80.5%</td>
</tr>
<tr>
<td>Other</td>
<td>24</td>
<td>2.3%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 1,048

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

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>62</td>
<td>5.8%</td>
</tr>
<tr>
<td>No</td>
<td>996</td>
<td>94.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,058</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>50</td>
<td></td>
</tr>
</tbody>
</table>
**Socioeconomic Characteristics**

**GREEN LINE-D**

Entry Station: Beaconsfield

### Age of Riders:

<table>
<thead>
<tr>
<th>Age Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>9</td>
<td>1.2%</td>
<td>1.2%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>192</td>
<td>25.7%</td>
<td>26.8%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>227</td>
<td>30.4%</td>
<td>57.2%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>128</td>
<td>17.1%</td>
<td>74.2%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>159</td>
<td>21.2%</td>
<td>95.4%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>34</td>
<td>4.6%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>749</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>283</td>
<td>39.1%</td>
</tr>
<tr>
<td>Female</td>
<td>442</td>
<td>60.9%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>725</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>24</td>
<td></td>
</tr>
</tbody>
</table>

### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>67</td>
<td>10.3%</td>
<td>10.3%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>27</td>
<td>4.2%</td>
<td>14.5%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>41</td>
<td>6.4%</td>
<td>20.9%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>39</td>
<td>6.0%</td>
<td>26.9%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>31</td>
<td>4.9%</td>
<td>31.8%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>65</td>
<td>10.1%</td>
<td>41.9%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>95</td>
<td>14.7%</td>
<td>56.6%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>281</td>
<td>43.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>647</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>101</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.75
### Ethnicity of Riders

**Expanded Results**

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>20</td>
<td>2.7%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>86</td>
<td>11.8%</td>
</tr>
<tr>
<td>White</td>
<td>613</td>
<td>84.2%</td>
</tr>
<tr>
<td>Other</td>
<td>23</td>
<td>3.2%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 727

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

### Are You Hispanic/Latino?

<table>
<thead>
<tr>
<th></th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>31</td>
<td>4.3%</td>
</tr>
<tr>
<td>No</td>
<td>692</td>
<td>95.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>723</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

No Answer 26
### Socioeconomic Characteristics

**GREEN LINE-D**  
Entry Station: Reservoir

#### Age of Riders:

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>14</td>
<td>0.7%</td>
<td>0.7%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>799</td>
<td>38.2%</td>
<td>38.9%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>804</td>
<td>38.4%</td>
<td>77.3%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>244</td>
<td>11.7%</td>
<td>90.0%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>230</td>
<td>11.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,092</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>19</td>
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<td></td>
</tr>
</tbody>
</table>

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>786</td>
<td>38.1%</td>
</tr>
<tr>
<td>Female</td>
<td>1,277</td>
<td>61.9%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,063</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>48</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>307</td>
<td>16.1%</td>
<td>16.1%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>66</td>
<td>3.5%</td>
<td>19.6%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>105</td>
<td>5.5%</td>
<td>25.1%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>217</td>
<td>11.4%</td>
<td>36.4%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>232</td>
<td>12.2%</td>
<td>48.6%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>188</td>
<td>9.9%</td>
<td>58.5%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>421</td>
<td>22.1%</td>
<td>80.7%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>368</td>
<td>19.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,905</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>206</td>
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<td></td>
</tr>
</tbody>
</table>

**Mean Household Size:** 2.31
## MBTA Surveys: 2008-09

### Rapid Transit Survey

### Ethnicity of Riders

**Expanded Results**

<table>
<thead>
<tr>
<th>Self-Identified Race:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>18</td>
<td>0.9%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>115</td>
<td>5.7%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>5</td>
<td>0.2%</td>
</tr>
<tr>
<td>Asian</td>
<td>325</td>
<td>16.1%</td>
</tr>
<tr>
<td>White</td>
<td>1,526</td>
<td>75.9%</td>
</tr>
<tr>
<td>Other</td>
<td>73</td>
<td>3.6%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 2,011

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

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>150</td>
<td>7.5%</td>
</tr>
<tr>
<td>No</td>
<td>1,850</td>
<td>92.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,000</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>111</td>
<td></td>
</tr>
</tbody>
</table>
## Socioeconomic Characteristics

### GREEN LINE-D

**Entry Station:** Chestnut Hill

### Expanded Results

#### Age of Riders:

<table>
<thead>
<tr>
<th>Age Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>3</td>
<td>0.6%</td>
<td>0.6%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>67</td>
<td>13.9%</td>
<td>14.6%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>133</td>
<td>27.8%</td>
<td>42.4%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>106</td>
<td>22.1%</td>
<td>64.5%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>152</td>
<td>31.7%</td>
<td>96.2%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>18</td>
<td>3.8%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>479</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>6</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>152</td>
<td>31.5%</td>
</tr>
<tr>
<td>Female</td>
<td>330</td>
<td>68.5%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>482</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>3</td>
<td>0.8%</td>
<td>0.8%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>3</td>
<td>0.8%</td>
<td>1.5%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>27</td>
<td>6.8%</td>
<td>8.3%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>18</td>
<td>4.5%</td>
<td>12.9%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>3</td>
<td>0.8%</td>
<td>13.6%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>76</td>
<td>18.9%</td>
<td>32.6%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>76</td>
<td>18.9%</td>
<td>51.5%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>194</td>
<td>48.5%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>400</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>85</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Mean Household Size:** 2.99
MBTA Surveys: 2008-09
Rapid Transit Survey

Ethnicity of Riders
Expanded Results

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>3</td>
<td>0.6%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>18</td>
<td>3.8%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>30</td>
<td>6.3%</td>
</tr>
<tr>
<td>White</td>
<td>424</td>
<td>88.6%</td>
</tr>
<tr>
<td>Other</td>
<td>3</td>
<td>0.6%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response 479

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

Are You Hispanic/Latino?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>6</td>
<td>1.3%</td>
</tr>
<tr>
<td>No</td>
<td>452</td>
<td>98.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>458</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>27</td>
<td></td>
</tr>
</tbody>
</table>
### Socioeconomic Characteristics

#### Entry Station: Newton Centre

#### GREEN LINE-D

<table>
<thead>
<tr>
<th>Age of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>6</td>
<td>0.7%</td>
<td>0.7%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>70</td>
<td>7.9%</td>
<td>8.6%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>173</td>
<td>19.4%</td>
<td>28.0%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>167</td>
<td>18.8%</td>
<td>46.8%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>399</td>
<td>45.0%</td>
<td>91.8%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>73</td>
<td>8.2%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>888</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>6</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gender of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>358</td>
<td>40.7%</td>
</tr>
<tr>
<td>Female</td>
<td>520</td>
<td>59.3%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>878</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>16</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>62</td>
<td>8.1%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>30</td>
<td>3.9%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>47</td>
<td>6.1%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>13</td>
<td>1.7%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>27</td>
<td>3.6%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>92</td>
<td>12.0%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>94</td>
<td>12.2%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>405</td>
<td>52.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>771</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>123</td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: **2.79**
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Ethnicity of Riders**

**Expanded Results**

**GREEN LINE-D**

**Entry Station: Newton Centre**

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>3</td>
<td>0.4%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>18</td>
<td>2.1%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>82</td>
<td>9.5%</td>
</tr>
<tr>
<td>White</td>
<td>743</td>
<td>85.8%</td>
</tr>
<tr>
<td>Other</td>
<td>19</td>
<td>2.2%</td>
</tr>
</tbody>
</table>

**Riders who gave at least 1 response**

867

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

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>12</td>
<td>1.5%</td>
</tr>
<tr>
<td>No</td>
<td>845</td>
<td>98.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>857</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>37</td>
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</tr>
</tbody>
</table>
### Socioeconomic Characteristics

**ENTRY STATION: Newton Highlands**

#### Age of Riders:

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>8</td>
<td>1.3%</td>
<td>1.3%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>46</td>
<td>7.9%</td>
<td>9.2%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>136</td>
<td>23.2%</td>
<td>32.3%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>111</td>
<td>18.9%</td>
<td>51.3%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>211</td>
<td>36.0%</td>
<td>87.2%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>75</td>
<td>12.8%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>587</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>4</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>274</td>
<td>47.4%</td>
</tr>
<tr>
<td>Female</td>
<td>305</td>
<td>52.6%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>579</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>11</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>31</td>
<td>6.0%</td>
<td>6.0%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>23</td>
<td>4.5%</td>
<td>10.5%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>33</td>
<td>6.4%</td>
<td>16.9%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>42</td>
<td>8.3%</td>
<td>25.2%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>23</td>
<td>4.5%</td>
<td>29.7%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>40</td>
<td>7.9%</td>
<td>37.6%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>57</td>
<td>11.3%</td>
<td>48.9%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>260</td>
<td>51.1%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>510</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>81</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.71
## MBTA Surveys: 2008-09
### Rapid Transit Survey

**Ethnicity of Riders**

**Expanded Results**

**GREEN LINE-D**

**Entry Station: Newton Highlands**

<table>
<thead>
<tr>
<th>Self-Identified Race:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>11</td>
<td>2.0%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>27</td>
<td>4.7%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>4</td>
<td>0.7%</td>
</tr>
<tr>
<td>Asian</td>
<td>84</td>
<td>14.8%</td>
</tr>
<tr>
<td>White</td>
<td>458</td>
<td>80.5%</td>
</tr>
<tr>
<td>Other</td>
<td>23</td>
<td>4.0%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 569

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

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>34</td>
<td>6.1%</td>
</tr>
<tr>
<td>No</td>
<td>535</td>
<td>93.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>569</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>21</td>
<td></td>
</tr>
</tbody>
</table>

---

24-May-10
### Socioeconomic Characteristics

**Expanded Results**

**GREEN LINE-D**

Entry Station: Eliot

#### Age of Riders:

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>51</td>
<td>11.0%</td>
<td>11.0%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>75</td>
<td>16.2%</td>
<td>27.2%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>120</td>
<td>26.1%</td>
<td>53.3%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>201</td>
<td>43.5%</td>
<td>96.9%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>14</td>
<td>3.1%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>461</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>13</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>214</td>
<td>47.4%</td>
</tr>
<tr>
<td>Female</td>
<td>237</td>
<td>52.6%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>452</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>22</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>16</td>
<td>3.8%</td>
<td>3.8%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>9</td>
<td>2.1%</td>
<td>5.9%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>9</td>
<td>2.1%</td>
<td>8.1%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>11</td>
<td>2.6%</td>
<td>10.7%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>7</td>
<td>1.8%</td>
<td>12.5%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>20</td>
<td>4.8%</td>
<td>17.3%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>73</td>
<td>17.3%</td>
<td>34.6%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>276</td>
<td>65.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>422</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>51</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 3.04
### Ethnicity of Riders

**Entry Station: Eliot**

<table>
<thead>
<tr>
<th>Self-Identified Race:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>5</td>
<td>1.2%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>18</td>
<td>4.0%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>76</td>
<td>16.9%</td>
</tr>
<tr>
<td>White</td>
<td>352</td>
<td>77.8%</td>
</tr>
<tr>
<td>Other</td>
<td>22</td>
<td>4.8%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 452

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

### Are You Hispanic/Latino?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>40</td>
<td>8.6%</td>
</tr>
<tr>
<td>No</td>
<td>422</td>
<td>91.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>462</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>11</td>
<td></td>
</tr>
</tbody>
</table>
**Socioeconomic Characteristics**

**GREEN LINE-D**

**Entry Station: Waban**

### Age of Riders:

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>17</td>
<td>5.0%</td>
<td>5.0%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>64</td>
<td>19.1%</td>
<td>24.2%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>46</td>
<td>13.9%</td>
<td>38.0%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>159</td>
<td>47.7%</td>
<td>85.8%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>47</td>
<td>14.2%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>333</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>128</td>
<td>40.4%</td>
</tr>
<tr>
<td>Female</td>
<td>188</td>
<td>59.6%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>316</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>17</td>
<td></td>
</tr>
</tbody>
</table>

### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>13</td>
<td>4.3%</td>
<td>4.3%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>4</td>
<td>1.4%</td>
<td>5.8%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>13</td>
<td>4.2%</td>
<td>10.0%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>4</td>
<td>1.4%</td>
<td>11.5%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>13</td>
<td>4.2%</td>
<td>15.7%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>32</td>
<td>10.4%</td>
<td>26.1%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>38</td>
<td>12.5%</td>
<td>38.6%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>186</td>
<td>61.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>303</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>30</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.58
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Ethnicity of Riders**

**Expanded Results**

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>4</td>
<td>1.4%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>18</td>
<td>5.4%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>4</td>
<td>1.4%</td>
</tr>
<tr>
<td>Asian</td>
<td>21</td>
<td>6.6%</td>
</tr>
<tr>
<td>White</td>
<td>277</td>
<td>85.3%</td>
</tr>
<tr>
<td>Other</td>
<td>4</td>
<td>1.4%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response 324

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

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>No</td>
<td>329</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>329</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>4</td>
<td></td>
</tr>
</tbody>
</table>
### Socioeconomic Characteristics

#### Expanded Results

**Entry Station: Woodland**

<table>
<thead>
<tr>
<th>Age of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>116</td>
<td>14.1%</td>
<td>14.1%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>211</td>
<td>25.7%</td>
<td>39.8%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>196</td>
<td>23.9%</td>
<td>63.6%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>199</td>
<td>24.3%</td>
<td>88.0%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>99</td>
<td>12.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>820</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>11</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gender of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>425</td>
<td>51.8%</td>
</tr>
<tr>
<td>Female</td>
<td>395</td>
<td>48.2%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>820</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>11</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Annual Household Income of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>73</td>
<td>10.3%</td>
<td>10.3%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>11</td>
<td>1.6%</td>
<td>11.8%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>50</td>
<td>7.1%</td>
<td>18.9%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>34</td>
<td>4.7%</td>
<td>23.7%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>39</td>
<td>5.5%</td>
<td>29.2%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>54</td>
<td>7.6%</td>
<td>36.8%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>127</td>
<td>17.9%</td>
<td>54.7%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>320</td>
<td>45.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>708</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>123</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.71
### Ethnicity of Riders

**Expanded Results**

**GREEN LINE-D**  
**Entry Station: Woodland**

<table>
<thead>
<tr>
<th>Self-Identified Race:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>11</td>
<td>1.4%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>22</td>
<td>2.8%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>101</td>
<td>12.4%</td>
</tr>
<tr>
<td>White</td>
<td>689</td>
<td>85.1%</td>
</tr>
<tr>
<td>Other</td>
<td>9</td>
<td>1.1%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 811

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

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>32</td>
<td>4.0%</td>
</tr>
<tr>
<td>No</td>
<td>760</td>
<td>96.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>792</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>39</td>
<td></td>
</tr>
</tbody>
</table>
### Socioeconomic Characteristics

**GREEN LINE-D**

**Entry Station: Riverside**

#### Expanded Results

**Age of Riders:**

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>13</td>
<td>0.9%</td>
<td>0.9%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>240</td>
<td>16.6%</td>
<td>17.5%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>280</td>
<td>19.3%</td>
<td>36.8%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>284</td>
<td>19.6%</td>
<td>56.3%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>502</td>
<td>34.7%</td>
<td>91.0%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>130</td>
<td>9.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,449</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>7</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Gender of Riders:**

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>565</td>
<td>40.6%</td>
</tr>
<tr>
<td>Female</td>
<td>828</td>
<td>59.4%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,393</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>63</td>
<td></td>
</tr>
</tbody>
</table>

**Annual Household Income of Riders:**

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>88</td>
<td>7.0%</td>
<td>7.0%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>63</td>
<td>5.0%</td>
<td>12.0%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>58</td>
<td>4.6%</td>
<td>16.6%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>94</td>
<td>7.5%</td>
<td>24.1%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>69</td>
<td>5.5%</td>
<td>29.6%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>154</td>
<td>12.3%</td>
<td>41.9%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>213</td>
<td>17.0%</td>
<td>58.9%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>516</td>
<td>41.1%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,255</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>201</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Mean Household Size:** 2.82
## MBTA Surveys: 2008-09

*Rapid Transit Survey*

### Ethnicity of Riders

**Expanded Results**

**GREEN LINE-D**

Entry Station: Riverside

<table>
<thead>
<tr>
<th>Self-Identified Race:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>20</td>
<td>1.4%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>116</td>
<td>8.3%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>7</td>
<td>0.5%</td>
</tr>
<tr>
<td>Asian</td>
<td>222</td>
<td>16.0%</td>
</tr>
<tr>
<td>White</td>
<td>1,031</td>
<td>74.4%</td>
</tr>
<tr>
<td>Other</td>
<td>53</td>
<td>3.8%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response                      | 1,386               |

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

### Are You Hispanic/Latino?

<table>
<thead>
<tr>
<th></th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>103</td>
<td>7.4%</td>
</tr>
<tr>
<td>No</td>
<td>1,286</td>
<td>92.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,388</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

No Answer                                         | 68                  |
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Socioeconomic Characteristics**

*Expanded Results*

*Entry Stop: Northeastern*

### Age of Riders:

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>136</td>
<td>12.3%</td>
<td>12.3%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>689</td>
<td>62.5%</td>
<td>74.8%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>124</td>
<td>11.3%</td>
<td>86.1%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>46</td>
<td>4.2%</td>
<td>90.3%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>92</td>
<td>8.3%</td>
<td>98.6%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>15</td>
<td>1.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,102</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>353</td>
<td>32.5%</td>
</tr>
<tr>
<td>Female</td>
<td>734</td>
<td>67.5%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,087</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>430</td>
<td>45.2%</td>
<td>45.2%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>62</td>
<td>6.5%</td>
<td>51.7%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>107</td>
<td>11.2%</td>
<td>63.0%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>108</td>
<td>11.4%</td>
<td>74.3%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>15</td>
<td>1.6%</td>
<td>75.9%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>15</td>
<td>1.6%</td>
<td>77.5%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>45</td>
<td>4.8%</td>
<td>82.3%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>168</td>
<td>17.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>950</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Mean Household Size:** 3.04
### Ethnicity of Riders

**Expanded Results**

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>16</td>
<td>1.5%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>60</td>
<td>5.5%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>136</td>
<td>12.5%</td>
</tr>
<tr>
<td>White</td>
<td>875</td>
<td>80.5%</td>
</tr>
<tr>
<td>Other</td>
<td>62</td>
<td>5.7%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 1,087

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

### Are You Hispanic/Latino?

<table>
<thead>
<tr>
<th></th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>77</td>
<td>7.1%</td>
</tr>
<tr>
<td>No</td>
<td>1,010</td>
<td>92.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,087</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>30</td>
<td></td>
</tr>
</tbody>
</table>
## Socioeconomic Characteristics

### Entry Stop: Museum Of Fine Arts

#### MBTA Surveys: 2008-09

**Rapid Transit Survey**

### GREEN LINE-E

#### Expanded Results

<table>
<thead>
<tr>
<th>Age of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>42</td>
<td>5.1%</td>
<td>5.1%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>363</td>
<td>44.2%</td>
<td>49.3%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>169</td>
<td>20.6%</td>
<td>70.0%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>60</td>
<td>7.3%</td>
<td>77.3%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>81</td>
<td>9.9%</td>
<td>87.1%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>105</td>
<td>12.9%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>821</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>21</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gender of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>313</td>
<td>38.7%</td>
</tr>
<tr>
<td>Female</td>
<td>497</td>
<td>61.3%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>810</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>32</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Annual Household Income of Riders:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>219</td>
<td>29.7%</td>
<td>29.7%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>70</td>
<td>9.6%</td>
<td>39.2%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>39</td>
<td>5.3%</td>
<td>44.5%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>102</td>
<td>13.9%</td>
<td>58.4%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>39</td>
<td>5.3%</td>
<td>63.6%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>28</td>
<td>3.8%</td>
<td>67.5%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>60</td>
<td>8.1%</td>
<td>75.6%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>180</td>
<td>24.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>737</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>105</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: **2.70**
### Ethnicity of Riders

**Expanded Results**

<table>
<thead>
<tr>
<th>Self-Identified Race:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>11</td>
<td>1.4%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>7</td>
<td>0.9%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>21</td>
<td>2.7%</td>
</tr>
<tr>
<td>Asian</td>
<td>88</td>
<td>11.3%</td>
</tr>
<tr>
<td>White</td>
<td>627</td>
<td>80.6%</td>
</tr>
<tr>
<td>Other</td>
<td>32</td>
<td>4.1%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response

| | 779 |

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

### Are You Hispanic/Latino?

<table>
<thead>
<tr>
<th></th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>53</td>
<td>6.7%</td>
</tr>
<tr>
<td>No</td>
<td>740</td>
<td>93.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>793</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>49</td>
<td></td>
</tr>
</tbody>
</table>
### Socioeconomic Characteristics

#### Entry Stop: Longwood Medical Area

**Expanded Results**

#### Age of Riders:

<table>
<thead>
<tr>
<th>Age of Riders</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>61</td>
<td>3.2%</td>
<td>3.2%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>517</td>
<td>27.4%</td>
<td>30.7%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>394</td>
<td>20.9%</td>
<td>51.6%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>238</td>
<td>12.6%</td>
<td>64.3%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>544</td>
<td>28.9%</td>
<td>93.1%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>129</td>
<td>6.9%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,884</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>592</td>
<td>31.9%</td>
</tr>
<tr>
<td>Female</td>
<td>1,265</td>
<td>68.1%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,857</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Annual Household Income</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>456</td>
<td>25.7%</td>
<td>25.7%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>150</td>
<td>8.4%</td>
<td>34.1%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>197</td>
<td>11.1%</td>
<td>45.2%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>75</td>
<td>4.2%</td>
<td>49.4%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>48</td>
<td>2.7%</td>
<td>52.1%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>150</td>
<td>8.4%</td>
<td>60.5%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>197</td>
<td>11.1%</td>
<td>71.7%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>503</td>
<td>28.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,775</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

No Answer: 136

Mean Household Size: 2.34
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

### Ethnicity of Riders

**Expanded Results**

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>20</td>
<td>1.1%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>190</td>
<td>10.3%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>265</td>
<td>14.3%</td>
</tr>
<tr>
<td>White</td>
<td>1,340</td>
<td>72.2%</td>
</tr>
<tr>
<td>Other</td>
<td>102</td>
<td>5.5%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 1,857

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

### Are You Hispanic/Latino?

<table>
<thead>
<tr>
<th></th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>136</td>
<td>7.5%</td>
</tr>
<tr>
<td>No</td>
<td>1,666</td>
<td>92.5%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,802</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td><strong>No Answer</strong></td>
<td><strong>109</strong></td>
<td></td>
</tr>
</tbody>
</table>

24-May-10
### Socioeconomic Characteristics

**GREEN LINE-E**

**Entry Stop: Brigham Circle**

#### Age of Riders:

<table>
<thead>
<tr>
<th>Age of Riders</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>22</td>
<td>2.1%</td>
<td>2.1%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>321</td>
<td>30.4%</td>
<td>32.4%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>288</td>
<td>27.2%</td>
<td>59.6%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>136</td>
<td>12.9%</td>
<td>72.5%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>247</td>
<td>23.3%</td>
<td>95.9%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>44</td>
<td>4.1%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,058</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>22</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>410</td>
<td>41.1%</td>
</tr>
<tr>
<td>Female</td>
<td>588</td>
<td>58.9%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>998</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>82</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>172</td>
<td>18.3%</td>
<td>18.3%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>82</td>
<td>8.7%</td>
<td>27.0%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>114</td>
<td>12.2%</td>
<td>39.2%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>106</td>
<td>11.3%</td>
<td>50.5%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>30</td>
<td>3.2%</td>
<td>53.7%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>106</td>
<td>11.3%</td>
<td>64.9%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>93</td>
<td>9.9%</td>
<td>74.8%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>237</td>
<td>25.2%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>939</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>141</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.73
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

### Ethnicity of Riders

**Expanded Results**

<table>
<thead>
<tr>
<th>Self-Identified Race:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>11</td>
<td>1.1%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>152</td>
<td>15.2%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>185</td>
<td>18.5%</td>
</tr>
<tr>
<td>White</td>
<td>631</td>
<td>63.0%</td>
</tr>
<tr>
<td>Other</td>
<td>44</td>
<td>4.4%</td>
</tr>
</tbody>
</table>

**Riders who gave at least 1 response**

1,001

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

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?:</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>63</td>
<td>6.1%</td>
</tr>
<tr>
<td>No</td>
<td>966</td>
<td>93.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,028</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>52</td>
<td></td>
</tr>
</tbody>
</table>

24-May-10
## Socioeconomic Characteristics

### Entry Stop: Fenwood Rd. to Back of the Hill

#### Age of Riders:

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>22</td>
<td>3.1%</td>
<td>3.1%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>217</td>
<td>30.2%</td>
<td>33.3%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>186</td>
<td>25.9%</td>
<td>59.1%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>122</td>
<td>17.0%</td>
<td>76.1%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>108</td>
<td>15.0%</td>
<td>91.1%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>64</td>
<td>8.9%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>719</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>236</td>
<td>35.0%</td>
</tr>
<tr>
<td>Female</td>
<td>438</td>
<td>65.0%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>674</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>44</td>
<td></td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>100</td>
<td>16.5%</td>
<td>16.5%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>28</td>
<td>4.6%</td>
<td>21.1%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>78</td>
<td>12.8%</td>
<td>33.9%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>25</td>
<td>4.1%</td>
<td>38.0%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>53</td>
<td>8.7%</td>
<td>46.6%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>47</td>
<td>7.7%</td>
<td>54.4%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>94</td>
<td>15.5%</td>
<td>69.9%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>183</td>
<td>30.1%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>608</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>111</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Mean Household Size: 2.26
### Ethnicity of Riders

**GREEN LINE-E**

Entry Stop: Fenwood Rd. to Back of the Hill

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>30</td>
<td>4.4%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>8</td>
<td>1.2%</td>
</tr>
<tr>
<td>Asian</td>
<td>111</td>
<td>15.9%</td>
</tr>
<tr>
<td>White</td>
<td>483</td>
<td>69.3%</td>
</tr>
<tr>
<td>Other</td>
<td>64</td>
<td>9.2%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 696

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

### Are You Hispanic/Latino?

<table>
<thead>
<tr>
<th></th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>22</td>
<td>3.2%</td>
</tr>
<tr>
<td>No</td>
<td>666</td>
<td>96.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>688</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>30</td>
<td></td>
</tr>
</tbody>
</table>
## Socioeconomic Characteristics

### Expanded Results

**Entry Stop: Heath Street**

#### Age of Riders:

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 and Under</td>
<td>8</td>
<td>1.7%</td>
<td>1.7%</td>
</tr>
<tr>
<td>19 - 24</td>
<td>108</td>
<td>21.7%</td>
<td>23.7%</td>
</tr>
<tr>
<td>25 - 34</td>
<td>167</td>
<td>33.3%</td>
<td>56.7%</td>
</tr>
<tr>
<td>35 - 44</td>
<td>58</td>
<td>11.7%</td>
<td>68.3%</td>
</tr>
<tr>
<td>45 - 64</td>
<td>131</td>
<td>26.1%</td>
<td>94.4%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>28</td>
<td>5.6%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>500</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

#### Gender of Riders:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>231</td>
<td>46.1%</td>
</tr>
<tr>
<td>Female</td>
<td>269</td>
<td>53.9%</td>
</tr>
<tr>
<td>Transgender</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>500</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

#### Annual Household Income of Riders:

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $20,000</td>
<td>78</td>
<td>16.8%</td>
<td>16.8%</td>
</tr>
<tr>
<td>$20,000 - $29,999</td>
<td>28</td>
<td>6.0%</td>
<td>22.8%</td>
</tr>
<tr>
<td>$30,000 - $39,999</td>
<td>94</td>
<td>20.4%</td>
<td>43.2%</td>
</tr>
<tr>
<td>$40,000 - $49,999</td>
<td>22</td>
<td>4.8%</td>
<td>47.9%</td>
</tr>
<tr>
<td>$50,000 - $59,999</td>
<td>36</td>
<td>7.8%</td>
<td>55.7%</td>
</tr>
<tr>
<td>$60,000 - $74,999</td>
<td>28</td>
<td>6.0%</td>
<td>61.7%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>58</td>
<td>12.6%</td>
<td>74.3%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>119</td>
<td>25.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>464</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

No Answer: 28

Mean Household Size: 2.36
### Ethnicity of Riders

**Expanded Results**

<table>
<thead>
<tr>
<th>Self-Identified Race</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian/Alaskan Native</td>
<td>56</td>
<td>11.0%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>56</td>
<td>11.0%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>36</td>
<td>7.1%</td>
</tr>
<tr>
<td>White</td>
<td>378</td>
<td>74.7%</td>
</tr>
<tr>
<td>Other</td>
<td>22</td>
<td>4.4%</td>
</tr>
</tbody>
</table>

Riders who gave at least 1 response: 506

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

### Are You Hispanic/Latino?

<table>
<thead>
<tr>
<th>Are You Hispanic/Latino?</th>
<th>Number of Responses</th>
<th>Percent of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>58</td>
<td>12.0%</td>
</tr>
<tr>
<td>No</td>
<td>428</td>
<td>88.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>486</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>42</td>
<td></td>
</tr>
</tbody>
</table>
Usage Rates and Fare Types

The data in this chapter show how frequently Green Line riders used the service. They also show how riders paid their fares and how frequently the users of each fare type rode the line.

The tables (at the end of the chapter) present data by station or branch segment. For each station or segment, two tables are grouped on one page, and a third table appears on a second page. The first table shows the number of days per week riders used the Green Line; the second shows their weekend use patterns. The third table shows how many riders used each fare type and how often the users of each fare type rode the Green Line. The data for each station or segment are based on the survey responses from riders who started the rapid transit portions of their trips there.

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

12.1 NUMBER OF DAYS USED PER WEEK

12.1.1 DESCRIPTION OF TABLE

The first table for each station summarizes the results of survey question 11, which asked how many days a week riders used the Green Line. Nine check-off boxes were provided on the survey form: one for each possible number of days per week, plus “less than 1 day” and “I’m only visiting Boston.” For each usage level, the table shows the number and percent of riders; it also gives the cumulative percentages that result as one adds each category of user to the ones preceding it in the table.

12.1.2 OVERVIEW OF RESULTS

At every station or branch segment along the Green Line, the most common reported usage frequency was five days per week. For the Green Line overall, 40% of the riders reported five-day use. Some of those who checked six- or seven-day use also indicated that they used weekend service on one or both days occasionally rather than regularly, which would put their average usage
closer to five days. Therefore, in the following comparisons of reported usage by station or segment, the category of five or more days is used instead of five days.

**Central Subway**

For the Central Subway overall, 60% of the riders reported usage of five or more days per week. North Station had the highest percentage (74%), in line with the large amount of home-based work trips at that station. Science Park Station had the lowest rate of five-to-seven-day riders, at 40%, as many of the riders there were infrequent visitors to the Museum of Science. At other Central Subway stations, rates of five-to-seven-day use ranged from 48% at Government Center to 74% at Haymarket.

At Science Park, 20% of the riders reported Green Line usage of less than one day per week, and 23% were “just visiting,” compared with percentages of 10% and 3% in these usage categories for the Central Subway overall. Rates of usage of less than one day per week ranged from 3% to 14% at all of the other Central Subway stations except Government Center (18%). At all of the stations except Science Park, 8% or less of the riders were visiting.

**B Branch**

On all segments of the B Branch combined, 76% of the riders reported using the line five or more days per week. This rate ranged from 58% between Blandford Street and BU Central to 85% between Griggs Street and Warren Street. Overall, only 3% of B Branch riders used the branch less than one day per week, and only 1% were visitors. The segment from Blandford Street to BU Central had the highest percentages in both of these categories (6% and 2%), but this was based on a relatively small sample size.

**C Branch**

On all segments of the C Branch combined, 73% of the riders reported using the branch five or more days per week. This rate ranged from 61% between Saint Mary’s Street and Kent Street to 80% between Dean Road and Cleveland Circle. Overall, 6% of C Branch riders used the branch less than one day per week, and only 1% were visitors. The segment from between Saint Mary’s Street and Kent Street had the highest rate of less-than-one-day-per-week users (13%).

**D Branch**

At all D Branch stations combined, 67% of the riders reported using the branch five or more days per week. This rate ranged from 55% at Woodland and Chestnut Hill to 78% at Reservoir and Brookline Hills. Riders who used the D Branch less than one day per week accounted for 7% of overall boardings, ranging from less than 1% at Brookline Hills to 17% at Longwood.
Only 2% of D Branch riders were visitors. This share did not exceed 3%, except at Riverside Station (6%). The large parking lot, good highway access, and a hotel next to the station combine to attract visitors to using Riverside.

E Branch

E Branch riders rode less frequently than riders on the B, C, and D Branches. Overall, 60% of E Branch riders reported usage of five or more days per week. At the three innermost stops, Northeastern to Longwood Medical Area, 53% to 54% of the riders were five-day-or more users. On the rest of the branch, between Brigham Circle and Heath Street, 65% to 75% of the riders rode on five or more days.

Riders who used the E Branch less than one day per week accounted for 4% to 11% of boardings, except at Longwood Medical Area (21%). Visitors accounted for 3% or less of riders at each stop or branch segment.

12.2 WEEKEND USAGE

12.2.1 DESCRIPTION OF TABLE

The weekend usage table for each station or branch segment summarizes the results of survey question 12, which asked how frequently riders used the Green Line on Saturdays and Sundays. For each weekend day, riders could check one of three frequency-of-use categories: regularly, occasionally, or not at all.

In the table, Sunday usage categories are displayed across the top of the table, and Saturday down the left side. The table cells show cross-tabulated data for Saturdays and Sundays. For example, the cells in the first data row show the numbers and percentages of Sunday riders, by usage category, who used the Green Line regularly on Saturday. Likewise, the cells in the first data column show the numbers and percentages of Saturday riders, by usage category, who used the Green Line regularly on Sunday.

The far-right column shows the total numbers and percentages of Saturday riders by usage category, and the bottom row shows the same for Sunday. These totals reflect only riders who described their usage for both Saturday and Sunday.

12.2.2 OVERVIEW OF RESULTS

Central Subway

At all Central Subway stations combined, the most common reported combination of Saturday and Sunday use was occasional use on both days, at 51%. The second-largest group (25%) did not use the Central Subway at all on either Saturday or Sunday. The third-largest group (15%) reported regular use of the Central Subway on both Saturday and Sunday. These percentages varied among stations.
Riders who used the Central Subway occasionally on both Saturday and Sunday were the largest group at all but one station, with shares ranging from 42% to 63%. At North Station, where the majority of riders transferred from commuter rail, 41% used the Central Subway occasionally on both Saturday and Sunday, but 47% never used it on either weekend day. At other stations, riders who never rode on weekend days accounted for 15% to 29% of total entries. Symphony Station had the highest rate of riders reporting regular use on both Saturday and Sunday (37%), and North Station had the lowest rate (6%). At other stations this rate ranged from 10% to 28%.

**B Branch**

On all segments of the B Branch combined, the most common reported combination of Saturday and Sunday use was occasional use on both days, at 48%. The second-largest group (29%) used the B Branch regularly on both Saturday and Sunday. The third-largest group (10%) did not use the B Branch at all on either Saturday or Sunday. These percentages varied relatively little among segments. Regular use on both weekend days was highest between Chestnut Hill Avenue and Boston College (37%) and lowest between Blandford Street and BU Central (25%).

**C Branch**

On all segments of the C Branch combined, the most common reported combination of Saturday and Sunday use was occasional use on both days, at 59%. The second-largest group (21%) used the C Branch regularly on both Saturday and Sunday. The third-largest group (9%) did not use the C Branch at all on either Saturday or Sunday. Most of these percentages varied only slightly among segments. However, non-use on weekend days was much higher on the segment from Saint Mary’s Street to Kent Street (16%) than on the rest of the branch.

**D Branch**

At all D Branch stations combined, the most common reported combination of Saturday and Sunday use was occasional use on both days, at 55%. The second-largest group (23%) did not use the D Branch at all on either Saturday or Sunday. The third-largest group (11%) used the D Branch regularly on both Saturday and Sunday. These percentages varied among stations. Reported use on both Saturday and Sunday was highest at Beaconsfield (64%) and lowest at Riverside (44%). Conversely, non-use on weekends was highest at Riverside (42%) and lowest at Beaconsfield (12%). Rates of regular use on both Saturday and Sunday ranged from 3% at Riverside to 16% at Reservoir.

**E Branch**

At all E Branch stops combined, the most common reported combination of Saturday and Sunday use was occasional use on both days, at 44%. The second-largest group (22%) did not use the E Branch at all on either Saturday
or Sunday. The third-largest group (18%) used the E Branch regularly on both Saturday and Sunday. The percentage of riders using the service occasionally on both weekend days varied relatively little among stops or segments. The proportion of Riders who did not use the E Branch at all on Saturday or Sunday ranged from 14% between Fenwood Road and Back of the Hill to 29% at Museum of Fine Arts. Conversely, regular use on both Saturday and Sunday was reported by 25% of the riders at Fenwood Road and Back of the Hill, but by only 15% at Museum of Fine Arts.

12.3 FARE TYPES AND PASS USAGE

12.3.1 DESCRIPTION OF TABLE

The third table for each station, on a separate page, presents three data points for each fare type: the number of riders using the fare type, the percentage of riders using the fare type, and the number of days per week that the riders using each fare type rode the Green Line.

The first two columns are based on the results of survey question 7: “What type of fare did you pay for this rapid transit trip?” Ten check-off choices were provided, including “other” with space for write-ins. Riders using commuter rail monthly passes could also write in the zone number. The data in the third column are based on the assumption that each rider used the fare payment type reported in question 7 on the same number of days per week that the rider reported using the Green Line in question 11.

12.3.2 OVERVIEW OF RESULTS

Mix of Fare Types

Central Subway

For the Central Subway overall, the most common method of fare payment was some form of monthly pass, reported by 59% of all riders. Pay-per-ride using a CharlieCard was second, at 25% overall. Some form of monthly pass was the most commonly used fare type at every individual station, with rates ranging from 45% at Science Park to 78% at North Station.

At most stations, the most commonly used type of monthly pass was the LinkPass for subway and bus, which was reported by 41% of the Central Subway riders. This was the minimum monthly pass level required on the rapid transit system (whether or not the passenger also needed to use a bus) for a passenger who would have paid full fare if paying per ride. However, at North Station, where a majority of riders transferred from commuter rail, 60% of all entering riders used commuter rail Zone passes, and only 16% used LinkPasses. Zone passes were also used by 18% of the riders entering Copley, where transfers from commuter rail can be made by walking from Back Bay Station. At Haymarket, where many riders transferred from MBTA express buses, 18% of all entering riders used Inner Express Bus Passes.
After monthly passes and pay-per-ride using CharlieCards, the three most common fare types overall were reduced-fare pay-per-ride (including Student, Senior, and Disability) at 6%, pay-per-ride CharlieTickets, at 5%, and 7-Day LinkPasses at just under 5%. The use of each of these fare-payment methods varied among stations. The reported use of reduced fares was highest at Science Park (11%) and Copley (10%), and lowest at Haymarket (under 1%). CharlieTicket use was very high (21%) at Prudential for reasons that are unclear; otherwise it exceeded 7% only at Science Park (9%). The use of 7-Day LinkPasses was highest at Science Park (14%) and lowest at Haymarket (1%).

**B Branch**

For the B Branch overall, the most common method of fare payment was some form of monthly pass, reported by 68% of all riders. Pay-per-ride using a CharlieCard was second, at 21% overall. Some form of monthly pass was also the most commonly used fare type on every branch segment, with rates ranging from 54% between Chestnut Hill Avenue and Boston College to 77% between Washington Street and Chiswick Road.

On every segment, the most commonly used type of monthly pass was the LinkPass for subway and bus, which was reported by 57% of the B Branch riders. The usage rates of these passes on individual segments ranged from 40% between BU West and Babcock Street to 69% between Washington Street and Chiswick Road. The use of commuter rail Zone passes was also significant on the two innermost segments from Blandford Street to Babcock Street, accounting for 16% of the boardings on each segment.

After monthly passes and pay-per-ride using CharlieCards, the two most common fare types overall were 7-Day LinkPasses at just under 5% and reduced-fare pay-per-ride (including Student, Senior, and Disability) at 3%. Pay-per-ride CharlieTickets and full cash fares on board each accounted for just over 1%.

**C Branch**

For the C Branch overall, the most common method of fare payment was some form of monthly pass, reported by 69% of all riders. Pay-per-ride using a CharlieCard was second, at 21% overall. Monthly pass use was also most common on each branch segment, with rates ranging from 62% between Saint Mary’s Street and Kent Street to 74% between Brandon Hall and Tappan Street.

On each segment, the most commonly used type of monthly pass was the LinkPass for subway and bus, which was reported by 64% of the C Branch riders.

After monthly passes and pay-per-ride using CharlieCards, the two most common fare types overall were reduced-fare pay-per-ride (including Student,
Senior, and Disability) at 5%, and 7-Day LinkPasses at 3%. Pay-per-ride CharlieTickets and full cash fares on board each accounted for just over 1%.

**D Branch**

For the D Branch overall, the most common method of fare payment was some form of monthly pass, reported by 65% of all riders. Pay-per-ride using a CharlieCard was second, at 26% overall. Monthly pass use was also most common at each stop, with rates ranging from 48% at Chestnut Hill to 75% at Beaconsfield.

At each station, the most commonly used type of monthly pass was the LinkPass for subway and bus, which was reported by 59% of the D Branch riders. At Riverside Station, 11% of the riders used commuter rail Zone passes.

After monthly passes and pay-per-ride using CharlieCards, the two most common fare types overall were 7-Day LinkPasses and pay-per-ride CharlieTickets at 3% each. Reduced-fare pay-per-ride (including Student, Senior, and Disability) fares accounted for just over 2%. The use of 7-Day LinkPasses was highest at Chestnut Hill (8%), as was the use of pay-per-ride CharlieTickets (9%).

**E Branch**

For the E Branch overall, the most common method of fare payment was some form of monthly pass, reported by 59% of all riders. Pay-per-ride using a CharlieCard was second, at 28% overall. Some form of monthly pass was also the most commonly used fare type at every individual stop and segment, with rates ranging from 48% at Northeastern to 76% between Fenwood Road and Back of the Hill. Conversely, CharlieCard use was highest at Northeastern (39%) and lowest between Fenwood Road and Back of the Hill (12%). At each stop or segment, the most commonly used type of monthly pass was the LinkPass for subway and bus, which was reported by 50% of the E Branch riders.

After monthly passes and pay-per-ride using CharlieCards, the two most common fare types overall were reduced-fare pay-per-ride (including Student, Senior, and Disability) and 7-Day LinkPasses, each at about 5%. Pay-per-ride CharlieTickets accounted for just over 2%.

**Usage Rates by Fare Type**

As discussed above, the final column of the Fare Types and Pass Usage table shows the average number of days per week that riders reporting use of each fare type used the Green Line.

**Pay-per-Ride CharlieCard**

The CharlieCard, a plastic card containing a radio-frequency identification (RFID) chip, was launched in 2006. The user can simply tap the pass on a reader to pay a fare. At the time of the survey, riders who used the CharlieCard
to pay per ride paid 15% less per ride than those who used the paper CharlieTicket ($1.70 versus $2.00). Using the CharlieCard also took less time than paying using a CharlieTicket. On the Green Line overall, the average usage rate for CharlieCard users was 3.4 days per week. The average usage frequency by Green Line branch ranged from 3.2 days per week in the Central Subway to 3.9 days per week at B Branch surface stops. The average usage on the D and E Branches was slightly below the overall average, at 3.3 days each. The average usage on the C Branch was close to the upper end, at 3.8 days.

**Pay-per-Ride CharlieTicket**

The CharlieTicket, a paper ticket with a magnetic strip, has been in use since early 2005. On the Green Line overall, the average usage rate for CharlieTicket users was also 3.4 days per week. Average usage frequency by Green Line branch ranged 2.2 days per week at E Branch surface stops to 3.7 days per week at B Branch surface stops. Average usage on the D Branch was below the overall average, at 2.7 days. Average usage rates on the C Branch and in the Central Subway were slightly above the overall average, at 3.5 and 3.6 days.

**Monthly Pass**

Monthly passes, which allow unlimited use, typically show higher average usage rates than pay-per-ride options, because the most frequent riders have the most incentive to purchase such passes. On the Green Line overall, the average usage rate for all monthly pass forms combined was 5.0 days per week. The average usage by branch ranged from 4.8 days in the Central Subway to 5.6 days at B Branch surface stops. On other branches, the average usage rate was the same as the overall average (5.0 days) on the D Branch, slightly lower on the E Branch (4.9 days), and higher on the C Branch (5.3 days).

**Full Cash Fare On-Board Trolley**

This form of fare was available only at surface stops on the B, C, D, and E Branches, and was used by less than 2% of the riders on each of those branches. The average usage rate on all four branches combined was 2.7 days per week. Usage was lowest on the C and E Branches, at 1.7 days each, and highest on the B Branch, at 3.5 days each. Usage on the D Branch was lower than the average, at 2.4 days.

**Reduced Fare**

This category includes pay-per-ride reduced fares for students from age 12 through high school, for seniors (age 65 and over), and for passengers with disabilities. Monthly passes for riders eligible for reduced fares are included in the data for monthly passes. On the Green Line overall, the users of pay-per-ride reduced fares used them an average of 3.0 days per week. The average usage by branch ranged from 2.6 days in the Central Subway to 3.9 days at surface B Branch stops. The average usage on the C, D, and E Branches was above the overall average, at 3.3 days each.
**Child Under Age 12 Free Fare**

Children under age 12 seldom fill out passenger surveys, so little information is available about riders in that group. The sample size of riders reporting “Child Under Age 12 Free Fare” was exceptionally low: only two surveys on the entire Green Line. Both of these respondents reported that they used the Green Line less than one day per week.

**Blind Access Card**

Only seven surveys were returned by Green Line passengers who used Blind Access Cards to pay their fares. The average usage rate reported by these passengers was 5.0 days per week.

**1-Day LinkPass**

Only three surveys were returned by Green Line passengers who used 1-Day LinkPasses to pay their fares. Two of these were visitors, so their survey forms did not show how many days per week they used the Green Line.

**7-Day LinkPass**

The price of a monthly LinkPass is slightly lower than that of four 7-Day LinkPasses ($59 versus $60), but use of a monthly pass requires more up-front expense and implies longer-range certainty of travel plans. On the Green Line overall, the average usage rate for 7-Day LinkPasses was 5.4 days per week, compared with 5.1 days for monthly LinkPasses. The average 7-Day LinkPass usage by branch ranged from 5.3 days in the Central Subway and on the C and D Branches to 5.7 days on the B Branch. Use on the E Branch was slightly above the overall average, at 5.4 days.

**Other**

On the rapid transit system overall, most riders who checked the box for “other” fare type and who also wrote in which type were authorized free riders, including MBTA employees. On the Green Line overall, only 10 returned surveys had the “other” fare type checked and also specified the frequency of use. For these respondents, the average usage rate was 3.8 days per week.
## MBTA Surveys: 2008-09

**Rapid Transit Survey**

### Usage Rates

**Expanded Results**

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>293</td>
<td>9.3%</td>
<td>9.3%</td>
</tr>
<tr>
<td>One Day</td>
<td>196</td>
<td>6.2%</td>
<td>15.6%</td>
</tr>
<tr>
<td>Two Days</td>
<td>137</td>
<td>4.3%</td>
<td>19.9%</td>
</tr>
<tr>
<td>Three Days</td>
<td>196</td>
<td>6.2%</td>
<td>26.2%</td>
</tr>
<tr>
<td>Four Days</td>
<td>248</td>
<td>7.9%</td>
<td>34.1%</td>
</tr>
<tr>
<td>Five Days</td>
<td>1,417</td>
<td>45.1%</td>
<td>79.2%</td>
</tr>
<tr>
<td>Six Days</td>
<td>237</td>
<td>7.6%</td>
<td>86.7%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>328</td>
<td>10.5%</td>
<td>97.2%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>88</td>
<td>2.8%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,140</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>59</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Weekend Usage:

#### Sunday Usage*

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>494</td>
<td>100</td>
<td>10</td>
<td>49</td>
<td>604</td>
</tr>
<tr>
<td>Occasional</td>
<td>16.8%</td>
<td>3.4%</td>
<td>0.3%</td>
<td>20.6%</td>
<td></td>
</tr>
<tr>
<td>Occasionally</td>
<td>39</td>
<td>1,423</td>
<td>159</td>
<td>88</td>
<td>1,621</td>
</tr>
<tr>
<td>Not at all</td>
<td>1.3%</td>
<td>48.5%</td>
<td>5.4%</td>
<td>55.2%</td>
<td></td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>39</td>
<td>670</td>
<td>709</td>
<td></td>
</tr>
<tr>
<td>Sunday Total</td>
<td>533</td>
<td>1,562</td>
<td>839</td>
<td>2,934</td>
<td></td>
</tr>
</tbody>
</table>

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

* Saturday Total: 2,934

CTPS

20-May-10
### Fare Types and Pass Usage

**Usage Rates by Fare Type:**

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>608</td>
<td>19.0%</td>
<td>2.9</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>119</td>
<td>3.7%</td>
<td>2.9</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>2,068</td>
<td>64.6%</td>
<td>4.9</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>255</td>
<td>8.0%</td>
<td>2.9</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>197</td>
<td>6.2%</td>
<td>2.3</td>
</tr>
<tr>
<td>Disability</td>
<td>59</td>
<td>1.8%</td>
<td>5.0</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>149</td>
<td>4.7%</td>
<td>5.0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>3,199</td>
<td>100.0%</td>
<td>4.3</td>
</tr>
</tbody>
</table>

**Monthly Pass Users by Type of Pass:**

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>1,831</td>
<td>57.2%</td>
<td>4.9</td>
</tr>
<tr>
<td>Zone</td>
<td>98</td>
<td>3.1%</td>
<td>4.4</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>10</td>
<td>0.3%</td>
<td>6.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>10</td>
<td>0.3%</td>
<td>6.0</td>
</tr>
<tr>
<td>Student</td>
<td>10</td>
<td>0.3%</td>
<td>4.0</td>
</tr>
<tr>
<td>Senior</td>
<td>69</td>
<td>2.1%</td>
<td>3.6</td>
</tr>
<tr>
<td>Disability</td>
<td>20</td>
<td>0.6%</td>
<td>7.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>20</td>
<td>0.6%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>2,068</td>
<td>64.6%</td>
<td>4.9</td>
</tr>
</tbody>
</table>

**Zones Reported by Users of Zone Passes:**

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>20</td>
<td>0.6%</td>
<td>6.0</td>
</tr>
<tr>
<td>1</td>
<td>20</td>
<td>0.6%</td>
<td>3.0</td>
</tr>
<tr>
<td>2</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>3</td>
<td>20</td>
<td>0.6%</td>
<td>3.0</td>
</tr>
<tr>
<td>4</td>
<td>20</td>
<td>0.6%</td>
<td>5.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>20</td>
<td>0.6%</td>
<td>5.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>98</td>
<td>3.1%</td>
<td>4.4</td>
</tr>
</tbody>
</table>
### Usage Rates

**GREEN LINE-SUBWAY**

**Entry Station: Science Park**

#### Number of Days per Week Riders Use the Service:

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>93</td>
<td>19.8%</td>
<td>19.8%</td>
</tr>
<tr>
<td>One Day</td>
<td>0</td>
<td>0.0%</td>
<td>19.8%</td>
</tr>
<tr>
<td>Two Days</td>
<td>22</td>
<td>4.6%</td>
<td>24.4%</td>
</tr>
<tr>
<td>Three Days</td>
<td>65</td>
<td>13.8%</td>
<td>38.1%</td>
</tr>
<tr>
<td>Four Days</td>
<td>0</td>
<td>0.0%</td>
<td>38.1%</td>
</tr>
<tr>
<td>Five Days</td>
<td>127</td>
<td>26.9%</td>
<td>65.0%</td>
</tr>
<tr>
<td>Six Days</td>
<td>50</td>
<td>10.6%</td>
<td>75.6%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>7</td>
<td>1.4%</td>
<td>77.1%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>108</td>
<td>22.9%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>472</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>57</td>
<td>0</td>
<td>0</td>
<td>22</td>
<td>57</td>
</tr>
<tr>
<td>Occasionally</td>
<td>0</td>
<td>157</td>
<td>22</td>
<td>87</td>
<td>179</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>0</td>
<td>42</td>
<td>0</td>
<td>42</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0</td>
<td>151</td>
<td>87</td>
<td>151</td>
</tr>
</tbody>
</table>

#### Sunday Usage*

<table>
<thead>
<tr>
<th>Saturday Total</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>57</td>
<td>20.5%</td>
<td>56.6%</td>
<td>22.9%</td>
<td></td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
### Fare Types and Pass Usage

**Expanded Results**

#### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>100</td>
<td>21.2%</td>
<td>2.8</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>43</td>
<td>9.2%</td>
<td>0.5</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>214</td>
<td>45.3%</td>
<td>3.9</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>50</td>
<td>10.6%</td>
<td>4.1</td>
</tr>
<tr>
<td><strong>Student</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Senior</strong></td>
<td>50</td>
<td>10.6%</td>
<td>4.1</td>
</tr>
<tr>
<td><strong>Disability</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>No Reduced Fare Selected</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>65</td>
<td>13.8%</td>
<td>0.0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>No Fare Payment Type Selected</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>All Payment Types</td>
<td>473</td>
<td>100.0%</td>
<td>3.5</td>
</tr>
</tbody>
</table>

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>214</td>
<td>45.3%</td>
<td>3.9</td>
</tr>
<tr>
<td>Zone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>214</td>
<td>45.3%</td>
<td>3.9</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

(No Zones Reported)
### Usage Rates

#### Expanded Results

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>227</td>
<td>4.8%</td>
<td>4.8%</td>
</tr>
<tr>
<td>One Day</td>
<td>108</td>
<td>2.3%</td>
<td>7.1%</td>
</tr>
<tr>
<td>Two Days</td>
<td>162</td>
<td>3.4%</td>
<td>10.5%</td>
</tr>
<tr>
<td>Three Days</td>
<td>365</td>
<td>7.7%</td>
<td>18.2%</td>
</tr>
<tr>
<td>Four Days</td>
<td>321</td>
<td>6.8%</td>
<td>24.9%</td>
</tr>
<tr>
<td>Five Days</td>
<td>3,150</td>
<td>66.4%</td>
<td>91.3%</td>
</tr>
<tr>
<td>Six Days</td>
<td>162</td>
<td>3.4%</td>
<td>94.7%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>194</td>
<td>4.1%</td>
<td>98.8%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>57</td>
<td>1.2%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,746</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>35</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>254</td>
<td>1.2%</td>
<td>0.0%</td>
<td>54</td>
<td>308</td>
</tr>
<tr>
<td>Occasionally</td>
<td>38</td>
<td>41.0%</td>
<td>4.6%</td>
<td>70</td>
<td>2,136</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>0.3%</td>
<td>46.6%</td>
<td>16</td>
<td>2,159</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0.0%</td>
<td>46.9%</td>
<td>19</td>
<td>4,603</td>
</tr>
</tbody>
</table>

#### Sunday Usage*:

<table>
<thead>
<tr>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>292</td>
</tr>
<tr>
<td>1,955</td>
</tr>
<tr>
<td>2,356</td>
</tr>
</tbody>
</table>

*Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
## Fare Types and Pass Usage

### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>667</td>
<td>14.1%</td>
<td>3.8</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>200</td>
<td>4.2%</td>
<td>2.5</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>3,674</td>
<td>77.7%</td>
<td>4.8</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>111</td>
<td>2.3%</td>
<td>2.6</td>
</tr>
<tr>
<td><strong>Student</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Senior</strong></td>
<td>73</td>
<td>1.5%</td>
<td>2.5</td>
</tr>
<tr>
<td><strong>Disability</strong></td>
<td>38</td>
<td>0.8%</td>
<td>2.8</td>
</tr>
<tr>
<td><strong>No Reduced Fare Selected</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>19</td>
<td>0.4%</td>
<td>7.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>38</td>
<td>0.8%</td>
<td>5.5</td>
</tr>
<tr>
<td>Other</td>
<td>19</td>
<td>0.4%</td>
<td>0.5</td>
</tr>
<tr>
<td><strong>No Fare Payment Type Selected</strong></td>
<td>54</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>All Payment Types</strong></td>
<td>4,727</td>
<td>100.0%</td>
<td>4.5</td>
</tr>
</tbody>
</table>

### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>751</td>
<td>15.9%</td>
<td>4.6</td>
</tr>
<tr>
<td>Zone</td>
<td>2,836</td>
<td>60.0%</td>
<td>4.8</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>32</td>
<td>0.7%</td>
<td>5.5</td>
</tr>
<tr>
<td>Senior</td>
<td>19</td>
<td>0.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Disability</td>
<td>35</td>
<td>0.7%</td>
<td>5.5</td>
</tr>
<tr>
<td><strong>No Pass Selected</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>3,674</td>
<td>77.7%</td>
<td>4.8</td>
</tr>
</tbody>
</table>

### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>156</td>
<td>3.3%</td>
<td>4.1</td>
</tr>
<tr>
<td>1</td>
<td>130</td>
<td>2.7%</td>
<td>4.9</td>
</tr>
<tr>
<td>2</td>
<td>491</td>
<td>10.4%</td>
<td>4.9</td>
</tr>
<tr>
<td>3</td>
<td>547</td>
<td>11.6%</td>
<td>4.7</td>
</tr>
<tr>
<td>4</td>
<td>278</td>
<td>5.9%</td>
<td>5.0</td>
</tr>
<tr>
<td>5</td>
<td>313</td>
<td>6.6%</td>
<td>5.0</td>
</tr>
<tr>
<td>6</td>
<td>436</td>
<td>9.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>7</td>
<td>140</td>
<td>3.0%</td>
<td>4.4</td>
</tr>
<tr>
<td>8</td>
<td>347</td>
<td>7.3%</td>
<td>4.4</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>No Zone Selected</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>2,836</td>
<td>60.0%</td>
<td>4.8</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Usage Rates

**Expanded Results**

<table>
<thead>
<tr>
<th>Number of Days per Week Riders Use the Service:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>85</td>
<td>2.9%</td>
<td>2.9%</td>
</tr>
<tr>
<td>One Day</td>
<td>63</td>
<td>2.2%</td>
<td>5.1%</td>
</tr>
<tr>
<td>Two Days</td>
<td>44</td>
<td>1.5%</td>
<td>6.6%</td>
</tr>
<tr>
<td>Three Days</td>
<td>296</td>
<td>10.1%</td>
<td>16.7%</td>
</tr>
<tr>
<td>Four Days</td>
<td>296</td>
<td>10.1%</td>
<td>26.8%</td>
</tr>
<tr>
<td>Five Days</td>
<td>1,376</td>
<td>47.0%</td>
<td>73.8%</td>
</tr>
<tr>
<td>Six Days</td>
<td>318</td>
<td>10.9%</td>
<td>84.7%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>449</td>
<td>15.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,927</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><em>Weekend Usage:</em></th>
<th>Sunday Usage*</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Saturday Usage</strong>*</td>
<td>Regularly</td>
<td>Occasionally</td>
</tr>
<tr>
<td>Regularly</td>
<td>575</td>
<td>127</td>
</tr>
<tr>
<td>Occasionally</td>
<td>4.6%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Not at all</td>
<td>0.0%</td>
<td>148</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>22</td>
</tr>
<tr>
<td><strong>Sunday Total</strong></td>
<td>575</td>
<td>1,582</td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
## Fare Types and Pass Usage

### Expanded Results

#### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>745</td>
<td>25.8%</td>
<td>4.2</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>192</td>
<td>6.7%</td>
<td>6.3</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>1,799</td>
<td>62.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>22</td>
<td>0.8%</td>
<td>6.0</td>
</tr>
<tr>
<td>- Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>- Senior</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>- Disability</td>
<td>22</td>
<td>0.8%</td>
<td>6.0</td>
</tr>
<tr>
<td>- No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>127</td>
<td>4.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>44</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>2,884</td>
<td>100.0%</td>
<td>4.9</td>
</tr>
</tbody>
</table>

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>1,089</td>
<td>37.8%</td>
<td>5.2</td>
</tr>
<tr>
<td>Zone</td>
<td>43</td>
<td>1.5%</td>
<td>4.5</td>
</tr>
<tr>
<td>Boat</td>
<td>87</td>
<td>3.0%</td>
<td>5.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>515</td>
<td>17.9%</td>
<td>5.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Disability</td>
<td>63</td>
<td>2.2%</td>
<td>3.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>1,799</td>
<td>62.4%</td>
<td>5.0</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>43</td>
<td>1.5%</td>
<td>4.5</td>
</tr>
<tr>
<td>1</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>43</td>
<td>1.5%</td>
<td>4.5</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09

**Rapid Transit Survey**

### Usage Rates

**GREEN LINE-SUBWAY**

**Expanded Results**

**Entry Station: Government Center**

#### Number of Days per Week Riders Use the Service:

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>551</td>
<td>18.4%</td>
<td>18.4%</td>
</tr>
<tr>
<td>One Day</td>
<td>296</td>
<td>9.9%</td>
<td>28.2%</td>
</tr>
<tr>
<td>Two Days</td>
<td>200</td>
<td>6.7%</td>
<td>34.9%</td>
</tr>
<tr>
<td>Three Days</td>
<td>195</td>
<td>6.5%</td>
<td>41.4%</td>
</tr>
<tr>
<td>Four Days</td>
<td>300</td>
<td>10.0%</td>
<td>51.4%</td>
</tr>
<tr>
<td>Five Days</td>
<td>963</td>
<td>32.1%</td>
<td>83.5%</td>
</tr>
<tr>
<td>Six Days</td>
<td>223</td>
<td>7.4%</td>
<td>90.9%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>241</td>
<td>8.0%</td>
<td>98.9%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>32</td>
<td>1.1%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,001</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>96</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>300</td>
<td>10.3%</td>
<td>32</td>
<td>1.1%</td>
<td>364 12.5%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>32</td>
<td>1.1%</td>
<td>1,457</td>
<td>49.9%</td>
<td>1,620 55.5%</td>
</tr>
<tr>
<td>Not at all</td>
<td>32</td>
<td>1.1%</td>
<td>9</td>
<td>0.3%</td>
<td>397 13.1%</td>
</tr>
<tr>
<td>No Answer</td>
<td>32</td>
<td>1.1%</td>
<td>0</td>
<td>0.3%</td>
<td>64 2.1%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sunday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday Total</td>
<td>364</td>
<td>1,498</td>
<td>1,060</td>
<td>2,922 *</td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
Fare Types and Pass Usage

### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>1,130</td>
<td>36.5%</td>
<td>2.6</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>200</td>
<td>6.5%</td>
<td>2.6</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>1,432</td>
<td>46.2%</td>
<td>4.7</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>241</td>
<td>7.8%</td>
<td>1.4</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>241</td>
<td>7.8%</td>
<td>1.4</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>32</td>
<td>1.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>64</td>
<td>2.1%</td>
<td>6.0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>All Payment Types</td>
<td>3,099</td>
<td>100.0%</td>
<td>3.6</td>
</tr>
</tbody>
</table>

### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>996</td>
<td>32.1%</td>
<td>5.0</td>
</tr>
<tr>
<td>Zone</td>
<td>236</td>
<td>7.6%</td>
<td>3.6</td>
</tr>
<tr>
<td>Boat</td>
<td>59</td>
<td>1.9%</td>
<td>5.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>73</td>
<td>2.3%</td>
<td>3.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>68</td>
<td>2.2%</td>
<td>4.9</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>1,432</td>
<td>46.2%</td>
<td>4.7</td>
</tr>
</tbody>
</table>

### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>41</td>
<td>1.3%</td>
<td>5.0</td>
</tr>
<tr>
<td>1</td>
<td>82</td>
<td>2.6%</td>
<td>3.4</td>
</tr>
<tr>
<td>2</td>
<td>64</td>
<td>2.1%</td>
<td>2.8</td>
</tr>
<tr>
<td>3</td>
<td>32</td>
<td>1.0%</td>
<td>4.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>9</td>
<td>0.3%</td>
<td>4.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>9</td>
<td>0.3%</td>
<td>4.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>236</td>
<td>7.6%</td>
<td>3.6</td>
</tr>
</tbody>
</table>


## Usage Rates

### Expanded Results

<table>
<thead>
<tr>
<th>Number of Days per Week Riders Use the Service:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>441</td>
<td>10.5%</td>
<td>10.5%</td>
</tr>
<tr>
<td>One Day</td>
<td>283</td>
<td>6.8%</td>
<td>17.3%</td>
</tr>
<tr>
<td>Two Days</td>
<td>242</td>
<td>5.8%</td>
<td>23.0%</td>
</tr>
<tr>
<td>Three Days</td>
<td>557</td>
<td>13.3%</td>
<td>36.3%</td>
</tr>
<tr>
<td>Four Days</td>
<td>189</td>
<td>4.5%</td>
<td>40.8%</td>
</tr>
<tr>
<td>Five Days</td>
<td>1,304</td>
<td>31.1%</td>
<td>71.9%</td>
</tr>
<tr>
<td>Six Days</td>
<td>390</td>
<td>9.3%</td>
<td>81.2%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>442</td>
<td>10.5%</td>
<td>91.7%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>346</td>
<td>8.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,194</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>31</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Weekend Usage:

#### Saturday Usage*:

<table>
<thead>
<tr>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>516</td>
<td>315</td>
<td>21</td>
<td>63</td>
<td>852</td>
</tr>
</tbody>
</table>

#### Sunday Usage*:

<table>
<thead>
<tr>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Sunday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>63</td>
<td>767</td>
<td>31</td>
<td>830</td>
</tr>
</tbody>
</table>

#### No Answer:

<table>
<thead>
<tr>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Sunday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>31</td>
<td>0</td>
<td>157</td>
<td></td>
</tr>
</tbody>
</table>

#### Saturday Total:

- **569**
- **2,396**
- **914**

#### Sunday Total:

- **61.8%**
- **23.6%**
- **3,879**

---

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
## Fare Types and Pass Usage

### Expanded Results

**Usage Rates by Fare Type:**

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>1,156</td>
<td>27.6%</td>
<td>2.9</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>147</td>
<td>3.5%</td>
<td>4.8</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>2,124</td>
<td>50.6%</td>
<td>4.5</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>378</td>
<td>9.0%</td>
<td>1.5</td>
</tr>
<tr>
<td><strong>Student</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Senior</strong></td>
<td>346</td>
<td>8.3%</td>
<td>1.6</td>
</tr>
<tr>
<td><strong>Disability</strong></td>
<td>31</td>
<td>0.8%</td>
<td>0.5</td>
</tr>
<tr>
<td><strong>No Reduced Fare Selected</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>389</td>
<td>9.3%</td>
<td>6.2</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>No Fare Payment Type Selected</strong></td>
<td>31</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>All Payment Types</strong></td>
<td>4,194</td>
<td>100.0%</td>
<td>4.0</td>
</tr>
</tbody>
</table>

**Monthly Pass Users by Type of Pass:**

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>1,840</td>
<td>43.9%</td>
<td>4.6</td>
</tr>
<tr>
<td>Zone</td>
<td>94</td>
<td>2.3%</td>
<td>3.0</td>
</tr>
<tr>
<td>Boat</td>
<td>31</td>
<td>0.8%</td>
<td>5.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>63</td>
<td>1.5%</td>
<td>2.8</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>63</td>
<td>1.5%</td>
<td>5.0</td>
</tr>
<tr>
<td>Disability</td>
<td>31</td>
<td>0.8%</td>
<td>7.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>2,124</td>
<td>50.6%</td>
<td>4.5</td>
</tr>
</tbody>
</table>

**Zones Reported by Users of Zone Passes:**

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders Responding to Fare Question</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>63</td>
<td>1.5%</td>
<td>3.5</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>31</td>
<td>0.8%</td>
<td>2.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>94</td>
<td>2.3%</td>
<td>3.0</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09

### Usage Rates

Expanded Results

**Number of Days per Week Riders Use the Service:**

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>309</td>
<td>11.4%</td>
<td>11.4%</td>
</tr>
<tr>
<td>One Day</td>
<td>132</td>
<td>4.9%</td>
<td>16.3%</td>
</tr>
<tr>
<td>Two Days</td>
<td>177</td>
<td>6.5%</td>
<td>22.8%</td>
</tr>
<tr>
<td>Three Days</td>
<td>148</td>
<td>5.5%</td>
<td>28.3%</td>
</tr>
<tr>
<td>Four Days</td>
<td>274</td>
<td>10.1%</td>
<td>38.4%</td>
</tr>
<tr>
<td>Five Days</td>
<td>797</td>
<td>29.4%</td>
<td>67.9%</td>
</tr>
<tr>
<td>Six Days</td>
<td>236</td>
<td>8.7%</td>
<td>76.6%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>546</td>
<td>20.2%</td>
<td>96.7%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>88</td>
<td>3.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,707</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Weekend Usage:**

<table>
<thead>
<tr>
<th>Day</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday</td>
<td>701</td>
<td>110</td>
<td>0</td>
<td>59</td>
</tr>
<tr>
<td>Regularly</td>
<td>28.3%</td>
<td>4.5%</td>
<td>0.0%</td>
<td>59%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>44</td>
<td>1,048</td>
<td>88</td>
<td>88</td>
</tr>
<tr>
<td>Not at all</td>
<td>0.9%</td>
<td>2.7%</td>
<td>15.8%</td>
<td>22</td>
</tr>
<tr>
<td>No Answer</td>
<td>22</td>
<td>0</td>
<td>22</td>
<td>22</td>
</tr>
<tr>
<td>Sunday Total</td>
<td>767</td>
<td>1,225</td>
<td>480</td>
<td>2,472</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Day</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday</td>
<td>701</td>
<td>110</td>
<td>0</td>
<td>59</td>
</tr>
<tr>
<td>Regularly</td>
<td>28.3%</td>
<td>4.5%</td>
<td>0.0%</td>
<td>59%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>44</td>
<td>1,048</td>
<td>88</td>
<td>88</td>
</tr>
<tr>
<td>Not at all</td>
<td>0.9%</td>
<td>2.7%</td>
<td>15.8%</td>
<td>22</td>
</tr>
<tr>
<td>No Answer</td>
<td>22</td>
<td>0</td>
<td>22</td>
<td>22</td>
</tr>
<tr>
<td>Sunday Total</td>
<td>767</td>
<td>1,225</td>
<td>480</td>
<td>2,472</td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
## Fare Types and Pass Usage

### Expanded Results

#### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>597</td>
<td>24.6%</td>
<td>3.5</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>103</td>
<td>4.3%</td>
<td>3.8</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>1,417</td>
<td>58.4%</td>
<td>4.9</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>88</td>
<td>3.6%</td>
<td>3.0</td>
</tr>
<tr>
<td>- Student</td>
<td>22</td>
<td>0.9%</td>
<td>2.0</td>
</tr>
<tr>
<td>- Senior</td>
<td>44</td>
<td>1.8%</td>
<td>4.0</td>
</tr>
<tr>
<td>- Disability</td>
<td>22</td>
<td>0.9%</td>
<td>2.0</td>
</tr>
<tr>
<td>- No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>178</td>
<td>7.3%</td>
<td>4.5</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.9%</td>
<td>7.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>22</td>
<td>1.8%</td>
<td>1.5</td>
</tr>
<tr>
<td>All Payment Types</td>
<td>2,428</td>
<td>100.0%</td>
<td>4.4</td>
</tr>
</tbody>
</table>

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>1,077</td>
<td>44.4%</td>
<td>5.2</td>
</tr>
<tr>
<td>Zone</td>
<td>170</td>
<td>7.0%</td>
<td>3.7</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>22</td>
<td>0.9%</td>
<td>0.5</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>22</td>
<td>0.9%</td>
<td>6.0</td>
</tr>
<tr>
<td>Student</td>
<td>22</td>
<td>0.9%</td>
<td>6.0</td>
</tr>
<tr>
<td>Senior</td>
<td>22</td>
<td>0.9%</td>
<td>0.5</td>
</tr>
<tr>
<td>Disability</td>
<td>44</td>
<td>1.8%</td>
<td>5.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>37</td>
<td>1.5%</td>
<td>5.8</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>1,417</td>
<td>58.4%</td>
<td>4.9</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>44</td>
<td>1.8%</td>
<td>6.0</td>
</tr>
<tr>
<td>1</td>
<td>22</td>
<td>0.9%</td>
<td>5.0</td>
</tr>
<tr>
<td>2</td>
<td>59</td>
<td>2.4%</td>
<td>2.2</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>22</td>
<td>0.9%</td>
<td>0.5</td>
</tr>
<tr>
<td>8</td>
<td>22</td>
<td>0.9%</td>
<td>5.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>170</td>
<td>7.0%</td>
<td>3.7</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09

#### Rapid Transit Survey

**Usage Rates**  
Expanded Results

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>316</td>
<td>13.7%</td>
<td>13.7%</td>
</tr>
<tr>
<td>One Day</td>
<td>109</td>
<td>4.7%</td>
<td>18.5%</td>
</tr>
<tr>
<td>Two Days</td>
<td>228</td>
<td>9.9%</td>
<td>28.4%</td>
</tr>
<tr>
<td>Three Days</td>
<td>185</td>
<td>8.0%</td>
<td>36.4%</td>
</tr>
<tr>
<td>Four Days</td>
<td>208</td>
<td>9.0%</td>
<td>45.4%</td>
</tr>
<tr>
<td>Five Days</td>
<td>885</td>
<td>38.5%</td>
<td>83.9%</td>
</tr>
<tr>
<td>Six Days</td>
<td>134</td>
<td>5.8%</td>
<td>89.7%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>180</td>
<td>7.8%</td>
<td>97.6%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>56</td>
<td>2.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,301</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Weekend Usage:**

#### GREEN LINE-SUBWAY

Entry Station: Arlington

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>308</td>
<td>14.3%</td>
<td>3.1%</td>
<td>1.3%</td>
<td>18.7%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>13</td>
<td>0.6%</td>
<td>1,113</td>
<td>95</td>
<td>1.221</td>
</tr>
<tr>
<td>Not at all</td>
<td>13</td>
<td>0.6%</td>
<td>631</td>
<td>21</td>
<td>2,161 *</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>15</td>
<td>0</td>
<td>21</td>
<td></td>
</tr>
</tbody>
</table>

#### Sunday Usage*:

<table>
<thead>
<tr>
<th>Sunday Total</th>
<th>334</th>
<th>1,195</th>
<th>631</th>
<th>2,161</th>
</tr>
</thead>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>603</td>
<td>28.1%</td>
<td>3.0</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>95</td>
<td>4.4%</td>
<td>1.8</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>1,294</td>
<td>60.3%</td>
<td>4.5</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>97</td>
<td>4.5%</td>
<td>2.0</td>
</tr>
<tr>
<td><strong>Student</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Senior</strong></td>
<td>84</td>
<td>3.9%</td>
<td>1.5</td>
</tr>
<tr>
<td><strong>Disability</strong></td>
<td>13</td>
<td>0.6%</td>
<td>5.0</td>
</tr>
<tr>
<td><strong>No Reduced Fare Selected</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>13</td>
<td>0.6%</td>
<td>6.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>43</td>
<td>2.0%</td>
<td>4.6</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>No Fare Payment Type Selected</strong></td>
<td>154</td>
<td>100.0%</td>
<td>3.9</td>
</tr>
</tbody>
</table>

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders Responding to Fare Question</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>1,108</td>
<td>51.6%</td>
<td>4.7</td>
</tr>
<tr>
<td>Zone</td>
<td>105</td>
<td>4.9%</td>
<td>2.9</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Student</strong></td>
<td>15</td>
<td>0.7%</td>
<td>7.0</td>
</tr>
<tr>
<td><strong>Senior</strong></td>
<td>54</td>
<td>2.5%</td>
<td>4.5</td>
</tr>
<tr>
<td><strong>Disability</strong></td>
<td>13</td>
<td>0.7%</td>
<td>4.5</td>
</tr>
<tr>
<td><strong>No Pass Selected</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>1,294</td>
<td>60.3%</td>
<td>4.5</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders Responding to Fare Question</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>15</td>
<td>0.7%</td>
<td>5.0</td>
</tr>
<tr>
<td>1</td>
<td>15</td>
<td>0.7%</td>
<td>3.0</td>
</tr>
<tr>
<td>2</td>
<td>15</td>
<td>0.7%</td>
<td>5.0</td>
</tr>
<tr>
<td>3</td>
<td>15</td>
<td>0.7%</td>
<td>4.0</td>
</tr>
<tr>
<td>4</td>
<td>15</td>
<td>0.7%</td>
<td>2.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>15</td>
<td>0.7%</td>
<td>0.5</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>15</td>
<td>0.7%</td>
<td>0.5</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>No Zone Selected</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>105</td>
<td>4.9%</td>
<td>2.9</td>
</tr>
</tbody>
</table>
# MBTA Surveys: 2008-09

**Rapid Transit Survey**

## Usage Rates

Expanded Results

<table>
<thead>
<tr>
<th>Number of Days per Week Riders Use the Service:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>734</td>
<td>14.2%</td>
<td>14.2%</td>
</tr>
<tr>
<td>One Day</td>
<td>208</td>
<td>4.0%</td>
<td>18.2%</td>
</tr>
<tr>
<td>Two Days</td>
<td>250</td>
<td>4.8%</td>
<td>23.1%</td>
</tr>
<tr>
<td>Three Days</td>
<td>524</td>
<td>10.1%</td>
<td>33.2%</td>
</tr>
<tr>
<td>Four Days</td>
<td>435</td>
<td>8.4%</td>
<td>41.6%</td>
</tr>
<tr>
<td>Five Days</td>
<td>2,132</td>
<td>41.3%</td>
<td>82.9%</td>
</tr>
<tr>
<td>Six Days</td>
<td>237</td>
<td>4.6%</td>
<td>87.5%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>491</td>
<td>9.5%</td>
<td>97.0%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>155</td>
<td>3.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>5,166</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>50</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Weekend Usage:

<table>
<thead>
<tr>
<th></th>
<th>Saturday Usage*</th>
<th>Sunday Usage*</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Regularly</td>
<td>Occasionally</td>
<td>Not at All</td>
</tr>
<tr>
<td>Regularly</td>
<td>417</td>
<td>100</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>8.6%</td>
<td>2.1%</td>
<td>0.3%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>31</td>
<td>2,595</td>
<td>184</td>
</tr>
<tr>
<td></td>
<td>0.6%</td>
<td>53.5%</td>
<td>3.8%</td>
</tr>
<tr>
<td>Not at all</td>
<td>17</td>
<td>48</td>
<td>1,438</td>
</tr>
<tr>
<td></td>
<td>0.3%</td>
<td>1.0%</td>
<td>29.7%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>18</td>
<td>0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Sunday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>465</td>
</tr>
<tr>
<td></td>
<td>9.6%</td>
</tr>
</tbody>
</table>

|                   | 2,743           |
|                   | 56.6%           |

|                   | 1,637           |
|                   | 33.8%           |

|                   | 4,846 *         |

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
## Fare Types and Pass Usage

**Usage Rates by Fare Type:**

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>1,244</td>
<td>23.9%</td>
<td>3.1</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>203</td>
<td>3.9%</td>
<td>3.4</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>3,043</td>
<td>58.5%</td>
<td>4.5</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>535</td>
<td>10.3%</td>
<td>2.6</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>467</td>
<td>9.0%</td>
<td>2.3</td>
</tr>
<tr>
<td>Disability</td>
<td>68</td>
<td>1.3%</td>
<td>6.0</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>175</td>
<td>3.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>16</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>5,201</td>
<td>100.0%</td>
<td>4.0</td>
</tr>
</tbody>
</table>

**Monthly Pass Users by Type of Pass:**

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>1,959</td>
<td>37.7%</td>
<td>4.7</td>
</tr>
<tr>
<td>Zone</td>
<td>931</td>
<td>17.9%</td>
<td>4.2</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>51</td>
<td>1.0%</td>
<td>3.4</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>31</td>
<td>0.6%</td>
<td>3.5</td>
</tr>
<tr>
<td>Senior</td>
<td>36</td>
<td>0.7%</td>
<td>6.0</td>
</tr>
<tr>
<td>Disability</td>
<td>35</td>
<td>0.7%</td>
<td>4.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>3,043</td>
<td>58.5%</td>
<td>4.5</td>
</tr>
</tbody>
</table>

**Zones Reported by Users of Zone Passes:**

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>33</td>
<td>0.6%</td>
<td>5.0</td>
</tr>
<tr>
<td>1</td>
<td>69</td>
<td>1.3%</td>
<td>3.6</td>
</tr>
<tr>
<td>2</td>
<td>136</td>
<td>2.6%</td>
<td>2.5</td>
</tr>
<tr>
<td>3</td>
<td>65</td>
<td>1.2%</td>
<td>3.8</td>
</tr>
<tr>
<td>4</td>
<td>162</td>
<td>3.1%</td>
<td>5.0</td>
</tr>
<tr>
<td>5</td>
<td>16</td>
<td>0.3%</td>
<td>5.0</td>
</tr>
<tr>
<td>6</td>
<td>129</td>
<td>2.5%</td>
<td>4.9</td>
</tr>
<tr>
<td>7</td>
<td>158</td>
<td>3.0%</td>
<td>4.0</td>
</tr>
<tr>
<td>8</td>
<td>130</td>
<td>2.5%</td>
<td>4.8</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>33</td>
<td>0.6%</td>
<td>4.5</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>931</td>
<td>17.9%</td>
<td>4.2</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

#### Usage Rates

**Expanded Results**

<table>
<thead>
<tr>
<th>Number of Days per Week Riders Use the Service:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>306</td>
<td>8.7%</td>
<td>8.7%</td>
</tr>
<tr>
<td>One Day</td>
<td>181</td>
<td>5.1%</td>
<td>13.8%</td>
</tr>
<tr>
<td>Two Days</td>
<td>181</td>
<td>5.1%</td>
<td>18.9%</td>
</tr>
<tr>
<td>Three Days</td>
<td>304</td>
<td>8.6%</td>
<td>27.5%</td>
</tr>
<tr>
<td>Four Days</td>
<td>274</td>
<td>7.8%</td>
<td>35.3%</td>
</tr>
<tr>
<td>Five Days</td>
<td>1,426</td>
<td>40.4%</td>
<td>75.7%</td>
</tr>
<tr>
<td>Six Days</td>
<td>333</td>
<td>9.4%</td>
<td>85.1%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>390</td>
<td>11.0%</td>
<td>96.1%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>137</td>
<td>3.9%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,532</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>13</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>483</td>
<td>2.7%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>570</td>
</tr>
<tr>
<td>Occasionally</td>
<td>0</td>
<td>2,016</td>
<td>158</td>
<td>105</td>
<td>2,174</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>0</td>
<td>471</td>
<td>65</td>
<td>471</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>22</td>
<td>0</td>
<td>137</td>
<td>14.7%</td>
</tr>
<tr>
<td>Sunday Total</td>
<td>483</td>
<td>2,104</td>
<td>629</td>
<td></td>
<td>3,215</td>
</tr>
</tbody>
</table>

* 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

**Expanded Results**

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>1,017</td>
<td>28.7%</td>
<td>3.5</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>167</td>
<td>4.7%</td>
<td>3.2</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>1,968</td>
<td>55.5%</td>
<td>4.8</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>237</td>
<td>6.7%</td>
<td>3.3</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>180</td>
<td>5.1%</td>
<td>3.2</td>
</tr>
<tr>
<td>Disability</td>
<td>57</td>
<td>1.6%</td>
<td>3.6</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>154</td>
<td>4.4%</td>
<td>4.7</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>3,545</td>
<td>100.0%</td>
<td>4.3</td>
</tr>
</tbody>
</table>

### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>1,806</td>
<td>50.9%</td>
<td>5.0</td>
</tr>
<tr>
<td>Zone</td>
<td>97</td>
<td>2.7%</td>
<td>2.4</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>18</td>
<td>0.5%</td>
<td>5.0</td>
</tr>
<tr>
<td>Senior</td>
<td>30</td>
<td>0.9%</td>
<td>6.2</td>
</tr>
<tr>
<td>Disability</td>
<td>18</td>
<td>0.5%</td>
<td>3.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>1,968</td>
<td>55.5%</td>
<td>4.8</td>
</tr>
</tbody>
</table>

### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders Responding to Fare Question</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>45</td>
<td>1.3%</td>
<td>3.0</td>
</tr>
<tr>
<td>1</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>22</td>
<td>0.6%</td>
<td>1.0</td>
</tr>
<tr>
<td>3</td>
<td>13</td>
<td>0.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>18</td>
<td>0.5%</td>
<td>1.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>97</td>
<td>2.7%</td>
<td>2.4</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09
Rapid Transit Survey

#### Usage Rates
Expanded Results

<table>
<thead>
<tr>
<th>Number of Days per Week Riders Use the Service:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>315</td>
<td>8.7%</td>
<td>8.7%</td>
</tr>
<tr>
<td>One Day</td>
<td>253</td>
<td>7.0%</td>
<td>15.8%</td>
</tr>
<tr>
<td>Two Days</td>
<td>165</td>
<td>4.6%</td>
<td>20.3%</td>
</tr>
<tr>
<td>Three Days</td>
<td>253</td>
<td>7.0%</td>
<td>27.3%</td>
</tr>
<tr>
<td>Four Days</td>
<td>359</td>
<td>10.0%</td>
<td>37.3%</td>
</tr>
<tr>
<td>Five Days</td>
<td>1,255</td>
<td>34.8%</td>
<td>72.1%</td>
</tr>
<tr>
<td>Six Days</td>
<td>413</td>
<td>11.5%</td>
<td>83.6%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>479</td>
<td>13.3%</td>
<td>96.8%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>114</td>
<td>3.2%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,606</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>652</td>
<td>69</td>
<td>0</td>
<td>0</td>
<td>721</td>
</tr>
<tr>
<td>Occasional</td>
<td>11</td>
<td>1,761</td>
<td>84</td>
<td>165</td>
<td>1,856</td>
</tr>
<tr>
<td>Not all</td>
<td>0</td>
<td>37</td>
<td>637</td>
<td>26</td>
<td>674</td>
</tr>
<tr>
<td>No Answer</td>
<td>11</td>
<td>26</td>
<td>26</td>
<td>103</td>
<td>20.7%</td>
</tr>
</tbody>
</table>

#### Sunday Usage*:

<table>
<thead>
<tr>
<th>Sunday Total</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>662</td>
<td>1,867</td>
<td>721</td>
<td></td>
<td></td>
<td>3,251</td>
</tr>
</tbody>
</table>

* 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

**Expanded Results**

**Usage Rates by Fare Type:**

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>963</td>
<td>26.7%</td>
<td>3.7</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>139</td>
<td>3.9%</td>
<td>1.9</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>2,060</td>
<td>57.1%</td>
<td>4.8</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>238</td>
<td>6.6%</td>
<td>3.4</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>176</td>
<td>4.9%</td>
<td>3.8</td>
</tr>
<tr>
<td>Disability</td>
<td>62</td>
<td>1.7%</td>
<td>2.5</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>205</td>
<td>5.7%</td>
<td>4.9</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>3,606</td>
<td>100.0%</td>
<td>4.3</td>
</tr>
</tbody>
</table>

**Monthly Pass Users by Type of Pass:**

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>1,804</td>
<td>50.0%</td>
<td>5.0</td>
</tr>
<tr>
<td>Zone</td>
<td>172</td>
<td>4.8%</td>
<td>3.3</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>48</td>
<td>1.3%</td>
<td>2.1</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>11</td>
<td>0.3%</td>
<td>5.0</td>
</tr>
<tr>
<td>Disability</td>
<td>26</td>
<td>0.7%</td>
<td>7.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>2,060</td>
<td>57.1%</td>
<td>4.8</td>
</tr>
</tbody>
</table>

**Zones Reported by Users of Zone Passes:**

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>26</td>
<td>0.7%</td>
<td>4.0</td>
</tr>
<tr>
<td>1</td>
<td>11</td>
<td>0.3%</td>
<td>7.0</td>
</tr>
<tr>
<td>2</td>
<td>26</td>
<td>0.7%</td>
<td>2.0</td>
</tr>
<tr>
<td>3</td>
<td>37</td>
<td>1.0%</td>
<td>3.3</td>
</tr>
<tr>
<td>4</td>
<td>37</td>
<td>1.0%</td>
<td>0.5</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>37</td>
<td>1.0%</td>
<td>5.6</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>172</td>
<td>4.8%</td>
<td>3.3</td>
</tr>
</tbody>
</table>
### Usage Rates

**GBTA Surveys: 2008-09**

*Rapid Transit Survey*

#### Number of Days per Week Riders Use the Service:

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>37</td>
<td>3.4%</td>
<td>3.4%</td>
</tr>
<tr>
<td>One Day</td>
<td>84</td>
<td>7.9%</td>
<td>11.3%</td>
</tr>
<tr>
<td>Two Days</td>
<td>73</td>
<td>6.9%</td>
<td>18.2%</td>
</tr>
<tr>
<td>Three Days</td>
<td>121</td>
<td>11.3%</td>
<td>29.5%</td>
</tr>
<tr>
<td>Four Days</td>
<td>37</td>
<td>3.4%</td>
<td>32.9%</td>
</tr>
<tr>
<td>Five Days</td>
<td>510</td>
<td>47.9%</td>
<td>80.8%</td>
</tr>
<tr>
<td>Six Days</td>
<td>47</td>
<td>4.4%</td>
<td>85.2%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>84</td>
<td>7.9%</td>
<td>93.1%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>73</td>
<td>6.9%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,066</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>116</td>
<td>11</td>
<td>0</td>
<td>0</td>
<td>127</td>
</tr>
<tr>
<td>Occasional</td>
<td>0</td>
<td>598</td>
<td>11</td>
<td>0</td>
<td>609</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>0</td>
<td>293</td>
<td>0</td>
<td>293</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0</td>
<td>37</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Sunday Usage*:

| Sunday Total    | 116       | 609          | 304        | 11.3%     | 59.2%         | 29.5%          | 1,029         |

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
### Fare Types and Pass Usage

#### Expanded Results

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>263</td>
<td>24.9%</td>
<td>2.4</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>220</td>
<td>20.8%</td>
<td>4.6</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>488</td>
<td>46.3%</td>
<td>5.1</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>47</td>
<td>4.5%</td>
<td>1.9</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>47</td>
<td>4.5%</td>
<td>1.9</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>37</td>
<td>3.5%</td>
<td>5.0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>1,055</td>
<td>100.0%</td>
<td>4.2</td>
</tr>
</tbody>
</table>

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>452</td>
<td>42.8%</td>
<td>4.9</td>
</tr>
<tr>
<td>Zone</td>
<td>37</td>
<td>3.5%</td>
<td>7.0</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>488</td>
<td>46.3%</td>
<td>5.1</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>37</td>
<td>3.5%</td>
<td>7.0</td>
</tr>
<tr>
<td>1</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>37</td>
<td>3.5%</td>
<td>7.0</td>
</tr>
</tbody>
</table>
# MBTA Surveys: 2008-09

**Rapid Transit Survey**

## Usage Rates

**Expanded Results**

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>72</td>
<td>7.4%</td>
<td>7.4%</td>
</tr>
<tr>
<td>One Day</td>
<td>45</td>
<td>4.6%</td>
<td>11.9%</td>
</tr>
<tr>
<td>Two Days</td>
<td>55</td>
<td>5.6%</td>
<td>17.6%</td>
</tr>
<tr>
<td>Three Days</td>
<td>45</td>
<td>4.6%</td>
<td>22.1%</td>
</tr>
<tr>
<td>Four Days</td>
<td>28</td>
<td>2.8%</td>
<td>25.0%</td>
</tr>
<tr>
<td>Five Days</td>
<td>319</td>
<td>32.5%</td>
<td>57.5%</td>
</tr>
<tr>
<td>Six Days</td>
<td>234</td>
<td>23.9%</td>
<td>81.3%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>156</td>
<td>15.8%</td>
<td>97.2%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>28</td>
<td>2.8%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>982</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>328</td>
<td>34</td>
<td>0</td>
<td>0</td>
<td>362</td>
</tr>
<tr>
<td></td>
<td>37.2%</td>
<td>3.9%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>41.1%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>17</td>
<td>386</td>
<td>17</td>
<td>45</td>
<td>420</td>
</tr>
<tr>
<td></td>
<td>1.9%</td>
<td>43.7%</td>
<td>1.9%</td>
<td>11.4%</td>
<td>47.6%</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>0</td>
<td>100</td>
<td>28</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>0.0%</td>
<td>11.4%</td>
<td>11.4%</td>
<td></td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>28</td>
<td></td>
</tr>
</tbody>
</table>

### Sunday Usage*

<table>
<thead>
<tr>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>345</td>
<td>420</td>
<td>117</td>
<td></td>
<td>882</td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
### Fare Types and Pass Usage

#### Expanded Results

**Usage Rates by Fare Type:**

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>262</td>
<td>26.7%</td>
<td>3.1</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>45</td>
<td>4.6%</td>
<td>3.9</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>531</td>
<td>54.0%</td>
<td>5.8</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>83</td>
<td>8.5%</td>
<td>3.5</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>55</td>
<td>5.6%</td>
<td>1.8</td>
</tr>
<tr>
<td>Disability</td>
<td>28</td>
<td>2.8%</td>
<td>7.0</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>62</td>
<td>6.3%</td>
<td>6.0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>All Payment Types</td>
<td>983</td>
<td>100.0%</td>
<td>4.7</td>
</tr>
</tbody>
</table>

**Monthly Pass Users by Type of Pass:**

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>447</td>
<td>45.5%</td>
<td>5.6</td>
</tr>
<tr>
<td>Zone</td>
<td>28</td>
<td>2.8%</td>
<td>7.0</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>55</td>
<td>5.6%</td>
<td>6.0</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>531</td>
<td>54.0%</td>
<td>5.8</td>
</tr>
</tbody>
</table>

**Zones Reported by Users of Zone Passes:**

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>28</td>
<td>2.8%</td>
<td>7.0</td>
</tr>
<tr>
<td>1</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>28</td>
<td>2.8%</td>
<td>7.0</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Usage Rates

#### Number of Days per Week Riders Use the Service:

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>138</td>
<td>6.2%</td>
<td>6.2%</td>
</tr>
<tr>
<td>One Day</td>
<td>92</td>
<td>4.2%</td>
<td>10.4%</td>
</tr>
<tr>
<td>Two Days</td>
<td>152</td>
<td>6.9%</td>
<td>17.3%</td>
</tr>
<tr>
<td>Three Days</td>
<td>184</td>
<td>8.3%</td>
<td>25.6%</td>
</tr>
<tr>
<td>Four Days</td>
<td>313</td>
<td>14.1%</td>
<td>39.7%</td>
</tr>
<tr>
<td>Five Days</td>
<td>663</td>
<td>30.0%</td>
<td>69.6%</td>
</tr>
<tr>
<td>Six Days</td>
<td>83</td>
<td>3.8%</td>
<td>73.4%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>542</td>
<td>24.5%</td>
<td>97.9%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>46</td>
<td>2.1%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,213</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>519</td>
<td>69</td>
<td>0</td>
<td>23</td>
<td>588</td>
</tr>
<tr>
<td>Occasionally</td>
<td>0</td>
<td>1,159</td>
<td>69</td>
<td>46</td>
<td>1,228</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>14</td>
<td>221</td>
<td>23</td>
<td>235</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>46</td>
<td>0</td>
<td>23</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sunday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Sunday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>519</td>
<td>1,242</td>
<td>290</td>
<td>0</td>
<td>2,051</td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
**Fare Types and Pass Usage**

**Expanded Results**

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>602</td>
<td>27.2%</td>
<td>3.5</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>46</td>
<td>2.1%</td>
<td>4.5</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>1,420</td>
<td>64.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>46</td>
<td>2.1%</td>
<td>2.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>75</td>
<td>3.4%</td>
<td>6.4</td>
</tr>
<tr>
<td>Other</td>
<td>23</td>
<td>1.0%</td>
<td>4.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>2,212</td>
<td>100.0%</td>
<td>4.6</td>
</tr>
</tbody>
</table>

**Monthly Pass Users by Type of Pass:**

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>993</td>
<td>44.9%</td>
<td>4.8</td>
</tr>
<tr>
<td>Zone</td>
<td>359</td>
<td>16.2%</td>
<td>5.6</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>46</td>
<td>2.1%</td>
<td>4.0</td>
</tr>
<tr>
<td>Senior</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Disability</td>
<td>23</td>
<td>1.0%</td>
<td>5.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>1,420</td>
<td>64.2%</td>
<td>5.0</td>
</tr>
</tbody>
</table>

**Zones Reported by Users of Zone Passes:**

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>275</td>
<td>12.5%</td>
<td>5.4</td>
</tr>
<tr>
<td>1</td>
<td>37</td>
<td>1.7%</td>
<td>6.2</td>
</tr>
<tr>
<td>2</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>23</td>
<td>1.0%</td>
<td>5.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>23</td>
<td>1.0%</td>
<td>7.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>359</td>
<td>16.2%</td>
<td>5.6</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09

### Rapid Transit Survey

### Usage Rates

**GREEN LINE-B**

Entry Stop: BU West to Babcock

#### Number of Days per Week Riders Use the Service:

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>88</td>
<td>4.2%</td>
<td>4.2%</td>
</tr>
<tr>
<td>One Day</td>
<td>46</td>
<td>2.2%</td>
<td>6.4%</td>
</tr>
<tr>
<td>Two Days</td>
<td>154</td>
<td>7.3%</td>
<td>13.6%</td>
</tr>
<tr>
<td>Three Days</td>
<td>207</td>
<td>9.9%</td>
<td>23.2%</td>
</tr>
<tr>
<td>Four Days</td>
<td>196</td>
<td>9.3%</td>
<td>32.3%</td>
</tr>
<tr>
<td>Five Days</td>
<td>518</td>
<td>24.6%</td>
<td>76.9%</td>
</tr>
<tr>
<td>Six Days</td>
<td>268</td>
<td>12.7%</td>
<td>89.6%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>603</td>
<td>28.6%</td>
<td>98.8%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>25</td>
<td>1.2%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,105</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>32</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

<table>
<thead>
<tr>
<th></th>
<th>Saturday Usage*</th>
<th>Sunday Usage*</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Regularly</td>
<td>Occasionally</td>
<td>Not at All</td>
</tr>
<tr>
<td>Regularly</td>
<td>608</td>
<td>90</td>
<td>44</td>
</tr>
<tr>
<td></td>
<td>29.4%</td>
<td>4.4%</td>
<td>2.1%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>8</td>
<td>896</td>
<td>128</td>
</tr>
<tr>
<td></td>
<td>0.4%</td>
<td>43.4%</td>
<td>6.2%</td>
</tr>
<tr>
<td>Not at all</td>
<td>16</td>
<td>16</td>
<td>259</td>
</tr>
<tr>
<td></td>
<td>0.8%</td>
<td>0.8%</td>
<td>12.5%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>16</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sunday Total</td>
<td>632</td>
<td>1,002</td>
<td>431</td>
</tr>
<tr>
<td></td>
<td>30.6%</td>
<td>48.5%</td>
<td>20.9%</td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
### Fare Types and Pass Usage

#### Expanded Results

**Usage Rates by Fare Type:**

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>584</td>
<td>27.3%</td>
<td>3.8</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>41</td>
<td>1.9%</td>
<td>3.2</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>1,271</td>
<td>59.5%</td>
<td>5.8</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>46</td>
<td>2.2%</td>
<td>3.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>123</td>
<td>5.7%</td>
<td>2.9</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>107</td>
<td>5.0%</td>
<td>2.6</td>
</tr>
<tr>
<td>Disability</td>
<td>16</td>
<td>0.8%</td>
<td>5.0</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>56</td>
<td>2.6%</td>
<td>4.2</td>
</tr>
<tr>
<td>Other</td>
<td>16</td>
<td>0.8%</td>
<td>4.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>2,138</td>
<td>100.0%</td>
<td>4.9</td>
</tr>
</tbody>
</table>

**Monthly Pass Users by Type of Pass:**

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>864</td>
<td>40.4%</td>
<td>5.7</td>
</tr>
<tr>
<td>Zone</td>
<td>338</td>
<td>15.8%</td>
<td>5.8</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>25</td>
<td>1.2%</td>
<td>5.7</td>
</tr>
<tr>
<td>Senior</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Disability</td>
<td>44</td>
<td>2.1%</td>
<td>6.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>1,271</td>
<td>59.5%</td>
<td>5.8</td>
</tr>
</tbody>
</table>

**Zones Reported by Users of Zone Passes:**

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>285</td>
<td>13.4%</td>
<td>6.2</td>
</tr>
<tr>
<td>1</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>3</td>
<td>21</td>
<td>1.0%</td>
<td>2.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>23</td>
<td>1.1%</td>
<td>5.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>8</td>
<td>0.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>338</td>
<td>15.8%</td>
<td>5.8</td>
</tr>
</tbody>
</table>
## Usage Rates
### Entry Stop: Packards Corner to Harvard Ave.

#### Number of Days per Week Riders Use the Service:

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>104</td>
<td>2.9%</td>
<td>2.9%</td>
</tr>
<tr>
<td>One Day</td>
<td>51</td>
<td>1.4%</td>
<td>4.4%</td>
</tr>
<tr>
<td>Two Days</td>
<td>79</td>
<td>2.2%</td>
<td>6.5%</td>
</tr>
<tr>
<td>Three Days</td>
<td>212</td>
<td>5.9%</td>
<td>12.5%</td>
</tr>
<tr>
<td>Four Days</td>
<td>169</td>
<td>4.7%</td>
<td>17.2%</td>
</tr>
<tr>
<td>Five Days</td>
<td>1,154</td>
<td>32.3%</td>
<td>49.4%</td>
</tr>
<tr>
<td>Six Days</td>
<td>728</td>
<td>20.4%</td>
<td>69.8%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>1,054</td>
<td>29.4%</td>
<td>99.2%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>27</td>
<td>0.8%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,578</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>41</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

**Saturday Usage**

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>954</td>
<td>342</td>
<td>0</td>
<td>41</td>
<td>1,295</td>
</tr>
<tr>
<td>Occasional</td>
<td>74</td>
<td>1,588</td>
<td>56</td>
<td>145</td>
<td>1,718</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>29</td>
<td>298</td>
<td>15</td>
<td>327</td>
</tr>
<tr>
<td>No Answer</td>
<td>21</td>
<td>23</td>
<td>0</td>
<td>33</td>
<td></td>
</tr>
</tbody>
</table>

**Sunday Total**

<table>
<thead>
<tr>
<th></th>
<th>1,028</th>
<th>1,958</th>
<th>355</th>
<th>3,341</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>30.8%</td>
<td>58.6%</td>
<td>10.6%</td>
<td></td>
</tr>
</tbody>
</table>

*Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.*
### Fare Types and Pass Usage

**Expanded Results**

#### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>613</td>
<td>17.0%</td>
<td>4.2</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>45</td>
<td>1.3%</td>
<td>2.8</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>2,580</td>
<td>71.6%</td>
<td>5.6</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>28</td>
<td>0.8%</td>
<td>3.9</td>
</tr>
<tr>
<td>Reduced fare</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Student</td>
<td>15</td>
<td>0.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Senior</td>
<td>30</td>
<td>0.8%</td>
<td>4.0</td>
</tr>
<tr>
<td>Disability</td>
<td>62</td>
<td>1.7%</td>
<td>6.0</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>232</td>
<td>6.4%</td>
<td>6.1</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>3,605</td>
<td>100.0%</td>
<td>5.4</td>
</tr>
</tbody>
</table>

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>2,325</td>
<td>64.5%</td>
<td>5.6</td>
</tr>
<tr>
<td>Zone</td>
<td>214</td>
<td>5.9%</td>
<td>5.8</td>
</tr>
<tr>
<td>Boat</td>
<td>15</td>
<td>0.4%</td>
<td>7.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>6</td>
<td>0.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>Senior</td>
<td>12</td>
<td>0.3%</td>
<td>5.0</td>
</tr>
<tr>
<td>Disability</td>
<td>8</td>
<td>0.2%</td>
<td>3.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>2,580</td>
<td>71.6%</td>
<td>5.6</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>192</td>
<td>5.3%</td>
<td>5.7</td>
</tr>
<tr>
<td>1</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>3</td>
<td>6</td>
<td>0.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>16</td>
<td>0.4%</td>
<td>7.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>214</td>
<td>5.9%</td>
<td>5.8</td>
</tr>
</tbody>
</table>
### Usage Rates

**GREEN LINE-B**

**Entry Stop: Griggs St. to Warren St.**

<table>
<thead>
<tr>
<th>Number of Days per Week Riders Use the Service:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>55</td>
<td>1.9%</td>
<td>1.9%</td>
</tr>
<tr>
<td>One Day</td>
<td>40</td>
<td>1.4%</td>
<td>3.3%</td>
</tr>
<tr>
<td>Two Days</td>
<td>57</td>
<td>2.0%</td>
<td>5.3%</td>
</tr>
<tr>
<td>Three Days</td>
<td>129</td>
<td>4.5%</td>
<td>9.8%</td>
</tr>
<tr>
<td>Four Days</td>
<td>129</td>
<td>4.5%</td>
<td>14.3%</td>
</tr>
<tr>
<td>Five Days</td>
<td>1,052</td>
<td>36.7%</td>
<td>51.1%</td>
</tr>
<tr>
<td>Six Days</td>
<td>537</td>
<td>18.7%</td>
<td>69.8%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>854</td>
<td>29.8%</td>
<td>99.6%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>11</td>
<td>0.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,864</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>13</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

<table>
<thead>
<tr>
<th></th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday Usage*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regularly</td>
<td>796</td>
<td>237</td>
<td>12</td>
<td>47</td>
<td>1,045</td>
</tr>
<tr>
<td>-</td>
<td>28.9%</td>
<td>8.6%</td>
<td>0.4%</td>
<td>38.0%</td>
<td></td>
</tr>
<tr>
<td>Occasionally</td>
<td>58</td>
<td>1,269</td>
<td>111</td>
<td>64</td>
<td>1,438</td>
</tr>
<tr>
<td>-</td>
<td>2.1%</td>
<td>46.1%</td>
<td>4.0%</td>
<td>52.2%</td>
<td></td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>17</td>
<td>253</td>
<td>0</td>
<td>270</td>
</tr>
<tr>
<td>-</td>
<td>0.0%</td>
<td>0.6%</td>
<td>9.2%</td>
<td>9.8%</td>
<td></td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>6</td>
<td>0</td>
<td>6</td>
<td></td>
</tr>
</tbody>
</table>

#### Saturday Usage:

- **Saturday Total**: 2,753

*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

#### Expanded Results

**Usage Rates by Fare Type:**

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>386</td>
<td>13.6%</td>
<td>4.4</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>29</td>
<td>1.0%</td>
<td>1.9</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>2,151</td>
<td>75.9%</td>
<td>5.7</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>52</td>
<td>1.8%</td>
<td>3.6</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>39</td>
<td>1.4%</td>
<td>4.9</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>13</td>
<td>0.5%</td>
<td>5.0</td>
</tr>
<tr>
<td>Disability</td>
<td>26</td>
<td>0.9%</td>
<td>4.9</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>5</td>
<td>0.2%</td>
<td>6.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>156</td>
<td>5.5%</td>
<td>5.6</td>
</tr>
<tr>
<td>Other</td>
<td>14</td>
<td>0.5%</td>
<td>0.5</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>44</td>
<td>100.0%</td>
<td>5.4</td>
</tr>
<tr>
<td>All Payment Types</td>
<td>2,832</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Monthly Pass Users by Type of Pass:**

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>1,918</td>
<td>67.7%</td>
<td>5.7</td>
</tr>
<tr>
<td>Zone</td>
<td>153</td>
<td>5.4%</td>
<td>6.3</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>22</td>
<td>0.8%</td>
<td>4.1</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>8</td>
<td>0.3%</td>
<td>3.0</td>
</tr>
<tr>
<td>Student</td>
<td>23</td>
<td>0.8%</td>
<td>5.0</td>
</tr>
<tr>
<td>Senior</td>
<td>6</td>
<td>0.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>Disability</td>
<td>11</td>
<td>0.4%</td>
<td>7.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>9</td>
<td>0.3%</td>
<td>4.1</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>2,151</td>
<td>75.9%</td>
<td>5.7</td>
</tr>
</tbody>
</table>

**Zones Reported by Users of Zone Passes:**

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>96</td>
<td>3.4%</td>
<td>6.5</td>
</tr>
<tr>
<td>1</td>
<td>9</td>
<td>0.3%</td>
<td>6.0</td>
</tr>
<tr>
<td>2</td>
<td>5</td>
<td>0.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>4</td>
<td>0.2%</td>
<td>7.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>11</td>
<td>0.4%</td>
<td>6.0</td>
</tr>
<tr>
<td>8</td>
<td>11</td>
<td>0.4%</td>
<td>7.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>17</td>
<td>0.6%</td>
<td>5.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>153</td>
<td>5.4%</td>
<td>6.3</td>
</tr>
</tbody>
</table>
## Usage Rates

**GREEN LINE-B**

Entry Stop: Washington St. to Chiswick Rd.

### Number of Days per Week Riders Use the Service:

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>37</td>
<td>2.0%</td>
<td>2.0%</td>
</tr>
<tr>
<td>One Day</td>
<td>7</td>
<td>0.4%</td>
<td>2.4%</td>
</tr>
<tr>
<td>Two Days</td>
<td>59</td>
<td>3.2%</td>
<td>5.6%</td>
</tr>
<tr>
<td>Three Days</td>
<td>67</td>
<td>3.6%</td>
<td>9.2%</td>
</tr>
<tr>
<td>Four Days</td>
<td>65</td>
<td>3.5%</td>
<td>12.6%</td>
</tr>
<tr>
<td>Five Days</td>
<td>719</td>
<td>38.5%</td>
<td>51.1%</td>
</tr>
<tr>
<td>Six Days</td>
<td>363</td>
<td>19.4%</td>
<td>70.5%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>542</td>
<td>29.0%</td>
<td>99.6%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>8</td>
<td>0.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,867</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>7</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>526</td>
<td>107</td>
<td>6</td>
<td>20</td>
<td>639</td>
</tr>
<tr>
<td>29.3%</td>
<td>6.0%</td>
<td>0.3%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Occasionally</td>
<td>31</td>
<td>920</td>
<td>71</td>
<td>36</td>
<td>1,022</td>
</tr>
<tr>
<td>1.7%</td>
<td>51.3%</td>
<td>4.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>0</td>
<td>133</td>
<td>0</td>
<td>133</td>
</tr>
<tr>
<td>0.0%</td>
<td>0.0%</td>
<td>7.4%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Answer</td>
<td>17</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td></td>
</tr>
</tbody>
</table>

**Sunday Usage***

<table>
<thead>
<tr>
<th>Sunday Total</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>557</td>
<td>1,027</td>
<td>209</td>
<td>1,793</td>
<td></td>
</tr>
<tr>
<td>31.1%</td>
<td>57.3%</td>
<td>11.7%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
### Fare Types and Pass Usage

**Expanded Results**

#### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>267</td>
<td>14.3%</td>
<td>4.5</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>7</td>
<td>0.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>1,443</td>
<td>77.3%</td>
<td>5.7</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>20</td>
<td>1.1%</td>
<td>5.2</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>53</td>
<td>2.9%</td>
<td>4.2</td>
</tr>
<tr>
<td><strong>Student</strong></td>
<td>11</td>
<td>0.6%</td>
<td>5.6</td>
</tr>
<tr>
<td><strong>Senior</strong></td>
<td>20</td>
<td>1.1%</td>
<td>4.3</td>
</tr>
<tr>
<td><strong>Disability</strong></td>
<td>22</td>
<td>1.2%</td>
<td>3.4</td>
</tr>
<tr>
<td><strong>No Reduced Fare Selected</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>76</td>
<td>4.1%</td>
<td>6.1</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>No Fare Payment Type Selected</strong></td>
<td>7</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>All Payment Types</strong></td>
<td>1,867</td>
<td>100.0%</td>
<td>5.5</td>
</tr>
</tbody>
</table>

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>1,281</td>
<td>68.6%</td>
<td>5.7</td>
</tr>
<tr>
<td>Zone</td>
<td>96</td>
<td>5.2%</td>
<td>5.2</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>9</td>
<td>0.5%</td>
<td>5.6</td>
</tr>
<tr>
<td>Senior</td>
<td>43</td>
<td>2.3%</td>
<td>5.5</td>
</tr>
<tr>
<td>Disability</td>
<td>7</td>
<td>0.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>7</td>
<td>0.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>1,443</td>
<td>77.3%</td>
<td>5.7</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>76</td>
<td>4.1%</td>
<td>5.3</td>
</tr>
<tr>
<td>1</td>
<td>12</td>
<td>0.7%</td>
<td>3.2</td>
</tr>
<tr>
<td>2</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>8</td>
<td>0.4%</td>
<td>7.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>96</td>
<td>5.2%</td>
<td>5.2</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Usage Rates
#### Expanded Results

**GREEN LINE-B**

**Entry Stop: Chesnut Hill Ave. to Boston College**

<table>
<thead>
<tr>
<th>Number of Days per Week Riders Use the Service:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>24</td>
<td>2.3%</td>
<td>2.3%</td>
</tr>
<tr>
<td>One Day</td>
<td>124</td>
<td>11.9%</td>
<td>14.1%</td>
</tr>
<tr>
<td>Two Days</td>
<td>110</td>
<td>10.5%</td>
<td>24.6%</td>
</tr>
<tr>
<td>Three Days</td>
<td>38</td>
<td>3.7%</td>
<td>28.3%</td>
</tr>
<tr>
<td>Four Days</td>
<td>84</td>
<td>8.0%</td>
<td>36.3%</td>
</tr>
<tr>
<td>Five Days</td>
<td>268</td>
<td>25.6%</td>
<td>62.0%</td>
</tr>
<tr>
<td>Six Days</td>
<td>155</td>
<td>14.9%</td>
<td>76.8%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>234</td>
<td>22.4%</td>
<td>99.3%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>7</td>
<td>0.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,044</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Number of Days per Week Riders Use the Service:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Only Visiting</td>
<td>7</td>
<td>0.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,044</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**Weekend Usage:**

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>361</td>
<td>52</td>
<td>9</td>
<td>24</td>
<td>423</td>
</tr>
<tr>
<td>Occasionally</td>
<td>19</td>
<td>408</td>
<td>17</td>
<td>38</td>
<td>444</td>
</tr>
<tr>
<td>Not at all</td>
<td>2.0%</td>
<td>41.8%</td>
<td>1.7%</td>
<td>0</td>
<td>109</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>19</td>
<td>90</td>
<td>0</td>
<td>11.2%</td>
</tr>
</tbody>
</table>

### Sunday Usage*

<table>
<thead>
<tr>
<th>Sunday Total</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>380</td>
<td>479</td>
<td>116</td>
<td>39.0%</td>
<td>49.1%</td>
</tr>
</tbody>
</table>

| Saturday Total | 423 | 444 | 109 | 975 * |

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
## Fare Types and Pass Usage

### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>351</td>
<td>33.4%</td>
<td>3.3</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>19</td>
<td>1.8%</td>
<td>7.0</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>571</td>
<td>54.3%</td>
<td>5.5</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>70</td>
<td>6.6%</td>
<td>2.9</td>
</tr>
<tr>
<td><strong>Student</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Senior</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Disability</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>No Reduced Fare Selected</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>41</td>
<td>3.9%</td>
<td>3.8</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>1,052</td>
<td>100.0%</td>
<td>4.5</td>
</tr>
</tbody>
</table>

### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>486</td>
<td>46.2%</td>
<td>5.6</td>
</tr>
<tr>
<td>Zone</td>
<td>57</td>
<td>5.4%</td>
<td>4.4</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Student</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Senior</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Disability</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>No Pass Selected</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>571</td>
<td>54.3%</td>
<td>5.5</td>
</tr>
</tbody>
</table>

### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>34</td>
<td>3.2%</td>
<td>6.1</td>
</tr>
<tr>
<td>1</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>24</td>
<td>2.3%</td>
<td>2.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>57</td>
<td>5.4%</td>
<td>4.4</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

#### Usage Rates

**GREEN LINE-C**

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

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>172</td>
<td>12.7%</td>
<td>12.7%</td>
</tr>
<tr>
<td>One Day</td>
<td>65</td>
<td>4.8%</td>
<td>17.5%</td>
</tr>
<tr>
<td>Two Days</td>
<td>79</td>
<td>5.9%</td>
<td>23.4%</td>
</tr>
<tr>
<td>Three Days</td>
<td>97</td>
<td>7.2%</td>
<td>30.6%</td>
</tr>
<tr>
<td>Four Days</td>
<td>111</td>
<td>8.3%</td>
<td>38.8%</td>
</tr>
<tr>
<td>Five Days</td>
<td>426</td>
<td>31.6%</td>
<td>70.5%</td>
</tr>
<tr>
<td>Six Days</td>
<td>147</td>
<td>10.9%</td>
<td>81.4%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>243</td>
<td>18.0%</td>
<td>99.4%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>8</td>
<td>0.6%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,348</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**No Answer**

61

### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>238</td>
<td>64</td>
<td>8</td>
<td>19</td>
<td>310</td>
</tr>
<tr>
<td></td>
<td>17.9%</td>
<td>4.8%</td>
<td>0.6%</td>
<td>0%</td>
<td>23.3%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>38</td>
<td>733</td>
<td>31</td>
<td>36</td>
<td>802</td>
</tr>
<tr>
<td></td>
<td>2.8%</td>
<td>55.1%</td>
<td>2.3%</td>
<td>3.0%</td>
<td>60.3%</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>0</td>
<td>218</td>
<td>0</td>
<td>218</td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>0.0%</td>
<td>8.7%</td>
<td>3.3%</td>
<td>16.4%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>23</td>
<td>23</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sunday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Sunday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>276</td>
<td>797</td>
<td>257</td>
<td></td>
<td>1,330</td>
</tr>
<tr>
<td></td>
<td>20.7%</td>
<td>59.9%</td>
<td>19.3%</td>
<td></td>
<td>1,330</td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>322</td>
<td>23.0%</td>
<td>3.2</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>34</td>
<td>2.4%</td>
<td>2.1</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>867</td>
<td>61.9%</td>
<td>4.9</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>3</td>
<td>0.2%</td>
<td>3.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>132</td>
<td>9.4%</td>
<td>3.3</td>
</tr>
<tr>
<td><strong>Student</strong></td>
<td><strong>8</strong></td>
<td><strong>0.6%</strong></td>
<td><strong>6.0</strong></td>
</tr>
<tr>
<td><strong>Senior</strong></td>
<td><strong>108</strong></td>
<td><strong>7.7%</strong></td>
<td><strong>2.4</strong></td>
</tr>
<tr>
<td><strong>Disability</strong></td>
<td><strong>16</strong></td>
<td><strong>1.2%</strong></td>
<td><strong>7.0</strong></td>
</tr>
<tr>
<td><strong>No Reduced Fare Selected</strong></td>
<td><strong>0</strong></td>
<td><strong>0.0%</strong></td>
<td><strong>0.0</strong></td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>42</td>
<td>3.0%</td>
<td>5.9</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>No Fare Payment Type Selected</strong></td>
<td><strong>8</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>4.3</strong></td>
</tr>
<tr>
<td><strong>All Payment Types</strong></td>
<td><strong>1,401</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>4.3</strong></td>
</tr>
</tbody>
</table>

### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>780</td>
<td>55.7%</td>
<td>4.9</td>
</tr>
<tr>
<td>Zone</td>
<td>38</td>
<td>2.7%</td>
<td>5.1</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>8</td>
<td>0.6%</td>
<td>0.5</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>8</td>
<td>0.6%</td>
<td>4.0</td>
</tr>
<tr>
<td>Senior</td>
<td>33</td>
<td>2.3%</td>
<td>4.8</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Total Riders Using Monthly Passes</strong></td>
<td><strong>867</strong></td>
<td><strong>61.9%</strong></td>
<td><strong>4.9</strong></td>
</tr>
</tbody>
</table>

### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>19</td>
<td>1.3%</td>
<td>5.7</td>
</tr>
<tr>
<td>1</td>
<td>8</td>
<td>0.6%</td>
<td>4.0</td>
</tr>
<tr>
<td>2</td>
<td>3</td>
<td>0.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>8</td>
<td>0.6%</td>
<td>5.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>No Zone Selected</strong></td>
<td><strong>0</strong></td>
<td><strong>0.0%</strong></td>
<td><strong>0.0</strong></td>
</tr>
<tr>
<td><strong>Total Riders Using Zone Passes</strong></td>
<td><strong>38</strong></td>
<td><strong>2.7%</strong></td>
<td><strong>5.1</strong></td>
</tr>
</tbody>
</table>
## Usage Rates

**Expanded Results**

**GREEN LINE-C**
Entry Stop: St. Paul St. to Summit Ave.

### Number of Days per Week

<table>
<thead>
<tr>
<th>Riders Use the Service:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>216</td>
<td>6.1%</td>
<td>6.1%</td>
</tr>
<tr>
<td>One Day</td>
<td>107</td>
<td>3.0%</td>
<td>9.2%</td>
</tr>
<tr>
<td>Two Days</td>
<td>216</td>
<td>6.1%</td>
<td>15.3%</td>
</tr>
<tr>
<td>Three Days</td>
<td>249</td>
<td>7.1%</td>
<td>22.4%</td>
</tr>
<tr>
<td>Four Days</td>
<td>188</td>
<td>5.3%</td>
<td>27.7%</td>
</tr>
<tr>
<td>Five Days</td>
<td>1,403</td>
<td>39.8%</td>
<td>67.5%</td>
</tr>
<tr>
<td>Six Days</td>
<td>548</td>
<td>15.6%</td>
<td>83.1%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>562</td>
<td>16.0%</td>
<td>99.0%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>34</td>
<td>1.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,523</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>52</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Weekend Usage:

#### Saturday Usage*

<table>
<thead>
<tr>
<th></th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>662</td>
<td>122</td>
<td>0</td>
<td>65</td>
<td>783</td>
</tr>
<tr>
<td></td>
<td>19.6%</td>
<td>3.6%</td>
<td>0.0%</td>
<td>65</td>
<td></td>
</tr>
<tr>
<td>Occasionally</td>
<td>38</td>
<td>2,112</td>
<td>63</td>
<td>106</td>
<td>2,213</td>
</tr>
<tr>
<td></td>
<td>1.1%</td>
<td>62.7%</td>
<td>1.9%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>71</td>
<td>303</td>
<td>5</td>
<td>374</td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>2.1%</td>
<td>9.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>11</td>
<td>0</td>
<td>19</td>
<td></td>
</tr>
</tbody>
</table>

#### Sunday Usage*

<table>
<thead>
<tr>
<th></th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Sunday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>699</td>
<td>2,305</td>
<td>366</td>
<td></td>
<td>3,370 *</td>
</tr>
<tr>
<td></td>
<td>20.8%</td>
<td>68.4%</td>
<td>10.9%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* 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

#### Expanded Results

#### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>803</td>
<td>22.7%</td>
<td>3.7</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>45</td>
<td>1.3%</td>
<td>3.8</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>2,339</td>
<td>66.0%</td>
<td>5.2</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>76</td>
<td>2.1%</td>
<td>1.7</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>189</td>
<td>5.3%</td>
<td>3.5</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>131</td>
<td>3.7%</td>
<td>2.9</td>
</tr>
<tr>
<td>Disability</td>
<td>58</td>
<td>1.6%</td>
<td>4.9</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>21</td>
<td>0.6%</td>
<td>2.5</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>64</td>
<td>1.8%</td>
<td>5.0</td>
</tr>
<tr>
<td>Other</td>
<td>6</td>
<td>0.2%</td>
<td>7.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>31</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>3,544</td>
<td>100.0%</td>
<td>4.7</td>
</tr>
</tbody>
</table>

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>2,213</td>
<td>62.5%</td>
<td>5.3</td>
</tr>
<tr>
<td>Zone</td>
<td>50</td>
<td>1.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>7</td>
<td>0.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>13</td>
<td>0.4%</td>
<td>5.6</td>
</tr>
<tr>
<td>Senior</td>
<td>44</td>
<td>1.2%</td>
<td>3.7</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>13</td>
<td>0.4%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>2,339</td>
<td>66.0%</td>
<td>5.2</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>15</td>
<td>0.4%</td>
<td>6.5</td>
</tr>
<tr>
<td>1</td>
<td>6</td>
<td>0.2%</td>
<td>7.0</td>
</tr>
<tr>
<td>2</td>
<td>8</td>
<td>0.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>13</td>
<td>0.4%</td>
<td>2.5</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>8</td>
<td>0.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>50</td>
<td>1.4%</td>
<td>5.0</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Usage Rates
#### Expanded Results

**Number of Days per Week Riders Use the Service:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>64</td>
<td>3.4%</td>
<td>3.4%</td>
</tr>
<tr>
<td>One Day</td>
<td>71</td>
<td>3.8%</td>
<td>7.2%</td>
</tr>
<tr>
<td>Two Days</td>
<td>54</td>
<td>2.9%</td>
<td>10.0%</td>
</tr>
<tr>
<td>Three Days</td>
<td>106</td>
<td>5.6%</td>
<td>15.6%</td>
</tr>
<tr>
<td>Four Days</td>
<td>89</td>
<td>4.7%</td>
<td>20.4%</td>
</tr>
<tr>
<td>Five Days</td>
<td>683</td>
<td>36.3%</td>
<td>56.7%</td>
</tr>
<tr>
<td>Six Days</td>
<td>343</td>
<td>18.3%</td>
<td>74.9%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>457</td>
<td>24.3%</td>
<td>99.2%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>14</td>
<td>0.8%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,881</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>48</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>242</td>
<td>156</td>
<td>11</td>
<td>39</td>
<td>609</td>
</tr>
<tr>
<td>Occasionally</td>
<td>23</td>
<td>1,055</td>
<td>36</td>
<td>43</td>
<td>1,115</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>23</td>
<td>78</td>
<td>11</td>
<td>101</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>11</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sunday Usage*</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>465</td>
<td>25.5%</td>
<td>25.5%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>1,235</td>
<td>67.6%</td>
<td>93.1%</td>
</tr>
<tr>
<td>Not at all</td>
<td>126</td>
<td>6.9%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,825</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
## Fare Types and Pass Usage

### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>345</td>
<td>18.4%</td>
<td>3.9</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>11</td>
<td>0.6%</td>
<td>5.3</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>1,392</td>
<td>74.4%</td>
<td>5.6</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>9</td>
<td>0.5%</td>
<td>0.5</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>51</td>
<td>2.7%</td>
<td>2.7</td>
</tr>
<tr>
<td><strong>Student</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Senior</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Disability</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>No Reduced Fare Selected</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>5</td>
<td>0.3%</td>
<td>5.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>57</td>
<td>3.1%</td>
<td>5.8</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>No Fare Payment Type Selected</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>1,870</td>
<td>100.0%</td>
<td>5.2</td>
</tr>
</tbody>
</table>

### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>1,296</td>
<td>69.3%</td>
<td>5.7</td>
</tr>
<tr>
<td><strong>Zone</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Boat</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Inner Express Bus</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Outer Express Bus</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Student</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Senior</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Disability</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>No Pass Selected</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>1,392</td>
<td>74.4%</td>
<td>5.6</td>
</tr>
</tbody>
</table>

### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>38</td>
<td>2.0%</td>
<td>5.0</td>
</tr>
<tr>
<td>1</td>
<td>5</td>
<td>0.3%</td>
<td>7.0</td>
</tr>
<tr>
<td>2</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>0.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>4</td>
<td>5</td>
<td>0.3%</td>
<td>7.0</td>
</tr>
<tr>
<td>5</td>
<td>9</td>
<td>0.5%</td>
<td>2.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>No Zone Selected</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>60</td>
<td>3.2%</td>
<td>4.9</td>
</tr>
</tbody>
</table>
**Usage Rates**

**Expanded Results**  
**Entry Stop: Dean Rd. to Cleveland Circle**

<table>
<thead>
<tr>
<th>Number of Days per Week Riders Use the Service:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>35</td>
<td>2.3%</td>
<td>2.3%</td>
</tr>
<tr>
<td>One Day</td>
<td>12</td>
<td>0.8%</td>
<td>3.0%</td>
</tr>
<tr>
<td>Two Days</td>
<td>60</td>
<td>3.9%</td>
<td>6.9%</td>
</tr>
<tr>
<td>Three Days</td>
<td>80</td>
<td>5.2%</td>
<td>12.1%</td>
</tr>
<tr>
<td>Four Days</td>
<td>74</td>
<td>4.8%</td>
<td>16.9%</td>
</tr>
<tr>
<td>Five Days</td>
<td>603</td>
<td>39.0%</td>
<td>56.0%</td>
</tr>
<tr>
<td>Six Days</td>
<td>340</td>
<td>22.0%</td>
<td>78.0%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>289</td>
<td>18.7%</td>
<td>96.7%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>51</td>
<td>3.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,544</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>13</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Weekend Usage:**

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>320</td>
<td>146</td>
<td>0</td>
<td>13</td>
<td>466</td>
</tr>
<tr>
<td></td>
<td>21.9%</td>
<td>10.0%</td>
<td>0.0%</td>
<td>2.3%</td>
<td></td>
</tr>
<tr>
<td>Occasionally</td>
<td>14</td>
<td>820</td>
<td>32</td>
<td>24</td>
<td>866</td>
</tr>
<tr>
<td></td>
<td>0.9%</td>
<td>56.1%</td>
<td>2.2%</td>
<td>3.3%</td>
<td></td>
</tr>
<tr>
<td>Not at all</td>
<td>13</td>
<td>8</td>
<td>109</td>
<td>4</td>
<td>130</td>
</tr>
<tr>
<td></td>
<td>0.9%</td>
<td>0.5%</td>
<td>7.5%</td>
<td>0.5%</td>
<td></td>
</tr>
<tr>
<td>No Answer</td>
<td>8</td>
<td>9</td>
<td>0</td>
<td>36</td>
<td>52</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sunday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Sunday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>346</td>
<td>974</td>
<td>142</td>
<td>142</td>
<td>1,462 *</td>
</tr>
<tr>
<td></td>
<td>23.7%</td>
<td>66.6%</td>
<td>9.7%</td>
<td>10.2%</td>
<td></td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
## Fare Types and Pass Usage

### Expanded Results

#### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>261</td>
<td>16.9%</td>
<td>4.7</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>10</td>
<td>0.7%</td>
<td>5.0</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>1,127</td>
<td>73.0%</td>
<td>5.5</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>29</td>
<td>1.9%</td>
<td>2.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>36</td>
<td>2.4%</td>
<td>2.8</td>
</tr>
<tr>
<td>Student</td>
<td>4</td>
<td>0.3%</td>
<td>5.0</td>
</tr>
<tr>
<td>Senior</td>
<td>28</td>
<td>1.8%</td>
<td>2.1</td>
</tr>
<tr>
<td>Disability</td>
<td>4</td>
<td>0.3%</td>
<td>5.0</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>81</td>
<td>5.3%</td>
<td>4.5</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>12</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>1,545</td>
<td>100.0%</td>
<td>5.2</td>
</tr>
</tbody>
</table>

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>1,063</td>
<td>68.8%</td>
<td>5.6</td>
</tr>
<tr>
<td>Zone</td>
<td>29</td>
<td>1.9%</td>
<td>4.1</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>8</td>
<td>0.5%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>9</td>
<td>0.5%</td>
<td>0.0</td>
</tr>
<tr>
<td>Disability</td>
<td>8</td>
<td>0.5%</td>
<td>4.5</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>19</td>
<td>1.3%</td>
<td>5.2</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>1,127</td>
<td>73.0%</td>
<td>5.5</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>17</td>
<td>1.1%</td>
<td>5.3</td>
</tr>
<tr>
<td>1</td>
<td>4</td>
<td>0.3%</td>
<td>5.0</td>
</tr>
<tr>
<td>2</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>8</td>
<td>0.5%</td>
<td>1.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>29</td>
<td>1.9%</td>
<td>4.1</td>
</tr>
</tbody>
</table>
### Usage Rates

**Expanded Results**

<table>
<thead>
<tr>
<th>Number of Days per Week Riders Use the Service:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>106</td>
<td>10.1%</td>
<td>10.1%</td>
</tr>
<tr>
<td>One Day</td>
<td>68</td>
<td>6.5%</td>
<td>16.6%</td>
</tr>
<tr>
<td>Two Days</td>
<td>74</td>
<td>7.1%</td>
<td>23.6%</td>
</tr>
<tr>
<td>Three Days</td>
<td>74</td>
<td>7.1%</td>
<td>30.7%</td>
</tr>
<tr>
<td>Four Days</td>
<td>99</td>
<td>9.4%</td>
<td>40.2%</td>
</tr>
<tr>
<td>Five Days</td>
<td>388</td>
<td>36.9%</td>
<td>77.1%</td>
</tr>
<tr>
<td>Six Days</td>
<td>87</td>
<td>8.3%</td>
<td>85.4%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>125</td>
<td>11.9%</td>
<td>97.3%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>28</td>
<td>2.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,049</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>20</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>139</td>
<td>28</td>
<td>0</td>
<td>14</td>
<td>167</td>
</tr>
<tr>
<td>Occasionally</td>
<td>21</td>
<td>545</td>
<td>40</td>
<td>23</td>
<td>605</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>16</td>
<td>219</td>
<td>14</td>
<td>235</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>10</td>
<td></td>
</tr>
</tbody>
</table>

**Sunday Usage**

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Sunday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>160</td>
<td>589</td>
<td>259</td>
<td></td>
<td>1,008</td>
</tr>
</tbody>
</table>

* 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

**Expanded Results**

#### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>400</td>
<td>37.7%</td>
<td>3.2</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>30</td>
<td>2.9%</td>
<td>5.4</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>582</td>
<td>54.8%</td>
<td>4.9</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>28</td>
<td>2.7%</td>
<td>0.6</td>
</tr>
<tr>
<td><strong>Student</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td><strong>Senior</strong></td>
<td>28</td>
<td>2.7%</td>
<td>0.6</td>
</tr>
<tr>
<td><strong>Disability</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td><strong>No Reduced Fare Selected</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>14</td>
<td>1.3%</td>
<td>7.0</td>
</tr>
<tr>
<td>Other</td>
<td>7</td>
<td>0.7%</td>
<td>0.5</td>
</tr>
<tr>
<td><strong>No Fare Payment Type Selected</strong></td>
<td>7</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>All Payment Types</strong></td>
<td>1,063</td>
<td>100.0%</td>
<td>4.2</td>
</tr>
</tbody>
</table>

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>544</td>
<td>51.2%</td>
<td>4.9</td>
</tr>
<tr>
<td>Zone</td>
<td>24</td>
<td>2.3%</td>
<td>5.4</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Student</td>
<td>7</td>
<td>0.7%</td>
<td>7.0</td>
</tr>
<tr>
<td>Senior</td>
<td>7</td>
<td>0.7%</td>
<td>0</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>582</td>
<td>54.8%</td>
<td>4.9</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>10</td>
<td>1.0%</td>
<td>5.7</td>
</tr>
<tr>
<td>1</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>2</td>
<td>3</td>
<td>0.3%</td>
<td>6.0</td>
</tr>
<tr>
<td>3</td>
<td>7</td>
<td>0.7%</td>
<td>5.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>7</td>
<td>3</td>
<td>0.3%</td>
<td>5.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>24</td>
<td>2.3%</td>
<td>5.4</td>
</tr>
</tbody>
</table>

Green Line-D

Entry Station: Fenway
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Usage Rates
**Expanded Results**

#### GREEN LINE-D
**Entry Station: Longwood**

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>168</td>
<td>17.0%</td>
<td>17.0%</td>
</tr>
<tr>
<td>One Day</td>
<td>31</td>
<td>3.1%</td>
<td>20.1%</td>
</tr>
<tr>
<td>Two Days</td>
<td>93</td>
<td>9.4%</td>
<td>29.5%</td>
</tr>
<tr>
<td>Three Days</td>
<td>50</td>
<td>5.0%</td>
<td>34.5%</td>
</tr>
<tr>
<td>Four Days</td>
<td>64</td>
<td>6.5%</td>
<td>41.0%</td>
</tr>
<tr>
<td>Five Days</td>
<td>371</td>
<td>37.5%</td>
<td>78.5%</td>
</tr>
<tr>
<td>Six Days</td>
<td>103</td>
<td>10.4%</td>
<td>88.9%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>95</td>
<td>9.6%</td>
<td>98.5%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>15</td>
<td>1.5%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>990</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>18</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

**Sunday Usage* **

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>95</td>
<td>48</td>
<td>0</td>
<td>3</td>
<td>144</td>
</tr>
<tr>
<td></td>
<td>9.9%</td>
<td>5.0%</td>
<td>0.0%</td>
<td>3%</td>
<td>15.0%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>15</td>
<td>529</td>
<td>19</td>
<td>37</td>
<td>563</td>
</tr>
<tr>
<td></td>
<td>1.5%</td>
<td>55.1%</td>
<td>2.0%</td>
<td>3.7%</td>
<td>58.7%</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>16</td>
<td>237</td>
<td>0</td>
<td>253</td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>1.7%</td>
<td>24.7%</td>
<td>0%</td>
<td>26.4%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

| Sunday Total    | 110       | 594          | 256        |           | 960 *          |
|                 | 11.5%     | 61.9%        | 26.7%      |           |                |

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.*
## Fare Types and Pass Usage

### Expanded Results

#### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>238</td>
<td>23.8%</td>
<td>3.0</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>27</td>
<td>2.7%</td>
<td>1.0</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>675</td>
<td>67.6%</td>
<td>4.4</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>44</td>
<td>4.4%</td>
<td>2.3</td>
</tr>
<tr>
<td><strong>Student</strong></td>
<td>7</td>
<td>0.7%</td>
<td>2.0</td>
</tr>
<tr>
<td><strong>Senior</strong></td>
<td>37</td>
<td>3.7%</td>
<td>2.3</td>
</tr>
<tr>
<td><strong>Disability</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>No Reduced Fare Selected</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>15</td>
<td>1.5%</td>
<td>6.0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>No Fare Payment Type Selected</strong></td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>All Payment Types</strong></td>
<td>998</td>
<td>100.0%</td>
<td>3.9</td>
</tr>
</tbody>
</table>

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders Responding to Fare Question</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Link (Subway + Bus)</strong></td>
<td>566</td>
<td>56.7%</td>
<td>4.8</td>
</tr>
<tr>
<td>Zone</td>
<td>65</td>
<td>6.5%</td>
<td>2.5</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>7</td>
<td>0.7%</td>
<td>5.0</td>
</tr>
<tr>
<td>Senior</td>
<td>21</td>
<td>2.1%</td>
<td>4.1</td>
</tr>
<tr>
<td>Disability</td>
<td>16</td>
<td>1.6%</td>
<td>0.5</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Total Riders Using Monthly Passes</strong></td>
<td>675</td>
<td>67.6%</td>
<td>4.4</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders Responding to Fare Question</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1</td>
<td>7</td>
<td>0.7%</td>
<td>2.0</td>
</tr>
<tr>
<td>2</td>
<td>32</td>
<td>3.2%</td>
<td>3.8</td>
</tr>
<tr>
<td>3</td>
<td>9</td>
<td>0.9%</td>
<td>2.0</td>
</tr>
<tr>
<td>4</td>
<td>9</td>
<td>0.9%</td>
<td>0.5</td>
</tr>
<tr>
<td>5</td>
<td>7</td>
<td>0.7%</td>
<td>0.5</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Total Riders Using Zone Passes</strong></td>
<td>65</td>
<td>6.5%</td>
<td>2.5</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09

### Usage Rates

*Expanded Results*

**GREEN LINE-D**

**Entry Station: Brookline Village**

<table>
<thead>
<tr>
<th>Number of Days per Week Riders Use the Service:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>108</td>
<td>5.6%</td>
<td>5.6%</td>
</tr>
<tr>
<td>One Day</td>
<td>14</td>
<td>0.7%</td>
<td>6.3%</td>
</tr>
<tr>
<td>Two Days</td>
<td>108</td>
<td>5.6%</td>
<td>11.8%</td>
</tr>
<tr>
<td>Three Days</td>
<td>132</td>
<td>6.8%</td>
<td>18.6%</td>
</tr>
<tr>
<td>Four Days</td>
<td>161</td>
<td>8.3%</td>
<td>27.0%</td>
</tr>
<tr>
<td>Five Days</td>
<td>909</td>
<td>46.9%</td>
<td>73.9%</td>
</tr>
<tr>
<td>Six Days</td>
<td>223</td>
<td>11.5%</td>
<td>85.4%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>257</td>
<td>13.3%</td>
<td>98.7%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>25</td>
<td>1.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,937</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>43</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Weekend Usage:

**Saturday Usage**

<table>
<thead>
<tr>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>282</td>
<td>130</td>
<td>8</td>
<td>21</td>
<td>420</td>
</tr>
</tbody>
</table>

**Occasionally**

| 21        | 1,095        | 41         | 41        | 1,157          |

**Not at all**

| 0         | 0            | 267        | 16        | 267            |

**No Answer**

| 8         | 0            | 0          | 48        |                 |

**Sunday Total**

| 304       | 1,224        | 317        |           | 1,844          |

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
## Fare Types and Pass Usage

### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>468</td>
<td>24.2%</td>
<td>3.5</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>25</td>
<td>1.3%</td>
<td>0.5</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>1,291</td>
<td>66.7%</td>
<td>5.3</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>72</td>
<td>3.7%</td>
<td>3.9</td>
</tr>
<tr>
<td>Student</td>
<td>16</td>
<td>0.8%</td>
<td>5.0</td>
</tr>
<tr>
<td>Senior</td>
<td>40</td>
<td>2.1%</td>
<td>3.7</td>
</tr>
<tr>
<td>Disability</td>
<td>16</td>
<td>0.8%</td>
<td>3.5</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>79</td>
<td>4.1%</td>
<td>5.4</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>44</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>1,936</td>
<td>100.0%</td>
<td>4.8</td>
</tr>
</tbody>
</table>

### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>1,212</td>
<td>62.6%</td>
<td>5.3</td>
</tr>
<tr>
<td>Zone</td>
<td>39</td>
<td>2.0%</td>
<td>5.5</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>16</td>
<td>0.8%</td>
<td>6.0</td>
</tr>
<tr>
<td>Senior</td>
<td>16</td>
<td>0.8%</td>
<td>5.0</td>
</tr>
<tr>
<td>Disability</td>
<td>8</td>
<td>0.4%</td>
<td>0.5</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>1,291</td>
<td>66.7%</td>
<td>5.3</td>
</tr>
</tbody>
</table>

### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>25</td>
<td>1.3%</td>
<td>5.3</td>
</tr>
<tr>
<td>1</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>5</td>
<td>0.3%</td>
<td>7.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>8</td>
<td>0.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>39</td>
<td>2.0%</td>
<td>5.5</td>
</tr>
</tbody>
</table>

---

**CTPS**

20-May-10
# MBTA Surveys: 2008-09

## Usage Rates

**Rapid Transit Survey**

### Usage Rates

**Expanded Results**

#### Number of Days per Week Riders Use the Service:

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>4</td>
<td>0.3%</td>
<td>0.3%</td>
</tr>
<tr>
<td>One Day</td>
<td>15</td>
<td>1.4%</td>
<td>1.7%</td>
</tr>
<tr>
<td>Two Days</td>
<td>39</td>
<td>3.6%</td>
<td>5.3%</td>
</tr>
<tr>
<td>Three Days</td>
<td>78</td>
<td>7.2%</td>
<td>12.4%</td>
</tr>
<tr>
<td>Four Days</td>
<td>74</td>
<td>6.8%</td>
<td>19.2%</td>
</tr>
<tr>
<td>Five Days</td>
<td>578</td>
<td>52.8%</td>
<td>72.0%</td>
</tr>
<tr>
<td>Six Days</td>
<td>150</td>
<td>13.7%</td>
<td>85.7%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>128</td>
<td>11.7%</td>
<td>97.4%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>29</td>
<td>2.6%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,095</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>13</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

**Saturday Usage**

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>151</td>
<td>36</td>
<td>7</td>
<td>4</td>
<td>194</td>
</tr>
<tr>
<td>Occasionally</td>
<td>10</td>
<td>648</td>
<td>35</td>
<td>27</td>
<td>694</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>13</td>
<td>149</td>
<td>0</td>
<td>162</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>27</td>
<td></td>
</tr>
</tbody>
</table>

**Sunday Usage**

| Sunday Total    | 161       | 698          | 191        |           | 1,050 |

#### Saturday Total:

| Saturday Total  | 161       | 698          | 191        |           | 1,050 |

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
**Fare Types and Pass Usage**

**Expanded Results**

**Usage Rates by Fare Type:**

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>285</td>
<td>25.8%</td>
<td>4.3</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>22</td>
<td>2.0%</td>
<td>5.5</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>744</td>
<td>67.2%</td>
<td>5.2</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>7</td>
<td>0.6%</td>
<td>2.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>32</td>
<td>2.9%</td>
<td>5.6</td>
</tr>
<tr>
<td>Student</td>
<td>22</td>
<td>2.0%</td>
<td>5.8</td>
</tr>
<tr>
<td>Senior</td>
<td>10</td>
<td>0.9%</td>
<td>5.3</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>17</td>
<td>1.5%</td>
<td>6.3</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>1,108</td>
<td>100.0%</td>
<td>5.0</td>
</tr>
</tbody>
</table>

**Monthly Pass Users by Type of Pass:**

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders Responding to Fare Question</th>
<th>Percent of All Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>724</td>
<td>65.3%</td>
<td>5.2</td>
</tr>
<tr>
<td>Zone</td>
<td>13</td>
<td>1.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>7</td>
<td>0.6%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>744</td>
<td>67.2%</td>
<td>5.2</td>
</tr>
</tbody>
</table>

**Zones Reported by Users of Zone Passes:**

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders Responding to Fare Question</th>
<th>Percent of All Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>7</td>
<td>0.6%</td>
<td>5.0</td>
</tr>
<tr>
<td>1</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>3</td>
<td>7</td>
<td>0.6%</td>
<td>5.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>13</td>
<td>1.2%</td>
<td>5.0</td>
</tr>
</tbody>
</table>

---

**GREEN LINE-D**

Entry Station: Brookline Hills

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**CTPS**

20-May-10
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

#### Usage Rates

**Expanded Results**

<table>
<thead>
<tr>
<th>Number of Days per Week Riders Use the Service:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>24</td>
<td>3.2%</td>
<td>3.2%</td>
</tr>
<tr>
<td>One Day</td>
<td>15</td>
<td>2.0%</td>
<td>5.2%</td>
</tr>
<tr>
<td>Two Days</td>
<td>21</td>
<td>2.9%</td>
<td>8.0%</td>
</tr>
<tr>
<td>Three Days</td>
<td>84</td>
<td>11.3%</td>
<td>19.4%</td>
</tr>
<tr>
<td>Four Days</td>
<td>56</td>
<td>7.5%</td>
<td>26.9%</td>
</tr>
<tr>
<td>Five Days</td>
<td>353</td>
<td>47.4%</td>
<td>74.3%</td>
</tr>
<tr>
<td>Six Days</td>
<td>91</td>
<td>12.3%</td>
<td>86.5%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>97</td>
<td>13.0%</td>
<td>99.6%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>3</td>
<td>0.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>744</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

No Answer: 4

#### Weekend Usage:

**Saturday Usage**

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>93</td>
<td>28</td>
<td>0</td>
<td>6</td>
<td>17.5%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>19</td>
<td>442</td>
<td>24</td>
<td>21</td>
<td>486</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>0</td>
<td>84</td>
<td>0</td>
<td>84</td>
</tr>
<tr>
<td>No Answer</td>
<td>7</td>
<td>11</td>
<td>12</td>
<td>12</td>
<td>12.2%</td>
</tr>
</tbody>
</table>

**Sunday Total**

<table>
<thead>
<tr>
<th>Sunday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>112</td>
<td>471</td>
<td>108</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Saturday Total**

| Saturday Total | 691 |

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
## Fare Types and Pass Usage

### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>117</td>
<td>15.7%</td>
<td>3.7</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>561</td>
<td>75.4%</td>
<td>5.1</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>4</td>
<td>0.6%</td>
<td>0.5</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>27</td>
<td>3.6%</td>
<td>4.2</td>
</tr>
<tr>
<td>Student</td>
<td>3</td>
<td>0.4%</td>
<td>7.0</td>
</tr>
<tr>
<td>Senior</td>
<td>21</td>
<td>2.8%</td>
<td>4.0</td>
</tr>
<tr>
<td>Disability</td>
<td>3</td>
<td>0.4%</td>
<td>3.0</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>9</td>
<td>1.2%</td>
<td>0.5</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>25</td>
<td>3.4%</td>
<td>4.9</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>744</td>
<td>100.0%</td>
<td>4.8</td>
</tr>
</tbody>
</table>

### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders Responding to Fare Question</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>518</td>
<td>69.6%</td>
<td>5.2</td>
</tr>
<tr>
<td>Zone</td>
<td>33</td>
<td>4.5%</td>
<td>4.2</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>10</td>
<td>1.4%</td>
<td>3.0</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>561</td>
<td>75.4%</td>
<td>5.1</td>
</tr>
</tbody>
</table>

### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders Responding to Fare Question</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>18</td>
<td>2.4%</td>
<td>5.6</td>
</tr>
<tr>
<td>1</td>
<td>3</td>
<td>0.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>2</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>4</td>
<td>0.6%</td>
<td>2.0</td>
</tr>
<tr>
<td>5</td>
<td>4</td>
<td>0.6%</td>
<td>0.5</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>3</td>
<td>0.4%</td>
<td>4.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>33</td>
<td>4.5%</td>
<td>4.2</td>
</tr>
</tbody>
</table>
### Usage Rates

**Rapid Transit Survey**

**GREEN LINE-D**

**Entry Station: Reservoir**

#### Number of Days per Week Riders Use the Service:

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>27</td>
<td>1.3%</td>
<td>1.3%</td>
</tr>
<tr>
<td>One Day</td>
<td>51</td>
<td>2.5%</td>
<td>3.7%</td>
</tr>
<tr>
<td>Two Days</td>
<td>42</td>
<td>2.0%</td>
<td>5.7%</td>
</tr>
<tr>
<td>Three Days</td>
<td>131</td>
<td>6.2%</td>
<td>12.0%</td>
</tr>
<tr>
<td>Four Days</td>
<td>165</td>
<td>7.9%</td>
<td>19.9%</td>
</tr>
<tr>
<td>Five Days</td>
<td>1,050</td>
<td>50.1%</td>
<td>69.9%</td>
</tr>
<tr>
<td>Six Days</td>
<td>337</td>
<td>16.1%</td>
<td>86.0%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>243</td>
<td>11.6%</td>
<td>97.6%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>50</td>
<td>2.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,096</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>14</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>314</td>
<td>120</td>
<td>9</td>
<td>17</td>
<td>443</td>
</tr>
<tr>
<td></td>
<td>15.9%</td>
<td>6.1%</td>
<td>0.5%</td>
<td>0.3%</td>
<td>22.5%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>14</td>
<td>1,068</td>
<td>129</td>
<td>47</td>
<td>1,211</td>
</tr>
<tr>
<td></td>
<td>0.7%</td>
<td>54.2%</td>
<td>6.5%</td>
<td>0.9%</td>
<td>61.4%</td>
</tr>
<tr>
<td>Not at all</td>
<td>5</td>
<td>18</td>
<td>295</td>
<td>5</td>
<td>318</td>
</tr>
<tr>
<td></td>
<td>0.3%</td>
<td>0.9%</td>
<td>14.9%</td>
<td>14.9%</td>
<td>16.1%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>10</td>
<td>5</td>
<td>55</td>
<td>65</td>
</tr>
</tbody>
</table>

#### Sunday Usage*

<table>
<thead>
<tr>
<th>Sunday Total</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>333</td>
<td>1,206</td>
<td>432</td>
<td></td>
</tr>
<tr>
<td></td>
<td>16.9%</td>
<td>61.2%</td>
<td>21.9%</td>
<td></td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.*
### Fare Types and Pass Usage

#### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>494</td>
<td>23.4%</td>
<td>3.5</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>9</td>
<td>0.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>1,527</td>
<td>72.3%</td>
<td>5.4</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>9</td>
<td>0.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Student</td>
<td>9</td>
<td>0.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Senior</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>63</td>
<td>3.0%</td>
<td>5.3</td>
</tr>
<tr>
<td>Other</td>
<td>9</td>
<td>0.4%</td>
<td>7.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>All Payment Types</td>
<td>2,111</td>
<td>100.0%</td>
<td>5.0</td>
</tr>
</tbody>
</table>

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>1,438</td>
<td>68.1%</td>
<td>5.4</td>
</tr>
<tr>
<td>Zone</td>
<td>61</td>
<td>2.9%</td>
<td>4.8</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>5</td>
<td>0.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>14</td>
<td>0.7%</td>
<td>5.6</td>
</tr>
<tr>
<td>Senior</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Disability</td>
<td>5</td>
<td>0.2%</td>
<td>3.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>5</td>
<td>0.2%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>1,527</td>
<td>72.3%</td>
<td>5.4</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>32</td>
<td>1.5%</td>
<td>5.1</td>
</tr>
<tr>
<td>1</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>5</td>
<td>0.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>6</td>
<td>9</td>
<td>0.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>5</td>
<td>0.2%</td>
<td>2.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>9</td>
<td>0.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>61</td>
<td>2.9%</td>
<td>4.8</td>
</tr>
</tbody>
</table>
## Usage Rates

**Expanded Results**

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>27</td>
<td>5.7%</td>
<td>5.7%</td>
</tr>
<tr>
<td>One Day</td>
<td>39</td>
<td>8.2%</td>
<td>13.8%</td>
</tr>
<tr>
<td>Two Days</td>
<td>39</td>
<td>8.2%</td>
<td>22.0%</td>
</tr>
<tr>
<td>Three Days</td>
<td>42</td>
<td>8.8%</td>
<td>30.7%</td>
</tr>
<tr>
<td>Four Days</td>
<td>67</td>
<td>13.9%</td>
<td>44.6%</td>
</tr>
<tr>
<td>Five Days</td>
<td>216</td>
<td>44.7%</td>
<td>89.3%</td>
</tr>
<tr>
<td>Six Days</td>
<td>27</td>
<td>5.7%</td>
<td>95.0%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>24</td>
<td>5.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>481</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Weekend Usage:

#### Saturday Usage*

<table>
<thead>
<tr>
<th>Saturday Usage</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Cumulative Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>57</td>
<td>6</td>
<td>0</td>
<td>0</td>
<td>64</td>
</tr>
<tr>
<td></td>
<td>12.7%</td>
<td>1.4%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>14.1%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>0</td>
<td>246</td>
<td>9</td>
<td>27</td>
<td>255</td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>54.4%</td>
<td>2.0%</td>
<td>2.0%</td>
<td>56.4%</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>0</td>
<td>133</td>
<td>0</td>
<td>133</td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>0.0%</td>
<td>29.5%</td>
<td>3.0%</td>
<td>29.5%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>

#### Sunday Usage*

<table>
<thead>
<tr>
<th>Sunday Total</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Cumulative Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>57</td>
<td>252</td>
<td>142</td>
<td></td>
<td>452 *</td>
</tr>
<tr>
<td></td>
<td>12.7%</td>
<td>55.7%</td>
<td>31.5%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
### Fare Types and Pass Usage

**Rapid Transit Survey**

#### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>139</td>
<td>28.7%</td>
<td>2.7</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>42</td>
<td>8.7%</td>
<td>3.1</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>234</td>
<td>48.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>18</td>
<td>3.7%</td>
<td>3.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>15</td>
<td>3.1%</td>
<td>4.4</td>
</tr>
<tr>
<td>Student</td>
<td>3</td>
<td>0.6%</td>
<td>4.0</td>
</tr>
<tr>
<td>Senior</td>
<td>12</td>
<td>2.5%</td>
<td>4.5</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>36</td>
<td>7.5%</td>
<td>4.0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>All Payment Types</td>
<td>485</td>
<td>100.0%</td>
<td>4.0</td>
</tr>
</tbody>
</table>

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>221</td>
<td>45.7%</td>
<td>5.1</td>
</tr>
<tr>
<td>Zone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>9</td>
<td>1.9%</td>
<td>4.3</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>3</td>
<td>0.6%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>234</td>
<td>48.2%</td>
<td>5.0</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

(No Zones Reported)
### MBTA Surveys: 2008-09
Rapid Transit Survey

#### Usage Rates

**GREEN LINE-D**

**Entry Station: Newton Centre**

<table>
<thead>
<tr>
<th>Number of Days per Week Riders Use the Service:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>81</td>
<td>9.2%</td>
<td>9.2%</td>
</tr>
<tr>
<td>One Day</td>
<td>12</td>
<td>1.3%</td>
<td>10.5%</td>
</tr>
<tr>
<td>Two Days</td>
<td>33</td>
<td>3.7%</td>
<td>14.2%</td>
</tr>
<tr>
<td>Three Days</td>
<td>76</td>
<td>8.5%</td>
<td>22.7%</td>
</tr>
<tr>
<td>Four Days</td>
<td>120</td>
<td>13.5%</td>
<td>36.2%</td>
</tr>
<tr>
<td>Five Days</td>
<td>444</td>
<td>49.9%</td>
<td>86.2%</td>
</tr>
<tr>
<td>Six Days</td>
<td>45</td>
<td>5.1%</td>
<td>91.3%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>77</td>
<td>8.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>888</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>6</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

<table>
<thead>
<tr>
<th>Sunday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>87</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>87</td>
</tr>
<tr>
<td>Occasionally</td>
<td>15</td>
<td>476</td>
<td>69</td>
<td>18</td>
<td>560</td>
</tr>
<tr>
<td>Not at all</td>
<td>6</td>
<td>18</td>
<td>186</td>
<td>0</td>
<td>210</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>9</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Sunday Total</strong></th>
<th>108</th>
<th>494</th>
<th>256</th>
<th>857</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Saturday Usage</strong></td>
<td>87</td>
<td>186</td>
<td>210</td>
<td></td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
## Fare Types and Pass Usage

### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>251</td>
<td>29.9%</td>
<td>3.2</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>52</td>
<td>6.1%</td>
<td>3.5</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>506</td>
<td>60.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>18</td>
<td>2.2%</td>
<td>3.1</td>
</tr>
<tr>
<td>Reduced fare</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>7</td>
<td>0.8%</td>
<td>4.5</td>
</tr>
<tr>
<td>Disability</td>
<td>12</td>
<td>1.4%</td>
<td>2.3</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>6</td>
<td>0.7%</td>
<td>5.0</td>
</tr>
<tr>
<td>Other</td>
<td>6</td>
<td>0.7%</td>
<td>6.0</td>
</tr>
<tr>
<td>All Payment Types</td>
<td>838</td>
<td>100.0%</td>
<td>4.4</td>
</tr>
</tbody>
</table>

### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>465</td>
<td>55.5%</td>
<td>5.1</td>
</tr>
<tr>
<td>Zone</td>
<td>13</td>
<td>1.6%</td>
<td>3.9</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>16</td>
<td>1.9%</td>
<td>5.0</td>
</tr>
<tr>
<td>Disability</td>
<td>12</td>
<td>1.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>506</td>
<td>60.4%</td>
<td>5.0</td>
</tr>
</tbody>
</table>

### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>3</td>
<td>0.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>1</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>7</td>
<td>0.8%</td>
<td>2.8</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>3</td>
<td>0.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>13</td>
<td>1.6%</td>
<td>3.9</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09
**Rapid Transit Survey**

### Usage Rates
**GREEN LINE-D**
Entry Station: Newton Highlands

#### Number of Days per Week Riders Use the Service:

<table>
<thead>
<tr>
<th>Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>63</td>
<td>10.8%</td>
<td>10.8%</td>
</tr>
<tr>
<td>One Day</td>
<td>37</td>
<td>6.2%</td>
<td>17.0%</td>
</tr>
<tr>
<td>Two Days</td>
<td>25</td>
<td>4.3%</td>
<td>21.3%</td>
</tr>
<tr>
<td>Three Days</td>
<td>42</td>
<td>7.2%</td>
<td>28.5%</td>
</tr>
<tr>
<td>Four Days</td>
<td>59</td>
<td>10.1%</td>
<td>38.6%</td>
</tr>
<tr>
<td>Five Days</td>
<td>306</td>
<td>52.2%</td>
<td>90.9%</td>
</tr>
<tr>
<td>Six Days</td>
<td>27</td>
<td>4.6%</td>
<td>95.4%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>27</td>
<td>4.6%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>586</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>4</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

<table>
<thead>
<tr>
<th></th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regularly</td>
<td>35</td>
<td>17</td>
<td>4</td>
<td>0</td>
<td>56</td>
</tr>
<tr>
<td></td>
<td>6.1%</td>
<td>3.1%</td>
<td>0.7%</td>
<td>0%</td>
<td>9.9%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>0</td>
<td>322</td>
<td>35</td>
<td>17</td>
<td>356</td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>57.3%</td>
<td>6.2%</td>
<td>63.5%</td>
<td></td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>8</td>
<td>142</td>
<td>4</td>
<td>149</td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>1.4%</td>
<td>25.2%</td>
<td>26.6%</td>
<td></td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td></td>
</tr>
</tbody>
</table>

| Sunday | 35 | 347 | 180 | 562 |
|        | 6.1% | 61.8% | 32.1% |     |

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
## Fare Types and Pass Usage

### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>159</td>
<td>29.0%</td>
<td>3.0</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>27</td>
<td>4.9%</td>
<td>1.4</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>329</td>
<td>59.9%</td>
<td>4.9</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>8</td>
<td>1.4%</td>
<td>2.8</td>
</tr>
<tr>
<td><strong>Student</strong></td>
<td>4</td>
<td>0.7%</td>
<td>5.0</td>
</tr>
<tr>
<td><strong>Senior</strong></td>
<td>4</td>
<td>0.7%</td>
<td>0.5</td>
</tr>
<tr>
<td><strong>Disability</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>No Reduced Fare Selected</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>4</td>
<td>0.7%</td>
<td>5.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>19</td>
<td>3.5%</td>
<td>5.4</td>
</tr>
<tr>
<td>Other</td>
<td>4</td>
<td>0.7%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>No Fare Payment Type Selected</strong></td>
<td>40</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>All Payment Types</strong></td>
<td>550</td>
<td>100.0%</td>
<td>4.2</td>
</tr>
</tbody>
</table>

### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders Responding to Fare Question</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>280</td>
<td>50.8%</td>
<td>4.9</td>
</tr>
<tr>
<td>Zone</td>
<td>23</td>
<td>4.2%</td>
<td>4.0</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>4</td>
<td>0.7%</td>
<td>7.0</td>
</tr>
<tr>
<td>Senior</td>
<td>19</td>
<td>3.5%</td>
<td>5.6</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>4</td>
<td>0.7%</td>
<td>5.0</td>
</tr>
<tr>
<td><strong>Total Riders Using Monthly Passes</strong></td>
<td>329</td>
<td>59.9%</td>
<td>4.9</td>
</tr>
</tbody>
</table>

### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders Responding to Fare Question</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>4</td>
<td>0.7%</td>
<td>5.0</td>
</tr>
<tr>
<td>1</td>
<td>4</td>
<td>0.7%</td>
<td>5.0</td>
</tr>
<tr>
<td>2</td>
<td>8</td>
<td>1.4%</td>
<td>4.0</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>4</td>
<td>0.7%</td>
<td>1.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>4</td>
<td>0.7%</td>
<td>5.0</td>
</tr>
<tr>
<td><strong>Total Riders Using Zone Passes</strong></td>
<td>23</td>
<td>4.2%</td>
<td>4.0</td>
</tr>
</tbody>
</table>
## Usage Rates

**GREEN LINE-D**

**Entry Station: Eliot**

### Number of Days per Week Riders Use the Service:

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>34</td>
<td>7.3%</td>
<td>7.3%</td>
</tr>
<tr>
<td>One Day</td>
<td>0</td>
<td>0.0%</td>
<td>7.3%</td>
</tr>
<tr>
<td>Two Days</td>
<td>43</td>
<td>9.3%</td>
<td>16.6%</td>
</tr>
<tr>
<td>Three Days</td>
<td>9</td>
<td>2.0%</td>
<td>18.5%</td>
</tr>
<tr>
<td>Four Days</td>
<td>33</td>
<td>7.1%</td>
<td>25.6%</td>
</tr>
<tr>
<td>Five Days</td>
<td>295</td>
<td>63.6%</td>
<td>89.2%</td>
</tr>
<tr>
<td>Six Days</td>
<td>20</td>
<td>4.2%</td>
<td>93.5%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>30</td>
<td>6.5%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>464</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>9</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Weekend Usage:

#### Saturday Usage*

<table>
<thead>
<tr>
<th></th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>36</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>43</td>
</tr>
<tr>
<td></td>
<td>7.8%</td>
<td>1.6%</td>
<td>0.0%</td>
<td>0%</td>
<td>9.5%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>0</td>
<td>257</td>
<td>17</td>
<td>13</td>
<td>273</td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>56.3%</td>
<td>3.6%</td>
<td></td>
<td>60.0%</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>5</td>
<td>134</td>
<td>0</td>
<td>139</td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>1.2%</td>
<td>29.4%</td>
<td></td>
<td>30.5%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>5</td>
<td></td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

#### Sunday Usage*

<table>
<thead>
<tr>
<th></th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Sunday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>36</td>
<td>269</td>
<td>150</td>
<td></td>
<td>455</td>
</tr>
<tr>
<td></td>
<td>7.8%</td>
<td>59.1%</td>
<td>33.0%</td>
<td></td>
<td>*</td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
## Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>112</td>
<td>24.0%</td>
<td>3.2</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>18</td>
<td>3.9%</td>
<td>1.9</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>315</td>
<td>67.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>4</td>
<td>0.8%</td>
<td>5.0</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>4</td>
<td>0.8%</td>
<td>5.0</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>20</td>
<td>4.2%</td>
<td>6.1</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
</tbody>
</table>

No Fare Payment Type Selected: 5

All Payment Types: 468 100.0% 4.5

## Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders Responding to Fare Question</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>285</td>
<td>60.9%</td>
<td>5.0</td>
</tr>
<tr>
<td>Zone</td>
<td>17</td>
<td>3.5%</td>
<td>4.0</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>9</td>
<td>1.9%</td>
<td>6.0</td>
</tr>
<tr>
<td>Senior</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Disability</td>
<td>4</td>
<td>0.8%</td>
<td>5.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>315</td>
<td>67.2%</td>
<td>5.0</td>
</tr>
</tbody>
</table>

## Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders Responding to Fare Question</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>4</td>
<td>0.8%</td>
<td>5.0</td>
</tr>
<tr>
<td>1</td>
<td>5</td>
<td>1.1%</td>
<td>2.0</td>
</tr>
<tr>
<td>2</td>
<td>4</td>
<td>0.8%</td>
<td>5.0</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>4</td>
<td>0.8%</td>
<td>5.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>17</td>
<td>3.5%</td>
<td>4.0</td>
</tr>
</tbody>
</table>
### Usage Rates

**GREEN LINE-D**

**Entry Station: Waban**

<table>
<thead>
<tr>
<th>Number of Days per Week Riders Use the Service:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>9</td>
<td>2.6%</td>
<td>2.6%</td>
</tr>
<tr>
<td>One Day</td>
<td>9</td>
<td>2.6%</td>
<td>2.6%</td>
</tr>
<tr>
<td>Two Days</td>
<td>30</td>
<td>9.1%</td>
<td>14.3%</td>
</tr>
<tr>
<td>Three Days</td>
<td>26</td>
<td>7.8%</td>
<td>22.1%</td>
</tr>
<tr>
<td>Four Days</td>
<td>43</td>
<td>12.8%</td>
<td>35.0%</td>
</tr>
<tr>
<td>Five Days</td>
<td>204</td>
<td>61.2%</td>
<td>96.1%</td>
</tr>
<tr>
<td>Six Days</td>
<td>4</td>
<td>1.2%</td>
<td>97.4%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>9</td>
<td>2.6%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>334</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

<table>
<thead>
<tr>
<th></th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Saturday Usage</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regularly</td>
<td>26</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>31</td>
</tr>
<tr>
<td>Occasionally</td>
<td>0</td>
<td>145</td>
<td>21</td>
<td>9</td>
<td>166</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>0</td>
<td>123</td>
<td>0</td>
<td>123</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td><strong>Sunday Total</strong></td>
<td>26</td>
<td>149</td>
<td>144</td>
<td></td>
<td>320 *</td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
**Fare Types and Pass Usage**

**Usage Rates by Fare Type:**

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>74</td>
<td>25.9%</td>
<td>3.7</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>4</td>
<td>1.5%</td>
<td>5.0</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>207</td>
<td>72.6%</td>
<td>4.7</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>49</td>
<td>100.0%</td>
<td>4.5</td>
</tr>
<tr>
<td>All Payment Types</td>
<td>284</td>
<td>100.0%</td>
<td>4.5</td>
</tr>
</tbody>
</table>

**Monthly Pass Users by Type of Pass:**

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>190</td>
<td>66.7%</td>
<td>4.8</td>
</tr>
<tr>
<td>Zone</td>
<td>13</td>
<td>4.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>4</td>
<td>1.5%</td>
<td>0.5</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>207</td>
<td>72.6%</td>
<td>4.7</td>
</tr>
</tbody>
</table>

**Zones Reported by Users of Zone Passes:**

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>4</td>
<td>1.5%</td>
<td>5.0</td>
</tr>
<tr>
<td>1</td>
<td>4</td>
<td>1.5%</td>
<td>5.0</td>
</tr>
<tr>
<td>2</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>4</td>
<td>1.5%</td>
<td>5.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>13</td>
<td>4.4%</td>
<td>5.0</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

#### Usage Rates

**Expanded Results**

**GREEN LINE-D**

**Entry Station: Woodland**

<table>
<thead>
<tr>
<th>Number of Days per Week Riders Use the Service:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>106</td>
<td>13.0%</td>
<td>13.0%</td>
</tr>
<tr>
<td>One Day</td>
<td>43</td>
<td>5.2%</td>
<td>18.2%</td>
</tr>
<tr>
<td>Two Days</td>
<td>41</td>
<td>5.0%</td>
<td>23.2%</td>
</tr>
<tr>
<td>Three Days</td>
<td>75</td>
<td>9.1%</td>
<td>32.3%</td>
</tr>
<tr>
<td>Four Days</td>
<td>95</td>
<td>11.6%</td>
<td>43.9%</td>
</tr>
<tr>
<td>Five Days</td>
<td>384</td>
<td>46.8%</td>
<td>90.7%</td>
</tr>
<tr>
<td>Six Days</td>
<td>32</td>
<td>3.9%</td>
<td>94.5%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>34</td>
<td>4.1%</td>
<td>98.6%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>11</td>
<td>1.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>821</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>11</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

**Saturday Usage**

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>32</td>
<td>20</td>
<td>0</td>
<td>11</td>
</tr>
<tr>
<td>Occasionally</td>
<td>0</td>
<td>384</td>
<td>54</td>
<td>20</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>0</td>
<td>272</td>
<td>9</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0</td>
<td>357</td>
<td>19</td>
</tr>
</tbody>
</table>

#### Sunday Usage*

<table>
<thead>
<tr>
<th>Sunday Total</th>
<th>32</th>
<th>404</th>
<th>326</th>
<th>762</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4.2%</td>
<td>53.1%</td>
<td>42.8%</td>
<td></td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
## Fare Types and Pass Usage

### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>199</td>
<td>25.7%</td>
<td>2.7</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>43</td>
<td>5.5%</td>
<td>2.6</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>494</td>
<td>63.7%</td>
<td>4.7</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Student</td>
<td>20</td>
<td>2.6%</td>
<td>0.8</td>
</tr>
<tr>
<td>Senior</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Disability</td>
<td>20</td>
<td>2.6%</td>
<td>0.8</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>19</td>
<td>2.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>56</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>775</td>
<td>100.0%</td>
<td>4.0</td>
</tr>
</tbody>
</table>

### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders Responding to Fare Question</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>412</td>
<td>53.1%</td>
<td>4.7</td>
</tr>
<tr>
<td>Zone</td>
<td>20</td>
<td>2.6%</td>
<td>1.6</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>9</td>
<td>1.2%</td>
<td>5.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>11</td>
<td>1.4%</td>
<td>6.0</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>32</td>
<td>4.1%</td>
<td>6.5</td>
</tr>
<tr>
<td>Disability</td>
<td>9</td>
<td>1.2%</td>
<td>3.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>494</td>
<td>63.7%</td>
<td>4.7</td>
</tr>
</tbody>
</table>

### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders Responding to Fare Question</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>11</td>
<td>1.4%</td>
<td>0.5</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>9</td>
<td>1.2%</td>
<td>3.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>20</td>
<td>2.6%</td>
<td>1.6</td>
</tr>
</tbody>
</table>

**CTPS**

*Entry Station: Woodland*

*20-May-10*
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Usage Rates**

Expanded Results

**GREEN LINE-D**

Entry Station: Riverside

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>169</td>
<td>11.6%</td>
<td>11.6%</td>
</tr>
<tr>
<td>One Day</td>
<td>45</td>
<td>3.1%</td>
<td>14.7%</td>
</tr>
<tr>
<td>Two Days</td>
<td>81</td>
<td>5.6%</td>
<td>20.4%</td>
</tr>
<tr>
<td>Three Days</td>
<td>107</td>
<td>7.4%</td>
<td>27.7%</td>
</tr>
<tr>
<td>Four Days</td>
<td>122</td>
<td>8.4%</td>
<td>36.1%</td>
</tr>
<tr>
<td>Five Days</td>
<td>746</td>
<td>51.6%</td>
<td>87.7%</td>
</tr>
<tr>
<td>Six Days</td>
<td>53</td>
<td>3.7%</td>
<td>91.3%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>39</td>
<td>2.7%</td>
<td>94.0%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>86</td>
<td>6.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,448</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>8</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Weekend Usage:**

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>37</td>
<td>17</td>
<td>7</td>
<td>7</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td>2.8%</td>
<td>1.3%</td>
<td>0.5%</td>
<td>0.5%</td>
<td>4.5%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>20</td>
<td>583</td>
<td>97</td>
<td>47</td>
<td>700</td>
</tr>
<tr>
<td></td>
<td>1.5%</td>
<td>43.8%</td>
<td>7.3%</td>
<td>7.3%</td>
<td>52.5%</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>19</td>
<td>553</td>
<td>28</td>
<td>572</td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>1.4%</td>
<td>41.5%</td>
<td>41.5%</td>
<td>42.9%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>43</td>
</tr>
</tbody>
</table>

**Sunday Usage* |

<table>
<thead>
<tr>
<th>Sunday Total</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>56</td>
<td>619</td>
<td>656</td>
<td></td>
<td>1,331</td>
</tr>
<tr>
<td></td>
<td>4.2%</td>
<td>46.5%</td>
<td>49.3%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
## Fare Types and Pass Usage

### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>377</td>
<td>27.6%</td>
<td>3.1</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>77</td>
<td>5.7%</td>
<td>2.5</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>833</td>
<td>60.9%</td>
<td>4.5</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>11</td>
<td>0.8%</td>
<td>3.5</td>
</tr>
<tr>
<td><strong>Student</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Senior</strong></td>
<td>11</td>
<td>0.8%</td>
<td>3.5</td>
</tr>
<tr>
<td><strong>Disability</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>No Reduced Fare Selected</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>7</td>
<td>0.5%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>62</td>
<td>4.5%</td>
<td>5.2</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
</tbody>
</table>

### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>655</td>
<td>47.9%</td>
<td>4.9</td>
</tr>
<tr>
<td>Zone</td>
<td>144</td>
<td>10.5%</td>
<td>2.9</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>13</td>
<td>1.0%</td>
<td>1.5</td>
</tr>
<tr>
<td>Student</td>
<td>7</td>
<td>0.5%</td>
<td>5.0</td>
</tr>
<tr>
<td>Senior</td>
<td>8</td>
<td>0.6%</td>
<td>5.0</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>7</td>
<td>0.5%</td>
<td>7.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>833</td>
<td>60.9%</td>
<td>4.5</td>
</tr>
</tbody>
</table>

### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>20</td>
<td>1.4%</td>
<td>3.3</td>
</tr>
<tr>
<td>1</td>
<td>13</td>
<td>1.0%</td>
<td>4.5</td>
</tr>
<tr>
<td>2</td>
<td>46</td>
<td>3.4%</td>
<td>2.9</td>
</tr>
<tr>
<td>3</td>
<td>17</td>
<td>1.3%</td>
<td>1.3</td>
</tr>
<tr>
<td>4</td>
<td>19</td>
<td>1.4%</td>
<td>1.7</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>12</td>
<td>0.9%</td>
<td>3.5</td>
</tr>
<tr>
<td>7</td>
<td>8</td>
<td>0.6%</td>
<td>3.5</td>
</tr>
<tr>
<td>8</td>
<td>4</td>
<td>0.3%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>4</td>
<td>0.3%</td>
<td>4.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>144</td>
<td>10.5%</td>
<td>2.9</td>
</tr>
</tbody>
</table>
# MBTA Surveys: 2008-09

## Rapid Transit Survey

### Usage Rates

**Expanded Results**

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>45</td>
<td>4.1%</td>
<td>4.1%</td>
</tr>
<tr>
<td>One Day</td>
<td>30</td>
<td>2.7%</td>
<td>6.8%</td>
</tr>
<tr>
<td>Two Days</td>
<td>168</td>
<td>15.3%</td>
<td>22.1%</td>
</tr>
<tr>
<td>Three Days</td>
<td>106</td>
<td>9.6%</td>
<td>31.7%</td>
</tr>
<tr>
<td>Four Days</td>
<td>106</td>
<td>9.6%</td>
<td>41.3%</td>
</tr>
<tr>
<td>Five Days</td>
<td>279</td>
<td>25.3%</td>
<td>66.6%</td>
</tr>
<tr>
<td>Six Days</td>
<td>139</td>
<td>12.7%</td>
<td>79.2%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>214</td>
<td>19.4%</td>
<td>98.6%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>15</td>
<td>1.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,102</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**No Answer**

- 15

### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Saturday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>199</td>
<td>152</td>
<td>0</td>
<td>30</td>
<td>351</td>
</tr>
<tr>
<td></td>
<td>18.5%</td>
<td>14.2%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>32.7%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>0</td>
<td>523</td>
<td>15</td>
<td>0</td>
<td>538</td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>48.8%</td>
<td>1.4%</td>
<td>0.0%</td>
<td>50.2%</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>15</td>
<td>168</td>
<td>0</td>
<td>183</td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>1.4%</td>
<td>15.7%</td>
<td>0.0%</td>
<td>17.1%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>15</td>
<td></td>
</tr>
</tbody>
</table>

**Sunday Total**

- 199
- 690
- 183

**Percent**

- 18.5%
- 64.4%
- 17.1%

**Saturday Total**

- 1,072

---

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Fare Types and Pass Usage

#### Expanded Results

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>440</td>
<td>39.4%</td>
<td>3.3</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>15</td>
<td>1.4%</td>
<td>0.5</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>540</td>
<td>48.4%</td>
<td>5.6</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>30</td>
<td>2.7%</td>
<td>2.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>15</td>
<td>1.4%</td>
<td>3.0</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>15</td>
<td>1.4%</td>
<td>3.0</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>77</td>
<td>6.9%</td>
<td>4.7</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>0</td>
<td>100.0%</td>
<td>4.5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Monthly Pass Users by Type of Pass:</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>524</td>
<td>46.9%</td>
<td>5.6</td>
</tr>
<tr>
<td>Zone</td>
<td>16</td>
<td>1.5%</td>
<td>7.0</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>540</td>
<td>48.4%</td>
<td>5.6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Zones Reported by Users of Zone Passes:</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zone 1A</td>
<td>16</td>
<td>1.5%</td>
<td>7.0</td>
</tr>
<tr>
<td>Zone 1</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Zone 2</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Zone 3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Zone 4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Zone 5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Zone 6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Zone 7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Zone 8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>16</td>
<td>1.5%</td>
<td>7.0</td>
</tr>
</tbody>
</table>
## Usage Rates

### GREEN LINE-E

Entry Stop: Museum Of Fine Arts

#### Number of Days per Week Riders Use the Service:

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>74</td>
<td>9.0%</td>
<td>9.0%</td>
</tr>
<tr>
<td>One Day</td>
<td>32</td>
<td>3.9%</td>
<td>12.9%</td>
</tr>
<tr>
<td>Two Days</td>
<td>84</td>
<td>10.3%</td>
<td>23.1%</td>
</tr>
<tr>
<td>Three Days</td>
<td>84</td>
<td>10.3%</td>
<td>33.4%</td>
</tr>
<tr>
<td>Four Days</td>
<td>95</td>
<td>11.6%</td>
<td>45.0%</td>
</tr>
<tr>
<td>Five Days</td>
<td>251</td>
<td>30.5%</td>
<td>75.5%</td>
</tr>
<tr>
<td>Six Days</td>
<td>99</td>
<td>12.1%</td>
<td>87.6%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>81</td>
<td>9.9%</td>
<td>97.4%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>21</td>
<td>2.6%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>821</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>120</td>
<td>39</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>Occasionally</td>
<td>0</td>
<td>356</td>
<td>32</td>
<td>18</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>11</td>
<td>299</td>
<td>0</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>11</td>
<td>21</td>
<td></td>
</tr>
</tbody>
</table>

#### Sunday Usage*:

<table>
<thead>
<tr>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>120</td>
<td>405</td>
<td>260</td>
<td></td>
</tr>
</tbody>
</table>

---

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
### Fare Types and Pass Usage

#### Expanded Results

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>246</td>
<td>30.0%</td>
<td>4.3</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>11</td>
<td>1.3%</td>
<td>0.0</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>469</td>
<td>57.1%</td>
<td>4.3</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>74</td>
<td>9.0%</td>
<td>2.0</td>
</tr>
<tr>
<td><strong>Student</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Senior</strong></td>
<td>74</td>
<td>9.0%</td>
<td>2.0</td>
</tr>
<tr>
<td><strong>Disability</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>21</td>
<td>2.6%</td>
<td>6.0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>821</td>
<td>100.0%</td>
<td>4.2</td>
</tr>
</tbody>
</table>

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders Responding to Fare Question</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>388</td>
<td>47.3%</td>
<td>4.5</td>
</tr>
<tr>
<td>Zone</td>
<td>49</td>
<td>6.0%</td>
<td>4.0</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>11</td>
<td>1.3%</td>
<td>3.0</td>
</tr>
<tr>
<td>Senior</td>
<td>21</td>
<td>2.6%</td>
<td>2.0</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>469</td>
<td>57.1%</td>
<td>4.3</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders Responding to Fare Question</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>7</td>
<td>0.9%</td>
<td>5.0</td>
</tr>
<tr>
<td>1</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>11</td>
<td>1.3%</td>
<td>3.0</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>11</td>
<td>1.3%</td>
<td>5.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>11</td>
<td>1.3%</td>
<td>7.0</td>
</tr>
<tr>
<td>8</td>
<td>11</td>
<td>1.3%</td>
<td>0.5</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>49</td>
<td>6.0%</td>
<td>4.0</td>
</tr>
</tbody>
</table>

Entry Stop: Museum Of Fine Arts
### Usage Rates

**Expanded Results**

**GREEN LINE-E**

Entry Stop: Longwood Medical Area

#### Number of Days per Week Riders Use the Service:

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>394</td>
<td>20.7%</td>
<td>20.7%</td>
</tr>
<tr>
<td>One Day</td>
<td>61</td>
<td>3.2%</td>
<td>23.9%</td>
</tr>
<tr>
<td>Two Days</td>
<td>122</td>
<td>6.4%</td>
<td>30.3%</td>
</tr>
<tr>
<td>Three Days</td>
<td>122</td>
<td>6.4%</td>
<td>36.8%</td>
</tr>
<tr>
<td>Four Days</td>
<td>122</td>
<td>6.4%</td>
<td>43.2%</td>
</tr>
<tr>
<td>Five Days</td>
<td>551</td>
<td>28.9%</td>
<td>72.1%</td>
</tr>
<tr>
<td>Six Days</td>
<td>163</td>
<td>8.6%</td>
<td>80.7%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>306</td>
<td>16.1%</td>
<td>96.8%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>61</td>
<td>3.2%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,902</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>7</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Weekend Usage:

**Saturday Usage**

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>272</td>
<td>122</td>
<td>0</td>
<td>27</td>
<td>394 22.6%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>54</td>
<td>735</td>
<td>82</td>
<td>68</td>
<td>871 49.8%</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>20</td>
<td>462</td>
<td>20</td>
<td>483 27.6%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>20</td>
<td>0</td>
<td>27</td>
<td></td>
</tr>
</tbody>
</table>

**Sunday Usage**

<table>
<thead>
<tr>
<th>Sunday Total</th>
<th>326</th>
<th>877</th>
<th>544</th>
<th>1,748</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>18.7%</td>
<td>50.2%</td>
<td>31.1%</td>
<td>*</td>
</tr>
</tbody>
</table>

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.
### Fare Types and Pass Usage

**Expanded Results**

#### USAGE RATES BY FARE TYPE:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>537</td>
<td>28.1%</td>
<td>2.6</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>75</td>
<td>3.9%</td>
<td>2.4</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>1,088</td>
<td>56.9%</td>
<td>4.6</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>7</td>
<td>0.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>136</td>
<td>7.1%</td>
<td>4.2</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>82</td>
<td>4.3%</td>
<td>5.0</td>
</tr>
<tr>
<td>Disability</td>
<td>48</td>
<td>2.5%</td>
<td>3.2</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>7</td>
<td>0.4%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>48</td>
<td>2.5%</td>
<td>5.7</td>
</tr>
<tr>
<td>Other</td>
<td>20</td>
<td>1.1%</td>
<td>2.0</td>
</tr>
</tbody>
</table>

#### No Fare Payment Type Selected

| All Payment Types                             | 1,911            | 100.0%            | 3.9                           |

#### MONTHLY PASS USERS BY TYPE OF PASS:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>871</td>
<td>45.6%</td>
<td>4.7</td>
</tr>
<tr>
<td>Zone</td>
<td>163</td>
<td>8.5%</td>
<td>3.3</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>7</td>
<td>0.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>7</td>
<td>0.4%</td>
<td>7.0</td>
</tr>
<tr>
<td>Disability</td>
<td>41</td>
<td>2.1%</td>
<td>7.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>1,088</td>
<td>56.9%</td>
<td>4.6</td>
</tr>
</tbody>
</table>

#### ZONES REPORTED BY USERS OF ZONE PASSES:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>41</td>
<td>2.1%</td>
<td>0.5</td>
</tr>
<tr>
<td>1</td>
<td>20</td>
<td>1.1%</td>
<td>5.0</td>
</tr>
<tr>
<td>2</td>
<td>41</td>
<td>2.1%</td>
<td>5.0</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>4</td>
<td>20</td>
<td>1.1%</td>
<td>0.5</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>20</td>
<td>1.1%</td>
<td>5.0</td>
</tr>
<tr>
<td>8</td>
<td>20</td>
<td>1.1%</td>
<td>5.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>163</td>
<td>8.5%</td>
<td>3.3</td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09

**Rapid Transit Survey**

### Usage Rates

**Expanded Results**

<table>
<thead>
<tr>
<th>Number of Days per Week</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>85</td>
<td>8.2%</td>
<td>8.2%</td>
</tr>
<tr>
<td>One Day</td>
<td>55</td>
<td>5.3%</td>
<td>13.4%</td>
</tr>
<tr>
<td>Two Days</td>
<td>52</td>
<td>5.0%</td>
<td>18.4%</td>
</tr>
<tr>
<td>Three Days</td>
<td>111</td>
<td>10.8%</td>
<td>29.2%</td>
</tr>
<tr>
<td>Four Days</td>
<td>60</td>
<td>5.8%</td>
<td>35.0%</td>
</tr>
<tr>
<td>Five Days</td>
<td>421</td>
<td>40.6%</td>
<td>75.6%</td>
</tr>
<tr>
<td>Six Days</td>
<td>106</td>
<td>10.2%</td>
<td>85.8%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>147</td>
<td>14.2%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,037</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>44</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>190</td>
<td>63</td>
<td>11</td>
<td>0</td>
<td>264</td>
</tr>
<tr>
<td></td>
<td>19.3%</td>
<td>6.3%</td>
<td>1.1%</td>
<td>0.0%</td>
<td>26.7%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>24</td>
<td>441</td>
<td>49</td>
<td>19</td>
<td>514</td>
</tr>
<tr>
<td></td>
<td>2.4%</td>
<td>44.7%</td>
<td>4.9%</td>
<td>3.6%</td>
<td>52.0%</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>11</td>
<td>199</td>
<td>8</td>
<td>210</td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>1.1%</td>
<td>20.2%</td>
<td>0.3%</td>
<td>21.3%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0</td>
<td>22</td>
<td>44</td>
<td></td>
</tr>
</tbody>
</table>

| Saturday Total  | 214       | 515          | 259        | 987 *     |
|                 | 21.7%     | 52.1%        | 26.2%      |           |

* 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

**Expanded Results**

#### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>236</td>
<td>22.3%</td>
<td>3.3</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>22</td>
<td>2.1%</td>
<td>2.8</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>670</td>
<td>63.3%</td>
<td>4.8</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>11</td>
<td>1.0%</td>
<td>0.5</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>30</td>
<td>2.8%</td>
<td>1.9</td>
</tr>
<tr>
<td><strong>Student</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Senior</strong></td>
<td>11</td>
<td>1.0%</td>
<td>3.0</td>
</tr>
<tr>
<td><strong>Disability</strong></td>
<td>19</td>
<td>1.8%</td>
<td>0.5</td>
</tr>
<tr>
<td><strong>No Reduced Fare Selected</strong></td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>90</td>
<td>8.5%</td>
<td>5.6</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
</tbody>
</table>

**No Fare Payment Type Selected** | 22

**All Payment Types** | 1,058 | 100.0% | 4.4

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>506</td>
<td>47.8%</td>
<td>4.9</td>
</tr>
<tr>
<td>Zone</td>
<td>120</td>
<td>11.4%</td>
<td>4.7</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>22</td>
<td>2.1%</td>
<td>5.0</td>
</tr>
<tr>
<td>Senior</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Disability</td>
<td>11</td>
<td>1.0%</td>
<td>3.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>11</td>
<td>1.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>670</td>
<td>63.3%</td>
<td>4.8</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>22</td>
<td>2.1%</td>
<td>6.0</td>
</tr>
<tr>
<td>1</td>
<td>22</td>
<td>2.1%</td>
<td>6.0</td>
</tr>
<tr>
<td>2</td>
<td>22</td>
<td>2.1%</td>
<td>4.0</td>
</tr>
<tr>
<td>3</td>
<td>22</td>
<td>2.1%</td>
<td>2.5</td>
</tr>
<tr>
<td>4</td>
<td>11</td>
<td>1.0%</td>
<td>5.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>11</td>
<td>1.0%</td>
<td>5.0</td>
</tr>
<tr>
<td>7</td>
<td>11</td>
<td>1.0%</td>
<td>5.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>120</td>
<td>11.4%</td>
<td>4.7</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09  
**Rapid Transit Survey**

#### Usage Rates

**GREEN LINE-E**  
Entry Stop: Fenwood Rd. to Back of the Hill

**Expanded Results**

<table>
<thead>
<tr>
<th>Number of Days per Week Riders Use the Service:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>44</td>
<td>6.3%</td>
<td>6.3%</td>
</tr>
<tr>
<td>One Day</td>
<td>0</td>
<td>0.0%</td>
<td>6.3%</td>
</tr>
<tr>
<td>Two Days</td>
<td>50</td>
<td>7.0%</td>
<td>13.3%</td>
</tr>
<tr>
<td>Three Days</td>
<td>36</td>
<td>5.1%</td>
<td>18.4%</td>
</tr>
<tr>
<td>Four Days</td>
<td>44</td>
<td>6.3%</td>
<td>24.6%</td>
</tr>
<tr>
<td>Five Days</td>
<td>210</td>
<td>29.6%</td>
<td>54.2%</td>
</tr>
<tr>
<td>Six Days</td>
<td>144</td>
<td>20.3%</td>
<td>74.6%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>181</td>
<td>25.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>709</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>8</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Weekend Usage:**

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>172</td>
<td>89</td>
<td>0</td>
<td>14</td>
<td>261</td>
</tr>
<tr>
<td>Regularly</td>
<td>25.6%</td>
<td>13.2%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>38.7%</td>
</tr>
<tr>
<td>Occasionally</td>
<td>8</td>
<td>272</td>
<td>36</td>
<td>30</td>
<td>316</td>
</tr>
<tr>
<td>Not at all</td>
<td>0</td>
<td>0</td>
<td>97</td>
<td>0</td>
<td>97</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td>0</td>
<td>14.4%</td>
<td>0</td>
<td>14.4%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sunday Usage*</th>
<th>Regularly</th>
<th>Occasionally</th>
<th>Not at All</th>
<th>No Answer</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>181</td>
<td>360</td>
<td>133</td>
<td></td>
<td>674</td>
</tr>
<tr>
<td>Regularly</td>
<td>26.8%</td>
<td>53.5%</td>
<td>19.8%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* 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

**Expanded Results**

#### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>89</td>
<td>12.4%</td>
<td>4.1</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>14</td>
<td>1.9%</td>
<td>2.0</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>544</td>
<td>75.7%</td>
<td>5.3</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>36</td>
<td>5.0%</td>
<td>3.5</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>36</td>
<td>5.0%</td>
<td>3.5</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>36</td>
<td>5.0%</td>
<td>6.2</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>All Payment Types</td>
<td>719</td>
<td>100.0%</td>
<td>5.1</td>
</tr>
</tbody>
</table>

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>530</td>
<td>73.7%</td>
<td>5.5</td>
</tr>
<tr>
<td>Zone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>14</td>
<td>1.9%</td>
<td>0.5</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>544</td>
<td>75.7%</td>
<td>5.3</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

(No Zones Reported)
## Usage Rates

**Expanded Results**

<table>
<thead>
<tr>
<th>Number of Days per Week Riders Use the Service:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than One</td>
<td>56</td>
<td>11.1%</td>
<td>11.1%</td>
</tr>
<tr>
<td>One Day</td>
<td>0</td>
<td>0.0%</td>
<td>11.1%</td>
</tr>
<tr>
<td>Two Days</td>
<td>14</td>
<td>2.8%</td>
<td>13.9%</td>
</tr>
<tr>
<td>Three Days</td>
<td>42</td>
<td>8.4%</td>
<td>22.3%</td>
</tr>
<tr>
<td>Four Days</td>
<td>28</td>
<td>5.6%</td>
<td>27.8%</td>
</tr>
<tr>
<td>Five Days</td>
<td>228</td>
<td>45.5%</td>
<td>73.4%</td>
</tr>
<tr>
<td>Six Days</td>
<td>75</td>
<td>15.0%</td>
<td>88.3%</td>
</tr>
<tr>
<td>Seven Days</td>
<td>44</td>
<td>8.9%</td>
<td>97.2%</td>
</tr>
<tr>
<td>Only Visiting</td>
<td>14</td>
<td>2.8%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>501</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>28</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Weekend Usage:

<table>
<thead>
<tr>
<th>Saturday Usage*</th>
<th>Sunday Usage*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regularly</td>
<td>Saturday Total</td>
</tr>
<tr>
<td>Regularly</td>
<td>81</td>
</tr>
<tr>
<td>Occasionally</td>
<td>17.9%</td>
</tr>
<tr>
<td>Not at all</td>
<td>0.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sunday Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>89</td>
</tr>
<tr>
<td>19.7%</td>
</tr>
</tbody>
</table>

* 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**

**Expanded Results**

#### Usage Rates by Fare Type:

<table>
<thead>
<tr>
<th>Fare Payment Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pay-per-ride CharlieCard (plastic)</td>
<td>156</td>
<td>29.5%</td>
<td>3.3</td>
</tr>
<tr>
<td>Pay-per-ride CharlieTicket (paper)</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Monthly pass</td>
<td>314</td>
<td>59.4%</td>
<td>5.0</td>
</tr>
<tr>
<td>Full cash fare on-board trolley</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduced fare</td>
<td>36</td>
<td>6.8%</td>
<td>4.1</td>
</tr>
<tr>
<td>Student</td>
<td>8</td>
<td>1.6%</td>
<td>6.0</td>
</tr>
<tr>
<td>Senior</td>
<td>14</td>
<td>2.6%</td>
<td>4.0</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Reduced Fare Selected</td>
<td>14</td>
<td>2.6%</td>
<td>3.0</td>
</tr>
<tr>
<td>Child under age 12 free fare</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Blind Access Card</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1-Day LinkPass</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7-Day LinkPass</td>
<td>22</td>
<td>4.2%</td>
<td>6.0</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Fare Payment Type Selected</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Payment Types</td>
<td>528</td>
<td>100.0%</td>
<td>4.5</td>
</tr>
</tbody>
</table>

#### Monthly Pass Users by Type of Pass:

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Link (Subway + Bus)</td>
<td>272</td>
<td>51.5%</td>
<td>5.2</td>
</tr>
<tr>
<td>Zone</td>
<td>28</td>
<td>5.3%</td>
<td>2.8</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Inner Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Outer Express Bus</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Student</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Senior</td>
<td>14</td>
<td>2.6%</td>
<td>0.0</td>
</tr>
<tr>
<td>Disability</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Pass Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Monthly Passes</td>
<td>314</td>
<td>59.4%</td>
<td>5.0</td>
</tr>
</tbody>
</table>

#### Zones Reported by Users of Zone Passes:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Number of Riders</th>
<th>Percent of All Riders Responding to Fare Question</th>
<th>Avg. No. of Days Line Used/Wk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>1</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>14</td>
<td>2.6%</td>
<td>5.0</td>
</tr>
<tr>
<td>3</td>
<td>14</td>
<td>2.6%</td>
<td>0.5</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Interzone</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>No Zone Selected</td>
<td>0</td>
<td>0.0%</td>
<td>0.0</td>
</tr>
<tr>
<td>Total Riders Using Zone Passes</td>
<td>28</td>
<td>5.3%</td>
<td>2.8</td>
</tr>
</tbody>
</table>

---

CTPS

20-May-10
The four types of data presented in this chapter describe the potential for Green Line riders to have used personal vehicles (autos, trucks, or motorcycles) as alternatives to the trips they were making when surveyed. More specifically, the survey asked whether or not riders were licensed to drive, how many vehicles were owned by the riders’ households, and whether these vehicles were available for use by the riders. Per capita vehicle ownership was calculated from the answers to the household vehicle ownership question and the household size question (for the latter, see Chapter 11).

The tables (at the end of the chapter) present these data by station or branch segment. For each station or segment, four tables presenting the four respective types of data are grouped on a single page. The data for each station or segment are based on the survey responses from riders who started the rapid transit portions of their trips there. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Green Line as a whole. It includes tables and discussion.

13.1 LICENSED DRIVERS

13.1.1 DESCRIPTION OF TABLE

Each station’s table on licensed drivers shows both the numbers and percentages of Green Line riders who are licensed and not licensed to drive a vehicle. Also shown is the number of survey respondents who did not answer the question; however, the percentages in the table exclude riders who did not respond.

13.1.2 OVERVIEW OF RESULTS

Central Subway

Overall, 89% of Central Subway riders were licensed drivers. The lowest reported percentage was 82%, at Lechmere, and the highest reported rate was 97%, at Prudential. Other stations near the lower end of this range were Park Street (84%) and Haymarket (85%). Other stations near the upper end of this range were Arlington and North Station (94% each).
B Branch
Overall, 87% of B Branch riders were licensed drivers. The lowest reported percentage was 82%, on the branch segment from Chestnut Hill Avenue to Boston College. The highest reported rate was 93%, from Blandford Street to BU Central. The segment from BU West to Babcock Street was close to the upper end of the range, at 92%. Licensure rates on the other three segments were at, or slightly below the B Branch average.

C Branch
Overall, 91% of C Branch riders were licensed drivers. Licensure rates on the individual branch segments ranged from 89% to 92%.

D Branch
Overall, 91% of D Branch riders were licensed drivers. The lowest reported percentages were 87%, at both Brookline Village and Brookline Hills. The highest reported rate was 99%, at both Waban and Woodland. Licensure at Eliot was also close to the upper end, at 97%. Rates at Fenway and Longwood were close to the lower end, at 88% each.

E Branch
Overall, 89% of E Branch riders were licensed drivers. The lowest reported percentage was 83%, at Brigham Circle. The highest reported rate was 93%, at Heath Street. Rates at the other stops or branch segments were all close to the branch average.

13.2 USABLE VEHICLES PER HOUSEHOLD

13.2.1 DESCRIPTION OF TABLE
Each station’s table showing usable vehicles per household summarizes the results of survey question 15a, which asked how many usable vehicles (including autos, trucks, and motorcycles) riders’ households had. Respondents could check one of four boxes that corresponded to zero, one, two, and three or more vehicles. The table shows the number and percentage of riders who checked each choice. Riders who did not answer this question are not counted in the percentages.

13.2.2 OVERVIEW OF RESULTS

Central Subway
Among riders boarding at Central Subway stations overall, 27% had two or more vehicles per household, 39% one vehicle, and 34% no vehicles. Riders boarding at North Station had by far the highest vehicle ownership, with 50% having two or more vehicles per household and only 15% having no vehicles. Riders boarding at Symphony Station had by far the lowest vehicle ownership, with only 6% having two or more vehicles per household and 55% having no
vehicles. However, the Symphony Station results were based on a fairly small sample.

Riders boarding at Prudential were close to the upper end of the range in vehicle ownership, with 46% reporting two or more vehicles per household, and 22% reporting no vehicles. After Symphony Station, the next-lowest vehicle ownership was at Hynes, with 19% reporting two or more vehicles per household, and 44% reporting no vehicles.

**B Branch**
Among riders boarding at B Branch stops overall, 13% had two or more vehicles per household, 35% one vehicle, and 51% no vehicles. The branch segment from BU West to Babcock Street had the highest rate of riders with two or more vehicles per household (22%) and the lowest no-vehicle rate (41%) on the B Branch. The segment from Griggs Street to Warren Street had the lowest rate of multiple-vehicle households (8%) but the segment from Blandford Street to BU Central and the segment from Packards Corner to Harvard Avenue had the highest rates of no-vehicle households (57% each).

**C Branch**
Among riders boarding at C Branch stops overall, 14% had two or more vehicles per household, 45% one vehicle, and 41% no vehicles. The branch segment from Brandon Hall to Tappan Street had the lowest rate of riders with two or more vehicles per household (10%) and the highest rate of no-vehicle households (48%) on the C Branch. The other three segments were all somewhat above the C Branch average for multiple vehicles and below the C Branch average for no vehicles.

**D Branch**
Among riders boarding at D Branch stations overall, 36% had two or more vehicles per household, 42% one vehicle, and 22% no vehicles. However, these figures varied significantly between the inner and outer ends of the branch. At the stations from Fenway to Reservoir, the percentages of riders with two or more household vehicles ranged from 17% at Brookline Village to 31% at Longwood. The percentages from no-vehicle households on this segment ranged from 23% at Brookline Hills to 40% at Fenway.

On the outer end of the branch, the percentages of riders with two or more household vehicles ranged from 46% at Newton Highlands to 64% at Riverside. The percentages from no-vehicle households on this segment ranged from 5% at Eliot and Riverside to 13% at Newton Highlands.

**E Branch**
Among riders boarding at E Branch stops overall, 26% had two or more vehicles per household, 36% one vehicle, and 38% no vehicles. The largest variations from these percentages occurred at the Museum of Fine Arts stop,
where 40% of the riders were from households with two or more vehicles and only 25% from no-vehicle households. The highest rate of no-vehicle households was among riders boarding at Northeastern (48%).

13.3 RIDERS WITH A HOUSEHOLD VEHICLE AVAILABLE FOR THE TRIP

13.3.1 DESCRIPTION OF TABLE

Each station’s table on vehicle availability for the surveyed trip summarizes the results for question 15b, which asked if the rider could have used a household vehicle instead of riding the Green Line on the day of the survey. The numbers and percentages of riders who responded “yes” and “no” to the question are shown in the table. Riders who did not answer the question were not counted in the percentages.

13.3.2 OVERVIEW OF RESULTS

Central Subway

Overall, 45% of the riders boarding at Central Subway stations had household vehicles available for their trips. At North Station, where many of the riders transferred from commuter rail trains that they had accessed in private vehicles, 68% of the respondents indicated they could have used household vehicles instead of the Green Line. The lowest percentages of riders with vehicles available were reported at Symphony and Hynes (34% each) and Park Street (35%). Vehicle availability rates for riders at all of the other Central Subway stations ranged from 39% to 52%.

B Branch

Relatively few B Branch riders had household vehicles available for their trips, at only 25% overall. The highest availability rate was reported by passengers boarding the branch segment between Washington Street and Chiswick Road (34%). The lowest rate was on the segment between Blandford Street and BU Central (19%). The percentages on all other segments were fairly close to the B Branch average.

C Branch

Overall, 36% of C Branch riders had household vehicles available for their trips. This percentage ranged from 30% on the branch segment between Brandon Hall and Tappan Street to 42% on the segment between Saint Mary’s Street and Kent Street.

D Branch

Overall, 52% of D Branch riders had household vehicles available for their trips, but availability rates varied differed significantly between the inner and outer ends of the branch. At stations between Reservoir and Fenway,
availability ranged from 33% to 45%, except at Brookline Hills (51%). In contrast, between Riverside and Reservoir vehicle availability ranged from 64% to 72%.

**E Branch**

Overall, 38% of E Branch riders had household vehicles available for their trips. Availability rates were very close to this average at each stop and branch segment from the Longwood Medical Area to Heath Street. Vehicle availability was much lower than the E Branch average at Northeastern (24%), and much higher then the average at Museum of Fine Arts (48%).

### 13.4 VEHICLES OWNED PER CAPITA

#### 13.4.1 DESCRIPTION OF TABLE

For each station’s table on per capita vehicle ownership in the survey respondents’ households, that rate was calculated by dividing the number of usable household vehicles reported in question 15a by the household size reported in question 18. The table presents six ownership ranges: no vehicles, 0.01 to 0.49 vehicles, 0.50 to 0.99 vehicles, 1.00 to 1.49 vehicles, 1.5 to 1.99 vehicles, and 2 or more vehicles. For each range, the table shows the number and percent of riders; it also gives the cumulative percentages that result as one adds each category of user to the ones preceding it in the table. Riders who did not answer both question 15a and question 18a were not included in the calculations.

#### 13.4.2 OVERVIEW OF RESULTS

**Central Subway**

Overall, 26% of Central Subway riders were from households with 1.0 or more vehicles per capita. The highest percentages were reported at North Station and Prudential (43% each). The lowest percentage was reported at Symphony (10%). At all of the other Central Subway Stations, 18% to 32% of the riders had 1.0 or more vehicles per capita.

**B Branch**

Overall, 15% of B Branch riders were from households with 1.0 or more vehicles per capita. The lowest percentage was on the branch segment between Packards Corner and Harvard Avenue (11%). On all of the other B Branch segments, 14% to 18% of the riders had 1.0 or more vehicles per capita.

**C Branch**

Overall, 21% of C Branch riders were from households with 1.0 or more vehicles per capita. The highest percentages were on the branch’s two end segments, from Saint Mary’s Street to Kent Street and from Dean Road to
Cleveland Circle, at 28% each. On the two intermediate segments, 18% and 20% of the riders had 1.0 or more vehicles per capita.

**D Branch**

Overall, 24% of D Branch riders were from households with 1.0 or more vehicles per capita. However, there was substantial variation in this figure among stations. At Brookline Village, only 10% of boarding riders had 1.0 or more household vehicles per capita, and the percentages were only slightly higher at Brookline Hills (14%) and Beaconsfield (15%). At the opposite extreme, at Woodland and Riverside, 40% of the riders had 1.0 or more vehicle per capita.

At the other three stations on the inner end of the branch, the percentages ranged from 20% to 29%. At the other five stations on the outer end of the branch, the percentages with more than 1.0 vehicle per capita ranged from 27% to 37%.

**E Branch**

Overall, 20% of E Branch riders were from households with 1.0 or more vehicles per capita. However, this figure varied widely among stops and segments. The highest percentage was at the Museum of Fine Arts stop (30%). The lowest percentage was at the Northeastern stop (13%). On the rest of the branch, the percentages ranged from 5% below to 5% above the E Branch average.
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

### Vehicle Availability

**Expanded Results**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Licensed Drivers:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Licensed</td>
<td>2,606</td>
<td>82.0%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>573</td>
<td>18.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,180</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>20</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Usable Vehicles per Household:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No vehicles</td>
<td>1,274</td>
<td>40.6%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>1,235</td>
<td>39.3%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>455</td>
<td>14.5%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>176</td>
<td>5.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,141</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>59</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Was a Household Vehicle Available to Rider?:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>1,371</td>
<td>42.8%</td>
</tr>
<tr>
<td>No</td>
<td>1,829</td>
<td>57.2%</td>
</tr>
<tr>
<td>TOTAL</td>
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<td>100.0%</td>
</tr>
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<td>0</td>
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</table>

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicles Owned per Capita:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No vehicles</td>
<td>1,205</td>
<td>39.2%</td>
<td>39.2%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>365</td>
<td>11.9%</td>
<td>51.1%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>846</td>
<td>27.6%</td>
<td>78.7%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>616</td>
<td>20.0%</td>
<td>98.7%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>30</td>
<td>1.0%</td>
<td>99.7%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>10</td>
<td>0.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>3,072</td>
<td></td>
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</tbody>
</table>
### Vehicle Availability

**Expanded Results**

<table>
<thead>
<tr>
<th>Licensed Drivers:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>429</td>
<td>90.8%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>43</td>
<td>9.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>473</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Usable Vehicles per Household:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>107</td>
<td>23.0%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>194</td>
<td>41.6%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>100</td>
<td>21.5%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>65</td>
<td>14.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>466</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>7</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Was a Household Vehicle Available to Rider?:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>214</td>
<td>45.3%</td>
</tr>
<tr>
<td>No</td>
<td>259</td>
<td>54.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>473</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicles Owned per Capita:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>107</td>
<td>23.0%</td>
<td>23.0%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>79</td>
<td>16.9%</td>
<td>39.8%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>130</td>
<td>27.9%</td>
<td>67.7%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>85</td>
<td>18.3%</td>
<td>86.0%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>65</td>
<td>14.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>466</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Vehicle Availability

#### Expanded Results

<table>
<thead>
<tr>
<th>Licensed Drivers:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>4,464</td>
<td>93.8%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>297</td>
<td>6.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,762</td>
<td>100.0%</td>
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<tr>
<td>No Answer</td>
<td>19</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Usable Vehicles per Household:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>721</td>
<td>15.2%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>1,667</td>
<td>35.2%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>1,816</td>
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</tr>
<tr>
<td>3 or more vehicles</td>
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<td>11.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,743</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>38</td>
<td></td>
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<table>
<thead>
<tr>
<th>Was a Household Vehicle Available to Rider?:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>3,212</td>
<td>67.9%</td>
</tr>
<tr>
<td>No</td>
<td>1,517</td>
<td>32.1%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,730</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>51</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicles Owned per Capita:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>721</td>
<td>15.4%</td>
<td>15.4%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>612</td>
<td>13.1%</td>
<td>28.5%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>1,357</td>
<td>29.0%</td>
<td>57.5%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>1,832</td>
<td>39.2%</td>
<td>96.7%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>121</td>
<td>2.6%</td>
<td>99.3%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>32</td>
<td>0.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>4,676</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Vehicle Availability

#### Licensed Drivers:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>2,479</td>
<td>84.7%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>449</td>
<td>15.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,928</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

#### Usable Vehicles per Household:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>963</td>
<td>32.9%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>1,300</td>
<td>44.4%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>407</td>
<td>13.9%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>257</td>
<td>8.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,928</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
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</tbody>
</table>

#### Was a Household Vehicle Available to Rider?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>1,410</td>
<td>48.1%</td>
</tr>
<tr>
<td>No</td>
<td>1,518</td>
<td>51.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,928</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

#### Vehicles Owned per Capita:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>963</td>
<td>32.9%</td>
<td>32.9%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>510</td>
<td>17.4%</td>
<td>50.3%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>833</td>
<td>28.4%</td>
<td>78.8%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>600</td>
<td>20.5%</td>
<td>99.3%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>22</td>
<td>0.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>2,928</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

### Vehicle Availability

**Expanded Results**

#### GREEN LINE-SUBWAY

**Entry Station: Government Center**

<table>
<thead>
<tr>
<th>Licensed Drivers:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>2,808</td>
<td>91.5%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>259</td>
<td>8.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,067</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>32</td>
<td></td>
</tr>
</tbody>
</table>

#### Usable Vehicles per Household:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>824</td>
<td>27.8%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>1,397</td>
<td>47.2%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>596</td>
<td>20.1%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>146</td>
<td>4.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,963</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>137</td>
<td></td>
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</tbody>
</table>

#### Was a Household Vehicle Available to Rider?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>1,589</td>
<td>52.3%</td>
</tr>
<tr>
<td>No</td>
<td>1,447</td>
<td>47.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,035</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>64</td>
<td></td>
</tr>
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</table>

#### Vehicles Owned per Capita:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>815</td>
<td>27.9%</td>
<td>27.9%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>364</td>
<td>12.5%</td>
<td>40.3%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>1,065</td>
<td>36.5%</td>
<td>76.8%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>646</td>
<td>22.1%</td>
<td>98.9%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>32</td>
<td>1.1%</td>
<td>100.0%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>2,922</td>
<td></td>
<td></td>
</tr>
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</table>
## Vehicle Availability

**Expanded Results**

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Licensed Drivers:</strong></td>
<td></td>
</tr>
<tr>
<td>Licensed</td>
<td>3,532</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>672</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,204</td>
</tr>
<tr>
<td>No Answer</td>
<td>21</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Usable Vehicles per Household:</strong></td>
<td></td>
</tr>
<tr>
<td>No vehicles</td>
<td>1,757</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>1,229</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>956</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>252</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,194</td>
</tr>
<tr>
<td>No Answer</td>
<td>31</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Was a Household Vehicle Available to Rider?:</strong></td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>1,450</td>
</tr>
<tr>
<td>No</td>
<td>2,744</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4,194</td>
</tr>
<tr>
<td>No Answer</td>
<td>31</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicles Owned per Capita:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No vehicles</td>
<td>1,641</td>
<td>41.4%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>409</td>
<td>10.3%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>946</td>
<td>23.9%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>840</td>
<td>21.2%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>94</td>
<td>2.4%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>31</td>
<td>0.8%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>3,963</td>
<td></td>
</tr>
</tbody>
</table>
### Vehicle Availability

**Licensed Drivers:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>2,377</td>
<td>88.5%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>309</td>
<td>11.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,686</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>22</td>
<td></td>
</tr>
</tbody>
</table>

**Usable Vehicles per Household:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>1,099</td>
<td>41.9%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>988</td>
<td>37.6%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>399</td>
<td>15.2%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>141</td>
<td>5.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,627</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>81</td>
<td></td>
</tr>
</tbody>
</table>

**Was a Household Vehicle Available to Rider?:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>1,026</td>
<td>38.2%</td>
</tr>
<tr>
<td>No</td>
<td>1,660</td>
<td>61.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,686</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>22</td>
<td></td>
</tr>
</tbody>
</table>

**Vehicles Owned per Capita:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>1,011</td>
<td>40.2%</td>
<td>40.2%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>331</td>
<td>13.2%</td>
<td>53.3%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>686</td>
<td>27.2%</td>
<td>80.6%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>436</td>
<td>17.3%</td>
<td>97.9%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>52</td>
<td>2.1%</td>
<td>100.0%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>2,516</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Vehicle Availability

**Expanded Results**

#### Licensed Drivers:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>2,144</td>
<td>94.3%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>130</td>
<td>5.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,274</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>26</td>
<td></td>
</tr>
</tbody>
</table>

#### Usable Vehicles per Household:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>804</td>
<td>35.0%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>965</td>
<td>41.9%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>448</td>
<td>19.5%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>83</td>
<td>3.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,300</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

#### Was a Household Vehicle Available to Rider?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>926</td>
<td>40.3%</td>
</tr>
<tr>
<td>No</td>
<td>1,374</td>
<td>59.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,300</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

#### Vehicles Owned per Capita:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>804</td>
<td>35.4%</td>
<td>35.4%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>290</td>
<td>12.8%</td>
<td>48.2%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>537</td>
<td>23.7%</td>
<td>71.9%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>601</td>
<td>26.5%</td>
<td>98.4%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>29</td>
<td>1.3%</td>
<td>99.6%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>8</td>
<td>0.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>2,269</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Vehicle Availability

### GREEN LINE-SUBWAY

**Entry Station: Copley**

<table>
<thead>
<tr>
<th>License Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>4,633</td>
<td>90.6%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>481</td>
<td>9.4%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>5,114</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>102</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Usable Vehicles per Household:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>1,401</td>
<td>27.4%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>2,353</td>
<td>46.0%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>1,041</td>
<td>20.3%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>324</td>
<td>6.3%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>5,119</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>97</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Did a Household Vehicle Available to Rider?:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>2,486</td>
<td>48.4%</td>
</tr>
<tr>
<td>No</td>
<td>2,646</td>
<td>51.6%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>5,133</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>84</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicles Owned per Capita:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>1,368</td>
<td>27.5%</td>
<td>27.5%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>568</td>
<td>11.4%</td>
<td>38.8%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>1,762</td>
<td>35.3%</td>
<td>74.2%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>1,106</td>
<td>22.2%</td>
<td>96.4%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>130</td>
<td>2.6%</td>
<td>99.0%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>50</td>
<td>1.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>TOTAL RESPONSES</strong></td>
<td><strong>4,984</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# MBTA Surveys: 2008-09

## Rapid Transit Survey

### Vehicle Availability

#### Expanded Results

<table>
<thead>
<tr>
<th>Category</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Licensed Drivers:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Licensed</td>
<td>3,153</td>
<td>89.7%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>361</td>
<td>10.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,514</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>30</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Usable Vehicles per Household:</strong></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>1,527</td>
<td>43.8%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>1,304</td>
<td>37.4%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>497</td>
<td>14.3%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>154</td>
<td>4.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,483</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>62</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Was a Household Vehicle Available to Rider?</strong></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>1,180</td>
<td>33.9%</td>
</tr>
<tr>
<td>No</td>
<td>2,304</td>
<td>66.1%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,484</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>61</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Vehicles Owned per Capita:</strong></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>1,435</td>
<td>42.8%</td>
<td>42.8%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>233</td>
<td>6.9%</td>
<td>49.8%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>1,078</td>
<td>32.2%</td>
<td>81.9%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>583</td>
<td>17.4%</td>
<td>99.3%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>99.3%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>22</td>
<td>0.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>3,351</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Vehicle Availability

**Licensed Drivers:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>3,123</td>
<td>88.1%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>421</td>
<td>11.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,544</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>62</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Usable Vehicles per Household:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>1,388</td>
<td>39.0%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>1,358</td>
<td>38.2%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>623</td>
<td>17.5%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>187</td>
<td>5.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,555</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>51</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Was a Household Vehicle Available to Rider?:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>1,376</td>
<td>38.7%</td>
</tr>
<tr>
<td>No</td>
<td>2,179</td>
<td>61.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,555</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>51</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicles Owned per Capita:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>1,326</td>
<td>38.9%</td>
<td>38.9%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>241</td>
<td>7.1%</td>
<td>46.0%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>966</td>
<td>28.4%</td>
<td>74.4%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>835</td>
<td>24.5%</td>
<td>98.9%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>26</td>
<td>0.8%</td>
<td>99.7%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>11</td>
<td>0.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>3,405</td>
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</table>
**MBTA Surveys: 2008-09**  
*Rapid Transit Survey*

### Vehicle Availability
**Expanded Results**

#### Licensed Drivers:

<table>
<thead>
<tr>
<th>Status</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>1,029</td>
<td>96.6%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>37</td>
<td>3.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,065</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

#### Usable Vehicles per Household:

<table>
<thead>
<tr>
<th>Usable Vehicles</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>226</td>
<td>22.0%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>331</td>
<td>32.2%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>362</td>
<td>35.2%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>110</td>
<td>10.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,029</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>37</td>
<td></td>
</tr>
</tbody>
</table>

#### Was a Household Vehicle Available to Rider?:

<table>
<thead>
<tr>
<th>Availability</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>551</td>
<td>51.7%</td>
</tr>
<tr>
<td>No</td>
<td>514</td>
<td>48.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,065</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

#### Vehicles Owned per Capita:

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>226</td>
<td>22.8%</td>
<td>22.8%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>37</td>
<td>3.7%</td>
<td>26.5%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>305</td>
<td>30.8%</td>
<td>57.2%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>388</td>
<td>39.1%</td>
<td>96.3%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>37</td>
<td>3.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>992</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Vehicle Availability

**Green Line-Subway**

### Entry Station: Symphony

#### Expanded Results

<table>
<thead>
<tr>
<th>Licensed Drivers:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>859</td>
<td>87.4%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>123</td>
<td>12.6%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>983</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Usable Vehicles per Household:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>541</td>
<td>55.1%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>386</td>
<td>39.3%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>55</td>
<td>5.6%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>983</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Was a Household Vehicle Available to Rider?:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>335</td>
<td>34.1%</td>
</tr>
<tr>
<td>No</td>
<td>648</td>
<td>65.9%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>983</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

### Vehicles Owned per Capita:

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>541</td>
<td>55.1%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>89</td>
<td>9.1%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>251</td>
<td>25.6%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>100</td>
<td>10.2%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL RESPONSES</strong></td>
<td>983</td>
<td></td>
</tr>
</tbody>
</table>
### Vehicle Availability

#### Licensed Drivers:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>2,051</td>
<td>92.7%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>161</td>
<td>7.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,212</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

#### Usable Vehicles per Household:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>1,237</td>
<td>57.1%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>548</td>
<td>25.3%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>129</td>
<td>6.0%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>252</td>
<td>11.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,166</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>46</td>
<td></td>
</tr>
</tbody>
</table>

#### Was a Household Vehicle Available to Rider?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>410</td>
<td>18.7%</td>
</tr>
<tr>
<td>No</td>
<td>1,779</td>
<td>81.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,189</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>23</td>
<td></td>
</tr>
</tbody>
</table>

#### Vehicles Owned per Capita:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>1,145</td>
<td>55.8%</td>
<td>55.8%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>230</td>
<td>11.2%</td>
<td>67.0%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>313</td>
<td>15.2%</td>
<td>82.2%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>227</td>
<td>11.0%</td>
<td>93.3%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>138</td>
<td>6.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>2,051</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Vehicle Availability
**Expanded Results**

#### Licensed Drivers:

<table>
<thead>
<tr>
<th>Description</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>1,933</td>
<td>92.4%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>160</td>
<td>7.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,093</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
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#### Usable Vehicles per Household:

<table>
<thead>
<tr>
<th>Description</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>818</td>
<td>40.5%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>767</td>
<td>38.0%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>274</td>
<td>13.6%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>158</td>
<td>7.8%</td>
</tr>
<tr>
<td>TOTAL</td>
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</tr>
<tr>
<td>No Answer</td>
<td>121</td>
<td></td>
</tr>
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</table>

#### Was a Household Vehicle Available to Rider?:

<table>
<thead>
<tr>
<th>Description</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>580</td>
<td>27.9%</td>
</tr>
<tr>
<td>No</td>
<td>1,495</td>
<td>72.1%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,074</td>
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</tr>
<tr>
<td>No Answer</td>
<td>63</td>
<td></td>
</tr>
</tbody>
</table>

#### Vehicles Owned per Capita:

<table>
<thead>
<tr>
<th>Description</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>749</td>
<td>38.4%</td>
<td>38.4%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>287</td>
<td>14.8%</td>
<td>53.2%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>571</td>
<td>29.3%</td>
<td>82.5%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>287</td>
<td>14.7%</td>
<td>97.2%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>38</td>
<td>1.9%</td>
<td>99.2%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>16</td>
<td>0.8%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>1,947</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Vehicle Availability

**Expanded Results**

<table>
<thead>
<tr>
<th>Licensed Drivers:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>2,968</td>
<td>82.9%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>611</td>
<td>17.1%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,579</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>41</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Usable Vehicles per Household:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>2,000</td>
<td>57.5%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>1,161</td>
<td>33.3%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>247</td>
<td>7.1%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>73</td>
<td>2.1%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,480</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>140</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Was a Household Vehicle Available to Rider?:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>787</td>
<td>22.0%</td>
</tr>
<tr>
<td>No</td>
<td>2,796</td>
<td>78.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,584</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>37</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicles Owned per Capita:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>1,939</td>
<td>57.3%</td>
<td>57.3%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>427</td>
<td>12.6%</td>
<td>69.9%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>655</td>
<td>19.4%</td>
<td>89.3%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>346</td>
<td>10.2%</td>
<td>99.6%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>15</td>
<td>0.4%</td>
<td>100.0%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>3,383</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Vehicle Availability

**GBRT Surveys: 2008-09**

**Rapid Transit Survey**

#### Expanded Results

**Entry Stop: Griggs St. to Warren St.**

<table>
<thead>
<tr>
<th>Licensed Drivers:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>2,425</td>
<td>84.7%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>438</td>
<td>15.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,863</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>14</td>
<td></td>
</tr>
</tbody>
</table>

#### Usable Vehicles per Household:

<table>
<thead>
<tr>
<th>Number of Vehicles per Household</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>1,482</td>
<td>51.8%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>1,145</td>
<td>40.0%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>189</td>
<td>6.6%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>44</td>
<td>1.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,859</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>17</td>
<td></td>
</tr>
</tbody>
</table>

#### Was a Household Vehicle Available to Rider?:

<table>
<thead>
<tr>
<th>Was a Household Vehicle Available to Rider?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>745</td>
<td>26.1%</td>
</tr>
<tr>
<td>No</td>
<td>2,104</td>
<td>73.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,849</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>28</td>
<td></td>
</tr>
</tbody>
</table>

#### Vehicles Owned per Capita:

<table>
<thead>
<tr>
<th>Vehicles Owned per Capita</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>1,431</td>
<td>51.7%</td>
<td>51.7%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>253</td>
<td>9.1%</td>
<td>60.9%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>685</td>
<td>24.8%</td>
<td>85.7%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>391</td>
<td>14.1%</td>
<td>99.8%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>99.8%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>6</td>
<td>0.2%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>2,766</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# MBTA Surveys: 2008-09

## Rapid Transit Survey

### Vehicle Availability

**Licensed Drivers:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>1,619</td>
<td>86.5%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>252</td>
<td>13.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,871</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>

**Usable Vehicles per Household:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>819</td>
<td>44.7%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>792</td>
<td>43.3%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>165</td>
<td>9.0%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>55</td>
<td>3.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,831</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>44</td>
<td></td>
</tr>
</tbody>
</table>

**Was a Household Vehicle Available to Rider?:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>621</td>
<td>33.6%</td>
</tr>
<tr>
<td>No</td>
<td>1,230</td>
<td>66.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,852</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>23</td>
<td></td>
</tr>
</tbody>
</table>

**Vehicles Owned per Capita:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>802</td>
<td>44.9%</td>
<td>44.9%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>183</td>
<td>10.2%</td>
<td>55.2%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>516</td>
<td>28.9%</td>
<td>84.1%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>241</td>
<td>13.5%</td>
<td>97.5%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>3</td>
<td>0.2%</td>
<td>97.7%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>41</td>
<td>2.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>1,785</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Vehicle Availability

#### Expanded Results

Entry Stop: Chesnut Hill Ave. to Boston College

<table>
<thead>
<tr>
<th>Licensed Drivers:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>844</td>
<td>82.1%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>185</td>
<td>17.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,028</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>24</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Usable Vehicles per Household:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>525</td>
<td>50.8%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>308</td>
<td>29.8%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>191</td>
<td>18.5%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>9</td>
<td>0.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,033</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>19</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Was a Household Vehicle Available to Rider?:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>309</td>
<td>29.6%</td>
</tr>
<tr>
<td>No</td>
<td>734</td>
<td>70.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,043</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>9</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicles Owned per Capita:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>482</td>
<td>51.1%</td>
<td>51.1%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>90</td>
<td>9.6%</td>
<td>60.7%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>201</td>
<td>21.3%</td>
<td>82.0%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>145</td>
<td>15.4%</td>
<td>97.5%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>97.5%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>24</td>
<td>2.5%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>942</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Vehicle Availability

**GREEN LINE-C**

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

#### Licensed Drivers:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>1,273</td>
<td>91.7%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>115</td>
<td>8.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,389</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>20</td>
<td></td>
</tr>
</tbody>
</table>

#### Usable Vehicles per Household:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>543</td>
<td>40.4%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>579</td>
<td>43.0%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>183</td>
<td>13.6%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>40</td>
<td>3.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,346</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>63</td>
<td></td>
</tr>
</tbody>
</table>

#### Was a Household Vehicle Available to Rider?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>580</td>
<td>42.1%</td>
</tr>
<tr>
<td>No</td>
<td>798</td>
<td>57.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,378</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>31</td>
<td></td>
</tr>
</tbody>
</table>

#### Vehicles Owned per Capita:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>491</td>
<td>38.1%</td>
<td>38.1%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>147</td>
<td>11.4%</td>
<td>49.5%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>292</td>
<td>22.6%</td>
<td>72.1%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>344</td>
<td>26.7%</td>
<td>98.8%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>16</td>
<td>1.2%</td>
<td>100.0%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>1,291</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle Availability</td>
<td>GREEN LINE-C</td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------------</td>
<td>--------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Entry Stop:</strong> St. Paul St. to Summit Ave.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Vehicle Availability: Expanded Results

<table>
<thead>
<tr>
<th>License Status</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>3,212</td>
<td>90.8%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>324</td>
<td>9.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,536</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>39</td>
<td></td>
</tr>
</tbody>
</table>

### Usable Vehicles per Household:

<table>
<thead>
<tr>
<th>Vehicle Availability</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>1,348</td>
<td>38.2%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>1,662</td>
<td>47.2%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>433</td>
<td>12.3%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>81</td>
<td>2.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,524</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>51</td>
<td></td>
</tr>
</tbody>
</table>

### Was a Household Vehicle Available to Rider?:

<table>
<thead>
<tr>
<th>Availability Status</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>1,332</td>
<td>37.9%</td>
</tr>
<tr>
<td>No</td>
<td>2,178</td>
<td>62.1%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,510</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>64</td>
<td></td>
</tr>
</tbody>
</table>

### Vehicles Owned per Capita:

<table>
<thead>
<tr>
<th>Vehicle Availability</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>1,275</td>
<td>38.0%</td>
<td>38.0%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>473</td>
<td>14.1%</td>
<td>52.1%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>951</td>
<td>28.4%</td>
<td>80.5%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>643</td>
<td>19.2%</td>
<td>99.7%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>3</td>
<td>0.1%</td>
<td>99.8%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>7</td>
<td>0.2%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>3,352</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

#### Vehicle Availability

**Expanded Results**

<table>
<thead>
<tr>
<th>Licensed Drivers:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>1,697</td>
<td>89.4%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>202</td>
<td>10.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,899</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>30</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Usable Vehicles per Household:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>922</td>
<td>48.2%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>799</td>
<td>41.8%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>137</td>
<td>7.2%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>54</td>
<td>2.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,911</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>18</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Was a Household Vehicle Available to Rider?:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>562</td>
<td>29.5%</td>
</tr>
<tr>
<td>No</td>
<td>1,343</td>
<td>70.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,906</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>24</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicles Owned per Capita:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>877</td>
<td>47.9%</td>
<td>47.9%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>209</td>
<td>11.4%</td>
<td>59.3%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>425</td>
<td>23.2%</td>
<td>82.5%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>299</td>
<td>16.3%</td>
<td>98.8%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>7</td>
<td>0.4%</td>
<td>99.2%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>14</td>
<td>0.8%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>1,831</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Vehicles Availability

#### Expanded Results

<table>
<thead>
<tr>
<th>Licensed Drivers:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>1,388</td>
<td>90.2%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>152</td>
<td>9.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,540</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>17</td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Usable Vehicles per Household:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>606</td>
<td>39.9%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>689</td>
<td>45.4%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>179</td>
<td>11.8%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>44</td>
<td>2.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,517</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>40</td>
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</table>

<table>
<thead>
<tr>
<th>Was a Household Vehicle Available to Rider?:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>511</td>
<td>33.4%</td>
</tr>
<tr>
<td>No</td>
<td>1,018</td>
<td>66.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,529</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>28</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicles Owned per Capita:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>577</td>
<td>39.4%</td>
<td>39.4%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>124</td>
<td>8.5%</td>
<td>47.9%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>421</td>
<td>28.8%</td>
<td>76.7%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>325</td>
<td>22.2%</td>
<td>98.9%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>16</td>
<td>1.1%</td>
<td>100.0%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>1,463</td>
<td></td>
<td></td>
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</table>
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Vehicle Availability**

**Expanded Results**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Licensed Drivers:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Licensed</td>
<td>937</td>
<td>87.8%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>130</td>
<td>12.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,066</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Usable Vehicles per Household:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No vehicles</td>
<td>416</td>
<td>39.8%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>358</td>
<td>34.2%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>170</td>
<td>16.2%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>103</td>
<td>9.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,047</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>23</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Was a Household Vehicle Available to Rider?:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>338</td>
<td>32.5%</td>
</tr>
<tr>
<td>No</td>
<td>701</td>
<td>67.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,040</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>30</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicles Owned per Capita:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No vehicles</td>
<td>409</td>
<td>39.9%</td>
<td>39.9%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>100</td>
<td>9.8%</td>
<td>49.7%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>307</td>
<td>29.9%</td>
<td>79.6%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>183</td>
<td>17.8%</td>
<td>97.4%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>27</td>
<td>2.6%</td>
<td>100.0%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>1,025</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Vehicle Availability

**Expanded Results**

#### Licensed Drivers:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>888</td>
<td>88.2%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>119</td>
<td>11.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,007</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

#### Usable Vehicles per Household:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>251</td>
<td>25.1%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>435</td>
<td>43.6%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>204</td>
<td>20.5%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>107</td>
<td>10.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>998</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>9</td>
<td></td>
</tr>
</tbody>
</table>

#### Was a Household Vehicle Available to Rider?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>429</td>
<td>43.2%</td>
</tr>
<tr>
<td>No</td>
<td>563</td>
<td>56.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>992</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>15</td>
<td></td>
</tr>
</tbody>
</table>

#### Vehicles Owned per Capita:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>239</td>
<td>24.6%</td>
<td>24.6%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>158</td>
<td>16.3%</td>
<td>40.9%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>294</td>
<td>30.2%</td>
<td>71.1%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>214</td>
<td>22.0%</td>
<td>93.2%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>41</td>
<td>4.2%</td>
<td>97.4%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>25</td>
<td>2.6%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>972</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Vehicle Availability

**Entry Station: Brookline Village**

#### License Drivers:

<table>
<thead>
<tr>
<th>Status</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>1,696</td>
<td>87.2%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>249</td>
<td>12.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,945</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>34</td>
<td></td>
</tr>
</tbody>
</table>

#### Usable Vehicles per Household:

<table>
<thead>
<tr>
<th>Vehicles</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>745</td>
<td>38.9%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>849</td>
<td>44.4%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>270</td>
<td>14.1%</td>
</tr>
<tr>
<td>3 or more</td>
<td>49</td>
<td>2.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,913</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>66</td>
<td></td>
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</tbody>
</table>

#### Was a Household Vehicle Available to Rider?:

<table>
<thead>
<tr>
<th>Availability</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>752</td>
<td>38.6%</td>
</tr>
<tr>
<td>No</td>
<td>1,198</td>
<td>61.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,950</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>29</td>
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</tbody>
</table>

#### Vehicles Owned per Capita:

<table>
<thead>
<tr>
<th>Vehicles Count</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>723</td>
<td>38.5%</td>
<td>38.5%</td>
</tr>
<tr>
<td>0.01 to 0.49</td>
<td>389</td>
<td>20.7%</td>
<td>59.2%</td>
</tr>
<tr>
<td>0.50 to 0.99</td>
<td>572</td>
<td>30.4%</td>
<td>89.6%</td>
</tr>
<tr>
<td>1.00 to 1.49</td>
<td>184</td>
<td>9.8%</td>
<td>99.4%</td>
</tr>
<tr>
<td>1.50 to 1.99</td>
<td>5</td>
<td>0.3%</td>
<td>99.7%</td>
</tr>
<tr>
<td>2 or more</td>
<td>5</td>
<td>0.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>1,878</td>
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</table>
## Vehicle Availability

**Licensed Drivers:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>947</td>
<td>87.2%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>139</td>
<td>12.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,086</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>22</td>
<td></td>
</tr>
</tbody>
</table>

**Usable Vehicles per Household:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>245</td>
<td>22.6%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>622</td>
<td>57.3%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>137</td>
<td>12.6%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>81</td>
<td>7.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,086</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>22</td>
<td></td>
</tr>
</tbody>
</table>

**Was a Household Vehicle Available to Rider?:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>552</td>
<td>50.8%</td>
</tr>
<tr>
<td>No</td>
<td>535</td>
<td>49.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,087</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>21</td>
<td></td>
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</table>

**Vehicles Owned per Capita:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>232</td>
<td>21.9%</td>
<td>21.9%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>342</td>
<td>32.3%</td>
<td>54.2%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>339</td>
<td>32.0%</td>
<td>86.2%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>117</td>
<td>11.1%</td>
<td>97.3%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>97.3%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>29</td>
<td>2.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>1,059</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Vehicle Availability

**Entry Station: Beaconsfield**

#### License Drivers:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>682</td>
<td>93.3%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>49</td>
<td>6.7%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>731</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>18</td>
<td></td>
</tr>
</tbody>
</table>

#### Usable Vehicles per Household:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>251</td>
<td>33.7%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>289</td>
<td>38.8%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>167</td>
<td>22.5%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>38</td>
<td>5.1%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>745</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>

#### Was a Household Vehicle Available to Rider?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>333</td>
<td>44.5%</td>
</tr>
<tr>
<td>No</td>
<td>415</td>
<td>55.5%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>749</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

#### Vehicles Owned per Capita:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>239</td>
<td>33.6%</td>
<td>33.6%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>125</td>
<td>17.5%</td>
<td>51.0%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>245</td>
<td>34.4%</td>
<td>85.4%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>99</td>
<td>13.9%</td>
<td>99.4%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>4</td>
<td>0.6%</td>
<td>100.0%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td><strong>TOTAL RESPONSES</strong></td>
<td><strong>713</strong></td>
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</tbody>
</table>
### Vehicle Availability

**Green Line-D**

#### Entry Station: Reservoir

<table>
<thead>
<tr>
<th>Licensed Drivers:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>1,820</td>
<td>89.3%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>218</td>
<td>10.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,038</td>
<td>100.0%</td>
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<tr>
<td>No Answer</td>
<td>73</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Usable Vehicles per Household:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>530</td>
<td>25.6%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>1,035</td>
<td>50.0%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>390</td>
<td>18.8%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>116</td>
<td>5.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,071</td>
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</tr>
<tr>
<td>No Answer</td>
<td>41</td>
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</tr>
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</table>

<table>
<thead>
<tr>
<th>Was a Household Vehicle Available to Rider?:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>847</td>
<td>41.3%</td>
</tr>
<tr>
<td>No</td>
<td>1,205</td>
<td>58.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,052</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>60</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicles Owned per Capita:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>512</td>
<td>25.2%</td>
<td>25.2%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>309</td>
<td>15.2%</td>
<td>40.4%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>758</td>
<td>37.4%</td>
<td>77.8%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>397</td>
<td>19.6%</td>
<td>97.3%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>9</td>
<td>0.5%</td>
<td>97.8%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>45</td>
<td>2.2%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>2,030</td>
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</table>
# MBTA Surveys: 2008-09

## Rapid Transit Survey

## Vehicle Availability

### Expanded Results

<table>
<thead>
<tr>
<th>Licensed Drivers:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>443</td>
<td>91.8%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>39</td>
<td>8.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>482</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Usable Vehicles per Household:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>39</td>
<td>8.2%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>191</td>
<td>39.6%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>203</td>
<td>42.1%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>49</td>
<td>10.1%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>482</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Was a Household Vehicle Available to Rider?:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>343</td>
<td>71.5%</td>
</tr>
<tr>
<td>No</td>
<td>136</td>
<td>28.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>479</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>6</td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicles Owned per Capita:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>39</td>
<td>8.3%</td>
<td>8.3%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>121</td>
<td>25.6%</td>
<td>33.9%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>161</td>
<td>34.0%</td>
<td>67.9%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>140</td>
<td>29.5%</td>
<td>97.4%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>6</td>
<td>1.3%</td>
<td>98.7%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>6</td>
<td>1.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>473</td>
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</table>
**MBTA Surveys: 2008-09**

*Rapid Transit Survey*

**Vehicle Availability**

**Expanded Results**

**GREEN LINE-D**
**Entry Station: Newton Centre**

<table>
<thead>
<tr>
<th>Licensed Drivers:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>797</td>
<td>89.1%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>97</td>
<td>10.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>894</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Usable Vehicles per Household:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>101</td>
<td>11.4%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>340</td>
<td>38.3%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>338</td>
<td>38.0%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>109</td>
<td>12.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>888</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>6</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Was a Household Vehicle Available to Rider?:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>563</td>
<td>64.3%</td>
</tr>
<tr>
<td>No</td>
<td>313</td>
<td>35.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>876</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>18</td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicles Owned per Capita:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>95</td>
<td>11.1%</td>
<td>11.1%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>146</td>
<td>17.0%</td>
<td>28.2%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>361</td>
<td>42.2%</td>
<td>70.4%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>232</td>
<td>27.1%</td>
<td>97.5%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>22</td>
<td>2.5%</td>
<td>100.0%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>855</td>
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</table>
## Vehicle Availability

### LICENSED DRIVERS:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>533</td>
<td>90.8%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>54</td>
<td>9.2%</td>
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<tr>
<td>TOTAL</td>
<td>587</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>4</td>
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</tr>
</tbody>
</table>

### USABLE VEHICLES PER HOUSEHOLD:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>79</td>
<td>13.4%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>236</td>
<td>40.3%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>237</td>
<td>40.5%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>34</td>
<td>5.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>587</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>4</td>
<td></td>
</tr>
</tbody>
</table>

### WAS A HOUSEHOLD VEHICLE AVAILABLE TO RIDER?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>385</td>
<td>65.2%</td>
</tr>
<tr>
<td>No</td>
<td>205</td>
<td>34.8%</td>
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<tr>
<td>TOTAL</td>
<td>590</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
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</tbody>
</table>

### VEHICLES OWNED PER CAPITA:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>71</td>
<td>12.9%</td>
<td>12.9%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>109</td>
<td>19.9%</td>
<td>32.8%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>221</td>
<td>40.1%</td>
<td>72.9%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>138</td>
<td>25.1%</td>
<td>97.9%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>8</td>
<td>1.4%</td>
<td>99.3%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>4</td>
<td>0.7%</td>
<td>100.0%</td>
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</tbody>
</table>

TOTAL RESPONSES: 550
**Vehicle Availability**

**GREEN LINE-D**

**Entry Station: Eliot**

<table>
<thead>
<tr>
<th>Licensed Drivers:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>449</td>
<td>96.6%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>16</td>
<td>3.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>465</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>9</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Usable Vehicles per Household:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>21</td>
<td>4.6%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>179</td>
<td>38.5%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>244</td>
<td>52.6%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>20</td>
<td>4.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>465</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>9</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Was a Household Vehicle Available to Rider?:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>310</td>
<td>68.5%</td>
</tr>
<tr>
<td>No</td>
<td>143</td>
<td>31.5%</td>
</tr>
<tr>
<td>TOTAL</td>
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<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>20</td>
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</table>

<table>
<thead>
<tr>
<th>Vehicles Owned per Capita:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>16</td>
<td>3.6%</td>
<td>3.6%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>122</td>
<td>27.7%</td>
<td>31.3%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>180</td>
<td>40.8%</td>
<td>72.1%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>109</td>
<td>24.7%</td>
<td>96.7%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>96.7%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>14</td>
<td>3.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>441</td>
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</tr>
</tbody>
</table>
### Vehicle Availability

**Licensed Drivers:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>329</td>
<td>98.7%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>4</td>
<td>1.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>333</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

**Usable Vehicles per Household:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>18</td>
<td>5.5%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>112</td>
<td>35.0%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>153</td>
<td>47.7%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>38</td>
<td>11.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>320</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>13</td>
<td></td>
</tr>
</tbody>
</table>

**Was a Household Vehicle Available to Rider?:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>246</td>
<td>75.7%</td>
</tr>
<tr>
<td>No</td>
<td>79</td>
<td>24.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>325</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>8</td>
<td></td>
</tr>
</tbody>
</table>

**Vehicles Owned per Capita:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>18</td>
<td>5.5%</td>
<td>5.5%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>30</td>
<td>9.4%</td>
<td>14.9%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>153</td>
<td>48.4%</td>
<td>63.4%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>112</td>
<td>35.3%</td>
<td>98.7%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>4</td>
<td>1.3%</td>
<td>100.0%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>316</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**Vehicle Availability**

**Licensed Drivers:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>820</td>
<td>98.7%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>11</td>
<td>1.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>831</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

**Usable Vehicles per Household:**

<table>
<thead>
<tr>
<th>Household Vehicle</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>73</td>
<td>8.9%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>261</td>
<td>31.8%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>356</td>
<td>43.4%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>130</td>
<td>15.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>820</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>11</td>
<td></td>
</tr>
</tbody>
</table>

**Was a Household Vehicle Available to Rider?:**

<table>
<thead>
<tr>
<th>Available</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>559</td>
<td>68.2%</td>
</tr>
<tr>
<td>No</td>
<td>261</td>
<td>31.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>820</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>11</td>
<td></td>
</tr>
</tbody>
</table>

**Vehicles Owned per Capita:**

<table>
<thead>
<tr>
<th>Vehicles Category</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>52</td>
<td>6.8%</td>
<td>6.8%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>95</td>
<td>12.3%</td>
<td>19.1%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>313</td>
<td>40.7%</td>
<td>59.8%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>287</td>
<td>37.3%</td>
<td>97.1%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>11</td>
<td>1.5%</td>
<td>98.5%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>11</td>
<td>1.5%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>770</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Vehicle Availability

### Expanded Results

**Licensed Drivers:**

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>1,344</td>
<td>92.8%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>105</td>
<td>7.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,449</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>7</td>
<td></td>
</tr>
</tbody>
</table>

**Usable Vehicles per Household:**

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>67</td>
<td>4.7%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>444</td>
<td>31.0%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>682</td>
<td>47.5%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>242</td>
<td>16.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,435</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>21</td>
<td></td>
</tr>
</tbody>
</table>

**Was a Household Vehicle Available to Rider?:**

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>1,017</td>
<td>70.6%</td>
</tr>
<tr>
<td>No</td>
<td>424</td>
<td>29.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,441</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>15</td>
<td></td>
</tr>
</tbody>
</table>

**Vehicles Owned per Capita:**

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>47</td>
<td>3.5%</td>
<td>3.5%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>225</td>
<td>16.5%</td>
<td>19.9%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>556</td>
<td>40.7%</td>
<td>60.6%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>489</td>
<td>35.8%</td>
<td>96.4%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>42</td>
<td>3.1%</td>
<td>99.5%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>7</td>
<td>0.5%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>1,366</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Vehicle Availability

#### Expanded Results

<table>
<thead>
<tr>
<th>Licensed Drivers:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>966</td>
<td>87.7%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>136</td>
<td>12.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,102</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>15</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Usable Vehicles per Household:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>522</td>
<td>48.0%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>258</td>
<td>23.7%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>77</td>
<td>7.1%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>231</td>
<td>21.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,087</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>30</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Was a Household Vehicle Available to Rider?:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>259</td>
<td>23.5%</td>
</tr>
<tr>
<td>No</td>
<td>843</td>
<td>76.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,102</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>15</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicles Owned per Capita:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>506</td>
<td>47.9%</td>
<td>47.9%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>136</td>
<td>12.8%</td>
<td>60.8%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>273</td>
<td>25.8%</td>
<td>86.6%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>77</td>
<td>7.3%</td>
<td>93.8%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>16</td>
<td>1.5%</td>
<td>95.4%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>49</td>
<td>4.6%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>1,057</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Vehicle Availability

#### Expanded Results

**Licensed Drivers:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>754</td>
<td>90.7%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>78</td>
<td>9.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>831</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>11</td>
<td></td>
</tr>
</tbody>
</table>

**Usable Vehicles per Household:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>205</td>
<td>24.9%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>293</td>
<td>35.7%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>155</td>
<td>18.9%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>169</td>
<td>20.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>821</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>21</td>
<td></td>
</tr>
</tbody>
</table>

**Was a Household Vehicle Available to Rider?:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>391</td>
<td>48.3%</td>
</tr>
<tr>
<td>No</td>
<td>419</td>
<td>51.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>810</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>32</td>
<td></td>
</tr>
</tbody>
</table>

**Vehicles Owned per Capita:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>205</td>
<td>25.9%</td>
<td>25.9%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>120</td>
<td>15.2%</td>
<td>41.1%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>226</td>
<td>28.6%</td>
<td>69.7%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>218</td>
<td>27.6%</td>
<td>97.3%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>21</td>
<td>2.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>789</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Vehicle Availability

**Expanded Results**

#### Licensed Drivers:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>1,734</td>
<td>90.7%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>177</td>
<td>9.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,911</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

#### Usable Vehicles per Household:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>673</td>
<td>36.1%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>775</td>
<td>41.6%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>347</td>
<td>18.6%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>68</td>
<td>3.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,863</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>48</td>
<td></td>
</tr>
</tbody>
</table>

#### Was a Household Vehicle Available to Rider?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>700</td>
<td>38.1%</td>
</tr>
<tr>
<td>No</td>
<td>1,136</td>
<td>61.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,836</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>75</td>
<td></td>
</tr>
</tbody>
</table>

#### Vehicles Owned per Capita:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>660</td>
<td>36.6%</td>
<td>36.6%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>265</td>
<td>14.7%</td>
<td>51.3%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>476</td>
<td>26.4%</td>
<td>77.7%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>340</td>
<td>18.9%</td>
<td>96.6%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>41</td>
<td>2.3%</td>
<td>98.9%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>20</td>
<td>1.1%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>1,802</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Vehicle Availability

**Entry Stop: Brigham Circle**

#### Expanded Results

<table>
<thead>
<tr>
<th>Licensed Drivers:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>854</td>
<td>83.1%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>174</td>
<td>16.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,028</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>52</td>
<td></td>
</tr>
</tbody>
</table>

#### Usable Vehicles per Household:

<table>
<thead>
<tr>
<th>Usable Vehicles per Household</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>432</td>
<td>41.7%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>329</td>
<td>31.7%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>202</td>
<td>19.5%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>74</td>
<td>7.1%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,036</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>44</td>
<td></td>
</tr>
</tbody>
</table>

#### Was a Household Vehicle Available to Rider?:

<table>
<thead>
<tr>
<th>Was a Household Vehicle Available to Rider?</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>389</td>
<td>37.2%</td>
</tr>
<tr>
<td>No</td>
<td>658</td>
<td>62.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,047</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>33</td>
<td></td>
</tr>
</tbody>
</table>

#### Vehicles Owned per Capita:

<table>
<thead>
<tr>
<th>Vehicles Owned per Capita</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>394</td>
<td>40.7%</td>
<td>40.7%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>152</td>
<td>15.7%</td>
<td>56.4%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>278</td>
<td>28.7%</td>
<td>85.1%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>136</td>
<td>14.1%</td>
<td>99.2%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>8</td>
<td>0.8%</td>
<td>100.0%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>969</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Vehicle Availability

**Licensed Drivers:**

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>627</td>
<td>87.3%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>91</td>
<td>12.7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>719</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

**Usable Vehicles per Household:**

<table>
<thead>
<tr>
<th>No vehicles</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>250</td>
<td>36.9%</td>
<td></td>
</tr>
<tr>
<td>1 vehicle</td>
<td>302</td>
<td>44.6%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>125</td>
<td>18.5%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>677</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>142</td>
<td></td>
</tr>
</tbody>
</table>

**Was a Household Vehicle Available to Rider?:**

<table>
<thead>
<tr>
<th>Yes</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>311</td>
<td>45.5%</td>
<td></td>
</tr>
<tr>
<td>No</td>
<td>372</td>
<td>54.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>682</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>36</td>
<td></td>
</tr>
</tbody>
</table>

**Vehicles Owned per Capita:**

| No vehicles | 250 | 39.9% | 39.9% |
| 0.01 to 0.49 vehicles | 105  | 16.8% | 56.7% |
| 0.50 to 0.99 vehicles | 172  | 27.4% | 84.1% |
| 1.00 to 1.49 vehicles | 100  | 15.9% | 100.0%|
| 1.50 to 1.99 vehicles | 0    | 0.0%  | 100.0%|
| 2 or more vehicles   | 0    | 0.0%  | 100.0%|
| TOTAL RESPONSES     | 627  |       |       |
### Vehicle Availability

#### Expanded Results

##### Licensed Drivers:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensed</td>
<td>478</td>
<td>93.0%</td>
</tr>
<tr>
<td>Not Licensed</td>
<td>36</td>
<td>7.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>514</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>14</td>
<td></td>
</tr>
</tbody>
</table>

##### Usable Vehicles per Household:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>200</td>
<td>38.9%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>200</td>
<td>38.9%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>72</td>
<td>14.0%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>42</td>
<td>8.1%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>514</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>14</td>
<td></td>
</tr>
</tbody>
</table>

##### Was a Household Vehicle Available to Rider?:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>189</td>
<td>38.4%</td>
</tr>
<tr>
<td>No</td>
<td>303</td>
<td>61.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>492</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>36</td>
<td></td>
</tr>
</tbody>
</table>

##### Vehicles Owned per Capita:

<table>
<thead>
<tr>
<th></th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
<th>Cumulative Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles</td>
<td>200</td>
<td>40.0%</td>
<td>40.0%</td>
</tr>
<tr>
<td>0.01 to 0.49 vehicles</td>
<td>50</td>
<td>10.0%</td>
<td>50.0%</td>
</tr>
<tr>
<td>0.50 to 0.99 vehicles</td>
<td>133</td>
<td>26.6%</td>
<td>76.7%</td>
</tr>
<tr>
<td>1.00 to 1.49 vehicles</td>
<td>103</td>
<td>20.5%</td>
<td>97.2%</td>
</tr>
<tr>
<td>1.50 to 1.99 vehicles</td>
<td>14</td>
<td>2.8%</td>
<td>100.0%</td>
</tr>
<tr>
<td>2 or more vehicles</td>
<td>0</td>
<td>0.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL RESPONSES</td>
<td>500</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The data in this chapter summarize the ratings that riders who began their rapid transit trips at Green Line stations gave to MBTA service quality in terms of 11 measures that were listed in question 24 on the survey form. The question asked for the riders’ feelings “about MBTA rapid transit service,” as opposed to Green Line service in particular. This question differed from the others on the form in that it dealt with subjective opinions rather than objective characteristics of riders and their trips.

There may be some bias in the results, for two reasons. Riders with strong positive or negative opinions of service may have been more inclined to complete question 24 than those without strong opinions. Also, the survey did not capture opinions of potential riders who do not use the Green Line because of strong negative perceptions of one or more service attributes.

After rating the 11 listed service attributes, respondents were asked to indicate which three were most important to them. Based on the weighted number of survey forms on which each attribute was marked as one of the most important, one of the following importance levels was assigned to each attribute: very low (first quartile), low (second quartile), moderate (third quartile), and high (fourth quartile). The results varied among stations and branch segments; significant variations are noted in the text. It should be noted that these are relative importance levels. Each rider indicated only which three attributes were most important. It does not necessarily follow that the other attributes were unimportant to that rider—they were simply not as important as the top three.

The 11 attributes and the ratings they received are discussed below in the order in which they appeared on the survey form. The importance level of each attribute is given in its section heading. Tables (at the end of the chapter) present the service quality data by station or segment. For each station or segment, one table presents both the ratings and importance rankings for each of the service quality measures. The data for each station or segment are based on the survey responses from riders who started the rapid transit portions of their trips there.
Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Green Line as a whole. It includes tables and discussion.

14.1 DESCRIPTION OF TABLE

Respondents ranked the quality of 11 attributes of MBTA rapid transit service on a scale from poor (1) to excellent (5) and also indicated which three of the 11 attributes were most important to them. The table for each station or branch segment gives, for each attribute, the percent of respondents at that station or segment who checked each of the ratings (excluding those who gave no ratings), and it also gives the average rating. The final column in the table shows the number of riders who checked each attribute as one of the three most important.

14.2 OVERVIEW OF RESULTS

Reliability (On-Time Performance)  

Relative Importance: High

Central Subway

At every Central Subway station, reliability was the service quality measure checked by the most riders, by far, as one of the three most important ones. Overall, 75% rated reliability as average or better, and the overall mean rating was slightly above average at 3.0. The only stations where mean ratings for reliability were lower than 3.0 were Kenmore (2.9) and Haymarket (2.8).

B Branch

For every B Branch segment, reliability was the service quality measure checked by the most riders as one of the three most important ones. However, only 57% rated reliability as average or better, and the overall mean rating was below average, at 2.6. The mean rating for individual branch segments ranged from 2.3 to 2.9.

C Branch

For every C Branch segment, reliability was the service quality measure checked by the most riders as one of the three most important ones. Overall, 66% rated reliability as average or better, and the overall mean rating was slightly below average at 2.8. The mean rating for individual branch segments ranged from 2.7 to 2.9.

D Branch

At all but one D Branch stop, reliability was the service quality measure checked by the most riders as one of the three most important ones. (At Eliot Station, frequency was slightly ahead of reliability.) Overall, 68% of D Branch riders rated reliability as average or better, and the overall mean rating was
slightly below average, at 2.9. The mean rating at individual stations ranged from 2.6 to 3.3.

**E Branch**

For every E Branch segment, reliability was the service quality measure checked by the most riders as one of the three most important ones. Overall, 76% rated reliability as average or better, and the overall mean rating was average, at 3.0. The mean rating for individual stops and the branch segment ranged from 2.7 to 3.3.

**Safety and Security  Relative Importance: Medium**

**Central Subway**

Overall, 92% of Central Subway riders rated safety and security as average or better. The overall mean rating was 3.6, tying it with fare collection for the highest rating. The mean rating at individual stations ranged from 3.4 to 4.0. Overall, this measure was rated by the fourth-largest number of riders as one of the three most important.

**B Branch**

Overall, 93% of B Branch riders rated safety and security as average or better. The overall mean rating was 3.7, making it highest-rated of the 11 service quality measures. The mean rating for individual branch segments ranged from 3.6 to 3.8. Overall, this measure was rated by the fourth-largest number of riders as one of the three most important.

**C Branch**

Overall, 94% of C Branch riders rated safety and security as average or better. The overall mean rating was 3.7, making it highest rated of the 11 service quality measures. The mean rating for individual branch segments ranged from 3.7 to 3.8. Overall, this measure was rated by the fourth-largest number of riders as one of the three most important.

**D Branch**

Overall, 96% of D Branch riders rated safety and security as average or better. The overall mean rating was 3.8, making it the highest rated of the 11 service quality measures. The mean rating at individual stations ranged from 3.6 to 3.8. Overall, this measure was rated by the fourth-largest number of riders as one of the three most important.

**E Branch**

Overall, 93% of E Branch riders rated safety and security as average or better. The overall mean rating was 3.6, tying it with the announcement of stations for the highest rating. The mean rating for individual stops and the branch segment
ranged from 3.5 to 3.9. Overall, this measure was rated by the fourth-largest number of riders as one of the three most important.

**Cleanliness/Condition of Vehicles  Relative Importance: Medium**

**Central Subway**
Overall, 73% of Central Subway riders rated the cleanliness and condition of vehicles as average or better. The overall mean rating was just average, at 3.0. The mean rating at individual stations ranged from 2.8 to 3.3.

**B Branch**
Overall, 83% of B Branch riders rated cleanliness/condition of vehicles as average or better. The overall mean rating was slightly above average, at 3.2. The mean rating for individual branch segments ranged from 2.9 to 3.3.

**C Branch**
Overall, 80% of C Branch riders rated cleanliness/condition of vehicles as average or better. The overall mean rating was slightly above average, at 3.1. The mean rating for individual branch segments ranged from 3.1 to 3.2.

**D Branch**
Overall, 80% of D Branch riders rated cleanliness/condition of vehicles as average or better. The overall mean rating was slightly above average, at 3.1. The mean rating at individual stations ranged from 2.9 to 3.2.

**E Branch**
Overall, 78% of E Branch riders rated cleanliness/condition of vehicles as average or better. The overall mean rating was slightly above average, at 3.1. The mean rating for individual stops and the branch segment ranged from 2.9 to 3.2.

**Courtesy of Train Crews  Relative Importance: Low**

**Central Subway**
Overall, 82% of Central Subway riders rated the courtesy of train crews as average or better. The overall mean rating was slightly above average, at 3.3. The mean rating at individual stations ranged from 3.1 to 3.6.

**B Branch**
Overall, 73% of B Branch riders rated courtesy of train crews as average or better. The overall mean rating was just average, at 3.0. The mean rating for individual branch segments ranged from 2.9 to 3.1.
**C Branch**

Overall, 80% of C Branch riders rated the courtesy of train crews as average or better. The overall mean rating was just above average, at 3.2. The mean rating for individual branch segments ranged from 3.1 to 3.2.

**D Branch**

Overall, 79% of D Branch riders rated the courtesy of train crews as average or better. The overall mean rating was just above average, at 3.2. The mean rating at individual stations ranged from 3.0 to 3.4.

**E Branch**

Overall, 80% of E Branch riders rated the courtesy of train crews as average or better. The overall mean rating was just above average, at 3.2. The mean rating for individual stops and the branch segment ranged from 3.1 to 3.3.

**Announcement of Stations  Relative Importance: Low**

**Central Subway**

Overall, 77% of Central Subway riders rated the announcement of stations as average or better. The overall mean rating was slightly above average, at 3.3. The mean rating at individual stations ranged from 3.2 to 3.6. However, this measure of service quality was checked by the third-lowest number of riders as one of the three most important.

**B Branch**

Overall, 83% of B Branch riders rated the announcement of stations as average or better. The overall mean rating was better than average, at 3.5. The mean rating for individual branch segments ranged from 3.2 to 3.6. However, this measure was checked by the third-lowest number of riders as one of the three most important.

**C Branch**

Overall, 81% of C Branch riders rated the announcement of stations as average or better. The overall mean rating was better than average, at 3.4. The mean rating for individual branch segments ranged from 3.3 to 3.5. However, this measure was checked by the third-lowest number of riders as one of the three most important.

**D Branch**

Overall, 80% of D Branch riders rated the announcement of stations as average or better. The overall mean rating was better than average, at 3.4. The mean rating at individual stations ranged from 3.1 to 3.5. However, this measure was checked by the second-lowest number of riders as one of the three most important.
**E Branch**

Overall, 85% of E Branch riders rated the announcement of stations as average or better. The overall mean rating was better than average, at 3.6. This measure was tied with “safety and security” as the second-highest-rated measure on the E Branch. The mean rating for individual stops and the branch segment ranged from 3.4 to 3.7. However, this measure was checked by the third-lowest number of riders as one of the three most important.

**Availability of Seating on Trains  **  **Relative Importance: Medium**

**Central Subway**

Overall, 66% of Central Subway riders rated the availability of seating on trains as average or better. The overall mean rating was slightly lower than average, at 2.8. The mean rating at individual stations ranged from 2.6 to 3.2. The highest rating was at Lechmere, at the end of the line, where boardings per train are usually below the seating capacity. The lowest ratings were at Kenmore and Hynes, where trains are often very crowded.

**B Branch**

Overall, only 52% of B Branch riders rated the availability of seating on trains as average or better. The overall mean rating of 2.5 was the lowest for any of the service quality measures on the B Branch. The mean rating for individual branch segments ranged from 2.3 to 2.8. The highest rating was on the outermost segment, from Chestnut Hill Avenue to Boston College, where trains are least crowded.

**C Branch**

Overall, only 54% of C Branch riders rated the availability of seating on trains as average or better. The overall mean rating of 2.5 was the lowest for any of the service quality measures on the C Branch. The mean rating for individual branch segments ranged from 2.4 to 2.8. The highest rating was on the outermost segment, from Dean Road to Cleveland Circle, where trains are least crowded.

**D Branch**

Overall, only 55% of D Branch riders rated the availability of seating on trains as average or better. The overall mean rating of 2.6 was the lowest for any of the service quality measures on the D Branch. The mean rating for individual branch segments ranged from 2.2 to 3.0. The highest rating was at Riverside, the outermost station on the branch, where trains are least crowded.

**E Branch**

Overall, 70% of E Branch riders rated the availability of seating on trains as average or better. The overall mean rating of 2.9 was only slightly lower than average. The mean rating for individual stops and the branch segment ranged
from 2.7 to 3.1. The highest ratings were at the stops from Brigham Circle to Heath Street, where trains are least crowded.

**Frequency of Service  Relative Importance: High**

**Central Subway**
Overall, “frequency of service” was checked by the second-largest number of Central Subway riders as one of the three most important service quality measures. It was also checked by the second-largest number of riders at each individual station except Science Park, where it was fourth. Overall, 70% of Central Subway riders rated the frequency of service as average or better. The overall mean rating was just average, at 3.0. The mean rating at individual stations ranged from 2.9 to 3.1.

**B Branch**
Overall, “frequency of service” was checked by the second-largest number of B Branch riders as one of the three most important service quality measures. It was also checked by the second-largest number of riders at each branch segment. Overall, only 55% of B Branch riders rated the frequency of service as average or better. The overall mean rating was lower than average, at 2.6, making it one of the lowest-rated measures on the B Branch. The mean rating for individual branch segments ranged from 2.4 to 2.7.

**C Branch**
Overall, “frequency of service” was checked by the second-largest number of C Branch riders as one of the three most important service quality measures. It was also checked by the second-largest number of riders at each branch segment. Overall, only 58% of C Branch riders rated the frequency of service as average or better. The overall mean rating was lower than average, at 2.7, making it one of the lower-rated measures on the C Branch. The mean rating for individual branch segments ranged from 2.6 to 2.9.

**D Branch**
Overall, “frequency of service” was checked by the second-largest number of D Branch riders as one of the three most important service quality measures. It was also checked by the second-largest number of riders at each stop except Eliot, where it was first. Overall, only 60% of D Branch riders rated the frequency of service as average or better. The overall mean rating was lower than average, at 2.7, making it one of the lowest-rated measures on the D Branch. The mean rating at individual stations ranged from 2.5 to 3.0.

**E Branch**
Overall, “frequency of service” was checked by the second-largest number of E Branch riders as one of the three most important service quality measures. It was also checked by the second-largest number of riders at each stop or branch
Overall, 65% of E Branch riders rated the frequency of service as average or better. The overall mean rating was slightly lower than average, at 2.9, making it one of the lower-rated measures on the E Branch. The mean rating for individual stops and the branch segment ranged from 2.7 to 3.1.

**Travel Time/Speed  Relative Importance: High**

**Central Subway**

Overall, “travel time/speed” was checked by the third-largest number of Central Subway riders as one of the three most important service quality measures. It was also checked by the third- or fourth-largest number of riders at each individual station except Symphony, where it was fifth. Overall, 76% of Central Subway riders rated travel time/speed as average or better. The overall mean rating was slightly better than average, at 3.1. The mean rating at individual stations ranged from 3.0 to 3.5.

**B Branch**

Overall, “travel time/speed” was checked by the third-largest number of B Branch riders as one of the three most important service quality measures. It was also checked by the third-largest number of riders at each segment. Overall, only 54% of B Branch riders rated travel time/speed as average or better. The overall mean rating of 2.6 was one of the lowest for any measure on the B Branch. The mean rating for individual branch segments ranged from 2.4 to 2.7.

**C Branch**

Overall, “travel time/speed” was checked by the third-largest number of C Branch riders as one of the three most important service quality measures. It was also checked by the third-largest number of riders at each segment. Overall, 62% of C Branch riders rated travel time/speed as average or better. The overall mean rating of 2.8 was one of the lowest ratings for any measure on the C Branch. The mean rating for individual branch segments ranged from 2.7 to 2.9.

**D Branch**

Overall, “travel time/speed” was checked by the third-largest number of D Branch riders as one of the three most important service quality measures. It was also checked by the third- or fourth-largest number of riders at each individual station. Overall, 71% of D Branch riders rated travel time/speed as average or better. The overall mean rating was 3.0, or “average.” The mean rating at individual stations ranged from 2.7 to 3.2.

**E Branch**

Overall, “travel time/speed” was checked by the third-largest number of E Branch riders as one of the three most important service quality measures. It
was also checked by the third- or fourth-largest number of riders at each individual stop and segment. Overall, 79% of E Branch riders rated travel time/speed as average or better. The overall mean rating of 3.1 was slightly better than average. The mean rating for individual stops and the branch segment ranged from 3.0 to 3.3.

**Parking Availability  Relative Importance: Very Low**

**Central Subway**

Most Central Subway stations have no dedicated parking. Less than half of the Central Subway riders who completed the service quality measures section of the survey expressed opinions about parking availability. Among those who did, it was rated as average or better by only 64%, with a mean rating of 2.8. This was among the lowest ratings on the Central Subway for any of the 11 measures. The mean rating at individual stations ranged from 2.5 to 3.1. Parking availability was checked by the second-lowest number of Central Subway riders as one of the three most important measures.

**B Branch**

No stops along the B Branch have dedicated parking. Only 40% of the B Branch riders who completed the service quality measures section of the survey expressed opinions about parking availability. Among those who did, it was rated as average or better by only 66%, with a mean rating of 2.7. This was among the lowest ratings on the B Branch for any of the 11 measures. The mean rating for individual branch segments ranged from 2.6 to 2.9. Parking availability was checked by the lowest number of B Branch riders as one of the three most important measures.

**C Branch**

No stops along the C Branch have dedicated parking. Only 40% of the C Branch riders who completed the service quality measures section of the survey expressed opinions about parking availability. Among those who did, it was rated as average or better by only 65%, with a mean rating of 2.7. This was among the lowest ratings on the C Branch for any of the 11 measures. The mean rating for individual branch segments ranged from 2.6 to 2.8. Parking availability was checked by the second-lowest number of C Branch riders as one of the three most important measures.

**D Branch**

Most stops along the D Branch have some dedicated parking. Nevertheless, only 57% of the D Branch riders who completed the service quality measures section of the survey expressed opinions about parking availability. Among those who did, it was rated as average or better by only 69%, with a mean rating of 3.0. The mean rating at individual stations ranged from 2.4 to 3.8. The highest ratings were from passengers boarding at stations with the largest parking
capacities (Riverside and Woodland). Parking availability was checked by the fourth-lowest number of D Branch riders as one of the three most important measures.

**E Branch**

No stops along the E Branch have dedicated parking. Only about half of the E Branch riders who completed the service quality measures section of the survey expressed opinions about parking availability. Among those who did, it was rated as average or better by 69%, with a mean rating of 2.8. This was among the lowest ratings on the E Branch for any of the 11 measures. The mean rating for individual stops and the branch segment ranged from 2.3 to 3.0. Parking availability was checked by the second-lowest number of E Branch riders as one of the three most important measures.

**Station Amenities Relative Importance: Very Low**

**Central Subway**

Overall, “station amenities” was checked by the lowest number of Central Subway riders as one of the three most important service quality measures. It was also checked by the lowest or second-lowest number of riders at each individual station. Overall, only 57% of Central Subway riders rated station amenities as average or better, with an overall mean rating of 2.6. This was the lowest rating for any of the 11 service quality measures on the Central Subway. The mean rating at individual stations ranged from 2.4 to 2.9.

Many of the passengers at Central Subway stations and stops on the four Green Line branches who answered the service quality section of the survey expressed no opinions about station amenities. Since this is not a very clearly defined term, some of those who gave it no rating may have been uncertain as to what it meant.

**B Branch**

Overall, “station amenities” was checked by the second-lowest number of B Branch riders as one of the three most important service quality measures. It was also checked by the lowest or second-lowest number of riders at each segment. Overall, only 57% of B Branch riders rated station amenities as average or better, with an overall mean rating of 2.6. This was among the lowest ratings for any of the 11 service quality measures on the B Branch. The mean rating for individual branch segments ranged from 2.5 to 2.6.

**C Branch**

Overall, “station amenities” was checked by the lowest number of C Branch riders as one of the three most important service quality measures. It was also checked by the lowest number of riders at each segment. Overall, only 58% of C Branch riders rated station amenities as average or better, with an overall mean rating of 2.6. This was among the lowest ratings for any of the 11 service
quality measures on the C Branch. The mean rating for each branch segment was also 2.6.

**D Branch**

Overall, “station amenities” was checked by the lowest number of D Branch riders as one of the three most important service quality measures. It was also checked by the lowest or second-lowest number of riders at most individual stations. Overall, only 64% of D Branch riders rated station amenities as average or better, with an overall mean rating of 2.8. This was among the lowest ratings for any of the 11 service quality measures on the D Branch. The mean rating at individual stations ranged from 2.5 to 2.9.

**E Branch**

Overall, “station amenities” was checked by the lowest number of E Branch riders as one of the three most important service quality measures. It was also checked by the lowest or second-lowest number of riders at each stop or segment. Overall, only 63% of E Branch riders rated station amenities as average or better, with an overall mean rating of 2.7. This was the lowest rating for any of the 11 service quality measures on the E Branch. The mean rating for individual stops and the branch segment ranged from 2.5 to 2.9.

**Fare Collection System  Relative Importance: Low**

All of the Central Subway stations have off-vehicle fare collection, using faregates that accept CharlieCards, CharlieTickets, and various forms of passes. Many of these fare media can be purchased at fare vending machines in the stations. At all stops on the four branches except Riverside, on the D Branch, fares are collected on-board trains. In addition to the various tickets and passes that can be used in the Central Subway, passengers can pay directly using cash on-board trains. Stops on the D Branch have fare-vending machines, but stops on the B, C, and E Branches do not.

**Central Subway**

Overall, 84% of Central Subway riders rated the fare collection system as average or better, with an overall mean of 3.6. This was tied with “safety and security” as the highest-rated of the 11 service quality measures. However, “fare-collection” was checked by the fourth-lowest number of riders as one of the three most important service quality measures.

**B Branch**

Overall, 77% of B Branch riders rated the fare collection system as average or better. The overall mean rating of 3.3 was one of the higher ratings for any of the service quality measures on the B Branch. The mean rating for individual branch segments ranged from 3.2 to 3.4. However, fare-collection was checked by the fourth-lowest number of riders as one of the three most important service quality measures.
**C Branch**
Overall, 77% of C Branch riders rated the fare collection system as average or better. The overall mean rating of 3.3 was one of the higher ratings for any of the service quality measures on the C Branch. The mean rating for individual branch segments ranged from 3.2 to 3.4. However, fare-collection was checked by the fourth-lowest number of riders as one of the three most important service quality measures.

**D Branch**
Overall, 77% of D Branch riders rated the fare collection system as average or better. The overall mean rating of 3.3 was one of the highest ratings for any of the service quality measures on the D Branch. The mean rating at individual stations ranged from 3.0 to 3.6. However, “fare collection” was checked by the fifth-lowest number of riders as one of the three most important service quality measures.

**E Branch**
Overall, 81% of E Branch riders rated the fare collection system as average or better. The overall mean rating of 3.4 was one of the highest ratings for any of the service quality measures on the E Branch. The mean rating for individual stops and the segment ranged from 3.2 to 3.7. However, “fare collection” was checked by the fifth-lowest number of riders as one of the three most important service quality measures.
## Service Quality

### MBTA Surveys: 2008-09

**Rapid Transit Survey**

### GREEN LINE-SUBWAY

#### Entry Station: Lechmere

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>3.1</td>
<td>7.9%</td>
<td>13.7%</td>
<td>43.8%</td>
<td>27.0%</td>
<td>7.6%</td>
<td>3,110</td>
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<td>3.7</td>
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<td>1.6%</td>
<td>34.3%</td>
<td>47.0%</td>
<td>15.5%</td>
<td>3,109</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>2.9</td>
<td>9.5%</td>
<td>17.4%</td>
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<td>25.8%</td>
<td>2.5%</td>
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<td>3,109</td>
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<td>21.0%</td>
<td>9.8%</td>
<td>3,109</td>
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<td>Travel time/speed</td>
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<td>38.2%</td>
<td>29.2%</td>
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<td>3,049</td>
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</table>

* 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.*
### Service Quality

**Entry Station: Science Park**

#### expanded results

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
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<tbody>
<tr>
<td>Reliability (on-time performance)</td>
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<td>22</td>
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<td>6.3%</td>
<td>12.6%</td>
<td>451</td>
<td>22</td>
<td>135</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.3</td>
<td>10.8%</td>
<td>12.6%</td>
<td>25.5%</td>
<td>451</td>
<td>22</td>
<td>20</td>
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<td>11.7%</td>
<td>33.1%</td>
<td>429</td>
<td>43</td>
<td>7</td>
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<td>1.6%</td>
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<td>43</td>
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<tr>
<td>Availability of seating on trains</td>
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<td>14.1%</td>
<td>25.5%</td>
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<td>22</td>
<td>22</td>
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<td>20.4%</td>
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<td>79</td>
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<td>13.2%</td>
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<td>43</td>
<td>22</td>
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</table>

* 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.
<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>3.0</td>
<td>9.9%</td>
<td>15.3%</td>
<td>41.9%</td>
<td>27.0%</td>
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<td>4.8%</td>
<td>31.9%</td>
<td>48.0%</td>
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<td>21.1%</td>
<td>2.7%</td>
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<td>35.0%</td>
<td>10.5%</td>
<td>4,638</td>
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<td>32.3%</td>
<td>30.6%</td>
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<td>5.3%</td>
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<td>21.9%</td>
<td>6.5%</td>
<td>4,657</td>
</tr>
<tr>
<td>Travel time/speed</td>
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<td>7.8%</td>
<td>12.5%</td>
<td>45.9%</td>
<td>29.2%</td>
<td>4.5%</td>
<td>4,638</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.9</td>
<td>15.1%</td>
<td>19.1%</td>
<td>36.4%</td>
<td>19.8%</td>
<td>9.7%</td>
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<td>11.9%</td>
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<td>35.8%</td>
<td>34.9%</td>
<td>13.5%</td>
<td>4,514</td>
</tr>
</tbody>
</table>

* 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**

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.8</td>
<td>12.7%</td>
<td>20.2%</td>
<td>39.5%</td>
<td>26.9%</td>
<td>0.8%</td>
<td>2,865</td>
</tr>
<tr>
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<td>3.0%</td>
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<td>37.4%</td>
<td>30.6%</td>
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<td>Cleanliness/condition of vehicles</td>
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<td>26.3%</td>
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<td>21.9%</td>
<td>4.4%</td>
<td>2,928</td>
</tr>
<tr>
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<td>3.1</td>
<td>8.1%</td>
<td>11.9%</td>
<td>40.3%</td>
<td>37.5%</td>
<td>2.2%</td>
<td>2,906</td>
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<tr>
<td>Announcement of stations</td>
<td>3.2</td>
<td>11.0%</td>
<td>13.9%</td>
<td>38.0%</td>
<td>21.1%</td>
<td>16.0%</td>
<td>2,928</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.8</td>
<td>8.9%</td>
<td>33.0%</td>
<td>36.7%</td>
<td>17.0%</td>
<td>4.4%</td>
<td>2,906</td>
</tr>
<tr>
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<td>6.6%</td>
<td>14.0%</td>
<td>54.6%</td>
<td>21.8%</td>
<td>3.0%</td>
<td>2,928</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>3.0</td>
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<td>22.0%</td>
<td>43.9%</td>
<td>25.0%</td>
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<td>11.9%</td>
<td>8.8%</td>
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<td>21.9%</td>
<td>19.5%</td>
<td>2,843</td>
</tr>
</tbody>
</table>

* 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.
## Service Quality

**Expanded Results**

### GREEN LINE-SUBWAY

**Entry Station: Government Center**

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
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<td>11.5%</td>
<td>14.1%</td>
<td>29.0%</td>
<td>37.7%</td>
<td>7.6%</td>
<td>2,931</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.6</td>
<td>2.4%</td>
<td>5.6%</td>
<td>32.7%</td>
<td>44.2%</td>
<td>15.1%</td>
<td>2,995</td>
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<td>3.2</td>
<td>4.1%</td>
<td>16.5%</td>
<td>44.5%</td>
<td>29.5%</td>
<td>5.5%</td>
<td>3,090</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.3</td>
<td>5.3%</td>
<td>12.6%</td>
<td>43.6%</td>
<td>25.9%</td>
<td>12.6%</td>
<td>2,931</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>3.3</td>
<td>12.0%</td>
<td>11.5%</td>
<td>28.2%</td>
<td>31.3%</td>
<td>16.9%</td>
<td>2,954</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.9</td>
<td>13.0%</td>
<td>19.9%</td>
<td>38.7%</td>
<td>23.0%</td>
<td>5.5%</td>
<td>3,090</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>3.0</td>
<td>14.6%</td>
<td>11.8%</td>
<td>37.3%</td>
<td>30.9%</td>
<td>5.4%</td>
<td>2,931</td>
</tr>
<tr>
<td>Travel time/speed</td>
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<td>32.6%</td>
<td>34.8%</td>
<td>6.6%</td>
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<td>21.4%</td>
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<td>25.5%</td>
<td>36.1%</td>
<td>24.1%</td>
<td>2,890</td>
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* The number of respondents who indicated that this service quality measure was one of the three most important to them. Many respondents checked no measures, while others checked more than three.
## MBTA Surveys: 2008-09

### Rapid Transit Survey

### Service Quality

**Expanded Results**

**GREEN LINE-SUBWAY**

Entry Station: Park Street

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
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<td>8.1%</td>
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<td>33.0%</td>
<td>25.9%</td>
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<td>Safety and security</td>
<td>3.6</td>
<td>3.9%</td>
<td>3.4%</td>
<td>35.5%</td>
<td>38.9%</td>
<td>18.3%</td>
<td>4,078</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.1</td>
<td>8.7%</td>
<td>16.1%</td>
<td>40.9%</td>
<td>29.6%</td>
<td>4.6%</td>
<td>4,110</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.2</td>
<td>4.8%</td>
<td>16.1%</td>
<td>40.0%</td>
<td>29.9%</td>
<td>9.3%</td>
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<td>14.4%</td>
<td>30.8%</td>
<td>29.5%</td>
<td>19.3%</td>
<td>4,026</td>
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<td>40.9%</td>
<td>24.1%</td>
<td>2.3%</td>
<td>4,141</td>
</tr>
<tr>
<td>Frequency of service</td>
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<td>20.1%</td>
<td>36.5%</td>
<td>23.6%</td>
<td>8.9%</td>
<td>4,141</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>3.2</td>
<td>9.9%</td>
<td>15.3%</td>
<td>33.2%</td>
<td>32.4%</td>
<td>9.2%</td>
<td>4,120</td>
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<td>Parking availability</td>
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<td>24.8%</td>
<td>37.6%</td>
<td>9.6%</td>
<td>5.7%</td>
<td>1,649</td>
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<td>Station amenities</td>
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<td>2.0%</td>
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<td>20.5%</td>
<td>41.7%</td>
<td>23.3%</td>
<td>4,057</td>
</tr>
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* 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.
## Service Quality

### Expanded Results

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>3.1</td>
<td>7.8%</td>
<td>12.5%</td>
<td>47.9%</td>
<td>24.8%</td>
<td>7.0%</td>
<td>2,649</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.6</td>
<td>1.7%</td>
<td>9.2%</td>
<td>27.9%</td>
<td>47.7%</td>
<td>13.4%</td>
<td>2,642</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.1</td>
<td>7.6%</td>
<td>14.4%</td>
<td>42.3%</td>
<td>28.4%</td>
<td>7.3%</td>
<td>2,620</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.2</td>
<td>6.3%</td>
<td>15.3%</td>
<td>41.2%</td>
<td>24.7%</td>
<td>12.5%</td>
<td>2,598</td>
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<td>Announcement of stations</td>
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<td>23.8%</td>
<td>32.3%</td>
<td>22.4%</td>
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<tr>
<td>Availability of seating on trains</td>
<td>2.8</td>
<td>9.3%</td>
<td>22.9%</td>
<td>46.2%</td>
<td>19.1%</td>
<td>2.5%</td>
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<td>Frequency of service</td>
<td>2.9</td>
<td>7.9%</td>
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<td>42.5%</td>
<td>21.7%</td>
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<tr>
<td>Travel time/speed</td>
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<td>15.1%</td>
<td>37.3%</td>
<td>30.3%</td>
<td>8.5%</td>
<td>2,686</td>
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<td>17.3%</td>
<td>10.2%</td>
<td>1,018</td>
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<td>Station amenities</td>
<td>2.6</td>
<td>16.1%</td>
<td>32.5%</td>
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<td>16.8%</td>
<td>3.1%</td>
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<td>Fare collection system</td>
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<td>4.0%</td>
<td>30.0%</td>
<td>31.4%</td>
<td>26.8%</td>
<td>2,560</td>
</tr>
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</table>

* 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.
Service Quality

Expanded Results

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>3.1</td>
<td>6.5%</td>
<td>19.1%</td>
<td>37.9%</td>
<td>32.8%</td>
<td>3.6%</td>
<td>2,208</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.6</td>
<td>3.1%</td>
<td>4.9%</td>
<td>31.6%</td>
<td>49.2%</td>
<td>11.2%</td>
<td>2,223</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>2.9</td>
<td>9.4%</td>
<td>18.6%</td>
<td>43.3%</td>
<td>26.1%</td>
<td>2.5%</td>
<td>2,238</td>
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<td>Courtesy of train crews</td>
<td>3.3</td>
<td>5.0%</td>
<td>15.0%</td>
<td>37.9%</td>
<td>31.8%</td>
<td>10.3%</td>
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</tr>
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<td>17.6%</td>
<td>28.7%</td>
<td>33.1%</td>
<td>13.6%</td>
<td>2,169</td>
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<td>12.5%</td>
<td>27.7%</td>
<td>38.7%</td>
<td>18.3%</td>
<td>2.8%</td>
<td>2,228</td>
</tr>
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<td>17.6%</td>
<td>36.3%</td>
<td>30.4%</td>
<td>3.5%</td>
<td>2,236</td>
</tr>
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<td>Travel time/speed</td>
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<td>11.6%</td>
<td>39.9%</td>
<td>38.1%</td>
<td>5.3%</td>
<td>2,233</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.5</td>
<td>22.3%</td>
<td>27.6%</td>
<td>30.9%</td>
<td>16.2%</td>
<td>3.0%</td>
<td>950</td>
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<td>Station amenities</td>
<td>2.4</td>
<td>20.4%</td>
<td>33.1%</td>
<td>35.5%</td>
<td>10.9%</td>
<td>0.0%</td>
<td>1,863</td>
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<td>5.4%</td>
<td>7.4%</td>
<td>25.3%</td>
<td>35.8%</td>
<td>26.0%</td>
<td>2,143</td>
</tr>
</tbody>
</table>

* 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.
### Service Quality

**Green Line-Subway**  
Entry Station: Copley

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>3.2</td>
<td>5.3%</td>
<td>14.9%</td>
<td>40.7%</td>
<td>32.3%</td>
<td>6.9%</td>
<td>4,981</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.6</td>
<td>2.2%</td>
<td>5.1%</td>
<td>35.1%</td>
<td>45.1%</td>
<td>12.5%</td>
<td>5,064</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.0</td>
<td>8.2%</td>
<td>19.1%</td>
<td>43.9%</td>
<td>26.0%</td>
<td>2.9%</td>
<td>5,114</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.3</td>
<td>4.4%</td>
<td>12.2%</td>
<td>42.8%</td>
<td>30.3%</td>
<td>10.3%</td>
<td>5,015</td>
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<td>Announcement of stations</td>
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<td>7.2%</td>
<td>13.7%</td>
<td>28.3%</td>
<td>35.3%</td>
<td>15.4%</td>
<td>5,035</td>
</tr>
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<td>Availability of seating on trains</td>
<td>2.9</td>
<td>7.4%</td>
<td>23.1%</td>
<td>46.3%</td>
<td>21.3%</td>
<td>1.9%</td>
<td>5,030</td>
</tr>
<tr>
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<td>3.1</td>
<td>6.6%</td>
<td>17.6%</td>
<td>42.6%</td>
<td>25.4%</td>
<td>7.8%</td>
<td>5,034</td>
</tr>
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<td>Travel time/speed</td>
<td>3.3</td>
<td>5.3%</td>
<td>11.8%</td>
<td>38.5%</td>
<td>35.6%</td>
<td>8.9%</td>
<td>5,063</td>
</tr>
<tr>
<td>Parking availability</td>
<td>3.0</td>
<td>9.0%</td>
<td>18.6%</td>
<td>43.7%</td>
<td>20.1%</td>
<td>8.5%</td>
<td>2,440</td>
</tr>
<tr>
<td>Station amenities</td>
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<td>30.4%</td>
<td>36.7%</td>
<td>8.5%</td>
<td>2.7%</td>
<td>4,261</td>
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<td>6.9%</td>
<td>11.4%</td>
<td>27.3%</td>
<td>37.5%</td>
<td>17.0%</td>
<td>5,047</td>
</tr>
</tbody>
</table>

* 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.
### Service Quality

#### GREEN LINE-SUBWAY

Entry Station: Hynes Convention Center

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>3.0</td>
<td>9.2%</td>
<td>16.9%</td>
<td>43.8%</td>
<td>22.6%</td>
<td>7.5%</td>
<td>3,421</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.8</td>
<td>0.4%</td>
<td>3.8%</td>
<td>30.7%</td>
<td>46.6%</td>
<td>18.6%</td>
<td>3,421</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.1</td>
<td>3.9%</td>
<td>19.1%</td>
<td>45.5%</td>
<td>27.1%</td>
<td>4.5%</td>
<td>3,460</td>
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<tr>
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<td>3.2</td>
<td>5.7%</td>
<td>12.6%</td>
<td>42.9%</td>
<td>32.3%</td>
<td>6.5%</td>
<td>3,376</td>
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<td>19.6%</td>
<td>27.0%</td>
<td>26.5%</td>
<td>18.2%</td>
<td>3,438</td>
</tr>
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<td>12.6%</td>
<td>30.1%</td>
<td>45.0%</td>
<td>10.0%</td>
<td>2.3%</td>
<td>3,425</td>
</tr>
<tr>
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<td>7.5%</td>
<td>26.4%</td>
<td>38.9%</td>
<td>21.4%</td>
<td>5.9%</td>
<td>3,443</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>3.0</td>
<td>12.6%</td>
<td>15.9%</td>
<td>40.0%</td>
<td>25.7%</td>
<td>5.7%</td>
<td>3,390</td>
</tr>
<tr>
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<td>2.6</td>
<td>19.1%</td>
<td>25.2%</td>
<td>41.6%</td>
<td>9.2%</td>
<td>4.9%</td>
<td>1,334</td>
</tr>
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<td>2.4</td>
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<td>30.2%</td>
<td>41.9%</td>
<td>8.4%</td>
<td>0.8%</td>
<td>2,913</td>
</tr>
<tr>
<td>Fare collection system</td>
<td>3.7</td>
<td>5.9%</td>
<td>7.2%</td>
<td>23.7%</td>
<td>36.0%</td>
<td>27.2%</td>
<td>3,373</td>
</tr>
</tbody>
</table>

* 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.
## Service Quality

**GREEN LINE-SUBWAY**

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.9</td>
<td>11.3%</td>
<td>19.2%</td>
<td>38.1%</td>
<td>26.3%</td>
<td>5.0%</td>
<td>3,485</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.6</td>
<td>1.0%</td>
<td>6.7%</td>
<td>39.8%</td>
<td>37.3%</td>
<td>15.3%</td>
<td>3,518</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.1</td>
<td>3.8%</td>
<td>22.4%</td>
<td>41.7%</td>
<td>24.1%</td>
<td>8.0%</td>
<td>3,411</td>
</tr>
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<td>12.5%</td>
<td>44.9%</td>
<td>29.9%</td>
<td>7.6%</td>
<td>3,368</td>
</tr>
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<td>31.4%</td>
<td>28.9%</td>
<td>13.3%</td>
<td>3,430</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
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<td>15.0%</td>
<td>26.2%</td>
<td>41.1%</td>
<td>15.4%</td>
<td>2.2%</td>
<td>3,445</td>
</tr>
<tr>
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<td>8.7%</td>
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<td>32.0%</td>
<td>26.2%</td>
<td>4.0%</td>
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<td>32.2%</td>
<td>30.7%</td>
<td>5.2%</td>
<td>3,467</td>
</tr>
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<td>9.7%</td>
<td>43.8%</td>
<td>20.5%</td>
<td>2.6%</td>
<td>1,395</td>
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<td>11.5%</td>
<td>0.4%</td>
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<td>28.1%</td>
<td>37.2%</td>
<td>18.8%</td>
<td>3,387</td>
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* 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.
## Service Quality

### Expanded Results

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>3.2</td>
<td>6.9%</td>
<td>18.2%</td>
<td>30.1%</td>
<td>38.0%</td>
<td>6.9%</td>
<td>1,065</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.8</td>
<td>0.0%</td>
<td>3.6%</td>
<td>20.9%</td>
<td>63.8%</td>
<td>11.7%</td>
<td>1,029</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.0</td>
<td>8.2%</td>
<td>22.4%</td>
<td>32.2%</td>
<td>36.2%</td>
<td>1.0%</td>
<td>1,029</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.3</td>
<td>3.6%</td>
<td>17.8%</td>
<td>38.3%</td>
<td>24.0%</td>
<td>16.3%</td>
<td>1,029</td>
</tr>
<tr>
<td>Announcement of stations</td>
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<td>4.4%</td>
<td>26.6%</td>
<td>40.4%</td>
<td>20.6%</td>
<td>1,065</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
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<td>16.8%</td>
<td>49.3%</td>
<td>16.8%</td>
<td>3.4%</td>
<td>1,065</td>
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<td>2.7</td>
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<td>27.0%</td>
<td>28.6%</td>
<td>29.1%</td>
<td>0.0%</td>
<td>1,029</td>
</tr>
<tr>
<td>Travel time/speed</td>
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<td>6.9%</td>
<td>21.2%</td>
<td>27.1%</td>
<td>36.0%</td>
<td>8.9%</td>
<td>1,065</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.8</td>
<td>11.5%</td>
<td>23.9%</td>
<td>47.9%</td>
<td>9.4%</td>
<td>7.3%</td>
<td>504</td>
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<tr>
<td>Station amenities</td>
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<td>9.2%</td>
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<td>50.5%</td>
<td>24.8%</td>
<td>0.0%</td>
<td>913</td>
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<td>Fare collection system</td>
<td>3.7</td>
<td>7.0%</td>
<td>12.6%</td>
<td>16.1%</td>
<td>31.7%</td>
<td>32.6%</td>
<td>1,044</td>
</tr>
</tbody>
</table>

* 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.
## Service Quality

**GREEN LINE-SUBWAY**

Entry Station: Symphony

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>3.4</td>
<td>1.8%</td>
<td>7.9%</td>
<td>45.4%</td>
<td>40.0%</td>
<td>4.9%</td>
<td>921</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.8</td>
<td>0.0%</td>
<td>2.0%</td>
<td>32.8%</td>
<td>48.5%</td>
<td>16.8%</td>
<td>865</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.0</td>
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<td>13.7%</td>
<td>56.9%</td>
<td>19.0%</td>
<td>4.0%</td>
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<tr>
<td>Courtesy of train crews</td>
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<td>2.2%</td>
<td>12.2%</td>
<td>40.6%</td>
<td>35.7%</td>
<td>9.3%</td>
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<td>6.6%</td>
<td>35.0%</td>
<td>30.9%</td>
<td>22.7%</td>
<td>938</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>3.0</td>
<td>3.6%</td>
<td>21.4%</td>
<td>51.1%</td>
<td>23.9%</td>
<td>0.0%</td>
<td>938</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>2.9</td>
<td>10.7%</td>
<td>22.0%</td>
<td>40.5%</td>
<td>23.9%</td>
<td>3.0%</td>
<td>938</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>3.4</td>
<td>4.8%</td>
<td>11.4%</td>
<td>33.2%</td>
<td>41.1%</td>
<td>9.5%</td>
<td>938</td>
</tr>
<tr>
<td>Parking availability</td>
<td>3.1</td>
<td>9.9%</td>
<td>10.8%</td>
<td>42.3%</td>
<td>31.5%</td>
<td>5.4%</td>
<td>514</td>
</tr>
<tr>
<td>Station amenities</td>
<td>2.6</td>
<td>18.9%</td>
<td>19.5%</td>
<td>43.4%</td>
<td>18.1%</td>
<td>0.0%</td>
<td>799</td>
</tr>
<tr>
<td>Fare collection system</td>
<td>3.6</td>
<td>3.1%</td>
<td>11.9%</td>
<td>23.7%</td>
<td>45.6%</td>
<td>15.7%</td>
<td>893</td>
</tr>
</tbody>
</table>

* 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.
### Service Quality

**GREEN LINE-B**  
Entry Stop: Blandford St. to BU Central

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.7</td>
<td>13.7%</td>
<td>25.2%</td>
<td>38.4%</td>
<td>20.6%</td>
<td>2.2%</td>
<td>2,120</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.8</td>
<td>0.7%</td>
<td>3.2%</td>
<td>26.0%</td>
<td>53.2%</td>
<td>16.9%</td>
<td>2,120</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.2</td>
<td>2.1%</td>
<td>15.7%</td>
<td>45.5%</td>
<td>35.6%</td>
<td>1.1%</td>
<td>2,143</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>2.9</td>
<td>9.4%</td>
<td>21.5%</td>
<td>44.3%</td>
<td>20.4%</td>
<td>4.4%</td>
<td>2,097</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>3.6</td>
<td>1.8%</td>
<td>12.2%</td>
<td>29.5%</td>
<td>37.9%</td>
<td>18.7%</td>
<td>2,074</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.6</td>
<td>13.1%</td>
<td>26.8%</td>
<td>47.0%</td>
<td>12.0%</td>
<td>1.1%</td>
<td>2,143</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>2.7</td>
<td>12.4%</td>
<td>23.8%</td>
<td>45.2%</td>
<td>16.3%</td>
<td>2.1%</td>
<td>2,143</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>2.8</td>
<td>11.4%</td>
<td>28.1%</td>
<td>35.9%</td>
<td>22.5%</td>
<td>2.1%</td>
<td>2,143</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.7</td>
<td>7.7%</td>
<td>22.2%</td>
<td>59.8%</td>
<td>10.3%</td>
<td>0.0%</td>
<td>892</td>
</tr>
<tr>
<td>Station amenities</td>
<td>2.5</td>
<td>16.9%</td>
<td>30.3%</td>
<td>41.8%</td>
<td>11.0%</td>
<td>0.0%</td>
<td>1,716</td>
</tr>
<tr>
<td>Fare collection system</td>
<td>3.2</td>
<td>12.4%</td>
<td>15.1%</td>
<td>26.6%</td>
<td>35.3%</td>
<td>10.6%</td>
<td>2,074</td>
</tr>
</tbody>
</table>

* 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.
## Service Quality

**GREEN LINE-B**  
Entry Stop: BU West to Babcock

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.3</td>
<td>24.2%</td>
<td>29.6%</td>
<td>35.3%</td>
<td>10.6%</td>
<td>0.4%</td>
<td>2,090</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.7</td>
<td>2.3%</td>
<td>7.9%</td>
<td>23.3%</td>
<td>50.0%</td>
<td>16.5%</td>
<td>2,114</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.2</td>
<td>4.1%</td>
<td>13.7%</td>
<td>42.8%</td>
<td>33.2%</td>
<td>6.1%</td>
<td>2,114</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>2.9</td>
<td>9.8%</td>
<td>20.0%</td>
<td>43.8%</td>
<td>18.8%</td>
<td>7.7%</td>
<td>2,098</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>3.6</td>
<td>5.1%</td>
<td>9.5%</td>
<td>31.2%</td>
<td>30.8%</td>
<td>23.4%</td>
<td>2,082</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.3</td>
<td>24.5%</td>
<td>29.7%</td>
<td>34.4%</td>
<td>9.9%</td>
<td>1.5%</td>
<td>2,106</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>2.4</td>
<td>21.4%</td>
<td>32.3%</td>
<td>34.2%</td>
<td>9.8%</td>
<td>2.2%</td>
<td>2,082</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>2.8</td>
<td>10.1%</td>
<td>25.2%</td>
<td>41.1%</td>
<td>22.4%</td>
<td>1.2%</td>
<td>2,106</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.8</td>
<td>16.7%</td>
<td>15.7%</td>
<td>44.1%</td>
<td>19.3%</td>
<td>4.2%</td>
<td>801</td>
</tr>
<tr>
<td>Station amenities</td>
<td>2.6</td>
<td>19.3%</td>
<td>23.5%</td>
<td>37.3%</td>
<td>19.4%</td>
<td>0.5%</td>
<td>1,594</td>
</tr>
<tr>
<td>Fare collection system</td>
<td>3.4</td>
<td>8.1%</td>
<td>13.9%</td>
<td>29.5%</td>
<td>31.0%</td>
<td>17.5%</td>
<td>2,065</td>
</tr>
</tbody>
</table>

* 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.
### Service Quality

#### GREEN LINE-B

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.6</td>
<td>13.7%</td>
<td>33.8%</td>
<td>36.1%</td>
<td>14.4%</td>
<td>2.0%</td>
<td>3,500</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.6</td>
<td>1.9%</td>
<td>4.8%</td>
<td>36.0%</td>
<td>43.9%</td>
<td>13.4%</td>
<td>3,500</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.2</td>
<td>4.3%</td>
<td>10.8%</td>
<td>48.5%</td>
<td>31.2%</td>
<td>5.2%</td>
<td>3,523</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.0</td>
<td>9.1%</td>
<td>17.5%</td>
<td>45.2%</td>
<td>21.3%</td>
<td>6.8%</td>
<td>3,531</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>3.5</td>
<td>3.9%</td>
<td>13.0%</td>
<td>33.1%</td>
<td>32.5%</td>
<td>17.5%</td>
<td>3,542</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.4</td>
<td>24.9%</td>
<td>27.9%</td>
<td>34.4%</td>
<td>10.1%</td>
<td>2.8%</td>
<td>3,455</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>2.6</td>
<td>16.8%</td>
<td>31.7%</td>
<td>32.4%</td>
<td>17.2%</td>
<td>1.9%</td>
<td>3,519</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>2.5</td>
<td>19.5%</td>
<td>31.0%</td>
<td>32.4%</td>
<td>15.2%</td>
<td>2.0%</td>
<td>3,516</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.6</td>
<td>22.0%</td>
<td>14.1%</td>
<td>47.9%</td>
<td>10.6%</td>
<td>5.4%</td>
<td>1,454</td>
</tr>
<tr>
<td>Station amenities</td>
<td>2.6</td>
<td>18.3%</td>
<td>22.3%</td>
<td>45.1%</td>
<td>10.4%</td>
<td>3.9%</td>
<td>2,628</td>
</tr>
<tr>
<td>Fare collection system</td>
<td>3.3</td>
<td>9.1%</td>
<td>12.7%</td>
<td>28.9%</td>
<td>34.0%</td>
<td>15.3%</td>
<td>3,374</td>
</tr>
</tbody>
</table>

* 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.
### Service Quality

**Entry Stop: Griggs St. to Warren St.**

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Poor)</th>
<th>3 (Average)</th>
<th>4 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.7</td>
<td>17.9%</td>
<td>22.0%</td>
<td>39.9%</td>
<td>17.7%</td>
<td>2.6%</td>
<td>2,796</td>
<td>81</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.8</td>
<td>1.1%</td>
<td>5.0%</td>
<td>30.9%</td>
<td>43.3%</td>
<td>19.7%</td>
<td>2,793</td>
<td>83</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.3</td>
<td>3.2%</td>
<td>13.0%</td>
<td>44.5%</td>
<td>33.7%</td>
<td>5.6%</td>
<td>2,794</td>
<td>83</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.1</td>
<td>8.3%</td>
<td>14.6%</td>
<td>42.7%</td>
<td>28.3%</td>
<td>6.1%</td>
<td>2,791</td>
<td>86</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>3.6</td>
<td>3.2%</td>
<td>10.8%</td>
<td>30.5%</td>
<td>36.0%</td>
<td>19.5%</td>
<td>2,766</td>
<td>110</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.4</td>
<td>23.9%</td>
<td>28.2%</td>
<td>36.3%</td>
<td>9.1%</td>
<td>2.4%</td>
<td>2,818</td>
<td>59</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>2.6</td>
<td>17.1%</td>
<td>28.7%</td>
<td>33.2%</td>
<td>17.8%</td>
<td>3.2%</td>
<td>2,795</td>
<td>82</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>2.5</td>
<td>21.8%</td>
<td>28.4%</td>
<td>30.6%</td>
<td>16.9%</td>
<td>2.2%</td>
<td>2,775</td>
<td>102</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.9</td>
<td>15.5%</td>
<td>14.7%</td>
<td>46.3%</td>
<td>14.7%</td>
<td>8.7%</td>
<td>1,139</td>
<td>1,738</td>
</tr>
<tr>
<td>Station amenities</td>
<td>2.6</td>
<td>19.7%</td>
<td>23.7%</td>
<td>39.8%</td>
<td>14.1%</td>
<td>2.6%</td>
<td>2,081</td>
<td>796</td>
</tr>
<tr>
<td>Fare collection system</td>
<td>3.3</td>
<td>9.7%</td>
<td>13.4%</td>
<td>30.7%</td>
<td>29.8%</td>
<td>16.4%</td>
<td>2,701</td>
<td>175</td>
</tr>
</tbody>
</table>

* 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.
## Service Quality

**Expanded Results**

**GREEN LINE-B**

Entry Stop: Washington St. to Chiswick Rd.

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.7</td>
<td>11.7%</td>
<td>25.3%</td>
<td>43.7%</td>
<td>15.6%</td>
<td>3.7%</td>
<td>1,816</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.7</td>
<td>0.6%</td>
<td>4.0%</td>
<td>31.1%</td>
<td>48.7%</td>
<td>15.7%</td>
<td>1,840</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.3</td>
<td>2.5%</td>
<td>11.8%</td>
<td>44.3%</td>
<td>35.4%</td>
<td>5.9%</td>
<td>1,840</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.1</td>
<td>4.2%</td>
<td>21.9%</td>
<td>42.9%</td>
<td>25.6%</td>
<td>5.4%</td>
<td>1,827</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>3.4</td>
<td>4.7%</td>
<td>14.3%</td>
<td>34.4%</td>
<td>33.0%</td>
<td>13.6%</td>
<td>1,810</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.6</td>
<td>15.8%</td>
<td>26.3%</td>
<td>43.8%</td>
<td>12.4%</td>
<td>1.7%</td>
<td>1,831</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>2.7</td>
<td>12.7%</td>
<td>29.4%</td>
<td>37.2%</td>
<td>16.8%</td>
<td>3.9%</td>
<td>1,805</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>2.4</td>
<td>23.0%</td>
<td>32.8%</td>
<td>30.5%</td>
<td>11.9%</td>
<td>1.9%</td>
<td>1,819</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.6</td>
<td>20.0%</td>
<td>17.8%</td>
<td>42.6%</td>
<td>17.7%</td>
<td>1.8%</td>
<td>787</td>
</tr>
<tr>
<td>Station amenities</td>
<td>2.6</td>
<td>16.3%</td>
<td>26.6%</td>
<td>39.9%</td>
<td>15.4%</td>
<td>1.8%</td>
<td>1,446</td>
</tr>
<tr>
<td>Fare collection system</td>
<td>3.4</td>
<td>8.7%</td>
<td>10.7%</td>
<td>28.2%</td>
<td>32.5%</td>
<td>20.0%</td>
<td>1,810</td>
</tr>
</tbody>
</table>

* 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.
## Service Quality

**Expanded Results**

**GREEN LINE-B**  
Entry Stop: Chesnut Hill Ave. to Boston College

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.9</td>
<td>11.9%</td>
<td>17.8%</td>
<td>41.5%</td>
<td>25.6%</td>
<td>3.2%</td>
<td></td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.7</td>
<td>3.0%</td>
<td>8.5%</td>
<td>23.2%</td>
<td>46.4%</td>
<td>18.9%</td>
<td>1,037 15</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>2.9</td>
<td>8.9%</td>
<td>16.1%</td>
<td>49.1%</td>
<td>25.2%</td>
<td>0.7%</td>
<td>1,010 41 98</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.1</td>
<td>6.3%</td>
<td>15.3%</td>
<td>46.6%</td>
<td>20.7%</td>
<td>11.1%</td>
<td>1,015 37 60</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>3.2</td>
<td>13.6%</td>
<td>17.3%</td>
<td>21.3%</td>
<td>31.9%</td>
<td>15.9%</td>
<td>987 65 49</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.8</td>
<td>15.8%</td>
<td>13.7%</td>
<td>44.3%</td>
<td>24.0%</td>
<td>2.2%</td>
<td>996 56 72</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>2.7</td>
<td>11.6%</td>
<td>29.6%</td>
<td>37.1%</td>
<td>18.7%</td>
<td>3.1%</td>
<td>1,011 41 413</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>2.5</td>
<td>23.1%</td>
<td>21.2%</td>
<td>36.6%</td>
<td>16.8%</td>
<td>2.3%</td>
<td>1,044 7 360</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.6</td>
<td>22.3%</td>
<td>16.0%</td>
<td>43.1%</td>
<td>14.5%</td>
<td>4.2%</td>
<td>525 527 7</td>
</tr>
<tr>
<td>Station amenities</td>
<td>2.6</td>
<td>12.8%</td>
<td>33.7%</td>
<td>37.3%</td>
<td>15.3%</td>
<td>0.9%</td>
<td>786 266 0</td>
</tr>
<tr>
<td>Fare collection system</td>
<td>3.2</td>
<td>12.5%</td>
<td>17.3%</td>
<td>22.1%</td>
<td>34.4%</td>
<td>13.8%</td>
<td>972 80 15</td>
</tr>
</tbody>
</table>

* 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

**GREEN LINE-C**

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

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.8</td>
<td>14.4%</td>
<td>20.8%</td>
<td>38.7%</td>
<td>23.5%</td>
<td>2.6%</td>
<td>1,345</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.8</td>
<td>1.5%</td>
<td>3.8%</td>
<td>28.1%</td>
<td>50.2%</td>
<td>16.4%</td>
<td>1,379</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.2</td>
<td>3.7%</td>
<td>12.2%</td>
<td>48.7%</td>
<td>28.5%</td>
<td>6.9%</td>
<td>1,370</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.2</td>
<td>6.9%</td>
<td>16.6%</td>
<td>36.9%</td>
<td>29.2%</td>
<td>10.5%</td>
<td>1,353</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>3.5</td>
<td>4.0%</td>
<td>15.6%</td>
<td>30.0%</td>
<td>30.4%</td>
<td>20.0%</td>
<td>1,349</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.5</td>
<td>15.1%</td>
<td>31.9%</td>
<td>39.8%</td>
<td>10.3%</td>
<td>3.0%</td>
<td>1,359</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>2.6</td>
<td>16.7%</td>
<td>23.2%</td>
<td>42.0%</td>
<td>15.4%</td>
<td>2.6%</td>
<td>1,365</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>2.9</td>
<td>9.4%</td>
<td>22.6%</td>
<td>41.4%</td>
<td>22.4%</td>
<td>4.3%</td>
<td>1,370</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.7</td>
<td>14.3%</td>
<td>22.3%</td>
<td>48.8%</td>
<td>11.8%</td>
<td>2.8%</td>
<td>569</td>
</tr>
<tr>
<td>Station amenities</td>
<td>2.6</td>
<td>15.3%</td>
<td>27.1%</td>
<td>45.1%</td>
<td>10.3%</td>
<td>2.2%</td>
<td>1,093</td>
</tr>
<tr>
<td>Fare collection system</td>
<td>3.4</td>
<td>6.7%</td>
<td>14.3%</td>
<td>27.2%</td>
<td>35.4%</td>
<td>16.5%</td>
<td>1,342</td>
</tr>
</tbody>
</table>

* 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.
## Service Quality

**Rapid Transit Survey**

**GREEN LINE-C**

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

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.8</td>
<td>13.0%</td>
<td>20.6%</td>
<td>39.8%</td>
<td>23.8%</td>
<td>2.8%</td>
<td>3,477</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.7</td>
<td>1.1%</td>
<td>4.3%</td>
<td>31.2%</td>
<td>46.6%</td>
<td>16.8%</td>
<td>3,467</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.1</td>
<td>5.5%</td>
<td>13.8%</td>
<td>46.7%</td>
<td>28.4%</td>
<td>5.6%</td>
<td>3,487</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.2</td>
<td>4.6%</td>
<td>14.9%</td>
<td>40.7%</td>
<td>32.8%</td>
<td>6.9%</td>
<td>3,500</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>3.4</td>
<td>7.5%</td>
<td>11.1%</td>
<td>32.5%</td>
<td>31.3%</td>
<td>17.6%</td>
<td>3,486</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.4</td>
<td>26.1%</td>
<td>27.8%</td>
<td>33.5%</td>
<td>9.1%</td>
<td>3.5%</td>
<td>3,479</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>2.6</td>
<td>16.0%</td>
<td>26.8%</td>
<td>37.8%</td>
<td>17.4%</td>
<td>2.0%</td>
<td>3,477</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>2.8</td>
<td>13.5%</td>
<td>25.1%</td>
<td>39.1%</td>
<td>17.6%</td>
<td>4.7%</td>
<td>3,461</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.8</td>
<td>9.2%</td>
<td>22.5%</td>
<td>52.2%</td>
<td>10.3%</td>
<td>5.8%</td>
<td>1,562</td>
</tr>
<tr>
<td>Station amenities</td>
<td>2.6</td>
<td>12.0%</td>
<td>29.4%</td>
<td>44.8%</td>
<td>10.6%</td>
<td>3.1%</td>
<td>2,826</td>
</tr>
<tr>
<td>Fare collection system</td>
<td>3.2</td>
<td>11.3%</td>
<td>14.6%</td>
<td>32.3%</td>
<td>27.5%</td>
<td>14.3%</td>
<td>3,418</td>
</tr>
</tbody>
</table>

* 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.
## Service Quality

**GREEN LINE-C**

### Expanded Results

**Entry Stop: Brandon Hall to Tappan St.**

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.7</td>
<td>12.1%</td>
<td>25.5%</td>
<td>43.5%</td>
<td>16.6%</td>
<td>2.3%</td>
<td>1,895</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.7</td>
<td>2.2%</td>
<td>4.3%</td>
<td>27.1%</td>
<td>55.1%</td>
<td>11.3%</td>
<td>1,879</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.1</td>
<td>5.0%</td>
<td>15.5%</td>
<td>45.8%</td>
<td>29.4%</td>
<td>4.3%</td>
<td>1,837</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.2</td>
<td>5.7%</td>
<td>14.2%</td>
<td>39.4%</td>
<td>33.1%</td>
<td>7.6%</td>
<td>1,871</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>3.5</td>
<td>4.6%</td>
<td>13.0%</td>
<td>30.8%</td>
<td>34.7%</td>
<td>16.8%</td>
<td>1,857</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.6</td>
<td>14.4%</td>
<td>27.2%</td>
<td>45.2%</td>
<td>12.4%</td>
<td>0.7%</td>
<td>1,863</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>2.6</td>
<td>12.7%</td>
<td>33.5%</td>
<td>32.1%</td>
<td>19.7%</td>
<td>2.0%</td>
<td>1,880</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>2.7</td>
<td>13.2%</td>
<td>27.2%</td>
<td>41.3%</td>
<td>15.3%</td>
<td>3.1%</td>
<td>1,861</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.7</td>
<td>17.2%</td>
<td>14.7%</td>
<td>51.7%</td>
<td>15.4%</td>
<td>1.0%</td>
<td>718</td>
</tr>
<tr>
<td>Station amenities</td>
<td>2.6</td>
<td>13.4%</td>
<td>30.1%</td>
<td>44.7%</td>
<td>11.0%</td>
<td>0.8%</td>
<td>1,366</td>
</tr>
<tr>
<td>Fare collection system</td>
<td>3.4</td>
<td>8.3%</td>
<td>9.0%</td>
<td>30.8%</td>
<td>38.8%</td>
<td>13.1%</td>
<td>1,847</td>
</tr>
</tbody>
</table>

* 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.
## Service Quality

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.9</td>
<td>8.9%</td>
<td>21.5%</td>
<td>42.1%</td>
<td>22.6%</td>
<td>4.8%</td>
<td>1,541</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.7</td>
<td>0.9%</td>
<td>6.0%</td>
<td>25.8%</td>
<td>51.9%</td>
<td>4.5%</td>
<td>1,531</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.1</td>
<td>6.0%</td>
<td>16.5%</td>
<td>42.1%</td>
<td>30.9%</td>
<td>4.5%</td>
<td>1,528</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.1</td>
<td>5.5%</td>
<td>14.9%</td>
<td>46.2%</td>
<td>27.7%</td>
<td>5.7%</td>
<td>1,532</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>3.3</td>
<td>6.0%</td>
<td>16.0%</td>
<td>29.4%</td>
<td>34.6%</td>
<td>14.0%</td>
<td>1,518</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.8</td>
<td>9.6%</td>
<td>24.6%</td>
<td>43.6%</td>
<td>17.6%</td>
<td>4.6%</td>
<td>1,527</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>2.9</td>
<td>7.9%</td>
<td>27.1%</td>
<td>36.8%</td>
<td>25.7%</td>
<td>2.5%</td>
<td>1,537</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>2.8</td>
<td>9.3%</td>
<td>28.8%</td>
<td>41.8%</td>
<td>16.2%</td>
<td>3.8%</td>
<td>1,530</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.6</td>
<td>15.4%</td>
<td>28.3%</td>
<td>41.3%</td>
<td>11.0%</td>
<td>4.0%</td>
<td>577</td>
</tr>
<tr>
<td>Station amenities</td>
<td>2.6</td>
<td>12.4%</td>
<td>27.8%</td>
<td>44.9%</td>
<td>13.5%</td>
<td>1.4%</td>
<td>1,082</td>
</tr>
<tr>
<td>Fare collection system</td>
<td>3.3</td>
<td>8.4%</td>
<td>14.6%</td>
<td>30.5%</td>
<td>30.5%</td>
<td>16.0%</td>
<td>1,503</td>
</tr>
</tbody>
</table>

* 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.
## Service Quality

### Expanded Results

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.7</td>
<td>18.0%</td>
<td>21.8%</td>
<td>16.7%</td>
<td>3.4%</td>
<td>1,056</td>
<td>14</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.6</td>
<td>6.3%</td>
<td>36.0%</td>
<td>47.6%</td>
<td>9.4%</td>
<td>1,056</td>
<td>14</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.1</td>
<td>4.1%</td>
<td>15.0%</td>
<td>47.9%</td>
<td>29.8%</td>
<td>1,048</td>
<td>21</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.3</td>
<td>4.4%</td>
<td>13.8%</td>
<td>35.5%</td>
<td>39.1%</td>
<td>1,038</td>
<td>32</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>3.5</td>
<td>3.6%</td>
<td>15.3%</td>
<td>23.9%</td>
<td>38.0%</td>
<td>1,056</td>
<td>14</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.6</td>
<td>13.0%</td>
<td>29.3%</td>
<td>44.6%</td>
<td>13.1%</td>
<td>1,048</td>
<td>21</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>2.6</td>
<td>18.0%</td>
<td>34.3%</td>
<td>33.3%</td>
<td>16.6%</td>
<td>1,048</td>
<td>21</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>3.0</td>
<td>10.3%</td>
<td>19.6%</td>
<td>39.9%</td>
<td>39.9%</td>
<td>1,063</td>
<td>7</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.8</td>
<td>12.2%</td>
<td>22.5%</td>
<td>42.3%</td>
<td>20.6%</td>
<td>439</td>
<td>631</td>
</tr>
<tr>
<td>Station amenities</td>
<td>2.7</td>
<td>13.8%</td>
<td>28.4%</td>
<td>37.3%</td>
<td>17.4%</td>
<td>892</td>
<td>178</td>
</tr>
<tr>
<td>Fare collection system</td>
<td>3.4</td>
<td>6.9%</td>
<td>11.7%</td>
<td>29.0%</td>
<td>35.2%</td>
<td>1,045</td>
<td>25</td>
</tr>
</tbody>
</table>

* 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**

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>3.0</td>
<td>5.2%</td>
<td>20.9%</td>
<td>43.1%</td>
<td>26.9%</td>
<td>3.9%</td>
<td>982</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.6</td>
<td>1.2%</td>
<td>5.6%</td>
<td>32.1%</td>
<td>49.2%</td>
<td>11.9%</td>
<td>966</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.2</td>
<td>4.3%</td>
<td>10.8%</td>
<td>50.1%</td>
<td>30.7%</td>
<td>4.1%</td>
<td>963</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.2</td>
<td>3.2%</td>
<td>17.2%</td>
<td>39.7%</td>
<td>34.1%</td>
<td>5.9%</td>
<td>956</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>3.4</td>
<td>3.8%</td>
<td>11.9%</td>
<td>35.8%</td>
<td>36.3%</td>
<td>12.2%</td>
<td>963</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.6</td>
<td>16.3%</td>
<td>28.9%</td>
<td>37.0%</td>
<td>14.6%</td>
<td>3.2%</td>
<td>960</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>2.9</td>
<td>11.5%</td>
<td>21.6%</td>
<td>36.7%</td>
<td>27.3%</td>
<td>2.8%</td>
<td>979</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>3.2</td>
<td>5.8%</td>
<td>16.5%</td>
<td>38.4%</td>
<td>33.7%</td>
<td>5.6%</td>
<td>954</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.6</td>
<td>14.9%</td>
<td>21.1%</td>
<td>53.3%</td>
<td>9.3%</td>
<td>1.3%</td>
<td>551</td>
</tr>
<tr>
<td>Station amenities</td>
<td>2.6</td>
<td>17.4%</td>
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<td>45.9%</td>
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<td>16.1%</td>
<td>930</td>
</tr>
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</table>

* 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.
# Service Quality

## GREEN LINE-D

**Entry Station: Brookline Village**

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.6</td>
<td>17.2%</td>
<td>26.2%</td>
<td>37.2%</td>
<td>15.6%</td>
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<td>1,940</td>
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<tr>
<td>Safety and security</td>
<td>3.8</td>
<td>1.5%</td>
<td>3.0%</td>
<td>28.3%</td>
<td>43.7%</td>
<td>23.4%</td>
<td>1,924</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.2</td>
<td>4.1%</td>
<td>16.0%</td>
<td>45.8%</td>
<td>27.5%</td>
<td>6.6%</td>
<td>1,910</td>
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<tr>
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<td>3.0</td>
<td>10.0%</td>
<td>18.6%</td>
<td>39.7%</td>
<td>22.4%</td>
<td>9.2%</td>
<td>1,900</td>
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<td>35.3%</td>
<td>10.1%</td>
<td>2.0%</td>
<td>1,956</td>
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<tr>
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<td>12.9%</td>
<td>3.0%</td>
<td>1,956</td>
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<td>43.2%</td>
<td>22.0%</td>
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**Service Quality**

**GREEN LINE-D**

Entry Station: Brookline Hills

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.6</td>
<td>14.9%</td>
<td>28.5%</td>
<td>38.8%</td>
<td>15.9%</td>
<td>1.9%</td>
<td>1,079</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.8</td>
<td>0.6%</td>
<td>2.9%</td>
<td>32.9%</td>
<td>47.8%</td>
<td>15.7%</td>
<td>1,086</td>
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<td>17.3%</td>
<td>47.3%</td>
<td>27.9%</td>
<td>3.2%</td>
<td>1,079</td>
</tr>
<tr>
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<td>3.2</td>
<td>4.1%</td>
<td>13.5%</td>
<td>49.5%</td>
<td>27.2%</td>
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</tr>
<tr>
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<td>13.5%</td>
<td>32.7%</td>
<td>31.9%</td>
<td>16.4%</td>
<td>1,055</td>
</tr>
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<td>32.5%</td>
<td>33.7%</td>
<td>7.0%</td>
<td>0.8%</td>
<td>1,079</td>
</tr>
<tr>
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<td>30.0%</td>
<td>37.1%</td>
<td>14.5%</td>
<td>1.3%</td>
<td>1,074</td>
</tr>
<tr>
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<td>9.5%</td>
<td>18.5%</td>
<td>43.1%</td>
<td>25.6%</td>
<td>3.4%</td>
<td>1,055</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.6</td>
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<td>22.1%</td>
<td>47.5%</td>
<td>9.4%</td>
<td>4.8%</td>
<td>530</td>
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<td>865</td>
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<td>38.3%</td>
<td>28.9%</td>
<td>16.8%</td>
<td>1,048</td>
</tr>
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* 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.
## Service Quality

### Expanded Results

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.9</td>
<td>11.0%</td>
<td>17.4%</td>
<td>44.1%</td>
<td>23.8%</td>
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<td>725</td>
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<tr>
<td>Safety and security</td>
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<td>0.6%</td>
<td>4.1%</td>
<td>24.7%</td>
<td>52.6%</td>
<td>18.0%</td>
<td>728</td>
</tr>
<tr>
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<td>3.6%</td>
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<td>49.4%</td>
<td>29.5%</td>
<td>4.6%</td>
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<td>42.4%</td>
<td>30.7%</td>
<td>7.6%</td>
<td>717</td>
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<td>29.3%</td>
<td>34.7%</td>
<td>17.8%</td>
<td>728</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.5</td>
<td>18.6%</td>
<td>25.5%</td>
<td>46.4%</td>
<td>8.3%</td>
<td>1.2%</td>
<td>728</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>2.8</td>
<td>13.2%</td>
<td>25.5%</td>
<td>36.4%</td>
<td>22.5%</td>
<td>2.4%</td>
<td>728</td>
</tr>
<tr>
<td>Travel time/speed</td>
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<td>19.2%</td>
<td>40.2%</td>
<td>29.4%</td>
<td>2.8%</td>
<td>720</td>
</tr>
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<td>14.3%</td>
<td>48.1%</td>
<td>17.1%</td>
<td>7.6%</td>
<td>382</td>
</tr>
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<td>41.2%</td>
<td>19.4%</td>
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</tr>
<tr>
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<td>21.4%</td>
<td>29.1%</td>
<td>19.5%</td>
<td>710</td>
</tr>
</tbody>
</table>

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## Service Quality

**GREEN LINE-D**

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
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<td>8.3%</td>
<td>21.3%</td>
<td>43.6%</td>
<td>25.1%</td>
<td>1.8%</td>
<td>2,069</td>
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<td>3.3%</td>
<td>27.1%</td>
<td>53.4%</td>
<td>15.5%</td>
<td>2,051</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
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<td>5.6%</td>
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<td>44.9%</td>
<td>31.9%</td>
<td>6.3%</td>
<td>2,068</td>
</tr>
<tr>
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<td>7.4%</td>
<td>11.1%</td>
<td>36.5%</td>
<td>37.8%</td>
<td>7.3%</td>
<td>2,057</td>
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<td>29.5%</td>
<td>16.4%</td>
<td>2,069</td>
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<td>30.7%</td>
<td>36.6%</td>
<td>14.9%</td>
<td>1.8%</td>
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<td>2.0%</td>
<td>2,069</td>
</tr>
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<td>36.7%</td>
<td>28.4%</td>
<td>4.3%</td>
<td>2,045</td>
</tr>
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<td>16.2%</td>
<td>4.0%</td>
<td>1,697</td>
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<td>28.3%</td>
<td>29.7%</td>
<td>15.4%</td>
<td>1,955</td>
</tr>
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* 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.
### Service Quality

*Expanded Results*

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2</th>
<th>3 (Average)</th>
<th>4</th>
<th>5 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
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<td>185</td>
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<td>7.6%</td>
<td>22.7%</td>
<td>47.1%</td>
<td>18.9%</td>
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<td>48.5%</td>
<td>27.7%</td>
<td>8.2%</td>
<td>482</td>
<td>3</td>
<td>27</td>
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<tr>
<td>Courtesy of train crews</td>
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<td>7.0%</td>
<td>31.1%</td>
<td>35.4%</td>
<td>17.0%</td>
<td>479</td>
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<td>8.2%</td>
<td>32.1%</td>
<td>20.8%</td>
<td>28.3%</td>
<td>482</td>
<td>3</td>
<td>21</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
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<td>41.1%</td>
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<td>0.0%</td>
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<td>5.2%</td>
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<td>430</td>
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<td>31.7%</td>
<td>28.4%</td>
<td>479</td>
<td>6</td>
<td>6</td>
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</table>

* 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.
### Service Quality

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2</th>
<th>3 (Average)</th>
<th>4</th>
<th>5 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
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<td>Reliability (on-time performance)</td>
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<td>11.1%</td>
<td>16.4%</td>
<td>46.0%</td>
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<td>444</td>
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<td>33.4%</td>
<td>45.3%</td>
<td>17.4%</td>
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<td>46.6%</td>
<td>24.4%</td>
<td>4.8%</td>
<td>845</td>
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<td>60</td>
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<td>21.7%</td>
<td>32.1%</td>
<td>31.2%</td>
<td>9.3%</td>
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<td>2.1%</td>
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<td>170</td>
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<td>35.1%</td>
<td>18.1%</td>
<td>5.2%</td>
<td>875</td>
<td>19</td>
<td>416</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>3.0</td>
<td>8.8%</td>
<td>19.8%</td>
<td>39.0%</td>
<td>27.2%</td>
<td>5.1%</td>
<td>869</td>
<td>25</td>
<td>227</td>
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<tr>
<td>Parking availability</td>
<td>2.5</td>
<td>23.8%</td>
<td>25.0%</td>
<td>35.2%</td>
<td>12.7%</td>
<td>3.3%</td>
<td>479</td>
<td>415</td>
<td>25</td>
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<tr>
<td>Station amenities</td>
<td>2.8</td>
<td>10.2%</td>
<td>25.2%</td>
<td>39.2%</td>
<td>20.4%</td>
<td>5.0%</td>
<td>735</td>
<td>159</td>
<td>9</td>
</tr>
<tr>
<td>Fare collection system</td>
<td>3.4</td>
<td>5.4%</td>
<td>15.5%</td>
<td>24.8%</td>
<td>40.9%</td>
<td>13.4%</td>
<td>852</td>
<td>42</td>
<td>22</td>
</tr>
</tbody>
</table>

* 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.
## Service Quality

### GREEN LINE-D

**Entry Station: Newton Highlands**

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.9</td>
<td>12.1%</td>
<td>20.1%</td>
<td>40.6%</td>
<td>5.4%</td>
<td>571</td>
<td>19</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.7</td>
<td>0.0%</td>
<td>6.6%</td>
<td>29.8%</td>
<td>46.0%</td>
<td>579</td>
<td>11</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.1</td>
<td>4.4%</td>
<td>13.3%</td>
<td>51.3%</td>
<td>27.0%</td>
<td>575</td>
<td>15</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.2</td>
<td>5.4%</td>
<td>12.9%</td>
<td>44.9%</td>
<td>27.0%</td>
<td>567</td>
<td>23</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>3.5</td>
<td>4.1%</td>
<td>16.6%</td>
<td>25.3%</td>
<td>35.8%</td>
<td>567</td>
<td>23</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.6</td>
<td>17.1%</td>
<td>24.3%</td>
<td>38.5%</td>
<td>18.1%</td>
<td>583</td>
<td>8</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>2.8</td>
<td>12.0%</td>
<td>24.7%</td>
<td>36.4%</td>
<td>21.3%</td>
<td>575</td>
<td>15</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>2.9</td>
<td>9.9%</td>
<td>25.0%</td>
<td>36.2%</td>
<td>25.7%</td>
<td>583</td>
<td>8</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.5</td>
<td>22.3%</td>
<td>28.4%</td>
<td>32.5%</td>
<td>10.1%</td>
<td>378</td>
<td>213</td>
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<td>Station amenities</td>
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<td>14.2%</td>
<td>27.7%</td>
<td>43.9%</td>
<td>11.9%</td>
<td>485</td>
<td>105</td>
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<tr>
<td>Fare collection system</td>
<td>3.2</td>
<td>11.2%</td>
<td>14.2%</td>
<td>27.8%</td>
<td>34.4%</td>
<td>579</td>
<td>12</td>
</tr>
</tbody>
</table>

* 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.
### Service Quality

**GREEN LINE-D**

**Entry Station: Eliot**

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.6</td>
<td>23.4%</td>
<td>18.9%</td>
<td>36.6%</td>
<td>19.6%</td>
<td>1.6%</td>
<td>461</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.7</td>
<td>2.8%</td>
<td>4.9%</td>
<td>29.5%</td>
<td>49.0%</td>
<td>13.8%</td>
<td>459</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>2.9</td>
<td>9.4%</td>
<td>19.0%</td>
<td>46.7%</td>
<td>19.9%</td>
<td>5.0%</td>
<td>466</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.2</td>
<td>5.1%</td>
<td>15.3%</td>
<td>45.1%</td>
<td>27.1%</td>
<td>7.3%</td>
<td>466</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>3.1</td>
<td>12.5%</td>
<td>16.4%</td>
<td>28.4%</td>
<td>29.9%</td>
<td>12.8%</td>
<td>455</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.6</td>
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<td>25.8%</td>
<td>30.8%</td>
<td>23.4%</td>
<td>0.0%</td>
<td>457</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>2.6</td>
<td>20.1%</td>
<td>30.0%</td>
<td>27.3%</td>
<td>19.9%</td>
<td>2.7%</td>
<td>470</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>2.7</td>
<td>15.9%</td>
<td>23.8%</td>
<td>38.5%</td>
<td>18.3%</td>
<td>3.5%</td>
<td>470</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.7</td>
<td>17.2%</td>
<td>19.5%</td>
<td>39.9%</td>
<td>18.4%</td>
<td>5.0%</td>
<td>328</td>
</tr>
<tr>
<td>Station amenities</td>
<td>2.5</td>
<td>20.0%</td>
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<td>46.3%</td>
<td>7.8%</td>
<td>2.8%</td>
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<tr>
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<td>13.0%</td>
<td>9.4%</td>
<td>19.1%</td>
<td>45.5%</td>
<td>13.0%</td>
<td>452</td>
</tr>
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* 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.
## Service Quality

**Expanded Results**

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>6.5%</td>
<td>17.5%</td>
<td>41.9%</td>
<td>31.5%</td>
<td>2.5%</td>
<td>324</td>
</tr>
<tr>
<td>Safety and security</td>
<td>1.4%</td>
<td>2.7%</td>
<td>25.1%</td>
<td>56.1%</td>
<td>14.7%</td>
<td>320</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>4.0%</td>
<td>18.8%</td>
<td>47.9%</td>
<td>25.3%</td>
<td>3.9%</td>
<td>319</td>
</tr>
<tr>
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<td>3.9%</td>
<td>9.2%</td>
<td>48.4%</td>
<td>30.7%</td>
<td>7.8%</td>
<td>324</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>5.3%</td>
<td>16.7%</td>
<td>31.4%</td>
<td>40.2%</td>
<td>6.4%</td>
<td>329</td>
</tr>
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<td>Availability of seating on trains</td>
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<td>20.4%</td>
<td>46.7%</td>
<td>14.3%</td>
<td>4.3%</td>
<td>329</td>
</tr>
<tr>
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<td>34.1%</td>
<td>32.2%</td>
<td>3.9%</td>
<td>333</td>
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<tr>
<td>Travel time/speed</td>
<td>7.6%</td>
<td>19.2%</td>
<td>49.6%</td>
<td>22.3%</td>
<td>1.3%</td>
<td>329</td>
</tr>
<tr>
<td>Parking availability</td>
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<td>44.4%</td>
<td>22.3%</td>
<td>5.1%</td>
<td>243</td>
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<td>38.3%</td>
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<td>1.4%</td>
<td>299</td>
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<td>11.8%</td>
<td>25.8%</td>
<td>34.3%</td>
<td>24.2%</td>
<td>320</td>
</tr>
</tbody>
</table>

* 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

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
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<td>3.0</td>
<td>8.6%</td>
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<td>42.2%</td>
<td>26.6%</td>
<td>4.1%</td>
<td>777</td>
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<td>Safety and security</td>
<td>3.8</td>
<td>0.0%</td>
<td>1.2%</td>
<td>34.3%</td>
<td>46.0%</td>
<td>18.5%</td>
<td>797</td>
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<td>3.1</td>
<td>3.5%</td>
<td>20.3%</td>
<td>38.7%</td>
<td>35.0%</td>
<td>2.5%</td>
<td>809</td>
</tr>
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<td>3.3</td>
<td>5.0%</td>
<td>11.7%</td>
<td>41.4%</td>
<td>34.0%</td>
<td>7.9%</td>
<td>779</td>
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<td>10.7%</td>
<td>23.4%</td>
<td>40.4%</td>
<td>18.0%</td>
<td>797</td>
</tr>
<tr>
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<td>23.1%</td>
<td>34.7%</td>
<td>19.6%</td>
<td>6.8%</td>
<td>799</td>
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<td>35.3%</td>
<td>26.9%</td>
<td>5.1%</td>
<td>797</td>
</tr>
<tr>
<td>Travel time/speed</td>
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<td>8.3%</td>
<td>20.5%</td>
<td>33.2%</td>
<td>27.2%</td>
<td>10.8%</td>
<td>809</td>
</tr>
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<td>7.7%</td>
<td>8.3%</td>
<td>24.0%</td>
<td>41.8%</td>
<td>18.1%</td>
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<td>20.9%</td>
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<td>30.2%</td>
<td>3.2%</td>
<td>704</td>
</tr>
<tr>
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<td>31.3%</td>
<td>28.7%</td>
<td>25.7%</td>
<td>797</td>
</tr>
</tbody>
</table>

* 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.
## Service Quality

**GREEN LINE-D**

Entry Station: Riverside

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>3.2</td>
<td>8.2%</td>
<td>11.5%</td>
<td>40.8%</td>
<td>30.0%</td>
<td>9.6%</td>
<td>1,419</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.8</td>
<td>0.5%</td>
<td>2.5%</td>
<td>30.4%</td>
<td>46.5%</td>
<td>20.1%</td>
<td>1,430</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.1</td>
<td>5.0%</td>
<td>17.5%</td>
<td>42.8%</td>
<td>31.1%</td>
<td>3.6%</td>
<td>1,413</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.4</td>
<td>2.7%</td>
<td>17.0%</td>
<td>34.1%</td>
<td>32.1%</td>
<td>14.1%</td>
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<td>28.5%</td>
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<td>21.3%</td>
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</tr>
<tr>
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<td>40.9%</td>
<td>19.6%</td>
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<td>36.1%</td>
<td>26.0%</td>
<td>8.6%</td>
<td>1,409</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>3.2</td>
<td>8.0%</td>
<td>11.9%</td>
<td>43.6%</td>
<td>29.1%</td>
<td>7.4%</td>
<td>1,417</td>
</tr>
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<td>32.4%</td>
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<td>20.4%</td>
<td>3.4%</td>
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<td>23.3%</td>
<td>38.2%</td>
<td>23.0%</td>
<td>1,414</td>
</tr>
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</table>

* 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.
## Service Quality

### Expanded Results

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.9</td>
<td>7.4%</td>
<td>21.3%</td>
<td>47.2%</td>
<td>24.0%</td>
<td>0.0%</td>
<td>1,072</td>
<td>45</td>
<td>687</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.5</td>
<td>2.9%</td>
<td>8.8%</td>
<td>35.5%</td>
<td>41.3%</td>
<td>11.5%</td>
<td>1,072</td>
<td>45</td>
<td>292</td>
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<td>3.1</td>
<td>2.9%</td>
<td>22.5%</td>
<td>41.9%</td>
<td>27.2%</td>
<td>5.5%</td>
<td>1,087</td>
<td>30</td>
<td>122</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.1</td>
<td>4.3%</td>
<td>17.4%</td>
<td>48.0%</td>
<td>26.0%</td>
<td>4.4%</td>
<td>1,056</td>
<td>62</td>
<td>15</td>
</tr>
<tr>
<td>Announcement of stations</td>
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<td>12.9%</td>
<td>18.6%</td>
<td>42.8%</td>
<td>22.7%</td>
<td>1,072</td>
<td>45</td>
<td>0</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>2.7</td>
<td>17.1%</td>
<td>21.3%</td>
<td>37.2%</td>
<td>20.2%</td>
<td>4.2%</td>
<td>1,072</td>
<td>45</td>
<td>122</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>2.7</td>
<td>13.3%</td>
<td>29.3%</td>
<td>37.0%</td>
<td>16.1%</td>
<td>4.3%</td>
<td>1,041</td>
<td>77</td>
<td>578</td>
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<tr>
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<td>16.8%</td>
<td>33.8%</td>
<td>38.3%</td>
<td>6.9%</td>
<td>1,087</td>
<td>30</td>
<td>535</td>
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<tr>
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<td>4.9%</td>
<td>23.0%</td>
<td>47.4%</td>
<td>12.3%</td>
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<tr>
<td>Station amenities</td>
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<td>10.2%</td>
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<td>23.3%</td>
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<td>1,057</td>
<td>60</td>
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</tr>
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</table>

* 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.
## Service Quality

**Expanded Results**

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.9</td>
<td>12.9%</td>
<td>12.5%</td>
<td>51.1%</td>
<td>19.6%</td>
<td>4.0%</td>
<td>793</td>
</tr>
<tr>
<td>Safety and security</td>
<td>3.6</td>
<td>1.3%</td>
<td>7.4%</td>
<td>33.9%</td>
<td>43.9%</td>
<td>13.5%</td>
<td>810</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.0</td>
<td>5.7%</td>
<td>13.0%</td>
<td>56.1%</td>
<td>22.6%</td>
<td>2.6%</td>
<td>810</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.1</td>
<td>7.4%</td>
<td>15.2%</td>
<td>46.1%</td>
<td>26.1%</td>
<td>5.2%</td>
<td>810</td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>3.4</td>
<td>7.7%</td>
<td>9.9%</td>
<td>33.0%</td>
<td>32.7%</td>
<td>16.7%</td>
<td>821</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
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<td>27.4%</td>
<td>44.7%</td>
<td>9.5%</td>
<td>3.4%</td>
<td>821</td>
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<td>4.9%</td>
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<tr>
<td>Travel time/speed</td>
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<td>13.5%</td>
<td>47.8%</td>
<td>27.8%</td>
<td>1.3%</td>
<td>810</td>
</tr>
<tr>
<td>Parking availability</td>
<td>3.0</td>
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<td>16.6%</td>
<td>39.6%</td>
<td>22.9%</td>
<td>8.3%</td>
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</tr>
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<td>Station amenities</td>
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<td>45.0%</td>
<td>17.8%</td>
<td>0.0%</td>
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<td>10.9%</td>
<td>29.6%</td>
<td>31.8%</td>
<td>21.7%</td>
<td>810</td>
</tr>
</tbody>
</table>

* 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.
<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2</th>
<th>3 (Average)</th>
<th>4</th>
<th>5 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>3.1</td>
<td>9.9%</td>
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<td>24.1%</td>
<td>7.3%</td>
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<td>48</td>
<td>830</td>
</tr>
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<td>Safety and security</td>
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<td>0.4%</td>
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<td>39.2%</td>
<td>46.9%</td>
<td>9.9%</td>
<td>1,857</td>
<td>54</td>
<td>367</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.1</td>
<td>5.4%</td>
<td>18.1%</td>
<td>45.3%</td>
<td>26.8%</td>
<td>4.4%</td>
<td>1,877</td>
<td>34</td>
<td>150</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.2</td>
<td>4.4%</td>
<td>12.7%</td>
<td>49.3%</td>
<td>23.6%</td>
<td>10.1%</td>
<td>1,877</td>
<td>34</td>
<td>20</td>
</tr>
<tr>
<td>Announcement of stations</td>
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<td>15.5%</td>
<td>30.6%</td>
<td>30.6%</td>
<td>19.8%</td>
<td>1,891</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
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<td>10.4%</td>
<td>16.9%</td>
<td>48.0%</td>
<td>21.1%</td>
<td>3.6%</td>
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<td>177</td>
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<td>18.0%</td>
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<td>21.9%</td>
<td>8.3%</td>
<td>1,891</td>
<td>20</td>
<td>843</td>
</tr>
<tr>
<td>Travel time/speed</td>
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<td>11.6%</td>
<td>53.6%</td>
<td>22.8%</td>
<td>6.2%</td>
<td>1,877</td>
<td>34</td>
<td>632</td>
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<tr>
<td>Parking availability</td>
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<td>12.2%</td>
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<td>75</td>
<td>109</td>
</tr>
</tbody>
</table>

* 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.
<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>3.1</td>
<td>7.5%</td>
<td>14.8%</td>
<td>23.1%</td>
<td>7.5%</td>
<td>987</td>
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</tr>
<tr>
<td>Safety and security</td>
<td>3.6</td>
<td>0.8%</td>
<td>8.0%</td>
<td>26.6%</td>
<td>44.8%</td>
<td>1,020</td>
<td>60</td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>3.2</td>
<td>5.5%</td>
<td>11.0%</td>
<td>28.4%</td>
<td>13.9%</td>
<td>987</td>
<td>93</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.2</td>
<td>4.1%</td>
<td>20.2%</td>
<td>27.7%</td>
<td>12.3%</td>
<td>998</td>
<td>82</td>
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<td>24.7%</td>
<td>11.3%</td>
<td>990</td>
<td>90</td>
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<td>3.1</td>
<td>4.1%</td>
<td>20.1%</td>
<td>27.0%</td>
<td>6.8%</td>
<td>998</td>
<td>82</td>
</tr>
<tr>
<td>Frequency of service</td>
<td>3.1</td>
<td>5.9%</td>
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<td>23.4%</td>
<td>8.0%</td>
<td>1,020</td>
<td>60</td>
</tr>
<tr>
<td>Travel time/speed</td>
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<td>8.8%</td>
<td>12.0%</td>
<td>25.9%</td>
<td>9.4%</td>
<td>1,020</td>
<td>60</td>
</tr>
<tr>
<td>Parking availability</td>
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* 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

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3</th>
<th>4 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
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</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>2.7</td>
<td>20.0%</td>
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<td>3.5%</td>
<td>710</td>
<td>8</td>
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<tr>
<td>Safety and security</td>
<td>3.6</td>
<td>4.0%</td>
<td>4.3%</td>
<td>31.9%</td>
<td>47.6%</td>
<td>12.2%</td>
<td>705</td>
<td>14</td>
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<tr>
<td>Cleanliness/condition of vehicles</td>
<td>2.9</td>
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<td>19.3%</td>
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<td>20.8%</td>
<td>1.9%</td>
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<td>40.1%</td>
<td>35.5%</td>
<td>6.3%</td>
<td>705</td>
<td>14</td>
</tr>
<tr>
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<td>1.2%</td>
<td>9.5%</td>
<td>38.6%</td>
<td>31.5%</td>
<td>19.3%</td>
<td>705</td>
<td>14</td>
</tr>
<tr>
<td>Availability of seating on trains</td>
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<td>6.3%</td>
<td>20.3%</td>
<td>34.0%</td>
<td>34.7%</td>
<td>4.7%</td>
<td>710</td>
<td>8</td>
</tr>
<tr>
<td>Frequency of service</td>
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<td>12.0%</td>
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<td>25.1%</td>
<td>20.8%</td>
<td>8.8%</td>
<td>719</td>
<td>0</td>
</tr>
<tr>
<td>Travel time/speed</td>
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<td>45.2%</td>
<td>20.3%</td>
<td>5.7%</td>
<td>682</td>
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<td>17.1%</td>
<td>1.4%</td>
<td>602</td>
<td>116</td>
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<td>9.7%</td>
<td>29.1%</td>
<td>37.1%</td>
<td>19.7%</td>
<td>688</td>
<td>30</td>
</tr>
</tbody>
</table>

* 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.
## Service Quality

### Expanded Results

<table>
<thead>
<tr>
<th>Service Quality</th>
<th>Mean</th>
<th>1 (Poor)</th>
<th>2 (Average)</th>
<th>3 (Excellent)</th>
<th>Total</th>
<th>No Response</th>
<th>Importance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
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<td>61.6%</td>
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<td>5.4%</td>
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</tr>
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<td>Safety and security</td>
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<td>1.7%</td>
<td>19.4%</td>
<td>66.1%</td>
<td>12.8%</td>
<td>500</td>
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<tr>
<td>Cleanliness/condition of vehicles</td>
<td>2.9</td>
<td>8.9%</td>
<td>15.6%</td>
<td>53.3%</td>
<td>22.2%</td>
<td>0.0%</td>
<td>500</td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>3.2</td>
<td>7.7%</td>
<td>10.0%</td>
<td>39.4%</td>
<td>35.6%</td>
<td>7.2%</td>
<td>500</td>
</tr>
<tr>
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<td>23.2%</td>
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<td>50.9%</td>
<td>19.4%</td>
<td>4.6%</td>
<td>486</td>
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<td>1.7%</td>
<td>40.6%</td>
<td>35.6%</td>
<td>17.8%</td>
<td>4.4%</td>
<td>500</td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>3.0</td>
<td>6.8%</td>
<td>18.9%</td>
<td>46.3%</td>
<td>23.5%</td>
<td>4.6%</td>
<td>486</td>
</tr>
<tr>
<td>Parking availability</td>
<td>2.9</td>
<td>10.7%</td>
<td>11.7%</td>
<td>58.5%</td>
<td>19.2%</td>
<td>0.0%</td>
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<td>13.2%</td>
<td>0.0%</td>
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<td>10.5%</td>
<td>25.6%</td>
<td>39.5%</td>
<td>22.7%</td>
<td>478</td>
</tr>
</tbody>
</table>

* 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

<table>
<thead>
<tr>
<th>Mode</th>
<th>Surveys Distributed</th>
<th>Surveys Returned</th>
<th>Response Rate</th>
<th>Ridership</th>
<th>Sample Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rapid Transit</td>
<td>122,000</td>
<td>22,767</td>
<td>18.7%</td>
<td>296,200</td>
<td>7.7%</td>
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<tr>
<td>Bus</td>
<td>72,000</td>
<td>12,313</td>
<td>17.1%</td>
<td>209,700</td>
<td>5.9%</td>
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<tr>
<td>Commuter Rail</td>
<td>42,000</td>
<td>12,440</td>
<td>29.6%</td>
<td>55,550</td>
<td>22.4%</td>
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<tr>
<td>Greenbush CRR</td>
<td>1,475</td>
<td>526</td>
<td>35.7%</td>
<td>2,075</td>
<td>25.3%</td>
</tr>
<tr>
<td>Commuter Boat</td>
<td>1,500</td>
<td>693</td>
<td>46.2%</td>
<td>2,035</td>
<td>34.1%</td>
</tr>
<tr>
<td>Inner Harbor Ferry</td>
<td>300</td>
<td>178</td>
<td>59.3%</td>
<td>525</td>
<td>33.9%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>239,275</strong></td>
<td><strong>48,917</strong></td>
<td><strong>20.4%</strong></td>
<td><strong>566,085</strong></td>
<td><strong>8.6%</strong></td>
</tr>
</tbody>
</table>

Results for the Greenbush commuter rail line are shown separately from those of the rest of the commuter rail system, because the Greenbush surveys included some questions pertaining only to the line, and the results are in a separate database. It should be noted that from a statistical standpoint, the absolute number of surveys returned may be more important than the percent sample rate, depending on the size of the population being surveyed.

Each survey form included a web address that respondents could use to fill out forms on-line instead of returning the paper form, but only small percentages of riders on each mode used the on-line option. On-line responses are included in the response and sampling rate calculations in the table above.

Passengers who made trips involving more than one of the modes in the table above would be included in the ridership totals for each of the modes they used, but if they received survey forms for more than one of these modes, they probably only completed one of them. To the extent that this occurred, the sample rate shown for the system as a whole understates the percentage of distinct individuals who were surveyed.

### A.3 PROCESSING THE SURVEY FORMS

Before being entered in the databases, each survey form was checked for completeness. Forms which did not include responses to enough of the questions to be useful were either included only in the written comments databases, if applicable, or discarded completely. Likewise, forms on which most of the responses were evidently facetious were discarded. Forms that were mostly complete but were missing entries such as boarding station or stop that could be deduced from answers to other questions were corrected as needed.

The survey instructions called for passengers to describe one-way trips that they were making, but some described round trips and reported the same boarding and alighting station. If the correct alighting station could be determined from answers to other questions, it was used in place of the round-trip alighting station. For example, many of the surveys that reported the same boarding and alighting station nevertheless gave different addresses for origin and destination. If the alighting station could not be determined, it was changed to “unspecified.” If the reported origin and destination addresses were the
same, the destination was changed to “unspecified.” Other editing changes included correcting transposition of lines in multi-line entries, such as town name on line for street address and vice-versa.

After the records were entered in the databases, additional checks were made for errors missed in the earlier editing process, and for data-entry errors. Missing boarding or station entry times were filled in based on the times reported on surveys from the same route or stations with serial numbers similar to the ones on the forms with the missing numbers. On surveys with origin or destination addresses in Boston, Cambridge, Somerville, or Brookline, standard neighborhood designations used by CTPS were added to the city or town based on the rest of the reported address or other information on the survey.

A.4 EXPANSION METHODS

To prevent differences in sampling rates among stations or routes from skewing the overall results, it was necessary to apply a weight factor to each survey record. These factors were calculated using the best available ridership data for each mode and line or station. The project budget did not allow for special control counts of ridership to be conducted. However, since the surveys were, to the extent possible, distributed on “representative” weekdays, any ridership count that is also supposed to be for a “representative” weekday should be acceptable for purposes of survey expansion.

As in the case of past surveys, separate weight factors were used for different times of day if enough surveys were returned from different time periods. In the 2008/2009 surveys, the maximum breakdown of time periods used for most modes was 6:00 to 8:29 AM and 8:30 AM or later. Separate weight factors were calculated for inbound and outbound travel unless there were too few responses from one of the directions to use separately.

For the rapid transit system, station entry totals by time period were calculated from the averages of Automated Fare Collection (AFC) data from several days in the Spring of 2009. At most stations, inbound and outbound riders use the same faregates. The AFC totals were split by direction on the basis of past CTPS counts. Similarly, at stations such as Downtown Crossing where faregates are shared by riders going to more than one route, past CTPS counts were used to split AFC totals by route as well as by direction.

Boarding totals for surface Green Line stops were estimated from the most recent CTPS counts at each stop, with adjustments for elimination of outbound free fares in 2007. (Boarding counts at about half of the stops had been done in the fall of 2006.) Boarding totals for stations on the Mattapan High Speed Line were based on counts conducted by CTPS in 2005.

For each bus route, ridership totals by direction and time period were based on the trip summaries from the most recent CTPS ridecheck. In several cases, two or more bus routes overlap for substantial portions of their routes, and riders who could make their trips interchangeably on any of them often listed all or
none of them as the route they were riding when surveyed. For such routes, composite weight factors were usually calculated for the combined routes and applied to all of them.

For the commuter rail system, peak loads by train were taken from the latest figures used by the MBTA’s contract operator, Massachusetts Bay Commuter Railroad (MBCR) for purposes of equipment assignment. For inbound trains, boardings by station were estimated by applying factors from MBCR Train Audit reports to the peak load totals. These figures were then grouped to provide one weight factor for peak trains and one for off-peak trains for each station. During the survey hours, commuter rail ridership was much lower outbound than inbound, and no breakdowns of boardings by station were available. Therefore, weight factors were based on peak loads and survey responses, with separate factors at most for peak and off-peak trains but not for different boarding stations.

For the commuter boat and Inner Harbor Ferry services, ridership figures for each boat trip on each day in the week when surveys were distributed were obtained from the MBTA’s contract operators of the boats. Ridership totals for the trip with each scheduled departure time on the three mid-week days (July 29, 30, and 31, 2008) were averaged and divided by the number of returned surveys from passengers who were surveyed on a boat departing at that time. In most cases, the ratio calculated for each trip in this manner was used as the weight factor for the records from surveys for that trip. However, when large differences in sampling in a sequence of trips would have resulted in large variations in the weights given to their records, composite factors based on the total ridership and returns for these trips were used instead.

A.5 POTENTIAL PROBLEMS WITH EXIT STATION TABLES

Because the surveys were expanded only to boarding counts, the summaries of data for exit stations for the rapid transit and commuter rail lines and exit docks for the boat lines, may not be well calibrated to the actual number of exits at each location. To the extent that there was bias in the response rates with respect to the exit station or dock, the total passengers shown exiting at that station or dock will vary from the number one would get through a passenger count. For example, suppose that during a certain time interval, 100 passengers enter Station A, and that of these, 50 are going to Station B and 50 are going to Station C. Further suppose that for whatever reason (amount of time on the train, general propensity to fill out surveys, ease of turning in completed surveys at stations), 20% of the riders going to Station C, but only 10% of those going to Station B return surveys. Ten surveys will be received from riders going to Station C, and 5 surveys from riders going to Station B, or a total of 15. Using a weight factor based only on the entry totals at Station A, each survey will be given a weight of 100/15 = 6.67. The summary tables will therefore show 33 passengers going from Station A to Station B and 67 from Station A to Station C instead of 50 to each.
Calculation of weight factors adjusted both for entry totals at boarding stations and exit totals at alighting stations would require a complex iterative procedure using data that cannot be readily obtained at present. Even then, because of the many different boarding and alighting station combinations and large differences in the actual numbers of riders traveling between each pair, survey samples much larger than those obtained either in 2008/2009 or in past MBTA surveys would be needed in order to obtain highly reliable data on station-to-station travel. When station-to-station totals from the 2008/2009 survey are further divided into origin-destination pairs by city, town, or neighborhood or to even finer levels of detail, very few have sufficient numbers of responses needed for high confidence levels and narrow confidence intervals.
APPENDIX B

Transfer Station Results for All Stations Regardless of Line

The tables presented in previous chapters for North Station, Haymarket, Government Center and Park Street have included responses only from passengers boarding or exiting the Green Line at those stations. For some purposes, distinctions between Green Line and Orange Line riders at North Station and Haymarket are not important; the same is true for Green and Blue Line riders at Government Center and Red and Green Line riders at Park Street. This appendix presents six tables for each station that include all of the riders boarding or exiting at the station:

- Origin Locations and Activities
- Access to the Rapid Transit System
- Transfers to the Rapid Transit System
- Egress from the Rapid Transit System
- Transfers from the Rapid Transit System
- Destination Locations and Activities

The North Station and Haymarket tables shown here are the same as the tables shown in Appendix B of the Orange Line volume, the Government Center tables are the same as the tables shown in Appendix B of the Blue Line volume, and the Park Street tables are the same as the tables shown in Appendix B of the Red Line volume. They are included in both volumes for the reader’s convenience.
### ORIGIN LOCATIONS AND ACTIVITIES

#### ORIGIN LOCATIONS

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<td></td>
<td>24.9%</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## City/Neighborhood Origins

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Leominster</td>
<td>54</td>
<td>0.6%</td>
<td>29.7%</td>
<td>70.3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Littleton</td>
<td>49</td>
<td>0.5%</td>
<td></td>
<td>61.3%</td>
<td>38.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Groton</td>
<td>47</td>
<td>0.5%</td>
<td></td>
<td></td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Townsend</td>
<td>46</td>
<td>0.5%</td>
<td></td>
<td></td>
<td></td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>1,097</td>
<td>12.2%</td>
<td>1.5%</td>
<td>95.7%</td>
<td>1.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.2%</td>
</tr>
<tr>
<td>OVERALL TOTAL</td>
<td>8,982</td>
<td>100.0%</td>
<td>6.1%</td>
<td>77.8%</td>
<td>0.3%</td>
<td>8.9%</td>
<td>0.4%</td>
<td>3.1%</td>
<td>1.5%</td>
<td>1.2%</td>
<td>0.8%</td>
</tr>
</tbody>
</table>

Note: Totals shown may differ from column total because of rounding.
## Access to the Rapid Transit System

### Expanded Results

**Entry Station: North Station**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>1,780</td>
<td>20.3%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>79</td>
<td>0.9%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>83</td>
<td>0.9%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>68</td>
<td>0.8%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>11</td>
<td>0.1%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>2,021</td>
<td>23.0%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>84</td>
<td>1.0%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>28</td>
<td>0.3%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>6,648</td>
<td>75.7%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>6,759</td>
<td>77.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>8,781</td>
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</tr>
<tr>
<td>No Answer</td>
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</tr>
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</table>

### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th>DRIVE/PARK</th>
<th></th>
<th>DROP-OFF</th>
<th></th>
<th>OTHER</th>
<th></th>
<th>TOTAL</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>842</td>
<td>56.8%</td>
<td>22</td>
<td>35.1%</td>
<td>30</td>
<td>44.2%</td>
<td>26</td>
<td>38.1%</td>
<td>920</td>
<td>54.7%</td>
</tr>
<tr>
<td>6-10</td>
<td>411</td>
<td>27.7%</td>
<td>30</td>
<td>47.4%</td>
<td>19</td>
<td>27.9%</td>
<td>11</td>
<td>16.2%</td>
<td>471</td>
<td>28.0%</td>
</tr>
<tr>
<td>11-15</td>
<td>134</td>
<td>9.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>15</td>
<td>21.9%</td>
<td>149</td>
<td>8.9%</td>
</tr>
<tr>
<td>16-20</td>
<td>76</td>
<td>5.1%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>76</td>
<td>4.5%</td>
</tr>
<tr>
<td>21-30</td>
<td>19</td>
<td>1.3%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>19</td>
<td>1.1%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>11</td>
<td>17.5%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>11</td>
<td>0.7%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>19</td>
<td>27.9%</td>
<td>16</td>
<td>23.7%</td>
<td>35</td>
<td>2.1%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,481</td>
<td>100.0%</td>
<td>63</td>
<td>100.0%</td>
<td>68</td>
<td>100.0%</td>
<td>68</td>
<td>100.0%</td>
<td>1,680</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th>DRIVE/PARK</th>
<th></th>
<th>DROP-OFF</th>
<th></th>
<th>OTHER</th>
<th></th>
<th>TOTAL</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>No Answer</td>
<td>299</td>
<td>16</td>
<td>15</td>
<td>11</td>
<td>341</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Avg. Time (min)**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th>DRIVE/PARK</th>
<th></th>
<th>DROP-OFF</th>
<th></th>
<th>OTHER</th>
<th></th>
<th>TOTAL</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td></td>
<td>7.2</td>
<td>11.8</td>
<td>20.9</td>
<td>20.6</td>
<td>8.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Transfers to the Rapid Transit System

**Expanded Results**

**Entry Station: North Station**

<table>
<thead>
<tr>
<th>Transferring from:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Boarded at</td>
<td></td>
</tr>
<tr>
<td>Station Indicated:</td>
<td></td>
</tr>
<tr>
<td>Salem</td>
<td>924</td>
</tr>
<tr>
<td>Lowell</td>
<td>523</td>
</tr>
<tr>
<td>Beverly</td>
<td>494</td>
</tr>
<tr>
<td>Anderson/Woburn</td>
<td>384</td>
</tr>
<tr>
<td>West Medford</td>
<td>303</td>
</tr>
<tr>
<td>Lynn</td>
<td>259</td>
</tr>
<tr>
<td>Newburyport</td>
<td>237</td>
</tr>
<tr>
<td>Swampscott</td>
<td>215</td>
</tr>
<tr>
<td>Reading</td>
<td>207</td>
</tr>
<tr>
<td>Winchester Center</td>
<td>192</td>
</tr>
<tr>
<td>West Concord</td>
<td>177</td>
</tr>
<tr>
<td>Wakefield</td>
<td>175</td>
</tr>
<tr>
<td>Wilmington</td>
<td>174</td>
</tr>
<tr>
<td>Haverhill</td>
<td>174</td>
</tr>
<tr>
<td>Lawrence</td>
<td>153</td>
</tr>
<tr>
<td>Ipswich</td>
<td>148</td>
</tr>
<tr>
<td>North Billerica</td>
<td>133</td>
</tr>
<tr>
<td>Andover</td>
<td>130</td>
</tr>
<tr>
<td>South Acton</td>
<td>125</td>
</tr>
<tr>
<td>Rockport</td>
<td>120</td>
</tr>
<tr>
<td>Hamilton/Wenham</td>
<td>113</td>
</tr>
<tr>
<td>Concord</td>
<td>97</td>
</tr>
<tr>
<td>Ayer</td>
<td>92</td>
</tr>
<tr>
<td>North Leominster</td>
<td>86</td>
</tr>
<tr>
<td>Waltham</td>
<td>78</td>
</tr>
<tr>
<td>Other stations</td>
<td>934</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Boarded at Dock Indicated:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>93</td>
<td>50</td>
</tr>
<tr>
<td>111</td>
<td>34</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>LRTA 11</td>
<td>15</td>
</tr>
<tr>
<td>Unspecified Bus</td>
<td>13</td>
</tr>
</tbody>
</table>
### Egress from the Rapid Transit System

**Exit Station: North Station**

**Egress Mode:**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>6,492</td>
<td>70.6%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>55</td>
<td>0.6%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>120</td>
<td>1.3%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>918</td>
<td>10.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>24</td>
<td>0.3%</td>
</tr>
<tr>
<td>Total Private Trans.</td>
<td>7,610</td>
<td>82.8%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>36</td>
<td>0.4%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>1,510</td>
<td>16.4%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>38</td>
<td>0.4%</td>
</tr>
<tr>
<td>Total Public Trans.</td>
<td>1,584</td>
<td>17.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>128</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Trip time from station to trip destination by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>3,695</td>
<td>67.3%</td>
<td>15</td>
<td>32.5%</td>
<td>4</td>
<td>5.1%</td>
<td>73</td>
<td>9.2%</td>
</tr>
<tr>
<td>6-10</td>
<td>1,141</td>
<td>20.8%</td>
<td>0</td>
<td>0.0%</td>
<td>4</td>
<td>5.1%</td>
<td>292</td>
<td>36.9%</td>
</tr>
<tr>
<td>11-15</td>
<td>469</td>
<td>8.5%</td>
<td>0</td>
<td>0.0%</td>
<td>28</td>
<td>39.8%</td>
<td>320</td>
<td>40.4%</td>
</tr>
<tr>
<td>16-20</td>
<td>180</td>
<td>3.3%</td>
<td>11</td>
<td>22.2%</td>
<td>20</td>
<td>28.7%</td>
<td>69</td>
<td>8.7%</td>
</tr>
<tr>
<td>21-30</td>
<td>7</td>
<td>0.1%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>14</td>
<td>1.7%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
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<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>24</td>
<td>3.1%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>21</td>
<td>45.3%</td>
<td>15</td>
<td>21.2%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>5,492</td>
<td>100.0%</td>
<td>47</td>
<td>100.0%</td>
<td>71</td>
<td>100.0%</td>
<td>792</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>1,000</td>
<td>8</td>
<td>49</td>
<td>151</td>
<td>1,208</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>6.3</td>
<td>46.8</td>
<td>24.4</td>
<td>13.3</td>
<td>7.7</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Transfers from the Rapid Transit System**

**Expanded Results**

---

### ORANGE AND GREEN LINES

**Exit Station: North Station**

#### Transferring to:

<table>
<thead>
<tr>
<th>Commuter Rail, Alighted at Station Indicated:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lowell</td>
<td>222</td>
</tr>
<tr>
<td>Newburyport</td>
<td>134</td>
</tr>
<tr>
<td>Salem</td>
<td>114</td>
</tr>
<tr>
<td>Waltham</td>
<td>83</td>
</tr>
<tr>
<td>North Billerica</td>
<td>80</td>
</tr>
<tr>
<td>Beverly</td>
<td>75</td>
</tr>
<tr>
<td>Brandeis/Roberts</td>
<td>71</td>
</tr>
<tr>
<td>West Medford</td>
<td>55</td>
</tr>
<tr>
<td>Montserrat</td>
<td>49</td>
</tr>
<tr>
<td>West Concord</td>
<td>46</td>
</tr>
<tr>
<td>Concord</td>
<td>44</td>
</tr>
<tr>
<td>Commuter Rail: Unspecified</td>
<td>41</td>
</tr>
<tr>
<td>Amtrak Dover NH</td>
<td>37</td>
</tr>
<tr>
<td>Littleton/Route 495</td>
<td>37</td>
</tr>
<tr>
<td>Lincoln</td>
<td>36</td>
</tr>
<tr>
<td>Haverhill</td>
<td>35</td>
</tr>
<tr>
<td>Ipswich</td>
<td>33</td>
</tr>
<tr>
<td>Chelsea</td>
<td>32</td>
</tr>
<tr>
<td>Winchester Center</td>
<td>32</td>
</tr>
<tr>
<td>Beverly Farms</td>
<td>31</td>
</tr>
<tr>
<td>Gloucester</td>
<td>31</td>
</tr>
<tr>
<td>River Works</td>
<td>28</td>
</tr>
<tr>
<td>Wakefield</td>
<td>25</td>
</tr>
<tr>
<td>Swampscott</td>
<td>20</td>
</tr>
<tr>
<td>Lawrence</td>
<td>20</td>
</tr>
<tr>
<td>Other stations</td>
<td>103</td>
</tr>
</tbody>
</table>

#### Other Bus Routes:

- (None identified)

---

### Commuter Rail, Alighted at Station Indicated:

<table>
<thead>
<tr>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>36</td>
</tr>
</tbody>
</table>

### Boat, Alighted at Dock Indicated:

- (None identified)

---

### Other Bus Routes:

- (None identified)
## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Destination Locations and Activities
#### Expanded Results

<table>
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<td></td>
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<td>89.3%</td>
<td>4.7%</td>
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<td></td>
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<tr>
<td>Other (&lt; 0.5 % of riders)</td>
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<td>42.8%</td>
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<td>8.4%</td>
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</tr>
<tr>
<td>OVERALL TOTAL</td>
<td>9,110</td>
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<td>3.5%</td>
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<td>73.6%</td>
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Note: Totals shown may differ from column total because of rounding.
### ORIGIN LOCATIONS

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<td>Boston: Govt Center</td>
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<td>207</td>
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<tr>
<td>Saugus</td>
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<td>18.2%</td>
<td>81.8%</td>
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<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hingham</td>
<td>87</td>
<td>1.6%</td>
<td></td>
<td>100.0%</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Boston: Charlestown</td>
<td>85</td>
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<td>57.7%</td>
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<td></td>
<td>42.3%</td>
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<td></td>
<td>50.0%</td>
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<td>63</td>
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<td>100.0%</td>
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<td></td>
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<td></td>
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<td>63</td>
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<tr>
<td>Boston: Beacon Hill</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td>100.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Newburyport</td>
<td>35</td>
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<td>62.3%</td>
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<td></td>
<td>37.7%</td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>126</td>
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<td></td>
<td></td>
<td></td>
<td>100.0%</td>
</tr>
<tr>
<td>OVERALL TOTAL</td>
<td>5,610</td>
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<td>0.6%</td>
<td>78.9%</td>
<td>0.2%</td>
<td>9.4%</td>
<td>1.3%</td>
<td>1.3%</td>
<td>3.7%</td>
<td>2.4%</td>
<td>2.2%</td>
</tr>
</tbody>
</table>

Note: Totals shown may differ from column total because of rounding.
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Access to the Rapid Transit System**

**Expanded Results**

**ORANGE AND GREEN LINES**

Entry Station: Haymarket

**Access Mode:**

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>3,212</td>
<td>57.8%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>43</td>
<td>0.8%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>13</td>
<td>0.2%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Access</td>
<td>35</td>
<td>0.6%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>3,303</strong></td>
<td><strong>59.4%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>2,065</td>
<td>37.1%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>91</td>
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</tr>
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<td>Commuter Rail</td>
<td>13</td>
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<tr>
<td>Boat</td>
<td>87</td>
<td>1.6%</td>
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<tr>
<td>Other</td>
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<td>0.0%</td>
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<td><strong>Total Public Trans.</strong></td>
<td><strong>2,257</strong></td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>5,561</strong></td>
<td><strong>100.0%</strong></td>
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**No Answer**

49

**Trip time from trip origin to station by private transportation:**

<table>
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<tr>
<th>Time Range</th>
<th>WALK</th>
<th>Drive/Park</th>
<th>Drop-off</th>
<th>Other</th>
<th>TOTAL</th>
<th>No Answer</th>
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<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>1,385</td>
<td>50.3%</td>
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<td>6-10</td>
<td>1,137</td>
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<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
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<td>11-15</td>
<td>162</td>
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<td>0.0%</td>
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<tr>
<td>16-20</td>
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<td>22</td>
<td>50.0%</td>
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<td>21-30</td>
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<td>31-45</td>
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<td>Over 45</td>
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<td><strong>TOTAL</strong></td>
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<td>43</td>
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<td>0</td>
<td>0.0%</td>
<td>35</td>
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**Avg. Time (min)**

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<th>Time Range</th>
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<th>Drive/Park</th>
<th>Drop-off</th>
<th>Other</th>
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<th>No Answer</th>
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<td>6.9</td>
<td>21.5</td>
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## MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Transfers to the Rapid Transit System**

**Expanded Results**

**Entry Station: Haymarket**

### Transferring from:

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<th>Commuter Rail, Boarded at Station Indicated:</th>
<th>Number of Riders</th>
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<tbody>
<tr>
<td>Salem</td>
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### MBTA Bus Routes:

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<td>111</td>
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<tr>
<td>450</td>
</tr>
<tr>
<td>426</td>
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<tr>
<td>326</td>
</tr>
<tr>
<td>455</td>
</tr>
<tr>
<td>451</td>
</tr>
<tr>
<td>325</td>
</tr>
<tr>
<td>93</td>
</tr>
<tr>
<td>119</td>
</tr>
<tr>
<td>428</td>
</tr>
<tr>
<td>442</td>
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### Other Bus Routes:

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<td>Cj</td>
</tr>
<tr>
<td>CCO</td>
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<table>
<thead>
<tr>
<th>Number of Riders</th>
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</thead>
<tbody>
<tr>
<td>56</td>
</tr>
<tr>
<td>35</td>
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## MBTA Surveys: 2008-09
### Rapid Transit Survey

### Egress from the Rapid Transit System

**Exit Station: Haymarket**

#### Egress Mode:

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<th>Percent of Riders</th>
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</thead>
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<tr>
<td>Walk Egress</td>
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</tr>
<tr>
<td>Drive/Park Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>20</td>
<td>0.5%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>17</td>
<td>0.4%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>3,461</strong></td>
<td><strong>87.6%</strong></td>
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#### MBTA Bus

<table>
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<th>Number</th>
<th>Percent</th>
</tr>
</thead>
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<td>0</td>
<td>481</td>
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<tr>
<td>8</td>
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<td>0.0%</td>
</tr>
<tr>
<td>0</td>
<td>8</td>
<td>0.2%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>489</strong></td>
<td><strong>12.4%</strong></td>
</tr>
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#### TOTAL

<table>
<thead>
<tr>
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<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Answer</td>
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### Trip time from station to trip destination by private transportation:

<table>
<thead>
<tr>
<th>Time Range</th>
<th>Walk</th>
<th>Percent</th>
<th>Drive/Park</th>
<th>Percent</th>
<th>Pick-up</th>
<th>Percent</th>
<th>Other</th>
<th>Percent</th>
<th>Total</th>
<th>Percent</th>
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<td>0</td>
<td>0.0%</td>
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<td>40.8%</td>
<td>111</td>
<td>3.7%</td>
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<tr>
<td>6-10</td>
<td>689</td>
<td>22.8%</td>
<td>0</td>
<td>0.0%</td>
<td>12</td>
<td>59.2%</td>
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<td>0.0%</td>
<td>3,007</td>
<td>100.0%</td>
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<tr>
<td>11-15</td>
<td>175</td>
<td>5.8%</td>
<td>(No responses)</td>
<td>8</td>
<td>40.8%</td>
<td>(No responses)</td>
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<td>3.7%</td>
<td>183</td>
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<td>16-20</td>
<td>111</td>
<td>3.7%</td>
<td>(No responses)</td>
<td>0</td>
<td>0.0%</td>
<td>(No responses)</td>
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<td>111</td>
<td>3.7%</td>
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<td>0.0%</td>
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<td>59.2%</td>
<td>12</td>
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<tr>
<td>31-45</td>
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<td>0</td>
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<td>0.0%</td>
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</tr>
<tr>
<td>Over 45</td>
<td>0</td>
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<td>0</td>
<td>0.0%</td>
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<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
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<tr>
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<td>Avg. Time (min)</td>
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### Transfers from the Rapid Transit System

#### Expanded Results

**Exit Station:** Haymarket

**ORANGE AND GREEN LINES**

<table>
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<tr>
<th>Transferring to:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
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<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
<td>111</td>
<td>259</td>
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<tr>
<td></td>
<td>93</td>
<td>61</td>
</tr>
<tr>
<td></td>
<td>134</td>
<td>31</td>
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<td>441</td>
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<td>112</td>
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<td>455</td>
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<td>442</td>
<td>21</td>
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<td>426</td>
<td>18</td>
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<td></td>
<td>8</td>
<td>14</td>
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</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
</tr>
</thead>
<tbody>
<tr>
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<td>(None identified)</td>
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# Destination Locations and Activities

## Expanded Results

### ORANGE AND GREEN LINES

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## Destination Locations

### City/Neighborhood Destinations

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<th></th>
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<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Boston: Govt Center</td>
<td>1,828</td>
<td>45.1%</td>
<td>2.7%</td>
<td>0.7%</td>
<td>80.5%</td>
<td>4.4%</td>
<td>7.4%</td>
<td>3.5%</td>
<td>0.8%</td>
<td></td>
</tr>
<tr>
<td>Boston: North End</td>
<td>1,066</td>
<td>26.3%</td>
<td>20.1%</td>
<td>3.7%</td>
<td>46.3%</td>
<td>9.6%</td>
<td>5.6%</td>
<td>3.6%</td>
<td>10.2%</td>
<td>0.8%</td>
</tr>
<tr>
<td>Boston: Financial/Retail</td>
<td>538</td>
<td>13.3%</td>
<td>11.1%</td>
<td>3.6%</td>
<td>53.2%</td>
<td>7.9%</td>
<td>3.2%</td>
<td>6.7%</td>
<td>11.1%</td>
<td>3.2%</td>
</tr>
<tr>
<td>Chelsea</td>
<td>300</td>
<td>7.4%</td>
<td>8.6%</td>
<td>31.1%</td>
<td>7.5%</td>
<td>48.5%</td>
<td>4.3%</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Boston: Charlestown</td>
<td>78</td>
<td>1.9%</td>
<td>10.3%</td>
<td>21.5%</td>
<td>68.2%</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lynn</td>
<td>61</td>
<td>1.5%</td>
<td>32.7%</td>
<td>67.3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Waterfront</td>
<td>44</td>
<td>1.1%</td>
<td>32.7%</td>
<td>67.3%</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Beacon Hill</td>
<td>40</td>
<td>1.0%</td>
<td>32.7%</td>
<td>67.3%</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Woburn</td>
<td>31</td>
<td>0.8%</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Revere</td>
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<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>40</td>
<td>1.0%</td>
<td>32.7%</td>
<td>67.3%</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OVERALL TOTAL</td>
<td>4,053</td>
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<td>3.3%</td>
<td>10.2%</td>
<td>2.3%</td>
<td>63.6%</td>
<td>5.8%</td>
<td>5.6%</td>
<td>4.0%</td>
<td>4.2%</td>
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</table>

Note: Totals shown may differ from column total because of rounding.
## Origin Locations and Activities

### Expanded Results

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<th></th>
<th></th>
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<th></th>
<th></th>
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<td>61.4%</td>
<td>8.9%</td>
<td>3.5%</td>
<td>11.1%</td>
<td>3.5%</td>
<td>9.5%</td>
<td></td>
</tr>
<tr>
<td>Boston: Govt Center</td>
<td>875</td>
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<td>1.4%</td>
<td>10.4%</td>
<td>1.4%</td>
<td>49.9%</td>
<td>4.2%</td>
<td>7.6%</td>
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<td>4.3%</td>
<td>4.6%</td>
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<td>17.3%</td>
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</tr>
<tr>
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<td></td>
<td></td>
<td>28.5%</td>
<td>38.4%</td>
<td></td>
<td>18.9%</td>
<td></td>
<td></td>
<td>14.2%</td>
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<td>33.3%</td>
<td></td>
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<td></td>
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<tr>
<td>Boston: Charlestown</td>
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<td>50.0%</td>
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</tr>
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<td></td>
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<td>Newton</td>
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<td>100.0%</td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>Boston: North End</td>
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<td></td>
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<tr>
<td>Hingham</td>
<td>40</td>
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<td></td>
<td></td>
<td></td>
<td>100.0%</td>
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<td>Barnstable</td>
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<td>100.0%</td>
<td></td>
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<tr>
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<td>39</td>
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<td></td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Woburn</td>
<td>34</td>
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<tr>
<td>Hull</td>
<td>20</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>59</td>
<td>1.8%</td>
<td></td>
<td>77.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>22.6%</td>
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</tr>
<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td><strong>3,357</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>1.5%</strong></td>
<td><strong>16.1%</strong></td>
<td><strong>2.7%</strong></td>
<td><strong>45.4%</strong></td>
<td><strong>5.8%</strong></td>
<td><strong>6.2%</strong></td>
<td><strong>10.7%</strong></td>
<td><strong>3.1%</strong></td>
<td><strong>8.6%</strong></td>
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</table>

Note: Totals shown may differ from column total because of rounding.
### Access to the Rapid Transit System

**Expanded Results**

<table>
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<tr>
<th>Access Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
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<tbody>
<tr>
<td>Walk Access</td>
<td>2,661</td>
<td>81.1%</td>
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<tr>
<td>Drive/Park Access</td>
<td>27</td>
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</tr>
<tr>
<td>Drop-off Access</td>
<td>26</td>
<td>0.8%</td>
</tr>
<tr>
<td>Taxi Access</td>
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<td>0.0%</td>
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<tr>
<td>Shuttle/Van Access</td>
<td>39</td>
<td>1.2%</td>
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<tr>
<td>Bicycle Access</td>
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<tr>
<td>Other Access</td>
<td>12</td>
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<td><strong>Total Private Trans.</strong></td>
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<td>MBTA Bus</td>
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<tr>
<td>Other Bus</td>
<td>39</td>
<td>1.2%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>39</td>
<td>1.2%</td>
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<tr>
<td>Boat</td>
<td>67</td>
<td>2.0%</td>
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<tr>
<td>Other</td>
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<td>0.0%</td>
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<tr>
<td><strong>Total Public Trans.</strong></td>
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<td><strong>TOTAL</strong></td>
<td>3,279</td>
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**No Answer** 77

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### Trip time from trip origin to station by private transportation:

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<th>Drive/Park</th>
<th>Drop-off</th>
<th>Other</th>
<th>TOTAL</th>
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<tbody>
<tr>
<td>Number</td>
<td>Number Percent</td>
<td>Number Percent</td>
<td>Number Percent</td>
<td>Number Percent</td>
<td>Number Percent</td>
</tr>
<tr>
<td>0-5 min</td>
<td>1,359 57.8%</td>
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<td>0.0%</td>
<td>12 24.1%</td>
<td>1,371 56.2%</td>
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<tr>
<td>6-10</td>
<td>562 23.9%</td>
<td>0.0%</td>
<td>12 47.9%</td>
<td>39 75.9%</td>
<td>613 25.1%</td>
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<td>11-15</td>
<td>227 9.7%</td>
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<td>0.0%</td>
<td>241 9.9%</td>
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<tr>
<td>16-20</td>
<td>102 4.3%</td>
<td>13 100.0%</td>
<td>13 52.1%</td>
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<td>115 4.7%</td>
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<td>21-30</td>
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</tr>
<tr>
<td>31-45</td>
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<td>0.0%</td>
<td>0 0.0%</td>
</tr>
<tr>
<td>Over 45</td>
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<td>0.0%</td>
<td>0.0%</td>
<td>0 0.0%</td>
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<tr>
<td>**TOTAL</td>
<td>2,351 100.0%</td>
<td>13 100.0%</td>
<td>26 100.0%</td>
<td>51 100.0%</td>
<td>2,441 100.0%</td>
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</tbody>
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**No Answer** 310 13 0 0 323

**Avg. Time (min)** 7.5 15.0 15.2 8.8 7.6
## MBTA Surveys: 2008-09

### Rapid Transit Survey

**Transfers to the Rapid Transit System**

Expanded Results

**ORANGE AND BLUE LINES**

Entry Station: State

### Transferring from:

<table>
<thead>
<tr>
<th>Commuter Rail, Boarded at Station Indicated</th>
<th>Number of Riders</th>
<th>MBTA Bus Routes</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Framingham</td>
<td>39</td>
<td>93</td>
<td>79</td>
</tr>
<tr>
<td></td>
<td></td>
<td>354</td>
<td>67</td>
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<td>39</td>
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<td>749</td>
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<td></td>
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<td>505</td>
<td>32</td>
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<td></td>
<td></td>
<td>504</td>
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</tr>
<tr>
<td></td>
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<td>501</td>
<td>12</td>
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</table>

### Boat, Boarded at Dock Indicated:

<table>
<thead>
<tr>
<th>Number of Riders</th>
<th>Other Bus Routes</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hingham</td>
<td>47</td>
<td>PB</td>
</tr>
<tr>
<td>Hull</td>
<td>20</td>
<td>39</td>
</tr>
</tbody>
</table>
### MBTA Surveys: 2008-09

**Rapid Transit Survey**

**Egress from the Rapid Transit System**

**ORANGE AND BLUE LINES**

**Exit Station: State**

**Expanded Results**

<table>
<thead>
<tr>
<th>Egress Mode:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>15,229</td>
<td>96.2%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>72</td>
<td>0.5%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>55</td>
<td>0.3%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>23</td>
<td>0.1%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>227</td>
<td>1.4%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>13</td>
<td>0.1%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td><strong>15,618</strong></td>
<td><strong>98.7%</strong></td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>143</td>
<td>0.9%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>36</td>
<td>0.2%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>34</td>
<td>0.2%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td><strong>214</strong></td>
<td><strong>1.3%</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>307</strong></td>
<td><strong>100.0%</strong></td>
</tr>
<tr>
<td>No Answer</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Trip time from station to trip destination by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>8,514</td>
<td>63.2%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>6-10</td>
<td>3,573</td>
<td>26.5%</td>
<td>11</td>
<td>61.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>11-15</td>
<td>972</td>
<td>7.2%</td>
<td>7</td>
<td>39.0%</td>
<td>19</td>
<td>46.0%</td>
</tr>
<tr>
<td>16-20</td>
<td>405</td>
<td>3.0%</td>
<td>0</td>
<td>0.0%</td>
<td>23</td>
<td>54.0%</td>
</tr>
<tr>
<td>21-30</td>
<td>8</td>
<td>0.1%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>13,473</td>
<td>100.0%</td>
<td>18</td>
<td>100.0%</td>
<td>42</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>1,756</td>
<td>54</td>
<td>12</td>
<td>0</td>
<td>0</td>
<td>1,822</td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>6.2</td>
<td>12.0</td>
<td>17.7</td>
<td>11.3</td>
<td>6.3</td>
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</tr>
</tbody>
</table>

CTPS

28-May-10
### Transfers from the Rapid Transit System

#### Expanded Results

<table>
<thead>
<tr>
<th>Commuter Rail, Alighted at Station Indicated:</th>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>93</td>
<td>38</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>38</td>
</tr>
<tr>
<td></td>
<td>326</td>
<td>19</td>
</tr>
<tr>
<td></td>
<td>7</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>505</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>504</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>92</td>
<td>7</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat, Alighted at Dock Indicated:</th>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(None identified)</td>
<td>Unspecified Bus</td>
<td>36</td>
</tr>
</tbody>
</table>

Exit Station: State
### Destination Locations and Activities

#### ORANGE AND BLUE LINES

**Exit Station: State**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston: Financial/Retail</td>
<td>9,389</td>
<td>58.6%</td>
<td>0.9%</td>
<td>0.1%</td>
<td>89.9%</td>
<td>1.5%</td>
<td>2.2%</td>
<td>1.9%</td>
<td>2.0%</td>
<td>1.4%</td>
<td></td>
</tr>
<tr>
<td>Boston: Govt Center</td>
<td>5,425</td>
<td>33.9%</td>
<td>1.9%</td>
<td>1.8%</td>
<td>1.0%</td>
<td>82.5%</td>
<td>0.6%</td>
<td>3.9%</td>
<td>3.7%</td>
<td>2.9%</td>
<td>1.7%</td>
</tr>
<tr>
<td>Boston: Waterfront</td>
<td>441</td>
<td>2.8%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>89.0%</td>
<td></td>
<td></td>
<td>11.0%</td>
</tr>
<tr>
<td>Boston: So Bos Indust</td>
<td>285</td>
<td>1.8%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: North End</td>
<td>109</td>
<td>0.7%</td>
<td>18.9%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>81.1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>371</td>
<td>2.3%</td>
<td>12.4%</td>
<td>7.0%</td>
<td>53.7%</td>
<td></td>
<td></td>
<td>3.4%</td>
<td>6.1%</td>
<td>15.4%</td>
<td>1.9%</td>
</tr>
<tr>
<td>OVERALL TOTAL</td>
<td>16,020</td>
<td>100.0%</td>
<td>1.2%</td>
<td>1.1%</td>
<td>0.5%</td>
<td>86.6%</td>
<td>1.1%</td>
<td>2.7%</td>
<td>2.8%</td>
<td>2.5%</td>
<td>1.4%</td>
</tr>
</tbody>
</table>

Note: Totals shown may differ from column total because of rounding.
### Origin Locations and Activities

**Expanded Results**

#### ORIGIN LOCATIONS

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston: Financial/Retail</td>
<td>2,283</td>
<td>36.7%</td>
<td>1.4%</td>
<td>13.0%</td>
<td>8.1%</td>
<td>35.7%</td>
<td>10.7%</td>
<td>8.8%</td>
<td>10.6%</td>
<td>9.5%</td>
<td>2.2%</td>
</tr>
<tr>
<td>Boston: Govt Center</td>
<td>1,852</td>
<td>29.8%</td>
<td>3.4%</td>
<td>14.5%</td>
<td>9.2%</td>
<td>41.2%</td>
<td>6.9%</td>
<td>11.7%</td>
<td>7.8%</td>
<td>5.4%</td>
<td></td>
</tr>
<tr>
<td>Boston: Beacon Hill</td>
<td>688</td>
<td>11.1%</td>
<td>67.8%</td>
<td>7.1%</td>
<td>10.2%</td>
<td>2.8%</td>
<td>9.2%</td>
<td>2.8%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Park Square</td>
<td>451</td>
<td>7.3%</td>
<td>14.8%</td>
<td>16.4%</td>
<td>24.5%</td>
<td>7.0%</td>
<td>17.1%</td>
<td>11.3%</td>
<td>8.9%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unspecified</td>
<td>317</td>
<td>5.1%</td>
<td>25.4%</td>
<td>16.4%</td>
<td>9.9%</td>
<td>18.9%</td>
<td></td>
<td></td>
<td>19.4%</td>
<td>9.9%</td>
<td></td>
</tr>
<tr>
<td>Boston: Waterfront</td>
<td>116</td>
<td>1.9%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>72.8%</td>
<td></td>
<td>27.2%</td>
</tr>
<tr>
<td>Boston: North End</td>
<td>76</td>
<td>1.2%</td>
<td>88.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11.6%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: South End</td>
<td>69</td>
<td>1.1%</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: So Bos Indust</td>
<td>63</td>
<td>1.0%</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chelsea</td>
<td>55</td>
<td>0.9%</td>
<td>64.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>35.6%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Back Bay</td>
<td>46</td>
<td>0.7%</td>
<td>61.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>19.2%</td>
<td>19.2%</td>
<td></td>
</tr>
<tr>
<td>Boston: Charlestown</td>
<td>31</td>
<td>0.5%</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unspecified, NH</td>
<td>31</td>
<td>0.5%</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Woburn</td>
<td>31</td>
<td>0.5%</td>
<td>100.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>109</td>
<td>1.8%</td>
<td>66.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>17.9%</td>
<td>8.1%</td>
<td>8.1%</td>
</tr>
<tr>
<td>OVERALL TOTAL</td>
<td>6,218</td>
<td>100.0%</td>
<td>3.3%</td>
<td>22.9%</td>
<td>8.2%</td>
<td>32.5%</td>
<td>4.7%</td>
<td>7.5%</td>
<td>9.8%</td>
<td>7.7%</td>
<td>3.2%</td>
</tr>
</tbody>
</table>

#### ORIGIN ACTIVITIES

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

**Entry Station: Park Street**

<table>
<thead>
<tr>
<th>Access Mode:</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Access</td>
<td>5,539</td>
<td>92.0%</td>
</tr>
<tr>
<td>Drive/Park Access</td>
<td>81</td>
<td>1.3%</td>
</tr>
<tr>
<td>Drop-off Access</td>
<td>18</td>
<td>0.3%</td>
</tr>
<tr>
<td>Taxi Access</td>
<td>21</td>
<td>0.4%</td>
</tr>
<tr>
<td>Shuttle/Van Access</td>
<td>9</td>
<td>0.2%</td>
</tr>
<tr>
<td>Bicycle Access</td>
<td>9</td>
<td>0.1%</td>
</tr>
<tr>
<td>Other Access</td>
<td>31</td>
<td>0.5%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>5,708</td>
<td>94.8%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>205</td>
<td>3.4%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>60</td>
<td>1.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>9</td>
<td>0.1%</td>
</tr>
<tr>
<td>Boat</td>
<td>40</td>
<td>0.7%</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>314</td>
<td>5.2%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>6,022</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>196</td>
<td></td>
</tr>
</tbody>
</table>

### Trip time from trip origin to station by private transportation:

<table>
<thead>
<tr>
<th>Time Range</th>
<th>Walk Number</th>
<th>Walk Percent</th>
<th>Drive/Park Number</th>
<th>Drive/Park Percent</th>
<th>Drop-Off Number</th>
<th>Drop-Off Percent</th>
<th>Other Number</th>
<th>Other Percent</th>
<th>Total Number</th>
<th>Total Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5 minutes</td>
<td>2,827</td>
<td>56.4%</td>
<td>31</td>
<td>43.9%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>2,858</td>
<td>55.4%</td>
</tr>
<tr>
<td>6-10</td>
<td>1,729</td>
<td>34.5%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>9</td>
<td>14.3%</td>
<td>1,738</td>
<td>33.7%</td>
</tr>
<tr>
<td>11-15</td>
<td>274</td>
<td>5.5%</td>
<td>31</td>
<td>43.9%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>305</td>
<td>5.9%</td>
</tr>
<tr>
<td>16-20</td>
<td>146</td>
<td>2.9%</td>
<td>0</td>
<td>0.0%</td>
<td>9</td>
<td>100.0%</td>
<td>31</td>
<td>51.2%</td>
<td>187</td>
<td>3.6%</td>
</tr>
<tr>
<td>21-30</td>
<td>40</td>
<td>0.8%</td>
<td>9</td>
<td>12.2%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>49</td>
<td>1.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>21</td>
<td>34.6%</td>
<td>0</td>
<td>0.0%</td>
<td>21</td>
<td>0.4%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>5,017</td>
<td>100.0%</td>
<td>72</td>
<td>100.0%</td>
<td>9</td>
<td>100.0%</td>
<td>62</td>
<td>100.0%</td>
<td>5,159</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>522</td>
<td>9.9%</td>
<td>9</td>
<td>9.9%</td>
<td>9</td>
<td>9.9%</td>
<td>549</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Avg. Time (min):** 6.7 12.0 20.0 27.2 7.0

**CTPS**

28-May-10
## MBTA Surveys: 2008-09

### Rapid Transit Survey

### Transfers to the Rapid Transit System

**Expanded Results**

**Entry Station: Park Street**

### Transferring from:

<table>
<thead>
<tr>
<th>Commuter Rail, Boarded at Station Indicated:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unspecified</td>
<td>9</td>
</tr>
</tbody>
</table>

### MBTA Bus Routes:

<table>
<thead>
<tr>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>111</td>
<td>55</td>
</tr>
<tr>
<td>749</td>
<td>51</td>
</tr>
<tr>
<td>354</td>
<td>31</td>
</tr>
<tr>
<td>92</td>
<td>31</td>
</tr>
<tr>
<td>55</td>
<td>19</td>
</tr>
<tr>
<td>43</td>
<td>18</td>
</tr>
</tbody>
</table>

### Boat, Boarded at Dock Indicated:

<table>
<thead>
<tr>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEX</td>
<td>31</td>
</tr>
<tr>
<td>CJ</td>
<td>9</td>
</tr>
<tr>
<td>Unspecified Bus</td>
<td>19</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEX</td>
<td>31</td>
</tr>
<tr>
<td>CJ</td>
<td>9</td>
</tr>
<tr>
<td>Unspecified Bus</td>
<td>19</td>
</tr>
</tbody>
</table>
**MBTA Surveys: 2008-09**

**Rapid Transit Survey**

**Egress from the Rapid Transit System**

**Expanded Results**

**Exit Station: Park Street**

<table>
<thead>
<tr>
<th>Egress Mode</th>
<th>Number of Riders</th>
<th>Percent of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk Egress</td>
<td>17,020</td>
<td>95.6%</td>
</tr>
<tr>
<td>Drive/Park Egress</td>
<td>134</td>
<td>0.8%</td>
</tr>
<tr>
<td>Pick-up Egress</td>
<td>55</td>
<td>0.3%</td>
</tr>
<tr>
<td>Taxi Egress</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Shuttle/Van Egress</td>
<td>29</td>
<td>0.2%</td>
</tr>
<tr>
<td>Bicycle Egress</td>
<td>10</td>
<td>0.1%</td>
</tr>
<tr>
<td>Other Egress</td>
<td>34</td>
<td>0.2%</td>
</tr>
<tr>
<td><strong>Total Private Trans.</strong></td>
<td>17,282</td>
<td>97.0%</td>
</tr>
<tr>
<td>MBTA Bus</td>
<td>426</td>
<td>2.4%</td>
</tr>
<tr>
<td>Other Bus</td>
<td>24</td>
<td>0.1%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Boat</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>78</td>
<td>0.4%</td>
</tr>
<tr>
<td><strong>Total Public Trans.</strong></td>
<td>528</td>
<td>3.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>378</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Trip time from station to trip destination by private transportation:**

<table>
<thead>
<tr>
<th></th>
<th>WALK</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>0-5 minutes</td>
<td>8,280</td>
<td>57.8%</td>
<td>27</td>
<td>19.9%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>6-10</td>
<td>4,721</td>
<td>32.9%</td>
<td>34</td>
<td>25.6%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>11-15</td>
<td>942</td>
<td>6.6%</td>
<td>7</td>
<td>5.3%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>16-20</td>
<td>321</td>
<td>2.2%</td>
<td>20</td>
<td>15.2%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>21-30</td>
<td>20</td>
<td>0.1%</td>
<td>12</td>
<td>8.6%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>31-45</td>
<td>45</td>
<td>0.3%</td>
<td>23</td>
<td>17.1%</td>
<td>26</td>
<td>100.0%</td>
</tr>
<tr>
<td>Over 45</td>
<td>0</td>
<td>0.0%</td>
<td>11</td>
<td>8.2%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>14,330</td>
<td>100.0%</td>
<td>134</td>
<td>100.0%</td>
<td>26</td>
<td>100.0%</td>
</tr>
<tr>
<td>No Answer</td>
<td>2,690</td>
<td>0.0%</td>
<td>29</td>
<td>0.0%</td>
<td>28</td>
<td>0.0%</td>
</tr>
<tr>
<td>Avg. Time (min)</td>
<td>6.8</td>
<td>21.0</td>
<td>45.0</td>
<td>18.3</td>
<td>7.0</td>
<td></td>
</tr>
</tbody>
</table>
**Transfers from the Rapid Transit System**

**Expanded Results**

**Exit Station: Park Street**

**RED AND GREEN LINES**

<table>
<thead>
<tr>
<th>MBTA Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>749</td>
<td>291</td>
</tr>
<tr>
<td>43</td>
<td>55</td>
</tr>
<tr>
<td>55</td>
<td>49</td>
</tr>
<tr>
<td>39</td>
<td>12</td>
</tr>
<tr>
<td>504</td>
<td>10</td>
</tr>
<tr>
<td>111</td>
<td>9</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Bus Routes:</th>
<th>Number of Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unspecified Bus</td>
<td>24</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transferring to:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail, Alighted at Station Indicated:</td>
</tr>
<tr>
<td>(None identified)</td>
</tr>
</tbody>
</table>

| Boat, Alighted at Dock Indicated: |
| (None identified) |
## Destination Locations and Activities

### RED AND GREEN LINES

#### Exit Station: Park Street

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston: Financial/Retail</td>
<td>6,975</td>
<td>39.7%</td>
<td>0.6%</td>
<td>1.3%</td>
<td>2.1%</td>
<td>74.5%</td>
<td>4.4%</td>
<td>4.5%</td>
<td>3.3%</td>
<td>5.3%</td>
<td>4.1%</td>
</tr>
<tr>
<td>Boston: Govt Center</td>
<td>6,480</td>
<td>36.8%</td>
<td>0.2%</td>
<td>11.4%</td>
<td>75.0%</td>
<td>0.5%</td>
<td>2.2%</td>
<td>7.5%</td>
<td>1.5%</td>
<td>1.6%</td>
<td></td>
</tr>
<tr>
<td>Boston: Park Square</td>
<td>1,298</td>
<td>7.4%</td>
<td></td>
<td></td>
<td>15.6%</td>
<td>65.8%</td>
<td>2.9%</td>
<td>3.2%</td>
<td>1.9%</td>
<td>8.8%</td>
<td>1.7%</td>
</tr>
<tr>
<td>Boston: Dwntwn Unspecified</td>
<td>896</td>
<td>5.1%</td>
<td>11.4%</td>
<td>7.3%</td>
<td>3.2%</td>
<td>51.6%</td>
<td>0.4%</td>
<td>6.2%</td>
<td>4.1%</td>
<td>5.6%</td>
<td>10.2%</td>
</tr>
<tr>
<td>Boston: Beacon Hill</td>
<td>649</td>
<td>3.7%</td>
<td></td>
<td>3.3%</td>
<td>1.1%</td>
<td>80.5%</td>
<td>6.9%</td>
<td>4.3%</td>
<td>1.7%</td>
<td>2.1%</td>
<td></td>
</tr>
<tr>
<td>Boston: South End</td>
<td>378</td>
<td>2.2%</td>
<td></td>
<td>93.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Waterfront</td>
<td>373</td>
<td>2.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Back Bay</td>
<td>243</td>
<td>1.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: Prudential/Hancock</td>
<td>104</td>
<td>0.6%</td>
<td>12.6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boston: So Bos Indus</td>
<td>95</td>
<td>0.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (&lt; 0.5 % of riders)</td>
<td>99</td>
<td>0.6%</td>
<td>3.6%</td>
<td>31.8%</td>
<td>10.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>OVERALL TOTAL</strong></td>
<td>17,590</td>
<td>100.0%</td>
<td>1.0%</td>
<td>1.8%</td>
<td>6.4%</td>
<td>73.1%</td>
<td>2.3%</td>
<td>3.8%</td>
<td>4.6%</td>
<td>3.9%</td>
<td>3.2%</td>
</tr>
</tbody>
</table>

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

Survey Form
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 __________________________ fast 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 __________________________
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 a bus or Silver Line stop at ____________________________ rapid transit or commuter rail station on Route (number or name) □ At ________________________boat dock □ Other ________________________

9a. Where will/did this one-way trip end?
□ At work □ At school □ At home □ At a store □ Other ________________________
□ At a restaurant, or social or recreational activity □ At work-related errand or meeting □ At a doctor or other personal business □ Private shuttle van/shuttle bus □ Bicycle □ 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 □ $20,000–$29,999 □ $30,000–$39,999 □ $40,000–$49,999 □ $50,000–$59,999 □ $60,000–$74,999 □ $75,000–$99,999 □ $100,000 or more

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.

<table>
<thead>
<tr>
<th>Measure of Service Quality</th>
<th>Poor</th>
<th>Average</th>
<th>Excellent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (on-time performance)</td>
<td>1 2 3 4 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safety and security</td>
<td>1 2 3 4 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cleanliness/condition of vehicles</td>
<td>1 2 3 4 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Courtesy of train crews</td>
<td>1 2 3 4 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Announcement of stations</td>
<td>1 2 3 4 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Availability of seating on trains</td>
<td>1 2 3 4 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frequency of service</td>
<td>1 2 3 4 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Travel time/speed</td>
<td>1 2 3 4 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking availability</td>
<td>1 2 3 4 5</td>
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</tr>
<tr>
<td>Station amenities</td>
<td>1 2 3 4 5</td>
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</tr>
<tr>
<td>Fare collection system</td>
<td>1 2 3 4 5</td>
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</tbody>
</table>

Comments/Suggestions: