



**Massachusetts Bay  
Transportation Authority**

# Ridership Quarterly Update

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Fiscal and Management Control Board

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October 7, 2019

# Key Takeaways

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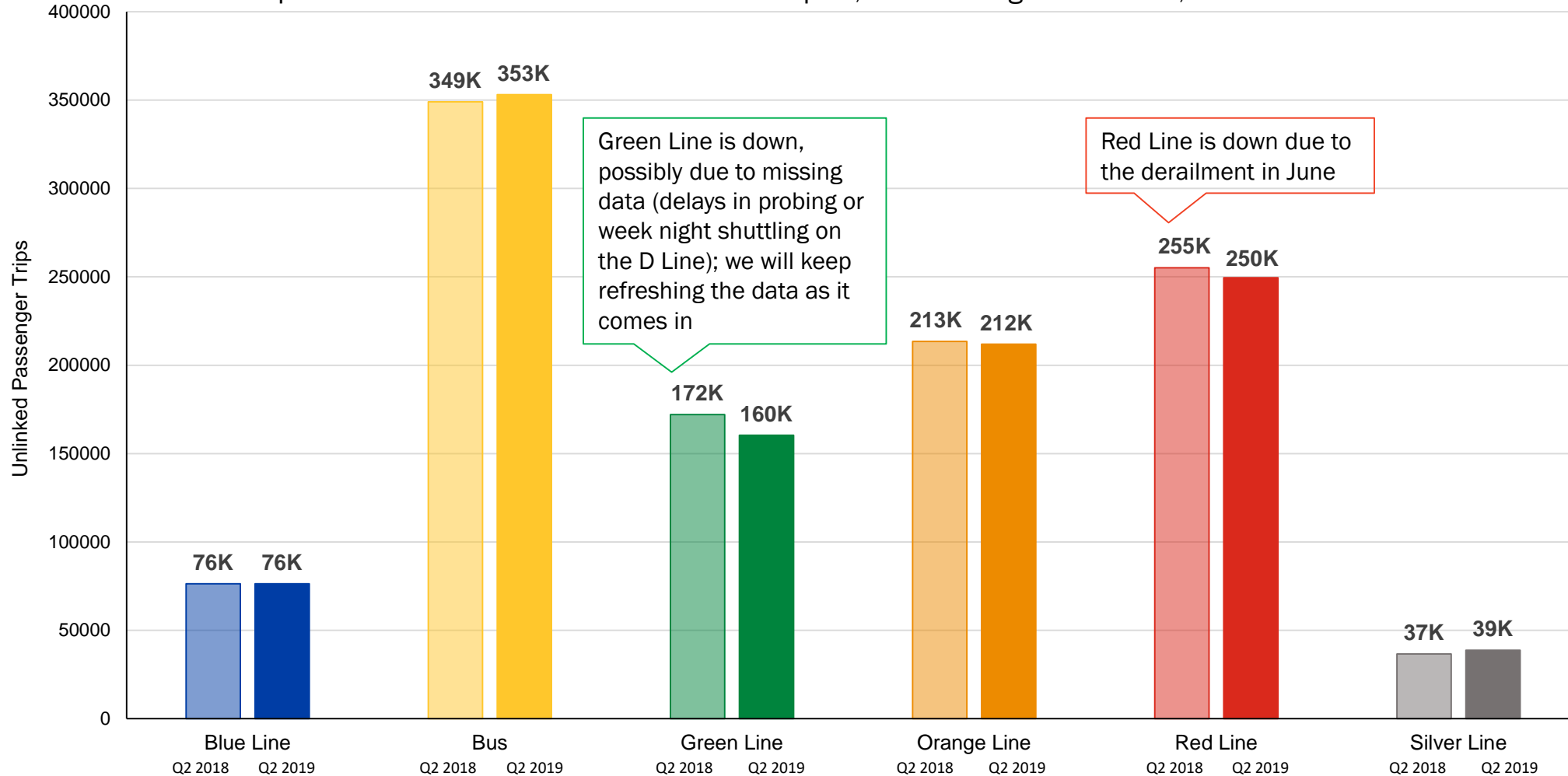
- Bus and rapid transit ridership April to June 2019 did not change significantly over April to June 2018, with the exceptions of:
  - Red Line ridership decreased slightly due to the derailment
  - Green Line ridership decreased possibly due to missing data (delay in probing data and/or weeknight shuttling on the D branch)
- Red Line Ridership and Customer Satisfaction update
- Introduction to the MBTA Open Data Portal on GeoDOT



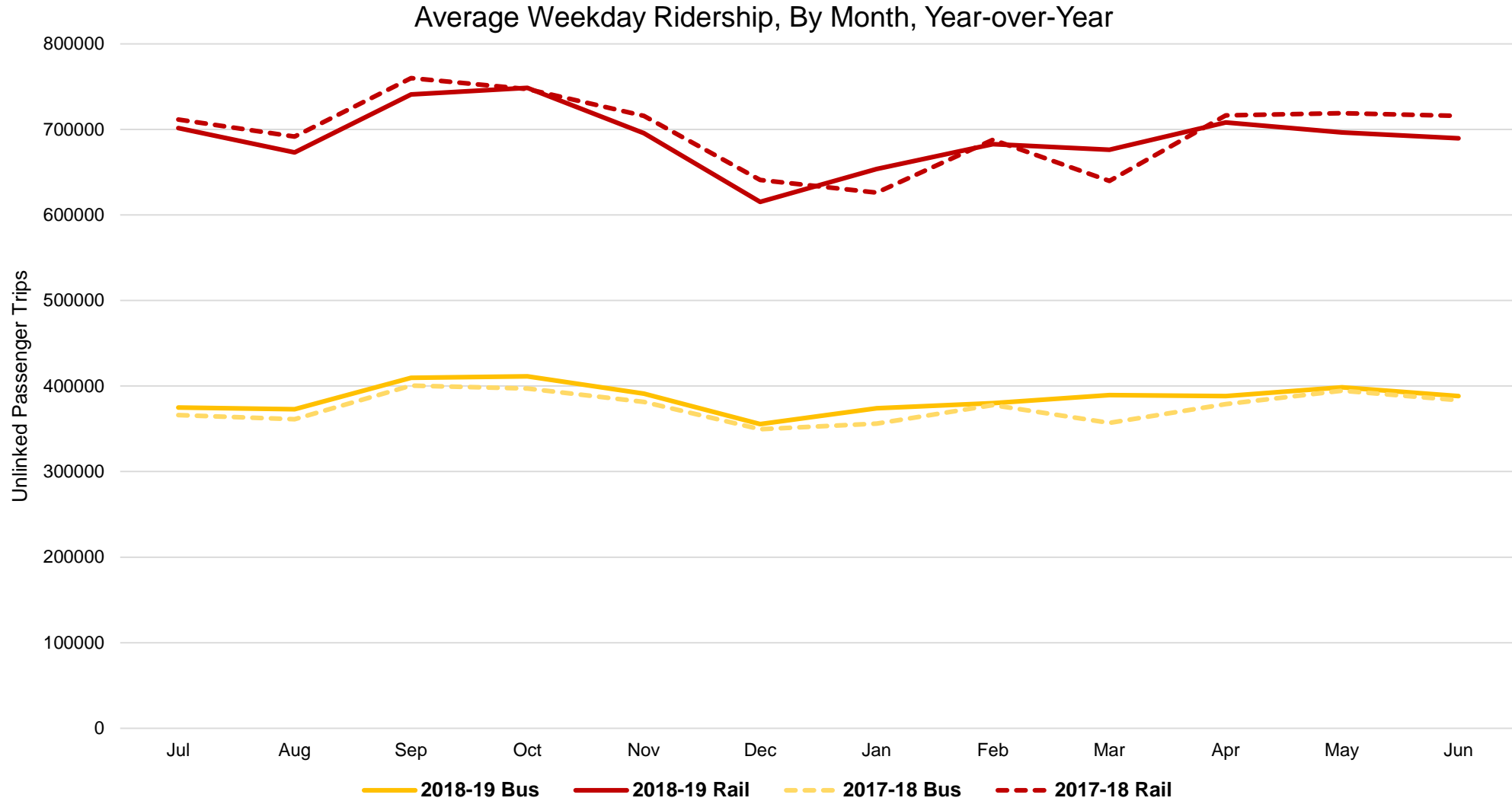
# Quarterly Update: Q2 CY2019 vs Q2 CY2018

Average Weekday Unlinked Passenger Trips - Q2 CY18 v. Q2 CY19

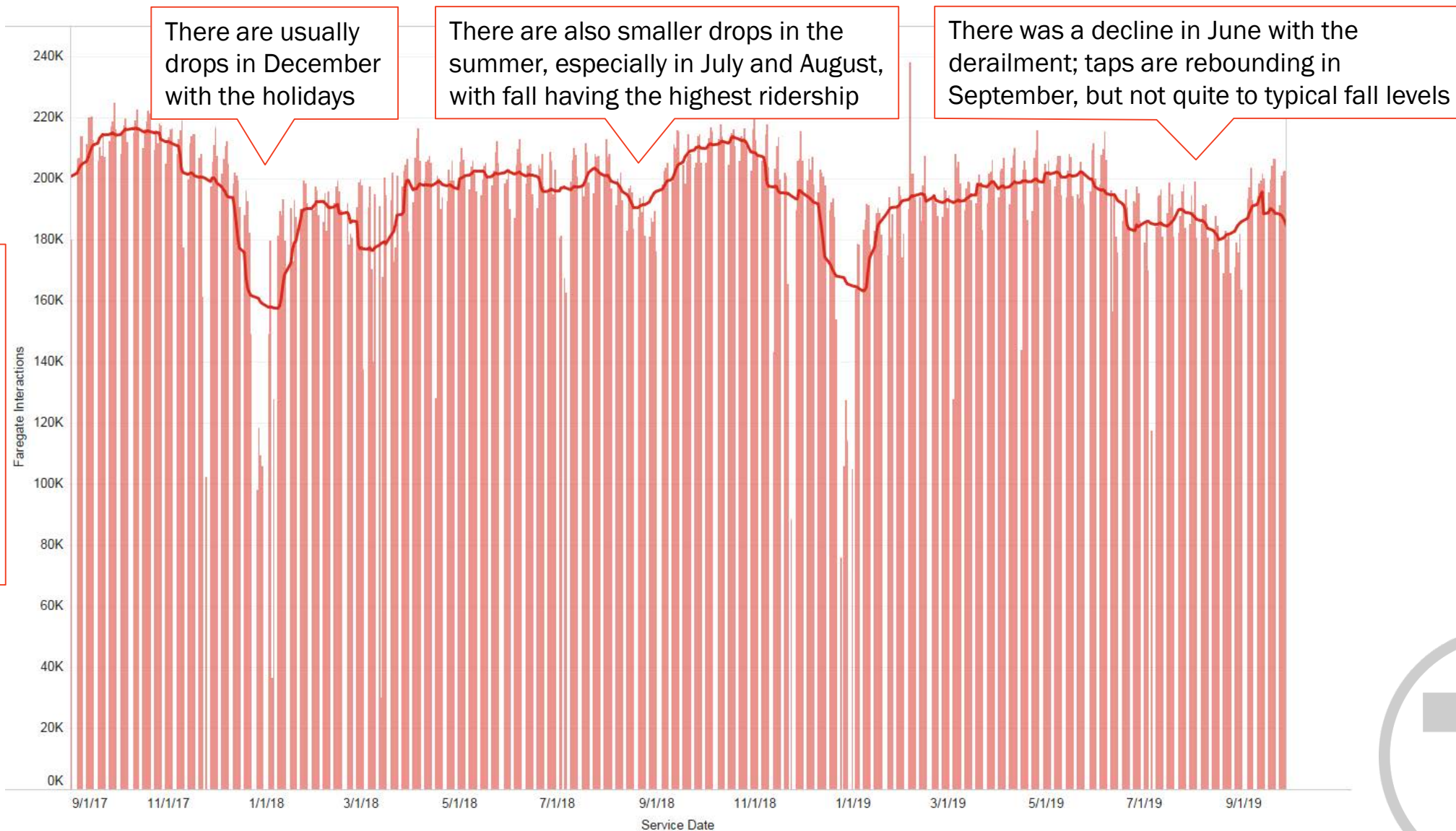
These trips are scaled to take into account station splits, behind-the-gate transfers, and non-interaction.



# Year-Over-Year Comparison



# Red Line Weekday Entries



This chart shows two years of unscaled weekday entries where each column represents one date and the line is a 20 day moving average to show trends.



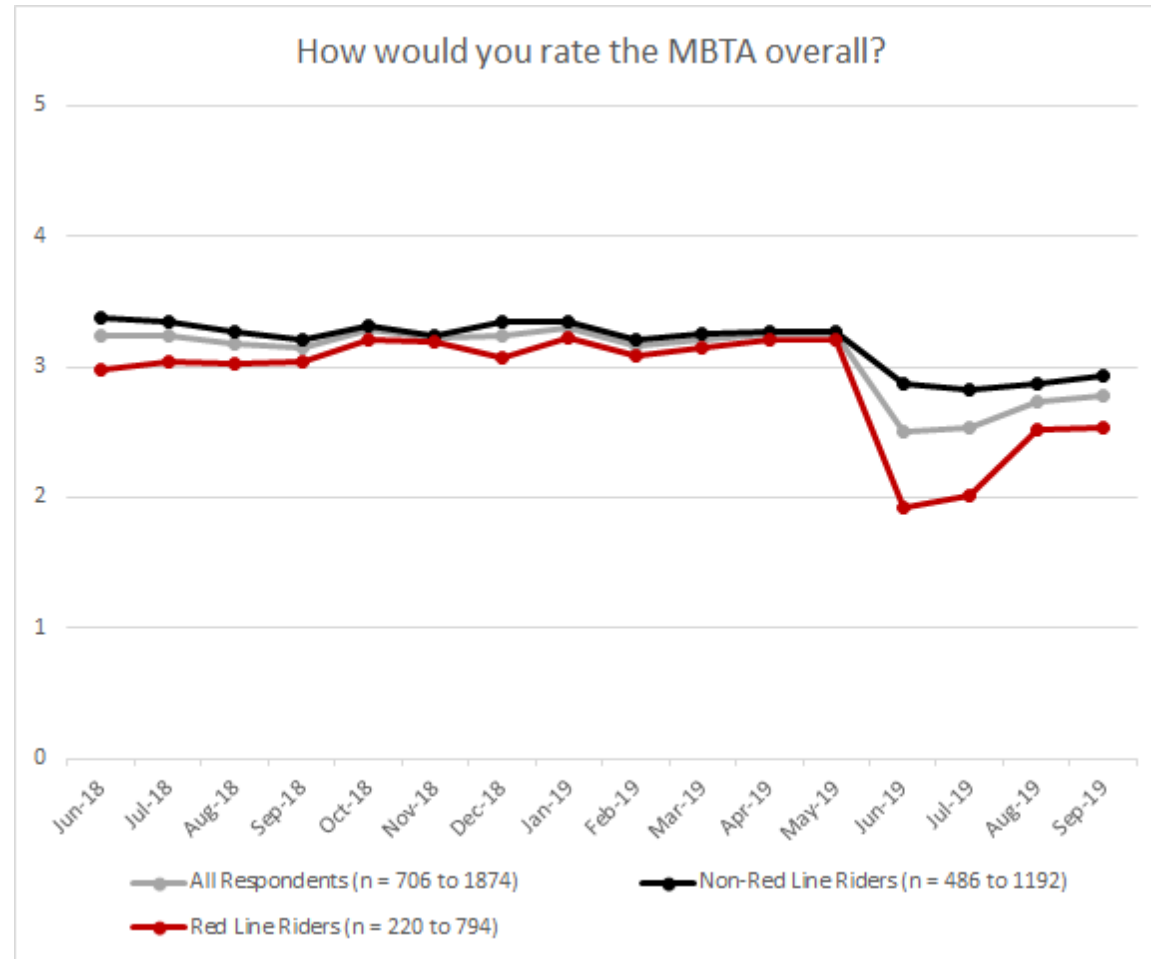
# Red Line Weekday Entries

- Median weekday station entries for four areas of the Red Line between:
  - Jan. – May 2018 vs. Jan. – May 2019
  - June – Aug. 2018 vs. June – Aug. 2019
  - Sep. 2018 vs. Sep. 2019 (through Sep 26<sup>th</sup> for 2019)
- The derailment did not impact ridership as much in Cambridge, possibly because the service was not as disrupted as other parts of the line and customers do not have as many other alternatives
- The Ashmont branch had a large drop this summer, but not as much as the Braintree branch; the service was not as greatly impacted
- The Braintree branch had the largest drop this summer; the impact of the derailment was greatest here, and customers could take commuter rail alternatives during the derailment
- Ridership is recovering in September, but not quite to typical fall levels
- More details about Red Line Ridership after the derailment are on the blog: [www.mbtackontrack.com/blog/107](http://www.mbtackontrack.com/blog/107)

| Area                  | % Change Jan – May | % Change June – Aug | % Change Sept. |
|-----------------------|--------------------|---------------------|----------------|
| Alewife – Kendall     | 2.0%               | -1.3%               | -1.7%          |
| Charles/MGH – Andrew  | 0.3%               | -3.9%               | -2.7%          |
| N. Quincy – Braintree | -3.9%              | -11.9%              | -3.3%          |
| JFK/UMass – Ashmont   | 0.4%               | -9.3%               | -3.3%          |



# Red Line Customer Satisfaction Update



# Introduction to the MBTA Open Data Portal on GeoDOT

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- Consolidating historical MBTA data to GeoDOT, the MassDOT GIS and open data platform, to provide a one stop shop for anyone to download data:
  - Ridership
  - Performance
  - GTFS
  - System information
  - Financials
  - Assets
- Site will be live on October 7, 2019: <https://mbta-massdot.opendata.arcgis.com/>
- Data downloads from the MBTA Back on Track Dashboard will be moved to GeoDOT
- The MBTA Performance API will be updated to only include data from the current month, including today. Historical data is all available as downloadable CSVs on GeoDOT

