

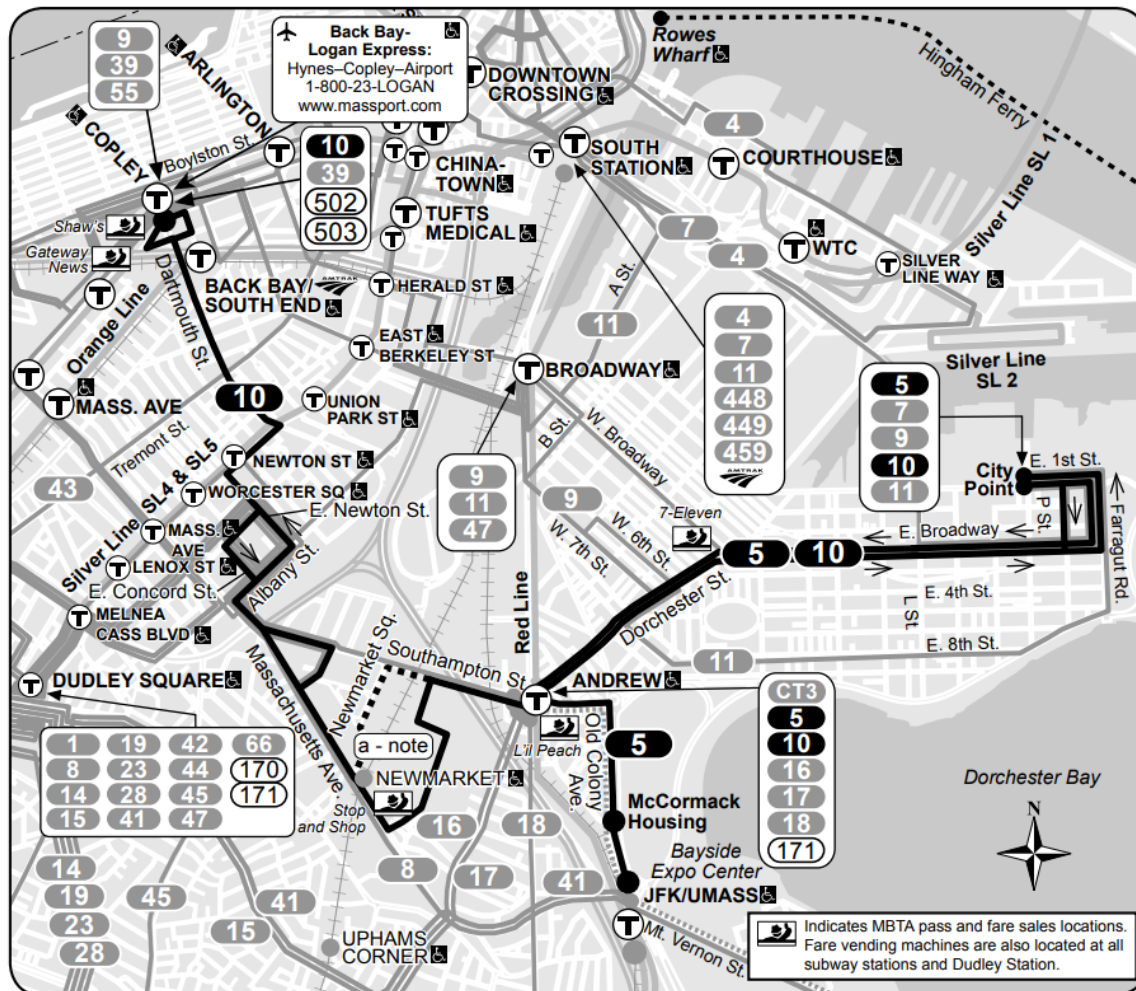
Route 5

City Point – McCormack Housing

Route Overview

Route 5 City Point – McCormack Housing is the MBTA's only Community route, and provides service between City Point and McCormack Housing via Andrew Station (see Figure 1). For much of its length, it runs along the same alignment as Route 10, which provides significantly more frequent service for longer hours. It exists primarily to provide residents of McCormack Housing, with an alternative to walking to service on Dorchester Avenue during the midday when Route 16 Forest Hills Station - Andrew Station or UMass does not operate along Old Colony Avenue.

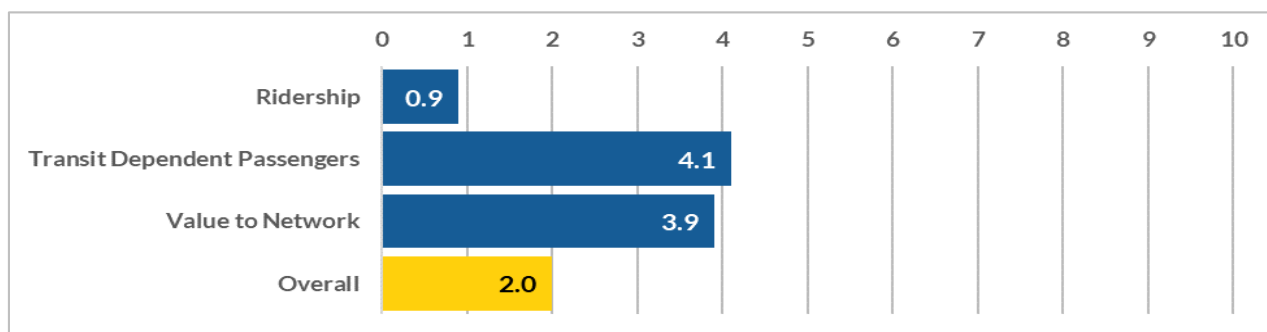
Figure 1 | Service Map



Network Importance

Route 5 has very limited importance within the overall system (see Figure 2). On a scale of 0 to 10, the route rates 0.9 in terms of ridership, 4.1 in terms of transit dependent ridership, and 3.9 in terms of its value to the network (which reflects the number of people who are uniquely served, the number of jobs and other important destinations, and the number of transferring passengers). Its overall score, which gives a 70% weighting to overall ridership and a 15% weight to both other measures, is 2.0. A key reason for the poor ratings is overlap with Route 10 City Point – Copley via South Bay Center and Route 9 City Point to Copley, which splits riders destined for a Red Line transfer between the three routes and depresses the numbers.

Figure 2 | Relative Importance within MBTA Bus Network (on a scale of 0 to 10)



Service Overview

Schedule

Route 5 provides limited and infrequent service on weekdays and Saturdays (see Table 1). On weekdays, service operates every 60 minutes from 9:05 AM until 3:24 PM. On Saturdays, it operates every 60 minutes from 10:05 AM to 3:24 PM.

The route does not meet the MBTA’s service span standard of 10:00 AM to 4:00 PM for Community routes, with the last trip departing at 3:34 PM.

Table 1 | Schedule Statistics

SERVICEDAY	SPAN OF SERVICE	FREQUENCY (RANGE)	FREQUENCY (AVERAGE)	DAILY TRIPS (INBOUND/OUTBOUND)
Monday-Friday	9:05 AM to 3:24 PM			7/6
Sunrise	-	-	-	-
Early AM	-	-	-	-
AM Peak	-	-	-	-
Midday Base	9:05 AM to 1:29 PM	60	60	5/4
Midday School	1:30 PM to 3:24 PM	60	60	2/2
PM Peak	-	-	-	-
Evening	-	-	-	-
Late Evening	-	-	-	-
Night	-	-	-	-
Saturday	10:05 AM to 3:24 PM	50-60	60	6/6
Sunday	-	-	-	-

Note: Span of service reflects the time the first bus begins service until the time the last bus finishes service.

Service Patterns

All service operates directly between City Point and McCormack Housing, as shown in Figure 1.

Table 2 | Service Patterns

PATTERN	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS per WKD	TRIPS per SAT	TRIPS per SUN
INBOUND				7	7	-
5.0	City Point Bus Terminal	McCormack Housing	Via East Broadway, Dorchester Street, Old Colony Avenue	7	7	-
OUTBOUND				6	6	-
5.0	McCormack Housing	City Point Bus Terminal	Via East Broadway, Dorchester Street, Old Colony Avenue	6	6	-

Ridership

Route 5 is one of the MBTA's lowest ridership routes, carrying only 110 passengers per weekday and 77 passengers per Saturday. Ridership is low for three reasons:

- Route 10 City Point-Copley Square provides much more frequent service along the same alignment between City Point and Andrew Station.
- Some Route 5 trips operate at the same time, or not far behind, Route 10 trips.

Ridership by Stop

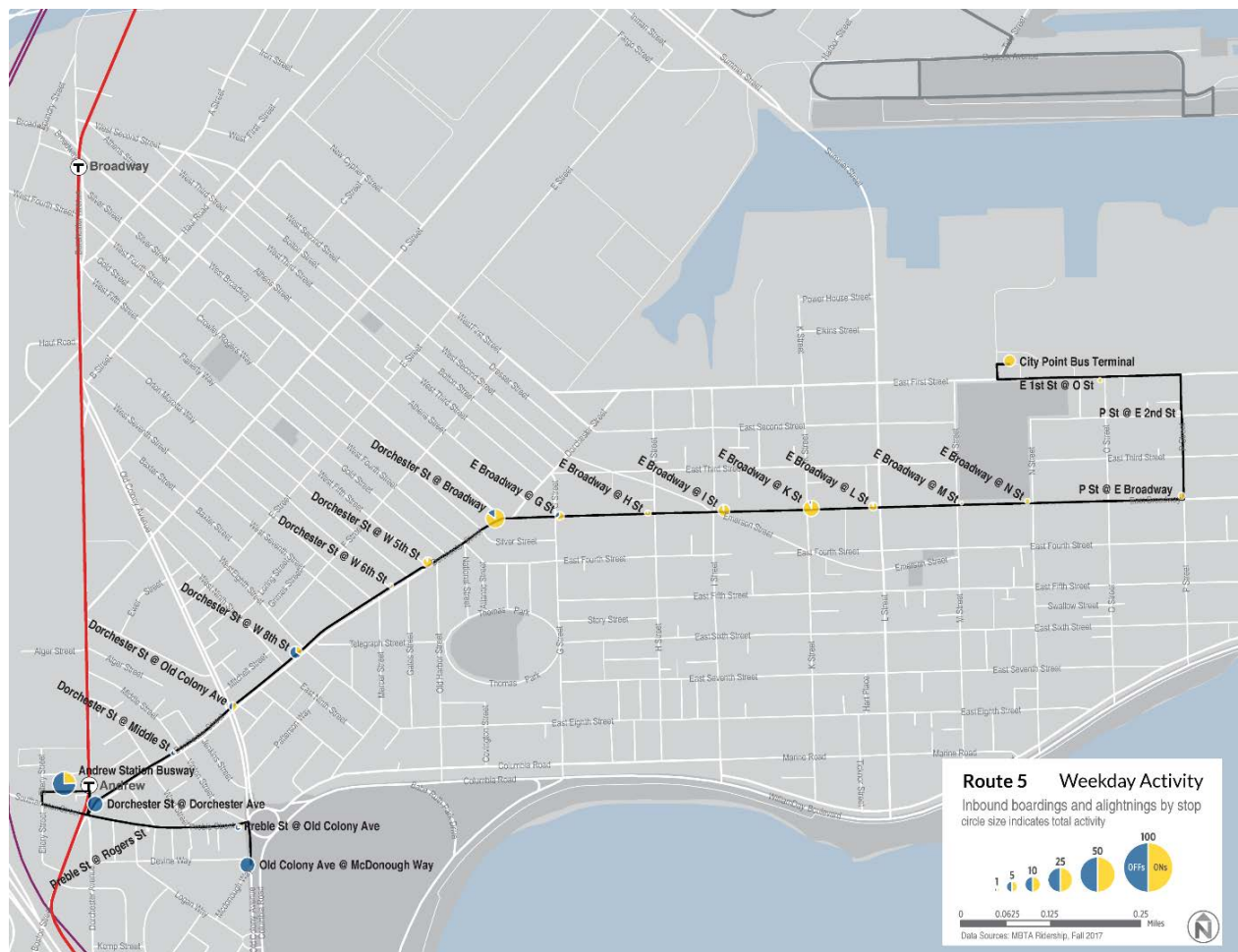
Ridership by stop is very low along the entire route. On weekday inbound trips (see Figure 2):

- 52 passengers board between City Point and Andrew Station. There are 10 boardings on Broadway at K Street and 13 boardings on Dorchester Street at Broadway. All other stops serve five boardings or fewer.
- 22 of these passengers alight before Broadway, and 17 alight at Andrew Station. Only 13 passengers continue on beyond Andrew Station.
- Five passengers board at Andrew Station.
- Two passengers alight on Preble Street and 13 alight on Old Colony Avenue at McDonough Way at McCormack Housing.

Outbound ridership is similar, but slightly different due to way the western end of the route operates:

- 13 passenger board at the three stops on Old Colony Avenue that serve McCormack Housing.
- Four passengers board and three alight at JFK/UMass Commuter Rail Station.
- Two board on Old Colony Ave opposite Gavin Way, which also serves McCormack Housing, and two board on Preble Street.
- Fifteen passengers board and five alight at Andrew Station.
- 16 passenger board and 47 alight between Andrew Station and City Point.

Figure 2 | Weekday Inbound Ridership by Stop Map



In total, Route 5 serves 30 people traveling to and from McCormack Housing who are within walking distance of other routes. All other riders are also directly served by Route 10 City Point-Copley Square.

The same stop-level ridership pattern holds on Saturdays.

Ridership by Trip

Ridership per trip on Route 5 is extremely low on all trips. No trips carry more than 15 passengers, and most trips carry fewer than 10 (see Figure 3 and Figure 4). Ridership per trip is even lower on Saturdays, with no trip carrying more than 10 passengers.

Figure 3 | Weekday Ridership by Trip: Inbound

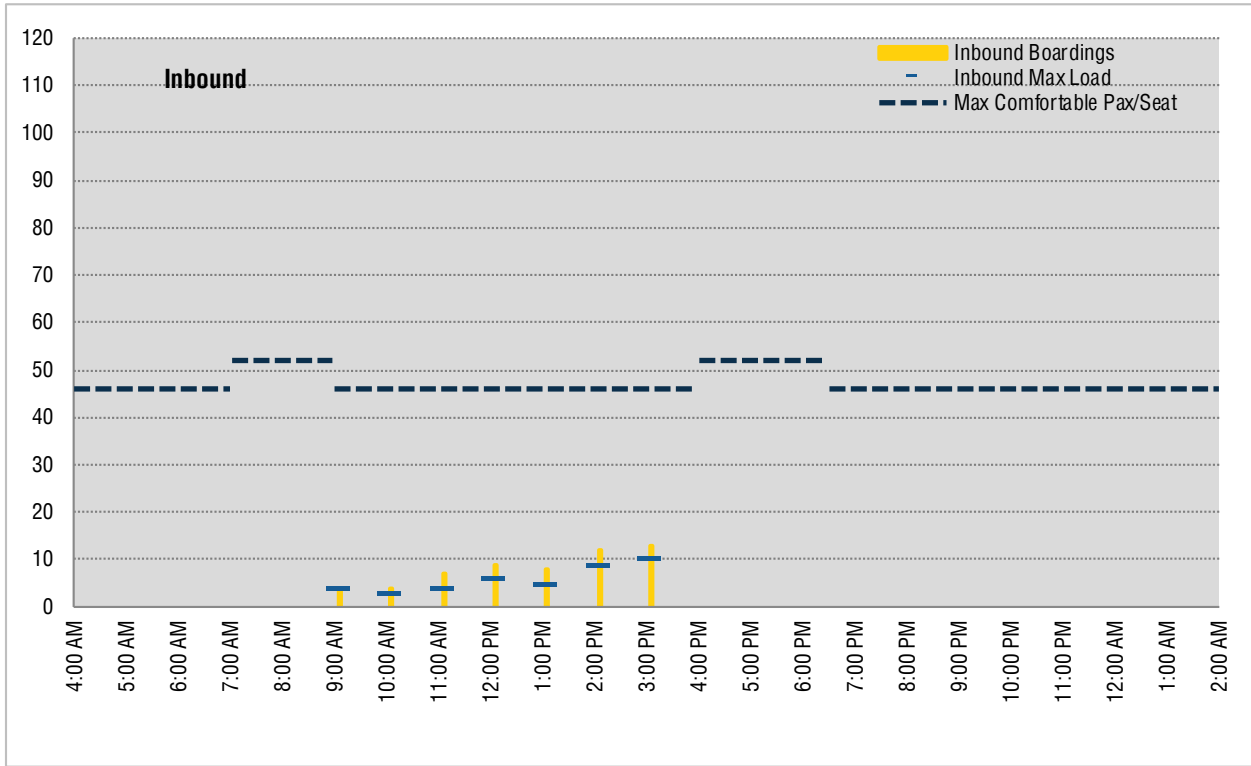


Figure 4 | Weekday Ridership by Trip: Outbound

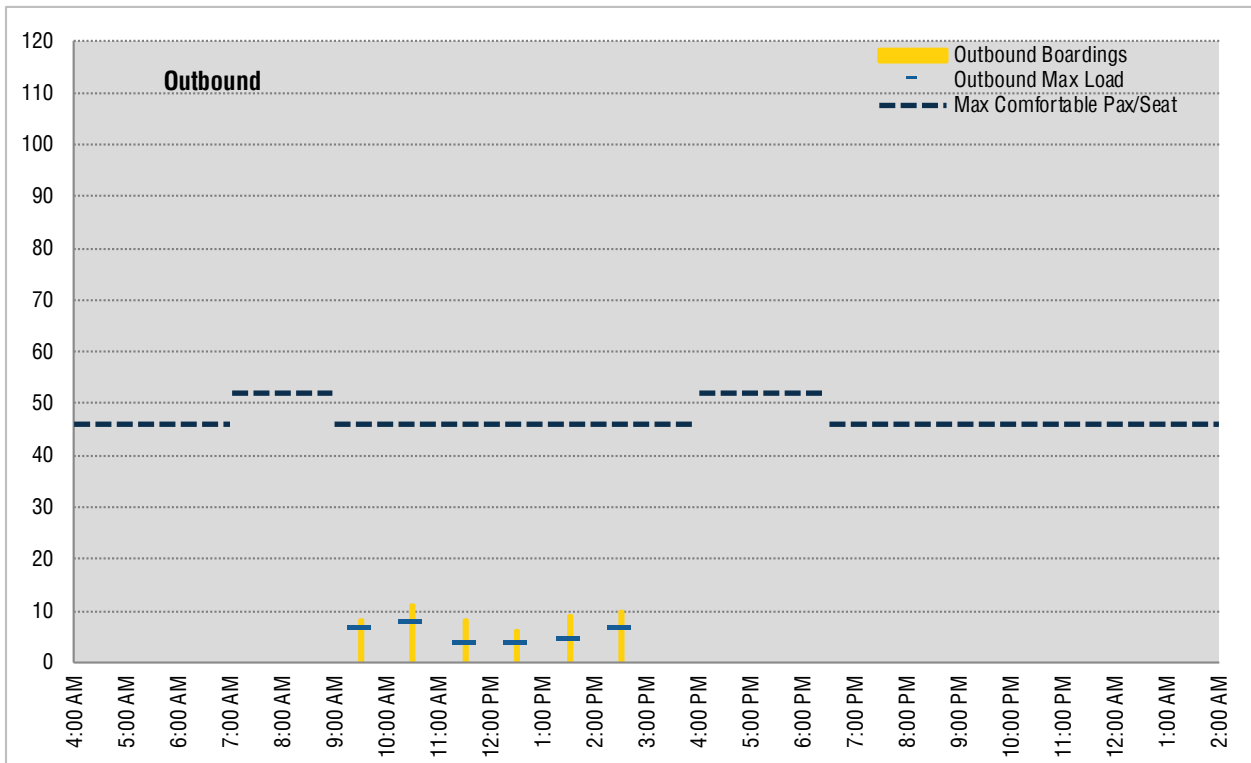


Figure 5 | Saturday Ridership by Trip: Inbound

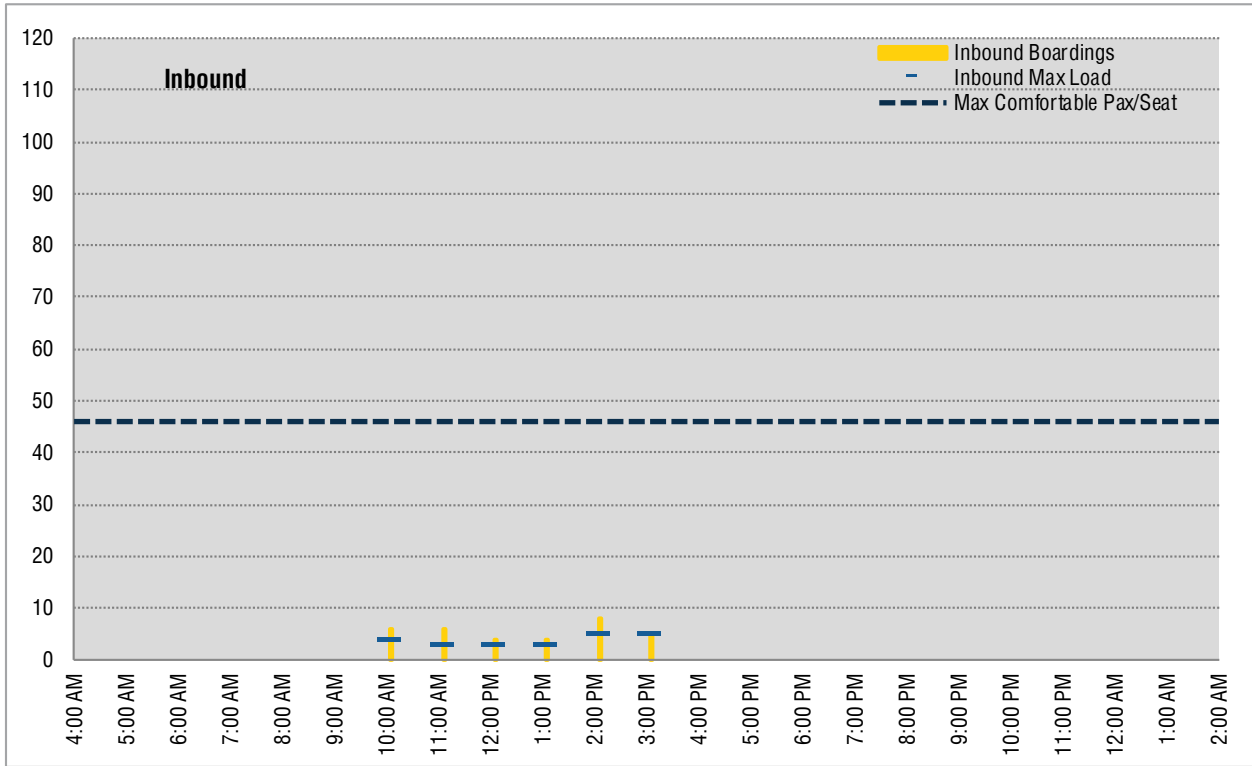
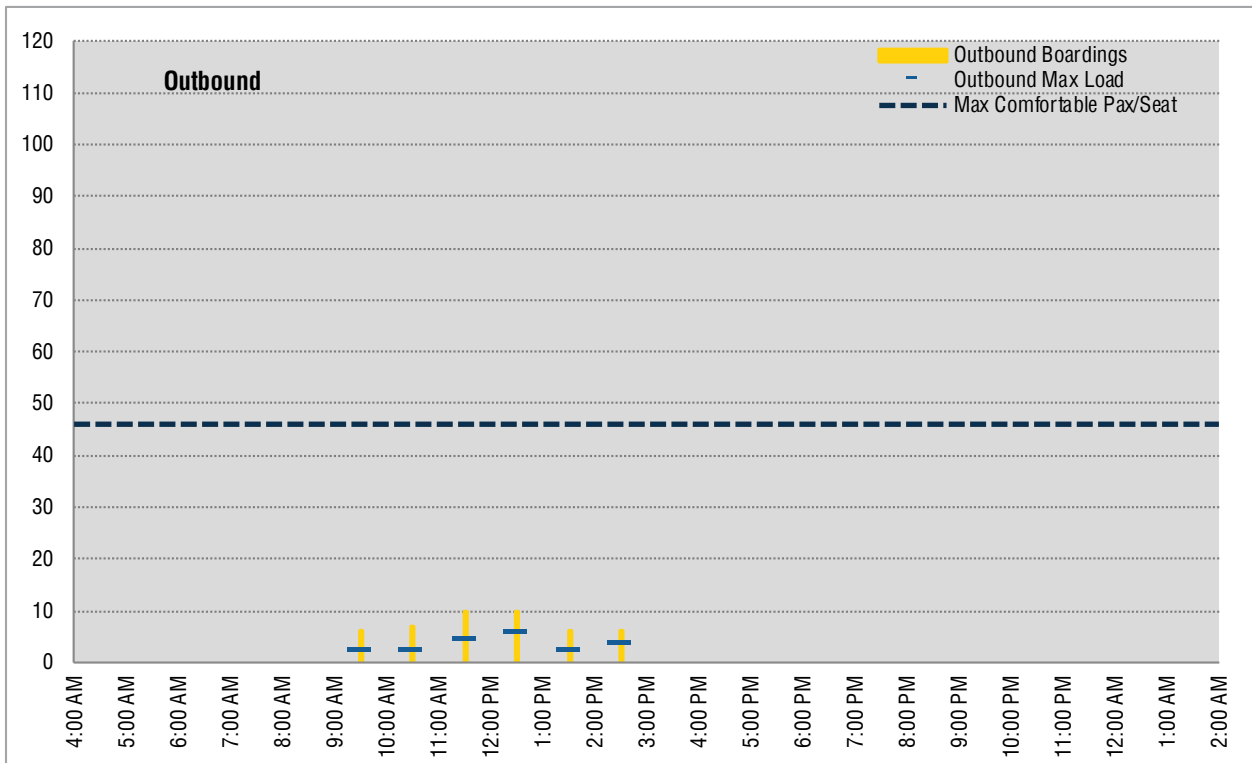


Figure 6 | Saturday Ridership by Trip: Outbound



Passenger Comfort

The MBTA desires that passengers travel in relatively comfortable conditions. At the same time, the MBTA's definition of comfort reflects the very high volume environment in which the MBTA operates, and that some passengers may have to stand for a portion of their trip. Comfortable conditions are considered to be 140% or less of seated capacity during high volume periods and 125% or less during other periods.

On Route 5, 100% of passenger minutes are in comfortable conditions on both weekdays and Saturdays (see Table 3). This is because ridership is so low that all passengers are always provided with a seat.

Table 3 | Passenger Time Spent Traveling in Comfortable Conditions

	WEEKDAYS	SATURDAYS	SUNDAYS
Minimum Standard	92%	92%	-
Target	96%	96%	-
Actual	100%	100%	-

Reliability and Speed

Reliability

While Route 5 has better on-time performance than other local routes, only 74% of trips are completed on time. Dropped trips are not an issue on this route.

Table 4 | Reliability

SERVICE DAY	ORIGIN/MID-ROUTE ON-TIME PERFORMANCE	DESTINATION ON-TIME PERFORMANCE	OVERALL RELIABILITY	DROPPED TRIPS
Monday-Friday	71%	74%	71%	0.0%
Saturday	66%	84%	70%	-
Sunday	-	-	-	-

Running Times

A major cause of off-schedule performance is delay along the route. All but one inbound trip have actual running times longer than scheduled (Figure 7).

Figure 7 | Scheduled & Median Travel Time by Trip: Route 5 Inbound

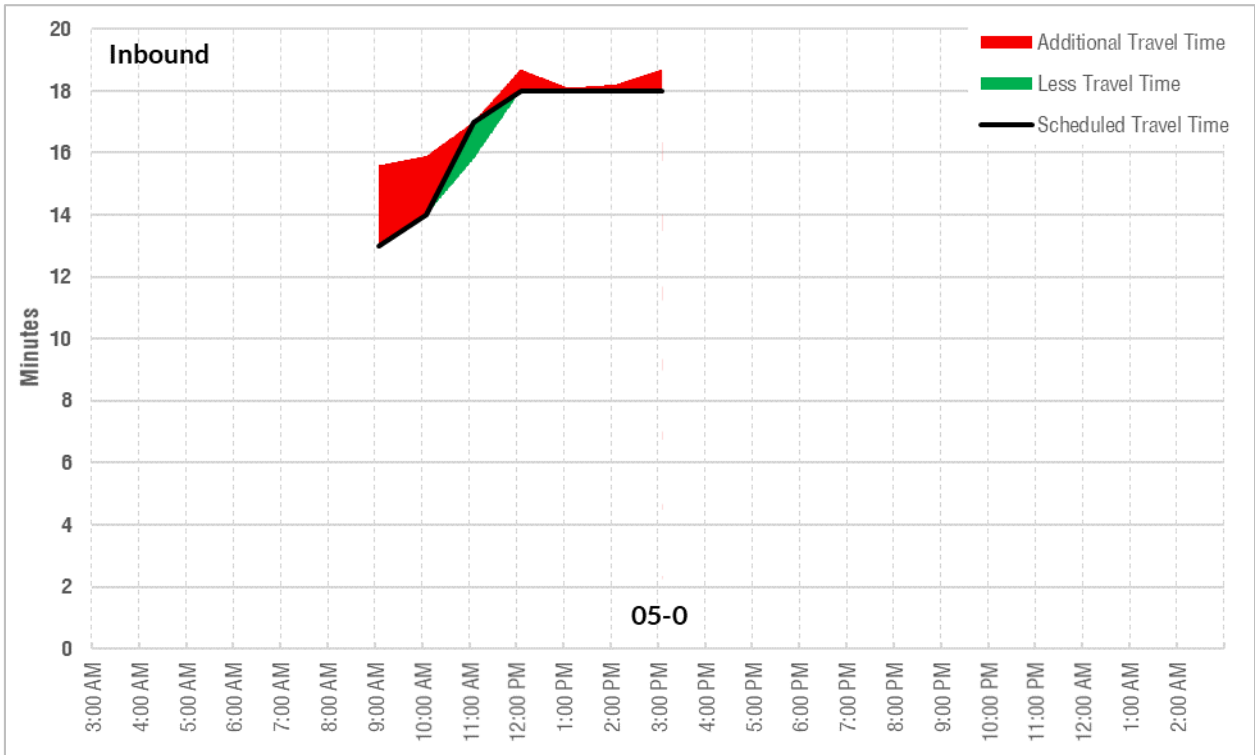
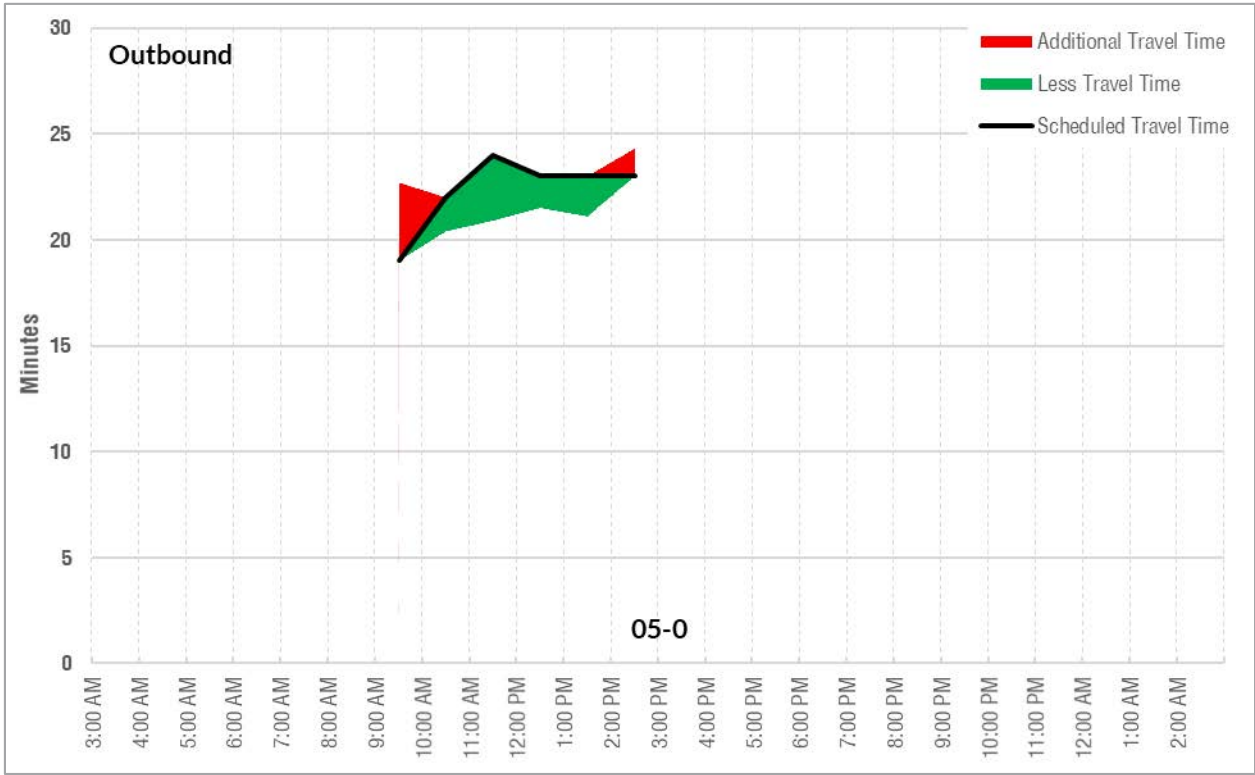


Figure 8 | Scheduled & Median Travel Time by Trip: Route 5 Outbound



Stop Spacing

Route 5 stops are shared with those of Routes 7, 9, and 10 in City Point and along E. Broadway and Dorchester Street. Each of these routes has close stop spacing in both directions. On average, Route 5 stops are 675 feet apart, or 8 per mile, in excess of the four to seven stops per mile recommended for urban areas under MBTA guidelines. Customers can walk between stops with this spacing in about 2-3 minutes. As people will typically walk at least five minutes to access a local bus route, this spacing is unnecessarily close, while making service slower and less reliable.

Stops are located extremely close together in two points along the route:

- East Broadway at N Street and at M Street are only 450 feet apart. Both stops average up to one boarding per day.
- Dorchester Street at 5th Street and at 6th Street are only 315 feet apart.

Summary

Route 5 is a limited service and very low ridership route (and the MBTA's only "Community" route) that is designed to provide service to McCormack Housing along Old Colony Avenue when during the midday when Route 16 Forest Hills Station - Andrew Station or UMass does not serve that alignment.

As described above, ridership is very low because other routes provide better service.