

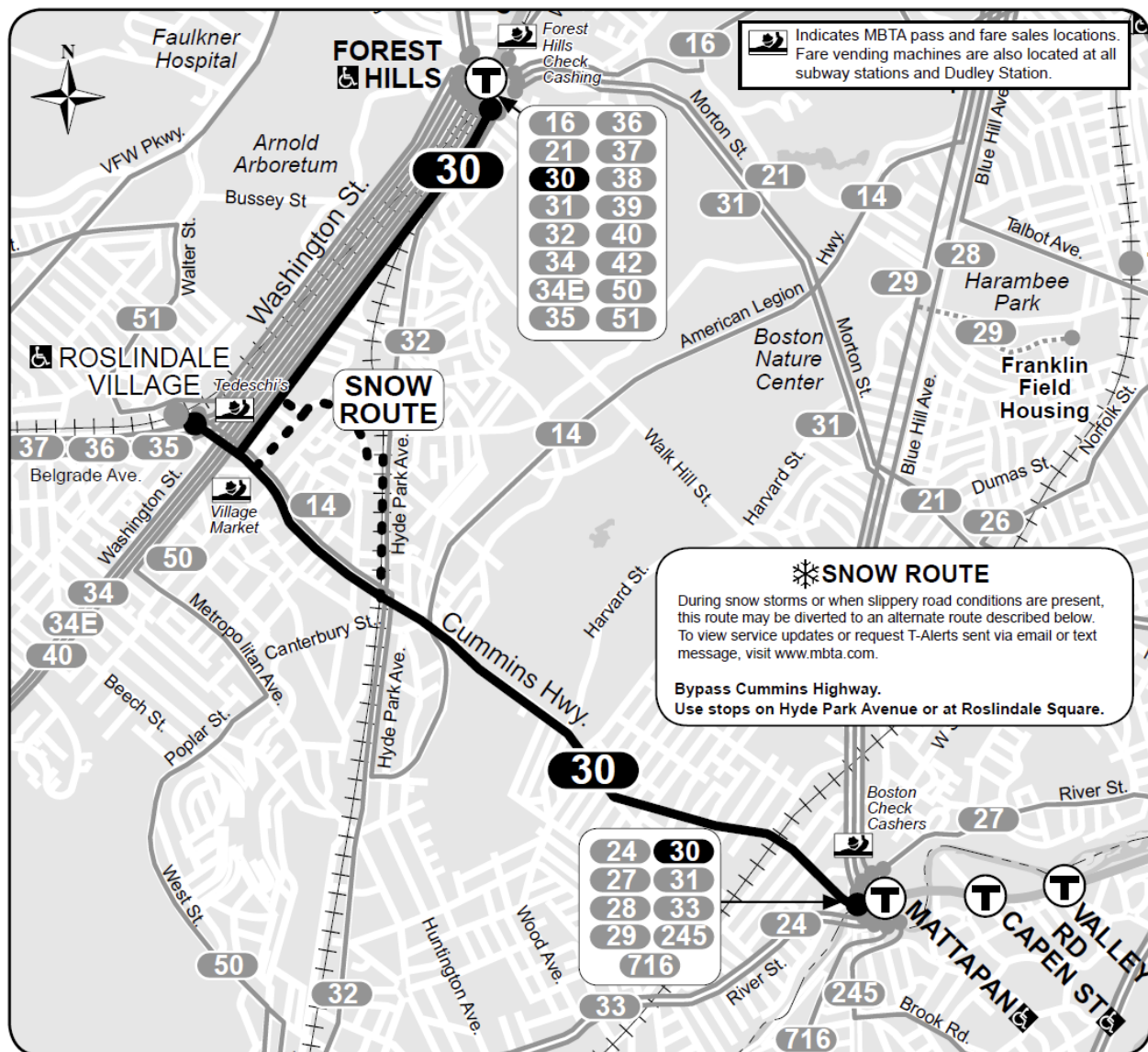
# Route 30

## Mattapan Station – Forest Hills Station

### Route Overview

Route 30 Mattapan Station – Forest Hills Station is a Local route that operates between Mattapan Station and Forest Hills Station via Cummins Highway, Roslindale Village, and Washington Street (see Figure 1).

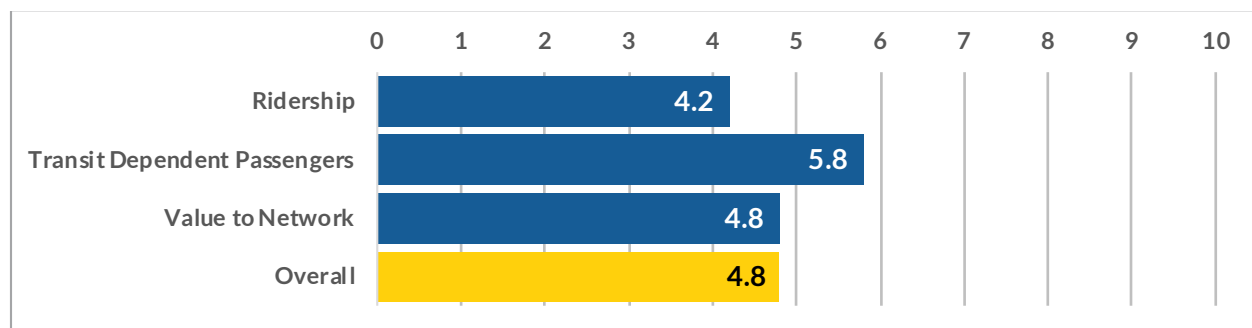
Figure 1 | Service Map



## Network Importance

Route 30 is moderately important within the overall bus network (see Figure 2). On a scale of 0 to 10, the route rates 4.2 in terms of ridership, 5.8 in terms of transit dependent ridership, and 4.8 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% weight to overall ridership and a 15% weight to both other measures, is 4.8.

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



## Service Patterns

### Schedule

Route 30 provides relatively infrequent service for most of the day on all service days (see Table 1). In more detail, on weekdays, service operates from 5:25 AM to 12:54 AM:

- Excluding the AM school trip, service runs every 20 to 25 minutes from the start of service to approximately 8:15 AM inbound, and every 20 to 30 minutes outbound from the beginning of service to 7:40 AM.
- Every 30 to 35 minutes from 8:15 AM to 9:55 AM inbound and from 7:40 AM to 9:20 AM outbound.
- Every 50 to 55 minutes from 9:55 AM to 12:35 PM inbound and 9:20 AM to 12:05 PM outbound.
- Excluding school trips, every 25 to 30 minutes from 12:35 PM to 6:55 PM inbound and every 20 to 30 minutes from 12:05 PM to 7:20 PM outbound.
- Every 35 to 45 minutes after 6:55 PM inbound and 7:20 PM, but mostly every 40 minutes.

On Saturdays, Route 30 operates from 5:20 AM to 12:52 AM with irregular headways that range from 45 to 60 minutes. On Sundays, service operates from 8:00 AM to 9:44 PM, mostly every 60 minutes.

Route 30 meets the MBTA’s span of service and frequency standards for Local routes except on Sundays, when two trips operate 65 minutes apart versus the standard of no more than 60 minutes. This could be resolved with a minor schedule change.

**Table 1 | Schedule Statistics**

SERVICE DAY	SPAN OF SERVICE	FREQUENCY (RANGE)	FREQUENCY (AVERAGE)	DAILY TRIPS (INBOUND/OUTBOUND)
<b>Monday-Friday</b>	<b>5:25 AM to 12:35 AM</b>			<b>39/37</b>
Sunrise	5:25 AM to 5:50 AM	25 - 25	25	2/2
Early AM	6:15 AM to 6:50 AM	20 - 25	23	2/2
AM Peak	7:00 AM to 8:45 AM	7 - 35	23	6/4
Midday Base	9:20 AM to 1:05 PM	30 - 55	43	6/6
Midday School	1:30 PM to 3:35 PM	14 - 30	21	7/6
PM Peak	4:00 PM to 6:10 PM	25 - 25	25	6/6
Evening	6:30 PM to 9:55 PM	25 - 45	38	6/7
Late Evening	10:20 PM to 11:55 PM	40 - 40	40	3/3
Night	12:20 AM to 12:54 AM	40 - 40	40	1/1
<b>Saturday</b>	<b>5:20 AM to 12:52 AM</b>	<b>45 - 60</b>	<b>48</b>	<b>24/23</b>
<b>Sunday</b>	<b>8:00 AM to 9:44 AM</b>	<b>60 - 65</b>	<b>60</b>	<b>14/14</b>

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

## Service Patterns

Nearly all service operates the primary service pattern, Pattern 30.2 (see Table 2). Exceptions include:

- On weekdays, an inbound school trip at 7:18 AM originates at Ashmont Station and operates to Rivermoor Street at Industrial Park via Belgrade & Corinth Streets (Roslindale Square) to serve Catholic Memorial High School (Pattern 30.0).
- On weekdays, an outbound school trip at 3:06 PM originates at Brother Herran Way at Baker Street near Catholic Memorial High School and operates to Ashmont Station (Pattern 30.0).

Since the development of this document, the MBTA has made minor adjustments to Route 30 school trips.

**Table 2 | Service Patterns**

PATTERN	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS PER WKD	TRIPS PER SAT	TRIPS PER SUN
<b>INBOUND</b>				<b>39</b>	<b>24</b>	<b>14</b>
30.0	Ashmont Station	Rivermoor Street at Industrial Park	AM school trip	1	-	-
30.2	Mattapan Station	Forest Hills Station	Primary pattern	38	24	14

PATTERN	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS PER WKD	TRIPS PER SAT	TRIPS PER SUN
<b>OUTBOUND</b>				<b>37</b>	<b>24</b>	<b>14</b>
30.0	Brother Herran Way at Baker Street	Ashmont Station	PM school trip	1	-	-
30.2	Forest Hills Station	Mattapan Station	Primary pattern	36	24	14

## Ridership

Route 30 serves 2,220 riders on weekdays, 960 riders on Saturdays, and 530 riders on Sundays.

### Ridership by Stop

Slightly over half of all Route 30 passengers use the route to travel to and from Forest Hills Station, 20% to travel to and from Mattapan Station, and 27% to travel to and from intermediate locations. On weekday inbound trips (see Figure 3):

- 250 passengers board at Mattapan Station.
- 670 passengers board and 350 alight at the 18 stops along Cummins Highway. The largest activity stop is at Fairway Street in Mattapan Square, with 150 boardings.
- 90 passengers board and 120 alight at Washington Street at Cummins Highway, which is the stop closest to Roslindale Square.
- 120 passengers board and 50 alight at the six stops along Washington Street.
- 600 passengers alight at Forest Hills Station.

Outbound ridership is roughly the reverse of inbound ridership on weekdays. Weekend ridership patterns are similar, but with lower volumes.

### Ridership by Trip

On weekdays, ridership is highest inbound in the AM peak and outbound in the PM peak. Midday and evening ridership is also fairly strong. On inbound trips (see Figure 4):

- The first inbound trip at 5:25 AM carries 45 passengers, which indicates demand for earlier service. Ridership on most other trips before 9:00 AM is also high, at 40 to over 60 riders per trip. Many trips have maximum loads that are close to loading standard and one trip (6:40 AM) exceeds it.
- Most midday trips prior to 6:00 PM serve between 25 and 35 passengers.
- Trips between about 6:00 PM and 10:00 PM serve between 10 and 20 passengers
- The last three inbound trips each have fewer than 10 passengers.

Figure 3 | Weekday Inbound Ridership by Stop Map



Figure 4 | Weekday Ridership by Trip: Inbound

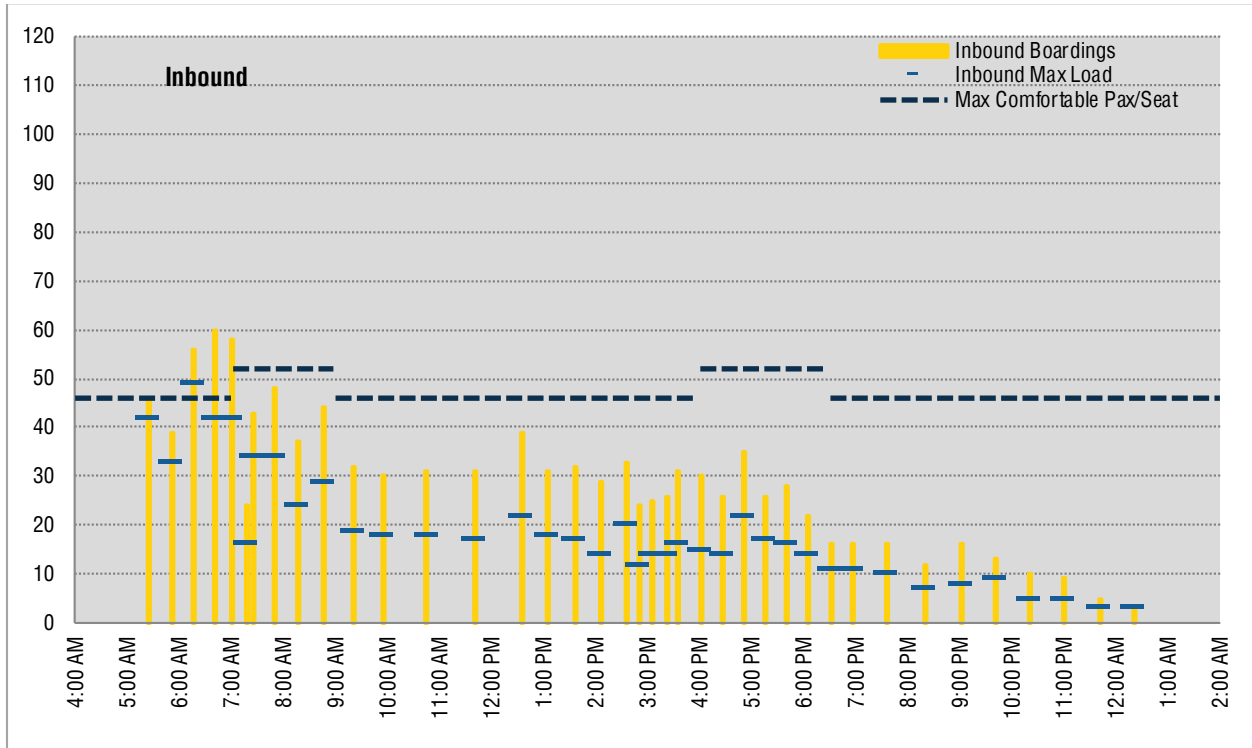
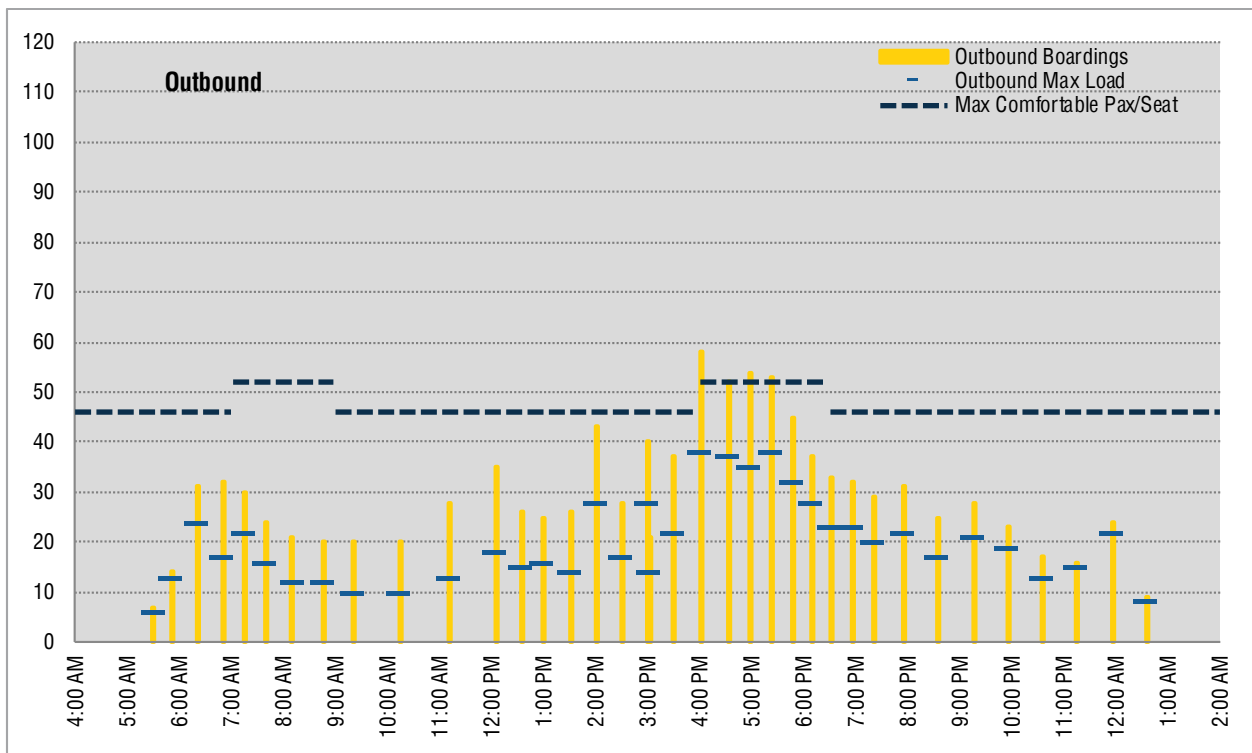


Figure 5 | Weekday Ridership by Trip: Outbound



On outbound trips (see Figure 5):

- The first two trips at 5:30 AM and 5:50 AM have fewer than 15 passengers.
- Trips between 6:00 AM and 12:00 PM have 20 to 30 passengers.
- Trips between 12:00 PM and 4:00 PM have 25 to over 40 passengers.
- Trips between 4:00 PM and 6:00 PM mostly exceed 50 passengers. However, none exceed loading standards.
- Ridership per trip gradually declines to around 20 passengers by 7:00 PM, and remains at around 20 passengers per trip until 12:00 AM.
- The last trip at 12:35 AM has nine passengers.

On Saturdays, inbound ridership generally ranges between 20 and 35 passengers per trip through 5:00 PM and then declines to 10 to 20 passengers per trip through the end of service (see Figure 6). Outbound ridership per trip ranges from 20 to 30 passengers between approximately 11:00 AM and 6:00 PM and 10 to 20 passengers before and after those times (see Figure 7).

On Sundays, inbound trips generally carry between 20 and 30 passengers through 5:00 PM and then around 10 passengers per trip through the end of service (see Figure 8). Outbound ridership per trip is around 10 passengers before 10:00 AM and then 20 passengers after 10:00 AM through the end of service (see Figure 9).

Figure 6 | Saturday Ridership by Trip: Inbound

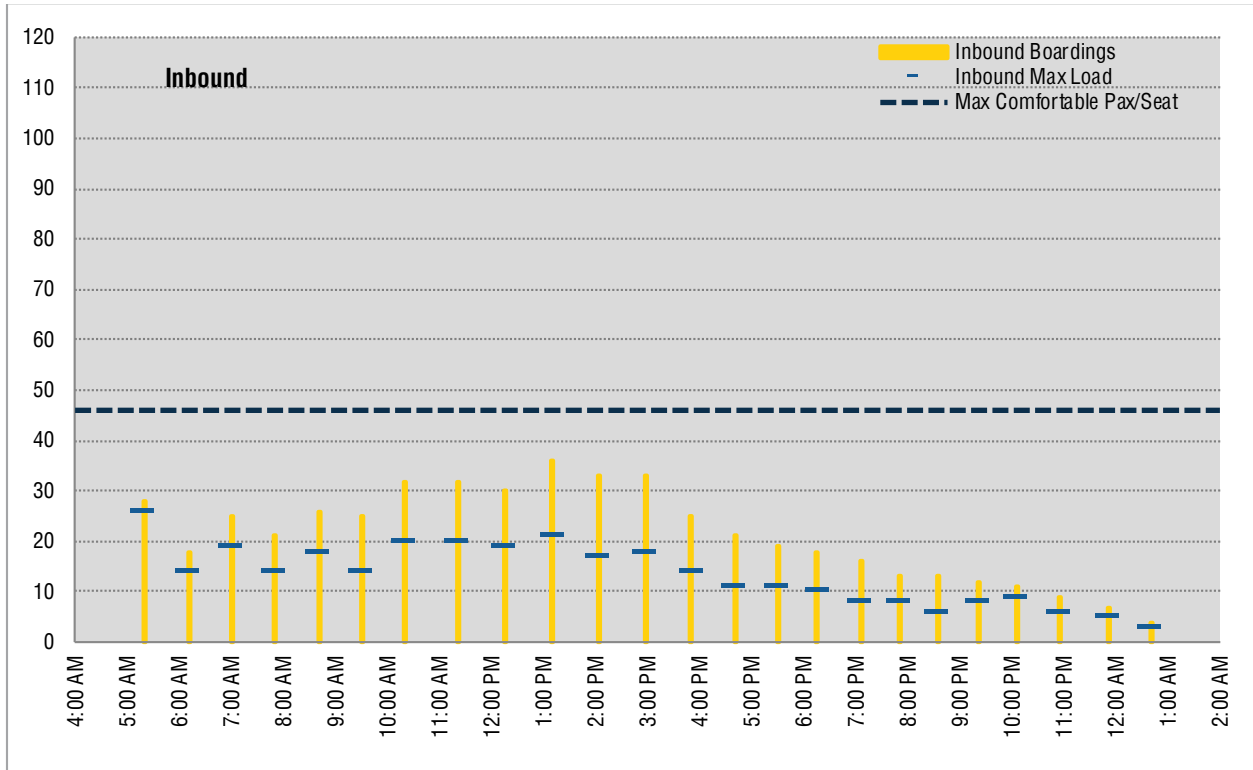


Figure 7 | Saturday Ridership by Trip: Outbound

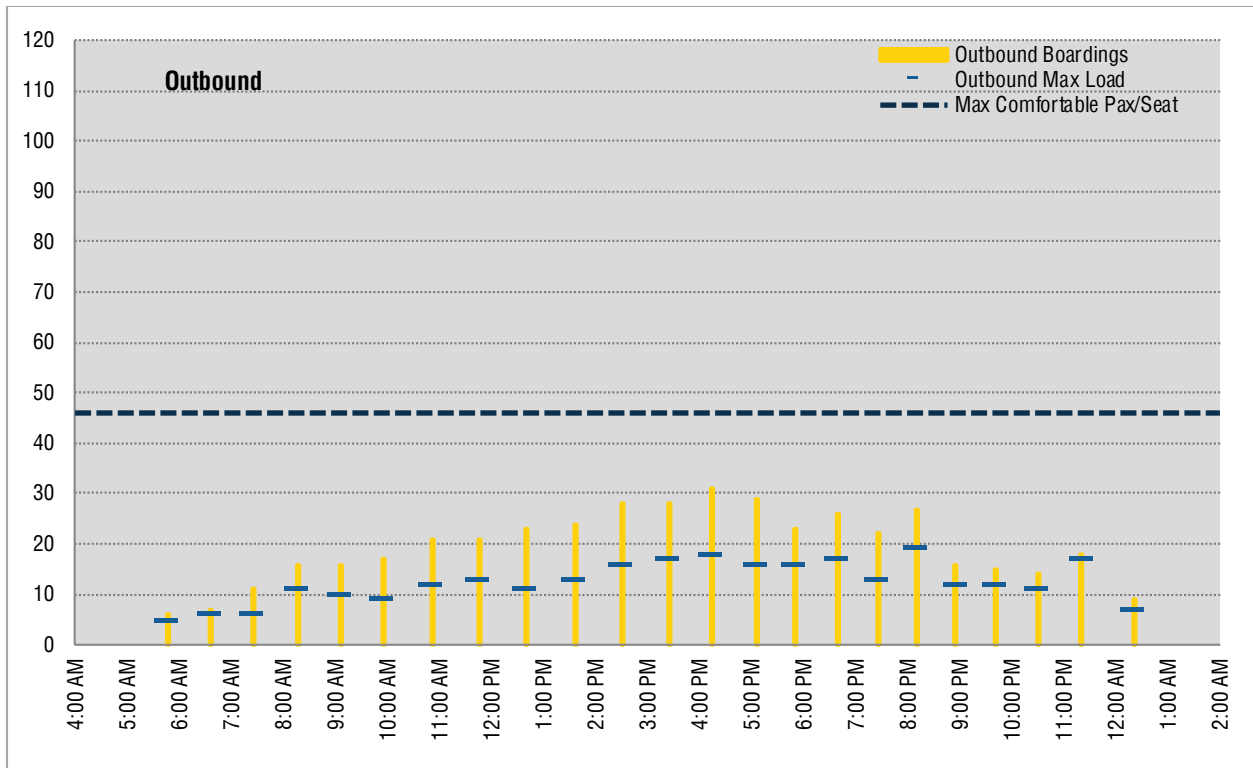




Figure 8 | Sunday Ridership by Trip: Inbound

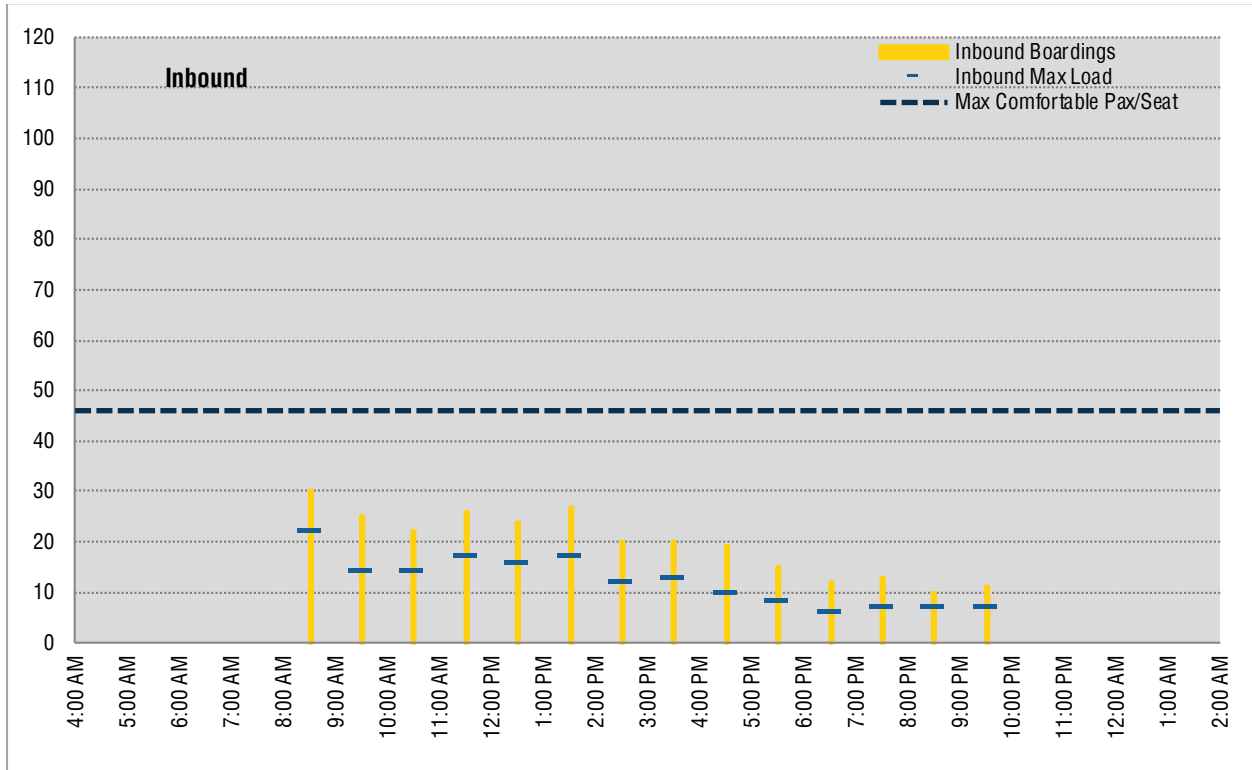
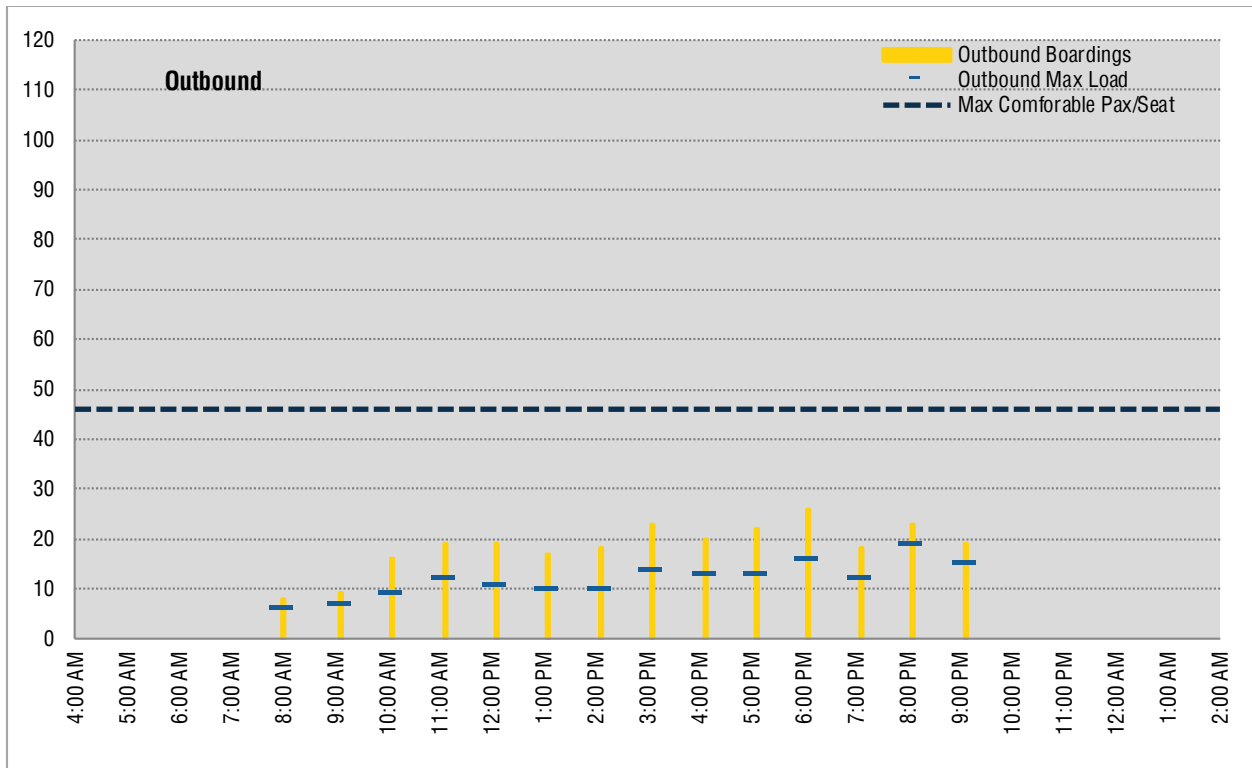


Figure 9 | Sunday Ridership by Trip: Outbound



## 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. More specifically, at least 92% of passengers' travel times should be in comfortable conditions, and ideally, at least 96% of travel times should be in comfortable conditions. 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 30, the percent of passenger minutes in comfortable conditions is 97.6% on weekdays, 99.6% on Saturdays, and 100% on Sundays (see Table 3).

Table 3 | Passenger Time Spent Traveling in Comfortable Conditions

	WEEKDAYS	SATURDAYS	SUNDAYS
<b>Minimum Standard</b>	92%	92%	92%
<b>Target</b>	96%	96%	96%
<b>Actual</b>	97.9%	99.6%	100%

## Reliability and Speed

### Reliability

In the Fall of 2017, Route 30's overall reliability was 61% on weekdays, 54% on Saturdays, and 76% on Sundays (see Table 4). Weekday and Saturday performance was well below the MBTA's minimum standard of 70%, while Sunday performance was above the target of 75%. However, these figures do not reflect the benefits of the AM peak inbound bus lane on Washington Street between Roslindale Village and Forest Hills Station, which has improved weekday on-time performance.

Table 4 | Reliability

SERVICE DAY	ORIGIN/MID-ROUTE ON-TIME PERFORMANCE	DESTINATION ON-TIME PERFORMANCE	OVERALL RELIABILITY	DROPPED TRIPS
<b>Monday-Friday</b>	59%	70%	61%	0.5%
<b>Saturday</b>	55%	49%	54%	-
<b>Sunday</b>	76%	74%	76%	-

### Running Times

On weekdays, actual running times are close to scheduled times for most of the day, with some trips faster and some trips longer. However, inbound trips after 2:00 PM are consistently longer and outbound trips before 3:00 PM are consistently shorter (see Figure 10 and Figure 11).

Figure 10 | Scheduled & Median Travel Time by Trip: Route 30 Inbound

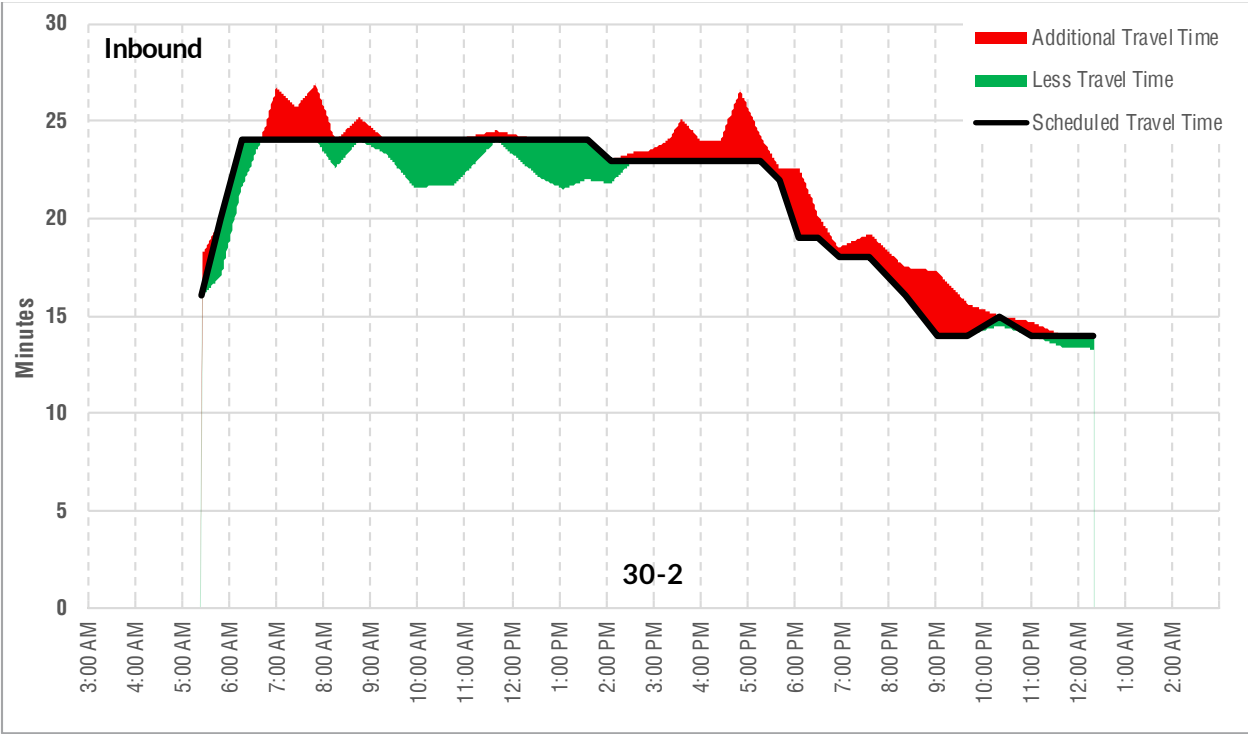
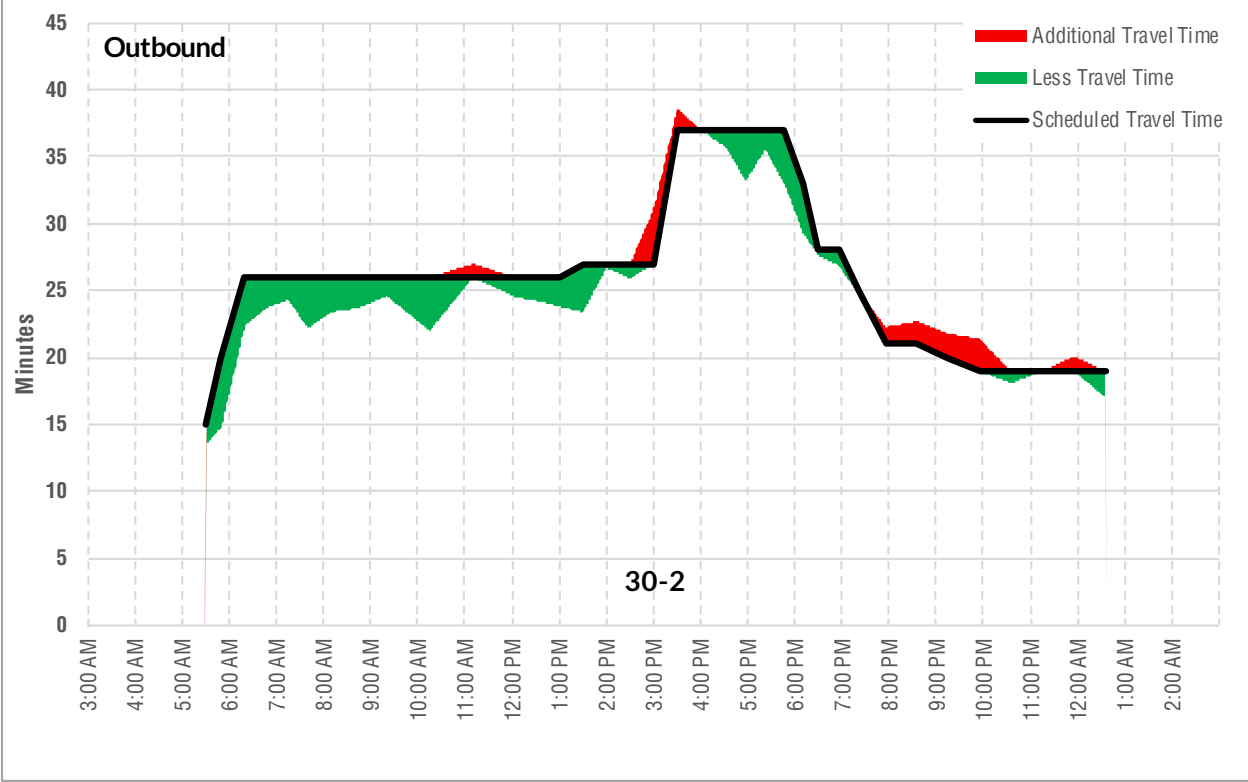


Figure 11 | Scheduled & Median Travel Time by Trip: Route 30 Outbound



## Stop Spacing

Route 30 has 6.9 stops per mile, which is at the high end of the MBTA's guideline of four to seven stops per mile in urban areas. Stops are particularly close along Cummins Highway:

- Between Mattapan Station and Pleasantville Street, where the average stop spacing is 10 stops per mile.
- Between Cavalry Cemetery and Tollgate Way, where the average stop spacing is nine stops per mile.

Stop consolidation could speed service and improve reliability.

## Summary

Overall, Route 30 performs reasonably well, with moderate to high ridership in both directions for most of the day on weekdays and on Saturdays. Its major operating issue is very poor on-time performance, which reflects discrepancies between scheduled and actual travel times. An additional issue is very infrequent service (every 50 to 55 minutes) on weekdays during the late morning, which is inconvenient and unusual for an urban route with relatively strong ridership. There also appears to be demand for earlier weekday service. Finally, schedules could be made more consistent and stop consolidation could speed service and improve reliability.