

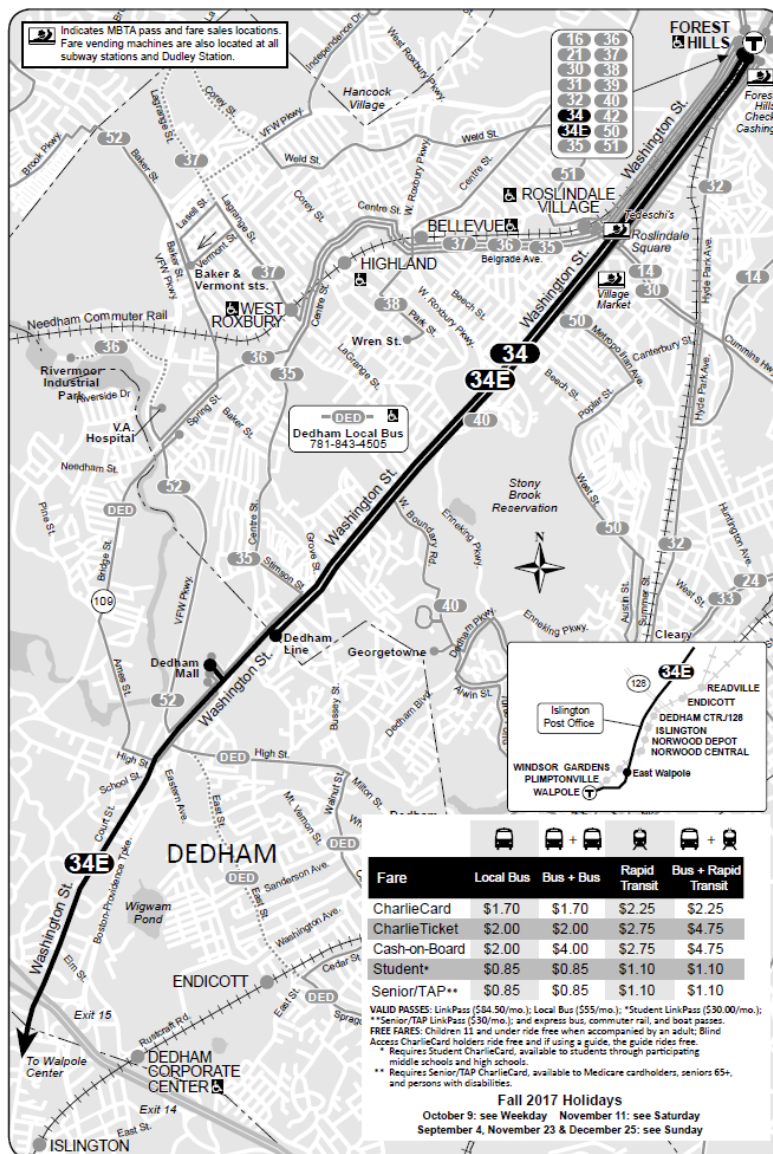
Routes 34 & 34E

Walpole Center or Dedham Line – Forest Hills Station

Route Overview

Routes 34 and 34E are Local routes that provide service to Forest Hills Station from the Dedham Line (Route 34) or from Walpole via Dedham (Route 34E) (see Figure 1). The two routes are essentially a single route with full-length trips from Walpole and short-turn trips from the Dedham Line.

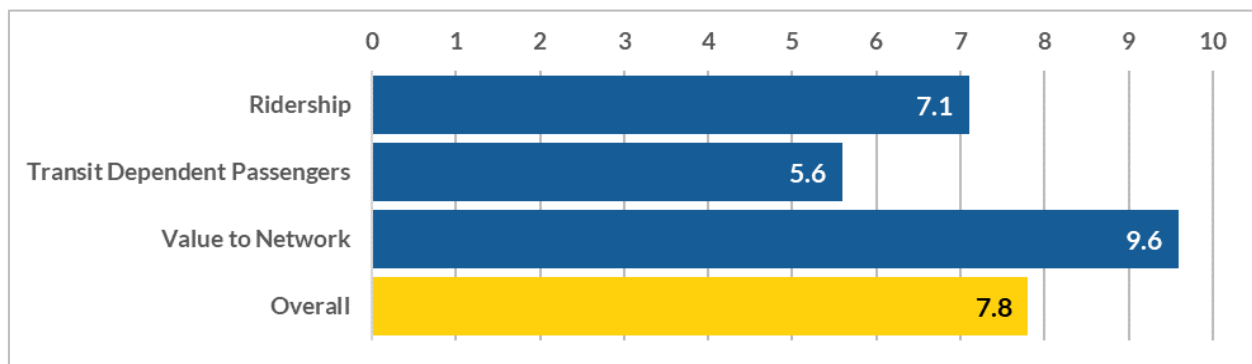
Figure 1 | Service Map



Network Importance

Routes 34 and 34E are important within MBTA network (see Figure 2). On a relative scale of 0 to 10, the routes rate 7.1 in terms of ridership, 5.6 in terms of transit dependent ridership, and 9.6 in terms of 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 7.8.

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



Service Overview

Schedule

On weekdays, Route 34E provides relatively frequent service during peak periods and the shoulders of the peaks, and relatively infrequent service during other periods (see Table 1 and Table 2). On weekends, it provides infrequent service. Route 34 provides more service than Route 34E, and the two routes combined provide frequent service between the Dedham City Line and Forest Hills Station during all periods except for Sunday evenings.

In more detail, on weekdays, service operates from 4:35 AM to 1:19 AM with the following service frequencies:

- From the beginning of service at 4:35 AM until around 6:00 AM all inbound trips except one operate between the Dedham Line and Forest Hills Station (Route 34). Service between the Dedham Line and Forest Hills Station operates every five to 18 minutes, and predominately every 10 to 15 minutes.
- From approximately 6:00 AM to 9:00 AM, there are one or two Route 34 trips that run between Route 34E trips. Route 34E inbound service from Walpole operates approximately every 20 minutes, and Route 34 service from the Dedham Line operates every one to 15 minutes, but predominantly every 15 minutes.

- From approximately 9:00 AM to 4:00 PM, Route 34 and 34E both operate every 30 minutes, which produces an average frequency between the Dedham Line and Forest Hills Station of every 15 minutes. However, trips are not spaced evenly.
- From approximately 4:00 PM to 6:30 PM, Route 34E outbound service operates every 20 minutes. There are usually two Route 34 trips between Route 34E trips, but in a few instances only one. The average frequency between the Dedham Line and Forest Hills Station is every nine minutes but trips are not spaced evenly.

Table 1 | Route 34 Schedule Statistics

SERVICEDAY	SPAN OF SERVICE	FREQUENCY (RANGE)	FREQUENCY (AVERAGE)	DAILY TRIPS (INBOUND/OUTBOUND)
Monday-Friday	4:35 AM to 1:37 AM			58/61
Sunrise	4:35 AM to 5:59 AM	10 - 18	18	5/5
Early AM	6:00 AM to 6:59 AM	4 - 14	10	6/6
AM Peak	7:00 AM to 8:59 AM	14 - 30	17	9/8
Midday Base	9:00 AM to 1:29 PM	30 - 30	28	9/9
Midday School	1:30 PM to 3:59 PM	11 - 30	18	5/8
PM Peak	4:00 PM to 6:29 PM	11 - 19	13	12/13
Evening	6:30 PM to 9:59 PM	18 - 52	30	8/8
Late Evening	10:00 PM to 11:59 PM	52 - 52	52	2/2
Night	12:00 AM to 1:37 AM	52 - 52	52	2/2
Saturday	5:14 AM to 1:43 AM	15 - 63	32	38/38
Sunday	6:20 AM to 1:41 AM	30 - 65	50	24/23

Table 2 | Route 34E Schedule Statistics

SERVICEDAY	SPAN OF SERVICE	FREQUENCY (RANGE)	FREQUENCY (AVERAGE)	DAILY TRIPS (INBOUND/OUTBOUND)
Monday-Friday	4:50 AM to 1:21 AM			40/40
Sunrise	4:50 AM to 5:59 AM	30 - 30	30	1/3
Early AM	6:00 AM to 6:59 AM	23 - 30	23	2/3
AM Peak	7:00 AM to 8:59 AM	20 - 20	20	6/6
Midday Base	9:00 AM to 1:29 PM	20 - 32	30	9/9
Midday School	1:30 PM to 3:59 PM	25 - 35	30	5/5
PM Peak	4:00 PM to 6:29 PM	20 - 30	23	7/7
Evening	6:30 PM to 9:59 PM	18 - 60	34	6/4
Late Evening	10:00 PM to 11:59 PM	60 - 62	61	2/2
Night	12:00 AM to 1:21 AM	50 - 60	50	2/1
Saturday	5:00 AM to 1:56 AM	30 - 60	44	27/27
Sunday	6:00 AM to 1:24 AM	14 - 60	48	23/23

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

- After 6:30 PM, outbound service quickly transitions to hourly on Route 34E. Until 10:00 PM, there are two or three Route 34 trips between Route 34E trips for an average frequency of 15 to 20 minutes between the Dedham Line and Forest Hills Station.
- After 10:00 PM, Route 34 trips alternate with Route 34E trips. Headways range from five to 50 minutes but average frequencies between Forest Hills Station and the Dedham Line are 30 minutes. As during other periods, trips are not spaced regularly.

On Saturdays, service operates from 5:00 AM to 1:56 AM. Route 34E service operates every 18 to 60 minutes, predominantly every 45 minutes before 9:00 AM, every 35 minutes through late afternoon, and every 45 to 60 minutes through the end of service. Before noon, there are two Route 34 trips between Route 34E trips, and through the rest of the day, Routes 34E and 34 generally alternate. Combined headways between the Dedham Line and Forest Hills Station are approximately 13 minutes in the morning, 18 minutes in the afternoon, and 25 to 35 minutes in the evening and at night.

On Sundays, service operates from 6:00 AM to 1:41 AM. Route 34 and 34E trips alternate throughout the day, with the exception of paired 34E trips at around 9:00 AM and 5:30 PM. Average headways are 50 and 48 minutes, respectively. In general, service from Walpole operates irregularly every 40 to 60 minutes, and service from the Dedham Line operates irregularly every 20 to 30 minutes.

Service Patterns

All Route 34 trips except four operate between the Dedham Line and Forest Hills Station (see Table 3). The exceptions are:

- Two school trips to and from Boston Latin High School in the Longwood Medical Area, inbound at 6:29 AM and outbound at 2:15 PM. Both of these trips are extensions of the regular route from Forest Hills Station to Boston Latin High School.
- Two school trips to and from Boston Latin Academy in Roxbury, inbound at 6:25 AM and outbound at 1:35 PM. Both of these trips are extensions of the regular route from Forest Hills Station to Boston Latin Academy.

Table 3 | Service Patterns: Route 34

PATTERN	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS PER WKD	TRIPS PER SAT	TRIPS PER SUN
INBOUND				59	38	21
34.0	Dedham Line	Forest Hills Station	Primary pattern	57	38	21
34.1	Dedham Line	Boston Latin High School	AM school trip via Forest Hills	1	-	-
34.K	Dedham Line	Boston Latin Academy	AM school trip	1	-	-

PATTERN	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS PER WKD	TRIPS PER SAT	TRIPS PER SUN
OUTBOUND				62	38	23
34.0	Forest Hills Station	Dedham Line	Primary pattern	60	38	23
34.1	Boston Latin High School	Dedham Line	PM school trip via Forest Hills	1	-	-
34.K	Boston Latin Academy	Dedham Line	PM school trip	1	-	-

Route 34E’s operations are much more complex and include seven inbound variants and 10 outbound variants (see Table 4). The variants serve different combinations of destinations and alignments (Dedham Mall, Xavierian Brothers High School, Universal Technical Institute, Washington Street, Walpole Street), local and limited stop service between Forest Hills Station and Lagrange Street, and short-turn trips at East Walpole.

In more detail, Route 34E service patterns are as follows:

Weekday Inbound

- Service before 8:20 AM does not operate into the Dedham Mall.
- Six trips operate via Walpole Street/Route 1A in Walpole and Norwood instead of Washington Street. These trips depart at 9:30 AM, 10:30 AM, 11:32 AM, 5:20 PM, 6:00 PM, and 7:02 PM.
- One trip (at 12:30 PM) operates via Upland Woods to serve Universal Technical Institute in Norwood, which is a small technical training institute.
- Service after 8:00 PM only operates as far as East Walpole. One trip at 8:05 PM operates via Upland Woods/Universal Technical Institute and trips after 10:03 PM do not operate into the Dedham Mall.

Weekday Outbound

- Service before 8:20 AM does not operate into the Dedham Mall.
- Five trips operate via Walpole Street/Route 1A instead of Washington Street. These trips depart at 5:40 AM, 6:20 AM, 7:00 AM, 11:15 AM, and 12:15 PM.
- Two trips (at 5:40 AM and 12:45 PM) operate via Upland Woods.
- Two trips (at 7:20 AM and 7:40 AM) operate via Xavierian High School in Walpole. These trips have no inbound counterparts.
- One trip (the 2:03 PM departure from Forest Hills Station) originates at Boston Latin Academy in Roxbury.
- One trip (the 2:56 PM departure from Forest Hills Station) originates at Boston Latin School in the Longwood Medical Area.

- Trips between 3:15 PM and 5:10 PM only permit boarding passengers between Forest Hills Station and LaGrange Street. People traveling between Forest Hills Station and LaGrange Street must use Route 34, and this is done to avoid overloading Route 34E trips.
- Trips between 4:30 PM and 6:10 PM do not operate into the Dedham Mall. This is to save time for PM peak commuters.
- Service after 7:00 PM only operates as far as East Walpole.
- Trips after 10:00 PM do not operate into the Dedham Mall.

Table 4 | Service Patterns: Route 34E

PATTERN	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS PER WKD	TRIPS PER SAT	TRIPS PER SUN
INBOUND				40	29	23
34E.1	Walpole Station	Forest Hills Station	Does not serve Dedham Mall	6	-	-
34E.4	East Walpole	Forest Hills Station	Evening service; via Upland Woods; serves Dedham Mall	1	4	-
34E.6	East Walpole	Forest Hills Station	Evening service that does not serve Dedham Mall	3	5	12
34E.7	Walpole Station	Forest Hills Station	Regular service; serves Dedham Mall	20	17	-
34E.8	East Walpole	Forest Hills Station	Evening service that does not serve Dedham Mall	2	3	11
34E.9	Walpole Station	Forest Hills Station	Via Walpole St/Route 1A; serves Dedham Mall	6	-	-
34E.U	Walpole Station	Forest Hills Station	Via Upland Woods; serves Dedham Mall	1	-	-
34E.Y	East Walpole	Forest Hills Station	Via Upland Woods; serves Dedham Mall	1	-	-
OUTBOUND				40	28	23
34E.1	Forest Hills Station	Walpole Station	Via Xavierian HS; does not serve Dedham Mall	2	-	-
34E.2	Forest Hills Station	Walpole Center	Via Walpole St/Route 1A; serves Dedham Mall	2	-	-
34E.3	Forest Hills Station	Walpole Center	Via Upland Woods; serves Dedham Mall	3	-	-
34E.4	Forest Hills Station	Walpole Center	Does not serve Dedham Mall	9	6	-
34E.5	Forest Hills Station	Walpole Center	Only allows boardings between Forest Hills and LaGrange Street	3	-	-
34E.6	Forest Hills Station	East Walpole	Evening service; does not serve Dedham Mall	3	5	12

PATTERN	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS PER WKD	TRIPS PER SAT	TRIPS PER SUN
34E.7	Forest Hills Station	Walpole Center	Regular route; serves Dedham Mall	9	15	-
34E.8	Forest Hills Station	East Walpole	Evening service; serves Dedham Mall	3	3	11
34E.9	3867 Washington Street	East Walpole	Evening service via Walpole Street; does not serve Dedham Mall	4	-	-
34E.T	Forest Hills Station	Walpole Center	Via Upland Woods; serves Dedham Mall	1	-	-
34E.U	Forest Hills Station	East Walpole	Via Upland Woods; serves Dedham Mall	1	-	-

Saturdays

- In the AM, there are two Route 34 trips between Route 34E trips; in the afternoon they alternate.
- Route 34E service before 9:00 AM does not serve the Dedham Mall.
- Route 34E service after 6:10 PM outbound and 7:20 PM inbound operates to and from East Walpole.
- Route 34E trips after 9:40 PM outbound and 10:10 PM inbound do not serve the Dedham Mall.

Sundays

- With only a few exceptions, Route 34 and 34E trips alternate throughout the day.
- Route 34E service before 11:00 AM does not serve the Dedham Mall
- Route 34E service operates to and from East Walpole throughout the day.
- Route 34E trips after 7:20 PM do not serve the Dedham Mall.

Ridership

Together, Routes 34 and 34E carry 6,540 passengers per weekday, 3,960 passengers on Saturdays, and 2,800 passengers on Sundays. It is the MBTA's 13th highest ridership route on weekdays, 13th highest on Saturdays, and 15th highest on Sundays. They have higher weekday ridership than two Silver Line routes and five Key Bus routes.

Ridership by Stop

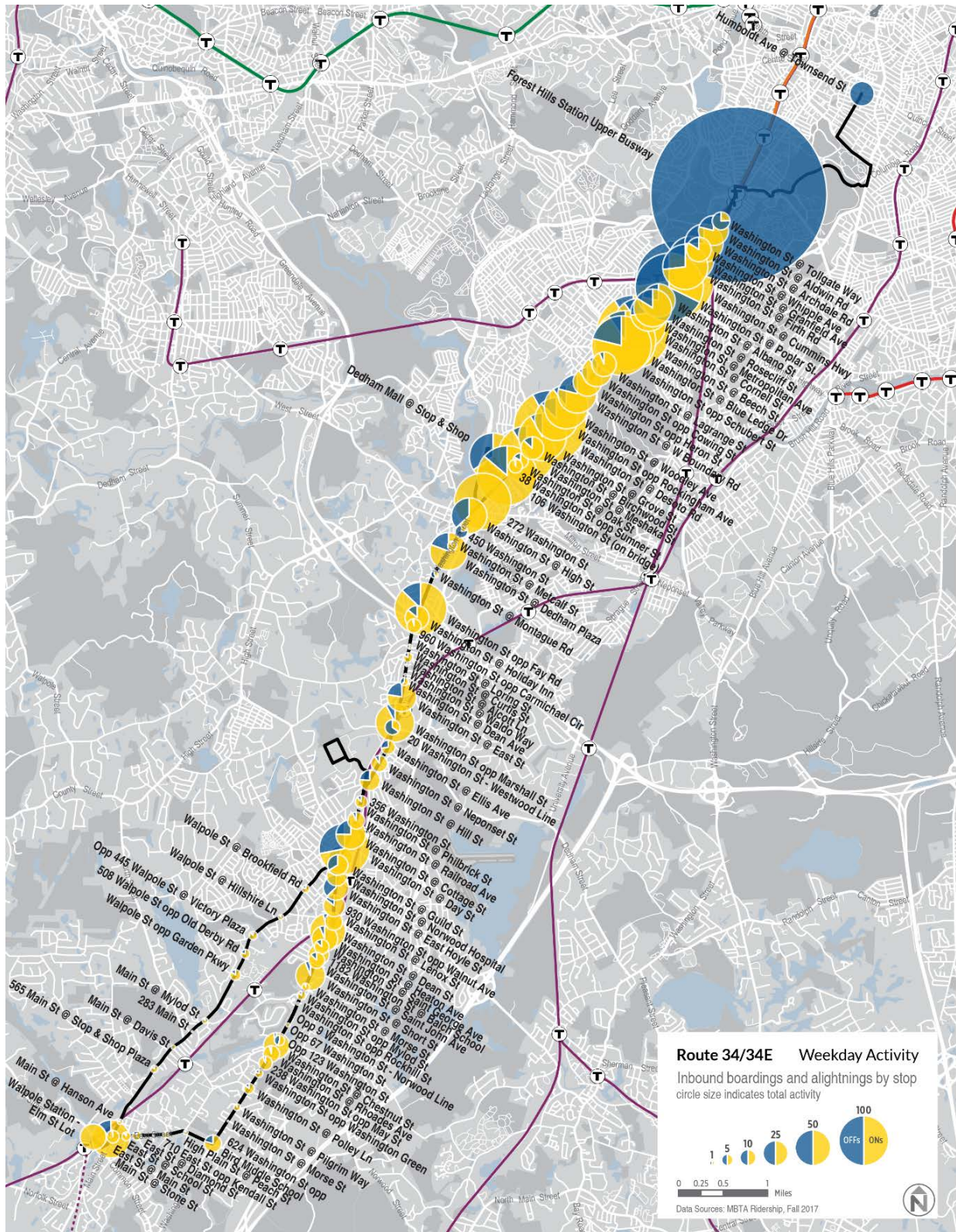
A majority of Route 34 and 34E passengers ride to and from Forest Hills Station. Ridership is heaviest between just north of the Dedham Mall and Forest Hills Station, and significantly lower to the south. On weekday inbound trips (see Figure 3):

- Total ridership in Walpole is low, with 80 boardings and 10 alightings. The first stop at Walpole Station has 30 boardings and the next stop on Main Street at Stone Street in downtown has 50 boardings.
- Ridership in Norwood totals 400 boardings and 140 alightings:
 - Ridership is very low south of Washington Street at Short Street, with fewer than 10 total boardings and alightings.
 - Ridership then increases to a total of 310 boardings and 120 alightings at the 15 stops through to Washington Street opposite George Street. This segment includes downtown Norwood.
 - Ridership again drops to very low levels at the five stops to the Norwood/Westwood line, with only 40 boardings and 10 alightings.
- Ridership is low in Westwood, where there are only 100 boardings and 30 alightings at 10 stops.
- In total, 660 of 3,080 inbound boardings, or 22%, and 200 alightings, or 6% of all alightings, are south of the Dedham Line.
- Ridership in Dedham totals 540 boardings and 170 alightings.
 - 210 passengers board and 80 alight at the eight stops before Dedham Mall.
 - The two stops within Dedham Mall have 70 boardings and 50 alightings. 272 Washington Street, which is located across the street from the Dedham Mall and used when buses do not serve the mall, has 130 boardings and very few alightings.
 - 130 passengers board and 30 alight at the two stops after the Dedham Mall.
- A total of 730 passengers board and 130 alight at the 12 stops in West Roxbury. The highest ridership stop is on Washington Street at Desoto Road, which serves Ridgecrest Village Apartments, and has 200 boardings and 30 alightings.
- Ridership is very high in Roslindale, with 1,150 boardings and 600 alightings at the 15 stops before Forest Hills Station. Ridership is highest south of Cummins Highway, as the segment between Cummins Highway and Forest Hills is served by nine routes as they travel to Forest Hills Station.
- 1,280 passengers, or 63% of all inbound riders, alight at Forest Hills Station.

Many Route 34 and 34E variants serve very few passengers:

- The 12 trips (six inbound and six outbound) that operate via Walpole Street/Route 1A in Norwood serve fewer than 20 boardings and 40 alightings
- The two outbound trips via Xavierian Brothers High School serve five passengers.
- The four trips (two inbound and two outbound) that operate via Universal Technical Institute serve only one passenger.

Figure 3 | Weekday Inbound Ridership by Stop Map



Ridership by Trip

Routes 34 and 34E exhibit notably different ridership per trip patterns. Route 34 operates more frequently but with ridership that is very peak-oriented. Route 34E operates less frequently but ridership is more evenly distributed across the day.

Weekdays

Route 34E carries higher ridership per trip than Route 34, mostly because of its longer length. On Route 34 inbound trips (see Figure 4):

- Ridership starts out at 30 to 40 passengers until shortly before 6:00 AM when it spikes to 50 to nearly 60 passengers through 7:00 AM. Most trips between 6:00 AM and 7:00 AM are overloaded when they get to Forest Hills Station.
- Ridership then rapidly declines to just over 20 passengers per trip by 9:00 AM.
- Between 9:00 AM and 4:30 PM, ridership per trip is between 20 and 40 passengers.
- It then declines to fewer than 15 passengers per trip by 5:00 PM, and with only one exception, stays at fewer than 15 passengers through the end of service.

On Route 34E inbound trips (see Figure 5):

- Ridership starts high at 60 passengers on the first trip at 5:45 AM and stays at over 60 passengers until close to 7:30 AM. All trips before 7:00 AM have loads that exceed the MBTA's loading standards.
- Ridership per trip then drops slightly to around 50 passengers for the next half hour, and loads are within loading standards.
- Between 8:00 AM and 9:30 AM, ridership drops steadily to fewer than 30 passengers per trip.
- It then rebounds to 50 passengers by 10:00 AM and then ranges from 30 to 50 passengers through 2:00 PM.
- Between 2:00 PM and 5:00 PM, ridership per trip varies between 45 and 70 passengers. However, no trips are overcrowded.
- Ridership per trip then declines to around 20 passengers per trip at 6:00 PM and stays at that level until 9:00 PM when it jumps to 40 passengers.
- It then declines steadily to fewer than 10 passengers on the last trip at 12:55 AM.

On Route 34 outbound trips (see Figure 6):

- Ridership per trip starts at fewer than five passengers per trip and then averages fewer than 20 passengers per trip until 1:30 PM.
- It then increases to 40 to over 50 passengers through 10:00 PM.

Figure 4 | Weekday Ridership by Trip: Route 34 Inbound

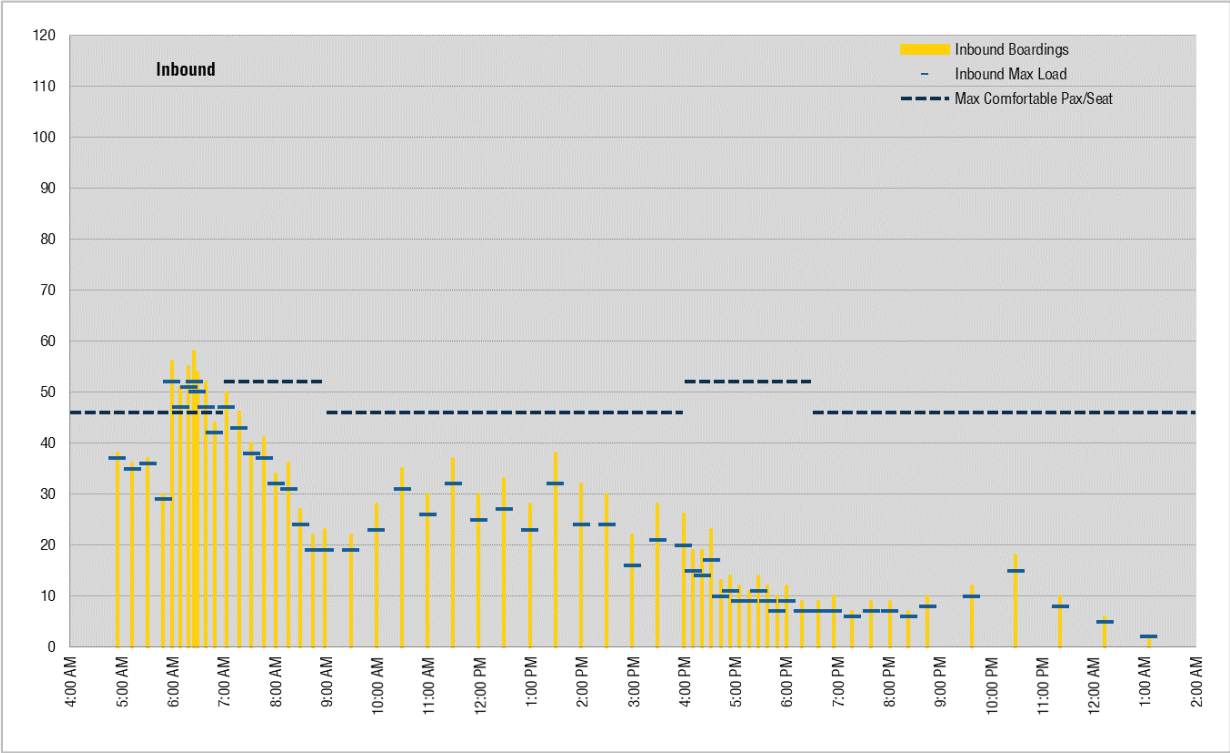


Figure 5 | Weekday Ridership by Trip: Route 34E Inbound

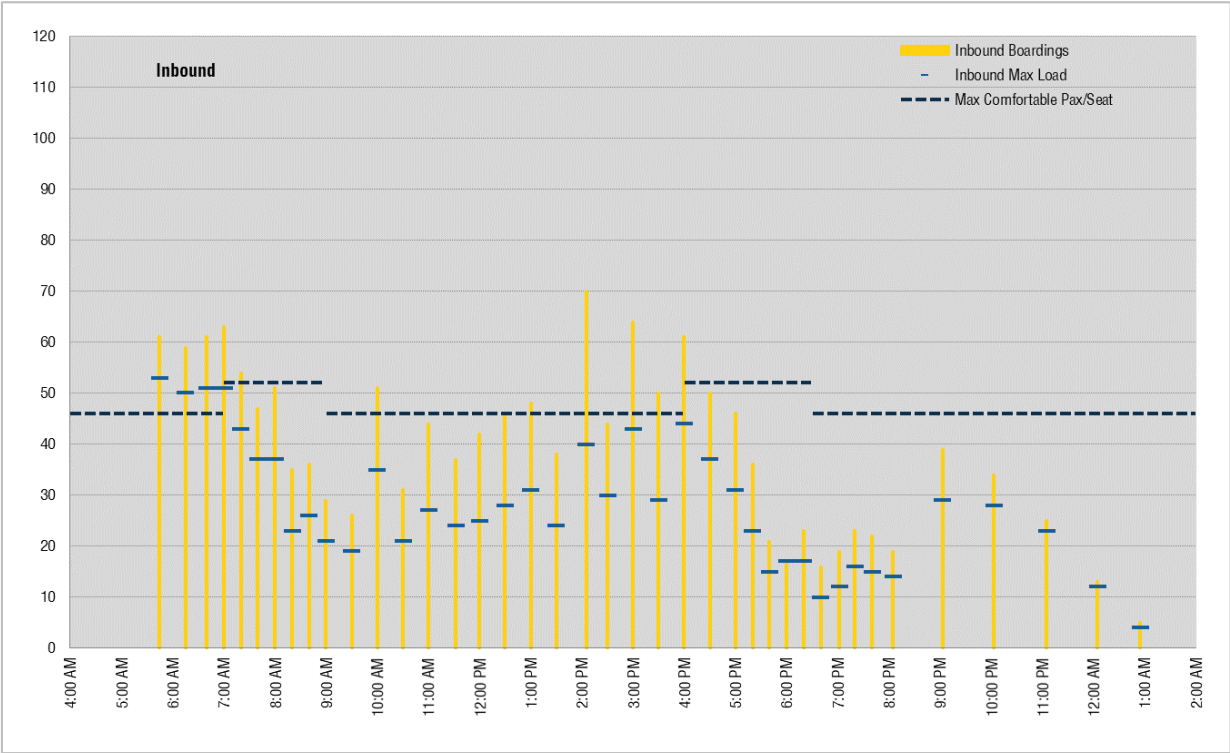


Figure 6 | Weekday Ridership by Trip: Route 34 Outbound

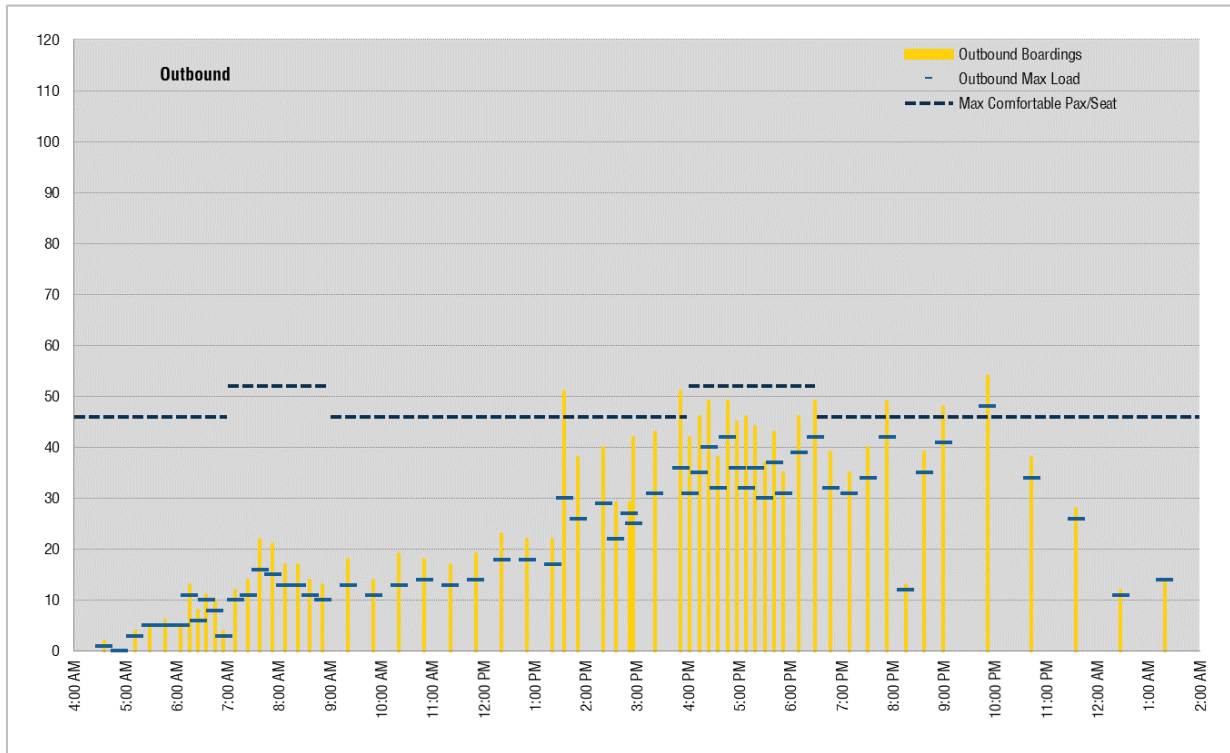
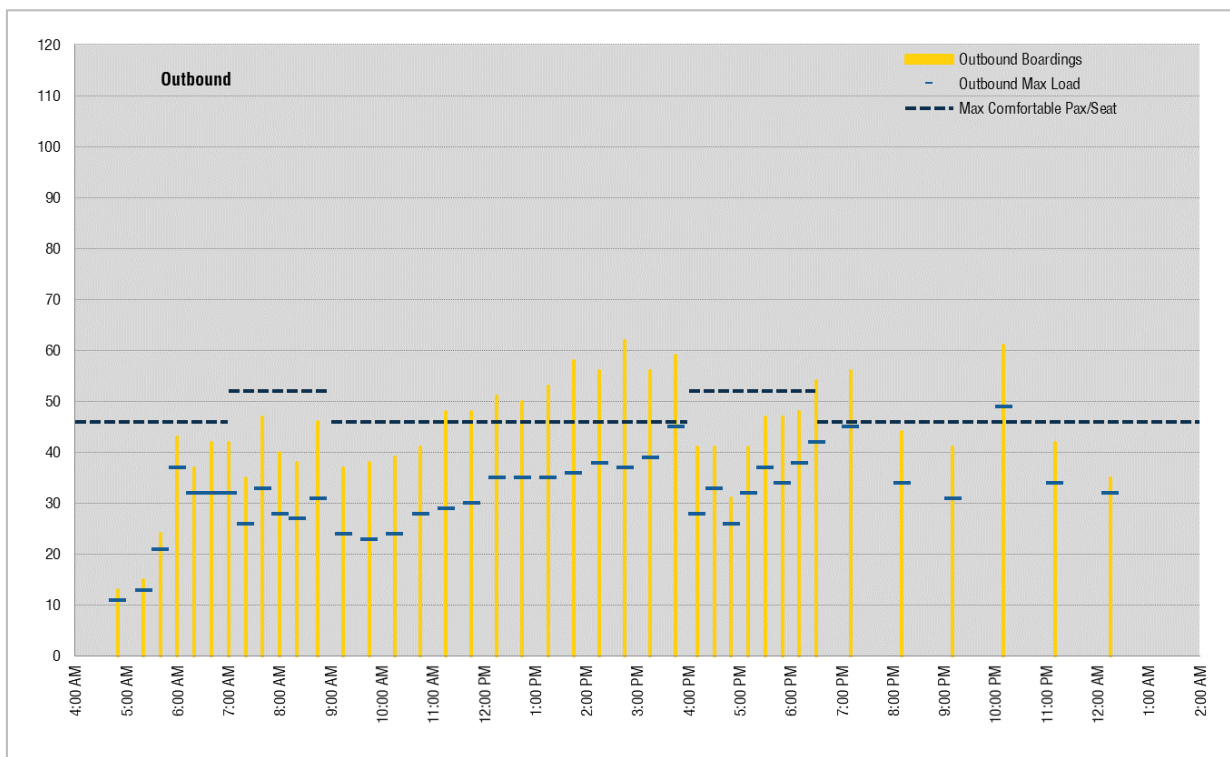


Figure 7 | Weekday Ridership by Trip: Route 34E Outbound



- After 10:00 PM, it drops steadily to fewer than 15 passengers on the last trip.

On Route 34E outbound trips (see Figure 7):

- Ridership per trip starts at 10 to 15 passengers on the first two trips.
- It then increases from close to 40 passengers to over 60 between 6:00 AM and close to 7:30 PM.
- Ridership then ranges from 35 to 45 passengers through the end of service, but with one trip (at 10:10 PM) carrying 60 passengers.

Saturdays

As on weekdays, Route 34E ridership per trip is higher than on Route 34, largely because of the route's longer length. On Route 34 inbound trips (see Figure 8):

- Ridership generally ranges from 20 to 30 passengers per trip through 6:30 PM, but with a handful of trips carrying over 30 passengers.
- It is then slightly lower through 11:00 PM and then declines to fewer than five on the last trip at 1:33 AM.

On Route 34E inbound trips (see Figure 9):

- Ridership increases from 31 passengers on the first trip at 6:10 AM to over 50 just before 10:00 AM.
- It then generally varies from 50 to 60 passengers per trip through 5:30 PM.
- It then decreases to 30 to 45 passengers per trip from just before 6:00 PM to just after 11:00 PM.
- It then declines to 20 passengers on the second to last trip at 12:05 AM and 10 on the last trip at 12:51 AM.

On Route 34 outbound trips (see Figure 10):

- Ridership begins low with fewer than 10 passengers on the first three trips.
- It ranges from 10 to 20 passengers per trip between 6:00 AM and 1:00 PM.
- It increases to mostly over 30 passengers between 1:00 PM and about 7:00 PM.
- After 7:00 through the end of service, it fluctuates between 20 and 30 passengers.

On Route 34E outbound trips (see Figure 11):

- Ridership starts at close to 20 passengers per trip and then grows to over 40 by 7:00 AM.
- It ranges from 40 to 60 until 6:00 PM, with a few trips exceeding 60 passengers.
- Ridership then varies from fewer than 25 passengers per trip to nearly 60, with 40 on the last outbound trip at 12:15 AM.

Figure 8 | Saturday Ridership by Trip: Route 34 Inbound

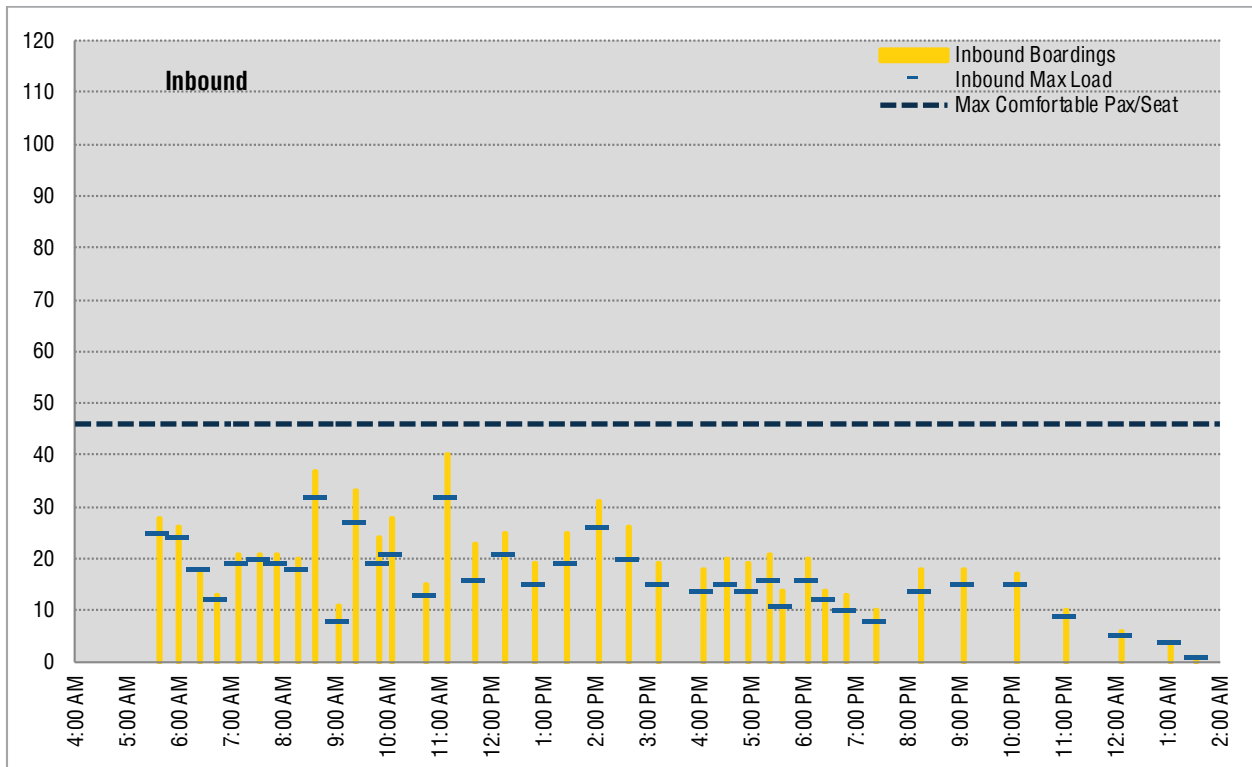


Figure 9 | Saturday Ridership by Trip: Route 34E Inbound

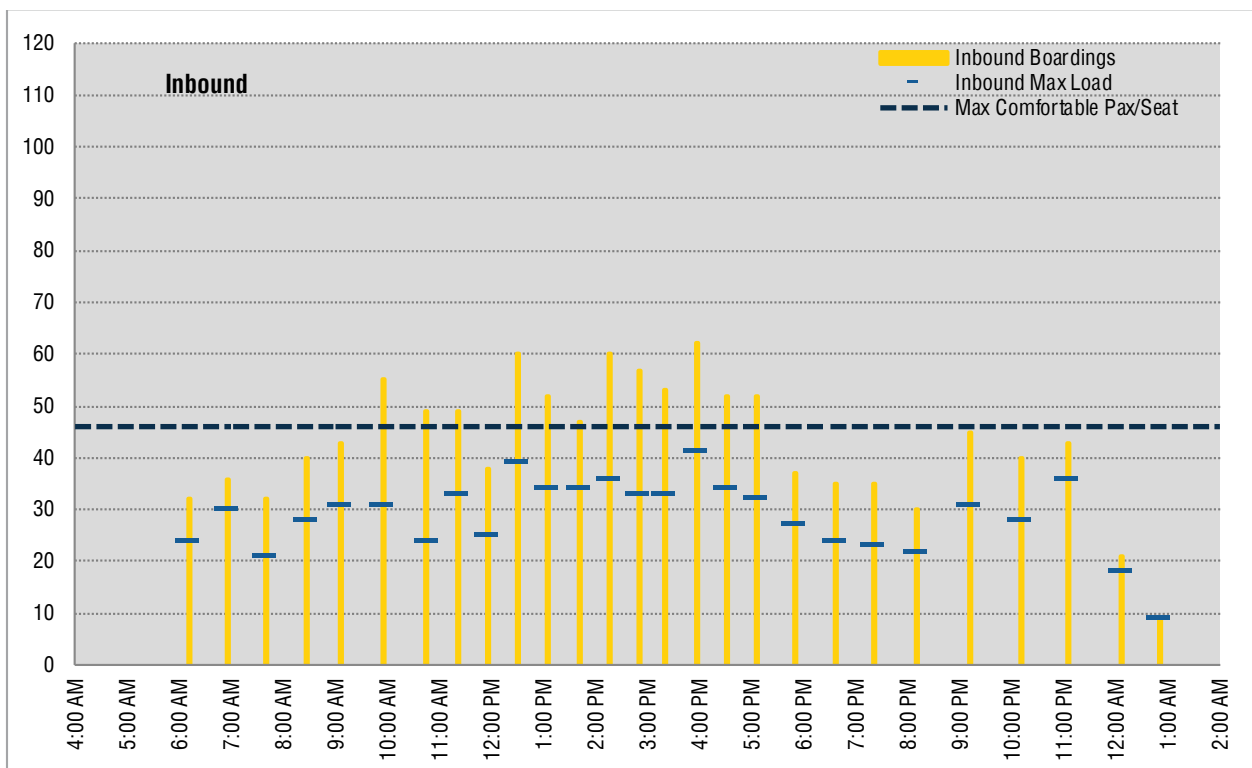


Figure 10 | Saturday Ridership by Trip: Route 34 Outbound

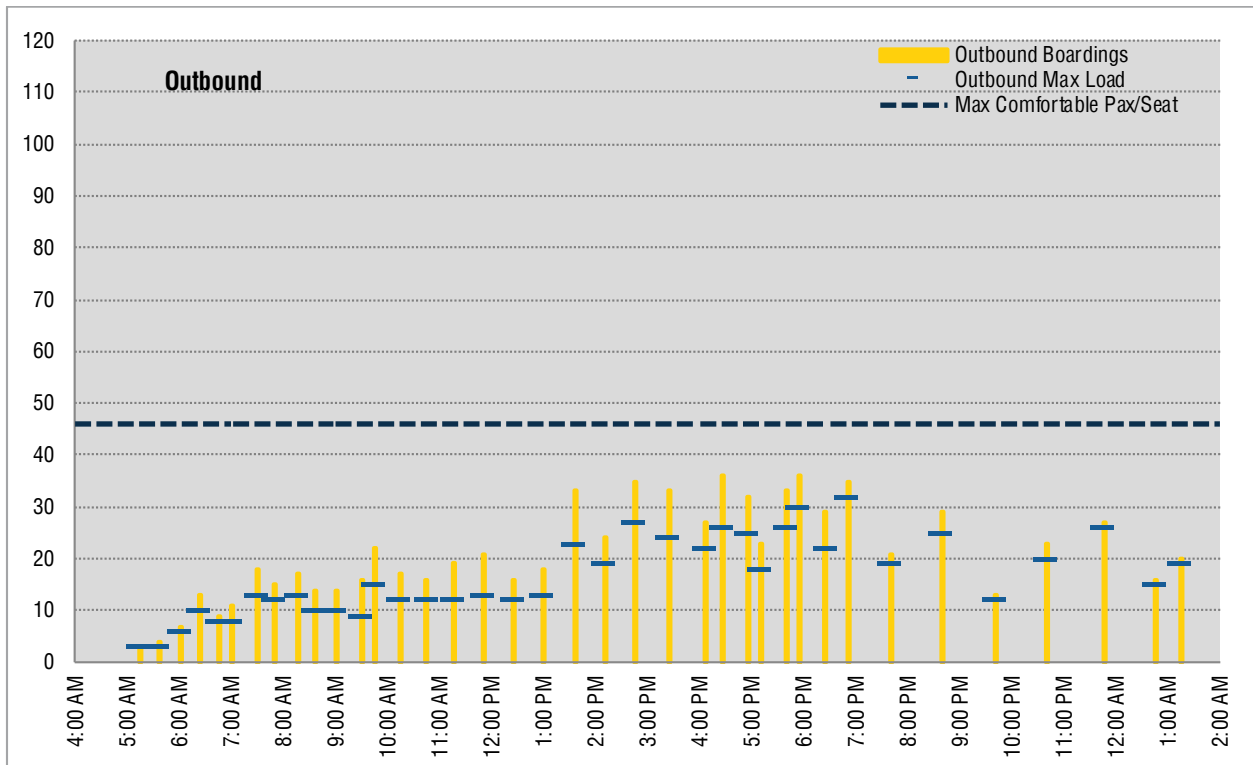
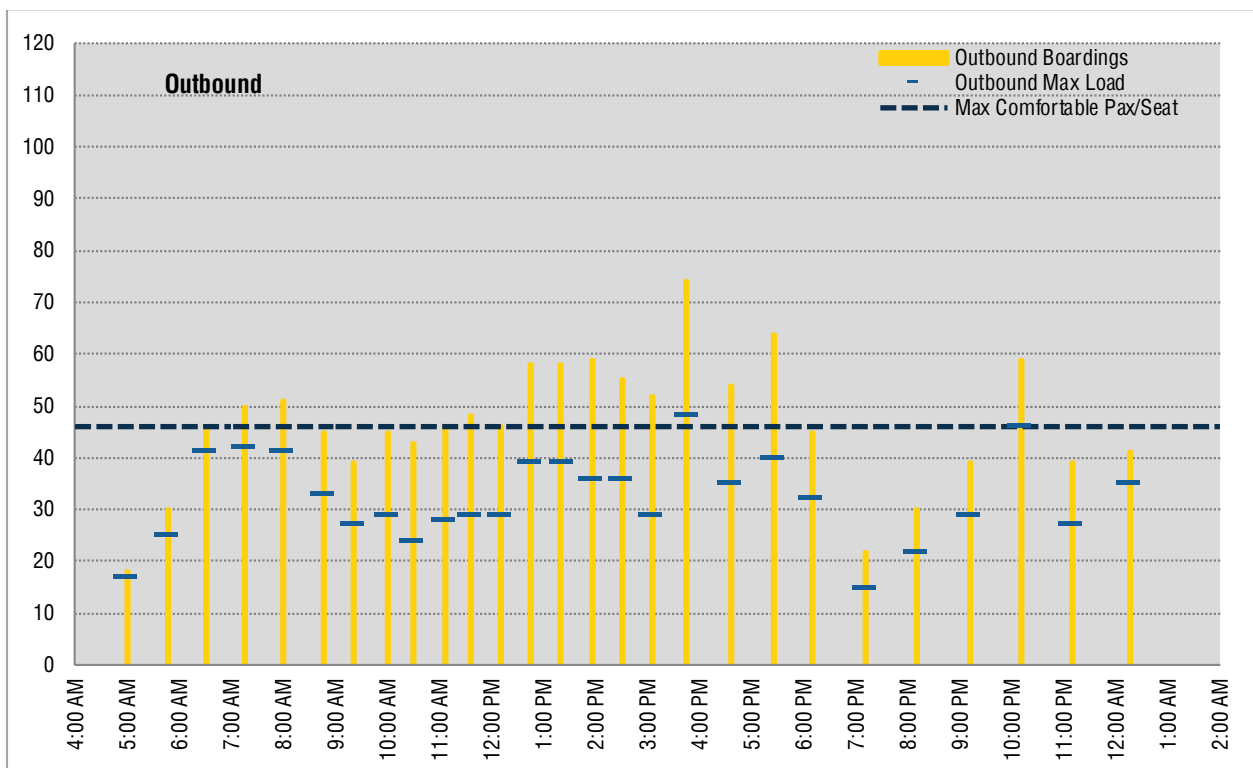


Figure 11 | Saturday Ridership by Trip: Route 34E Outbound



Sundays

As on weekdays and Saturdays, Route 34E ridership per trip is higher than on Route 34 because of the route's longer length. On Route 34 inbound trips (see Figure 12):

- Ridership per trip ranges from 20 to 40 between the beginning of service and 5:00 PM.
- Ridership per trip then declines to 10 to 15 passengers per trip through 11:00 PM, and then declines to fewer than five passengers per trip through the end of service.

On Route 34E inbound trips (see Figure 13):

- Ridership per trip ranges from 30 to nearly 60 passengers from the start of service until 6:00 PM.
- It then ranges from approximately 20 to 30 passengers per trip until 9:00 PM.
- It then declines steadily to fewer than 10 passengers on the last inbound trip at 1:00 AM.

On Route 34 outbound trips (see Figure 14):

- Ridership is around 20 passengers per trip from the beginning of service through 1:00 PM.
- It then increases to 30 to over 40 passengers per trip through 8:00 PM.
- It then is close to 20 passengers on all trips through midnight, and then has 10 passengers on the second to last trip at 12:45 AM and six on the last trip at 1:15 AM.

On Route 34E outbound trips (see Figure 15):

- Ridership on most trips through 8:30 PM ranges from 40 to 50 passengers.
- Ridership then declines moderately to 30 to 40 passengers through midnight.
- It is then 20 passengers on the last outbound trip at 12:20 AM.

Figure 12 | Sunday Ridership by Trip: Route 34 Inbound

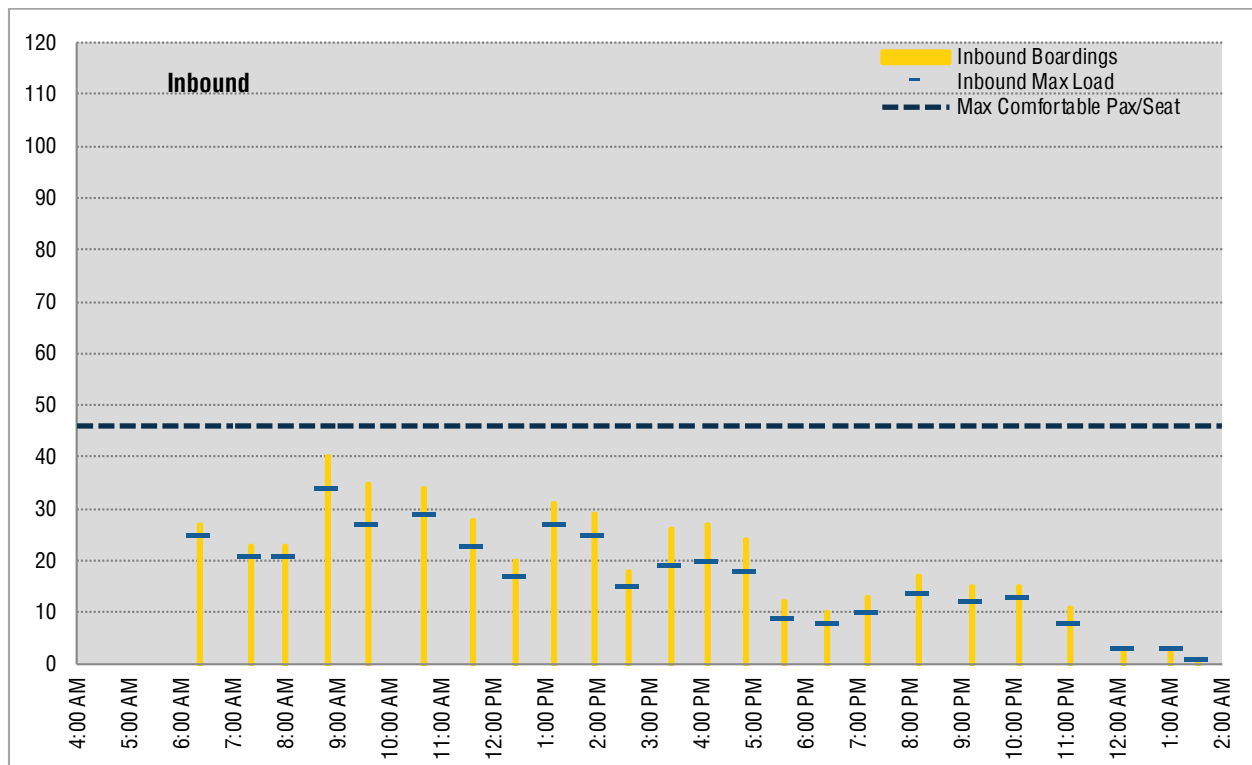


Figure 13 | Sunday Ridership by Trip: Route 34E Inbound

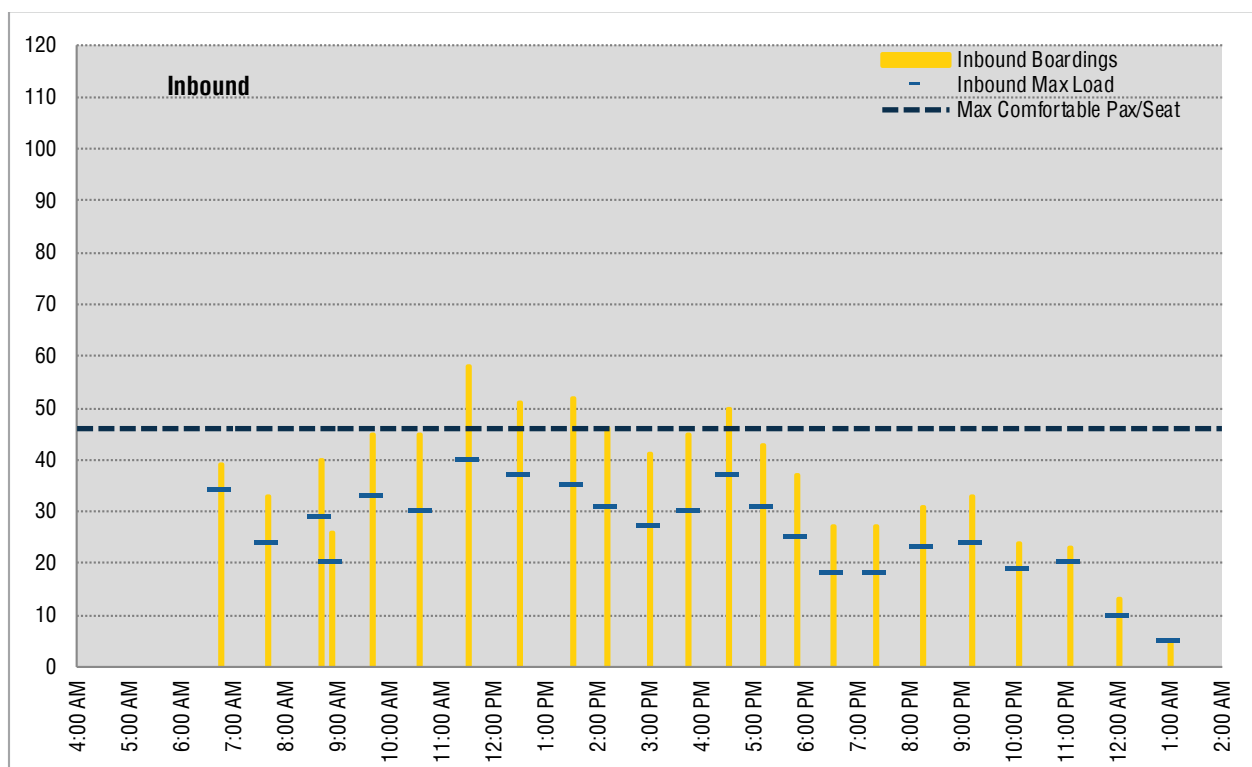


Figure 14 | Sunday Ridership by Trip: Route 34 Outbound

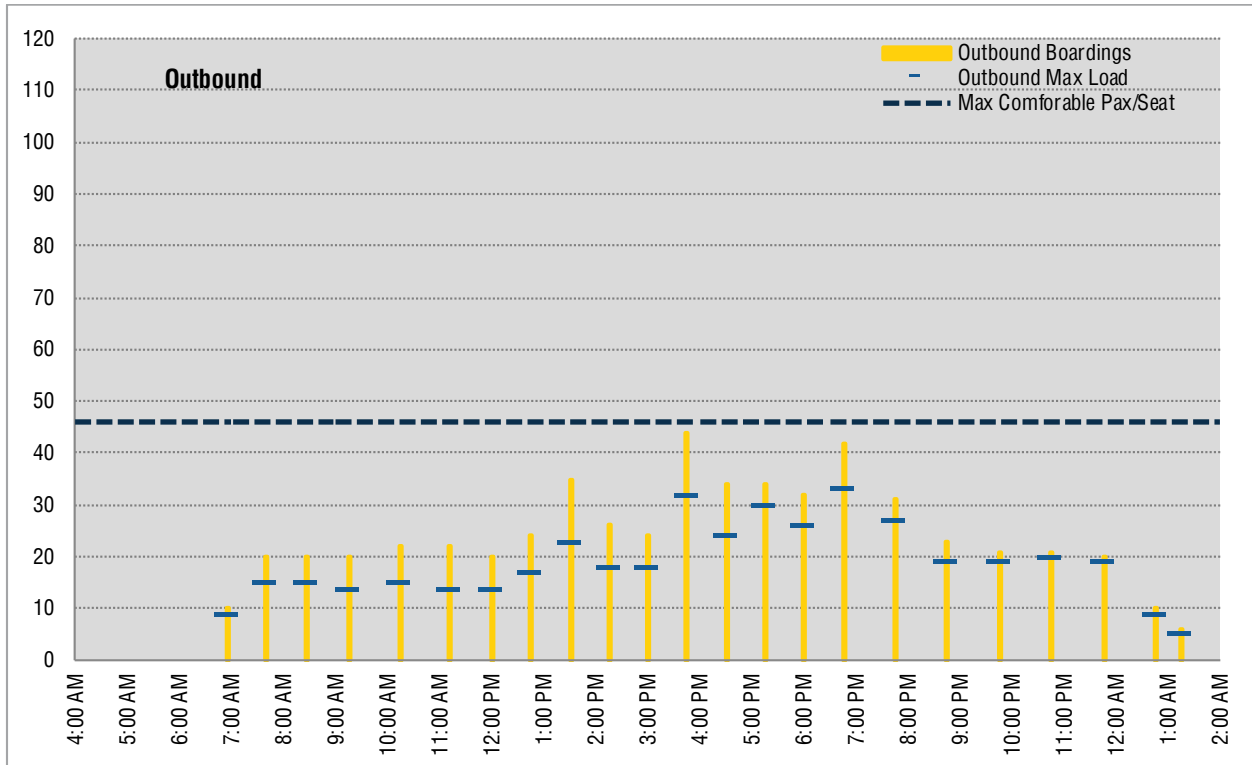
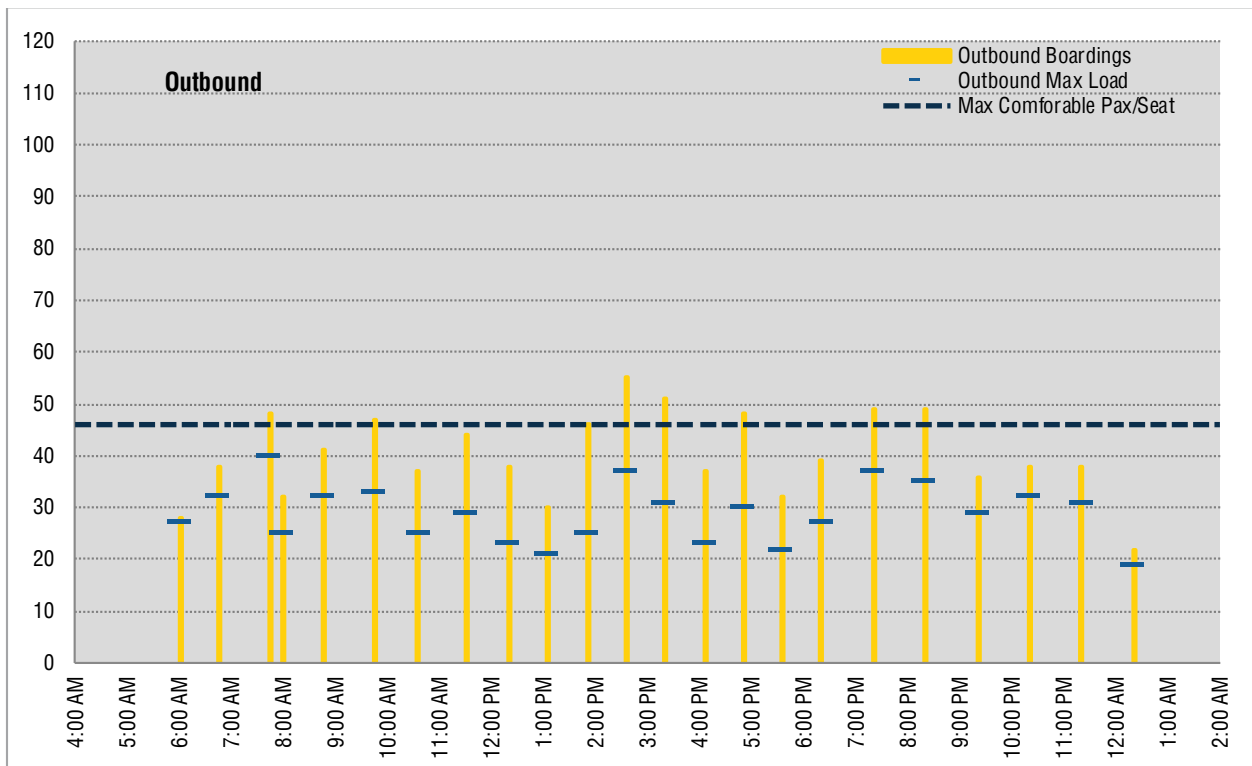


Figure 15 | Sunday Ridership by Trip: Route 34E Outbound



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 Routes 34 and 34E, 91% of weekday passenger minutes are in comfortable conditions, which is below the minimum standard of 92% (see Table 5). This is due to overcrowding on AM peak inbound trips, a large number of dropped trips, and poor on-time performance.

Table 5 | Passenger Time Spent Traveling in Comfortable Conditions

	WEEKDAYS	SATURDAYS	SUNDAYS
Minimum Standard	92%	92%	92%
Target	96%	96%	96%
Actual	91%	98.8%	99.7%

Reliability and Speed

Reliability

Reliability on Routes 34 and 34E is very poor. For the two routes combined, on-time performance is only 56% on weekdays, 63% on Saturdays, and 61% on Sundays (see Table 6). All of these reliability rates are below the minimum standard of 70% for Local routes. In Fall 2017, 2% of weekday trips were dropped, and this was a contributing factor to poor on-time performance.

Table 6 | Reliability

SERVICE DAY	ORIGIN/MID-ROUTE ON-TIME PERFORMANCE	DESTINATION ON-TIME PERFORMANCE	OVERALL RELIABILITY	DROPPED TRIPS
Monday-Friday	56%	74%	56%	2.0%
Saturday	63%	64%	63%	-
Sunday	63%	69%	61%	-

Running Times

The major reason that Route 34 and 34E's on-time performance is so poor is that actual running times exceed scheduled running times for nearly the entire day. On Route 34, actual times are generally longer by two to five minutes and by up to 10 minutes during peak periods. Inbound delays are worst between 2:00 PM and 6:00 PM, and outbound

delays are worst between 3:00 PM and 5:00 PM (see Figure 16 and Figure 17). Differences on Route 34E are similar.

Figure 16 | Scheduled & Median Travel Time by Trip: Route 34 Inbound

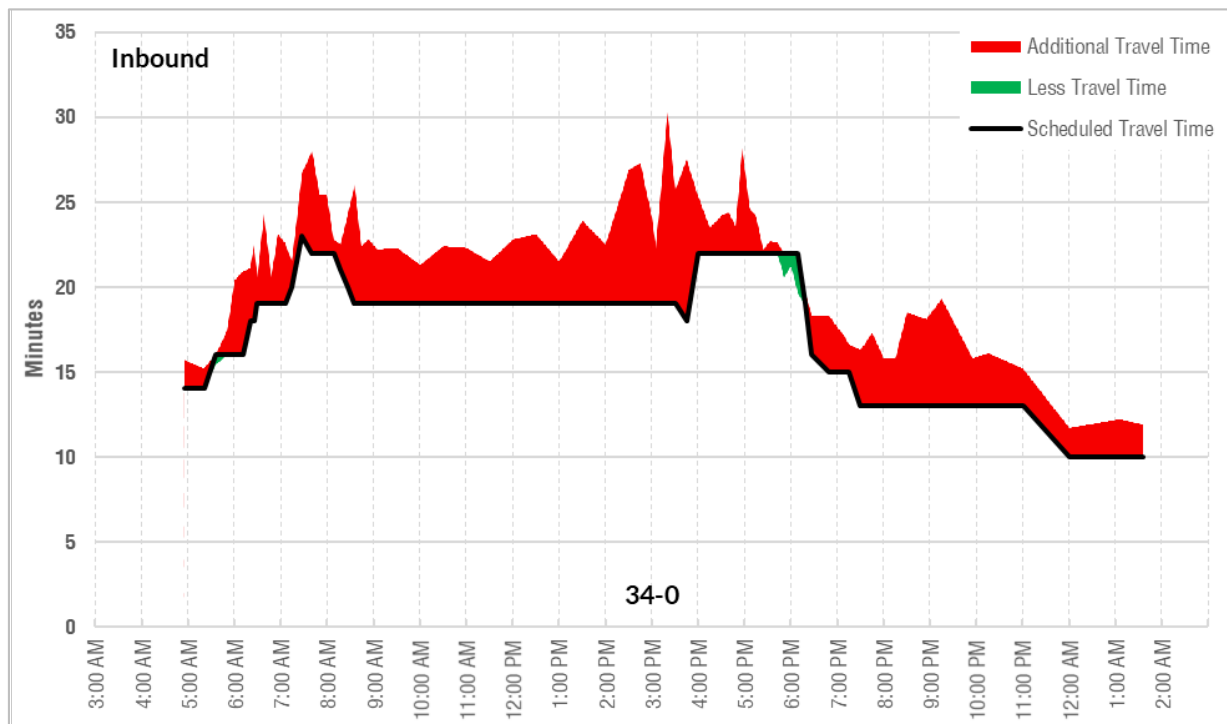
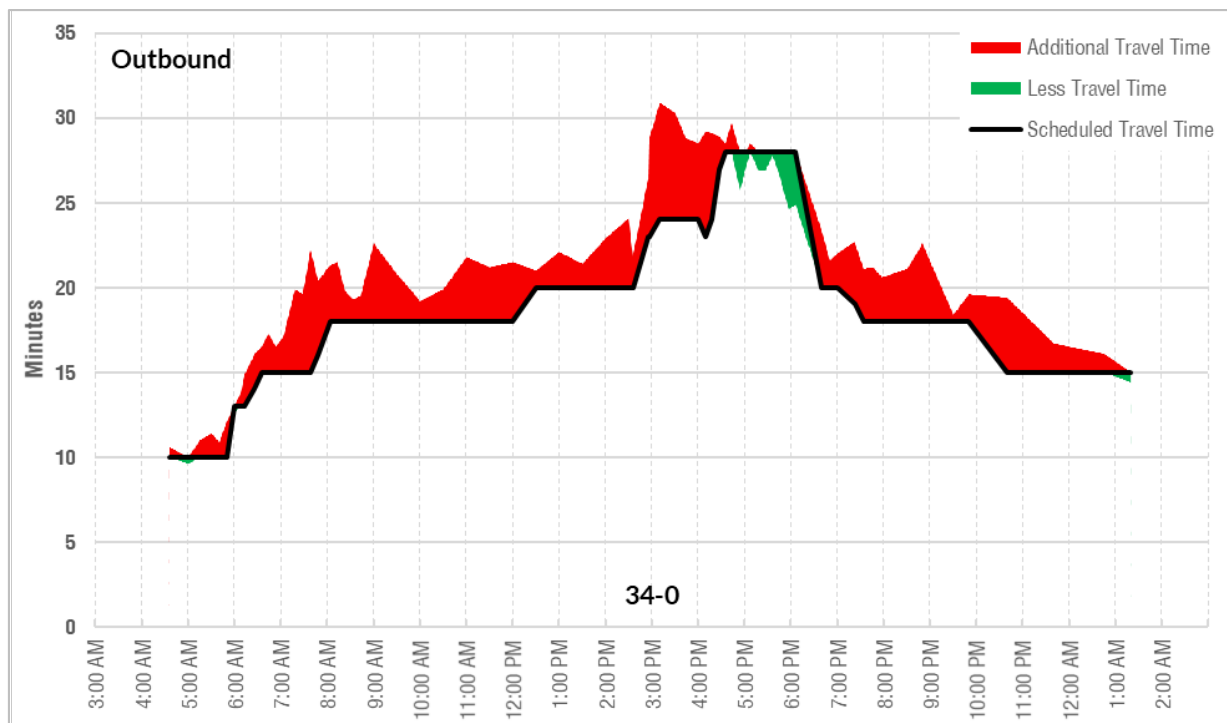


Figure 17 | Scheduled & Median Travel Time by Trip: Route 34 Outbound



Stop Spacing

Routes 34 and 34E have approximately 8.5 stops per mile, which is well in excess of the four to seven stops per mile recommended for urban areas, which comprises most of Route 34 and 34E's service area. Stops are spaced tightly along the majority of the route. The only stretches where stops are somewhat less closely spaced, at roughly 5.5 stops per mile or fewer, are on the outer stretches of Route 34E on Washington Street between Washington Green and Walpole Station, and on Walpole Street between Brookfield Road and Walpole Station. On the 4.5-mile segment between Forest Hills Station and Dedham Mall, there are 28 stops, or 6.2 stops per mile.

Of the 119 stops along Route 34E, 50 stops have fewer than five riders per day (combined boardings and alightings), and 18 stops have zero riders per day. In addition to reducing travel times for passengers, stop consolidation would also help reduce differences between actual and scheduled running times.

Summary

Together, Routes 34 and 34E provide important service connecting residents of Roslindale, Dedham, Norwood, East Walpole, and Walpole to the MBTA Orange Line and beyond. Together, they serve 6,540 riders per weekday.

However, the route has a number of issues:

- On-time performance is very poor, due primarily to outdated schedules and dropped trips.
- Many AM peak inbound trips are overcrowded.
- Service is overly complex with over 20 different operating patterns.
- There are mismatches between demand and outer and inner end services.