

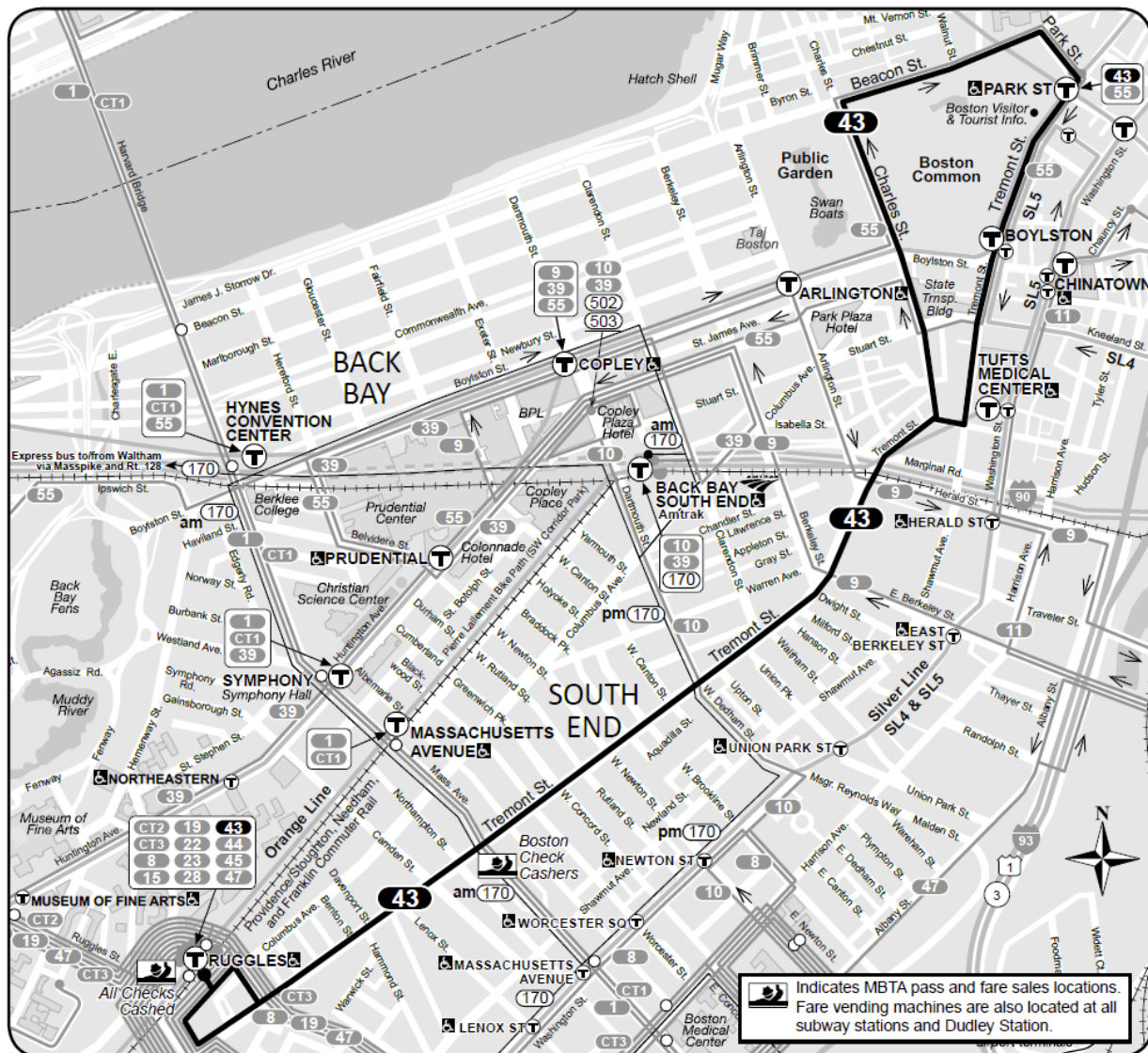
# Route 43

## Ruggles Station – Park and Tremont Streets

### Route Overview

Route 43 Ruggles Station – Park and Tremont Streets is a Local route that connects Ruggles Station to Park Street Station via Tremont Street in the South End (see Figure 1). It operates seven days per week. Most of Route 43 is within a 10-minute walk of a rapid transit station.

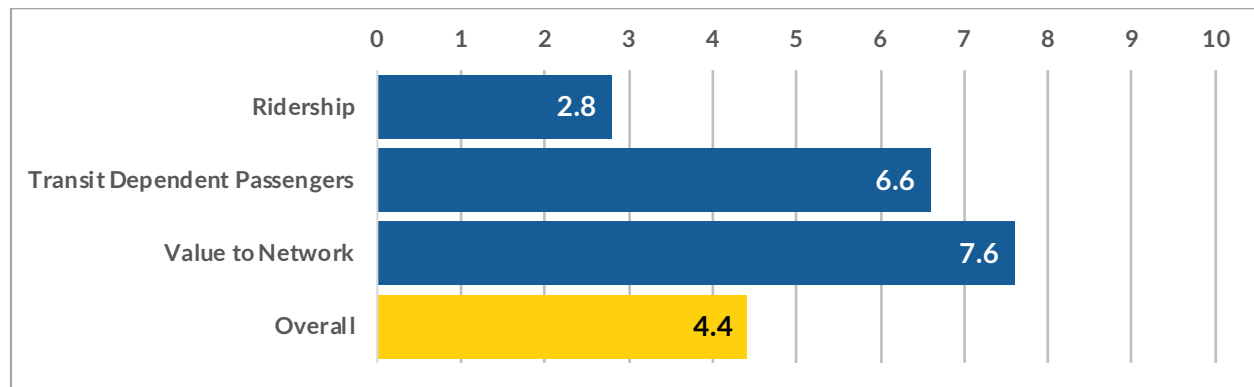
Figure 1 | Service Map



## Network Importance

Route 43 is a less important within the overall system (see Figure 2). On a scale of 0 to 10, the route rates 2.8 in terms of ridership, 6.6 in terms of transit dependent ridership, and 7.6 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 4.4.

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



## Service Patterns

### Schedule

Route 43 runs somewhat frequent service, and with a long span of service on both weekdays and weekends (see Table 1). On weekdays, Route 43 operates from 5:00 AM to 12:42 AM, with trips generally departing every 20 to 25 minutes. Service decreases somewhat towards the end of service, with later evening trips departing every 30 to 40 minutes. On Saturdays, Route 43 operates from 5:20 AM to 1:06 AM, with trips every 20 to 25 minutes. Sunday service is slightly less frequent, operating about every 25 minutes from 6:15 AM to 1:01 AM.

Route 43 meets the MBTA span of service and frequency standards for Local routes.

Since the completion of this document, the MBTA has made minor schedule changes to Route 43.

**Table 1 | Schedule Statistics**

SERVICE DAY	SPAN OF SERVICE	FREQUENCY (RANGE)	FREQUENCY (AVERAGE)	DAILY TRIPS (INBOUND/OUTBOUND)
<b>Monday-Friday</b>	<b>5:00 AM to 12:42 PM</b>			<b>50/50</b>
Sunrise	5:00 AM to 5:57 AM	21 – 25	23	3/3
Early AM	6:10 AM to 6:55 AM	18 – 25	21	3/2
AM Peak	7:10 AM to 8:55 AM	18 – 23	21	6/6
Midday Base	9:13 AM to 1:20 PM	19 – 25	24	11/11
Midday School	1:38 PM to 3:50 PM	25 – 25	25	6/6
PM Peak	4:10 PM to 6:19 PM	10 – 25	18	8/8
Evening	6:34 PM to 9:45 PM	20 – 35	26	8/9
Late Evening	10:05 PM to 11:50 PM	35 – 40	36	4/3
Night	12:02 AM to 12:42 AM	40 – 40	40	1/2
<b>Saturday</b>	<b>5:20 AM to 1:06 AM</b>	<b>20 – 40</b>	<b>22</b>	<b>52/52</b>
<b>Sunday</b>	<b>6:15 AM to 1:01 AM</b>	<b>25 – 35</b>	<b>27</b>	<b>42/42</b>

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

### Service Patterns

All Route 43 trips run the full route using the same service pattern between Ruggles Station and Park Street via Tremont Street (see Table 2).

**Table 2 | Service Patterns**

PATTERN	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS PER WKD	TRIPS PER SAT	TRIPS PER SUN
<b>INBOUND</b>				<b>50</b>	<b>52</b>	<b>42</b>
43.0	Ruggles Station	Tremont Street opposite Temple Place	Primary service pattern	50	52	42
<b>OUTBOUND</b>				<b>50</b>	<b>52</b>	<b>42</b>
43.0	Tremont Street opposite Temple Place	Ruggles Station	Primary service pattern	50	52	42

### Ridership

Route 43 has low ridership, with 975 passengers on weekdays, 600 passengers on Saturdays, and 415 passengers on Sundays.

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## Ridership by Stop

Route 43 ridership is highest at its terminal stops, which provide connections to MBTA rapid transit lines and major employment centers. Ridership is fairly consistent along Tremont Street in the South End. On weekdays running inbound (see Figure 3):

- 148 passengers board at Ruggles Station, which represents about 25% of all boardings.
- 223 passengers board and 65 passengers alight at nine stops between Ruggles Station and West Dedham Street.
- 131 passengers board and 87 passengers alight at the four stops from West Dedham Street through Herald Street, which are the Route 43 stops farthest from an Orange Line Station.
- 38 passengers board and 104 passengers alight at the four stops between Herald Street and the State House.
- 14 passengers board and 79 passengers alight at the State House (Beacon Street at Park Street).
- 137 passengers alight at Park Street Station (Tremont Street opposite Temple Place).

Route 43 outbound trips have fewer boardings than inbound trips. This is likely due in part to passengers boarding inbound trips to continue riding outbound, as Route 43 generally runs through Park Street Station without a long layover. Weekend ridership patterns are similar to weekday patterns, although with a somewhat greater proportion of boardings and alightings at Ruggles Station and Park Street Station.

Figure 3 | Weekday Inbound Ridership by Stop Map



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## Ridership by Trip

Route 43 has very low ridership per trip, except during weekday peak service. This reflects the route's low ridership and relatively frequent service. On weekdays (see Figure 4 and Figure 5):

- At the start of service, ridership is very low in both directions, with all trips carrying fewer than 10 passengers.
- Inbound ridership increases during the AM peak, with trips serving between 20 and 35 passengers. Outbound ridership remains low during this period.
- Midday ridership is low in both directions, with nearly all trips serving 10 or fewer passengers.
- Ridership in both directions increases during the PM peak, with trips serving between 10 and 20 passengers. Inbound ridership likely increases in part due to passengers boarding the end of inbound trips for outbound service.
- Ridership from the evening through the end of service is very low, with trips in both directions carrying only five or fewer passengers.

All trips on Saturdays and Sundays serve ten or fewer passengers, with trips in the morning and evening often carrying fewer than five passengers (see Figure 6 through Figure 9).

Please note that some passengers board Route 43 at inbound stops surrounding Boston Common to ride outbound towards Ruggles Station, meaning that there are passengers already on the bus at the start of outbound service. As a result, the maximum passenger loads on many outbound trips exceed the total number of outbound boardings.

Figure 4 | Weekday Ridership by Trip: Inbound

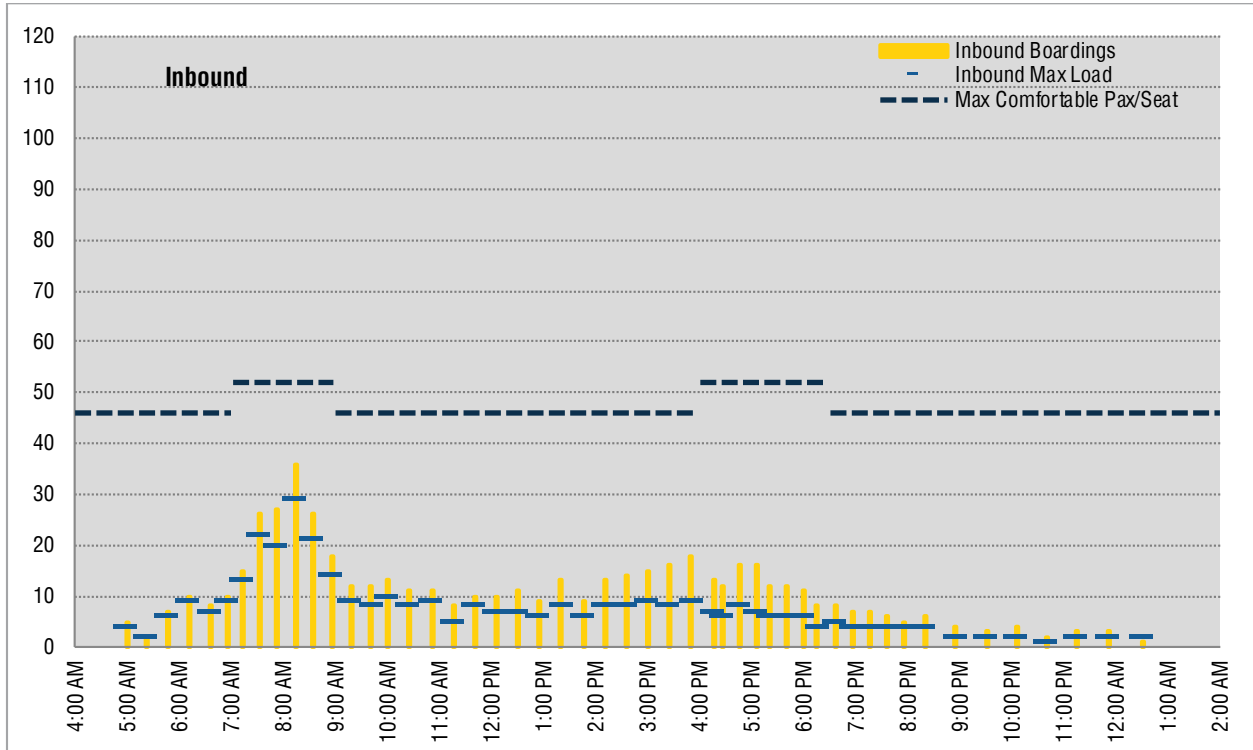


Figure 5 | Weekday Ridership by Trip: Outbound

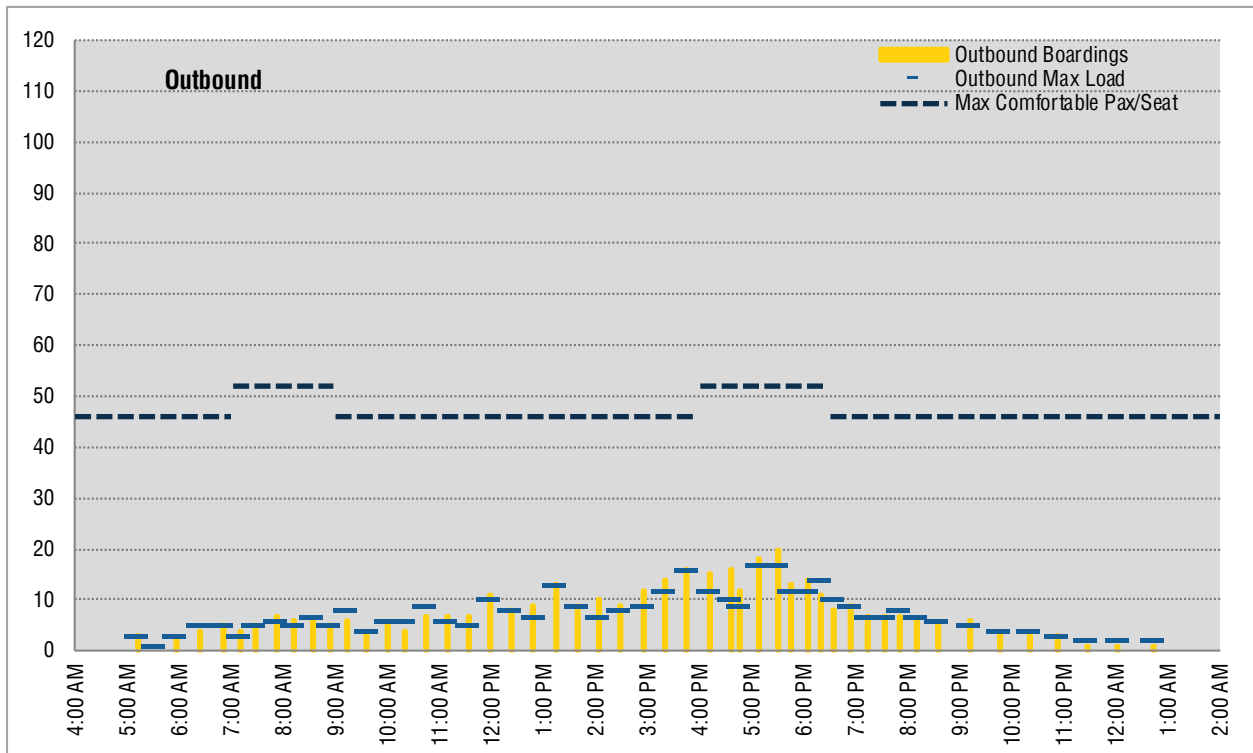


Figure 6 | Saturday Ridership by Trip: Inbound

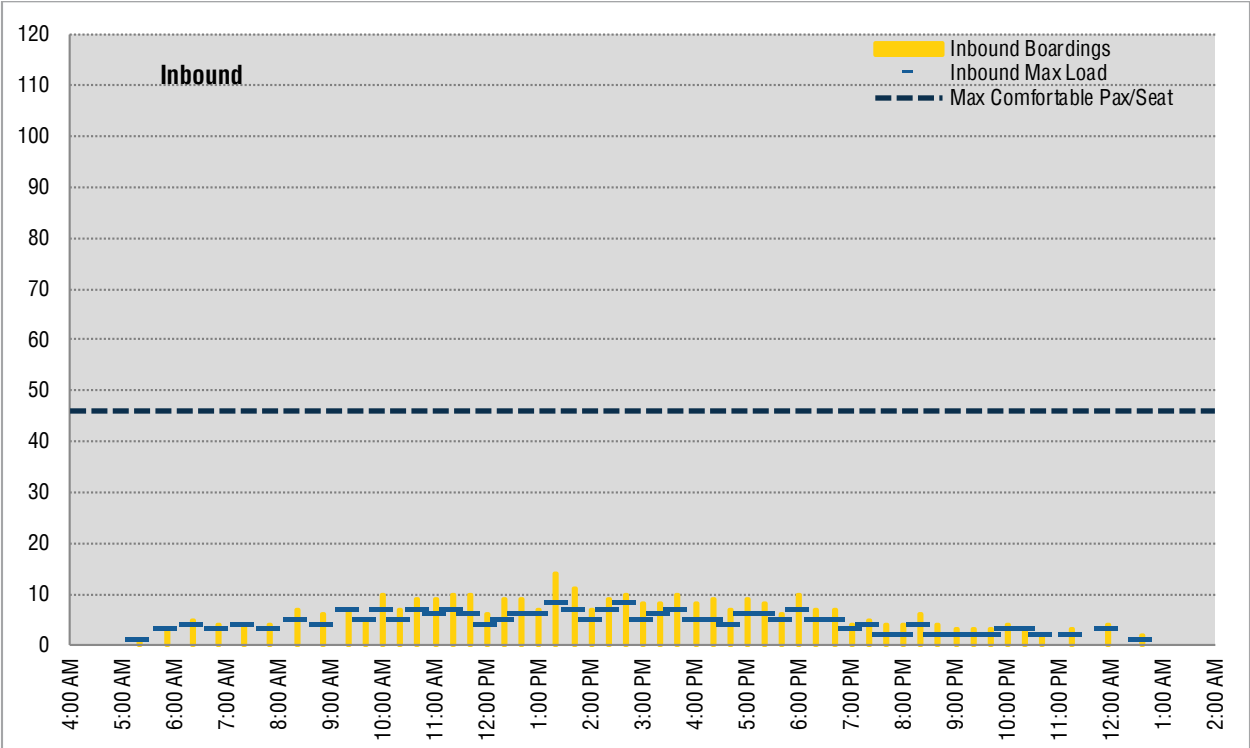


Figure 7 | Saturday Ridership by Trip: Outbound

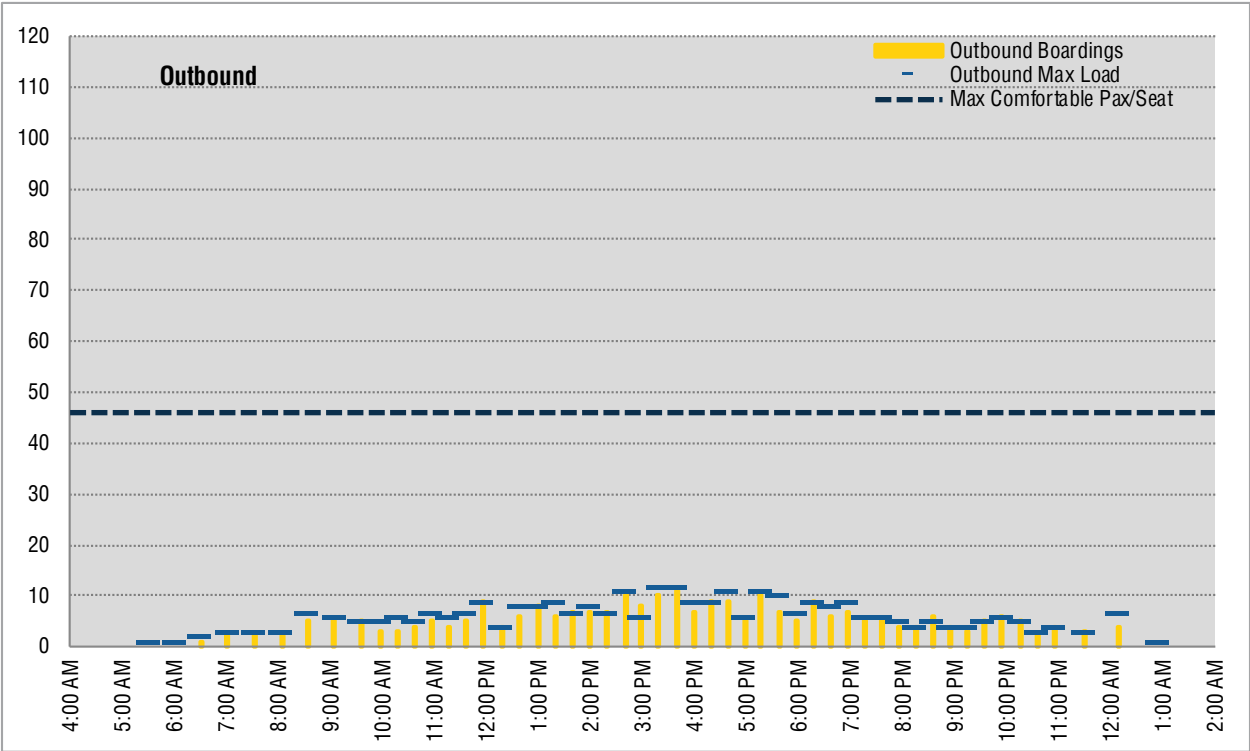




Figure 8 | Sunday Ridership by Trip: Inbound

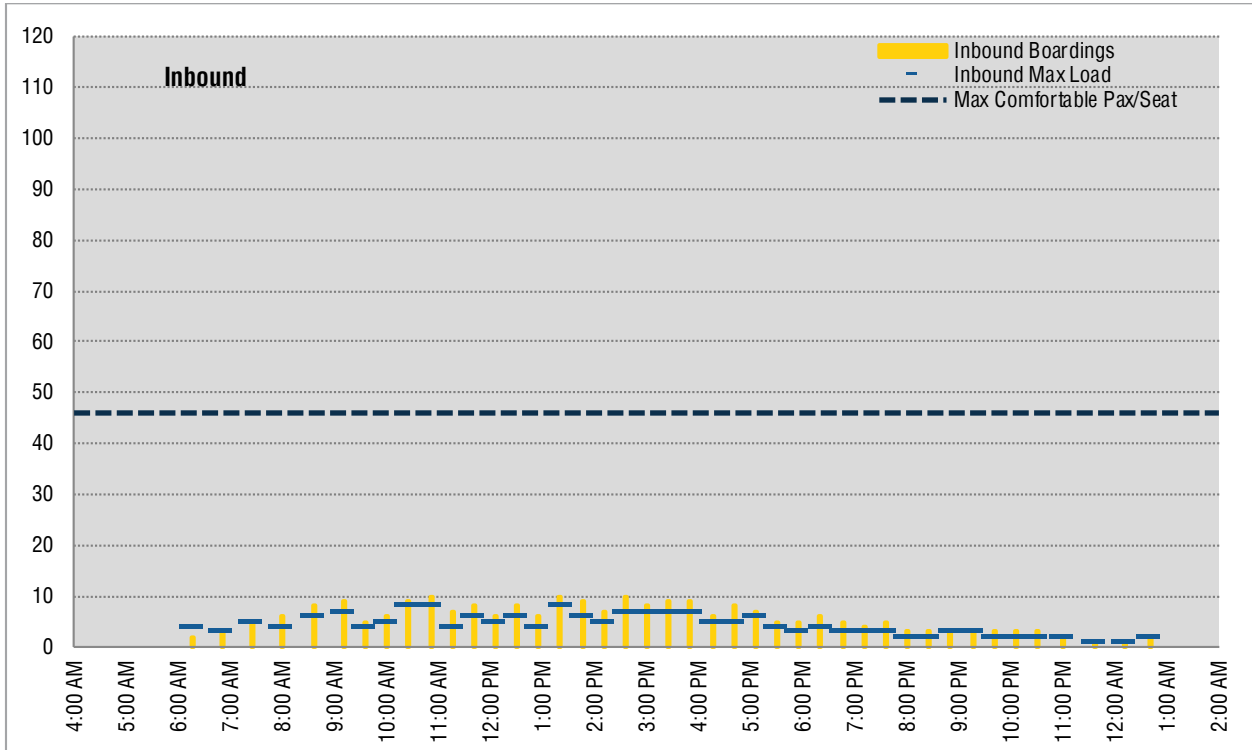
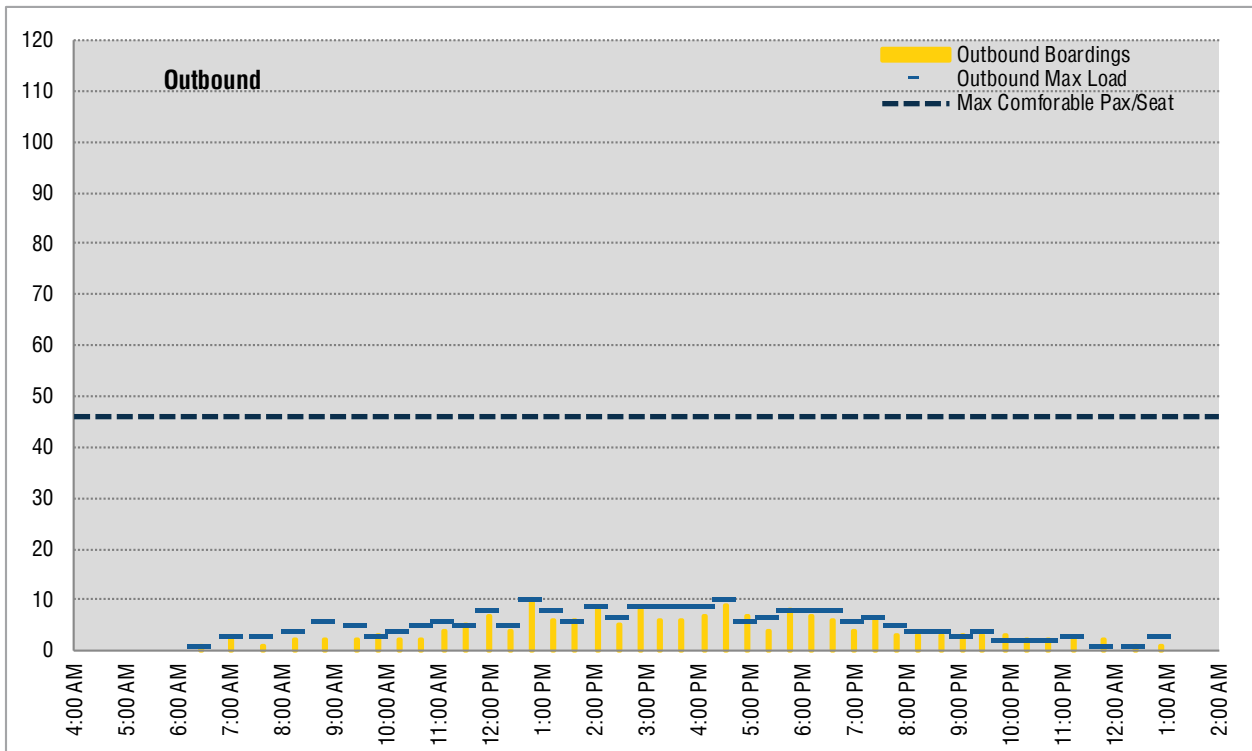


Figure 9 | Sunday Ridership by Trip: Outbound



## Passenger Comfort

Route 43 exceeds the MBTA target of 96% for passenger travel time spent in comfortable conditions on all days (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>	99.9%	100%	100%

## Reliability and Speed

### Reliability

On weekdays, Route 43 trips leave on time 54% of the time and arrive on time 53% of the time. Route 43 has an overall reliability of 53%, which ranks in the bottom 30 among Local routes, and the bottom 45 among all MBTA bus routes. Dropped trips are a notable issue on this route, with 1.3% of trips not operated, which far exceeds MBTA service standards. Weekend trips perform similarly to weekday trips.

Table 4 | Reliability

SERVICEDAY	ORIGIN/MID-ROUTE ON-TIME PERFORMANCE	DESTINATION ON-TIME PERFORMANCE	OVERALL RELIABILITY	DROPPED TRIPS
<b>Monday-Friday</b>	54%	50%	53%	1.3%
<b>Saturday</b>	52%	47%	51%	-
<b>Sunday</b>	55%	51%	54%	-

### Running Times

In addition to issues with on-time performance at the origin, reliability is affected by differences between actual running time and scheduled running time, as actual travel times exceed scheduled times by at least one to four minutes, and at times exceed scheduled times by five minutes, for most of the day (see Figure 10 and Figure 11). Since the completion of this document, the MBTA has adjusted Route 43 schedules to better reflect actual running times.

Figure 10 | Scheduled & Median Travel Time by Trip: Route 43 Inbound

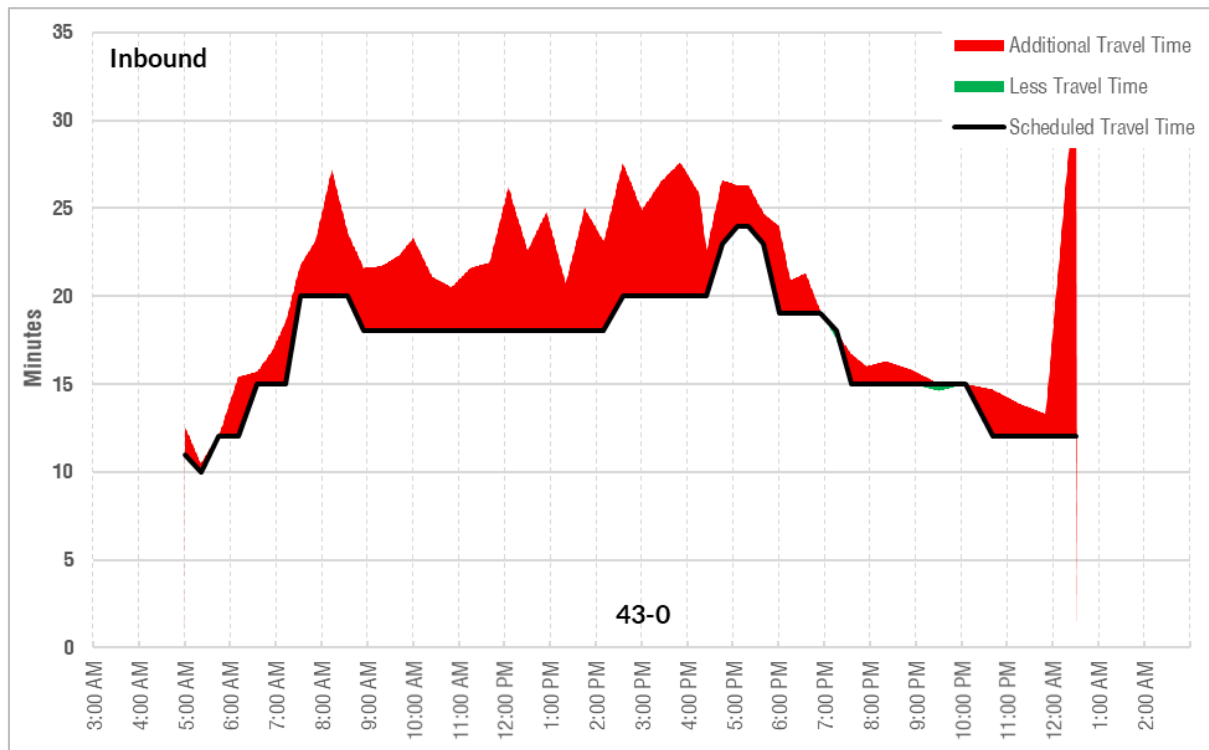
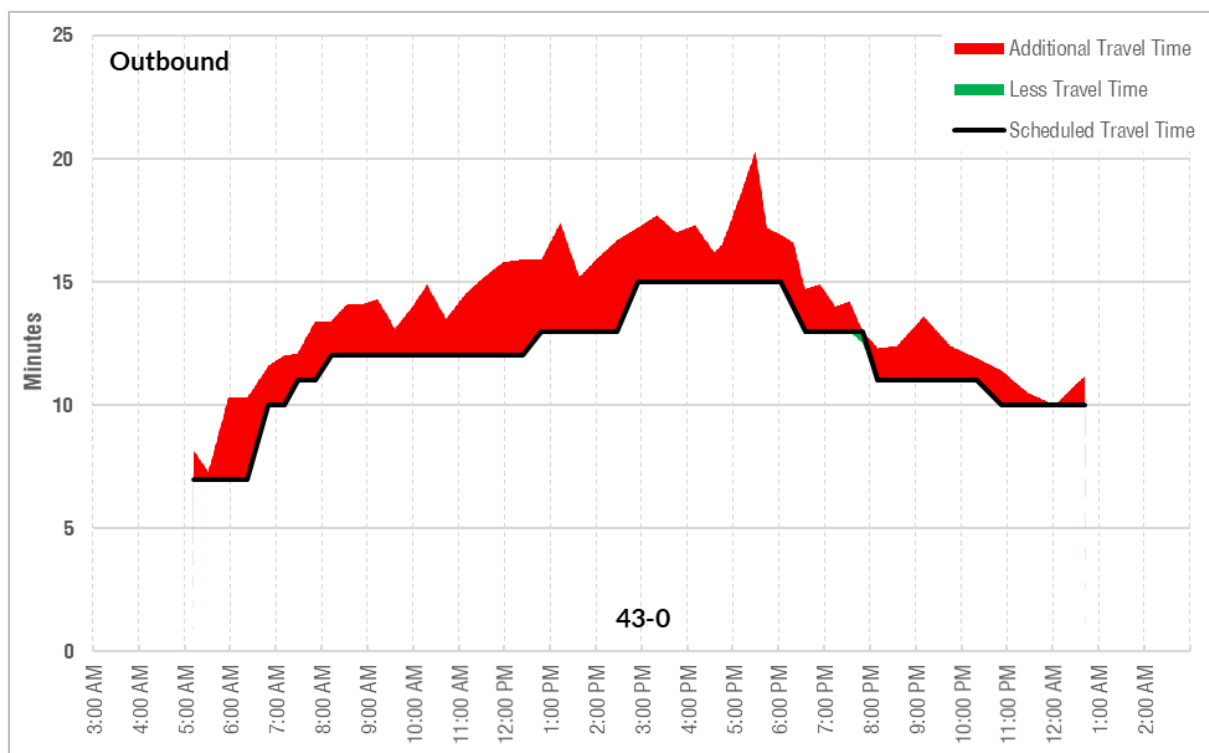


Figure 11 | Scheduled & Median Travel Time by Trip: Route 43 Outbound



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## Stop Spacing

Route 43's average stop spacing is about 740 feet, which is too close together according to MBTA's standard of about 800 to 1,300 feet between stops. This indicates that some stops could be consolidated, particularly those with low ridership.

## Summary

Route 43 almost exclusively serves neighborhoods that are within a short walking distance of either the Orange Line or the Silver Line. The route operates relatively frequently, but has very low ridership apart from weekday peak periods. Route 43 is also very unreliable and has a high rate of dropped trips, which further reduces its utility compared to nearby high quality transit options.