

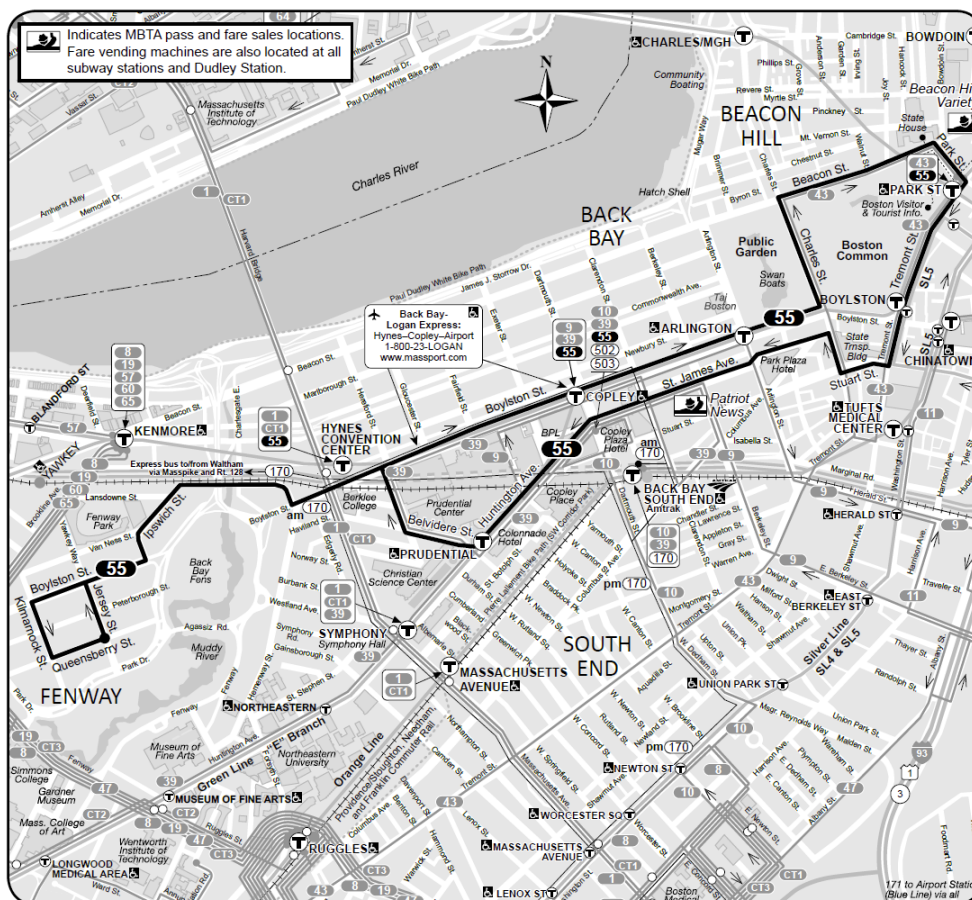
Route 55

Ruggles Station – Park and Tremont Streets

Route Overview

Route 55 Ruggles Station – Park and Tremont Streets is a Local route that connects the Fenway to Back Bay, and to Downtown Boston on weekdays (see Figure 1). Route 55 runs from Queensberry Street at Jersey Street in Fenway to Saint James Avenue at Dartmouth Street in Copley Square. This pattern runs inbound via Boylston Street and outbound via Huntington Avenue and Belvidere Street. It operates seven days per week.

Figure 1 | Service Map

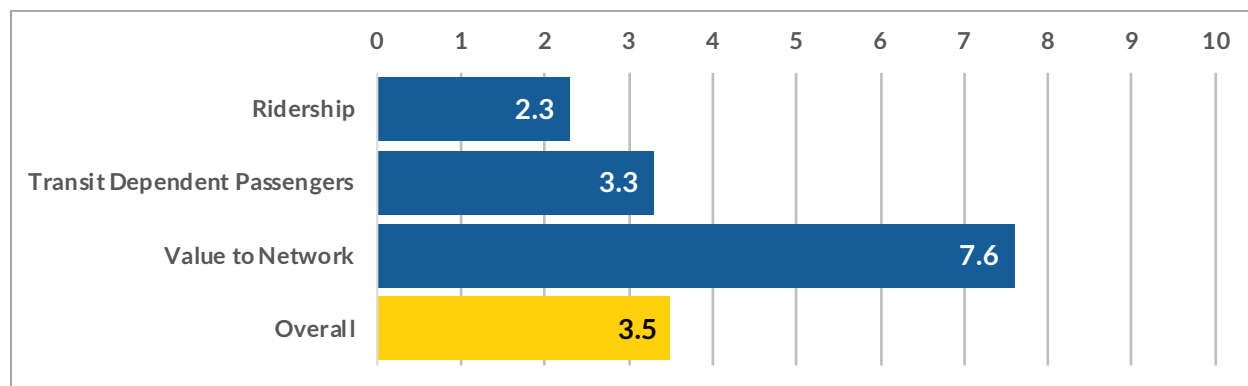


Network Importance

Route 55 has low-moderate importance within the overall system (see Figure 2). On a scale of 0 to 10, Route 55 rates 2.3 in terms of ridership, 3.3 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 destination, 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 3.5.

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



Service Patterns

Schedule

Route 55 provides somewhat frequent AM peak service and infrequent PM peak and weekday off-peak service (see Table 1). Weekend service is also infrequent.

Table 1 | Schedule Statistics

SERVICE DAY	SPAN OF SERVICE	FREQUENCY (RANGE)	FREQUENCY (AVERAGE)	DAILY TRIPS (INBOUND/OUTBOUND)
Monday-Friday	5:48 AM to 11:10 PM			32/31
Sunrise	5:48 AM to 5:48 AM	1 trip	1 trip	-/1
Early AM	6:00 AM to 6:58 AM	16 – 24	20	3/3
AM Peak	7:00 AM to 8:40 AM	15 – 30	17	7/5
Midday Base	9:00 AM to 12:55 PM	20 – 60	54	5/6
Midday School	1:30 PM to 3:51 PM	30 – 60	37	4/4
PM Peak	4:00 PM to 6:21 PM	30 – 30	30	5/5
Evening	6:30 PM to 9:40 PM	30 – 40	38	6/5
Late Evening	10:09 PM to 11:10 PM	40 – 40	40	2/2
Night	-	-	-	-
Saturday	6:00 AM to 11:11 PM	30 – 35	31	33/32
Sunday	8:15 AM to 11:09 PM	18 – 30	30	31/30

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

On weekdays, trips depart every 22 to 24 minutes before 7:00 AM. Trips depart every 15 to 21 minutes between 7:00 AM and 9:00 AM in both directions, but generally every 16 or

17 minutes. Trips depart every 25 to 30 minutes from 9:00 AM to 10:30 PM, and then every hour from 10:30 AM to about 3:00 PM. Trips then run every 30 minutes from 3:30 PM to 7:00 PM, and then about every 40 minutes through the end of service.

On Saturdays, Route 55 trips run every 30 minutes until about 11:30 AM and then every 35 minutes from 11:30 AM to 6:00 PM. Trips then run every 30 minutes until the end of service. Route 55 runs every 30 minutes on Sundays, apart from a few more closely spaced inbound trips at the start of service.

Service Patterns

Route 55 has two service patterns (see Table 2):

- Pattern 55.0 operates along the primary service pattern (as shown in Figure 1) all day on weekends, and the first outbound trip of the day and all trips after 6:30 PM on weekdays.
- Pattern 55.1 runs on weekdays from 6:00 AM day to 6:30 PM. This pattern follows Pattern 55.0, and then continues past Copley Square and circles around Boston Common before terminating at Park Street.

Table 2 | Service Patterns

PATTERN	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS PER WKD	TRIPS PER SAT	TRIPS PER SUN
INBOUND				32	33	31
55.0	Queensberry Street @ Jersey Street	Saint James Avenue @ Dartmouth Street	Primary service pattern	7	33	31
55.1	Queensberry Street @ Jersey Street	Tremont Street Opp. Temple Place	Extended service to Park Street	25	-	-
OUTBOUND				31	32	30
55.0	Saint James Avenue @ Dartmouth Street	Queensberry Street @ Jersey Street	Primary service pattern	7	32	30
55.1	Tremont Street Opp. Temple Place	Queensberry Street @ Jersey Street	Extended service to Park Street	24	-	-

Ridership

Route 55 has low ridership, with about 635 riders per weekday, 215 riders on Saturdays, and 190 riders on Sundays.

Ridership by Stop

On weekdays heading inbound (see Figure 3):

- 275 passengers board at the two stops in the residential area of Fenway.
- 52 passengers board and seven alight at the four stops on Ipswich Street, primarily at the two stops behind Fenway Park.
- Four passengers board and 17 alight at the stop adjacent to the Hynes Convention Center Green Line Station.
- Six passengers board and 36 alight at Boylston Street opposite Gloucester Street.
- 11 passengers board and 108 alight at the Copley Square Green Line Station.
- Nine passengers board and 61 alight at the four stops between Copley Square and the State House.
- Two passengers board and 51 alight at the State House.
- 122 passengers alight at Park Street Station.

On weekday outbound trips, about one third of passengers board at Park Street and 85% of alightings occur after Hynes Convention Center Station. Weekday trips almost exclusively serve passengers traveling between Fenway residential neighborhood south of Boylston Street and Copley Square.

Ridership by Trip

On weekdays, Route 55 primarily serves riders traveling in the peak direction during peak periods (see Figure 4 and Figure 5):

- Ridership is very low before AM peak service in both directions.
- Ridership is strongest during the AM peak, with inbound trips serving between 25 and 32 passengers. Several outbound trips between 7:00 AM and 8:00 AM also serve over 15 passengers, though many are boarding at outbound stops to continue inbound.
- Midday trips in both directions have 10 or fewer passengers per trip.
- Ridership again increases slightly during the PM peak, with outbound trips serving between 15 and 20 passengers and inbound trips serving between 10 and 15 passengers. Some passengers board at inbound stops to continue outbound.
- Ridership on evening trips, which only run between Fenway and Copley Square, is very low, with all trips serving five or fewer passengers.

All weekend trips serve fewer than 10 passengers, and many only serve one or two passengers on average (see Figure 6 and Figure 7).

Figure 3 | Weekday Inbound Ridership by Stop Map

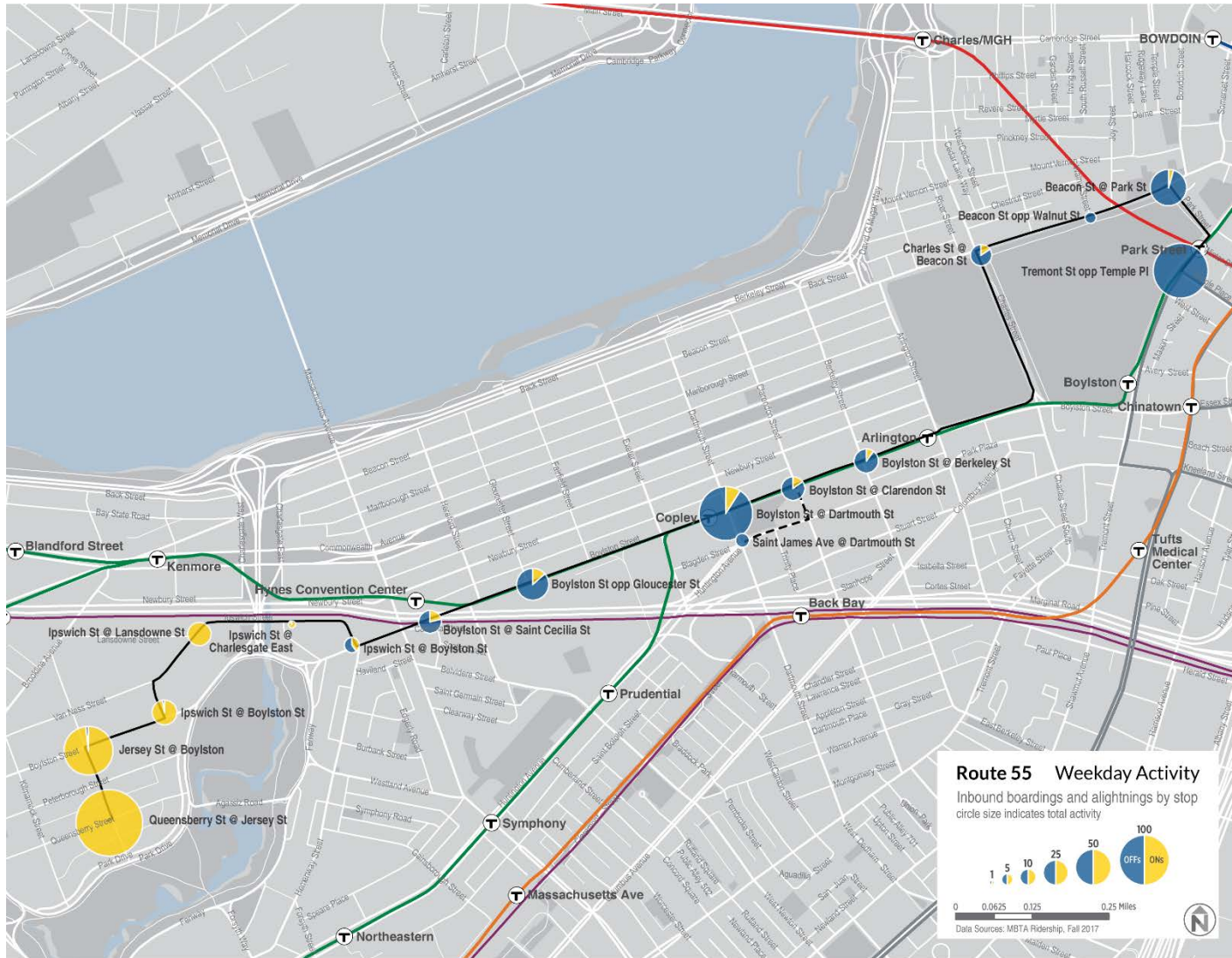


Figure 4 | Weekday Ridership by Trip: Inbound

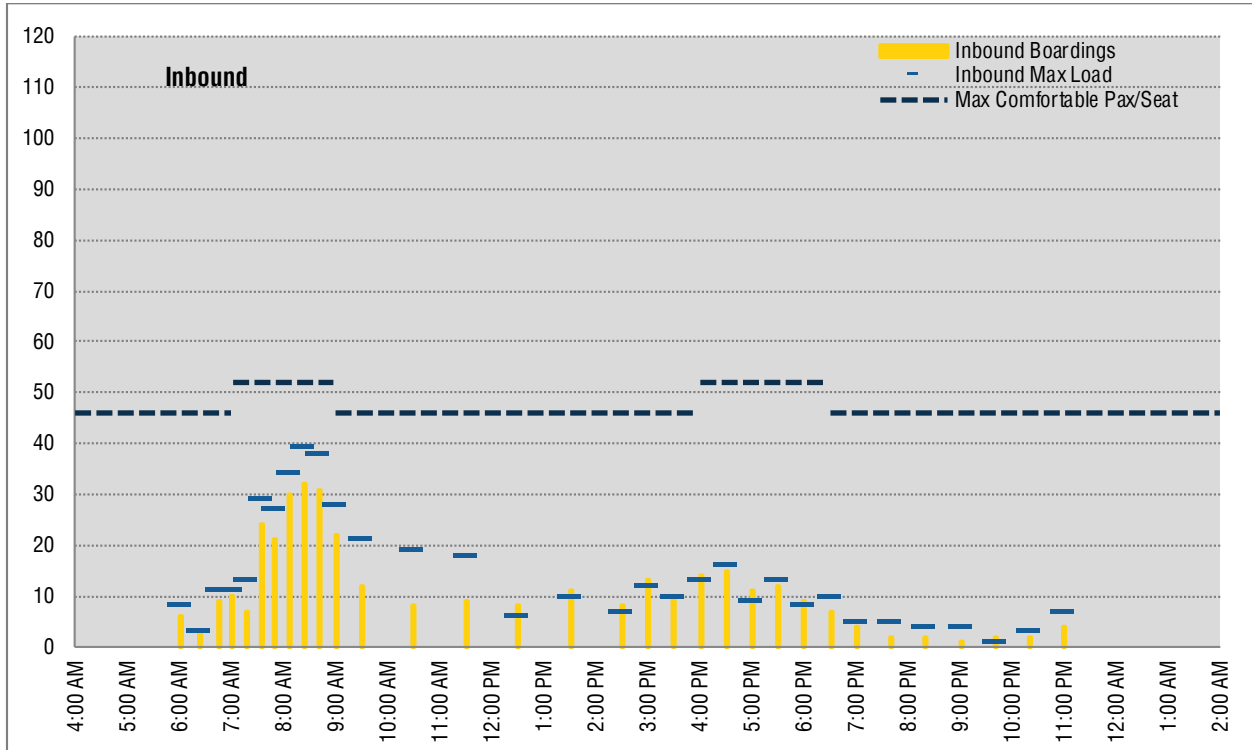


Figure 5 | Weekday Ridership by Trip: Outbound

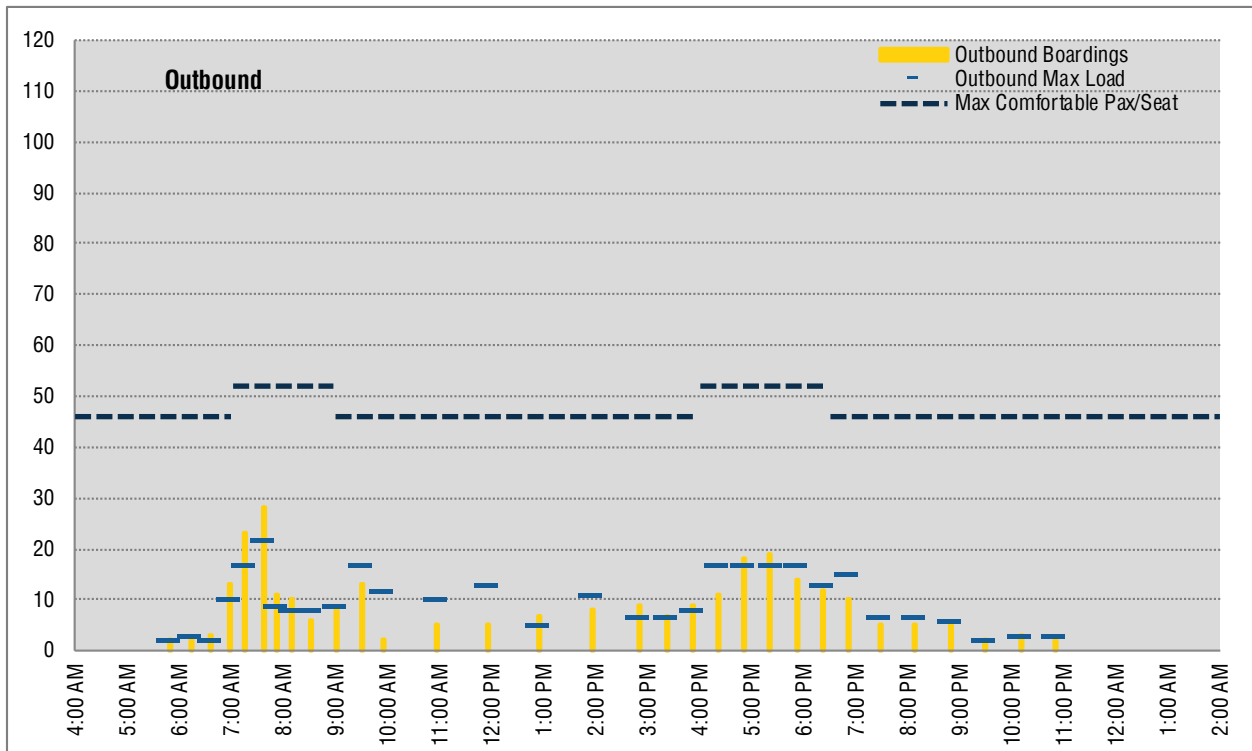


Figure 6 | Saturday Ridership by Trip: Inbound

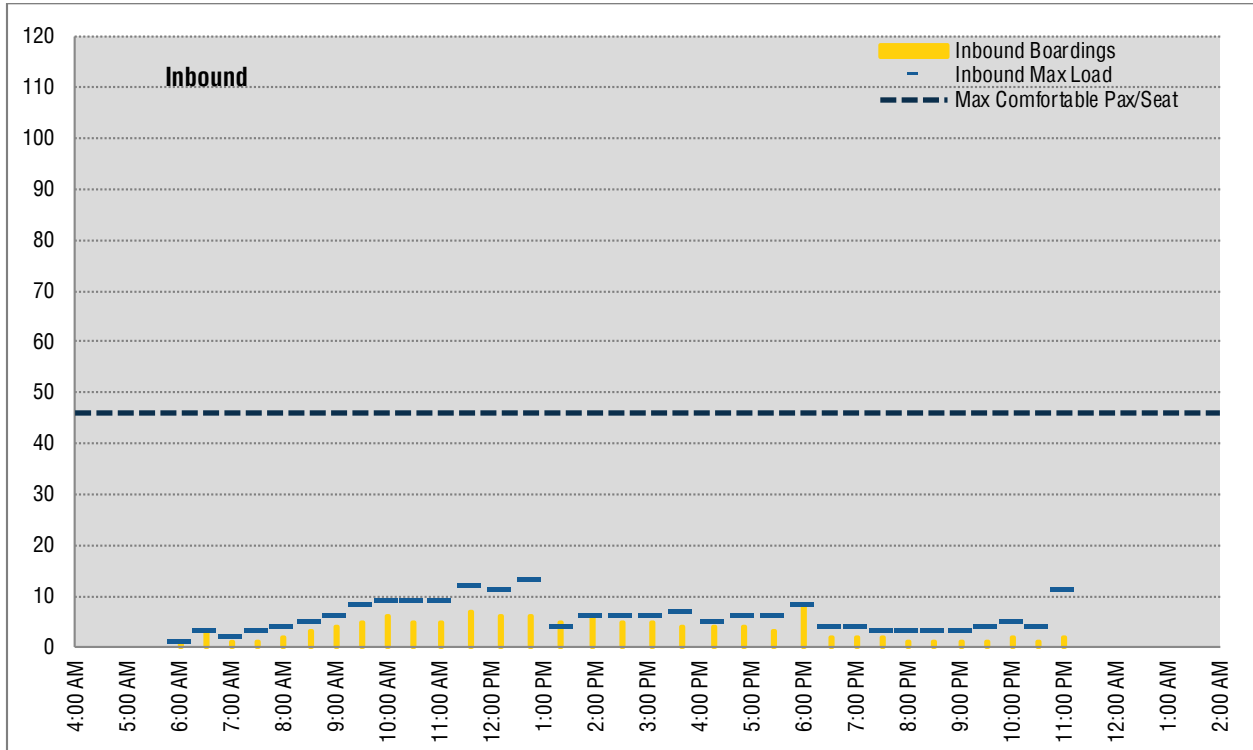


Figure 7 | Saturday Ridership by Trip: Outbound

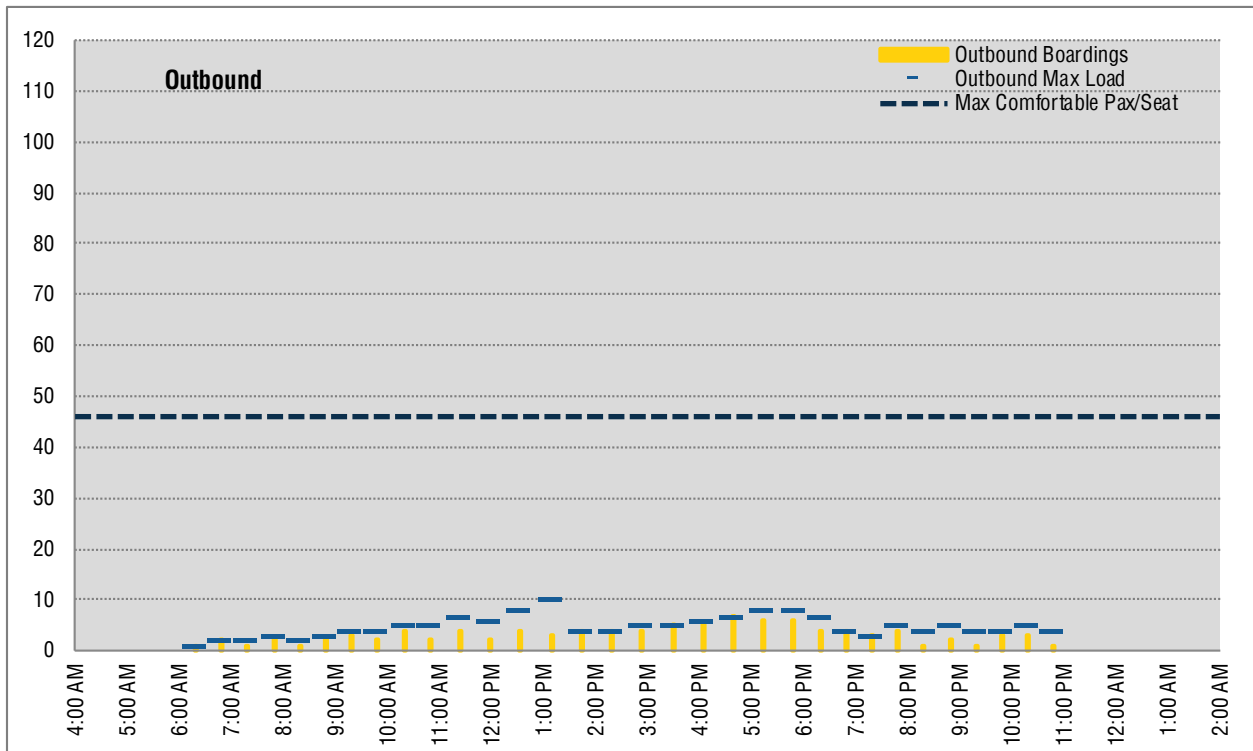


Figure 8 | Sunday Ridership by Trip: Inbound

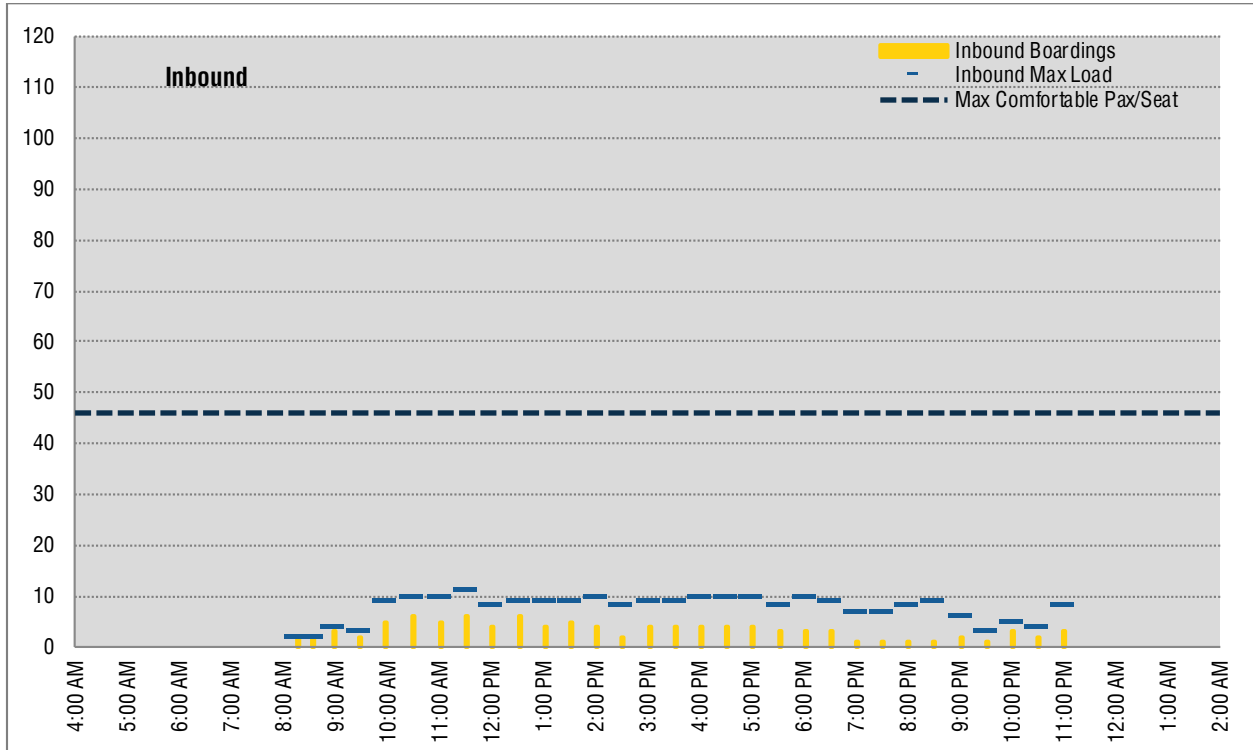
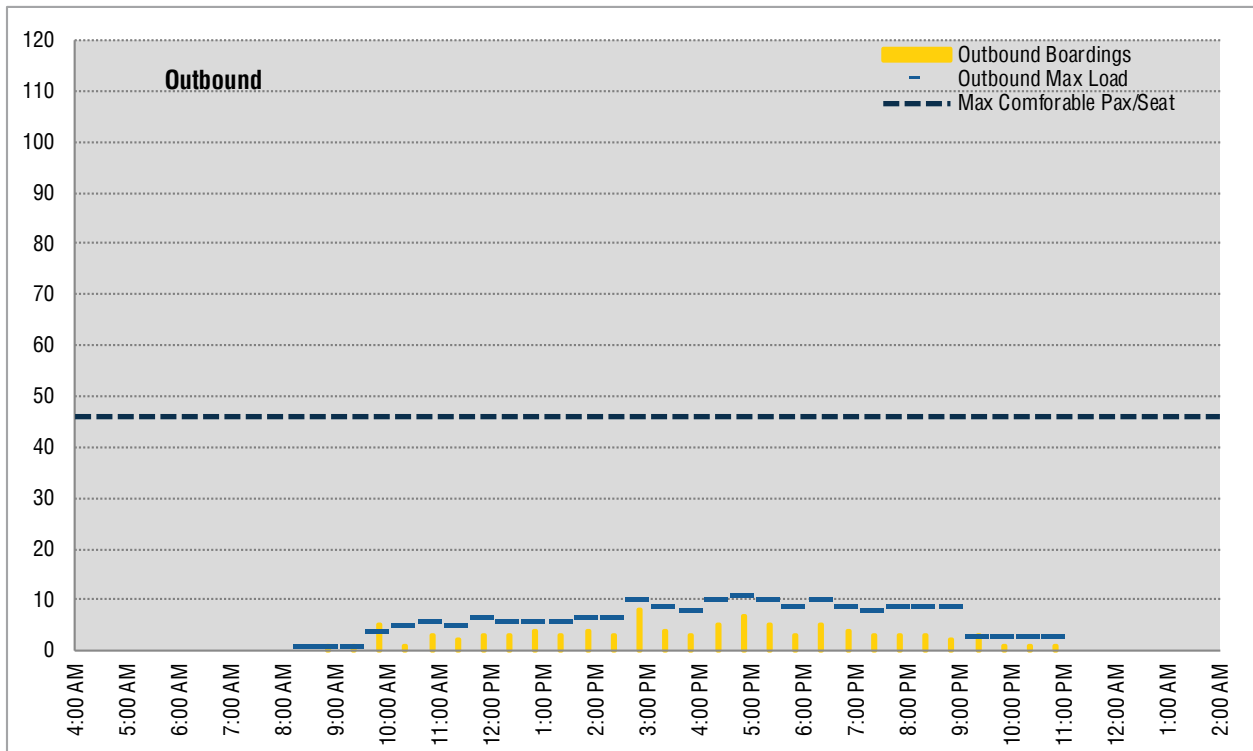


Figure 9 | Sunday Ridership by Trip: Route 55 | Outbound



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 55, 100% of passenger minutes are in comfortable conditions (see Table 3).

Table 3 | Passenger Time Spent Traveling in Comfortable Conditions

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

Reliability and Speed

Reliability

On weekdays, Route 55 trips leave on-time 66% of the time and arrive on-time 67% of the time. Route 55 has an overall reliability of 65%. Dropped trips are not a notable issue on this route, with 0.1% of trips not operated, which meets MBTA service standards.

Saturday trips perform similarly to weekday trips, while Sunday trips perform much better than weekdays and Saturdays. (see Table 4)

Table 4 | Reliability

SERVICE DAY	ORIGIN/MID-ROUTE ON-TIME PERFORMANCE	DESTINATION ON-TIME PERFORMANCE	OVERALL RELIABILITY	DROPPED TRIPS
Monday-Friday	66%	67%	66%	0.1%
Saturday	61%	69%	64%	-
Sunday	72%	81%	75%	-

Running Times

In the inbound direction, Route 55 trips run 5-10 minutes behind schedule for much of the day, and run over 10 minutes behind schedule on some AM peak trips. In the outbound direction, trips run 5-8 ahead of schedule for much of the morning and early midday, the run about 5 minutes behind schedule for much of the rest of the day. (See Figure 10 and Figure 11)

Figure 10 | Scheduled & Median Travel Time by Trip: Pattern 55.0 Inbound

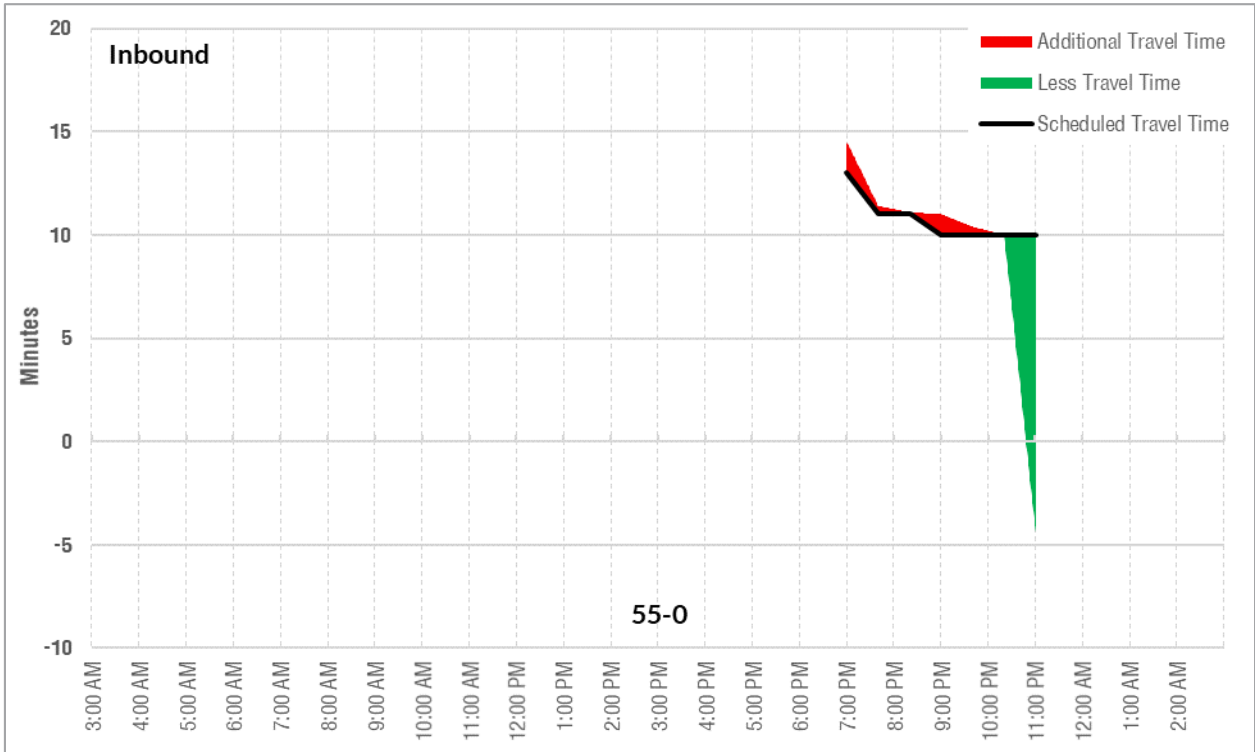


Figure 11 | Scheduled & Median Travel Time by Trip: Pattern 55.1 Inbound

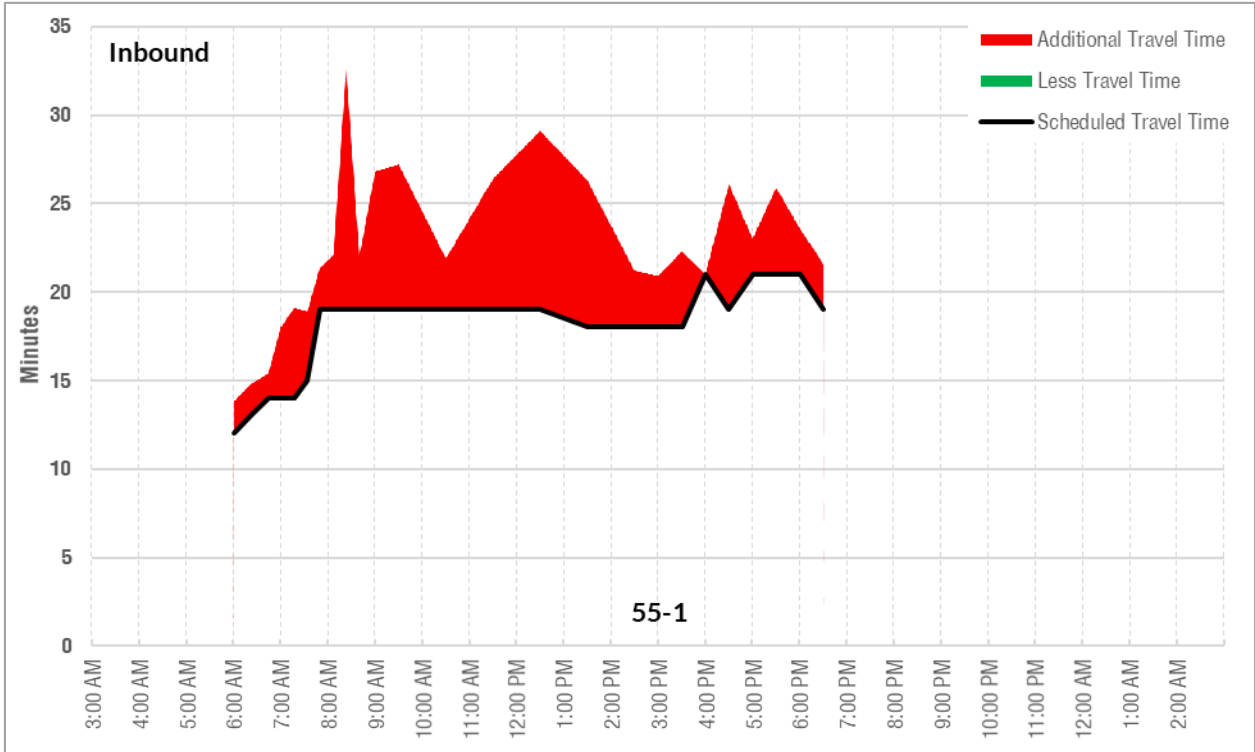


Figure 12 | Scheduled & Median Travel Time by Trip: Pattern 55.0 Outbound

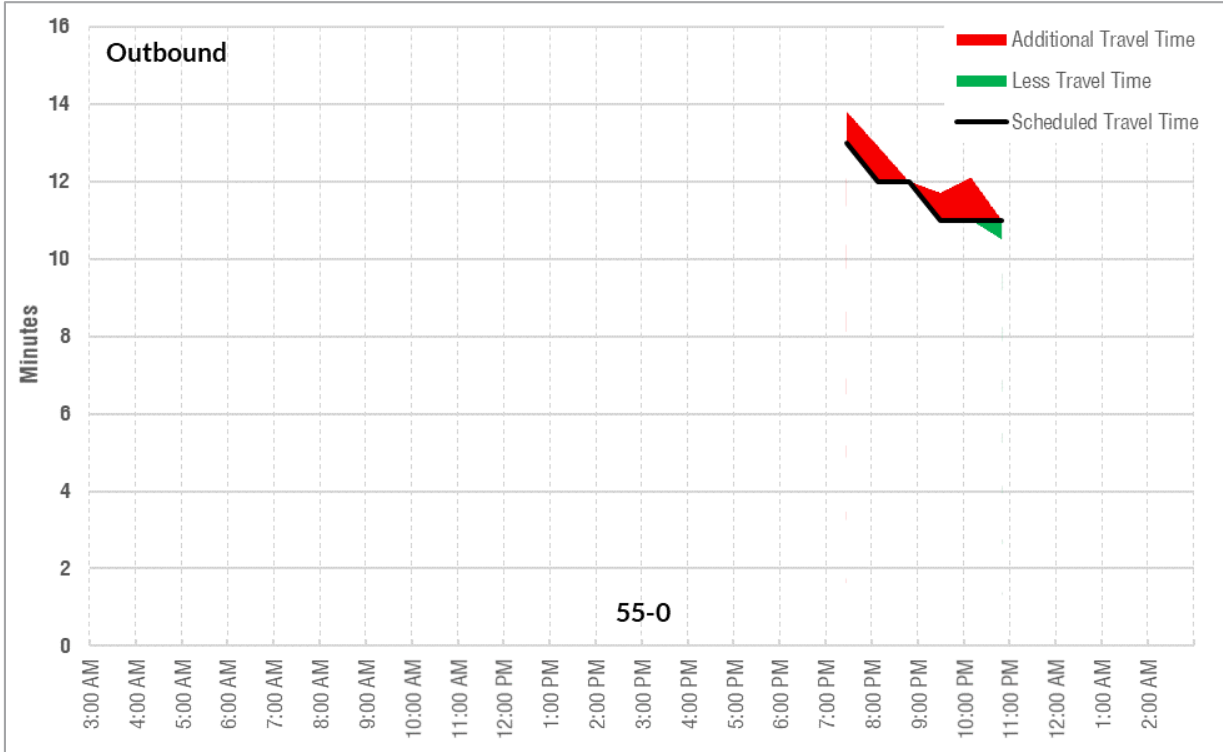
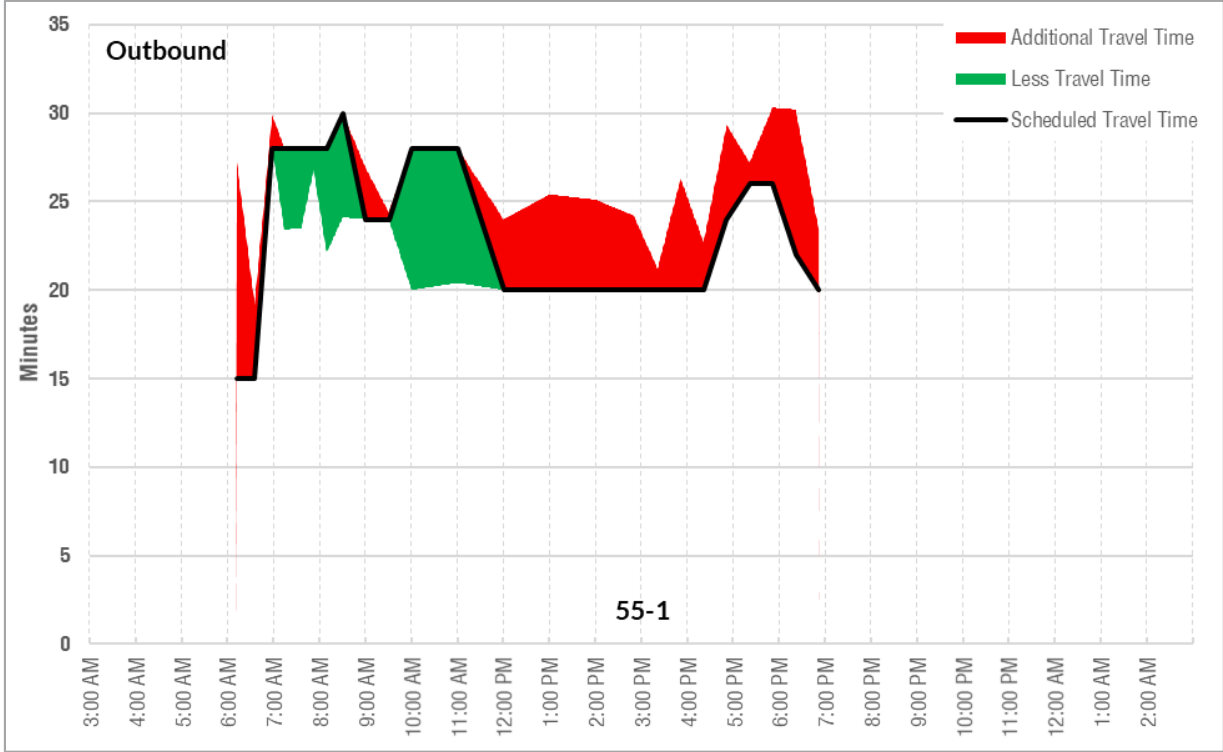


Figure 13 | Scheduled & Median Travel Time by Trip: Pattern 55.1 Outbound



Stop Spacing

The average stop spacing along the primary route is about 955 feet, which meets MBTA's standard of about 800-1300 feet between stops.

Summary

Route 55 primarily connects Fenway residential neighborhood south of Boylston Street to Copley Square and Downtown Boston on weekdays. Apart from a few stops in Fenway, Route 55 directly parallels the Green Line. All Route 55 stops, including the stops within Fenway, are at most a twelve-minute walk from the Green Line. This proximity to higher quality transit service, combined with Route 55's low frequency and unreliable service, results in low ridership apart from a few peak trips.