

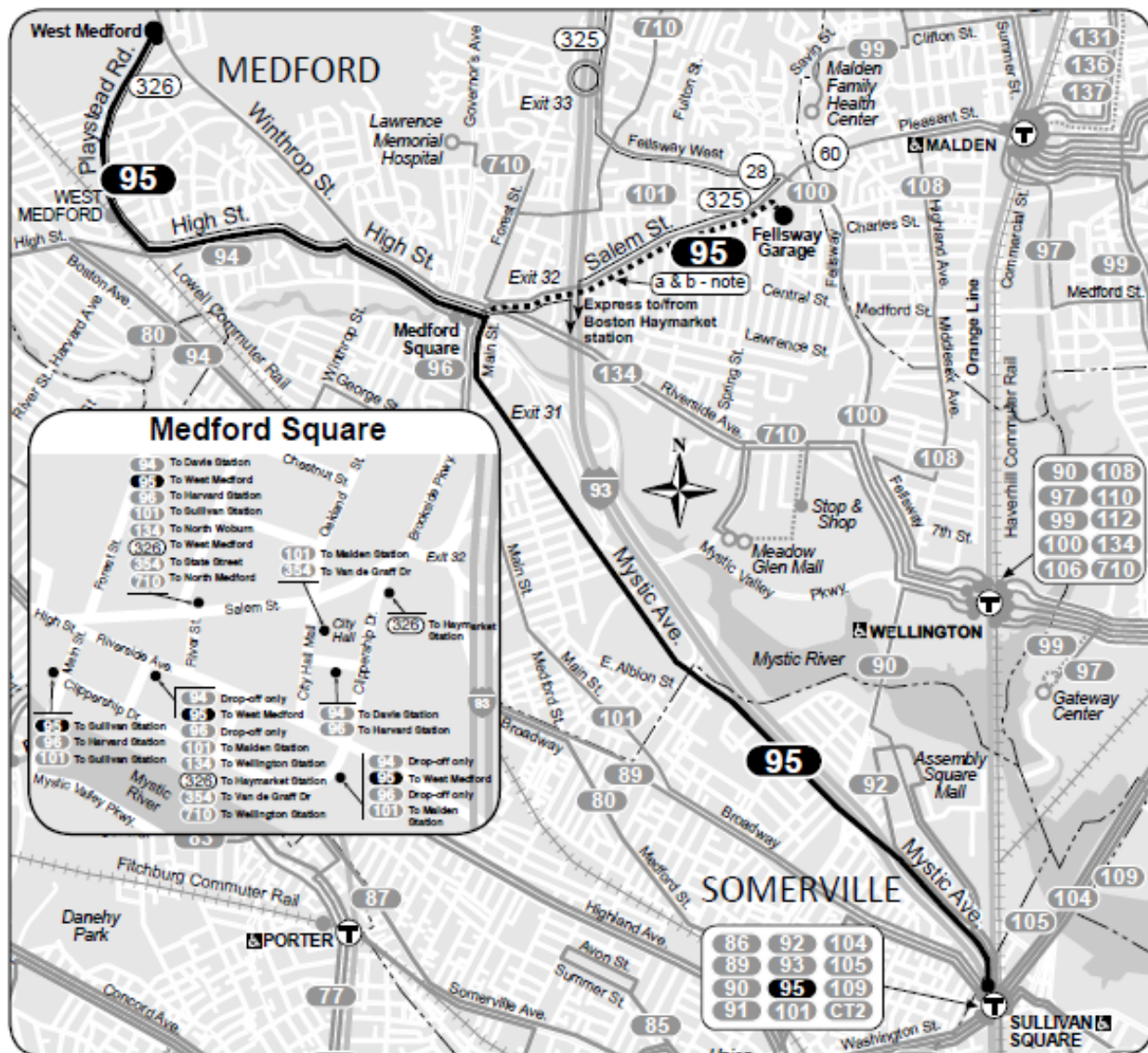
Route 95

West Medford – Sullivan Square Station

Route Overview

Route 95 West Medford – Sullivan Square Station is a Local bus route that operates between West Medford and Sullivan Square Station via Medford Square (see Figure 1).

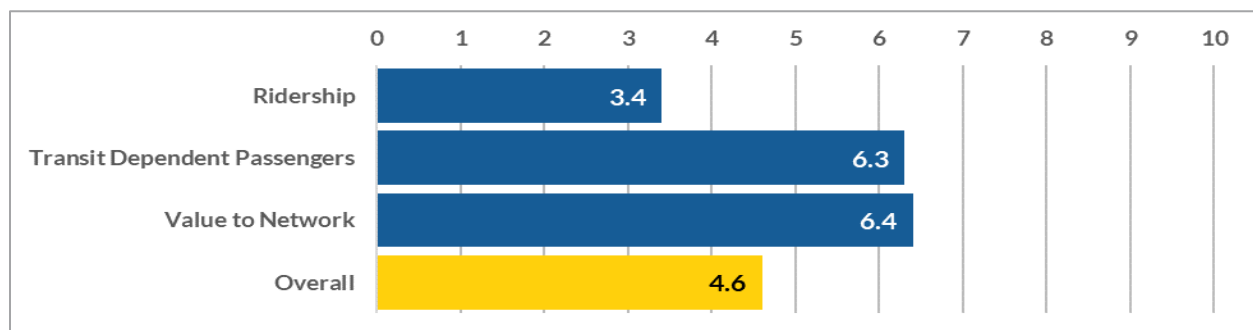
Figure 1 | Service Map



Network Importance

Route 95 is moderately important within the overall bus network (see Figure 2). On a relative scale of 0 to 10, the route rates 3.4 in terms of ridership, 6.3 in terms of transit dependent ridership, and 6.4 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 4.6.

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



Service Overview

Schedule

Route 95 provides relatively infrequent service for most of the day on weekdays and on weekends (see Table 1). On weekdays Route 95 operates from 5:15 AM to 1:05 AM:

- Every 25 minutes from the beginning of service through the end of the AM Peak period.
- Every 25 to 30 minutes during the Midday Base period, but mostly every 30 minutes.
- Every five to 30 minutes during the Midday School period, but mostly every 10 to 20 minutes between 1:30 PM and 3:00 PM and every 30 minutes between 3:00 PM and 4:00 PM.
- Every 10 to 25 minutes during the PM Peak period, but mostly every 15-20 minutes.
- Every 15 to 60 minutes from the end of the PM Peak through the end of service, but predominantly every 60 minutes after 7:00 PM.

On Saturdays, Route 95 operates with the same span as on weekdays, from 5:15 AM to 1:05 AM. Service operates predominantly every 45 minutes from the beginning of service to 10:00 AM, every 30 minutes between 10:00 AM and 7:00 PM, and every 40 to 60 minutes from 7:00 PM through the end of service.

On Sundays, service operates from 8:52 AM to 1:05 AM, running every 53 to 74 minutes, but predominantly every 65-70 minutes.

Route 95 exceeds the span of service and service frequency standards on weekdays and Saturdays. However, the route fails to meet the agency’s service frequency standard on Sundays, when much of the service operates at 65 to 70 minute headways versus the standard of 60 minutes.

Table 1 | Schedule Statistics

SERVICE DAY	SPAN OF SERVICE	FREQUENCY (RANGE)	FREQUENCY (AVERAGE)	DAILY TRIPS (INBOUND/OUTBOUND)
Monday-Friday	5:15 AM to 1:05 AM			42/42
Sunrise	5:15 AM to 5:59 AM	25	25	2/3
Early AM	6:00 AM to 6:59 AM	25	25	3/4
AM Peak	7:00 AM to 8:59 AM	25	25	4/5
Midday Base	9:00 AM to 1:29 PM	25 – 30	29	10/9
Midday School	1:30 PM to 3:59 PM	5 – 30	20	7/6
PM Peak	4:00 PM to 6:29 PM	10 – 25	19	8/7
Evening	6:30 PM to 9:59 PM	15 – 60	51	5/4
Late Evening	10:00 PM to 11:59 PM	51 – 60	56	2/2
Night	12:00 AM to 1:05 AM	40 – 55	40	1/2
Saturday	5:15 AM to 1:05 AM	25 – 60	37	32/31
Sunday	8:52 AM to 1:05 AM	53 – 74	73	16/17

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

Service Patterns

Most service operates between West Medford and Sullivan Square Station as shown in Figure 1 (Pattern 95.0). On weekdays, exceptions to this operation are (see Table 2):

- Two inbound trips that depart at 6:25 PM and 6:40 PM go out of service in Medford Square (Pattern 95.2).
- Two inbound school trips from Medford High School to Medford Square at 2:30 PM and 2:40 PM (Pattern 95.5).
- One outbound trip at 5:27 AM that travels from the Fellsway Bus Garage to Playstead Road via High Street (Pattern 95.2).
- Three outbound school trips from Medford Square to Medford High School at 6:50 PM, 7:00 PM, and 7:10 PM (Pattern 95.5).

Table 2 | Service Patterns

PATTERN	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS PER WKD	TRIPS PER SAT	TRIPS PER SUN
INBOUND				42	32	16
95.0	Playstead Road at Winthrop Street	Sullivan Square Station	Regular route	38	32	16
95.2	Playstead Road at Winthrop Street	Fellsway Garage	PM peak trips going out of service	2	-	-
95.5	Medford High School	Fellsway Garage	PM school trips	2	-	-
OUTBOUND				42	31	17
95.0	Sullivan Square Station	Playstead Road at Winthrop Street	Regular route	38	31	17
95.2	Fellsway Garage	Playstead Road at Winthrop Street	AM trip going into service	1	-	-
95.5	Medford Square	Medford High School	School tripper via Medford Square	3	-	-

Ridership

Route 95 serves 1,530 passengers on weekdays, 820 passengers on Saturdays, and 390 passengers on Sundays.

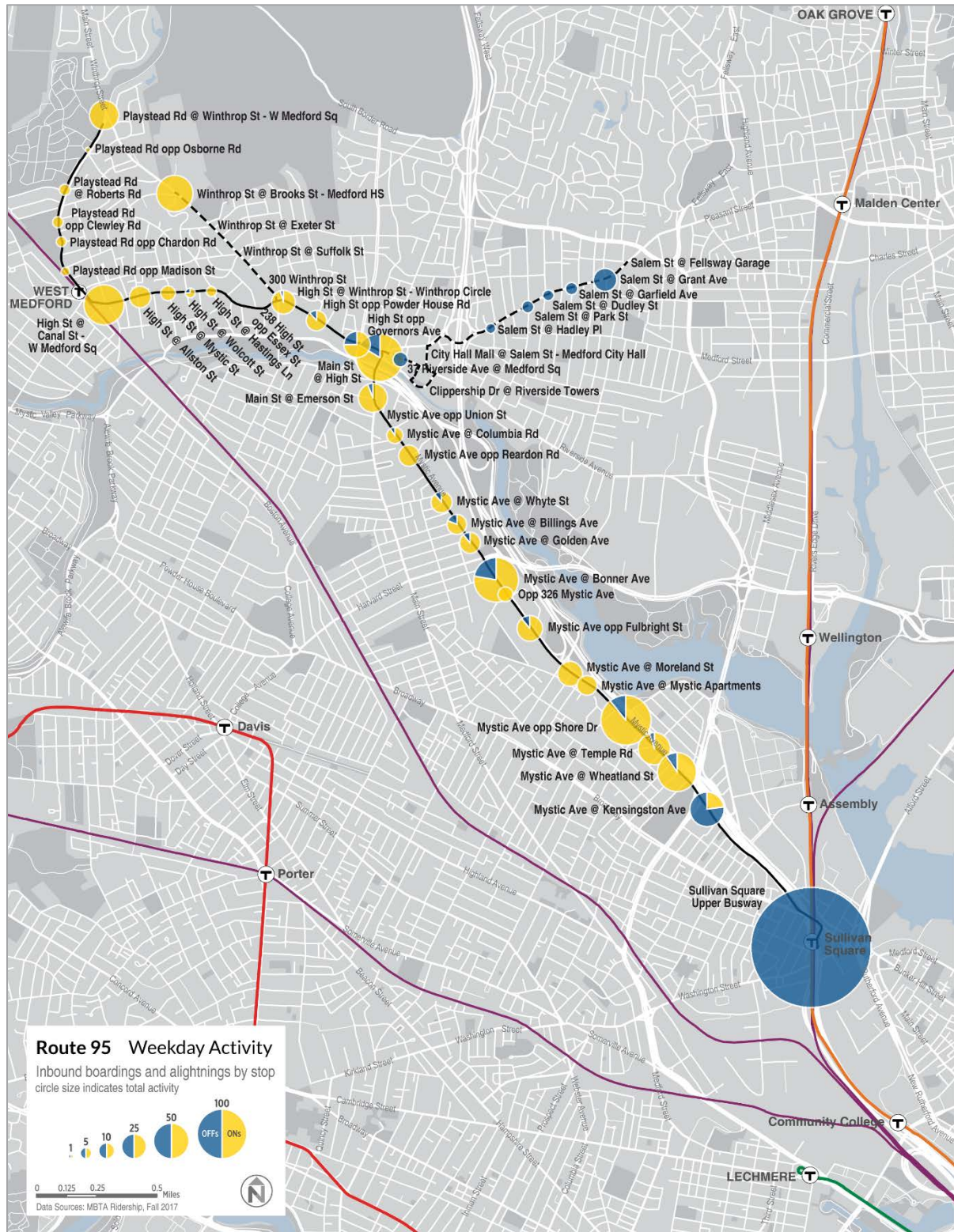
Ridership by Stop

Most Route 95 riders travel to and from Sullivan Square Station. On weekday inbound trips (see Figure 3):

- 40 passengers board at Playstead Road at Winthrop Street.
- About 20 passengers board on the five stops on Playstead Road between Osborne Road and Madison Street (before West Medford Station).
- 60 passengers board at High Street at Canal Street.
- 90 riders board and 10 alight at the eight stops along High Street between Allston Street and Governors Avenue.
- 70 passengers board and 20 alight in Medford Square.
- 400 passengers board and 90 alight at the 15 stops along Mystic Avenue. The highest ridership stops are at Bonner Avenue and Shore Drive, which serve the Mystic River public housing development. These stops have 60 boardings and 10 alightings.
- 580 passengers, or 76% of Route 95's riders, alight at Sullivan Square Station.

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

Figure 3 | Weekday Inbound Ridership by Stop Map



Ridership by Trip

On weekdays, Route 95's ridership is highest inbound in the AM and outbound in the PM, with relatively low ridership at other times. On inbound trips (see Figure 4):

- Ridership is highest on the 6:55 AM trip, with 36 riders.
- Ridership averages 20 to 35 riders per trip during the AM peak and declines to 10 to 20 riders per trip throughout the midday.
- The 2:30 PM inbound trip, which is a school trip, has the second highest ridership of any inbound trip, with 35 passengers.
- Ridership averages 10 to 20 passengers per trip during the PM peak, then declines to five to 15 passengers per trip after 7:00 PM. Just five passengers typically ride the last trip at 1:05 AM.

On weekday outbound trips (see Figure 5):

- Ridership increases from zero passengers on the first trip at 4:55 AM to 29 riders on the 6:50 AM trip.
- The following three trips carry 20 to 30 riders per trip. This indicates a brief reverse-commute trend, as ridership is comparable to some PM peak trips.
- Ridership declines between 8:00 AM and 2:00 PM, with typical ridership of 10 to 20 passengers per trip. One exception is the 1:45 PM outbound trip, which carries 28 riders.
- During the PM peak, ridership per trip ranges from 20 to 30 passengers.
- Between 7:00 PM and 12:00 AM, ridership per trip ranges from 10 to 20 passengers.
- Ridership then declines to seven passengers on the 12:25 AM trip and three passengers on the 1:05 AM trip.

On Saturdays, ridership is relatively low throughout the day, with an average of 10 to 20 passengers per trip throughout the day in both directions (see Figure 6 and Figure 7).

On Sundays, inbound ridership per trip ranges from 10 to 20 passengers before 5:00 PM, and then declines to fewer than 10 riders per trip thereafter (see Figure 8). On outbound trips, ridership is between 10 and 20 riders per trip between 10:00 AM and 8:00 PM and fewer than 10 riders per trip at other times (see Figure 9).

Figure 4 | Weekday Ridership by Trip: Inbound

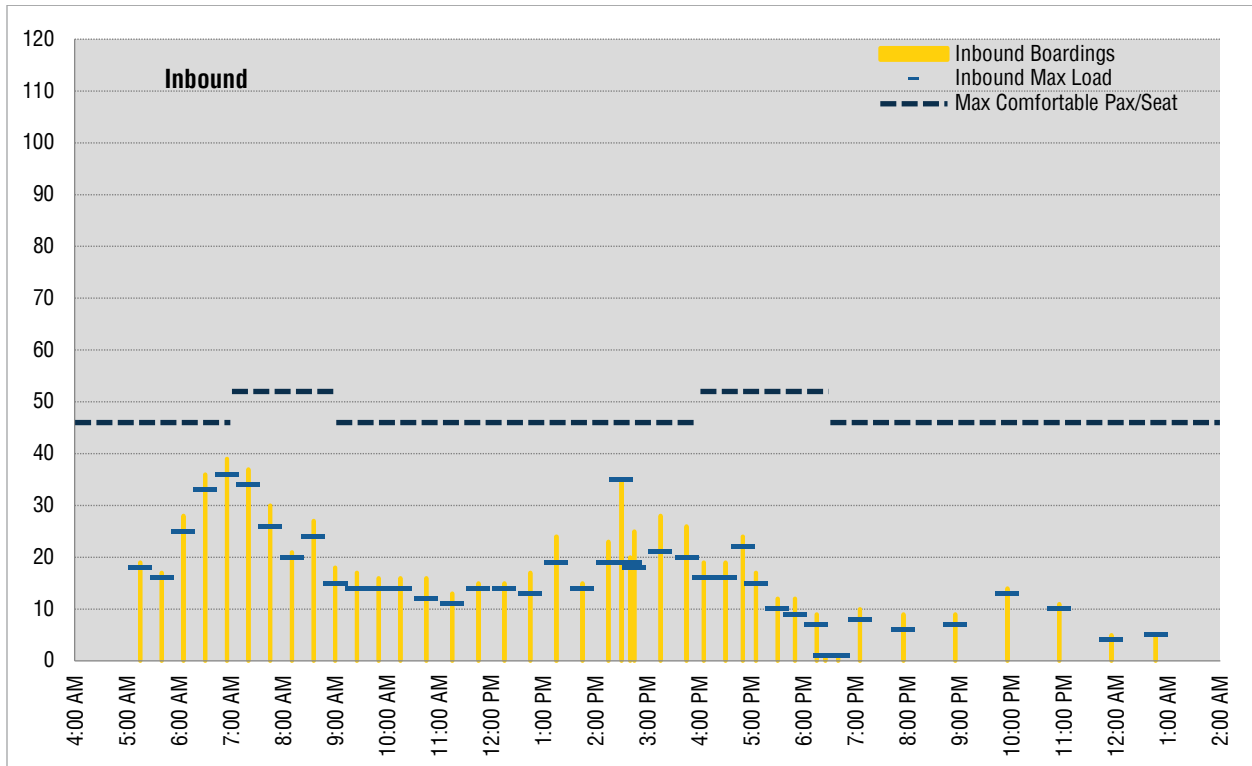


Figure 5 | Weekday Ridership by Trip: Outbound

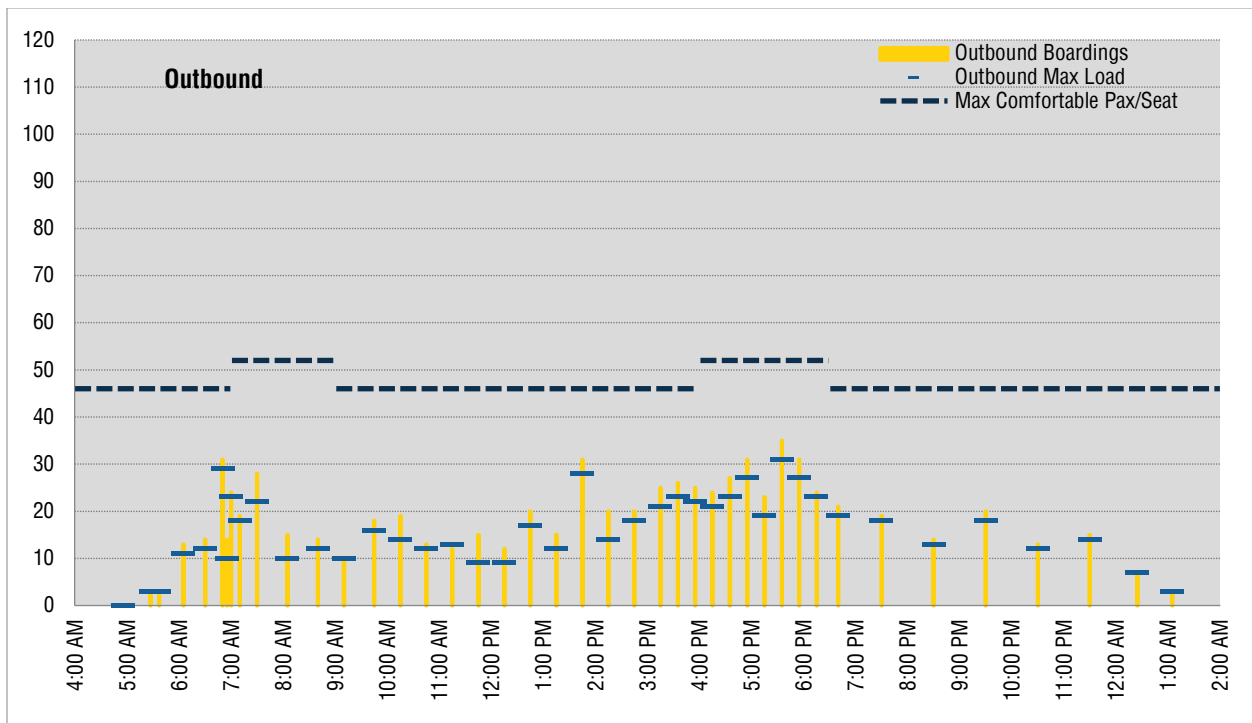


Figure 6 | Saturday Ridership by Trip: Inbound

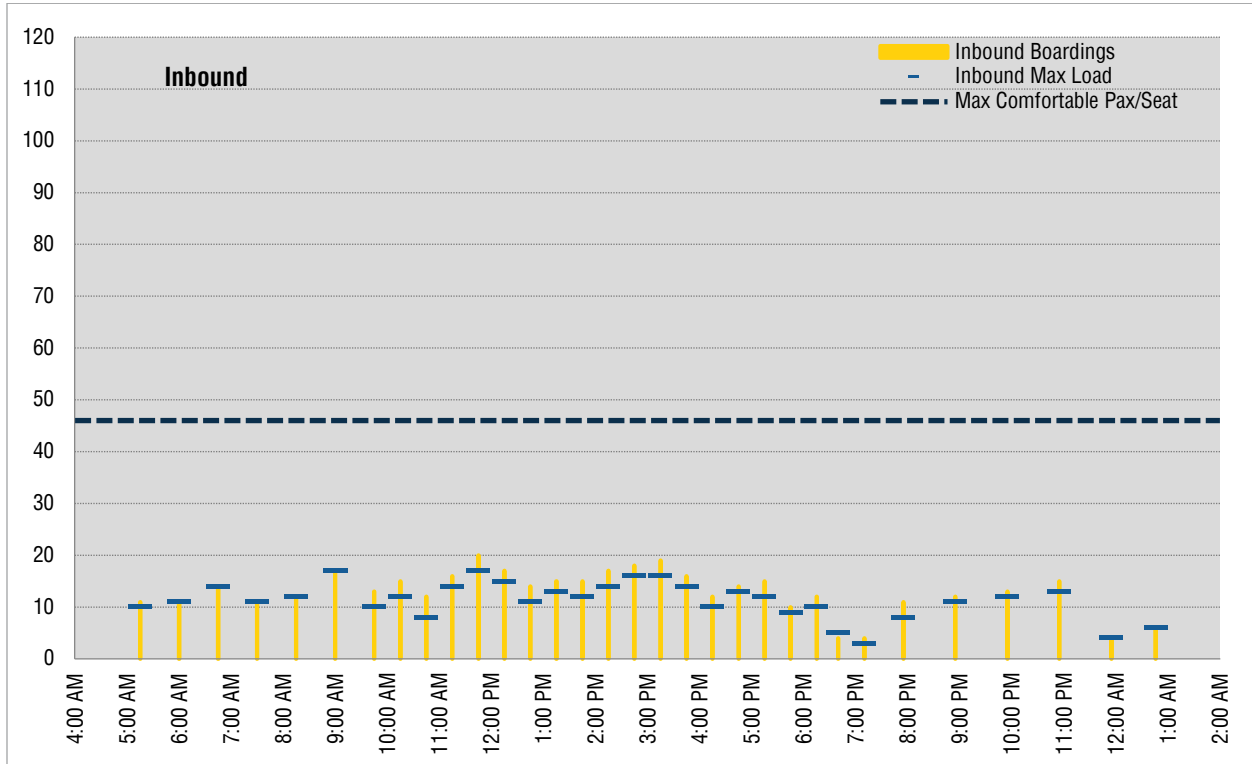


Figure 7 | Saturday Ridership by Trip: Outbound

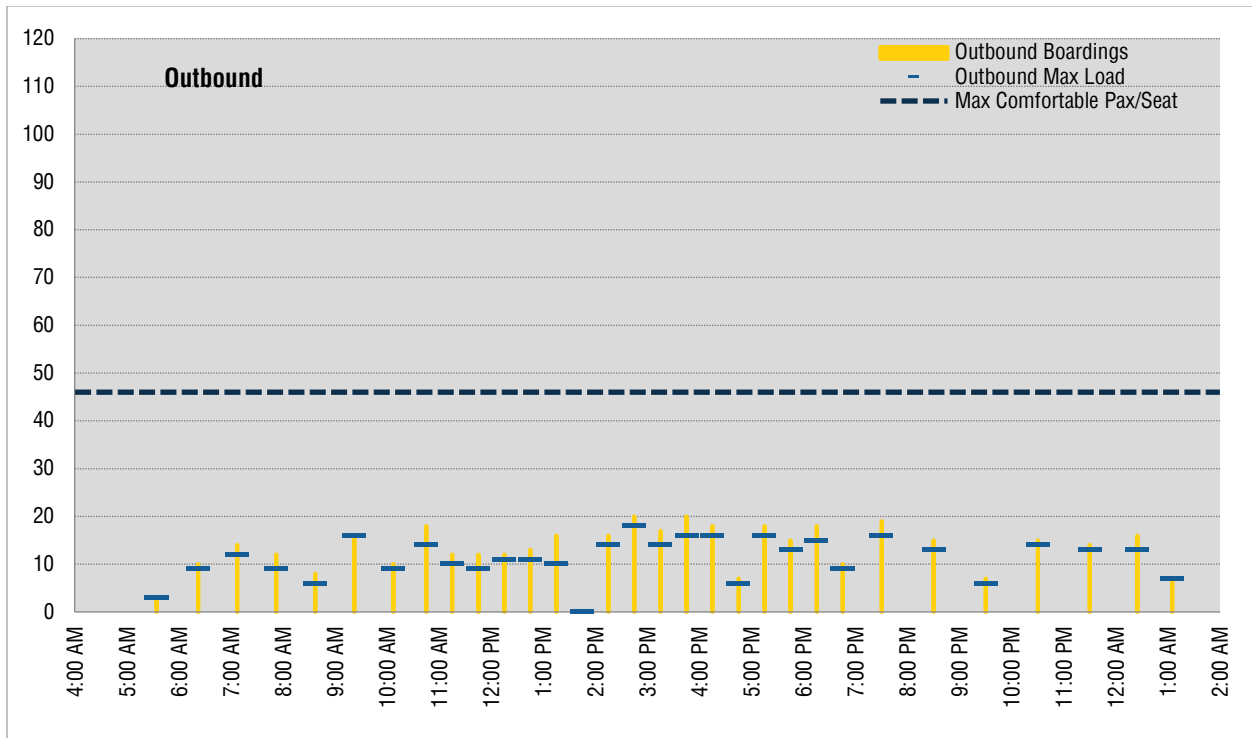


Figure 8 | Sunday Ridership by Trip: Inbound

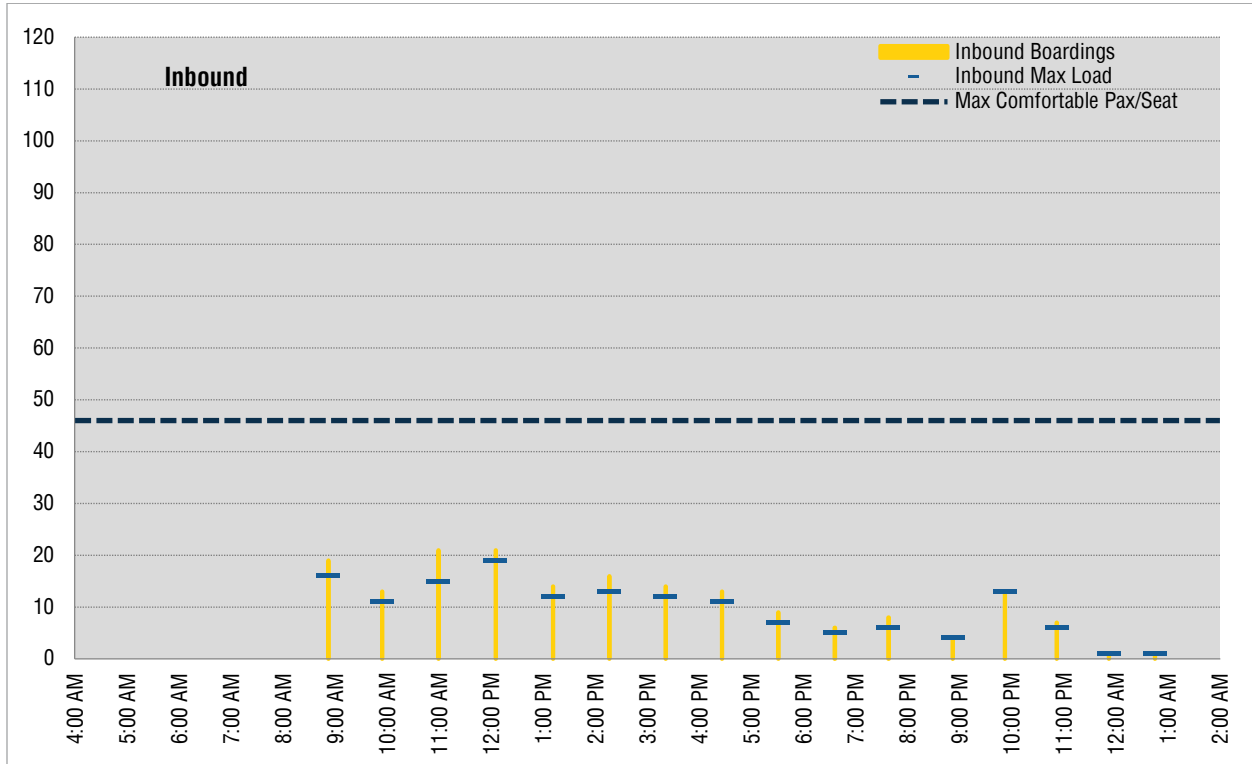
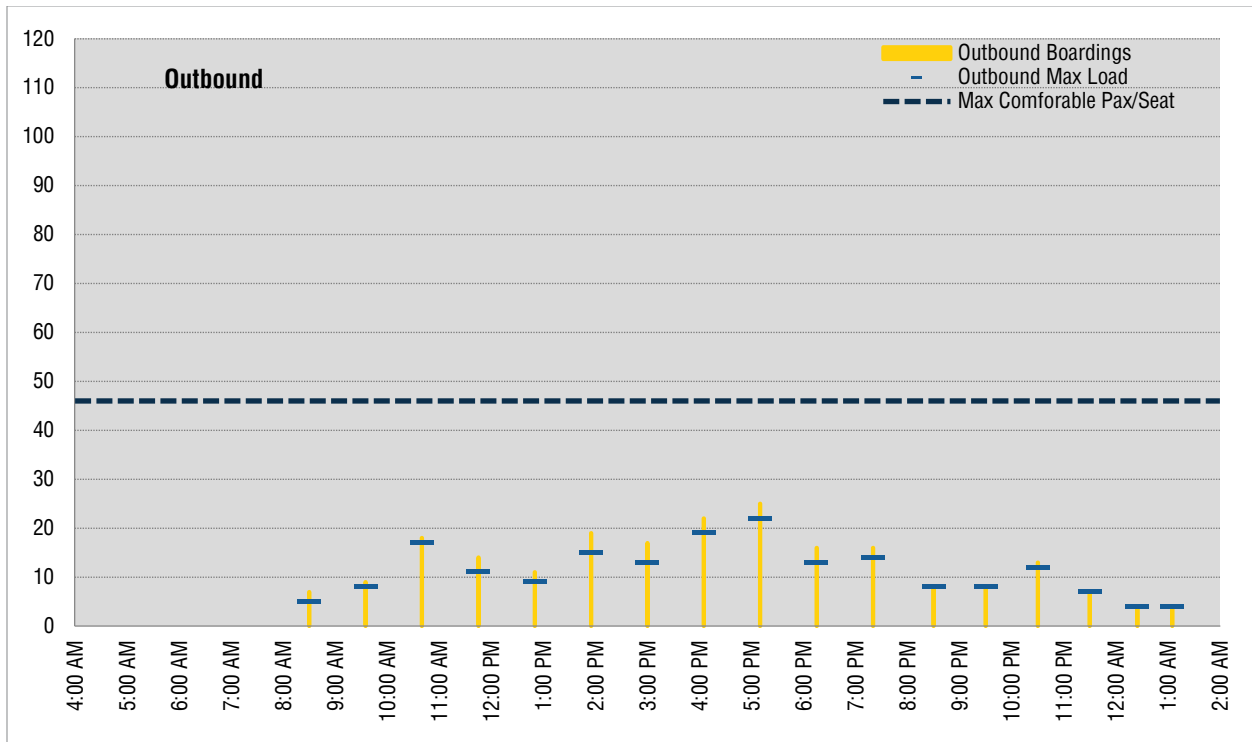


Figure 9 | Sunday Ridership by Trip: Outbound



Passenger Comfort

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 95, 100% of passenger minutes are in comfortable conditions (see Table 4).

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

Route 95's weekday and Sunday overall reliability is very poor, at 56% and 47% respectively (see Table 5). Saturday reliability, at 76%, exceeds the MBTA's target of 75%.

Table 4 | Reliability

SERVICE DAY	ORIGIN/MID-ROUTE ON-TIME PERFORMANCE	DESTINATION ON-TIME PERFORMANCE	OVERALL RELIABILITY	DROPPED TRIPS
Monday-Friday	57%	53%	56%	0.2%
Saturday	75%	81%	76%	-
Sunday	47%	46%	47%	-

Running Times

The major reason for poor on-time performance is that actual running times frequently exceed scheduled running times. During weekday peak periods, inbound trips run three to eight minutes longer than scheduled, and outbound trips run three to five minutes longer than scheduled (see Figure 9 and Figure 10).

Figure 10 | Scheduled & Median Travel Time by Trip: Route 95 Inbound

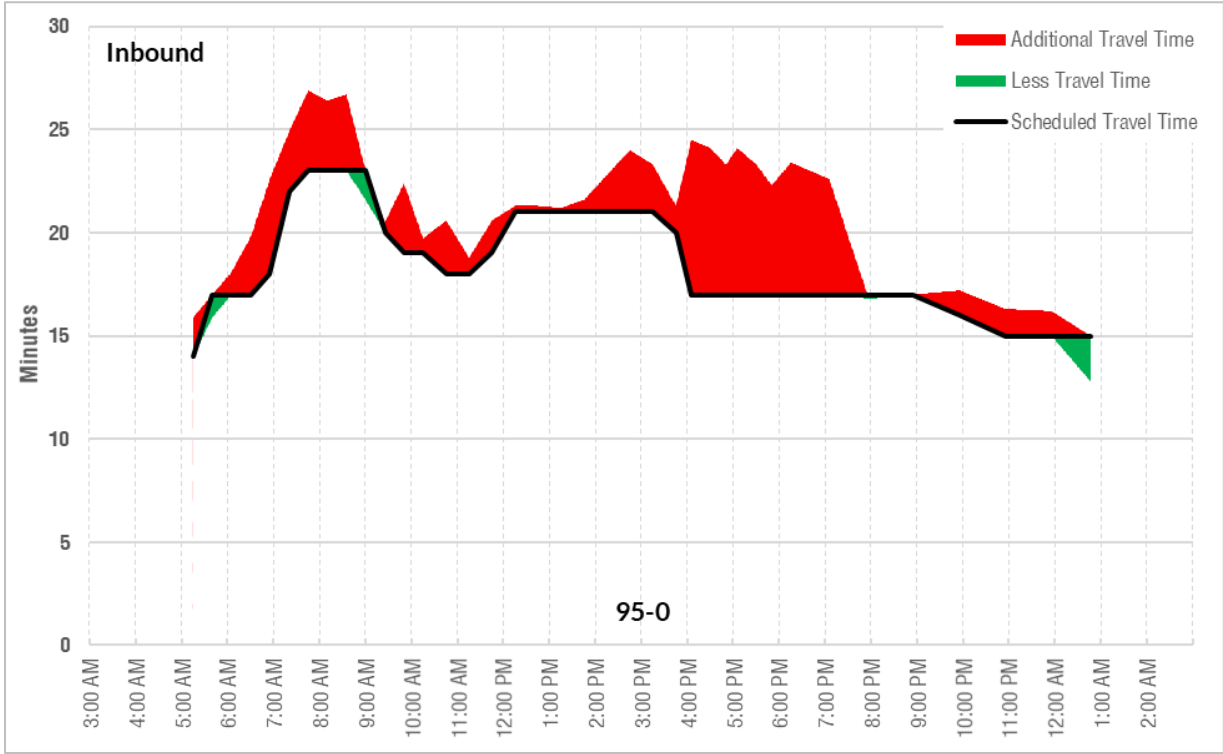
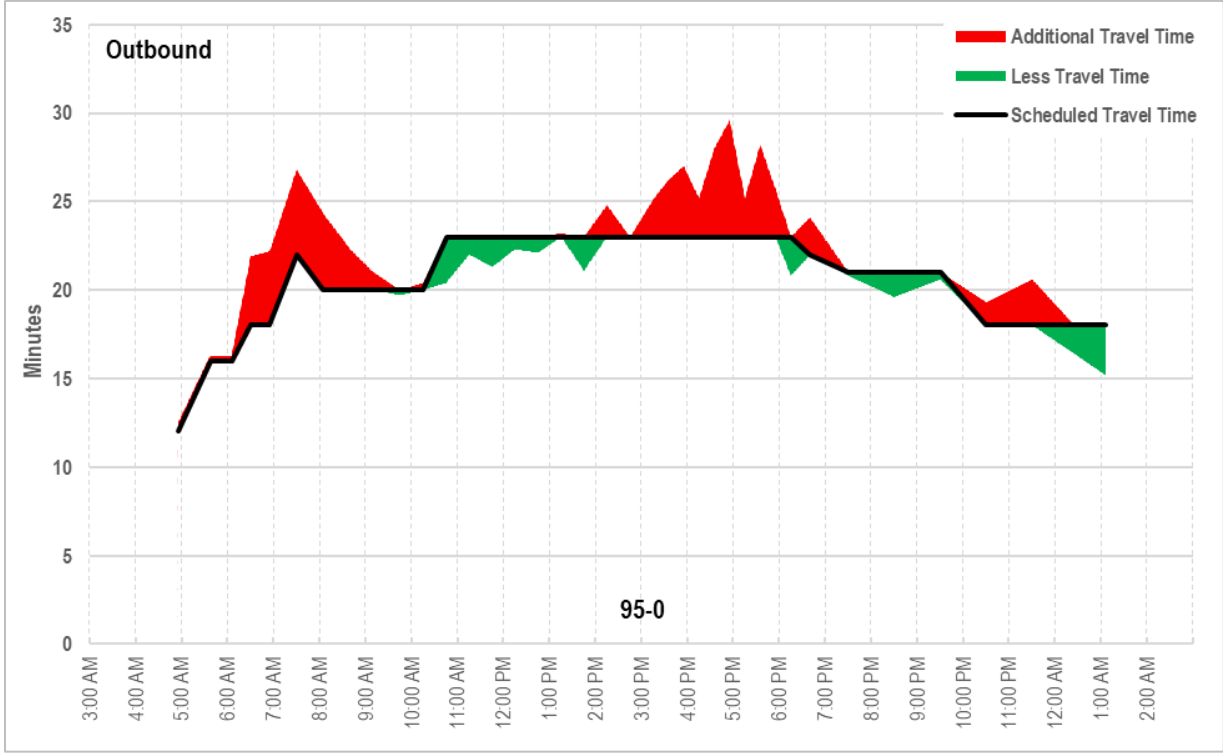


Figure 11 | Scheduled & Median Travel Time by Trip: Route 95 Outbound



Stop Spacing

Route 95 averages 6.5 stops per mile inbound and 5.5 stops per mile outbound. Inbound stop spacing is at the top end of the four to seven stops per mile recommended for urban areas. There are a number of places where stops are very close together:

- Inbound stops along Playstead Road at Clewley Road and Chardon Road are spaced just 400 feet apart, with each stop serving just five daily boardings.
- Inbound stops along High Street in West Medford, at Mystic Street and at Wolcott Street, are spaced about 450 feet apart, with both stops serving fewer than 10 daily boardings.
- Inbound stops along Mystic Avenue at Bonner Avenue and at Hicks Avenue are just 350 feet apart; the Bonner Avenue stop has 78 daily riders, while the Hicks Avenue stop serves just nine daily riders.

Summary

Overall, Route 95 performs moderately well, with relatively strong peak period peak direction ridership. However, weekday off-peak and weekend ridership is relatively low, which indicates that it primarily serves commuters. Its major operating issue is very poor on-time performance, which will require schedule adjustments to resolve. The route also does not meet the minimum service frequency standards on Sundays, which will also require scheduling adjustments. Finally, ridership between Playstead Road and West Medford Station is very low and is duplicative of weekday commuter service provided by Route 326 West Medford-Haymarket Station.