March 30, 2017

Brian Golden, Director
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Attn: Casey Hines

Subject: 47-55 LaGrange Street

Dear Mr. Golden:

QMG LaGrange, LLC (the Proponent), proposes to develop an approximately 8,759 square foot (sf) site (the Project site) at 47-55 LaGrange Street in the Midtown Cultural District of Boston. The existing site, located at the northeastern corner of LaGrange Street and Tamworth Street consists of a surface parking lot. The site will be developed into an approximately 157,000 sf residential building containing up to 176 units and 20 parking spaces (the Project).

The Project site is located in an area that has recently welcomed many new residential projects, bringing more population diversity and retail venues to the neighborhood. The Project will continue this pattern by completely transforming the existing, underutilized site and providing significant improvements to the public realm. Large light sculptures will hang from the proposed building over both LaGrange and Tamworth streets to signal the presence of the Project and activate the street. In addition to the benefits to the public realm, the Project will also provide much-needed downtown housing (including new affordable housing), construction and permanent jobs, and increased tax revenues for the City.

QMG LaGrange, LLC submitted a Project Notification Form (PNF) on January 18, 2017. Since the filing of the PNF, the Proponent has done additional studies to better understand the Project's potential impacts with regards to wind, shadow, and transportation. Below is a summary of the results of these studies, and the full analyses are included as attachments. The goal of this supplemental submission is that the BPDA issue a Scoping Determination Waiving Further Review so that the Project can proceed to the BPDA Board for approval.

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Wind

A pedestrian wind study was conducted by Rowan Williams Davies & Irwin Inc. (RWDI in order to assess the effect of the Project on local conditions in pedestrian areas around the study site. The study involved wind simulations on a 1:300 scale model of the proposed building and surroundings. These simulations were then conducted in RWDI's boundary-layer wind tunnel at Guelph, Ontario, for the purpose of quantifying local wind speed conditions and comparing to appropriate criteria for gauging wind comfort in pedestrian areas. The criteria recommended by the Boston Planning and Development Agency (BPDA) were used in this study.

The wind analysis shows that with the development of the Project, the overall wind conditions expected in the surrounding area are largely similar in the No Build and Build conditions. In fact, the annual wind speeds are expected to improve in many locations. Of the 119 locations studied, 18 locations are predicted to have lower annual wind speeds while only 11 locations are predicted to have slightly higher annual mean wind speeds as a result of the Project.

The complete wind analysis is included as Attachment 1.

Shadow

A shadow impact analysis was conducted to investigate shadow impacts from the Project during three time periods (9:00 a.m., 12:00 noon, and 3:00 p.m.) during the vernal equinox (March 21), summer solstice (June 21), autumnal equinox (September 21), and winter solstice (December 21). In addition, shadow studies were conducted for the 6:00 p.m. time period during the summer solstice and autumnal equinox.

The site is located in a densely built urban area and the proposed Project will be surrounded by and adjacent to structures of similar height and massing. As a result, most new shadow associated with the Project will fall on the rooftops of nearby existing buildings. The Project will not cast new shadow on any public open spaces or bus stops during the time periods studied.

In addition to the shadow study for each of the study periods identified above, an analysis was conducted to ensure compliance with Chapter 362 of the Acts of 1990. Chapter 362 of the Acts of 1990 prohibits any structure which casts a new shadow upon the Boston Common except (i) any structure which casts new shadow during the first hour after sunrise or before seven o'clock in the morning, whichever is later, or the last hour before sunset, (ii) shadow which would have been cast by an as-of-

right building permitted as of May 1, 1990, (iii) any structure within the Midtown Cultural District established by Article 38 which casts no new shadow for more than two hours from eight o'clock in the morning through two-thirty in the afternoon on any day from March 21 through October 21, inclusive, in any calendar year, on any area of the Boston Common.

The shadow impact analysis, including an analysis of shadows on the Boston Common, is provided in Attachment 2. As demonstrated, the new shadow from the Project complies with the Boston Common Special Act.

Transportation

During the February 2, 2017 BPDA Scoping Session, comments were raised by the Boston Transportation Department (BTD) related to transit capacities, pedestrian activity within the vicinity of the Project site, and loading activity along LaGrange Street. A detailed review of public transportation facilities, current vehicular loading and service activity on LaGrange Street, and pedestrian observations and counts was conducted in response to these comments.

The Project is expected to take advantage of the convenient downtown Boston location and rely heavily on pedestrian and transit trips. The supplemental analysis, included as Attachment 3, indicates that there is generally excess capacity within the immediate public transportation services and on the surrounding pedestrian facilities to accommodate the Project's modest demands. Loading and service activity for the Project is expected to be minimal and will occur on site without impacting operations along LaGrange Street.

I hope this information is helpful. Please do not hesitate to contact me with any questions.

Sincerely,

EPSILON ASSOCIATES, INC.

T Moked

Talya Moked
Project Planner

Attachment 1

Wind

REPORT

LAGRANGE STREET

BOSTON, MA

PEDESTRIAN WIND STUDY

RWDI #1701813

March 3, 2017

SUBMITTED TO

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TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

LIST OF APPENDICES

1 INTRODUCTION

A pedestrian wind study was conducted on the proposed LaGrange Street project in Boston, Massachusetts. The objective of the study was to assess the effect of the proposed development on local conditions in pedestrian areas around the study site and provide recommendations for minimizing adverse effects if applicable.

The study involved wind simulations on a 1:300 scale model of the proposed building and surroundings. These simulations were then conducted in RWDI's boundary-layer wind tunnel at Guelph, Ontario, for the purpose of quantifying local wind speed conditions and comparing to appropriate criteria for gauging wind comfort in pedestrian areas. A list of the drawings used for the construction of the model can be found in Appendix A. The criteria recommended by the Boston Planning and Development Agency (BPDA) were used in this study. The present report describes the methods and presents the results of the wind tunnel simulations.

2 OVERVIEW

Major buildings, especially those that protrude above their surroundings, often cause increased local wind speeds at the pedestrian level. Typically, wind speeds increase with elevation above the ground surface, and taller buildings intercept these faster winds and deflect them down to the pedestrian level. The funneling of wind through gaps between buildings and the acceleration of wind around corners of buildings may also cause increases in wind speed. Conversely, if a building is surrounded by others of equivalent height, it may be protected from the prevailing upper-level winds, resulting in no significant changes to the local pedestrian-level wind environment. The most effective way to assess potential pedestrian-level wind impacts around a proposed new building is to conduct scale model tests in a wind tunnel.

The consideration of wind in planning outdoor activity areas is important since high winds in an area tend to deter pedestrian use. For example, winds should be light or relatively light in areas where people would be sitting, such as outdoor cafes or playgrounds. For bus stops and other locations where people would be standing, somewhat higher winds can be tolerated. For frequently used sidewalks, where people are primarily walking, stronger winds are acceptable. For infrequently used areas, the wind comfort criteria can be relaxed even further. The actual effects of wind can range from pedestrian inconvenience, due to the blowing of dust and other loose material in a moderate breeze, to severe difficulty with walking due to the wind forces on the pedestrian.

3 METHODOLOGY

The RWDI pedestrian wind criteria are used in the current study. These criteria have been developed by RWDI through research and consulting practice since 1974 (References 1 through 6). They have also been widely accepted by municipal authorities as well as by the building design and city planning community.

RWDI Pedestrian Comfort Criteria

Information concerning the site and surroundings was derived from: information on surrounding buildings and terrain and site plans and elevations of the proposed development provided by the design team. The following configurations were simulated:

No Build: includes all existing and approved surrounding buildings; and

Build: includes the proposed LaGrange Street and all existing and approved surroundings.

As shown in Figures 1a and 1b, the wind tunnel model included the proposed development and all relevant surrounding buildings and topography within a 1200 ft radius of the study site. The mean speed profile and turbulence of the natural wind approaching the modelled area were also simulated in RWDI's boundary layer wind tunnel. The scale model was equipped with 119 specially designed wind speed sensors that were connected to the wind tunnel's data acquisition system to record the mean and fluctuating components of wind speed at a full-scale height of 5 feet above grade in pedestrian areas throughout the study site. Wind speeds were measured for 36 wind directions, in 10 degree increments, starting from true north. The measurements at each sensor location were recorded in the form of ratios of local mean and gust speeds to the reference wind speed in the free stream above the model. The results were then combined with long-term meteorological data, recorded during the years 1991 to 2015 at Boston's Logan International Airport, in order to predict full scale wind conditions. The analysis was performed separately for each of the four seasons and for the entire year.

Figure 2 presents "wind roses", summarizing the seasonal and annual wind climates in the Boston area, based on the data from Logan Airport. The first wind rose in Figure 2, for example, summarizes the spring (March, April, and May) wind data. Although the prevailing wind directions change throughout the year from season to season, winds from the easterly, southwesterly and west-northwesterly directions tend to be the most frequent throughout the year. Strong winds (speeds greater than 20 mph, shown by the red bands in the wind rose diagrams of Figure 2) are most frequent during the winter (12.8% of the time). Strong winter winds are most frequently from the southwest and west through northwest. On an annual basis (the last wind rose in Figure 2) the most common wind directions are those between south-southwest and northwest. Winds from the east and east-southeast are also relatively common. In the case of strong winds, winds from the southwesterly and west-northwesterly direction are most common, with winds from the north-easterly directions also being relatively frequent.

This study involved state-of-the-art measurement and analysis techniques to predict wind conditions at the study site. Nevertheless, some uncertainty remains in predicting wind comfort, and this must be kept in mind. For example, the sensation of comfort among individuals can be quite variable. Variations in age, individual health, clothing, and other human factors can change a particular response of an individual. The comfort limits used in

this report represent an average for the total population. Also, unforeseen changes in the project area, such as the construction or removal of buildings, can affect the conditions experienced at the site. Finally, the prediction of wind speeds is necessarily a statistical procedure. The wind speeds reported are for the frequency of occurrence stated (one percent of the time). Higher wind speeds will occur but on a less frequent basis.

4 PREDICTED WIND COMFORT CRITERIA

The BPDA has adopted two standards for assessing the relative wind comfort of pedestrians. First, the BPDA wind design guidance criterion states that an effective gust velocity (hourly mean wind speed +1.5 times the root-mean-square wind speed) of 31 mph should not be exceeded more than one percent of the time. The second set of criteria used by the BPDA to determine the acceptability of specific locations is based on the work of Melbourne[1]. This set of criteria is used to determine the relative level of pedestrian wind comfort for activities such as sitting, standing, or walking. The criteria are expressed in terms of benchmarks for the 1-hour mean wind speed exceeded 1% of the time (i.e., the 99-percentile mean wind speed). They are as follows:

BPDA Mean Wind Criteria*

Comfort Category	Mean Wind Speed (mph)
Dangerous	> 27
Uncomfortable for Walking	> 19 and ≤ 27
Comfortable for Walking	> 15 and ≤ 19
Comfortable for Standing	> 12 and ≤ 15
Comfortable for Sitting	< 12

* Applicable to the hourly mean wind speed exceeded one percent of the time.

The wind climate found in a typical downtown location in Boston is generally comfortable for the pedestrian use of sidewalks and thoroughfares and meets the BPDA effective gust velocity criterion of 31 mph. However, without any mitigation measures, this wind climate is likely to be frequently uncomfortable for more passive activities such as sitting.

1. Melbourne, W.H., 1978, "Criteria for Environmental Wind Conditions", Journal of Industrial Aerodynamics, 3 (1978) 241 - 249.

5 TEST RESULTS

Figures 3a through 4b graphically depict the mean and gust wind conditions at each wind measurement location based on the annual winds only. Figure 5 is a graphical representation of the mean speed category changes from the No Build to the Build conditions. Typically, the summer and fall winds tend to be more comfortable than the annual winds, while the winter and spring winds are less comfortable than the annual winds. Table 1 presents the mean and effective gust wind speeds for each season, as well as those on an annual basis

5.1 Mean Speed Criterion

A mean speed categorization of walking is considered appropriate for sidewalks. Lower wind speeds conducive to standing are preferred at building entrances. Wind conditions comfortable for sitting are desired on patios during the summer when the areas would be in use.

5.1.1 No Build Configuration

Grade Level Sensors (Locations 1 through 115)

On an annual basis, wind conditions are generally comfortable for sitting or standing at the project site (Figure 3a). Offsite sidewalks are predicted to be comfortable for walking or better at most tested locations; however there are a number of areas that are predicted to be uncomfortable for walking. These uncomfortable wind conditions are more noticeable at and near the following street intersections: Tremont and Stuart, Tremont and Boylston and Boylston and Essex. It is noted that the mean wind speeds for all 115 measured locations are predicted to be below the dangerous threshold of 27mph.

Above-Grade Level Sensors (Locations 116 through 119)

As recommended by the BPDA, a few above-grade locations were instrumented for two nearby buildings (45 Stuart Street and Kensington Place). The wind speed at the upper amenity on 45 Stuart is predicted to be comfortable for sitting. The wind conditions at podium level for Kensington Place are predicted to range between standing and uncomfortable depending on the precise measurement location.

5.1.2 Build Configuration

The wind conditions at the main entrance of the proposed development is predicted to be comfortable for standing on an annual basis, which is considered appropriate for the intended use.

Since the proposed development is surrounded by taller buildings, its construction is expected to change the wind conditions only within close proximity of the project site. The wind comfort category change is graphically represented in Figure 5. Special attention is given to locations that experience wind comfort reduction as a result of the construction of the proposed development (see shades of brown color in Figure 5). From Table 1, it is noted

that several of this changes are due to marginal wind speed changes of 1 mph. For example, distant locations such as 45, 58, 61, 78 and 81 experience a marginal wind speed increase of 1 mph. However, the apparent wind comfort reduction is not attributable to the construction of the proposed project but rather to the repeatability accuracy of the wind tunnel tests.

It is therefore concluded that the construction of the proposed development has no significant effect on the existing wind conditions.

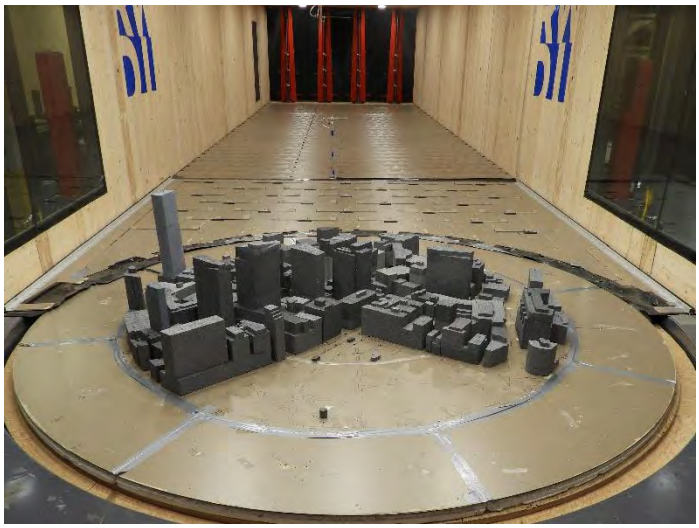
5.2 Effective Gust Criterion

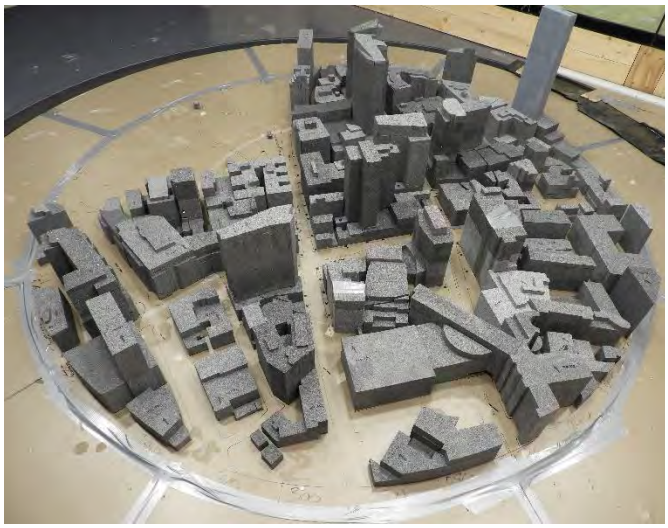
Wind speeds at Locations 17 and 54 are expected to exceed the Effective Gust Criterion for both the No Build and Build configurations (Figures 4a and 4b).

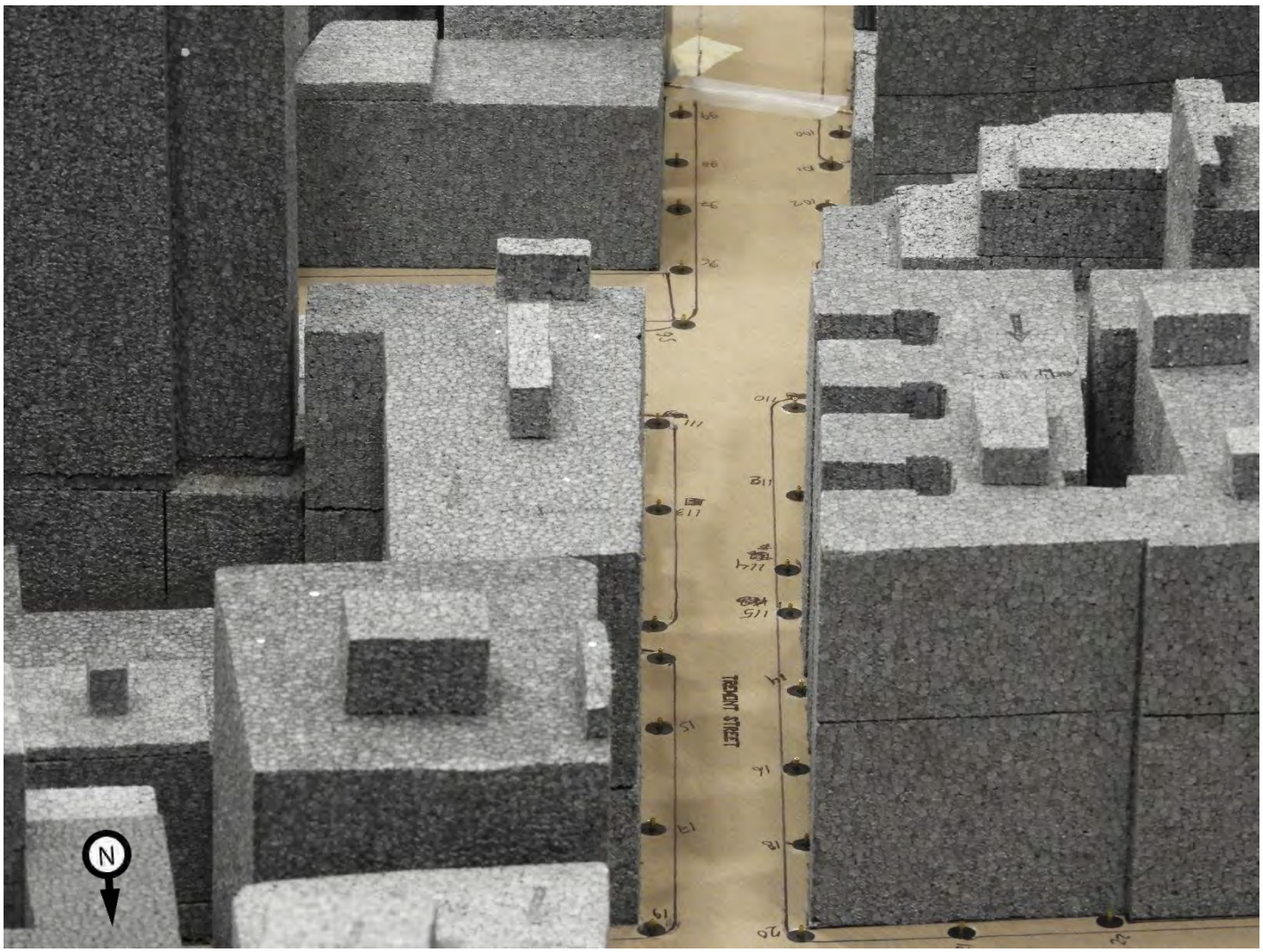
6 RECOMMENDATIONS

Based on the positive results around the proposed development, there are no recommendations for wind control. The uncomfortable and unsafe wind conditions observed in Figures 3a through 4b are the result of the existing built environment.

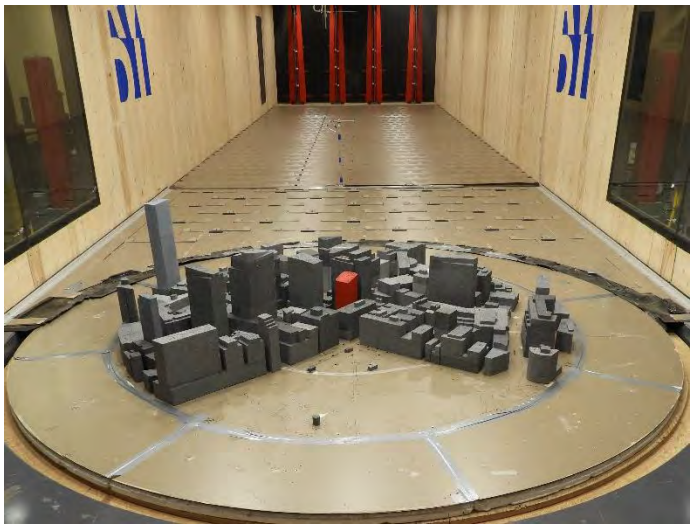
FIGURES



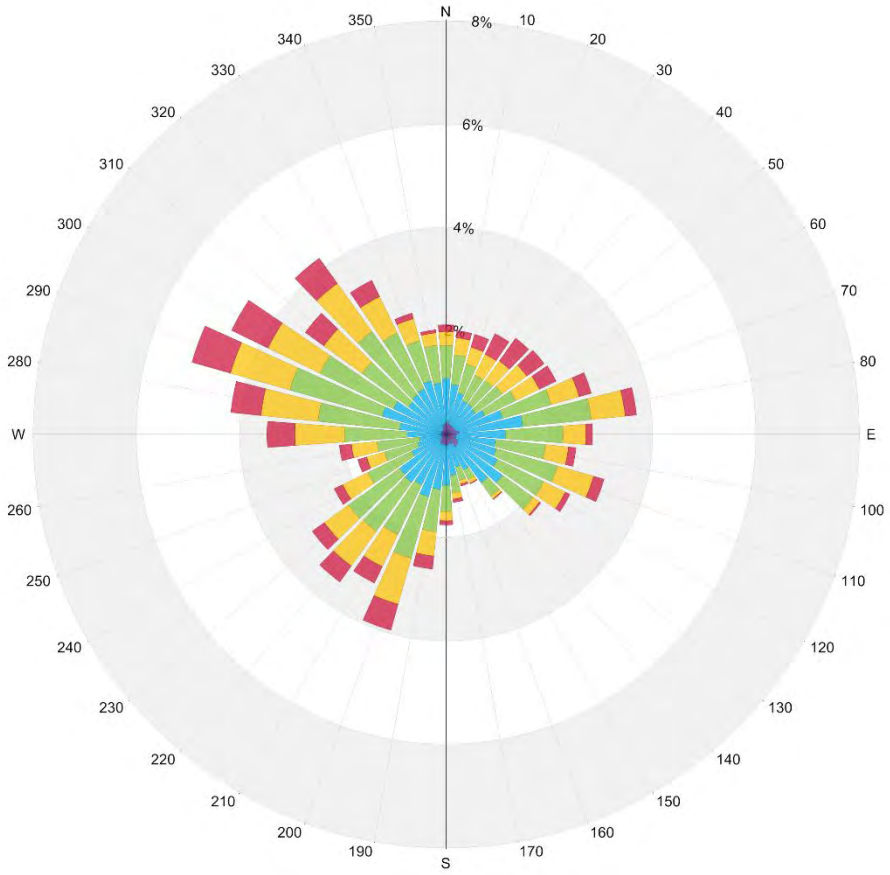




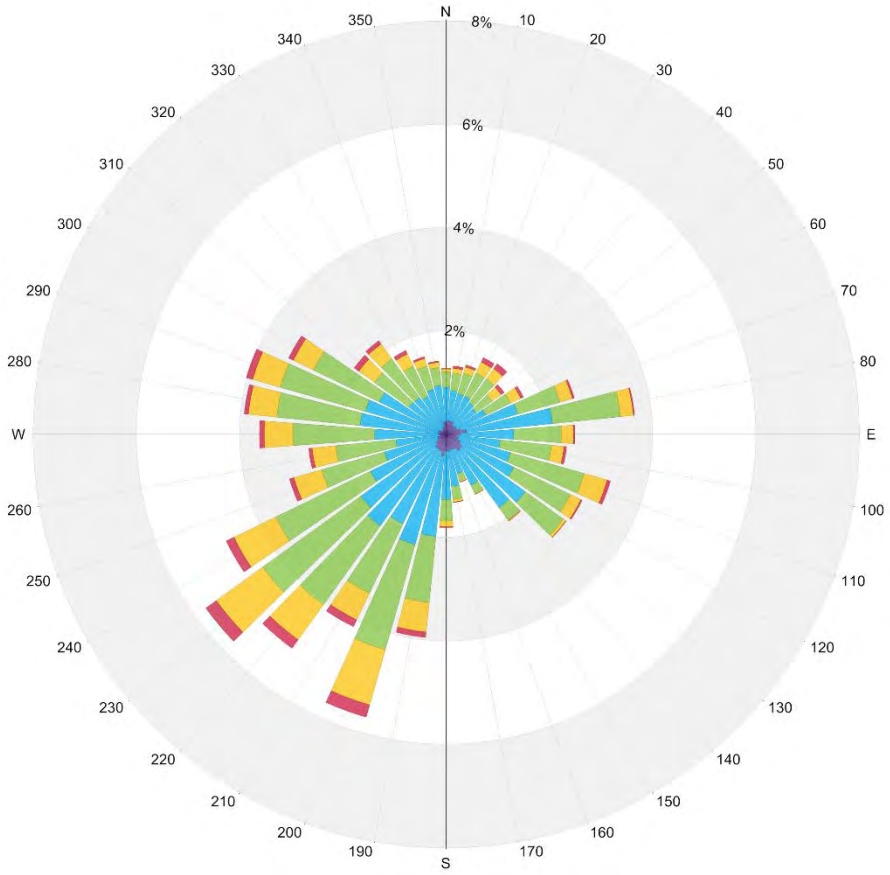
Wind Tunnel Study Model **No Build Configuration**	Figure: 1a	
LaGrange Street – Boston, MA Project #1701813	Date: March 3, 2017	



Wind Tunnel Study Model **Build Configuration**	Figure: 1b	
LaGrange Street – Boston, MA Project #1701813	Date: March 3, 2017	



Spring
(March - May)



Summer
(June - August)

Wind Speed (mph)	Probability (%) Spring	Summer
Calm	2.4	2.7
1-5	6.4	8.9
6-10	28.5	38.1
11-15	32.9	35.1
16-20	19.7	12.6
>20	10.2	2.7

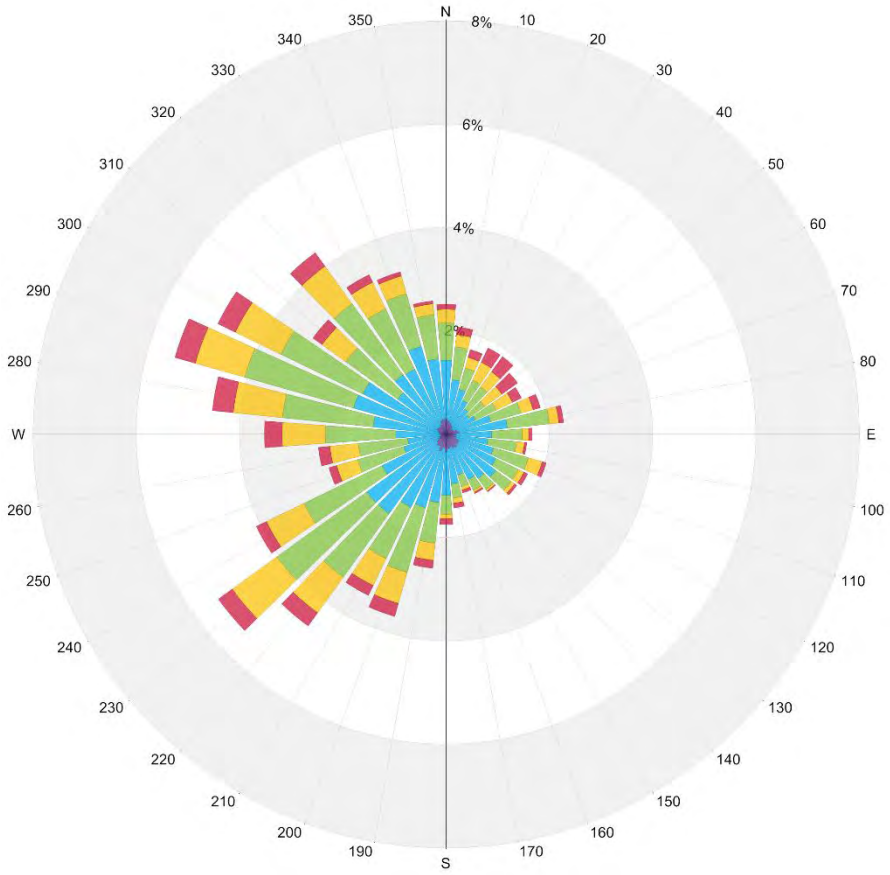
Directional Distribution (%) of Winds (Blowing From)
Boston Logan International Airport (1991 - 2015)

LaGrange Street – Boston, MA

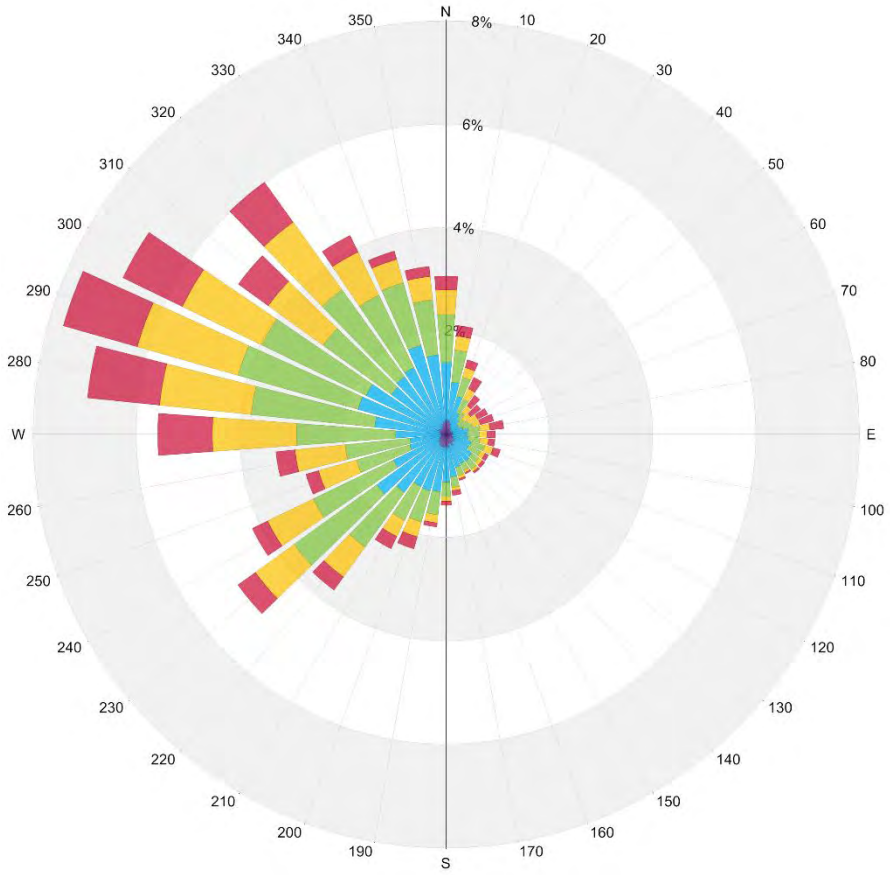
Project #1701813

Figure No. 2

Date: March 03, 2017



Fall
(September - November)



Winter
(December - February)

Wind Speed (mph)	Probability (%) Fall	Winter
Calm	2.9	2.3
1-5	8.0	6.2
6-10	34.3	27.6
11-15	32.8	31.0
16-20	15.3	20.1
>20	6.7	12.8

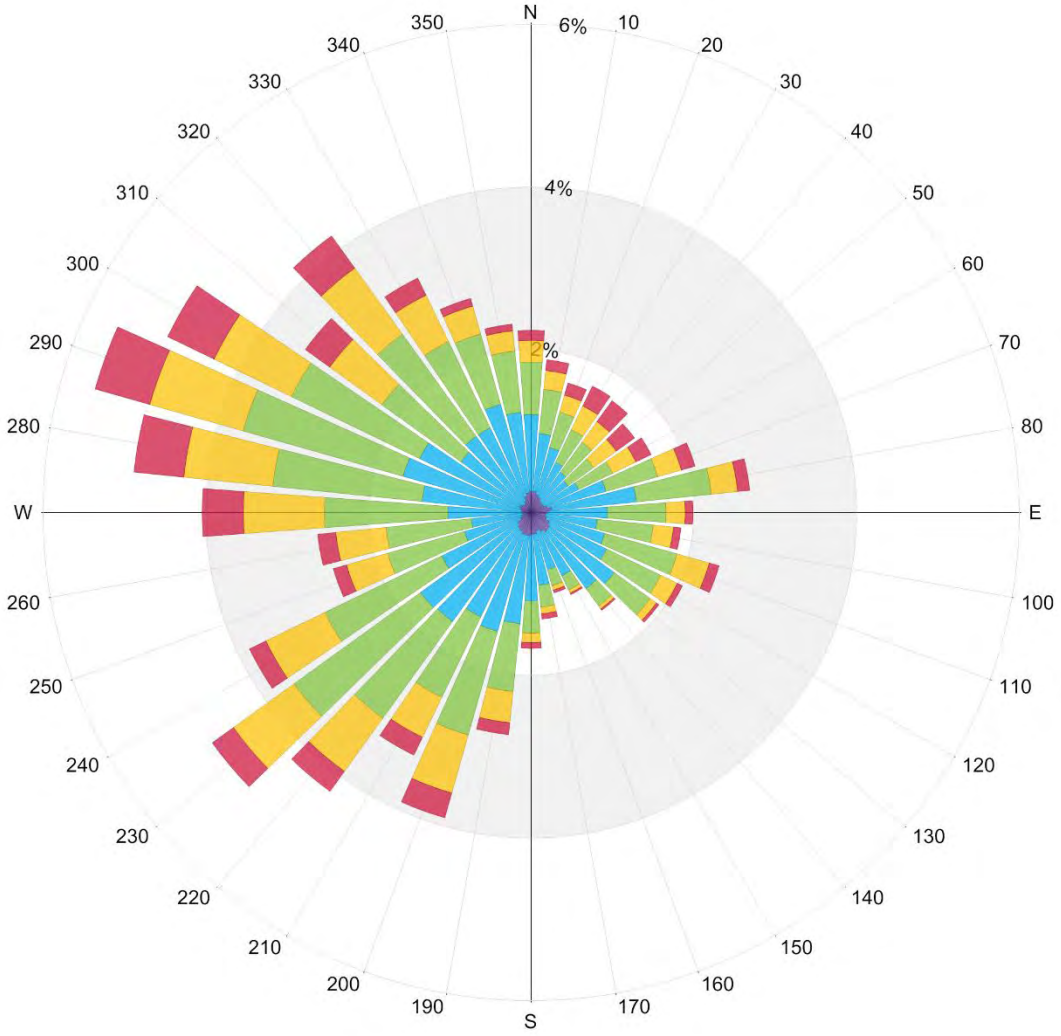
Directional Distribution (%) of Winds (Blowing From)
Boston Logan International Airport (1991 - 2015)

LaGrange Street – Boston, MA

Project #1701813

Figure No. 2

Date: March 03, 2017



Annual Winds

Wind Speed (mph)	Probability (%)
Calm	2.6
1-5	7.4
6-10	32.1
11-15	33.0
16-20	16.9
>20	8.1

Directional Distribution (%) of Winds (Blowing From)
Boston Logan International Airport (1991 - 2015)

LaGrange Street – Boston, MA

Project #1701813

Figure No. 2

Date: March 03, 2017

BOSTON COMMON

HAYWARD PL

ESSEX ST

BOYLSTON ST

TREMONT ST

LAGRANGE ST

WASHINGTON ST

BEACH ST

STUART ST

TREMONT ST

LEGEND:

MEAN SPEED CATEGORIES:

- Sitting
- Standing
- Walking
- Uncomfortable
- Dangerous

SENSOR LOCATION:

- Grade Level

0 60 120ft

Pedestrian Wind Conditions - Mean Speed

No Build - Comfort
Annual

LaGrange Street - Boston, MA

Project #1701813

True North

Drawn by: ck	Figure: 3a
Approx. Scale:	1"=120'
Date Revised:	March 1, 2017

BOSTON COMMON

HAYWARD PL

ESSEX ST

BOYLSTON ST

TREMONT ST

BUILDING ABOVE REMOVED FOR CLARITY OF GRADE LEVEL SENSORS

LAGRANGE ST

WASHINGTON ST

BEACH ST

STUART ST

TREMONT ST

LEGEND:

MEAN SPEED CATEGORIES:

- Sitting
- Standing
- Walking
- Uncomfortable
- Dangerous

SENSOR LOCATION:

- Grade Level
- Main Entrance Location

0 60 120ft

Pedestrian Wind Conditions - Mean Speed

Build - Comfort
Annual

LaGrange Street - Boston, MA

True North

Project #1701813

Drawn by: ck	Figure: 3b
Approx. Scale:	1"=120'
Date Revised:	March 1, 2017

BOSTON COMMON

HAYWARD PL

ESSEX ST

BOYLSTON ST

TREMONT ST

WASHINGTON ST

LAGRANGE ST

BEACH ST

STUART ST

TREMONT ST

LEGEND:

EFFECTIVE GUST CATEGORIES:

Acceptable

Unacceptable

SENSOR LOCATION:

Grade Level

0 60 120ft

Pedestrian Wind Conditions - Effective Gust

No Build - Safety

Annual

LaGrange Street - Boston, MA

True North

Project #1701813

Drawn by:	ck	Figure:	4a
Approx. Scale:	1"=120'		
Date Revised:	March 2, 2017		

BOSTON COMMON

HAYWARD PL

ESSEX ST

BOYLSTON ST

TREMONT ST

BUILDING ABOVE REMOVED FOR CLARITY OF GRADE LEVEL SENSORS

WASHINGTON ST

LAGRANGE ST

BEACH ST

STUART ST

TREMONT ST

LEGEND:

EFFECTIVE GUST CATEGORIES:

Acceptable

Unacceptable

SENSOR LOCATION:

Grade Level

Main Entrance Location

0 60 120ft

Pedestrian Wind Conditions - Effective Gust

Build - Safety

Annual

LaGrange Street - Boston, MA

True North

Project #1701813

Drawn by:	ck	Figure:	4b
Approx. Scale:	1"=120'		
Date Revised:	March 2, 2017		

BOSTON COMMON

HAYWARD PL

ESSEX ST

BOYLSTON ST

TREMONT ST

BUILDING ABOVE REMOVED FOR CLARITY OF GRADE LEVEL SENSORS

LAGRANGE ST

WASHINGTON ST

BEACH ST

STUART ST

TREMONT ST

LEGEND:

COMFORT CATEGORY CHANGE:

- Wind Comfort Reduction - Two Levels or Greater
- Wind Comfort Reduction - One Level
- No Comfort Category Change
- Wind Comfort Improvement - One Level
- Wind Comfort Improvement - Two Levels or Greater

SENSOR LOCATION:

- Grade Level
- Main Entrance Location

0 60 120ft

Pedestrian Wind Conditions - Category Change

No Build to Build
Annual

LaGrange Street - Boston, MA

True North

Project #1701813

Drawn by:	ck	Figure:	5a
Approx. Scale:	1"=120'		
Date Revised:	March 1, 2017		

TABLES

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
1	A	Spring	14		Standing	20		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	14		Standing	20		Acceptable
		Annual	13		Standing	19		Acceptable
	B	Spring	15		Standing	21		Acceptable
		Summer	11		Sitting	15		Acceptable
		Fall	14	17%	Standing	19		Acceptable
		Winter	14		Standing	21		Acceptable
		Annual	14		Standing	19		Acceptable
2	A	Spring	12		Sitting	18		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	12		Sitting	17		Acceptable
		Winter	14		Standing	20		Acceptable
		Annual	12		Sitting	18		Acceptable
	B	Spring	18	50%	Walking	24	33%	Acceptable
		Summer	13	44%	Standing	17	21%	Acceptable
		Fall	16	33%	Walking	22	29%	Acceptable
		Winter	17	21%	Walking	23	15%	Acceptable
		Annual	16	33%	Walking	22	22%	Acceptable
3	A	Spring	13		Standing	18		Acceptable
		Summer	10		Sitting	14		Acceptable
		Fall	12		Sitting	17		Acceptable
		Winter	14		Standing	19		Acceptable
		Annual	13		Standing	17		Acceptable
	B	Spring	17	31%	Walking	23	28%	Acceptable
		Summer	13	30%	Standing	17	21%	Acceptable
		Fall	16	33%	Walking	21	24%	Acceptable
		Winter	17	21%	Walking	23	21%	Acceptable
		Annual	16	23%	Walking	21	24%	Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
4	A	Spring	13		Standing	21		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	13		Standing	20		Acceptable
		Annual	12		Sitting	19		Acceptable
	B	Spring	16	23%	Walking	24	14%	Acceptable
		Summer	12	20%	Sitting	18	20%	Acceptable
		Fall	15	25%	Standing	22	16%	Acceptable
		Winter	17	31%	Walking	26	30%	Acceptable
		Annual	15	25%	Standing	24	26%	Acceptable
5	A	Spring	13		Standing	20		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	13		Standing	20		Acceptable
		Annual	12		Sitting	19		Acceptable
	B	Spring	10	-23%	Sitting	16	-20%	Acceptable
		Summer	8	-11%	Sitting	12	-14%	Acceptable
		Fall	10	-17%	Sitting	15	-17%	Acceptable
		Winter	11	-15%	Sitting	16	-20%	Acceptable
		Annual	10	-17%	Sitting	15	-21%	Acceptable
6	A	Spring	15		Standing	23		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	15		Standing	23		Acceptable
		Annual	14		Standing	21		Acceptable
	B	Spring	9	-40%	Sitting	15	-35%	Acceptable
		Summer	7	-36%	Sitting	11	-35%	Acceptable
		Fall	8	-43%	Sitting	14	-33%	Acceptable
		Winter	9	-40%	Sitting	16	-30%	Acceptable
		Annual	9	-36%	Sitting	14	-33%	Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
7	A	Spring	14		Standing	21		Acceptable
		Summer	11		Sitting	16		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	14		Standing	21		Acceptable
		Annual	13		Standing	20		Acceptable
	B	Spring	14		Standing	21		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	14		Standing	23		Acceptable
		Annual	13		Standing	21		Acceptable
8	A	Spring	13		Standing	20		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	13		Standing	21		Acceptable
		Annual	12		Sitting	19		Acceptable
	B	Spring	12		Sitting	18		Acceptable
		Summer	9		Sitting	13	-13%	Acceptable
		Fall	11		Sitting	16	-16%	Acceptable
		Winter	12		Sitting	18	-14%	Acceptable
		Annual	11		Sitting	17	-11%	Acceptable
9	A	Spring	16		Walking	23		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	16		Walking	23		Acceptable
		Annual	15		Standing	21		Acceptable
	B	Spring	15		Standing	23		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	16		Walking	25		Acceptable
		Annual	15		Standing	22		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
10	A	Spring	16		Walking	22		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	14		Standing	20		Acceptable
		Winter	16		Walking	22		Acceptable
		Annual	15		Standing	21		Acceptable
	B	Spring	16		Walking	22		Acceptable
		Summer	12		Sitting	16		Acceptable
		Fall	14		Standing	20		Acceptable
		Winter	16		Walking	23		Acceptable
		Annual	15		Standing	21		Acceptable
11	A	Spring	10		Sitting	16		Acceptable
		Summer	7		Sitting	12		Acceptable
		Fall	9		Sitting	15		Acceptable
		Winter	10		Sitting	17		Acceptable
		Annual	9		Sitting	15		Acceptable
	B	Spring	8	-20%	Sitting	14	-12%	Acceptable
		Summer	6	-14%	Sitting	10	-17%	Acceptable
		Fall	8	-11%	Sitting	13	-13%	Acceptable
		Winter	9		Sitting	14	-18%	Acceptable
		Annual	8	-11%	Sitting	13	-13%	Acceptable
12	A	Spring	16		Walking	23		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	15		Standing	21		Acceptable
		Winter	17		Walking	24		Acceptable
		Annual	16		Walking	22		Acceptable
	B	Spring	16		Walking	22		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	15		Standing	21		Acceptable
		Winter	17		Walking	24		Acceptable
		Annual	16		Walking	22		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
13	A	Spring	15		Standing	23		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	16		Walking	24		Acceptable
		Annual	15		Standing	22		Acceptable
	B	Spring	14		Standing	21		Acceptable
		Summer	12		Sitting	16		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	14	-12%	Standing	22		Acceptable
		Annual	14		Standing	20		Acceptable
14	A	Spring	12		Sitting	18		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	12		Sitting	17		Acceptable
		Winter	12		Sitting	19		Acceptable
		Annual	12		Sitting	18		Acceptable
	B	Spring	12		Sitting	18		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	11		Sitting	17		Acceptable
		Winter	12		Sitting	18		Acceptable
		Annual	12		Sitting	17		Acceptable
15	A	Spring	18		Walking	26		Acceptable
		Summer	14		Standing	20		Acceptable
		Fall	16		Walking	24		Acceptable
		Winter	19		Walking	28		Acceptable
		Annual	18		Walking	26		Acceptable
	B	Spring	17		Walking	26		Acceptable
		Summer	13		Standing	20		Acceptable
		Fall	16		Walking	23		Acceptable
		Winter	18		Walking	27		Acceptable
		Annual	17		Walking	25		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
16	A	Spring	12		Sitting	19		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	11		Sitting	18		Acceptable
		Winter	12		Sitting	20		Acceptable
		Annual	11		Sitting	18		Acceptable
	B	Spring	12		Sitting	19		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	11		Sitting	18		Acceptable
		Winter	12		Sitting	20		Acceptable
		Annual	12		Sitting	18		Acceptable
17	A	Spring	26		Uncomfortable	35		Unacceptable
		Summer	20		Uncomfortable	27		Acceptable
		Fall	24		Uncomfortable	31		Acceptable
		Winter	28		Dangerous	37		Unacceptable
		Annual	26		Uncomfortable	34		Unacceptable
	B	Spring	26		Uncomfortable	35		Unacceptable
		Summer	20		Uncomfortable	27		Acceptable
		Fall	24		Uncomfortable	31		Acceptable
		Winter	28		Dangerous	37		Unacceptable
		Annual	26		Uncomfortable	34		Unacceptable
18	A	Spring	12		Sitting	19		Acceptable
		Summer	9		Sitting	15		Acceptable
		Fall	11		Sitting	18		Acceptable
		Winter	13		Standing	21		Acceptable
		Annual	11		Sitting	19		Acceptable
	B	Spring	12		Sitting	19		Acceptable
		Summer	9		Sitting	15		Acceptable
		Fall	11		Sitting	18		Acceptable
		Winter	12		Sitting	21		Acceptable
		Annual	11		Sitting	19		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
19	A	Spring	20		Uncomfortable	30		Acceptable
		Summer	15		Standing	23		Acceptable
		Fall	18		Walking	28		Acceptable
		Winter	22		Uncomfortable	33		Unacceptable
		Annual	20		Uncomfortable	30		Acceptable
	B	Spring	19		Walking	30		Acceptable
		Summer	15		Standing	23		Acceptable
		Fall	18		Walking	27		Acceptable
		Winter	21		Uncomfortable	32		Unacceptable
		Annual	19		Walking	29		Acceptable
20	A	Spring	24		Uncomfortable	31		Acceptable
		Summer	18		Walking	24		Acceptable
		Fall	22		Uncomfortable	29		Acceptable
		Winter	26		Uncomfortable	34		Unacceptable
		Annual	23		Uncomfortable	31		Acceptable
	B	Spring	24		Uncomfortable	31		Acceptable
		Summer	19		Walking	24		Acceptable
		Fall	22		Uncomfortable	29		Acceptable
		Winter	26		Uncomfortable	34		Unacceptable
		Annual	24		Uncomfortable	31		Acceptable
21	A	Spring	12		Sitting	19		Acceptable
		Summer	9		Sitting	15		Acceptable
		Fall	10		Sitting	18		Acceptable
		Winter	12		Sitting	20		Acceptable
		Annual	11		Sitting	19		Acceptable
	B	Spring	11		Sitting	19		Acceptable
		Summer	9		Sitting	15		Acceptable
		Fall	10		Sitting	17		Acceptable
		Winter	12		Sitting	20		Acceptable
		Annual	11		Sitting	19		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
22	A	Spring	8		Sitting	13		Acceptable
		Summer	6		Sitting	10		Acceptable
		Fall	7		Sitting	12		Acceptable
		Winter	8		Sitting	13		Acceptable
		Annual	8		Sitting	12		Acceptable
	B	Spring	8		Sitting	13		Acceptable
		Summer	6		Sitting	10		Acceptable
		Fall	7		Sitting	12		Acceptable
		Winter	8		Sitting	13		Acceptable
		Annual	7	-12%	Sitting	12		Acceptable
23	A	Spring	10		Sitting	19		Acceptable
		Summer	8		Sitting	14		Acceptable
		Fall	9		Sitting	17		Acceptable
		Winter	11		Sitting	20		Acceptable
		Annual	10		Sitting	18		Acceptable
	B	Spring	10		Sitting	18		Acceptable
		Summer	8		Sitting	14		Acceptable
		Fall	9		Sitting	16		Acceptable
		Winter	11		Sitting	19		Acceptable
		Annual	10		Sitting	17		Acceptable
24	A	Spring	13		Standing	22		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	12		Sitting	20		Acceptable
		Winter	13		Standing	22		Acceptable
		Annual	12		Sitting	21		Acceptable
	B	Spring	13		Standing	22		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	12		Sitting	20		Acceptable
		Winter	13		Standing	22		Acceptable
		Annual	12		Sitting	20		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
25	A	Spring	13		Standing	22		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	12		Sitting	20		Acceptable
		Winter	14		Standing	22		Acceptable
		Annual	13		Standing	21		Acceptable
	B	Spring	13		Standing	22		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	12		Sitting	20		Acceptable
		Winter	14		Standing	22		Acceptable
		Annual	13		Standing	21		Acceptable
26	A	Spring	14		Standing	22		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	14		Standing	22		Acceptable
		Annual	13		Standing	20		Acceptable
	B	Spring	14		Standing	22		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	14		Standing	22		Acceptable
		Annual	13		Standing	20		Acceptable
27	A	Spring	10		Sitting	17		Acceptable
		Summer	8		Sitting	13		Acceptable
		Fall	9		Sitting	15		Acceptable
		Winter	11		Sitting	18		Acceptable
		Annual	10		Sitting	16		Acceptable
	B	Spring	10		Sitting	17		Acceptable
		Summer	8		Sitting	13		Acceptable
		Fall	9		Sitting	15		Acceptable
		Winter	11		Sitting	18		Acceptable
		Annual	10		Sitting	16		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
28	A	Spring	10		Sitting	16		Acceptable
		Summer	7		Sitting	12		Acceptable
		Fall	9		Sitting	15		Acceptable
		Winter	10		Sitting	16		Acceptable
		Annual	9		Sitting	15		Acceptable
	B	Spring	10		Sitting	16		Acceptable
		Summer	8	14%	Sitting	12		Acceptable
		Fall	9		Sitting	15		Acceptable
		Winter	10		Sitting	16		Acceptable
		Annual	9		Sitting	15		Acceptable
29	A	Spring	12		Sitting	19		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	11		Sitting	17		Acceptable
		Winter	12		Sitting	19		Acceptable
		Annual	11		Sitting	18		Acceptable
	B	Spring	12		Sitting	18		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	11		Sitting	17		Acceptable
		Winter	12		Sitting	19		Acceptable
		Annual	11		Sitting	17		Acceptable
30	A	Spring	13		Standing	20		Acceptable
		Summer	11		Sitting	16		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	15		Standing	22		Acceptable
		Annual	13		Standing	20		Acceptable
	B	Spring	13		Standing	20		Acceptable
		Summer	11		Sitting	16		Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	15		Standing	22		Acceptable
		Annual	13		Standing	20		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
31	A	Spring	13		Standing	22		Acceptable
		Summer	10		Sitting	17		Acceptable
		Fall	12		Sitting	20		Acceptable
		Winter	14		Standing	24		Acceptable
		Annual	13		Standing	21		Acceptable
	B	Spring	13		Standing	22		Acceptable
		Summer	10		Sitting	17		Acceptable
		Fall	12		Sitting	20		Acceptable
		Winter	14		Standing	24		Acceptable
		Annual	13		Standing	21		Acceptable
32	A	Spring	14		Standing	23		Acceptable
		Summer	11		Sitting	18		Acceptable
		Fall	13		Standing	22		Acceptable
		Winter	15		Standing	25		Acceptable
		Annual	14		Standing	23		Acceptable
	B	Spring	14		Standing	24		Acceptable
		Summer	11		Sitting	18		Acceptable
		Fall	13		Standing	22		Acceptable
		Winter	15		Standing	25		Acceptable
		Annual	14		Standing	23		Acceptable
33	A	Spring	13		Standing	22		Acceptable
		Summer	10		Sitting	17		Acceptable
		Fall	12		Sitting	20		Acceptable
		Winter	14		Standing	23		Acceptable
		Annual	13		Standing	21		Acceptable
	B	Spring	13		Standing	22		Acceptable
		Summer	10		Sitting	17		Acceptable
		Fall	12		Sitting	20		Acceptable
		Winter	14		Standing	23		Acceptable
		Annual	13		Standing	21		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
34	A	Spring	15		Standing	23		Acceptable
		Summer	11		Sitting	18		Acceptable
		Fall	13		Standing	21		Acceptable
		Winter	16		Walking	25		Acceptable
		Annual	14		Standing	23		Acceptable
	B	Spring	15		Standing	23		Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	16		Walking	25		Acceptable
		Annual	15		Standing	23		Acceptable
35	A	Spring	22		Uncomfortable	29		Acceptable
		Summer	17		Walking	22		Acceptable
		Fall	20		Uncomfortable	26		Acceptable
		Winter	24		Uncomfortable	32		Unacceptable
		Annual	22		Uncomfortable	28		Acceptable
	B	Spring	22		Uncomfortable	29		Acceptable
		Summer	17		Walking	22		Acceptable
		Fall	20		Uncomfortable	26		Acceptable
		Winter	25		Uncomfortable	32		Unacceptable
		Annual	22		Uncomfortable	28		Acceptable
36	A	Spring	14		Standing	23		Acceptable
		Summer	10		Sitting	17		Acceptable
		Fall	13		Standing	21		Acceptable
		Winter	15		Standing	25		Acceptable
		Annual	14		Standing	23		Acceptable
	B	Spring	15		Standing	23		Acceptable
		Summer	12	20%	Sitting	18		Acceptable
		Fall	14		Standing	22		Acceptable
		Winter	17	13%	Walking	26		Acceptable
		Annual	15		Standing	23		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
37	A	Spring	24		Uncomfortable	31		Acceptable
		Summer	18		Walking	23		Acceptable
		Fall	22		Uncomfortable	28		Acceptable
		Winter	26		Uncomfortable	33		Unacceptable
		Annual	24		Uncomfortable	30		Acceptable
	B	Spring	22		Uncomfortable	29		Acceptable
		Summer	17		Walking	22		Acceptable
		Fall	20		Uncomfortable	27		Acceptable
		Winter	24		Uncomfortable	31		Acceptable
		Annual	22		Uncomfortable	29		Acceptable
38	A	Spring	14		Standing	19		Acceptable
		Summer	11		Sitting	15		Acceptable
		Fall	13		Standing	18		Acceptable
		Winter	16		Walking	21		Acceptable
		Annual	14		Standing	19		Acceptable
	B	Spring	18	29%	Walking	26	37%	Acceptable
		Summer	14	27%	Standing	20	33%	Acceptable
		Fall	16	23%	Walking	24	33%	Acceptable
		Winter	20	25%	Uncomfortable	29	38%	Acceptable
		Annual	18	29%	Walking	26	37%	Acceptable
39	A	Spring	11		Sitting	16		Acceptable
		Summer	10		Sitting	14		Acceptable
		Fall	10		Sitting	15		Acceptable
		Winter	11		Sitting	16		Acceptable
		Annual	11		Sitting	15		Acceptable
	B	Spring	15	36%	Standing	21	31%	Acceptable
		Summer	11		Sitting	16	14%	Acceptable
		Fall	14	40%	Standing	19	27%	Acceptable
		Winter	17	55%	Walking	23	44%	Acceptable
		Annual	15	36%	Standing	21	40%	Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
40	A	Spring	23		Uncomfortable	30		Acceptable
		Summer	17		Walking	23		Acceptable
		Fall	21		Uncomfortable	27		Acceptable
		Winter	25		Uncomfortable	32		Unacceptable
		Annual	22		Uncomfortable	29		Acceptable
	B	Spring	24		Uncomfortable	30		Acceptable
		Summer	18		Walking	23		Acceptable
		Fall	22		Uncomfortable	27		Acceptable
		Winter	27		Uncomfortable	33		Unacceptable
		Annual	24		Uncomfortable	29		Acceptable
41	A	Spring	14		Standing	22		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	15		Standing	23		Acceptable
		Annual	14		Standing	21		Acceptable
	B	Spring	17	21%	Walking	23		Acceptable
		Summer	13	18%	Standing	18		Acceptable
		Fall	15	15%	Standing	22		Acceptable
		Winter	18	20%	Walking	26	13%	Acceptable
		Annual	16	14%	Walking	23		Acceptable
42	A	Spring	19		Walking	24		Acceptable
		Summer	14		Standing	18		Acceptable
		Fall	17		Walking	22		Acceptable
		Winter	20		Uncomfortable	26		Acceptable
		Annual	18		Walking	24		Acceptable
	B	Spring	15	-21%	Standing	22		Acceptable
		Summer	12	-14%	Sitting	17		Acceptable
		Fall	14	-18%	Standing	20		Acceptable
		Winter	17	-15%	Walking	25		Acceptable
		Annual	15	-17%	Standing	22		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
43	A	Spring	16		Walking	23		Acceptable
		Summer	13		Standing	18		Acceptable
		Fall	15		Standing	22		Acceptable
		Winter	17		Walking	25		Acceptable
		Annual	16		Walking	23		Acceptable
	B	Spring	15		Standing	23		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	16		Walking	24		Acceptable
		Annual	15		Standing	22		Acceptable
44	A	Spring	17		Walking	24		Acceptable
		Summer	13		Standing	18		Acceptable
		Fall	16		Walking	21		Acceptable
		Winter	17		Walking	24		Acceptable
		Annual	16		Walking	22		Acceptable
	B	Spring	17		Walking	24		Acceptable
		Summer	13		Standing	18		Acceptable
		Fall	16		Walking	21		Acceptable
		Winter	17		Walking	24		Acceptable
		Annual	16		Walking	22		Acceptable
45	A	Spring	15		Standing	23		Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	14		Standing	22		Acceptable
		Winter	17		Walking	26		Acceptable
		Annual	15		Standing	23		Acceptable
	B	Spring	16		Walking	22		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	15		Standing	21		Acceptable
		Winter	18		Walking	25		Acceptable
		Annual	16		Walking	22		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
46	A	Spring	22		Uncomfortable	28		Acceptable
		Summer	17		Walking	22		Acceptable
		Fall	20		Uncomfortable	26		Acceptable
		Winter	24		Uncomfortable	32		Unacceptable
		Annual	22		Uncomfortable	28		Acceptable
	B	Spring	19	-14%	Walking	24	-14%	Acceptable
		Summer	15	-12%	Standing	19	-14%	Acceptable
		Fall	17	-15%	Walking	22	-15%	Acceptable
		Winter	21	-12%	Uncomfortable	27	-16%	Acceptable
		Annual	19	-14%	Walking	24	-14%	Acceptable
47	A	Spring	15		Standing	21		Acceptable
		Summer	11		Sitting	16		Acceptable
		Fall	14		Standing	19		Acceptable
		Winter	16		Walking	23		Acceptable
		Annual	14		Standing	21		Acceptable
	B	Spring	13	-13%	Standing	20		Acceptable
		Summer	11		Sitting	15		Acceptable
		Fall	13		Standing	18		Acceptable
		Winter	14	-12%	Standing	20	-13%	Acceptable
		Annual	13		Standing	19		Acceptable
48	A	Spring	13		Standing	19		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	14		Standing	21		Acceptable
		Annual	13		Standing	19		Acceptable
	B	Spring	11	-15%	Sitting	17	-11%	Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	11		Sitting	16	-11%	Acceptable
		Winter	12	-14%	Sitting	18	-14%	Acceptable
		Annual	11	-15%	Sitting	17	-11%	Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
49	A	Spring	12		Sitting	18		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	11		Sitting	17		Acceptable
		Winter	12		Sitting	18		Acceptable
		Annual	11		Sitting	17		Acceptable
	B	Spring	12		Sitting	18		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	11		Sitting	16		Acceptable
		Winter	11		Sitting	17		Acceptable
		Annual	11		Sitting	17		Acceptable
50	A	Spring	15		Standing	22		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	17		Walking	25		Acceptable
		Annual	15		Standing	22		Acceptable
	B	Spring	14		Standing	20		Acceptable
		Summer	11		Sitting	16		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	15	-12%	Standing	22	-12%	Acceptable
		Annual	14		Standing	20		Acceptable
51	A	Spring	12		Sitting	18		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	11		Sitting	16		Acceptable
		Winter	13		Standing	20		Acceptable
		Annual	12		Sitting	17		Acceptable
	B	Spring	10	-17%	Sitting	16	-11%	Acceptable
		Summer	8	-11%	Sitting	12	-14%	Acceptable
		Fall	10		Sitting	15		Acceptable
		Winter	11	-15%	Sitting	17	-15%	Acceptable
		Annual	10	-17%	Sitting	16		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
52	A	Spring	16		Walking	22		Acceptable
		Summer	13		Standing	18		Acceptable
		Fall	15		Standing	21		Acceptable
		Winter	16		Walking	23		Acceptable
		Annual	15		Standing	21		Acceptable
	B	Spring	16		Walking	22		Acceptable
		Summer	14		Standing	19		Acceptable
		Fall	15		Standing	21		Acceptable
		Winter	16		Walking	23		Acceptable
		Annual	15		Standing	22		Acceptable
53	A	Spring	16		Walking	22		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	15		Standing	20		Acceptable
		Winter	17		Walking	24		Acceptable
		Annual	15		Standing	22		Acceptable
	B	Spring	15		Standing	22		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	14		Standing	20		Acceptable
		Winter	17		Walking	24		Acceptable
		Annual	15		Standing	22		Acceptable
54	A	Spring	26		Uncomfortable	32		Unacceptable
		Summer	20		Uncomfortable	25		Acceptable
		Fall	24		Uncomfortable	30		Acceptable
		Winter	29		Dangerous	36		Unacceptable
		Annual	26		Uncomfortable	32		Unacceptable
	B	Spring	26		Uncomfortable	33		Unacceptable
		Summer	20		Uncomfortable	25		Acceptable
		Fall	24		Uncomfortable	30		Acceptable
		Winter	29		Dangerous	36		Unacceptable
		Annual	26		Uncomfortable	32		Unacceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
55	A	Spring	13		Standing	19		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	14		Standing	21		Acceptable
		Annual	13		Standing	19		Acceptable
	B	Spring	13		Standing	20		Acceptable
		Summer	11		Sitting	15		Acceptable
		Fall	13		Standing	18		Acceptable
		Winter	15		Standing	22		Acceptable
		Annual	14		Standing	20		Acceptable
56	A	Spring	15		Standing	23		Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	17		Walking	26		Acceptable
		Annual	15		Standing	23		Acceptable
	B	Spring	15		Standing	23		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	17		Walking	25		Acceptable
		Annual	15		Standing	22		Acceptable
57	A	Spring	20		Uncomfortable	28		Acceptable
		Summer	15		Standing	21		Acceptable
		Fall	18		Walking	26		Acceptable
		Winter	22		Uncomfortable	31		Acceptable
		Annual	20		Uncomfortable	28		Acceptable
	B	Spring	20		Uncomfortable	29		Acceptable
		Summer	15		Standing	21		Acceptable
		Fall	19		Walking	26		Acceptable
		Winter	23		Uncomfortable	32		Unacceptable
		Annual	20		Uncomfortable	28		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
58	A	Spring	15		Standing	22		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	14		Standing	20		Acceptable
		Winter	17		Walking	24		Acceptable
		Annual	15		Standing	22		Acceptable
	B	Spring	16		Walking	22		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	15		Standing	21		Acceptable
		Winter	18		Walking	25		Acceptable
		Annual	16		Walking	22		Acceptable
59	A	Spring	18		Walking	25		Acceptable
		Summer	13		Standing	19		Acceptable
		Fall	16		Walking	23		Acceptable
		Winter	20		Uncomfortable	28		Acceptable
		Annual	18		Walking	25		Acceptable
	B	Spring	18		Walking	25		Acceptable
		Summer	14		Standing	19		Acceptable
		Fall	16		Walking	23		Acceptable
		Winter	20		Uncomfortable	28		Acceptable
		Annual	18		Walking	25		Acceptable
60	A	Spring	11		Sitting	17		Acceptable
		Summer	9		Sitting	13		Acceptable
		Fall	10		Sitting	16		Acceptable
		Winter	11		Sitting	18		Acceptable
		Annual	10		Sitting	17		Acceptable
	B	Spring	11		Sitting	17		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	10		Sitting	16		Acceptable
		Winter	11		Sitting	18		Acceptable
		Annual	10		Sitting	17		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
61	A	Spring	16		Walking	23		Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	15		Standing	22		Acceptable
		Winter	17		Walking	24		Acceptable
		Annual	15		Standing	22		Acceptable
	B	Spring	16		Walking	24		Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	15		Standing	22		Acceptable
		Winter	17		Walking	25		Acceptable
		Annual	16		Walking	23		Acceptable
62	A	Spring	9		Sitting	15		Acceptable
		Summer	7		Sitting	12		Acceptable
		Fall	8		Sitting	14		Acceptable
		Winter	9		Sitting	16		Acceptable
		Annual	8		Sitting	14		Acceptable
	B	Spring	8	-11%	Sitting	14		Acceptable
		Summer	7		Sitting	12		Acceptable
		Fall	8		Sitting	13		Acceptable
		Winter	9		Sitting	15		Acceptable
		Annual	8		Sitting	13		Acceptable
63	A	Spring	21		Uncomfortable	28		Acceptable
		Summer	16		Walking	22		Acceptable
		Fall	19		Walking	26		Acceptable
		Winter	22		Uncomfortable	30		Acceptable
		Annual	20		Uncomfortable	28		Acceptable
	B	Spring	21		Uncomfortable	29		Acceptable
		Summer	17		Walking	22		Acceptable
		Fall	20		Uncomfortable	27		Acceptable
		Winter	23		Uncomfortable	31		Acceptable
		Annual	21		Uncomfortable	28		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
64	A	Spring	10		Sitting	17		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	10		Sitting	15		Acceptable
		Winter	11		Sitting	17		Acceptable
		Annual	10		Sitting	16		Acceptable
	B	Spring	11		Sitting	17		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	10		Sitting	16		Acceptable
		Winter	11		Sitting	17		Acceptable
		Annual	10		Sitting	16		Acceptable
65	A	Spring	19		Walking	28		Acceptable
		Summer	14		Standing	21		Acceptable
		Fall	17		Walking	25		Acceptable
		Winter	21		Uncomfortable	31		Acceptable
		Annual	18		Walking	27		Acceptable
	B	Spring	15	-21%	Standing	22	-21%	Acceptable
		Summer	12	-14%	Sitting	18	-14%	Acceptable
		Fall	14	-18%	Standing	21	-16%	Acceptable
		Winter	16	-24%	Walking	24	-23%	Acceptable
		Annual	15	-17%	Standing	22	-19%	Acceptable
66	A	Spring	13		Standing	19		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	12		Sitting	17		Acceptable
		Winter	12		Sitting	19		Acceptable
		Annual	12		Sitting	18		Acceptable
	B	Spring	13		Standing	20		Acceptable
		Summer	10	11%	Sitting	15		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	13		Standing	20		Acceptable
		Annual	12		Sitting	19		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
67	A	Spring	17		Walking	25		Acceptable
		Summer	13		Standing	19		Acceptable
		Fall	16		Walking	23		Acceptable
		Winter	19		Walking	28		Acceptable
		Annual	17		Walking	25		Acceptable
	B	Spring	14	-18%	Standing	20	-20%	Acceptable
		Summer	11	-15%	Sitting	16	-16%	Acceptable
		Fall	13	-19%	Standing	19	-17%	Acceptable
		Winter	14	-26%	Standing	21	-25%	Acceptable
		Annual	13	-24%	Standing	19	-24%	Acceptable
68	A	Spring	17		Walking	23		Acceptable
		Summer	14		Standing	19		Acceptable
		Fall	16		Walking	22		Acceptable
		Winter	18		Walking	25		Acceptable
		Annual	17		Walking	23		Acceptable
	B	Spring	15	-12%	Standing	21		Acceptable
		Summer	13		Standing	17	-11%	Acceptable
		Fall	15		Standing	20		Acceptable
		Winter	16	-11%	Walking	21	-16%	Acceptable
		Annual	15	-12%	Standing	20	-13%	Acceptable
69	A	Spring	12		Sitting	18		Acceptable
		Summer	10		Sitting	14		Acceptable
		Fall	11		Sitting	17		Acceptable
		Winter	12		Sitting	19		Acceptable
		Annual	11		Sitting	17		Acceptable
	B	Spring	12		Sitting	17		Acceptable
		Summer	10		Sitting	13		Acceptable
		Fall	12		Sitting	16		Acceptable
		Winter	13		Standing	19		Acceptable
		Annual	12		Sitting	17		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
70	A	Spring	15		Standing	23		Acceptable
		Summer	11		Sitting	16		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	15		Standing	22		Acceptable
		Annual	14		Standing	21		Acceptable
	B	Spring	13	-13%	Standing	19	-17%	Acceptable
		Summer	10		Sitting	14	-12%	Acceptable
		Fall	12	-14%	Sitting	17	-19%	Acceptable
		Winter	13	-13%	Standing	19	-14%	Acceptable
		Annual	12	-14%	Sitting	17	-19%	Acceptable
71	A	Spring	17		Walking	23		Acceptable
		Summer	14		Standing	19		Acceptable
		Fall	16		Walking	21		Acceptable
		Winter	17		Walking	24		Acceptable
		Annual	16		Walking	22		Acceptable
	B	Spring	16		Walking	22		Acceptable
		Summer	13		Standing	18		Acceptable
		Fall	15		Standing	20		Acceptable
		Winter	17		Walking	23		Acceptable
		Annual	16		Walking	21		Acceptable
72	A	Spring	20		Uncomfortable	27		Acceptable
		Summer	16		Walking	21		Acceptable
		Fall	19		Walking	26		Acceptable
		Winter	22		Uncomfortable	30		Acceptable
		Annual	20		Uncomfortable	27		Acceptable
	B	Spring	17	-15%	Walking	23	-15%	Acceptable
		Summer	13	-19%	Standing	18	-14%	Acceptable
		Fall	16	-16%	Walking	22	-15%	Acceptable
		Winter	19	-14%	Walking	25	-17%	Acceptable
		Annual	17	-15%	Walking	22	-19%	Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
73	A	Spring	18		Walking	26		Acceptable
		Summer	14		Standing	20		Acceptable
		Fall	17		Walking	24		Acceptable
		Winter	20		Uncomfortable	28		Acceptable
		Annual	18		Walking	25		Acceptable
	B	Spring	15	-17%	Standing	22	-15%	Acceptable
		Summer	13		Standing	19		Acceptable
		Fall	14	-18%	Standing	21	-12%	Acceptable
		Winter	16	-20%	Walking	23	-18%	Acceptable
		Annual	15	-17%	Standing	21	-16%	Acceptable
74	A	Spring	12		Sitting	19		Acceptable
		Summer	10		Sitting	14		Acceptable
		Fall	12		Sitting	17		Acceptable
		Winter	12		Sitting	19		Acceptable
		Annual	12		Sitting	18		Acceptable
	B	Spring	13		Standing	20		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	13		Standing	20		Acceptable
		Annual	12		Sitting	19		Acceptable
75	A	Spring	19		Walking	26		Acceptable
		Summer	14		Standing	20		Acceptable
		Fall	17		Walking	24		Acceptable
		Winter	20		Uncomfortable	29		Acceptable
		Annual	18		Walking	26		Acceptable
	B	Spring	17	-11%	Walking	23	-12%	Acceptable
		Summer	13		Standing	19		Acceptable
		Fall	16		Walking	22		Acceptable
		Winter	18		Walking	25	-14%	Acceptable
		Annual	16	-11%	Walking	23	-12%	Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
76	A	Spring	14		Standing	20		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	14		Standing	21		Acceptable
		Annual	13		Standing	19		Acceptable
	B	Spring	14		Standing	21		Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	14		Standing	20		Acceptable
		Winter	15		Standing	22		Acceptable
		Annual	14		Standing	21	11%	Acceptable
77	A	Spring	17		Walking	24		Acceptable
		Summer	13		Standing	19		Acceptable
		Fall	16		Walking	22		Acceptable
		Winter	19		Walking	26		Acceptable
		Annual	17		Walking	23		Acceptable
	B	Spring	15	-12%	Standing	22		Acceptable
		Summer	12		Sitting	17	-11%	Acceptable
		Fall	14	-12%	Standing	20		Acceptable
		Winter	16	-16%	Walking	23	-12%	Acceptable
		Annual	15	-12%	Standing	21		Acceptable
78	A	Spring	12		Sitting	19		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	13		Standing	20		Acceptable
		Annual	12		Sitting	19		Acceptable
	B	Spring	13		Standing	21	11%	Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	15	15%	Standing	22		Acceptable
		Annual	13		Standing	21	11%	Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
79	A	Spring	15		Standing	23		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	17		Walking	25		Acceptable
		Annual	15		Standing	22		Acceptable
	B	Spring	15		Standing	22		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	16		Walking	25		Acceptable
		Annual	14		Standing	22		Acceptable
80	A	Spring	14		Standing	21		Acceptable
		Summer	11		Sitting	16		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	15		Standing	23		Acceptable
		Annual	14		Standing	21		Acceptable
	B	Spring	12	-14%	Sitting	19		Acceptable
		Summer	9	-18%	Sitting	14	-12%	Acceptable
		Fall	11	-15%	Sitting	17	-11%	Acceptable
		Winter	13	-13%	Standing	20	-13%	Acceptable
		Annual	12	-14%	Sitting	19		Acceptable
81	A	Spring	19		Walking	28		Acceptable
		Summer	18		Walking	24		Acceptable
		Fall	19		Walking	27		Acceptable
		Winter	21		Uncomfortable	30		Acceptable
		Annual	19		Walking	27		Acceptable
	B	Spring	20		Uncomfortable	29		Acceptable
		Summer	18		Walking	25		Acceptable
		Fall	20		Uncomfortable	28		Acceptable
		Winter	22		Uncomfortable	31		Acceptable
		Annual	21	11%	Uncomfortable	29		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
82	A	Spring	14		Standing	22		Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	13		Standing	21		Acceptable
		Winter	15		Standing	25		Acceptable
		Annual	14		Standing	22		Acceptable
	B	Spring	14		Standing	22		Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	13		Standing	21		Acceptable
		Winter	15		Standing	24		Acceptable
		Annual	14		Standing	22		Acceptable
83	A	Spring	14		Standing	21		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	16		Walking	23		Acceptable
		Annual	14		Standing	21		Acceptable
	B	Spring	14		Standing	21		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	16		Walking	24		Acceptable
		Annual	14		Standing	21		Acceptable
84	A	Spring	10		Sitting	16		Acceptable
		Summer	8		Sitting	12		Acceptable
		Fall	9		Sitting	14		Acceptable
		Winter	11		Sitting	17		Acceptable
		Annual	10		Sitting	16		Acceptable
	B	Spring	10		Sitting	17		Acceptable
		Summer	8		Sitting	13		Acceptable
		Fall	9		Sitting	16	14%	Acceptable
		Winter	11		Sitting	20	18%	Acceptable
		Annual	10		Sitting	17		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
85	A	Spring	15		Standing	21		Acceptable
		Summer	11		Sitting	16		Acceptable
		Fall	14		Standing	19		Acceptable
		Winter	15		Standing	21		Acceptable
		Annual	14		Standing	19		Acceptable
	B	Spring	15		Standing	21		Acceptable
		Summer	12		Sitting	16		Acceptable
		Fall	14		Standing	19		Acceptable
		Winter	15		Standing	21		Acceptable
		Annual	14		Standing	19		Acceptable
86	A	Spring	13		Standing	20		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	14		Standing	22		Acceptable
		Annual	13		Standing	20		Acceptable
	B	Spring	13		Standing	21		Acceptable
		Summer	10		Sitting	17		Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	15		Standing	23		Acceptable
		Annual	13		Standing	21		Acceptable
87	A	Spring	12		Sitting	20		Acceptable
		Summer	9		Sitting	15		Acceptable
		Fall	11		Sitting	18		Acceptable
		Winter	13		Standing	21		Acceptable
		Annual	12		Sitting	19		Acceptable
	B	Spring	13		Standing	20		Acceptable
		Summer	9		Sitting	15		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	14		Standing	22		Acceptable
		Annual	12		Sitting	20		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
88	A	Spring	10		Sitting	15		Acceptable
		Summer	8		Sitting	11		Acceptable
		Fall	9		Sitting	13		Acceptable
		Winter	11		Sitting	16		Acceptable
		Annual	10		Sitting	15		Acceptable
	B	Spring	10		Sitting	15		Acceptable
		Summer	8		Sitting	11		Acceptable
		Fall	9		Sitting	14		Acceptable
		Winter	12		Sitting	16		Acceptable
		Annual	10		Sitting	15		Acceptable
89	A	Spring	13		Standing	20		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	15		Standing	22		Acceptable
		Annual	13		Standing	20		Acceptable
	B	Spring	14		Standing	20		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	15		Standing	22		Acceptable
		Annual	14		Standing	20		Acceptable
90	A	Spring	15		Standing	20		Acceptable
		Summer	11		Sitting	15		Acceptable
		Fall	13		Standing	18		Acceptable
		Winter	16		Walking	22		Acceptable
		Annual	14		Standing	20		Acceptable
	B	Spring	14		Standing	20		Acceptable
		Summer	11		Sitting	15		Acceptable
		Fall	13		Standing	18		Acceptable
		Winter	15		Standing	22		Acceptable
		Annual	14		Standing	19		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
91	A	Spring	16		Walking	21		Acceptable
		Summer	12		Sitting	16		Acceptable
		Fall	14		Standing	19		Acceptable
		Winter	18		Walking	23		Acceptable
		Annual	16		Walking	21		Acceptable
	B	Spring	16		Walking	21		Acceptable
		Summer	12		Sitting	16		Acceptable
		Fall	14		Standing	19		Acceptable
		Winter	17		Walking	23		Acceptable
		Annual	15		Standing	21		Acceptable
92	A	Spring	22		Uncomfortable	31		Acceptable
		Summer	16		Walking	23		Acceptable
		Fall	19		Walking	28		Acceptable
		Winter	23		Uncomfortable	34		Unacceptable
		Annual	21		Uncomfortable	30		Acceptable
	B	Spring	21		Uncomfortable	31		Acceptable
		Summer	16		Walking	23		Acceptable
		Fall	19		Walking	28		Acceptable
		Winter	23		Uncomfortable	34		Unacceptable
		Annual	21		Uncomfortable	30		Acceptable
93	A	Spring	15		Standing	21		Acceptable
		Summer	12		Sitting	16		Acceptable
		Fall	14		Standing	20		Acceptable
		Winter	16		Walking	23		Acceptable
		Annual	15		Standing	21		Acceptable
	B	Spring	15		Standing	22		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	14		Standing	20		Acceptable
		Winter	16		Walking	23		Acceptable
		Annual	15		Standing	21		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
94	A	Spring	20		Uncomfortable	29		Acceptable
		Summer	15		Standing	22		Acceptable
		Fall	18		Walking	26		Acceptable
		Winter	22		Uncomfortable	31		Acceptable
		Annual	19		Walking	28		Acceptable
	B	Spring	20		Uncomfortable	29		Acceptable
		Summer	16		Walking	22		Acceptable
		Fall	18		Walking	26		Acceptable
		Winter	22		Uncomfortable	32		Unacceptable
		Annual	19		Walking	28		Acceptable
95	A	Spring	20		Uncomfortable	29		Acceptable
		Summer	16		Walking	23		Acceptable
		Fall	18		Walking	27		Acceptable
		Winter	21		Uncomfortable	31		Acceptable
		Annual	19		Walking	28		Acceptable
	B	Spring	20		Uncomfortable	29		Acceptable
		Summer	16		Walking	24		Acceptable
		Fall	18		Walking	27		Acceptable
		Winter	21		Uncomfortable	31		Acceptable
		Annual	19		Walking	28		Acceptable
96	A	Spring	18		Walking	27		Acceptable
		Summer	15		Standing	23		Acceptable
		Fall	17		Walking	25		Acceptable
		Winter	19		Walking	29		Acceptable
		Annual	18		Walking	27		Acceptable
	B	Spring	18		Walking	27		Acceptable
		Summer	15		Standing	23		Acceptable
		Fall	17		Walking	25		Acceptable
		Winter	19		Walking	29		Acceptable
		Annual	18		Walking	27		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
97	A	Spring	20		Uncomfortable	29		Acceptable
		Summer	15		Standing	22		Acceptable
		Fall	18		Walking	26		Acceptable
		Winter	22		Uncomfortable	31		Acceptable
		Annual	20		Uncomfortable	28		Acceptable
	B	Spring	20		Uncomfortable	29		Acceptable
		Summer	15		Standing	22		Acceptable
		Fall	18		Walking	26		Acceptable
		Winter	22		Uncomfortable	32		Unacceptable
		Annual	20		Uncomfortable	28		Acceptable
98	A	Spring	11		Sitting	19		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	10		Sitting	17		Acceptable
		Winter	11		Sitting	19		Acceptable
		Annual	11		Sitting	18		Acceptable
	B	Spring	11		Sitting	18		Acceptable
		Summer	9		Sitting	14		Acceptable
		Fall	10		Sitting	17		Acceptable
		Winter	11		Sitting	19		Acceptable
		Annual	10		Sitting	18		Acceptable
99	A	Spring	13		Standing	24		Acceptable
		Summer	10		Sitting	18		Acceptable
		Fall	12		Sitting	21		Acceptable
		Winter	14		Standing	26		Acceptable
		Annual	13		Standing	23		Acceptable
	B	Spring	13		Standing	23		Acceptable
		Summer	10		Sitting	17		Acceptable
		Fall	12		Sitting	20		Acceptable
		Winter	14		Standing	25		Acceptable
		Annual	13		Standing	22		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
100	A	Spring	17		Walking	24		Acceptable
		Summer	13		Standing	18		Acceptable
		Fall	16		Walking	22		Acceptable
		Winter	18		Walking	26		Acceptable
		Annual	17		Walking	23		Acceptable
	B	Spring	17		Walking	24		Acceptable
		Summer	13		Standing	18		Acceptable
		Fall	15		Standing	22		Acceptable
		Winter	18		Walking	25		Acceptable
		Annual	16		Walking	23		Acceptable
101	A	Spring	19		Walking	26		Acceptable
		Summer	15		Standing	21		Acceptable
		Fall	17		Walking	25		Acceptable
		Winter	19		Walking	27		Acceptable
		Annual	18		Walking	25		Acceptable
	B	Spring	18		Walking	26		Acceptable
		Summer	15		Standing	22		Acceptable
		Fall	17		Walking	24		Acceptable
		Winter	19		Walking	27		Acceptable
		Annual	18		Walking	25		Acceptable
102	A	Spring	21		Uncomfortable	30		Acceptable
		Summer	17		Walking	24		Acceptable
		Fall	19		Walking	27		Acceptable
		Winter	22		Uncomfortable	31		Acceptable
		Annual	20		Uncomfortable	29		Acceptable
	B	Spring	21		Uncomfortable	29		Acceptable
		Summer	17		Walking	24		Acceptable
		Fall	19		Walking	27		Acceptable
		Winter	21		Uncomfortable	30		Acceptable
		Annual	20		Uncomfortable	28		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
103	A	Spring	22		Uncomfortable	32		Unacceptable
		Summer	17		Walking	25		Acceptable
		Fall	20		Uncomfortable	30		Acceptable
		Winter	23		Uncomfortable	34		Unacceptable
		Annual	21		Uncomfortable	31		Acceptable
	B	Spring	21		Uncomfortable	32		Unacceptable
		Summer	16		Walking	24		Acceptable
		Fall	20		Uncomfortable	29		Acceptable
		Winter	22		Uncomfortable	33		Unacceptable
		Annual	20		Uncomfortable	31		Acceptable
104	A	Spring	20		Uncomfortable	28		Acceptable
		Summer	15		Standing	22		Acceptable
		Fall	19		Walking	26		Acceptable
		Winter	21		Uncomfortable	30		Acceptable
		Annual	20		Uncomfortable	28		Acceptable
	B	Spring	20		Uncomfortable	28		Acceptable
		Summer	15		Standing	22		Acceptable
		Fall	19		Walking	26		Acceptable
		Winter	21		Uncomfortable	30		Acceptable
		Annual	20		Uncomfortable	28		Acceptable
105	A	Spring	12		Sitting	19		Acceptable
		Summer	9		Sitting	16		Acceptable
		Fall	11		Sitting	18		Acceptable
		Winter	12		Sitting	20		Acceptable
		Annual	11		Sitting	19		Acceptable
	B	Spring	12		Sitting	19		Acceptable
		Summer	9		Sitting	16		Acceptable
		Fall	11		Sitting	18		Acceptable
		Winter	12		Sitting	20		Acceptable
		Annual	11		Sitting	19		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
106	A	Spring	15		Standing	22		Acceptable
		Summer	13		Standing	19		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	15		Standing	22		Acceptable
		Annual	14		Standing	21		Acceptable
	B	Spring	15		Standing	22		Acceptable
		Summer	13		Standing	19		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	15		Standing	22		Acceptable
		Annual	14		Standing	21		Acceptable
107	A	Spring	15		Standing	22		Acceptable
		Summer	14		Standing	19		Acceptable
		Fall	15		Standing	21		Acceptable
		Winter	16		Walking	22		Acceptable
		Annual	15		Standing	21		Acceptable
	B	Spring	15		Standing	22		Acceptable
		Summer	14		Standing	20		Acceptable
		Fall	15		Standing	21		Acceptable
		Winter	16		Walking	23		Acceptable
		Annual	15		Standing	21		Acceptable
108	A	Spring	16		Walking	23		Acceptable
		Summer	14		Standing	21		Acceptable
		Fall	16		Walking	23		Acceptable
		Winter	17		Walking	24		Acceptable
		Annual	16		Walking	23		Acceptable
	B	Spring	16		Walking	24		Acceptable
		Summer	15		Standing	21		Acceptable
		Fall	16		Walking	23		Acceptable
		Winter	17		Walking	25		Acceptable
		Annual	16		Walking	23		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
109	A	Spring	21		Uncomfortable	28		Acceptable
		Summer	16		Walking	21		Acceptable
		Fall	19		Walking	25		Acceptable
		Winter	22		Uncomfortable	30		Acceptable
		Annual	20		Uncomfortable	27		Acceptable
	B	Spring	20		Uncomfortable	28		Acceptable
		Summer	16		Walking	21		Acceptable
		Fall	19		Walking	25		Acceptable
		Winter	21		Uncomfortable	29		Acceptable
		Annual	20		Uncomfortable	27		Acceptable
110	A	Spring	19		Walking	27		Acceptable
		Summer	15		Standing	21		Acceptable
		Fall	17		Walking	25		Acceptable
		Winter	20		Uncomfortable	29		Acceptable
		Annual	18		Walking	26		Acceptable
	B	Spring	19		Walking	27		Acceptable
		Summer	15		Standing	21		Acceptable
		Fall	17		Walking	25		Acceptable
		Winter	20		Uncomfortable	29		Acceptable
		Annual	18		Walking	26		Acceptable
111	A	Spring	15		Standing	22		Acceptable
		Summer	13		Standing	20		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	15		Standing	23		Acceptable
		Annual	14		Standing	22		Acceptable
	B	Spring	15		Standing	22		Acceptable
		Summer	13		Standing	20		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	15		Standing	23		Acceptable
		Annual	14		Standing	22		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
112	A	Spring	15		Standing	21		Acceptable
		Summer	13		Standing	18		Acceptable
		Fall	13		Standing	18		Acceptable
		Winter	14		Standing	20		Acceptable
		Annual	14		Standing	19		Acceptable
	B	Spring	15		Standing	21		Acceptable
		Summer	13		Standing	18		Acceptable
		Fall	13		Standing	18		Acceptable
		Winter	14		Standing	20		Acceptable
		Annual	14		Standing	20		Acceptable
113	A	Spring	15		Standing	22		Acceptable
		Summer	13		Standing	19		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	15		Standing	23		Acceptable
		Annual	14		Standing	22		Acceptable
	B	Spring	15		Standing	22		Acceptable
		Summer	13		Standing	19		Acceptable
		Fall	14		Standing	20		Acceptable
		Winter	14		Standing	23		Acceptable
		Annual	14		Standing	22		Acceptable
114	A	Spring	14		Standing	20		Acceptable
		Summer	11		Sitting	16		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	15		Standing	21		Acceptable
		Annual	14		Standing	20		Acceptable
	B	Spring	15		Standing	21		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	14		Standing	20		Acceptable
		Winter	16		Walking	22		Acceptable
		Annual	14		Standing	20		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
115	A	Spring	14		Standing	20		Acceptable
		Summer	11		Sitting	15		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	14		Standing	21		Acceptable
		Annual	13		Standing	19		Acceptable
	B	Spring	14		Standing	20		Acceptable
		Summer	11		Sitting	15		Acceptable
		Fall	13		Standing	18		Acceptable
		Winter	15		Standing	21		Acceptable
		Annual	13		Standing	19		Acceptable
116	A	Spring	13		Standing	21		Acceptable
		Summer	10		Sitting	17		Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	15		Standing	23		Acceptable
		Annual	13		Standing	21		Acceptable
	B	Spring	12		Sitting	20		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	11		Sitting	18		Acceptable
		Winter	13	-13%	Standing	21		Acceptable
		Annual	12		Sitting	20		Acceptable
117	A	Spring	21		Uncomfortable	28		Acceptable
		Summer	18		Walking	24		Acceptable
		Fall	19		Walking	26		Acceptable
		Winter	20		Uncomfortable	27		Acceptable
		Annual	20		Uncomfortable	26		Acceptable
	B	Spring	20		Uncomfortable	27		Acceptable
		Summer	18		Walking	23		Acceptable
		Fall	19		Walking	25		Acceptable
		Winter	19		Walking	27		Acceptable
		Annual	19		Walking	26		Acceptable

Table 1: Pedestrian Wind Comfort and Safety Conditions

Location	Configuration	Season	Mean Wind Speed			Effective Gust Wind Speed		
			Speed (mph)	% Change	Rating	Speed (mph)	% Change	Rating
118	A	Spring	16		Walking	23		Acceptable
		Summer	14		Standing	20		Acceptable
		Fall	15		Standing	22		Acceptable
		Winter	17		Walking	24		Acceptable
		Annual	16		Walking	22		Acceptable
	B	Spring	16		Walking	24		Acceptable
		Summer	14		Standing	20		Acceptable
		Fall	15		Standing	22		Acceptable
		Winter	16		Walking	24		Acceptable
		Annual	15		Standing	23		Acceptable
119	A	Spring	15		Standing	21		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	14		Standing	20		Acceptable
		Winter	17		Walking	23		Acceptable
		Annual	15		Standing	21		Acceptable
	B	Spring	13	-13%	Standing	20		Acceptable
		Summer	10	-17%	Sitting	16		Acceptable
		Fall	12	-14%	Sitting	18		Acceptable
		Winter	14	-18%	Standing	21		Acceptable
		Annual	13	-13%	Standing	19		Acceptable

Configurations		Mean Wind Criteria Speed (mph)		Effective Gust Criteria (mph)	
A	No Build	≤ 12	Comfortable for Sitting	≤ 31	Acceptable
B	Build	13 - 15	Comfortable for Standing	> 31	Unacceptable
		16 - 19	Comfortable for Walking		
		20 - 27	Uncomfortable for Walking		
		> 27	Dangerous Conditions		

1) Wind Speeds are for a 1% probability of exceedance; and,

2) % Change is based on comaprison with Configuration A and only those that are greater than 10% are listed

APPENDIX A

Drawing List for Model Construction

The drawings and information listed below were received from Stantec Architecture and were used to construct the scale model of the proposed LaGrange Street. Should there be any design changes that deviate from this list of drawings, the results may change. Therefore, if changes in the design are made, it is recommended that RWDI be contacted and requested to review their potential effects on wind conditions.

File Name	File Type	Date Received (dd/mm/yyyy)
LaGrange.skp	SketchUp	2/2/2017

Attachment 2

Shadow

MARCH 21, 9AM (DAY LIGHT SAVING TIME)

MARCH 21, 12PM (DAY LIGHT SAVINGS TIME)

N

SHADOW STUDIES
NEW SHADOW
47-55 LAGRANGE

MARCH 21, 3PM (DAY LIGHT SAVINGS TIME)

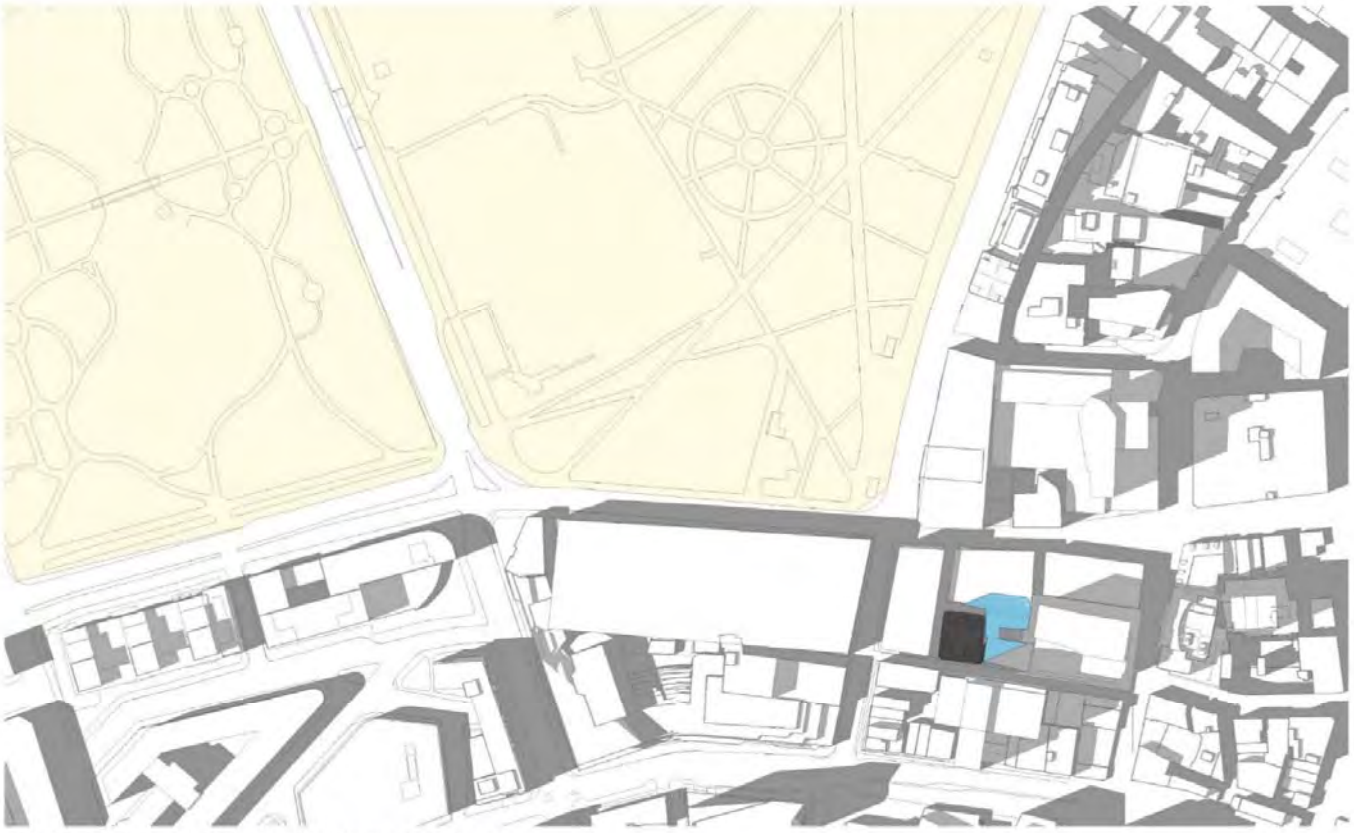
JUNE 21, 9AM (DAY LIGHT SAVINGS TIME)

JUNE 21, 12PM (DAY LIGHT SAVINGS TIME)

N

SHADOW STUDIES
NEW SHADOW
47-55 LAGRANGE

47-55 LaGrange Street Boston, Massachusetts



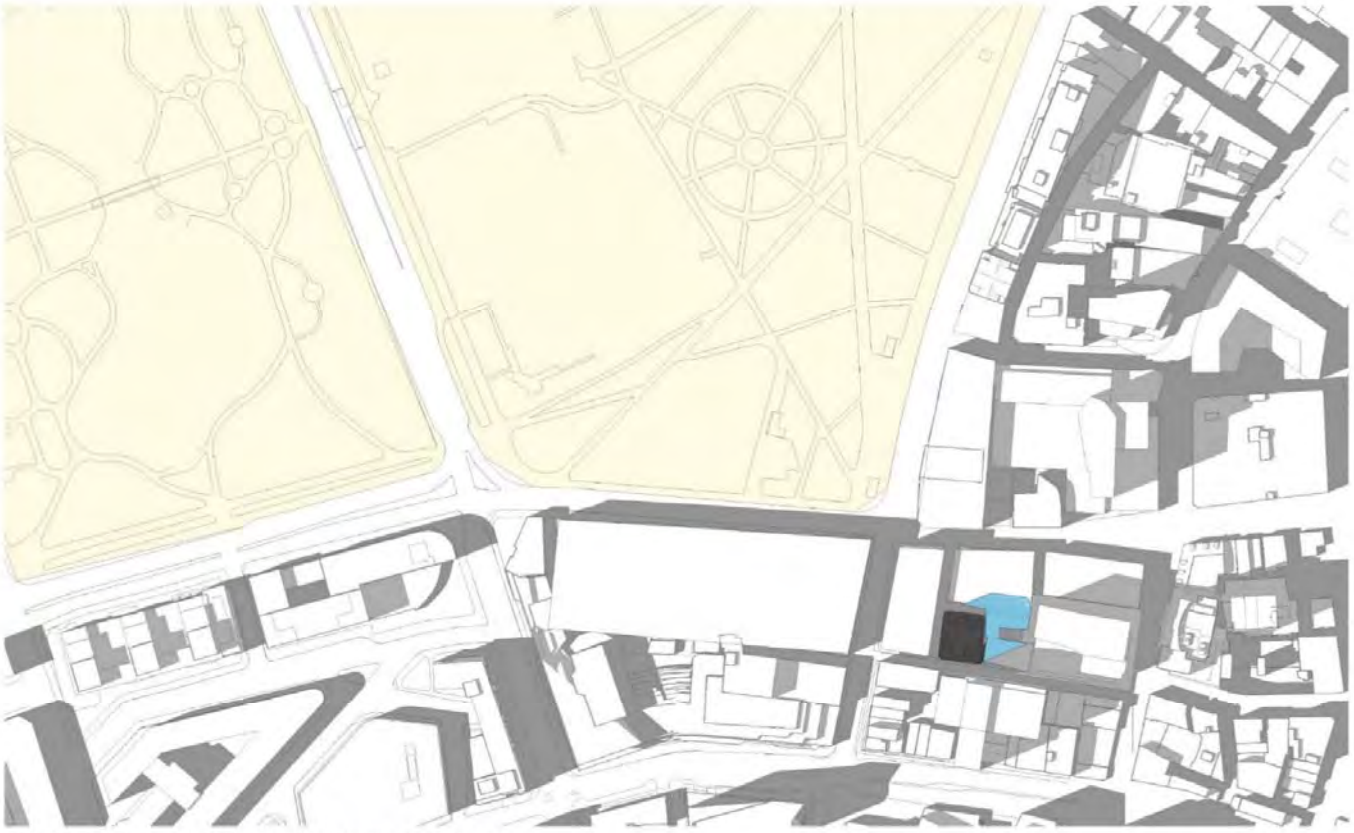
JUNE 21, 3PM (DAY LIGHT SAVINGS TIME)

JUNE 21, 6PM (DAY LIGHT SAVINGS TIME)

N

SHADOW STUDIES
NEW SHADOW
47-55 LAGRANGE

47-55 LaGrange Street Boston, Massachusetts



JUNE 21, 3PM (DAY LIGHT SAVINGS TIME)

JUNE 21, 6PM (DAY LIGHT SAVINGS TIME)

N

SHADOW STUDIES
NEW SHADOW
47-55 LAGRANGE

47-55 LaGrange Street Boston, Massachusetts

SEPTEMBER 21, 9AM (DAY LIGHT SAVINGS TIME)

SEPTEMBER 21, 12PM (DAY LIGHT SAVINGS TIME)

N

SHADOW STUDIES
NEW SHADOW
47-55 LAGRANGE

47-55 LaGrange Street Boston, Massachusetts

SEPTEMBER 21, 3PM (DAY LIGHT SAVINGS TIME)

SEPTEMBER 21, 6PM (DAY LIGHT SAVINGS TIME)

N

SHADOW STUDIES
NEW SHADOW
47-55 LAGRANGE

47-55 LaGrange Street Boston, Massachusetts

OCTOBER 21, 8:15 AM (DAY LIGHT SAVINGS TIME)

OCTOBER 21, 8:30 AM (DAY LIGHT SAVINGS TIME)

N

SHADOW STUDIES
NEW SHADOW
47-55 LAGRANGE

47-55 LaGrange Street Boston, Massachusetts

OCTOBER 21, 8:45 AM (DAY LIGHT SAVINGS TIME)

OCTOBER 21, 9:00 AM (DAY LIGHT SAVINGS TIME)

N

SHADOW STUDIES
NEW SHADOW
47-55 LAGRANGE

47-55 LaGrange Street Boston, Massachusetts

OCTOBER 21, 9:15 AM (DAY LIGHT SAVINGS TIME)

OCTOBER 21, 9:30 AM (DAY LIGHT SAVINGS TIME)

N

SHADOW STUDIES
NEW SHADOW
47-55 LAGRANGE

47-55 LaGrange Street Boston, Massachusetts

OCTOBER 21, 9:45 AM (DAY LIGHT SAVINGS TIME)

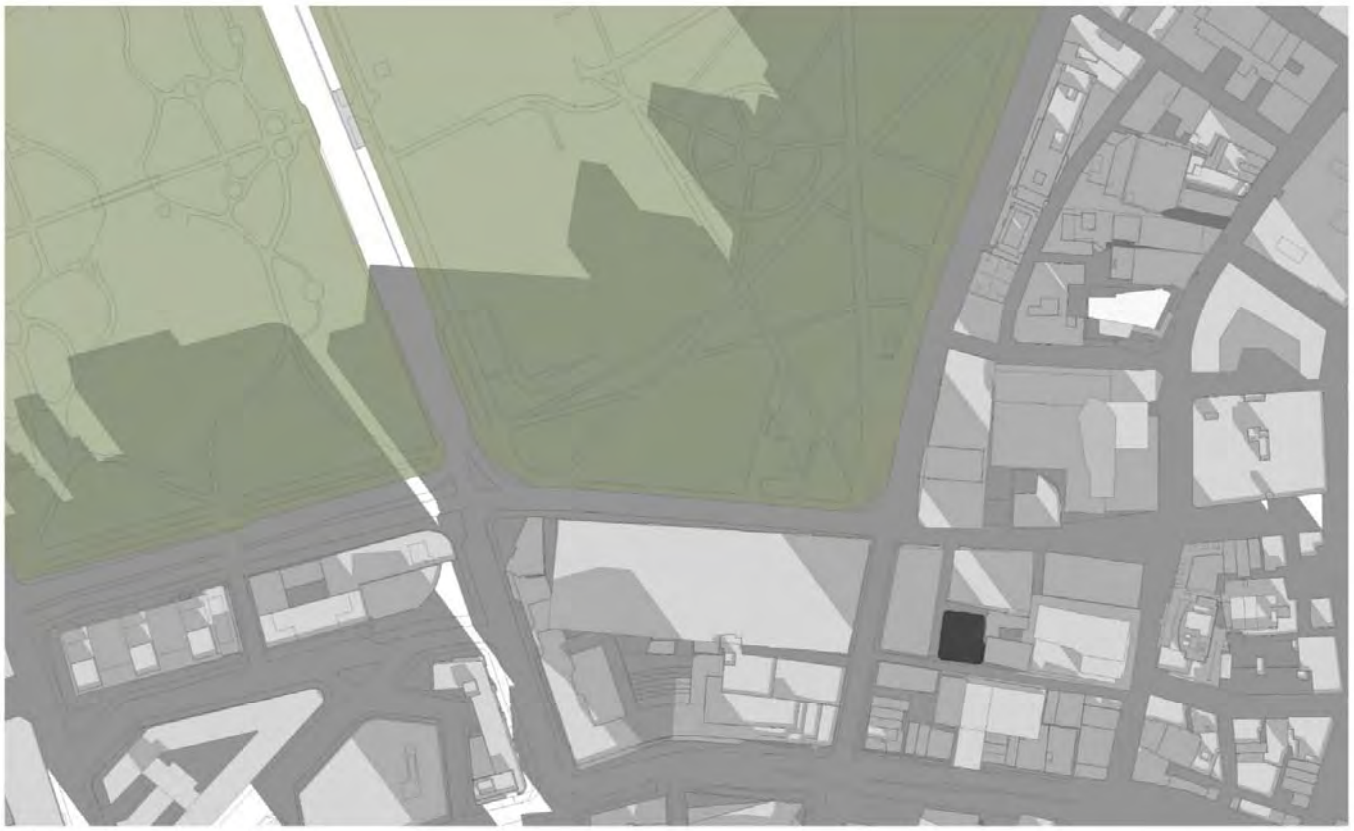
OCTOBER 21, 10:00 AM (DAY LIGHT SAVINGS TIME)

N

SHADOW STUDIES
NEW SHADOW
47-55 LAGRANGE

47-55 LaGrange Street Boston, Massachusetts

OCTOBER 21, 10:15 AM (DAY LIGHT SAVINGS TIME)



DECEMBER 21, 9AM

DECEMBER 21, 12PM

N

SHADOW STUDIES
NEW SHADOW
47-55 LAGRANGE

47-55 LaGrange Street Boston, Massachusetts

DECEMBER 21, 3PM

N

SHADOW STUDIES
NEW SHADOW
47-55 LAGRANGE

47-55 LaGrange Street Boston, Massachusetts

Attachment 3

Transportation

TO:	Casey Hines Boston Planning and Development Agency	DATE:	March 30, 2017
FROM:	Michael A. Santos, P.E., PTOE	HSH PROJECT NO.:	2016039.00
SUBJECT:	47-55 LaGrange Street Supplemental Analysis		

Introduction

Howard Stein Hudson (HSH) is providing supplemental information and analysis related to the 47-55 LaGrange Street residential development in downtown Boston. A Project Notification Form (PNF) was filed with the Boston Planning and Development Agency (BPDA) on January 18, 2017 that included an assessment of the transportation infrastructure and the trip generating characteristics of the Project. A Scoping Session was held at the BPDA offices on February 2, 2017 to discuss the Project with various city agencies, including the Boston Transportation Department (BTD). During the scoping session, comments were raised by BTD related to transit capacities, pedestrian activity within the vicinity of the Project site, and loading activity along LaGrange Street. This memorandum addresses these three topics and presents an evaluation of transit capacities, loading activity along LaGrange Street, and pedestrian activity surrounding the Project site.

Transit Analysis

This section presents an analysis of the existing public transportation facilities near the Project site. The Project site is well served by the MBTA rapid-transit Orange Line and Green Line, and two Silver Line bus routes, the SL4 and the SL5. The stations closest to the Project site are Boylston Street (Green Line), Chinatown (Orange Line), Washington Street/Essex Street (Silver Line inbound), and Washington Street/Tufts Medical Center (Silver Line outbound). To determine the existing levels of public transportation ridership, existing passenger load data and alighting/boarding profiles were obtained from the MBTA for each of the nearby transit lines.

As presented in the PNF, the Project is expected to generate approximately 224 new transit trips on a daily basis, with 14 new transit trips during the weekday a.m. peak hour and 17 new transit trips during the weekday p.m. peak hour.

MBTA ORANGE LINE/GREEN LINE

Data was obtained from the MBTA Automated Fare Collection (AFC) system and forms the basis of the Orange Line and Green Line transit analyses. The capacity of each transit line is determined by existing headways and overall passenger capacity of each train car. Due to the increased frequency of arrivals, the capacity tends to be higher for the commuter peak periods. The Orange Line data includes hour-by-hour passenger counts and volumes on the links between Chinatown Station and Downtown Crossing Station and between Chinatown Station and Tufts Medical Center in both the southbound (outbound) and the northbound (inbound) directions. The Green Line data includes hour-by-hour passenger counts and volumes on the links between Boylston Street Station and Park Street Station and between Boylston Street Station and Arlington Street Station in both the westbound (outbound) and the northbound (inbound) directions. **Figure 1** shows the hourly passenger load and the capacity on the Orange Line in both directions and **Figure 2** shows the hourly passenger load and capacity on the Green Line in both directions.

As shown in **Figure 1**, the Orange Line generally operates below the operating capacity throughout the day at Chinatown Station, including during the peak hours. As shown in **Figure 2**, the Green Line also operates below the operating capacity throughout the day at Boylston Street station, including during the peak hours.

MBTA SILVER LINE

The MBTA Silver Line routes SL4 and SL5 currently travel between Dudley Square and downtown Boston, primarily along Washington Street.

Data was obtained from the MBTA Automated Passenger Count (APC) system and forms the basis of the Silver Line transit analysis. The APC data tracks alighting passengers, boarding passengers, and the number of passengers currently on the bus at each station for every bus. The Washington Street/Essex Street stop serves the inbound routes and the Washington Street/Tufts Medical Center stop serves the outbound routes. **Figure 3** and **Figure 4** show the passenger load for the SL4 and SL5, respectively, of each bus throughout the day at the bus stops closest to the Project site. The figures also show both the planning capacity and the "crush" capacity for each bus route. These two capacities were obtained from the MBTA's *Ridership and Service Statistics, 14th Edition*.

As shown in **Figure 3**, the SL4 bus route operates under capacity throughout the entire day in both directions. Inbound volumes are relatively light in the vicinity of the Project due to the location near the end of each bus line. As shown in **Figure 4**, passenger loads are generally higher along the SL5 when compared to the SL4. The overall ridership on the SL5 exceeds the planning capacity only

three times throughout the day in the outbound direction under existing conditions, without the Project.

Based on the transit trip generation estimates presented in the PNF, the Project is expected to have minimal impact on the nearby public transportation services. The detailed ridership information is provided as an attachment to this document.

LaGrange Street Loading Observations

At the request of BTD, a study of loading and delivery activity along LaGrange Street was conducted. The evaluation was conducted in June 2016 between 8:00 a.m. and 6:00 p.m. All loading activity occurring along LaGrange Street was documented and is presented in **Table 1**. The data is summarized by the time of delivery, type of vehicle, duration of vehicle, type of activity, and location of the activity.

Table 1. Observed Delivery Activity

Time of Arrival	Time of Departure	Duration (minutes)	Type of Vehicle	Type of Activity	Location
8:27 a.m.	8:28 a.m.	1	Car	Personal pick-up	Street
8:37 a.m.	12:01 p.m.	204	Moving truck	Moving activity	Loading bay
8:49 a.m.	9:00 a.m.	11	Car	Dry cleaning	Street
9:21 a.m.	9:30 a.m.	9	Car	Move-out activity	Street
10:16 a.m.	10:17 a.m.	1	Delivery truck	Package delivery	Street
10:54 a.m.	11:13 a.m.	19	Trash	Trash/recycling	Loading bay
10:56 a.m.	11:20 a.m.	24	Delivery truck	Package delivery	Loading bay
11:02 a.m.	12:15 p.m.	73	Moving truck	Moving activity	Loading bay
11:04 a.m.	11:08 a.m.	4	Car	Pick-up/drop-off	Street
12:23 p.m.	12:24 p.m.	1	Uber	Pick-up	Street
12:29 p.m.	12:31 p.m.	2	Taxi	Drop-off	Street

As shown in **Table 1** a total of 11 vehicles used LaGrange Street for service, delivery, moving, or pick-up/drop-off activity. No activity occurred after 12:30 p.m. A total of four vehicles used a residential loading bay along the street, with the remainder of the vehicles parking along LaGrange

Street. Most activity took place in under five minutes. The observed moving activity had durations of over an hour. The detailed loading survey is provided as an attachment to this document.

All loading, service, and trash/recycling activity related to the Project will occur on site in the designated loading bay and will not impact operations along LaGrange Street.

Pedestrian Observations

Pedestrian counts and observations were conducted along LaGrange Street and Tamworth Street, adjacent to the Project site. Sidewalks are provided on both sides of LaGrange Street measuring approximately seven feet in width and are generally in good condition. The sidewalk to the east of Tamworth Street has multiple curb cuts for the LaGrange Street Parking Lot and a loading dock for the AVA Theater District building. Only one sidewalk is provided along the western side of Tamworth Street measuring less than four feet wide. The sidewalk is in poor condition with many cracks and obstructions, and has a large cross-slope. In general, the pedestrian facilities on Tamworth Street are substandard. Wheelchair ramps with tactile warning pads are provided on the north side of LaGrange Street across Tamworth Street.

Pedestrian counts were performed adjacent to the Project site during the weekday morning (7:30 – 8:30 a.m.) and the weekday evening (4:30 –5:30 p.m.) peak hours on Wednesday, March 22, 2017. The weather was generally clear, with no precipitation and temperatures between 30 and 35 degrees (F).

Table 2 summarizes the morning and evening peak hour pedestrian activity around the Project Site. **Figure 5** shows the peak hour pedestrian volumes in the vicinity of the Project site. The detailed pedestrian observations are provided as an attachment to this document.

Table 2. Pedestrian Counts

Location	a.m. Peak Hour (7:30 -8:30 a.m.)	p.m.Peak Hour (4:30 -5:30 p.m.)
LaGrange Street West of Tamworth Street	108	154
Tamworth Street North of LaGrange Street	33	23
LaGrange Street East of Tamworth Street	166	201

As presented in Table 2, there were approximately 108 pedestrians on LaGrange Street west of Tamworth Street, 33 pedestrians on Tamworth Street north of LaGrange Street, and 166 pedestrians on LaGrange Street east of Tamworth Street during the a.m. peak hour. During the p.m. peak hour, there were approximately 154 pedestrians on LaGrange Street west of Tamworth Street, 23 pedestrians on Tamworth Street north of LaGrange Street, and 201 pedestrians on LaGrange Street east of Tamworth Street.

As presented in the PNF, the Project is expected to generate an additional 648 pedestrian/bicycle trips on a daily basis, with 61 new trips during the a.m. peak hour and 68 new trips during the p.m. peak hour. Based on the qualitative pedestrian observations, there is sufficient capacity along LaGrange Street and Tamworth Street to accommodate the additional pedestrians generated by the Project.

Conclusions

A detailed review of public transportation facilities, current vehicular loading and service activity on LaGrange Street, and pedestrian observations and counts was conducted in response to comments that were raised at the BPDA's Scoping Session for the Project.

The Project is expected to take advantage of the convenient downtown Boston location and rely heavily on pedestrian and transit trips. This supplemental analysis indicates that there is generally excess capacity within the immediate public transportation services and on the surrounding pedestrian facilities to accommodate the Project's modest demands. Loading and service activity for the Project is expected to be minimal and will occur on site without impacting operations along LaGrange Street.

Figure 1. ***Orange Line Hourly Passenger Volumes at Chinatown Station***

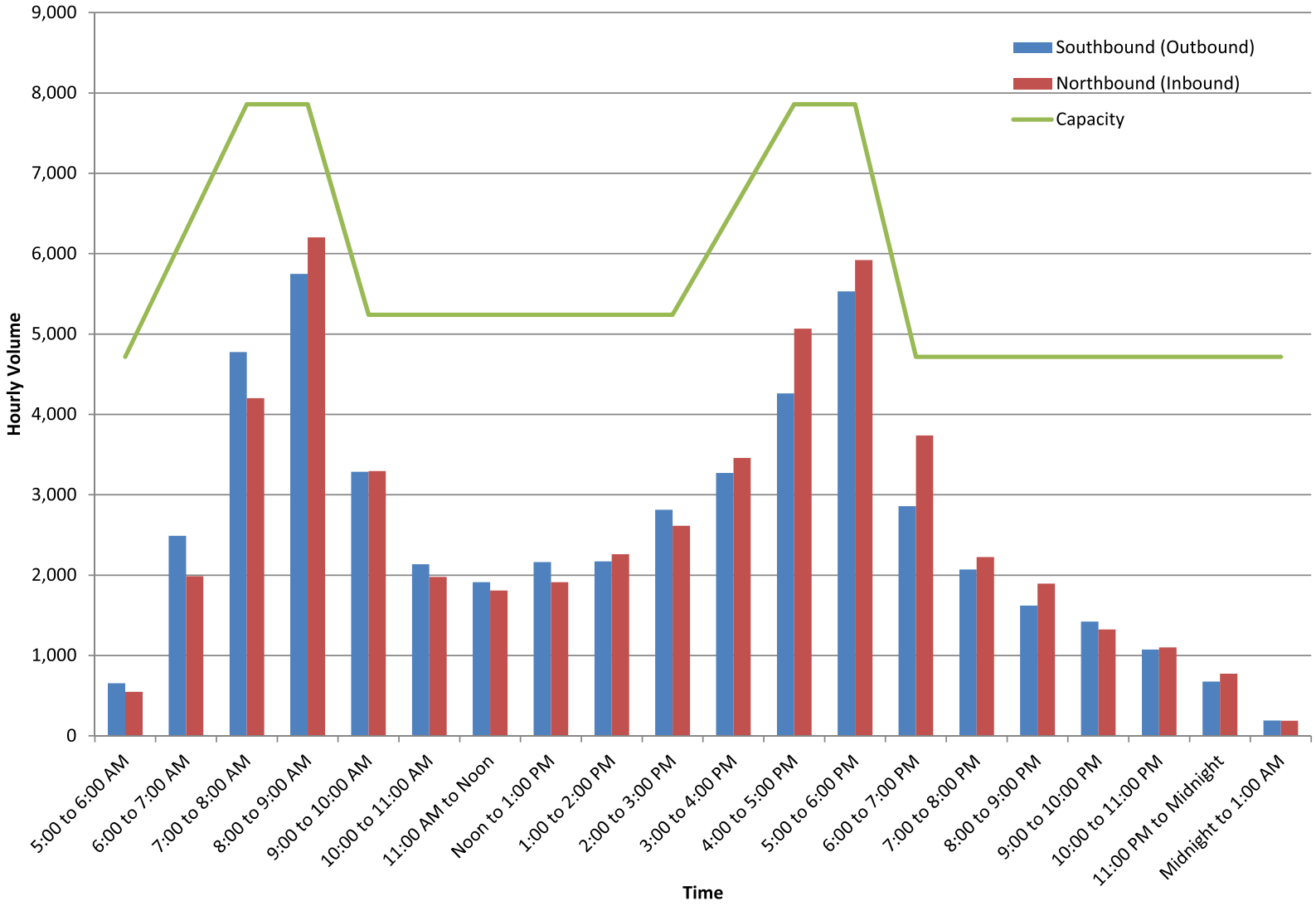


Figure 2. ***Green Line Hourly Passenger Volumes by Boylston Street Station***

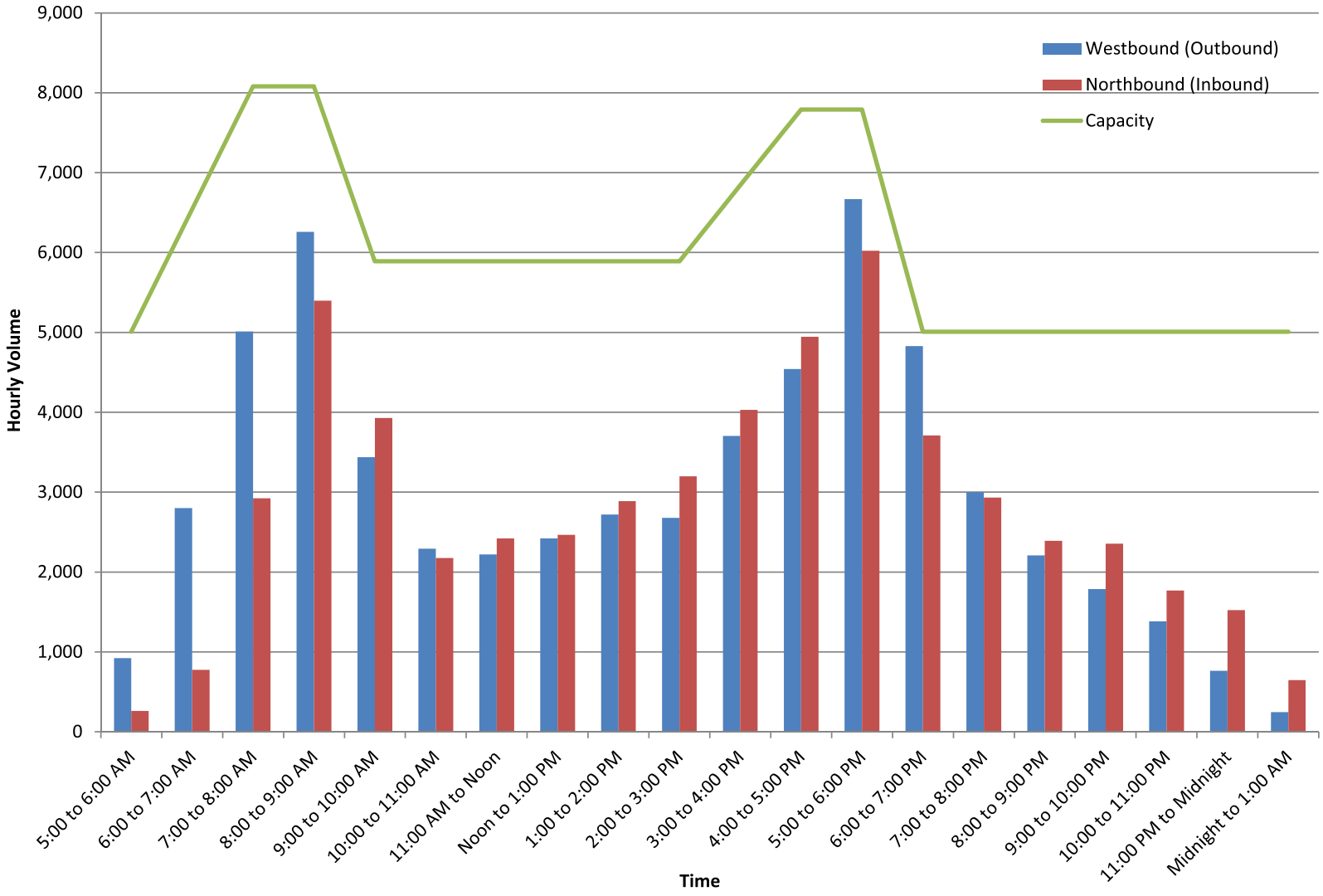


Figure 3. ***Existing Silver Line Ridership - SL4***

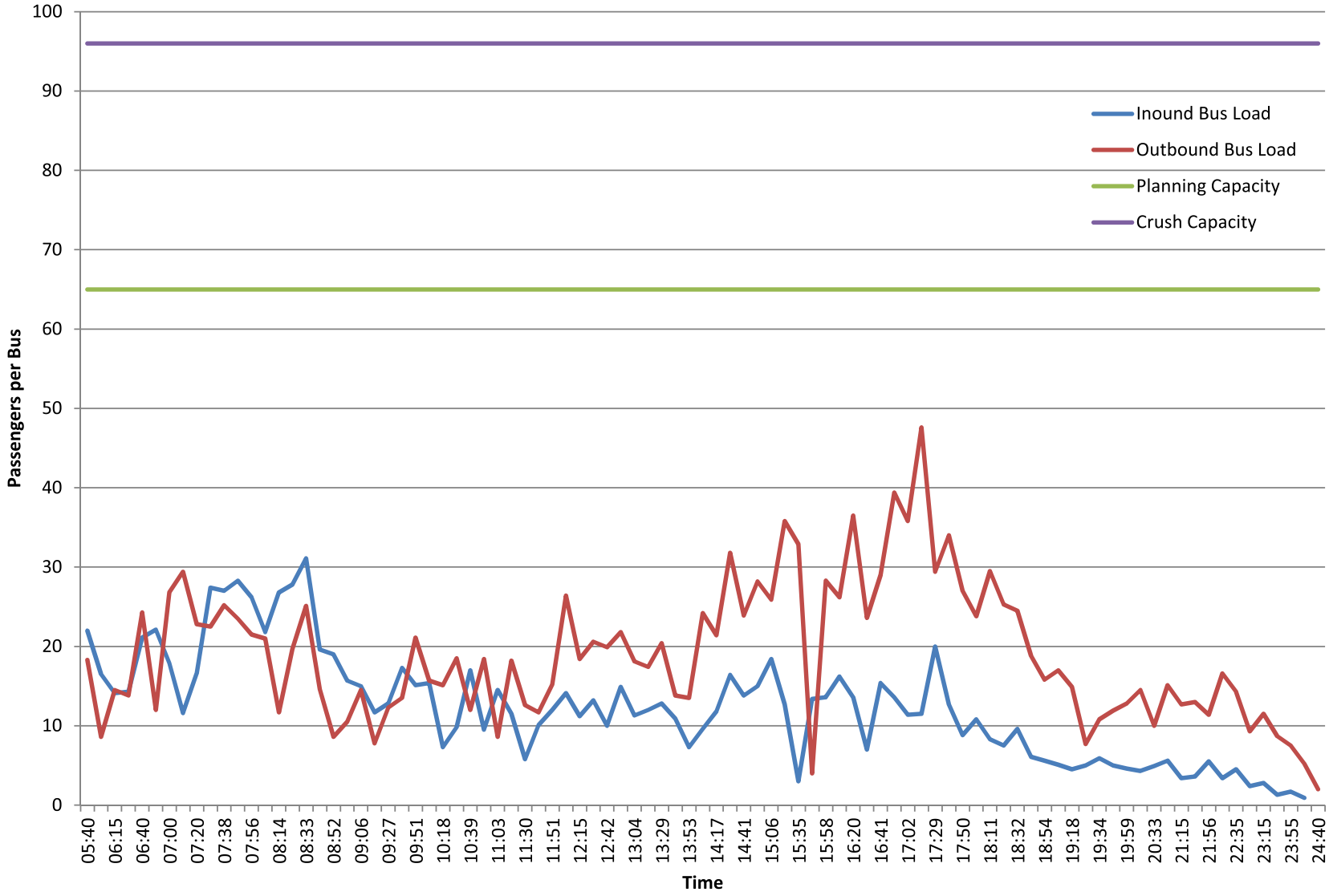


Figure 4. ***Existing Silver Line Ridership - SL5***

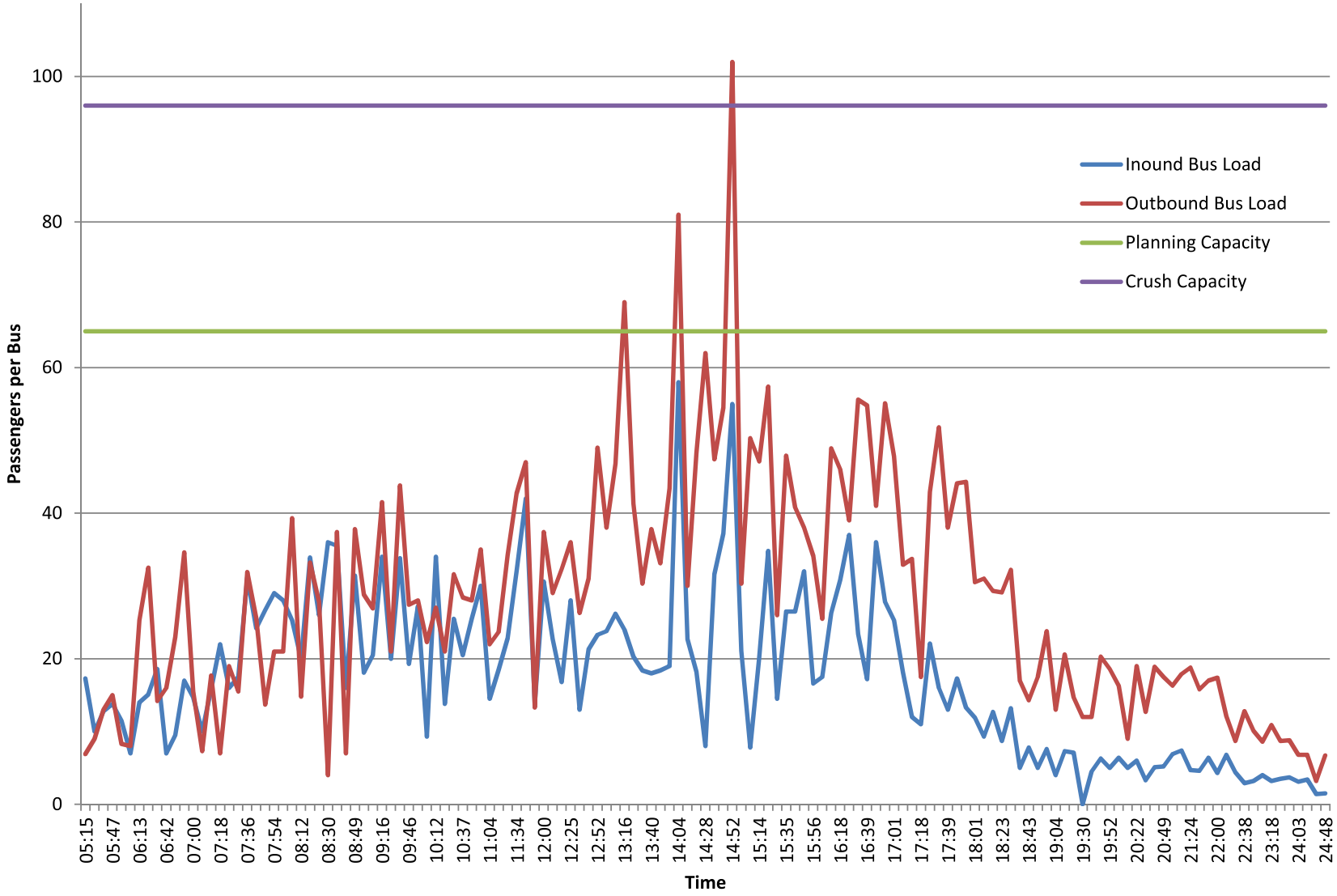
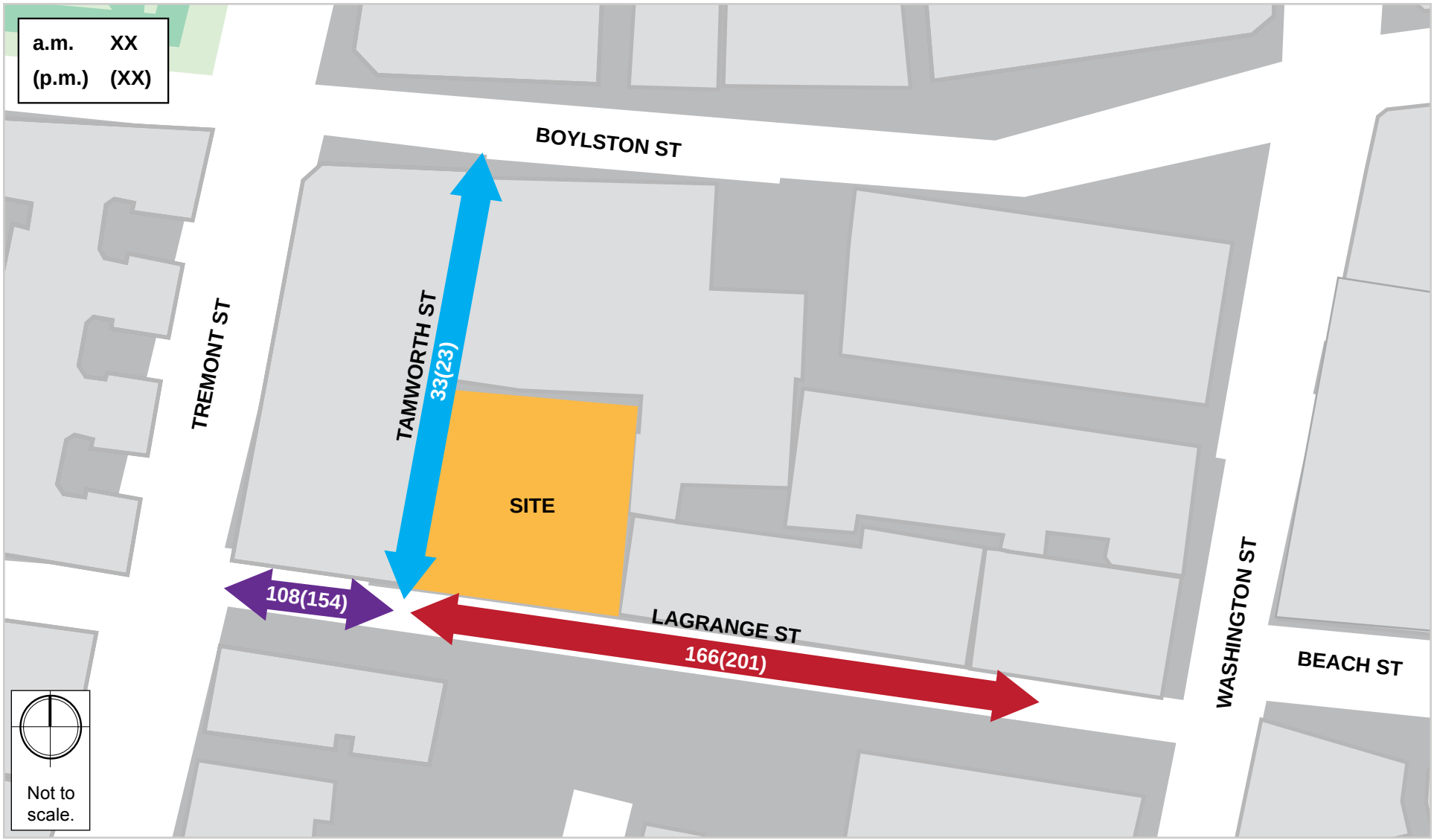


Figure 5. ***Pedestrian Counts***



Attachments

MBTA RIDERSHIP

LOADING SURVEY

PEDESTRIAN OBSERVATIONS

MBTA Ridership

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 5:00 AM to 1:00 AM

TABLE LV 1

GREEN LINE

Stations	Westbound (Read Down) Ons	Offs	Line Vol.	Northbound (Read Up) Ons	Offs	Line Vol.
Lechmere	6,338	0		0	6,369	
			6,338			6,369
Science Park	618	49		60	624	
			6,907			6,933
North Sta Green	9,318	1,933		1,767	7,369	
			14,292			12,535
Haymarket Green	4,404	560		581	4,161	
			18,136			16,115
Govt Ctr Green	19,081	2,933		1,716	19,412	
			34,284			33,811
Park St. Green	30,440	11,020		10,774	31,398	
			53,704			54,435
Boylston	4,698	2,867		2,572	4,637	
			55,535			56,500
Arlington	6,269	6,408		6,224	6,326	
			55,396			56,602
Copley	5,818	6,642		6,763	6,032	
			54,572			55,871
Hynes Conv. Ctr.	4,025	5,129	40,348	5,166	3,596	40,028
			39,244			38,458
Kenmore	6,440	6,647		6,768	6,558	
			39,037			38,248
Prudential	459	2,768	14,224	3,016	494	15,843
			11,915			13,321
Symphony	316	1,299		1,410	303	
			10,932			12,214

	From Subway	To Subway
Surface B Line	14,132	13,975
Surface C Line	10,165	9,843
Surface D Line	14,740	14,430
Surface E Line	10,932	12,214

Total Green Line	98,224	98,224		97,279	97,279

Exc. Surf. Only	Grn Ons	Grn Offs
	195,503	195,503

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 5:00 to 6:00 AM

TABLE LV 1

GREEN LINE

Stations	Westbound (Read Down) Ons	Offs	Line Vol.	Northbound (Read Up) Ons	Offs	Line Vol.
Lechmere	60	0		0	52	
			60			52
Science Park	0	1		0	5	
			59			57
North Sta Green	139	10		13	22	
			188			66
Haymarket Green	149	6		11	25	
			331			80
Govt Ctr Green	604	28		22	144	
			907			202
Park St. Green	320	304		64	105	
			923			243
Boylston	8	34		12	31	
			897			262
Arlington	19	114		10	28	
			802			280
Copley	20	71		34	39	
			751			285
Hynes Conv. Ctr.	16	50	409	13	21	269
			375			277
Kenmore	19	60		48	23	
			334			252
Prudential	8	25	342	0	1	16
			325			17
Symphony	16	6		0	1	
			335			18

	From Subway	To Subway
Surface B Line	50	71
Surface C Line	52	91
Surface D Line	232	90
Surface E Line	335	18
Total Green Line	1,378 1,378	497 497

Exc. Surf. Only	Grn Ons	Grn Offs
	1,875	1,875

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 6:00 to 7:00 AM

TABLE LV 1
GREEN LINE

Stations	Westbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
Lechmere	179	0		0	201	
			179			201
Science Park	6	5		0	23	
			180			224
North Sta Green	477	46		74	90	
			611			240
Haymarket Green	339	16		38	54	
			934			256
Govt Ctr Green	1,224	61		57	335	
			2,097			534
Park St. Green	1,269	566		212	373	
			2,800			695
Boylston	41	122		11	91	
			2,719			775
Arlington	76	330		13	104	
			2,465			866
Copley	97	276		26	86	
			2,286			926
Hynes Conv. Ctr.	47	110	1,443	42	48	744
			1,380			750
Kenmore	77	224		88	66	
			1,233			728
Prudential	11	63	843	24	0	182
			791			158
Symphony	16	20		40	2	
			787			120

	From Subway	To Subway
Surface B Line	287	222
Surface C Line	169	252
Surface D Line	777	254
Surface E Line	787	120
Total Green Line	3,859	3,859	1,473	1,473

Exc. Surf. Only	Grn Ons	Grn Offs
	5,332	5,332

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 7:00 to 8:00 AM

TABLE LV 1
GREEN LINE

Stations	Westbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
Lechmere	345	0		0	397	
			345			397
Science Park	20	5		1	69	
			360			465
North Sta Green	1,102	79		164	331	
			1,383			632
Haymarket Green	395	24		44	137	
			1,754			725
Govt Ctr Green	1,660	165		102	1,067	
			3,249			1,690
Park St. Green	2,647	884		571	1,555	
			5,012			2,674
Boylston	117	298		29	279	
			4,831			2,924
Arlington	340	865		46	482	
			4,306			3,360
Copley	395	622		171	379	
			4,079			3,568
Hynes Conv. Ctr.	108	289	2,525	209	192	2,693
			2,344			2,676
Kenmore	224	599		275	289	
			1,969			2,690
Prudential	38	199	1,554	91	5	875
			1,393			789
Symphony	47	39		57	15	
			1,401			747

	From Subway	To Subway
Surface B Line	588	909
Surface C Line	364	884
Surface D Line	1,017	897
Surface E Line	1,401	747

Total Green Line	7,438	7,438	5,197	5,197

Exc. Surf. Only	Grn Ons	Grn Offs
	12,635	12,635

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 8:00 to 9:00 AM

TABLE LV 1

GREEN LINE

Stations	Westbound (Read Down) Ons	Offs	Line Vol.	Northbound (Read Up) Ons	Offs	Line Vol.
Lechmere	598	0		0	501	
			598			501
Science Park	24	11		2	93	
			611			592
North Sta Green	1,780	149		195	470	
			2,242			867
Haymarket Green	415	44		41	226	
			2,613			1,052
Govt Ctr Green	1,780	296		85	1,871	
			4,097			2,838
Park St. Green	3,330	1,169		877	2,911	
			6,258			4,872
Boylston	102	381		52	578	
			5,979			5,398
Arlington	422	1,482		115	729	
			4,919			6,012
Copley	377	899		280	757	
			4,397			6,489
Hynes Conv. Ctr.	119	405	2,871	413	503	5,435
			2,585			5,525
Kenmore	484	574		501	627	
			2,495			5,651
Prudential	32	318	1,526	195	15	1,054
			1,240			874
Symphony	24	76		136	10	
			1,188			748

	From Subway	To Subway
Surface B Line	1,046	1,841
Surface C Line	405	2,326
Surface D Line	1,044	1,484
Surface E Line	1,188	748

Total Green Line	9,487	9,487		9,291	9,291	

Exc. Surf. Only	Grn Ons	Grn Offs
	18,778	18,778

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 9:00 to 10:00 AM

TABLE LV 1
GREEN LINE

Stations	Westbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
Lechmere	379	0		0	387	
			379			387
Science Park	9	7		1	46	
			381			432
North Sta Green	819	89		122	410	
			1,111			720
Haymarket Green	267	33		33	196	
			1,345			883
Govt Ctr Green	1,095	171		99	1,130	
			2,269			1,914
Park St. Green	1,916	747		590	2,047	
			3,438			3,371
Boylston	106	300		85	643	
			3,244			3,929
Arlington	396	742		119	667	
			2,898			4,477
Copley	165	536		285	618	
			2,527			4,810
Hynes Conv. Ctr.	76	292	1,686	280	417	3,810
			1,470			3,947
Kenmore	433	400		430	577	
			1,503			4,094
Prudential	17	155	841	124	22	1,000
			703			898
Symphony	22	73		79	13	
			652			832

	From Subway	To Subway
Surface B Line	521	1,530
Surface C Line	303	1,472
Surface D Line	679	1,092
Surface E Line	652	832
Total Green Line	5,700	5,700	7,173	7,173

Exc. Surf. Only	Grn Ons	Grn Offs
	12,873	12,873

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 10:00 to 11:00 AM

TABLE LV 1

GREEN LINE

Stations	Westbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
Lechmere	180	0		0	276	
			180			276
Science Park	6	2		0	38	
			184			314
North Sta Green	493	47		72	236	
			630			478
Haymarket Green	215	18		45	112	
			827			545
Govt Ctr Green	756	103		84	678	
			1,480			1,139
Park St. Green	1,290	478		391	1,185	
			2,292			1,933
Boylston	173	185		72	316	
			2,280			2,177
Arlington	243	338		143	332	
			2,185			2,366
Copley	179	326		162	339	
			2,038			2,543
Hynes Conv. Ctr.	101	259	1,370	161	270	1,903
			1,212			2,012
Kenmore	308	323		222	385	
			1,197			2,175
Prudential	5	114	668	134	25	640
			559			531
Symphony	7	70		83	22	
			496			470

	From Subway	To Subway
Surface B Line	468	557
Surface C Line	319	707
Surface D Line	410	911
Surface E Line	496	470

Total Green Line	3,956	3,956		4,214	4,214	

Exc. Surf. Only	Grn Ons	Grn Offs
	8,170	8,170

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 11:00 AM to Noon

TABLE LV 1

GREEN LINE

Stations	Westbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
Lechmere	260	0		0	311	
			260			311
Science Park	16	0		4	47	
			276			354
North Sta Green	419	81		90	225	
			614			489
Haymarket Green	118	15		35	144	
			717			598
Govt Ctr Green	648	127		84	726	
			1,238			1,240
Park St. Green	1,240	379		401	1,262	
			2,099			2,101
Boylston	246	123		65	386	
			2,222			2,422
Arlington	216	265		131	276	
			2,173			2,567
Copley	184	293		188	302	
			2,064			2,681
Hynes Conv. Ctr.	95	217	1,302	186	232	2,033
			1,180			2,079
Kenmore	349	237		288	419	
			1,292			2,210
Prudential	23	144	762	108	41	648
			641			581
Symphony	28	50		47	14	
			619			548

	From Subway	To Subway
Surface B Line	581	723
Surface C Line	296	685
Surface D Line	415	802
Surface E Line	619	548

Total Green Line	3,842	3,842		4,385	4,385	

Exc. Surf. Only	Grn Ons	Grn Offs
	8,227	8,227

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 Noon to 1:00 PM

TABLE LV 1
GREEN LINE

Stations	Westbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
Lechmere	260	0		0	359	
			260			359
Science Park	62	3		0	43	
			319			402
North Sta Green	430	78		103	289	
			671			588
Haymarket Green	190	31		33	209	
			830			764
Govt Ctr Green	778	143		85	788	
			1,465			1,467
Park St. Green	1,356	454		481	1,338	
			2,367			2,324
Boylston	218	163		95	236	
			2,422			2,465
Arlington	262	226		247	267	
			2,458			2,485
Copley	218	356		280	363	
			2,320			2,568
Hynes Conv. Ctr.	148	221	1,473	138	205	1,932
			1,400			1,999
Kenmore	348	234		306	396	
			1,514			2,089
Prudential	34	189	847	129	24	636
			692			531
Symphony	10	82		58	11	
			620			484

	From Subway	To Subway
Surface B Line	514	894
Surface C Line	315	501
Surface D Line	685	694
Surface E Line	620	484

Total Green Line	4,314	4,314		4,528	4,528	

Exc. Surf. Only	Grn Ons	Grn Offs
	8,842	8,842

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 1:00 to 2:00 PM

TABLE LV 1

GREEN LINE

Stations	Westbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
Lechmere	280	0		0	343	
			280			343
Science Park	21	0		4	44	
			301			383
North Sta Green	413	73		96	356	
			641			643
Haymarket Green	209	37		25	212	
			813			830
Govt Ctr Green	812	120		98	909	
			1,505			1,641
Park St. Green	1,556	498		491	1,591	
			2,563			2,741
Boylston	285	129		143	291	
			2,719			2,889
Arlington	318	267		288	312	
			2,770			2,913
Copley	328	351		254	431	
			2,747			3,090
Hynes Conv. Ctr.	177	266	1,884	250	237	2,051
			1,795			2,038
Kenmore	374	346		299	395	
			1,823			2,134
Prudential	41	175	863	150	77	1,039
			729			966
Symphony	31	75		55	33	
			685			944

	From Subway	To Subway
Surface B Line	708	942
Surface C Line	440	397
Surface D Line	675	795
Surface E Line	685	944

Total Green Line	4,845	4,845		5,231	5,231	

Exc. Surf. Only	Grn Ons	Grn Offs
	10,076	10,076

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 2:00 to 3:00 PM

TABLE LV 1
GREEN LINE

Stations	Westbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
Lechmere	324	0		0	379	
			324			379
Science Park	28	5		3	31	
			347			407
North Sta Green	366	92		104	387	
			621			690
Haymarket Green	246	29		34	223	
			838			879
Govt Ctr Green	1,058	150		117	1,191	
			1,746			1,953
Park St. Green	1,415	618		559	1,724	
			2,543			3,118
Boylston	253	119		146	226	
			2,677			3,198
Arlington	317	266		306	322	
			2,728			3,214
Copley	264	330		357	351	
			2,662			3,208
Hynes Conv. Ctr.	194	294	1,971	238	200	2,081
			1,871			2,043
Kenmore	363	334		385	369	
			1,900			2,027
Prudential	28	180	691	161	46	1,127
			539			1,012
Symphony	13	72		94	24	
			480			942

	From Subway	To Subway
Surface B Line	550	817
Surface C Line	476	327
Surface D Line	874	883
Surface E Line	480	942
Total Green Line	4,869	5,473

Exc. Surf. Only	Grn Ons	Grn Offs
	10,342	10,342

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 3:00 to 4:00 PM

TABLE LV 1
GREEN LINE

Stations	Westbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
Lechmere	438	0		0	526	
			438			526
Science Park	56	0		9	29	
			494			546
North Sta Green	497	159		123	524	
			832			947
Haymarket Green	282	42		38	336	
			1,072			1,245
Govt Ctr Green	1,411	197		127	1,501	
			2,286			2,619
Park St. Green	1,920	728		886	2,139	
			3,478			3,872
Boylston	395	169		112	271	
			3,704			4,031
Arlington	437	234		511	380	
			3,907			3,900
Copley	415	463		474	499	
			3,859			3,925
Hynes Conv. Ctr.	311	372	2,983	236	237	2,229
			2,922			2,230
Kenmore	409	355		471	403	
			2,976			2,162
Prudential	57	146	876	218	62	1,696
			787			1,540
Symphony	24	90		71	46	
			721			1,515

	From Subway	To Subway
Surface B Line	1,239	855
Surface C Line	729	467
Surface D Line	1,008	840
Surface E Line	721	1,515

Total Green Line	6,652	6,652	6,953	6,953

Exc. Surf. Only	Grn Ons	Grn Offs
	13,605	13,605

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 4:00 to 5:00 PM

TABLE LV 1

GREEN LINE

Stations	Westbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
Lechmere	538	0		0	549	
			538			549
Science Park	77	1		10	28	
			614			567
North Sta Green	629	187		133	822	
			1,056			1,256
Haymarket Green	301	45		35	360	
			1,312			1,581
Govt Ctr Green	1,662	270		162	1,672	
			2,704			3,091
Park St. Green	2,385	817		928	2,774	
			4,272			4,937
Boylston	452	182		236	244	
			4,542			4,945
Arlington	684	272		795	487	
			4,954			4,637
Copley	598	480		470	458	
			5,072			4,625
Hynes Conv. Ctr.	389	392	3,941	319	212	2,759
			3,938			2,652
Kenmore	564	434		533	473	
			4,068			2,592
Prudential	33	209	1,131	271	54	1,866
			955			1,649
Symphony	29	89		77	42	
			895			1,614

	From Subway	To Subway
Surface B Line	1,181	835
Surface C Line	1,318	389
Surface D Line	1,569	1,368
Surface E Line	895	1,614

Total Green Line	8,341	8,341	8,175	8,175

Exc. Surf. Only	Grn Ons	Grn Offs
	16,516	16,516

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 5:00 to 6:00 PM

TABLE LV 1

GREEN LINE

Stations	Westbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
Lechmere	697	0		0	648	
			697			648
Science Park	101	5		10	33	
			793			671
North Sta Green	781	235		181	985	
			1,339			1,475
Haymarket Green	278	47		47	442	
			1,570			1,870
Govt Ctr Green	2,207	256		165	1,723	
			3,521			3,428
Park St. Green	3,611	903		1,072	3,499	
			6,229			5,855
Boylston	625	187		225	391	
			6,667			6,021
Arlington	899	317		1,145	613	
			7,249			5,489
Copley	913	519		739	552	
			7,643			5,302
Hynes Conv. Ctr.	550	552	6,268	327	252	3,229
			6,266			3,154
Kenmore	642	650		631	509	
			6,258			3,032
Prudential	43	234	1,375	362	58	2,073
			1,184			1,769
Symphony	22	153		139	25	
			1,053			1,655

	From Subway	To Subway
Surface B Line	2,357	975
Surface C Line	1,761	722
Surface D Line	2,140	1,335
Surface E Line	1,053	1,655

Total Green Line	11,369	11,369	9,730	9,730

Exc. Surf. Only	Grn Ons	Grn Offs
	21,099	21,099

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 6:00 to 7:00 PM

TABLE LV 1
GREEN LINE

Stations	Westbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
Lechmere	550	0		0	436	
			550			436
Science Park	76	1		4	18	
			625			450
North Sta Green	452	197		103	545	
			880			892
Haymarket Green	226	54		35	330	
			1,052			1,187
Govt Ctr Green	1,356	194		98	1,054	
			2,214			2,143
Park St. Green	2,860	568		758	2,196	
			4,506			3,581
Boylston	463	140		100	228	
			4,829			3,709
Arlington	607	191		592	463	
			5,245			3,580
Copley	819	327		523	367	
			5,737			3,424
Hynes Conv. Ctr.	718	344	4,895	243	212	2,333
			5,269			2,302
Kenmore	653	426		396	508	
			5,496			2,414
Prudential	24	180	842	314	27	1,091
			686			804
Symphony	27	107		96	18	
			606			726

	From Subway	To Subway
Surface B Line	1,789	654
Surface C Line	1,852	523
Surface D Line	1,855	1,237
Surface E Line	606	726
Total Green Line	8,831	6,402

Exc. Surf. Only	Grn Ons	Grn Offs
	15,233	15,233

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 7:00 to 8:00 PM

TABLE LV 1
GREEN LINE

Stations	Westbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
Lechmere	390	0		0	288	
			390			288
Science Park	36	0		3	11	
			426			296
North Sta Green	240	111		58	427	
			555			665
Haymarket Green	226	36		27	269	
			745			907
Govt Ctr Green	775	115		85	890	
			1,405			1,712
Park St. Green	1,767	457		552	1,773	
			2,715			2,933
Boylston	394	108		159	151	
			3,001			2,925
Arlington	512	125		419	425	
			3,388			2,931
Copley	501	248		474	284	
			3,641			2,741
Hynes Conv. Ctr.	498	263	3,037	277	153	1,918
			3,272			1,794
Kenmore	414	304		382	364	
			3,382			1,776
Prudential	34	142	604	188	33	823
			496			668
Symphony	14	77		94	20	
			433			594

	From Subway	To Subway
Surface B Line	1,012	654
Surface C Line	1,458	388
Surface D Line	912	734
Surface E Line	433	594

Total Green Line	5,801	5,801		5,088	5,088	

Exc. Surf. Only	Grn Ons	Grn Offs
	10,889	10,889

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 8:00 to 9:00 PM

TABLE LV 1
GREEN LINE

Stations	Westbound (Read Down) Ons	Offs	Line Vol.	Northbound (Read Up) Ons	Offs	Line Vol.
Lechmere	267	0		0	196	
			267			196
Science Park	27	0		3	14	
			294			207
North Sta Green	165	76		47	314	
			383			474
Haymarket Green	215	20		10	195	
			578			659
Govt Ctr Green	582	129		55	712	
			1,031			1,316
Park St. Green	1,245	332		364	1,411	
			1,944			2,363
Boylston	353	88		123	151	
			2,209			2,391
Arlington	365	101		293	257	
			2,473			2,355
Copley	417	128		429	153	
			2,762			2,079
Hynes Conv. Ctr.	444	202	2,274	299	123	1,372
			2,516			1,196
Kenmore	417	291		267	321	
			2,642			1,250
Prudential	24	78	488	196	24	707
			434			535
Symphony	9	48		72	12	
			395			475

	From Subway	To Subway
Surface B Line	967	487
Surface C Line	980	318
Surface D Line	695	445
Surface E Line	395	475

Total Green Line	4,530	4,530		3,883	3,883	

Exc. Surf. Only	Grn Ons	Grn Offs
	8,413	8,413

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 9:00 to 10:00 PM

TABLE LV 1

GREEN LINE

Stations	Westbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
Lechmere	296	0		0	147	
			296			147
Science Park	7	1		1	9	
			302			155
North Sta Green	143	95		25	294	
			350			424
Haymarket Green	219	29		24	239	
			540			639
Govt Ctr Green	472	124		28	844	
			888			1,455
Park St. Green	934	337		435	1,336	
			1,485			2,356
Boylston	344	41		210	114	
			1,788			2,260
Arlington	269	55		284	176	
			2,002			2,152
Copley	299	104		325	141	
			2,197			1,968
Hynes Conv. Ctr.	288	198	1,784	259	91	1,385
			1,874			1,217
Kenmore	288	242		335	276	
			1,920			1,158
Prudential	21	59	413	149	5	583
			375			439
Symphony	6	48		66	8	
			333			381

	From Subway	To Subway
Surface B Line	717	536
Surface C Line	459	243
Surface D Line	744	379
Surface E Line	333	381

Total Green Line	3,586	3,586		3,680	3,680	

Exc. Surf. Only	Grn Ons	Grn Offs
	7,266	7,266

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 10:00 to 11:00 PM

TABLE LV 1
GREEN LINE

Stations	Westbound (Read Down) Ons	Offs	Line Vol.	Northbound (Read Up) Ons	Offs	Line Vol.
Lechmere	136	0		0	138	
			136			138
Science Park	5	0		0	7	
			141			145
North Sta Green	139	46		24	235	
			234			356
Haymarket Green	136	10		13	184	
			360			527
Govt Ctr Green	397	96		27	847	
			661			1,347
Park St. Green	741	195		491	914	
			1,207			1,770
Boylston	210	33		159	84	
			1,384			1,695
Arlington	200	66		214	132	
			1,518			1,613
Copley	145	93		277	101	
			1,570			1,437
Hynes Conv. Ctr.	208	150	1,312	280	81	1,123
			1,370			924
Kenmore	237	157		231	190	
			1,450			883
Prudential	14	47	258	78	5	314
			225			241
Symphony	6	24		77	8	
			207			172

	From Subway	To Subway
Surface B Line	508	415
Surface C Line	470	202
Surface D Line	472	266
Surface E Line	207	172

Total Green Line	2,574	2,574		2,926	2,926

Exc. Surf. Only	Grn Ons	Grn Offs
	5,500	5,500

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 11:00 PM to Midnight

TABLE LV 1
GREEN LINE

Stations	Westbound (Read Down) Ons	Offs	Line Vol.	Northbound (Read Up) Ons	Offs	Line Vol.
Lechmere	82	0		0	124	
			82			124
Science Park	4	0		3	1	
			86			122
North Sta Green	97	20		17	151	
			163			256
Haymarket Green	71	7		8	139	
			227			387
Govt Ctr Green	221	83		33	864	
			365			1,218
Park St. Green	394	127		373	680	
			632			1,525
Boylston	150	17		122	50	
			765			1,453
Arlington	108	30		166	80	
			843			1,367
Copley	98	53		273	45	
			888			1,139
Hynes Conv. Ctr.	130	73	744	198	68	915
			801			785
Kenmore	231	126		215	191	
			906			761
Prudential	4	28	144	64	3	224
			120			163
Symphony	1	20		23	6	
			101			146

	From Subway	To Subway
Surface B Line	430	338
Surface C Line	201	114
Surface D Line	275	309
Surface E Line	101	146

Total Green Line	1,591	1,591		2,402	2,402

Exc. Surf. Only	Grn Ons	Grn Offs
	3,993	3,993

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 Midnight to 1:00 AM

TABLE LV 1
GREEN LINE

Stations	Westbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
Lechmere	26	0		0	31	
			26			31
Science Park	2	0		0	5	
			28			36
North Sta Green	27	4		7	63	
			51			92
Haymarket Green	29	5		2	63	
			75			153
Govt Ctr Green	60	22		6	304	
			113			451
Park St. Green	114	35		100	297	
			192			648
Boylston	61	6		75	41	
			247			614
Arlington	30	9		48	43	
			268			609
Copley	52	10		74	23	
			310			558
Hynes Conv. Ctr.	49	29	263	115	39	473
			283			397
Kenmore	97	33		150	87	
			347			334
Prudential	0	6	47	24	0	85
			41			61
Symphony	1	4		7	0	
			38			54

	From Subway	To Subway
Surface B Line	197	200
Surface C Line	72	37
Surface D Line	78	97
Surface E Line	38	54

Total Green Line	548	548		996	996	

Exc. Surf. Only	Grn Ons	Grn Offs
	1,544	1,544

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 5:00 AM to 1:00 AM

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	2,183		1,868	To Sub	
Tot Exc Surf Only		4,051				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	898	0		0	920	
			898			920
Malden	19,402	37		34	19,839	
			20,263			20,725
Wellington	6,052	203		262	5,938	
			26,112			26,401
Sullivan Square	9,823	784		852	9,670	
			35,151			35,219
Community Coll.	5,419	1,749		1,579	5,743	
			38,821			39,383
North Sta Orange	8,287	6,883		6,067	8,212	
			40,225			41,528
Haymarket Orange	5,208	2,142		2,433	5,449	
			43,291			44,544
State Orange	13,095	6,244		7,183	13,744	
			50,142			51,105
Dwntwn Cross. Or.	20,320	18,880		19,040	20,280	
			51,582			52,345
Chinatown	2,008	4,591		4,517	2,372	
			48,999			50,200
Tufts Med Ctr	2,128	4,581		4,287	2,200	
			46,546			48,113
Back Bay	5,095	12,766		13,373	5,232	
			38,875			39,972
Mass. Ave	2,171	4,485		4,468	1,957	
			36,561			37,461
Ruggles	2,385	9,515		9,717	2,286	
			29,431			30,030
Roxbury Crossing	1,351	3,630		3,834	1,211	
			27,152			27,407
Jackson Square	700	5,114		5,314	648	
			22,738			22,741
Stony Brook	211	3,563		3,551	203	
			19,386			19,393
Green St.	174	3,584		3,559	198	
			15,976			16,032
Forest Hills	0	15,976		16,032	0	
Tot. Orange Line	104,727	104,727		106,102	106,102	
Two-way Total	210,829	210,829				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 5:00 to 6:00 AM

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	20		23	To Sub	
Tot Exc Surf Only		43				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	18	0		0	9	
			18			9
Malden	498	0		2	75	
			516			82
Wellington	111	1		1	77	
			626			158
Sullivan Square	342	19		20	131	
			949			269
Community Coll.	24	14		3	40	
			959			306
North Sta Orange	19	227		18	126	
			751			414
Haymarket Orange	124	44		37	58	
			831			435
State Orange	372	134		119	147	
			1,069			463
Dwntwn Cross. Or.	103	517		180	261	
			655			544
Chinatown	8	77		14	18	
			586			548
Tufts Med Ctr	12	80		26	35	
			518			557
Back Bay	7	151		36	78	
			374			599
Mass. Ave	9	41		35	30	
			342			594
Ruggles	8	118		83	12	
			232			523
Roxbury Crossing	10	21		35	7	
			221			495
Jackson Square	13	36		116	1	
			198			380
Stony Brook	9	7		34	4	
			200			350
Green St.	9	12		41	0	
			197			309
Forest Hills	0	197		309	0	
Tot. Orange Line	1,696	1,696		1,109	1,109	
Two-way Total	2,805	2,805				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 6:00 to 7:00 AM

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	62		100	To Sub	
Tot Exc Surf Only		162				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	67	0		0	8	
			67			8
Malden	1,456	2		1	230	
			1,521			237
Wellington	382	12		4	159	
			1,891			392
Sullivan Square	614	47		49	403	
			2,458			746
Community Coll.	112	75		6	343	
			2,495			1,083
North Sta Orange	351	577		87	450	
			2,269			1,446
Haymarket Orange	333	108		82	219	
			2,494			1,583
State Orange	921	340		266	534	
			3,075			1,851
Dwntwn Cross. Or.	558	1,144		663	783	
			2,489			1,971
Chinatown	10	209		61	76	
			2,290			1,986
Tufts Med Ctr	53	336		89	149	
			2,007			2,046
Back Bay	106	703		338	302	
			1,410			2,010
Mass. Ave	56	133		149	78	
			1,333			1,939
Ruggles	94	567		329	150	
			860			1,760
Roxbury Crossing	51	178		134	73	
			733			1,699
Jackson Square	118	101		321	9	
			750			1,387
Stony Brook	34	26		152	2	
			758			1,237
Green St.	16	64		129	4	
			710			1,112
Forest Hills	0	710		1,112	0	
Tot. Orange Line	5,332	5,332		3,972	3,972	
Two-way Total	9,304	9,304				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 7:00 to 8:00 AM

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	58		336	To Sub	
Tot Exc Surf Only		394				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	240	0		0	25	
			240			25
Malden	3,357	6		2	382	
			3,591			405
Wellington	729	17		11	279	
			4,303			673
Sullivan Square	1,011	108		58	584	
			5,206			1,199
Community Coll.	185	161		16	497	
			5,230			1,680
North Sta Orange	979	976		193	846	
			5,233			2,333
Haymarket Orange	349	237		79	491	
			5,345			2,745
State Orange	1,092	763		350	1,057	
			5,674			3,452
Dwntwn Cross. Or.	1,238	2,136		1,089	1,768	
			4,776			4,131
Chinatown	34	391		75	147	
			4,419			4,203
Tufts Med Ctr	65	697		173	314	
			3,787			4,344
Back Bay	147	1,745		901	874	
			2,189			4,317
Mass. Ave	82	297		385	165	
			1,974			4,097
Ruggles	113	1,053		508	449	
			1,034			4,038
Roxbury Crossing	35	216		302	281	
			853			4,017
Jackson Square	60	200		685	22	
			713			3,354
Stony Brook	14	49		403	7	
			678			2,958
Green St.	12	177		348	24	
			513			2,634
Forest Hills	0	513		2,634	0	
Tot. Orange Line	9,742	9,742		8,212	8,212	
Two-way Total	17,954	17,954				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 8:00 to 9:00 AM

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	52		386	To Sub	
Tot Exc Surf Only		438				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	198	0		0	12	
			198			12
Malden	4,552	7		5	424	
			4,743			431
Wellington	1,067	25		7	265	
			5,785			689
Sullivan Square	1,198	106		45	489	
			6,877			1,133
Community Coll.	360	365		44	684	
			6,872			1,773
North Sta Orange	1,611	1,235		198	1,014	
			7,248			2,589
Haymarket Orange	384	320		81	756	
			7,312			3,264
State Orange	943	1,371		403	1,898	
			6,884			4,759
Dwntwn Cross. Or.	1,521	2,658		1,282	2,479	
			5,747			5,956
Chinatown	59	694		113	359	
			5,112			6,202
Tufts Med Ctr	68	782		175	480	
			4,398			6,507
Back Bay	195	2,463		1,426	837	
			2,130			5,918
Mass. Ave	76	370		597	300	
			1,836			5,621
Ruggles	48	990		556	349	
			894			5,414
Roxbury Crossing	45	201		493	133	
			738			5,054
Jackson Square	43	191		780	40	
			590			4,314
Stony Brook	9	104		731	7	
			495			3,590
Green St.	13	104		728	22	
			404			2,884
Forest Hills	0	404		2,884	0	
Tot. Orange Line	12,390	12,390		10,548	10,548	
Two-way Total	22,938	22,938				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 9:00 to 10:00 AM

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	36		193	To Sub	
Tot Exc Surf Only		229				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	58	0		0	20	
			58			20
Malden	2,170	2		1	337	
			2,226			356
Wellington	649	30		10	156	
			2,845			502
Sullivan Square	853	61		20	293	
			3,637			775
Community Coll.	304	221		98	561	
			3,720			1,238
North Sta Orange	519	701		168	528	
			3,538			1,598
Haymarket Orange	279	203		79	408	
			3,614			1,927
State Orange	636	589		254	872	
			3,661			2,545
Dwntwn Cross. Or.	1,066	1,440		832	1,419	
			3,287			3,132
Chinatown	49	545		111	273	
			2,791			3,294
Tufts Med Ctr	84	408		163	224	
			2,467			3,355
Back Bay	119	1,140		587	537	
			1,446			3,305
Mass. Ave	48	267		285	210	
			1,227			3,230
Ruggles	54	593		354	193	
			688			3,069
Roxbury Crossing	50	128		291	102	
			610			2,880
Jackson Square	24	139		487	39	
			495			2,432
Stony Brook	6	86		505	10	
			415			1,937
Green St.	5	122		469	16	
			298			1,484
Forest Hills	0	298		1,484	0	
Tot. Orange Line	6,973	6,973		6,198	6,198	
Two-way Total	13,171	13,171				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 10:00 to 11:00 AM

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	58		111	To Sub	
Tot Exc Surf Only		169				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	46	0		0	8	
			46			8
Malden	1,119	4		0	335	
			1,161			343
Wellington	356	10		6	125	
			1,507			462
Sullivan Square	513	29		22	225	
			1,991			665
Community Coll.	200	99		39	396	
			2,092			1,022
North Sta Orange	342	371		130	275	
			2,063			1,167
Haymarket Orange	223	112		74	270	
			2,174			1,363
State Orange	496	273		211	478	
			2,397			1,630
Dwntwn Cross. Or.	733	995		596	937	
			2,135			1,971
Chinatown	55	368		152	158	
			1,822			1,977
Tufts Med Ctr	84	242		179	122	
			1,664			1,920
Back Bay	104	497		307	275	
			1,271			1,888
Mass. Ave	51	233		188	114	
			1,089			1,814
Ruggles	50	462		303	105	
			677			1,616
Roxbury Crossing	49	102		184	72	
			624			1,504
Jackson Square	17	135		323	21	
			506			1,202
Stony Brook	8	73		215	9	
			441			996
Green St.	4	93		206	10	
			352			800
Forest Hills	0	352		800	0	
Tot. Orange Line	4,450	4,450		3,935	3,935	
Two-way Total	8,385	8,385				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 11:00 AM to Noon

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	60		76	To Sub	
Tot Exc Surf Only		136				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	21	0		0	21	
			21			21
Malden	929	0		2	480	
			950			499
Wellington	270	15		13	155	
			1,205			641
Sullivan Square	374	39		22	288	
			1,540			907
Community Coll.	421	160		113	330	
			1,801			1,124
North Sta Orange	252	332		173	232	
			1,721			1,183
Haymarket Orange	219	113		69	214	
			1,827			1,328
State Orange	370	250		205	563	
			1,947			1,686
Dwntwn Cross. Or.	740	776		650	773	
			1,911			1,809
Chinatown	91	277		196	149	
			1,725			1,762
Tufts Med Ctr	59	154		143	68	
			1,630			1,687
Back Bay	118	408		317	216	
			1,340			1,586
Mass. Ave	84	201		180	103	
			1,223			1,509
Ruggles	40	478		306	84	
			785			1,287
Roxbury Crossing	66	127		163	46	
			724			1,170
Jackson Square	22	151		246	13	
			595			937
Stony Brook	5	95		168	6	
			505			775
Green St.	8	95		133	2	
			418			644
Forest Hills	0	418		644	0	
Tot. Orange Line	4,089	4,089		3,743	3,743	
Two-way Total	7,832	7,832				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 Noon to 1:00 PM

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	75		62	To Sub	
Tot Exc Surf Only		137				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	20	0		0	28	
			20			28
Malden	775	2		0	603	
			793			631
Wellington	279	15		8	202	
			1,057			825
Sullivan Square	433	23		43	351	
			1,467			1,133
Community Coll.	362	105		127	277	
			1,724			1,283
North Sta Orange	259	339		193	266	
			1,644			1,356
Haymarket Orange	259	109		78	266	
			1,794			1,544
State Orange	530	259		271	542	
			2,065			1,815
Dwntwn Cross. Or.	928	832		747	845	
			2,161			1,913
Chinatown	108	291		286	122	
			1,978			1,749
Tufts Med Ctr	82	188		199	73	
			1,872			1,623
Back Bay	172	498		372	295	
			1,546			1,546
Mass. Ave	80	227		185	93	
			1,399			1,454
Ruggles	62	414		325	71	
			1,047			1,200
Roxbury Crossing	52	153		193	43	
			946			1,050
Jackson Square	20	225		185	29	
			741			894
Stony Brook	11	133		110	13	
			619			797
Green St.	4	106		139	3	
			517			661
Forest Hills	0	517		661	0	
Tot. Orange Line	4,436	4,436		4,122	4,122	
Two-way Total	8,558	8,558				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 1:00 to 2:00 PM

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	100		87	To Sub	
Tot Exc Surf Only		187				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	16	0		0	34	
			16			34
Malden	754	1		0	732	
			769			766
Wellington	266	6		21	238	
			1,029			983
Sullivan Square	331	28		41	400	
			1,332			1,342
Community Coll.	390	75		92	386	
			1,647			1,636
North Sta Orange	264	287		262	282	
			1,624			1,656
Haymarket Orange	256	146		100	211	
			1,734			1,767
State Orange	566	222		316	597	
			2,078			2,048
Dwntwn Cross. Or.	928	836		811	1,024	
			2,170			2,261
Chinatown	154	245		339	147	
			2,079			2,069
Tufts Med Ctr	92	192		169	109	
			1,979			2,009
Back Bay	250	478		475	246	
			1,751			1,780
Mass. Ave	96	226		212	88	
			1,621			1,656
Ruggles	110	535		523	74	
			1,196			1,207
Roxbury Crossing	115	167		200	30	
			1,144			1,037
Jackson Square	23	266		231	19	
			901			825
Stony Brook	17	142		125	10	
			776			710
Green St.	4	115		136	6	
			665			580
Forest Hills	0	665		580	0	
Tot. Orange Line	4,632	4,632		4,633	4,633	
Two-way Total	9,265	9,265				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 2:00 to 3:00 PM

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	156		70	To Sub	
Tot Exc Surf Only		226				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	23	0		0	42	
			23			42
Malden	745	5		5	968	
			763			1,005
Wellington	272	11		6	277	
			1,024			1,276
Sullivan Square	556	30		58	508	
			1,550			1,726
Community Coll.	385	138		86	429	
			1,797			2,069
North Sta Orange	320	292		320	325	
			1,825			2,074
Haymarket Orange	302	77		149	240	
			2,050			2,165
State Orange	775	262		406	793	
			2,563			2,552
Dwntwn Cross. Or.	1,212	961		1,021	1,084	
			2,814			2,615
Chinatown	146	269		298	125	
			2,691			2,442
Tufts Med Ctr	133	274		230	116	
			2,550			2,328
Back Bay	448	480		568	212	
			2,518			1,972
Mass. Ave	115	293		224	91	
			2,340			1,839
Ruggles	228	583		641	103	
			1,985			1,301
Roxbury Crossing	170	231		274	49	
			1,924			1,076
Jackson Square	58	454		217	70	
			1,528			929
Stony Brook	12	189		140	13	
			1,351			802
Green St.	13	187		146	16	
			1,177			672
Forest Hills	0	1,177		672	0	
Tot. Orange Line	5,913	5,913		5,461	5,461	
Two-way Total	11,374	11,374				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 3:00 to 4:00 PM

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	231		82	To Sub	
Tot Exc Surf Only		313				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	29	0		0	77	
			29			77
Malden	670	0		4	1,551	
			699			1,624
Wellington	321	17		24	504	
			1,003			2,104
Sullivan Square	592	50		56	768	
			1,545			2,816
Community Coll.	460	104		179	383	
			1,901			3,020
North Sta Orange	467	328		517	484	
			2,040			2,987
Haymarket Orange	367	114		200	345	
			2,293			3,132
State Orange	773	295		519	1,097	
			2,771			3,710
Dwntwn Cross. Or.	1,521	1,020		1,545	1,293	
			3,272			3,458
Chinatown	168	257		371	124	
			3,183			3,211
Tufts Med Ctr	214	258		386	109	
			3,139			2,934
Back Bay	387	591		773	279	
			2,935			2,440
Mass. Ave	154	255		257	141	
			2,834			2,324
Ruggles	280	609		839	156	
			2,505			1,641
Roxbury Crossing	161	269		346	74	
			2,397			1,369
Jackson Square	55	438		274	122	
			2,014			1,217
Stony Brook	14	275		184	36	
			1,753			1,069
Green St.	36	248		220	16	
			1,541			865
Forest Hills	0	1,541		865	0	
Tot. Orange Line	6,669	6,669		7,559	7,559	
Two-way Total	14,228	14,228				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 4:00 to 5:00 PM

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	286		80	To Sub	
Tot Exc Surf Only		366				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	41	0		0	168	
			41			168
Malden	659	0		5	2,918	
			700			3,081
Wellington	358	14		35	731	
			1,044			3,777
Sullivan Square	652	77		96	946	
			1,619			4,627
Community Coll.	402	45		143	278	
			1,976			4,762
North Sta Orange	750	346		747	1,011	
			2,380			5,026
Haymarket Orange	517	129		281	374	
			2,768			5,119
State Orange	1,268	308		930	1,140	
			3,728			5,329
Dwntwn Cross. Or.	1,851	1,317		2,009	1,747	
			4,262			5,067
Chinatown	220	252		548	128	
			4,230			4,647
Tufts Med Ctr	325	208		651	81	
			4,347			4,077
Back Bay	604	889		1,488	277	
			4,062			2,866
Mass. Ave	238	329		365	116	
			3,971			2,617
Ruggles	306	692		1,161	139	
			3,585			1,595
Roxbury Crossing	137	347		248	66	
			3,375			1,413
Jackson Square	51	569		323	82	
			2,857			1,172
Stony Brook	11	395		147	27	
			2,473			1,052
Green St.	19	410		193	22	
			2,082			881
Forest Hills	0	2,082		881	0	
Tot. Orange Line	8,409	8,409		10,251	10,251	
Two-way Total	18,660	18,660				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 5:00 to 6:00 PM

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	377		74	To Sub	
Tot Exc Surf Only		451				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	38	0		0	156	
			38			156
Malden	721	0		1	3,666	
			759			3,821
Wellington	433	15		38	866	
			1,177			4,649
Sullivan Square	645	66		103	1,183	
			1,756			5,729
Community Coll.	652	111		218	564	
			2,297			6,075
North Sta Orange	903	407		947	1,119	
			2,793			6,247
Haymarket Orange	542	126		308	485	
			3,209			6,424
State Orange	1,562	299		1,127	1,096	
			4,472			6,393
Dwntwn Cross. Or.	2,430	1,427		2,422	1,948	
			5,475			5,919
Chinatown	301	245		602	154	
			5,531			5,471
Tufts Med Ctr	297	255		638	116	
			5,573			4,949
Back Bay	707	1,112		2,342	310	
			5,168			2,917
Mass. Ave	266	537		383	120	
			4,897			2,654
Ruggles	380	750		1,158	130	
			4,527			1,626
Roxbury Crossing	134	505		240	61	
			4,156			1,447
Jackson Square	66	639		373	39	
			3,583			1,113
Stony Brook	12	583		185	21	
			3,012			949
Green St.	13	617		191	19	
			2,408			777
Forest Hills	0	2,408		777	0	
Tot. Orange Line	10,102	10,102		12,053	12,053	
Two-way Total	22,155	22,155				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 6:00 to 7:00 PM

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	181		63	To Sub	
Tot Exc Surf Only		244				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	21	0		0	112	
			21			112
Malden	420	5		0	2,268	
			436			2,380
Wellington	247	2		38	547	
			681			2,889
Sullivan Square	366	52		78	809	
			995			3,620
Community Coll.	243	45		109	216	
			1,193			3,727
North Sta Orange	421	198		576	502	
			1,416			3,653
Haymarket Orange	244	99		188	362	
			1,561			3,827
State Orange	793	230		654	760	
			2,124			3,933
Dwntwn Cross. Or.	1,486	751		1,513	1,319	
			2,859			3,739
Chinatown	150	159		364	168	
			2,850			3,543
Tufts Med Ctr	175	127		363	70	
			2,898			3,250
Back Bay	464	565		1,407	173	
			2,797			2,016
Mass. Ave	218	275		280	86	
			2,740			1,822
Ruggles	197	393		863	73	
			2,544			1,032
Roxbury Crossing	92	252		214	69	
			2,384			887
Jackson Square	42	365		204	41	
			2,061			724
Stony Brook	21	362		123	21	
			1,720			622
Green St.	7	392		135	16	
			1,335			503
Forest Hills	0	1,335		503	0	
Tot. Orange Line	5,607	5,607		7,612	7,612	
Two-way Total	13,219	13,219				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 7:00 to 8:00 PM

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	133		33	To Sub	
Tot Exc Surf Only		166				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	33	0		0	68	
			33			68
Malden	259	0		4	1,365	
			292			1,429
Wellington	140	8		34	377	
			424			1,772
Sullivan Square	250	36		37	502	
			638			2,237
Community Coll.	167	8		71	131	
			797			2,297
North Sta Orange	266	121		370	284	
			942			2,211
Haymarket Orange	190	78		147	223	
			1,054			2,287
State Orange	511	142		351	501	
			1,423			2,437
Dwntwn Cross. Or.	1,089	472		1,004	791	
			2,040			2,224
Chinatown	128	98		215	65	
			2,070			2,074
Tufts Med Ctr	105	69		268	50	
			2,106			1,856
Back Bay	329	280		654	115	
			2,155			1,317
Mass. Ave	136	235		185	85	
			2,056			1,217
Ruggles	128	317		514	57	
			1,867			760
Roxbury Crossing	83	198		154	27	
			1,752			633
Jackson Square	31	300		123	35	
			1,483			545
Stony Brook	11	280		88	12	
			1,214			469
Green St.	7	226		102	8	
			995			375
Forest Hills	0	995		375	0	
Tot. Orange Line	3,863	3,863		4,696	4,696	
Two-way Total	8,559	8,559				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 8:00 to 9:00 PM

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	98		25	To Sub	
Tot Exc Surf Only		123				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	4	0		0	36	
			4			36
Malden	221	2		0	1,192	
			223			1,228
Wellington	111	11		12	278	
			323			1,494
Sullivan Square	187	18		28	505	
			492			1,971
Community Coll.	335	13		128	93	
			814			1,936
North Sta Orange	152	95		283	222	
			871			1,875
Haymarket Orange	171	48		126	179	
			994			1,928
State Orange	396	157		247	382	
			1,233			2,063
Dwntwn Cross. Or.	848	492		767	600	
			1,589			1,896
Chinatown	110	79		230	76	
			1,620			1,742
Tufts Med Ctr	67	78		140	50	
			1,609			1,652
Back Bay	268	212		531	60	
			1,665			1,181
Mass. Ave	119	156		170	41	
			1,628			1,052
Ruggles	96	377		555	52	
			1,347			549
Roxbury Crossing	47	126		122	21	
			1,268			448
Jackson Square	19	202		120	32	
			1,085			360
Stony Brook	11	228		68	3	
			868			295
Green St.	4	160		48	11	
			712			258
Forest Hills	0	712		258	0	
Tot. Orange Line	3,166	3,166		3,833	3,833	
Two-way Total	6,999	6,999				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 9:00 to 10:00 PM

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	73		20	To Sub	
Tot Exc Surf Only		93				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	0	0		0	26	
			0			26
Malden	16	0		0	767	
			16			793
Wellington	2	1		0	230	
			17			1,023
Sullivan Square	269	4		37	436	
			282			1,422
Community Coll.	267	7		63	49	
			542			1,408
North Sta Orange	121	59		246	95	
			604			1,257
Haymarket Orange	157	23		99	138	
			738			1,296
State Orange	283	85		190	397	
			936			1,503
Dwntwn Cross. Or.	763	328		626	446	
			1,371			1,323
Chinatown	100	48		177	23	
			1,423			1,169
Tufts Med Ctr	60	76		87	51	
			1,407			1,133
Back Bay	224	149		342	41	
			1,482			832
Mass. Ave	124	154		143	46	
			1,452			735
Ruggles	86	248		336	40	
			1,290			439
Roxbury Crossing	31	131		94	22	
			1,190			367
Jackson Square	19	241		105	25	
			968			287
Stony Brook	5	211		49	4	
			762			242
Green St.	2	161		47	3	
			603			198
Forest Hills	0	603		198	0	
Tot. Orange Line	2,529	2,529		2,839	2,839	
Two-way Total	5,368	5,368				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 10:00 to 11:00 PM

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	59		19	To Sub	
Tot Exc Surf Only		78				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	0	0		0	16	
			0			16
Malden	0	0		0	679	
			0			695
Wellington	1	0		0	192	
			1			887
Sullivan Square	362	0		31	372	
			363			1,228
Community Coll.	43	5		15	41	
			401			1,254
North Sta Orange	101	54		202	86	
			448			1,138
Haymarket Orange	142	15		103	130	
			575			1,165
State Orange	265	86		172	408	
			754			1,401
Dwntwn Cross. Or.	560	261		632	333	
			1,053			1,102
Chinatown	52	31		178	25	
			1,074			949
Tufts Med Ctr	43	55		56	15	
			1,062			908
Back Bay	156	120		334	43	
			1,098			617
Mass. Ave	107	120		130	30	
			1,085			517
Ruggles	61	179		175	25	
			967			367
Roxbury Crossing	22	112		55	11	
			877			323
Jackson Square	13	207		73	18	
			683			268
Stony Brook	4	136		19	4	
			551			253
Green St.	1	115		61	7	
			437			199
Forest Hills	0	437		199	0	
Tot. Orange Line	1,933	1,933		2,435	2,435	
Two-way Total	4,368	4,368				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 11:00 PM to Midnight

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	53		20	To Sub	
Tot Exc Surf Only		73				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	1	0		0	9	
			1			9
Malden	0	1		0	398	
			0			407
Wellington	0	0		0	135	
			0			542
Sullivan Square	149	0		11	312	
			149			843
Community Coll.	35	1		13	29	
			183			859
North Sta Orange	85	21		157	37	
			247			739
Haymarket Orange	64	10		80	103	
			301			762
State Orange	204	47		121	282	
			458			923
Dwntwn Cross. Or.	345	158		349	200	
			645			774
Chinatown	49	17		117	8	
			677			665
Tufts Med Ctr	63	23		80	8	
			717			593
Back Bay	127	60		254	10	
			784			349
Mass. Ave	70	77		69	14	
			777			294
Ruggles	37	99		104	15	
			715			205
Roxbury Crossing	11	62		33	7	
			664			179
Jackson Square	4	160		52	8	
			508			135
Stony Brook	3	78		23	1	
			433			113
Green St.	2	81		18	0	
			354			95
Forest Hills	0	354		95	0	
Tot. Orange Line	1,249	1,249		1,576	1,576	
Two-way Total	2,825	2,825				

CharlieCard Trip Paths Phase 2 Study

Rapid Transit and Light Rail Line-Volume Tables

for Thursday, September 20, 2012 Midnight to 1:00 AM

TABLE LV 3
MATTAPAN LINE and ORANGE LINE

Stations	Southbound Ons	(Read Down) Offs	Line Vol.	Northbound Ons	(Read Up) Offs	Line Vol.
MATTAPAN LINE	From Sub	10		11	To Sub	
Tot Exc Surf Only		21				
ORANGE LINE	Ons	Offs	Line Vol.	Ons	Offs	Line Vol.
Oak Grove	0	0		0	0	
			0			0
Malden	0	0		0	113	
			0			113
Wellington	0	0		0	45	
			0			158
Sullivan Square	58	0		0	95	
			58			253
Community Coll.	10	0		2	10	
			68			261
North Sta Orange	13	10		63	13	
			71			211
Haymarket Orange	22	8		26	17	
			85			202
State Orange	47	18		15	70	
			114			257
Dwntwn Cross. Or.	105	34		132	63	
			185			188
Chinatown	9	2		18	6	
			192			176
Tufts Med Ctr	35	13		31	2	
			214			147
Back Bay	25	13		48	2	
			226			101
Mass. Ave	16	22		20	7	
			220			88
Ruggles	12	26		26	1	
			206			63
Roxbury Crossing	8	34		13	9	
			180			59
Jackson Square	0	38		9	8	
			142			58
Stony Brook	0	30		14	1	
			112			45
Green St.	0	19		12	0	
			93			33
Forest Hills	0	93		33	0	
Tot. Orange Line	360	360		462	462	
Two-way Total	822	822				

Massachusetts Bay Transportation Authority
Route SL4
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	05:20 (751.0)(B085) [13] {FA16}			05:40 (751.0)(B086) [22] {FA16}			06:00 (751.0)(B085) [14] {FA16}			06:16 (751.0)(B086) [22] {FA16}			06:30 (751.0)(B088) [7] {FA16}			06:39 (751.0)(B085) [14] {FA16}			06:49 (751.0)(B086) [23] {FA16}			06:57 (751.0)(B087) [5] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	18	0	18	18.6	0	18.7	15	0	15	14.5	0	14.5	23.4	0	23.4	28.6	0	28.6	16.9	0	16.9	18	0	18
2 - 3 - WASHINGTON ST @ MELNEA CASS B	1.2	0.4	18.8	0.8	1.3	18.1	0.3	0.4	14.9	0.7	0.8	14.5	0.7	0.4	23.7	1.6	0.7	29.6	1.3	0.3	17.9	2.4	0	20.4
3 - 4 - WASHINGTON ST @ LENOX ST	0.8	0.1	19.6	0.4	0.1	19.1	0.4	0.2	15.1	0.4	0.1	14.7	1.6	0.3	25	2.5	0.8	31.3	0.7	0.1	18.4	0.8	0.6	20.6
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	1.4	0	21	0.7	0.1	19.6	0.8	1.3	14.6	2.8	0.9	16.6	2.4	1.3	26.1	2.9	1.4	32.7	3.2	1	20.6	0.4	0.2	20.8
5 - 1787 - WASHINGTON ST @ WORCESTER ST	1.8	0.1	22.8	0.5	0.2	19.9	1.4	0.1	15.9	2.3	0.5	18.4	3.4	1.1	28.4	2.8	0.6	34.9	1.4	0.3	21.7	1.4	1.2	21
6 - 1788 - WASHINGTON ST @ E NEWTON ST	0.8	0.3	23.3	1	0.4	20.4	0.6	0.1	16.4	2	0.8	19.7	4.7	1.4	31.7	3.7	2.6	36.1	3	0.4	24.3	2.2	0.6	22.6
7 - 5093 - WASHINGTON ST @ UNION PK	0.6	0.8	23.1	1.2	0.5	21	2.4	0.1	18.8	4.2	0.8	23.1	5.4	1.1	36	5.7	4.1	37.6	3	3.7	23.5	1.8	7.2	17.2
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	2.3	1	24.4	1.8	1.8	21	1.1	0.8	19.1	2	0.8	24.4	4.3	2.7	37.6	3.4	3.2	37.8	3.5	0.9	26.1	3.8	0.8	20.2
9 - 15095 - WASHINGTON ST @ HERALD ST	0.1	0.3	24.2	0	0.4	20.6	0.2	0.9	18.4	0.3	1	23.7	0.6	1.9	36.3	0.4	1.8	36.4	0.3	1.4	25	1.2	1.4	20
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	1	2	23.2	0.1	2.5	18.3	0.3	3	15.6	0.3	5.9	18.1	0.3	6.9	29.7	0.6	8.9	28.1	0.9	4.4	21.5	0.4	5	15.4
11 - 6537 - WASHINGTON ST @ ESSEX ST	0.2	1.4	22	0.2	2.1	16.5	0.3	1.8	14.1	0.2	4	14.3	0.4	9	21.1	0.1	6.1	22.1	0.4	4.1	17.9	0	3.8	11.6
12 - 6538 - ESSEX ST @ ATLANTIC AVE	0	22	0	0	16.3	0.2	0	14.1	0	0	14.3	0	0	21.1	0	0	22.1	0	0	17.9	0	0	11.6	0
Maximum			24.4			21			19.1			24.4			37.6			37.8			26.1			22.6
Total	28.2	28.4		25.3	25.7		22.8	22.8		29.7	29.9		47.2	47.2		52.3	52.3		34.6	34.5		32.4	32.4	

Massachusetts Bay Transportation Authority
Route SL4
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	07:07 (751.0)(B088) [8] {FA16}			07:15 (751.0)(B089) [9] {FA16}			07:25 (751.0)(B085) [14] {FA16}			07:33 (751.0)(B086) [23] {FA16}			07:43 (751.0)(B087) [5] {FA16}			07:51 (751.0)(B088) [8] {FA16}			08:01 (751.0)(B089) [9] {FA16}			08:09 (751.0)(B085) [13] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	18.6	0	18.6	21.8	0	21.9	31.3	0	31.3	26.4	0	26.4	15.6	0	15.6	21	0	21	24	0	24	20.5	0	20.5
2 - 3 - WASHINGTON ST @ MELNEA CASS B	0.3	0.6	18.3	1	0.5	22.4	1.7	0.2	32.8	2.1	0.2	28.3	1.6	0.2	17	1.9	0.3	22.6	2.6	0	26.6	3.5	0.3	23.7
3 - 4 - WASHINGTON ST @ LENOX ST	0.8	0.1	18.9	2.6	1	26.4	1.7	0.6	33.9	1.9	1	29.2	1	0.4	17.6	1	1.4	22.3	1.4	0.9	27.1	1.5	1	24.2
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	2.9	0.1	21.6	6.9	1	32.3	4.9	0.9	37.9	7	1.5	34.7	6.6	1.4	22.8	4.3	1.4	25.1	4.1	0.9	30.3	8.4	3.1	29.5
5 - 1787 - WASHINGTON ST @ WORCESTER ST	1.4	0.4	22.6	5.3	0.7	37	4.4	1.5	40.7	5.9	1.6	38.9	7.6	1.6	28.8	4.5	1.8	27.9	6.3	1.6	35.1	6.9	2	34.4
6 - 1788 - WASHINGTON ST @ E NEWTON ST	4.1	2.8	24	6	1.8	41.2	6.5	2.6	44.6	9.9	2.8	46	5.8	2.6	32	6	1.5	32.4	7.9	2.9	40.1	10.2	2.5	42.1
7 - 5093 - WASHINGTON ST @ UNION PK	3.8	2.6	25.1	5.9	6.9	40.2	3.4	6.6	41.3	6.7	3.9	48.8	7	1.2	37.8	2.8	2.9	32.3	6.6	1.4	45.2	7	0.6	48.5
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	2.9	1.6	26.4	3.2	2.6	40.9	3.2	2	42.5	3.8	2.5	50.1	4.4	2	40.2	4.1	0.9	35.5	3.1	2	46.3	3.8	3	49.2
9 - 15095 - WASHINGTON ST @ HERALD ST	0.1	1.5	25	0.4	2.9	38.4	0.7	3.2	40	0.8	2.4	48.5	0.4	4	36.6	0.8	5.8	30.5	1.1	5	42.4	0.5	4.9	44.8
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	0.1	4.4	20.8	1.1	6	33.6	0.4	7.3	33.1	1.3	14	35.7	2.2	7.2	31.6	0.6	4.9	26.3	0.8	9.2	34	1.4	8.7	37.5
11 - 6537 - WASHINGTON ST @ ESSEX ST	0.8	4.9	16.6	0.9	7	27.4	0.7	6.9	27	0.5	8	28.3	1	6.4	26.2	0.3	4.8	21.8	0.6	7.8	26.8	1.2	10.9	27.8
12 - 6538 - ESSEX ST @ ATLANTIC AVE	0	16.6	0	0	25.2	2.2	0	26.9	0.1	0	28.3	0	0	26.2	0	0	21.8	0	0	26.8	0	0	27.8	0
Maximum			26.4			41.2			44.6			50.1			40.2			35.5			46.3			49.2
Total	35.8	35.6		55.1	55.6		58.9	58.7		66.3	66.2		53.2	53.2		47.3	47.5		58.5	58.5		64.9	64.8	

Massachusetts Bay Transportation Authority
Route SL4
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	08:19 (751.0)(B086) [22] {FA16}			08:27 (751.0)(B087) [5] {FA16}			08:37 (751.0)(B088) [7] {FA16}			08:45 (751.0)(B089) [7] {FA16}			08:54 (751.0)(B085) [10] {FA16}			09:06 (751.0)(B086) [18] {FA16}			09:21 (751.0)(B087) [4] {FA16}			09:30 (751.0)(B088) [7] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	28.7	0	28.7	15.4	0	15.4	27	0	27	16	0	16	18.9	0	18.9	15.8	0	15.8	20	0	20	18.1	0	18.1
2 - 3 - WASHINGTON ST @ MELNEA CASS B	1.2	0.6	29.4	2.6	0.8	17.2	1.3	0	28.3	1.3	0	17.3	1.4	0.8	19.5	0.9	0.3	16.4	2.3	0.8	21.5	1.7	1.1	18.7
3 - 4 - WASHINGTON ST @ LENOX ST	2.8	1	31.2	1.2	0.8	17.6	2.7	2	29	0.6	0.3	17.6	1.9	1.5	19.9	1.4	1.7	16.1	1.5	3	20	1.9	2	18.6
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	7.8	2.4	36.6	4.6	1.4	20.8	4.4	0.7	32.7	4.7	1.9	20.4	4.5	1.9	22.5	4.8	1	19.9	3.5	1.3	22.3	5.1	2	21.7
5 - 1787 - WASHINGTON ST @ WORCESTER ST	8.8	2.7	42.7	3.2	2	22	5.4	1.4	36.7	3.6	1.9	22.1	4.2	1.9	24.8	2.7	2	20.6	6	0.5	27.8	3.9	1.1	24.4
6 - 1788 - WASHINGTON ST @ E NEWTON ST	7	2.5	47.2	6.6	2	26.6	6	3.3	39.4	7.1	2.6	26.7	8.1	1	31.9	4.3	1.8	23	3.3	2.5	28.5	6.1	2.4	28.1
7 - 5093 - WASHINGTON ST @ UNION PK	7.6	1.1	53.7	4	0.2	30.4	5.1	1.3	43.3	4.7	0.9	30.6	5.4	0.9	36.4	4.3	0.7	26.6	6.8	0.5	34.8	7.9	2.1	33.9
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	4	3.3	54.5	3.2	2.8	30.8	5	4.1	44.1	5.1	2.7	33	3	2.4	37	3.1	1.9	27.8	2.8	0.8	36.8	3.1	3.1	33.9
9 - 15095 - WASHINGTON ST @ HERALD ST	0.8	4.7	50.5	1.2	6.4	25.6	0.3	3.6	40.9	0.3	2.6	30.7	0.8	2	35.8	0.6	3.4	24.9	0.8	1.3	36.3	1	5.3	29.6
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	1.2	10.2	41.5	0.8	2.6	23.8	1.4	9.3	33	1.4	11.9	20.3	0.6	12	24.4	0.7	6.6	19.1	1	13.3	24	0.6	6.7	23.4
11 - 6537 - WASHINGTON ST @ ESSEX ST	0.9	11.3	31.1	0.4	4.6	19.6	2	17.3	19	0.7	5.3	15.7	1.6	11	15	0.5	7.9	11.7	0.5	11.8	12.8	0.9	7	17.3
12 - 6538 - ESSEX ST @ ATLANTIC AVE	0	31.1	0	0	19.6	0	0	17.7	1.3	0	15.7	0	0	15	0	0	11.7	0	0	12.8	0	0	17.3	0
Maximum			54.5			30.8			44.1			33			37			27.8			36.8			33.9
Total	70.8	70.9		43.2	43.2		60.6	60.7		45.5	45.8		50.4	50.4		39.1	39		48.5	48.6		50.3	50.1	

Massachusetts Bay Transportation Authority
Route SL4
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	09:42 (751.0)(B085) [8] {FA16}			09:57 (751.0)(B086) [19] {FA16}			10:06 (751.0)(B087) [3] {FA16}			10:18 (751.0)(B088) [6] {FA16}			10:33 (751.0)(B085) [13] {FA16}			10:42 (751.0)(B086) [21] {FA16}			10:54 (751.0)(B087) [6] {FA16}			11:09 (751.0)(B088) [6] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	18.8	0	18.8	20.6	0	20.6	13	0	13	22.5	0	22.5	19.7	0	19.7	14.8	0	14.8	26.7	0	26.7	13.8	0	13.8
2 - 3 - WASHINGTON ST @ MELNEA CASS B	2.1	0.1	20.8	2.1	0.8	21.8	2.3	0.3	15	4.3	2.7	24.2	2	0.4	21.3	2.1	0.4	16.4	2.3	0.8	28.2	2.7	0.5	16
3 - 4 - WASHINGTON ST @ LENOX ST	2.4	2.1	21	2.4	1.3	22.9	2	1.3	15.7	1.2	1.3	24	1.9	1.4	21.8	1.6	1	17.1	2	1.7	28.5	1	1.5	15.5
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	4.1	1.6	23.5	4.6	2	25.5	2	0.7	17	3.3	1.5	25.8	3.6	2.2	23.3	4	1.2	19.9	6	2.2	32.3	4.5	1.3	18.7
5 - 1787 - WASHINGTON ST @ WORCESTER ST	2.1	0.9	24.8	2.7	1.7	26.6	1.3	2	16.3	2.3	2.3	25.8	3.1	2.1	24.3	2.1	1.7	20.3	3.7	2	34	2.2	0.8	20
6 - 1788 - WASHINGTON ST @ E NEWTON ST	8.3	1.9	31.1	4.2	2.6	28.2	5.7	2	20	5	4.7	26.2	4.9	2.2	27	4.1	1.7	22.7	7	2.2	38.8	4.8	1.3	23.5
7 - 5093 - WASHINGTON ST @ UNION PK	8.4	3	36.5	4.2	1.5	30.8	4.3	1	23.3	3.5	2	27.7	6.9	1.4	32.5	3.2	1.3	24.6	5.2	2	42	3	1.5	25
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	1.6	1.8	36.4	2.5	2.8	30.5	3	0.7	25.7	4.5	6.2	26	3.4	3	32.9	3.1	2.5	25.1	3.7	3.2	42.5	2.7	3.5	24.2
9 - 15095 - WASHINGTON ST @ HERALD ST	1.4	2.6	35.1	1.1	1.2	30.4	0.7	4.7	21.7	1	1.5	25.5	0.8	0.5	33.3	0.6	0.6	25.1	1.2	2	41.7	0.2	0.2	24.2
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	1.4	9.4	27.1	0.9	8	23.3	0.3	7.3	14.7	0.8	5.8	22.2	2.7	9.5	26.5	1	8.5	17.5	1.8	13.3	30.2	1.2	6.7	18.7
11 - 6537 - WASHINGTON ST @ ESSEX ST	0.6	12.6	15.1	1.1	9	15.4	0.3	7.7	7.3	1.2	12.7	9.8	0.5	10	17	0.5	8.6	9.5	0.3	16	14.5	1	8.2	11.5
12 - 6538 - ESSEX ST @ ATLANTIC AVE	0	15.1	0	0	15.4	0	0	7.3	0	0	9.8	0	0	17	0	0	9.5	0	0	14.5	0	0	11.5	0
Maximum			36.5			30.8			25.7			27.7			33.3			25.1			42.5			25
Total	51.2	51.1		46.4	46.3		34.9	35		49.6	50.5		49.5	49.7		37.1	37		59.9	59.9		37.1	37	

Massachusetts Bay Transportation Authority
Route SL4
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	11:18 (751.0)(B085) [9] {FA16}			11:30 (751.0)(B086) [21] {FA16}			11:45 (751.0)(B087) [5] {FA16}			11:54 (751.0)(B088) [9] {FA16}			12:06 (751.0)(B085) [9] {FA16}			12:21 (751.0)(B086) [20] {FA16}			12:30 (751.0)(B087) [5] {FA16}			12:42 (751.0)(B088) [10] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	7.9	0	7.9	16.4	0	16.4	18.8	0	18.8	14.2	0	14.2	13.9	0	13.9	16.9	0	16.9	16.6	0	16.6	16.5	0	16.5
2 - 3 - WASHINGTON ST @ MELNEA CASS B	1.4	0.1	9.2	2.1	0.8	17.7	2	0	20.8	1.9	0.7	15.4	1.9	0.3	15.4	1.7	1	17.7	2.4	1.6	17.4	2.1	0.9	17.7
3 - 4 - WASHINGTON ST @ LENOX ST	0.6	0.8	9	1.9	1.5	18	1.2	3.2	18.8	1.6	1.6	15.4	1.9	2.2	15.1	1.3	1.7	17.3	1.2	1	17.6	1.1	1.3	17.5
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	2.8	1.3	10.4	4.8	1.8	21	2.8	1.6	20	4	1	18.4	3.3	2	16.4	4	1.2	20	2	1.6	18	6	1.2	22.3
5 - 1787 - WASHINGTON ST @ WORCESTER ST	0.9	1.2	10.1	3.4	1.1	23.3	2.8	1	21.8	2.9	2.4	18.9	1.8	0.7	17.6	3.1	0.8	22.4	0.6	1.6	17	3.9	1.9	24.3
6 - 1788 - WASHINGTON ST @ E NEWTON ST	2.8	0.7	12.2	3.6	1.4	25.5	7.8	1.6	28	6.4	1.3	24	3.1	2.6	18.1	6.6	2.6	26.4	3.4	2.6	17.8	8.6	2.1	30.8
7 - 5093 - WASHINGTON ST @ UNION PK	2.1	1	13.3	4.3	1	28.8	4.2	2.2	30	7.1	1.1	30	2.1	1.2	19	5.5	2.1	29.8	2.8	1.8	18.8	4.1	1.2	33.7
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	1.2	2.3	12.2	3.1	2.8	29.2	5.2	1.2	34	4.8	2.2	32.6	4.7	2.8	20.9	4.7	3.3	31.1	3.2	2.2	19.8	5.6	3.5	35.8
9 - 15095 - WASHINGTON ST @ HERALD ST	0.8	0.4	12.6	1.1	0.7	29.6	1.8	1.4	34.4	1	0.9	32.7	0.6	1.6	19.9	1.5	2.3	30.3	0.6	2.4	18	1.7	3.2	34.3
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	1.2	3.8	10	1.5	8.3	22.8	1.8	10.8	25.4	1.9	13	21.6	1.4	6.4	14.9	0.7	7.7	23.3	1	6.2	12.8	0.7	9.2	25.8
11 - 6537 - WASHINGTON ST @ ESSEX ST	0.2	4.4	5.8	0.5	13.2	10.1	0.6	14	12	0.1	7.6	14.1	1.4	5.7	11.2	0.7	10.8	13.2	1	3.8	10	1.3	12.2	14.9
12 - 6538 - ESSEX ST @ ATLANTIC AVE	0	5.8	0	0	10.1	0	0	12	0	0	14.1	0	0	11.2	0	0	13.2	0	0	10	0	0	14.1	0.8
Maximum			13.3			29.6			34.4			32.7			20.9			31.1			19.8			35.8
Total	21.9	21.8		42.7	42.7		49	49		45.9	45.9		36.1	36.7		46.7	46.7		34.8	34.8		51.6	50.8	

Massachusetts Bay Transportation Authority
Route SL4
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	Trip (RouteVar)(Block) [Observations]																							
	12:57 (751.0)(B085) [9] {FA16}			13:06 (751.0)(B086) [15] {FA16}			13:21 (751.0)(B087) [4] {FA16}			13:30 (751.0)(B088) [8] {FA16}			13:45 (751.0)(B085) [12] {FA16}			13:54 (751.0)(B086) [21] {FA16}			14:09 (751.0)(B087) [5] {FA16}			14:18 (751.0)(B088) [7] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	11.1	0	11.3	11.9	0	13.5	16.3	0	16.3	11.5	0	11.5	14.6	0	14.6	19.5	0	19.5	13.8	0	13.8	29.4	0	29.4
2 - 3 - WASHINGTON ST @ MELNEA CASS B	0.6	0	11.9	1.5	0.4	14.5	3.5	0.3	19.5	0.3	0.9	10.9	1.5	0.2	15.9	2.2	0.6	21.1	2.6	1	15.4	1.7	0.4	30.7
3 - 4 - WASHINGTON ST @ LENOX ST	0.8	0.7	12	0.4	0.9	14.1	1	3.3	17.3	0	1.1	9.8	0.5	1.8	14.7	1.7	1.8	21	1.4	1	15.8	1	2.9	28.9
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	2.3	0.9	13.4	2.7	1.3	15.5	4.3	2.3	19.3	1.1	1.5	9.4	2.4	1.5	16.7	2.9	1.9	22	0.4	0.6	15.6	5.3	2.1	32
5 - 1787 - WASHINGTON ST @ WORCESTER ST	1	0.6	13.9	2.3	1.1	16.7	3.5	0.8	22	0.4	0.5	9.3	2.1	2	16.8	1.4	1	22.4	0.4	1	15	3.7	1.4	34.3
6 - 1788 - WASHINGTON ST @ E NEWTON ST	2.9	1.3	15.4	5.1	1.3	20.4	3.8	1.3	24.5	4.1	0.8	12.6	1.8	1.5	17.2	3.3	4.1	21.7	4	1.4	17.6	9	5.4	37.9
7 - 5093 - WASHINGTON ST @ UNION PK	1.9	0.4	16.9	2.7	1.7	21.4	2.5	2.5	24.5	3.3	1.8	16.1	1.6	1.8	16.2	1.8	1.1	22.3	2.4	0	20	5.9	2.3	41.4
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	2.1	0.7	18.3	2.1	2	21.5	2.5	1.3	25.8	3.9	1.4	19.6	1.5	2.2	17	3.3	3.2	21.6	3	3.8	19.2	6.7	2.7	45.4
9 - 15095 - WASHINGTON ST @ HERALD ST	0.4	1.1	17.7	0.6	0.9	21.2	0.3	1	25	1.1	1.1	19.6	0.9	0.9	15.8	0.6	0.7	22.6	0.8	0	20	2.1	3.1	44.4
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	1	4.8	13.9	1.6	6.1	16.7	2	8.5	18.5	0.8	4.4	16	0.4	4.3	11.9	0.6	6.9	16.4	1.6	4	17.6	1.4	20.1	25.7
11 - 6537 - WASHINGTON ST @ ESSEX ST	1	3.6	11.3	1	5.7	12	1	6.8	12.8	0.5	5.6	10.9	0.2	5.6	7.3	0.1	7	9.6	1.4	7.2	11.8	1.4	10.7	16.4
12 - 6538 - ESSEX ST @ ATLANTIC AVE	0	11.3	0	0	12	0	0	12.8	0	0	10.6	0.3	0	6.9	0	0	9.6	0	0	11.8	0	0	16.4	0
Maximum			18.3			21.5			25.8			19.6			17.2			22.6			20			45.4
Total	25.1	25.4		31.9	33.4		40.7	40.9		27	29.7		27.5	28.7		37.4	37.9		31.8	31.8		67.6	67.5	

Massachusetts Bay Transportation Authority
Route SL4
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	14:33 (751.0)(B085) [12] {FA16}			14:42 (751.0)(B086) [19] {FA16}			14:57 (751.0)(B087) [5] {FA16}			15:09 (751.0)(B088) [8] {FA16}			15:18 (751.0)(B090) [1] {FA16}			15:31 (751.0)(B085) [11] {FA16}			15:40 (751.0)(B086) [17] {FA16}			15:52 (751.0)(B087) [5] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	17	0	17	18.4	0	18.4	15.4	0	15.4	11.8	0	11.8	0	0	0	16.5	0	16.5	17.2	0	17.8	11.6	0	12.2
2 - 3 - WASHINGTON ST @ MELNEA CASS B	2.7	0.6	19.1	3.2	0.6	20.9	2.2	1	16.6	1.8	0.1	13.4	0	0	0	3.4	0.3	19.6	3	0.6	20.2	2	0.2	14
3 - 4 - WASHINGTON ST @ LENOX ST	1.9	1.8	19.2	1.8	1.5	21.3	1.6	1.6	16.6	0.6	1.9	12.1	0	0	0	1.5	2.5	18.6	1.3	2.4	19.1	1.2	1.6	13.6
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	3.9	2	21.1	2.5	1.5	22.3	2.8	0.2	19.2	3.4	0.9	14.6	0	0	0	4.6	2.7	20.5	3.2	1.2	21.2	4.8	1.6	16.8
5 - 1787 - WASHINGTON ST @ WORCESTER ST	3	1.2	22.9	2.2	1.3	23.3	4	1.6	21.6	2.3	0.6	16.3	0	0	0	5	1.4	24.2	3.5	1.5	23.2	4	0.2	20.6
6 - 1788 - WASHINGTON ST @ E NEWTON ST	4.1	2.3	24.8	3.9	2.7	24.5	8.6	3.2	27	5.4	2.4	19.3	0	0	0	8.7	4.7	28.2	4.8	2.8	25.2	7.2	0.8	27
7 - 5093 - WASHINGTON ST @ UNION PK	8.5	1.3	32	10.9	1.7	33.8	10.2	1.2	36	9.3	2.5	26	4	0	4	4.3	1.5	30.9	3.1	1.7	26.5	4.4	1.8	29.6
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	3.6	3.9	31.7	3.2	2.5	34.4	4	3.6	36.4	2.5	3	25.5	1	0	5	2.2	3.5	29.6	2.8	2.5	26.8	8.6	2.8	35.4
9 - 15095 - WASHINGTON ST @ HERALD ST	1.7	3.2	30.2	1	2.2	33.3	0.8	1.4	35.8	1.3	1.8	25	0	0	5	1.4	1.4	29.6	1.1	0.6	27.4	2.4	1.2	36.6
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	1.1	9.9	21.3	0.8	12.4	21.7	2.2	9.4	28.6	1.4	9	15.7	1	3	3	1.6	12.3	19	1.7	10.6	18.4	1.2	13.2	24.6
11 - 6537 - WASHINGTON ST @ ESSEX ST	0.7	8.2	13.8	0.7	6.8	15	0.8	11	18.4	1	5.9	12.7	0	0	3	0.4	6	13.4	0.8	5.6	13.6	0.2	8.6	16.2
12 - 6538 - ESSEX ST @ ATLANTIC AVE	0	13.8	0	0	15.2	0.1	0	18	0.4	0	12.1	0.6	0	3	0	0	13.3	0.1	0	13.4	0.2	0	16.2	0
Maximum			32			34.4			36.4			26			5			30.9			27.4			36.6
Total	48.2	48.2		48.6	48.4		52.6	52.2		40.8	40.2		6	6		49.6	49.6		42.5	42.9		47.6	48.2	

Massachusetts Bay Transportation Authority
Route SL4
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	16:05 (751.0)(B088) [7] {FA16}			16:14 (751.0)(B090) [1] {FA16}			16:26 (751.0)(B085) [10] {FA16}			16:35 (751.0)(B086) [16] {FA16}			16:48 (751.0)(B087) [5] {FA16}			16:57 (751.0)(B088) [6] {FA16}			17:09 (751.0)(B090) [2] {FA16}			17:22 (751.0)(B085) [10] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	11.6	0	11.6	3	0	3	11	0	11	8.8	0	9.3	8.4	0	9	9.5	0	10	16	0	16	7.9	0	8.1
2 - 3 - WASHINGTON ST @ MELNEA CASS B	1.6	0.1	13	1	0	4	1.3	0.1	12.2	1.4	0.1	10.6	1.2	0.2	10	1.5	0	11.5	1.5	1.5	16	2.6	0.4	10.3
3 - 4 - WASHINGTON ST @ LENOX ST	2	1.4	13.6	0	0	4	0.9	0.8	12.3	0.9	0.9	10.5	0.2	1.4	8.8	2	1.7	11.8	1	4.5	12.5	0.4	0.7	10
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	3.6	0.9	16.3	0	0	4	4.7	1.2	15.8	2.8	0.7	12.6	1.6	0.2	10.2	2.2	0.5	13.5	2.5	0.5	14.5	2.2	0.4	11.8
5 - 1787 - WASHINGTON ST @ WORCESTER ST	3.3	0.4	19.1	0	0	4	5.3	0.6	20.5	4.2	0.3	16.5	3.8	1	13	4.5	0.3	17.7	3.5	2	16	2.7	1	13.5
6 - 1788 - WASHINGTON ST @ E NEWTON ST	6.7	2	23.9	5	0	9	10.4	1.5	29.4	6.5	1	22	4.2	0.4	16.8	9.8	1.2	26.3	6	3	19	7.1	1.3	19.5
7 - 5093 - WASHINGTON ST @ UNION PK	4.7	1.6	27	2	1	10	7.5	2	34.9	2.8	0.9	23.9	1.6	0.2	18.2	4.2	1.7	28.8	4.5	0.5	23	4.4	1.4	22.5
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	3	2.7	27.3	2	0	12	3.4	2.6	35.7	3.4	1.8	25.6	2.2	1.4	19	7.5	3	33.3	4	4	23	2.9	1.9	23.5
9 - 15095 - WASHINGTON ST @ HERALD ST	1	4.3	24	0	1	11	1.3	0.9	36.1	1	0.5	26.1	0.2	0.2	19	2.8	4.2	32	2	0.5	24.5	1.2	0.8	23.9
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	0.1	4.7	19.4	1	4	8	1.6	15.1	22.6	0.7	10.5	16.3	0.8	5.6	14.2	0.2	14.7	17.5	2	13.5	13	0.7	7.8	16.8
11 - 6537 - WASHINGTON ST @ ESSEX ST	1.1	7	13.6	3	4	7	0.3	7.5	15.4	1.1	3.7	13.6	0.8	3.6	11.4	1.2	7.2	11.5	17	25.5	20	1	5.1	12.7
12 - 6538 - ESSEX ST @ ATLANTIC AVE	0	13.6	0	0	7	0	0	15.4	0	0	13.4	0.2	0	10.6	0.8	0	11.5	0	0	4.5	15.5	0	12.4	0.3
Maximum			27.3			12			36.1			26.1			19			33.3			24.5			23.9
Total	38.7	38.7		17	17		47.7	47.7		33.6	33.8		25	24.8		45.4	46		60	60		33.1	33.2	

Massachusetts Bay Transportation Authority
Route SL4
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	17:31 (751.0)(B086) [15] {FA16}			17:43 (751.0)(B087) [5] {FA16}			17:52 (751.0)(B088) [9] {FA16}			18:05 (751.0)(B090) [2] {FA16}			18:14 (751.0)(B085) [8] {FA16}			18:27 (751.0)(B086) [15] {FA16}			18:39 (751.0)(B087) [5] {FA16}			18:47 (751.0)(B088) [9] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	10.4	0	10.8	10.6	0	11	10.1	0	10.4	16	0	17	3.1	0	5.8	6.9	0	7.2	9.4	0	10	6.1	0	6.7
2 - 3 - WASHINGTON ST @ MELNEA CASS B	1.6	0.3	12.7	2	0	13	0.6	0.3	10.7	1	0.5	17.5	0.8	0	6.5	0.9	0.2	7.9	0	0	10	0.3	0	7
3 - 4 - WASHINGTON ST @ LENOX ST	1.1	2.7	11.1	2.2	1.4	13.8	1.1	1.6	10.2	2.5	2	18	0.3	0.5	6.3	0.7	0.4	8.2	0.6	0.2	10.4	0.6	0.3	7.2
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	1.9	1.1	11.9	2.2	0.4	15.6	0.4	0.4	10.2	3.5	2	19.5	2	0	8.3	1.2	0.3	9.1	1.8	1	11.2	1.9	0.4	8.7
5 - 1787 - WASHINGTON ST @ WORCESTER ST	2.3	0.5	13.7	3	1	17.6	1.8	1.2	10.8	1	1	19.5	1.3	0.5	9	0.9	0.2	9.7	1.2	1	11.4	0.6	0	9.2
6 - 1788 - WASHINGTON ST @ E NEWTON ST	4	1.1	16.6	4.6	2.6	19.6	4.2	0.8	14.2	5	2	22.5	2.6	0.9	10.8	2.1	0.5	11.4	3.2	1.4	13.2	1.3	1	9.6
7 - 5093 - WASHINGTON ST @ UNION PK	3.4	1	19	2.8	1.2	21.2	3.7	1	16.9	6	2.5	26	3.8	0.5	14	2.6	0.5	13.5	2	3.4	11.8	1.2	1.1	9.7
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	2.3	1.5	19.7	1.6	1.4	21.4	1.9	1.3	17.4	1.5	2.5	25	1.5	0.5	15	1.5	1	14	1	1	11.8	1.4	0.4	10.7
9 - 15095 - WASHINGTON ST @ HERALD ST	0.6	0.9	19.4	0.8	2	20.2	0.2	1.7	16	0	1.5	23.5	1.3	0.9	15.4	0.4	0.5	13.9	0	1.8	10	0.4	0.4	10.7
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	1.7	8.8	12.3	1	4	17.2	0.7	5.7	11	0.5	13	11	0.8	4.1	12	0.5	5.1	9.3	0.2	2.2	8	0.2	2.7	8.2
11 - 6537 - WASHINGTON ST @ ESSEX ST	0.3	3.9	8.8	0.4	6.8	10.8	0.6	3.2	8.3	0	3.5	7.5	0.1	2.5	9.6	0.2	3.4	6.1	0.2	2.6	5.6	0.8	3.9	5.1
12 - 6538 - ESSEX ST @ ATLANTIC AVE	0	8.3	0	0	10.6	0.2	0	8.3	0	0	7.5	0	0	9.6	0	0	6.1	0.1	0	5.6	0	0	5.1	0
Maximum			19.7			21.4			17.4			26			15.4			14			13.2			10.7
Total	29.6	30.1		31.2	31.4		25.3	25.5		37	38		17.6	20		17.9	18.2		19.6	20.2		14.8	15.3	

Massachusetts Bay Transportation Authority
Route SL4
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	19:00 (751.0)(B090) [2] {FA16}			19:09 (751.0)(B085) [10] {FA16}			19:25 (751.0)(B086) [17] {FA16}			19:40 (751.0)(B088) [8] {FA16}			19:57 (751.0)(B085) [8] {FA16}			20:15 (751.0)(B088) [7] {FA16}			20:35 (751.0)(B085) [8] {FA16}			20:55 (751.0)(B088) [8] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	1.5	0	1.5	6.2	0	7.1	6.4	0	7.2	6.5	0	6.5	4.9	0	4.9	4	0	4	6.6	0	6.6	7.4	0	7.4
2 - 3 - WASHINGTON ST @ MELNEA CASS B	0.5	0	2	0.9	0.3	7.7	0.8	0.1	7.8	0.8	0.1	7.1	0.1	0	5	0.4	0.1	4.3	0.1	0	6.8	0.8	0.1	8
3 - 4 - WASHINGTON ST @ LENOX ST	0	0	2	0.8	0.8	7.7	0.3	0.8	7.4	0.5	0.3	7.4	0.5	0.5	5	0.3	0	4.6	0.8	0.8	6.8	0.4	1	7.4
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	0.5	0	2.5	1.6	0.5	8.8	1.1	0.9	7.6	1.3	0.5	8.1	1.3	0.6	5.6	1.4	0.3	5.7	1.9	0.4	8.3	2.6	0	10
5 - 1787 - WASHINGTON ST @ WORCESTER ST	1.5	0	4	0.7	0	9.5	1.4	0.4	8.5	0.8	0	8.9	1.6	0.4	6.9	0.3	0.3	5.7	0.4	0.8	7.9	0.4	0.9	9.5
6 - 1788 - WASHINGTON ST @ E NEWTON ST	6.5	0.5	10	3.7	1.4	11.8	2.8	0.9	10.4	1.8	0.6	10	0.4	0.4	6.9	1.7	0.3	7.1	1.6	0.9	8.6	1.3	1	9.8
7 - 5093 - WASHINGTON ST @ UNION PK	1.5	0	11.5	0.9	1.3	11.4	1.6	0.8	11.2	1.4	0.9	10.5	0.5	0.8	6.6	1.6	1.1	7.6	2.4	0.8	10.3	0.8	0.5	10
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	1.5	0.5	12.5	0.7	1.3	10.8	2.4	0.9	12.6	1.3	0.9	10.9	0.1	0.3	6.5	0.7	0.3	8	0.4	0.4	10.3	0.1	1	9.1
9 - 15095 - WASHINGTON ST @ HERALD ST	0.5	0	13	0.4	0.4	10.8	0.3	0.3	12.6	0.3	0.5	10.6	0.9	0.8	6.6	0.3	0	8.3	0.1	0.3	10.1	0.6	0.1	9.6
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	0.5	4	9.5	0.1	3.8	7.1	0.4	4.4	8.7	0	3	7.6	0.1	0.5	6.3	0.1	2.6	5.9	0	2.8	7.4	0.1	1.8	8
11 - 6537 - WASHINGTON ST @ ESSEX ST	0	5	4.5	0.2	2.3	5	0.4	3.1	5.9	1.3	3.9	5	0.4	2	4.6	0.7	2.3	4.3	0	2.5	4.9	1	3.9	5.6
12 - 6538 - ESSEX ST @ ATLANTIC AVE	0	4.5	0	0	5	0	0	5.4	0.5	0	5	0	0	4.6	0	0	4.3	0	0	4.9	0	0	5.1	0.5
Maximum			13			11.8			12.6			10.9			6.9			8.3			10.3			10
Total	14.5	14.5		16.2	17.1		17.9	18		16	15.7		10.8	10.9		11.5	11.6		14.3	14.6		15.5	15.4	

Massachusetts Bay Transportation Authority
Route SL4
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	21:16 (751.0)(B085) [8] {FA16}			21:35 (751.0)(B088) [9] {FA16}			21:55 (751.0)(B091) [16] {FA16}			22:15 (751.0)(B092) [10] {FA16}			22:35 (751.0)(B091) [17] {FA16}			22:55 (751.0)(B092) [15] {FA16}			23:15 (751.0)(B091) [18] {FA16}			23:35 (751.0)(B092) [15] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	5.4	0	5.4	5.9	0	5.9	6.3	0	6.3	3.6	0	3.9	8.1	0	8.1	3.7	0	3.7	4.3	0	4.3	2.7	0	2.7
2 - 3 - WASHINGTON ST @ MELNEA CASS B	0.6	0.3	5.8	0	0.1	5.8	0.5	0.1	6.8	0	0	3.4	0.5	0.2	8.5	0.2	0	3.9	0.3	0.2	4.4	0	0	2.7
3 - 4 - WASHINGTON ST @ LENOX ST	0.1	0.3	5.6	0.2	0.8	4.6	0.6	0.8	7	0.2	0	3.9	0.7	0.1	9.1	0.1	0.4	3.7	0.4	0.4	4.5	0	0.2	2.5
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	0.8	0.5	5.9	0.9	0.3	5.2	1.4	0.5	7.9	0.3	0.7	3.5	1.2	0.8	9.5	0.2	0.7	3.1	0.8	0.6	4.8	0.5	0.3	2.7
5 - 1787 - WASHINGTON ST @ WORCESTER ST	0.3	0	6.1	0.8	0.2	6.3	1.1	0.3	8.8	0.8	0.5	3.8	0.9	0.2	10.2	0.6	0.1	3.7	0.8	0.1	5.5	0.9	0.1	3.5
6 - 1788 - WASHINGTON ST @ E NEWTON ST	0.6	1.3	5.5	0.9	0.3	6.9	1.6	0.5	9.9	0.2	0.4	3.6	1.2	1.4	10.1	0.7	0.3	4.1	2.6	0.2	7.8	2.1	0.6	5.1
7 - 5093 - WASHINGTON ST @ UNION PK	0.1	0.4	5.3	1.1	0.1	7.9	2.1	0.3	11.6	2.6	0.2	6	3.1	0.8	12.4	1.5	0.1	5.5	2.2	0.3	9.7	0.8	0	5.9
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	0.9	1	5.1	0.6	0.6	7.9	2.1	0.9	12.8	0.7	0.1	6.6	1.9	1.6	12.6	1.6	0.1	6.9	1.9	0.4	11.2	0.5	0.1	6.3
9 - 15095 - WASHINGTON ST @ HERALD ST	0	0.1	5	0.3	0.6	7.7	0.3	0.7	12.4	0.1	0	6.7	0.1	0.1	12.6	0	0	6.9	0.1	0.6	10.8	0.2	0.2	6.3
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	0	0.9	4.1	0.2	1.7	6.2	0.3	2.8	9.9	0	1.3	5.4	0.3	2.8	10.1	0.5	1.9	5.5	0.9	2.4	9.4	0.1	0.4	5.9
11 - 6537 - WASHINGTON ST @ ESSEX ST	0.1	0.9	3.4	0.4	3.1	3.6	1	5.4	5.5	0	2	3.4	0.1	5.7	4.5	0.1	3.2	2.4	0.2	6.8	2.8	0.3	5.2	1.3
12 - 6538 - ESSEX ST @ ATLANTIC AVE	0	3.4	0	0	3.6	0	0	5.3	0.3	0	2.8	0.6	0	4.3	0.2	0	2.4	0	0	2.7	0.1	0	1.3	0
Maximum			6.1			7.9			12.8			6.7			12.6			6.9			11.2			6.3
Total	8.9	9.1		11.3	11.4		17.3	17.6		8.5	8		18.1	18		9.2	9.2		14.5	14.7		8.1	8.4	

Massachusetts Bay Transportation Authority
Route SL4
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	23:55 (751.0)(B091) [19] {FA16}			24:20 (751.0)(B092) [14] {FA16}			Total		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	3.1	0	3.1	1.6	0	1.6	1236	0	1250
2 - 3 - WASHINGTON ST @ MELNEA CASS B	0.1	0	3.1	0	0	1.6	129.9	34.9	1344
3 - 4 - WASHINGTON ST @ LENOX ST	0.1	0.2	3	0	0	1.6	98	100.6	1345
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	0.6	0.2	3.4	0.1	0	1.7	260.5	93.5	1513
5 - 1787 - WASHINGTON ST @ WORCESTER ST	0.5	0	3.9	0	0	1.7	226	84.5	1655
6 - 1788 - WASHINGTON ST @ E NEWTON ST	0.9	0.1	4.7	0.1	0.1	1.6	399.3	145.6	1910
7 - 5093 - WASHINGTON ST @ UNION PK	1.5	0.4	5.9	0.1	0	1.7	344	130	2124
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	1.3	0.7	6.5	0.1	0.4	1.5	249.9	171.3	2204
9 - 15095 - WASHINGTON ST @ HERALD ST	0.2	0.1	6.6	0	0	1.5	64.2	141.8	2127
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	0.4	1.3	5.7	0	0.2	1.3	76.9	605.8	1599
11 - 6537 - WASHINGTON ST @ ESSEX ST	0.1	4.1	1.7	0	0.4	0.9	72.2	581.2	1110
12 - 6538 - ESSEX ST @ ATLANTIC AVE	0	1.7	0	0	0.9	0	0	1084	25.6
Maximum			6.6			1.7			2204
Total	8.8	8.8		2	2		3157	3173	

Massachusetts Bay Transportation Authority

Route SL4

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	05:40 (751.0)(B085) [14] {FA16}			06:00 (751.0)(B086) [22] {FA16}			06:15 (751.0)(B085) [14] {FA16}			06:30 (751.0)(B086) [23] {FA16}			06:40 (751.0)(B087) [5] {FA16}			06:50 (751.0)(B088) [7] {FA16}			07:00 (751.0)(B085) [14] {FA16}			07:10 (751.0)(B086) [23] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 6538 - ESSEX ST @ ATLANTIC AVE	2.7	0	4.1	2.6	0	2.6	2.4	0	2.4	6.6	0	6.6	5.8	0	5.8	4	0	4	15.6	0	15.6	16.5	0	16.5
2 - 49002 - WASHINGTON ST @ TUFTS MED CTR	13.1	0	18.3	6.3	0.3	8.6	12.6	0.6	14.5	8.6	1.4	13.8	19.8	2	24.3	8.9	0.9	12	13.8	2.6	26.8	15.8	2.9	29.4
3 - 49003 - WASHINGTON ST @ HERALD ST	0.1	0.3	19.1	3	0.3	11.2	0.6	0.6	14.5	0.4	0.3	13.9	0.5	3.8	29.5	0.7	0.6	12.1	0.6	0.4	27.1	0.5	0.7	29.3
4 - 5098 - WASHINGTON ST @ E BERKELEY ST	1.4	3.6	16.9	3.6	0.2	14.6	3.2	1.4	16.4	4.2	1.5	16.6	0.8	5.5	24.8	1	2.4	10.7	2	4.9	24.1	3.3	6.9	25.7
5 - 5100 - WASHINGTON ST @ UNION PK	0.5	2.6	14.7	1.4	0.7	15.4	4.7	1.4	19.6	2.9	2	17.6	4.5	6.3	23	0.9	2.9	8.7	2.3	9.7	16.7	3.2	8.7	20.1
6 - 19402 - WASHINGTON ST @ W NEWTON ST	0.8	3	12.5	0.4	2	13.8	0.8	5.2	15.2	3.2	3.6	17.2	1.2	8.6	13.6	0.9	2.6	7	1	3.7	14	1.1	4.8	16.4
7 - 15176 - WASHINGTON ST @ WORCESTER ST	0	1.2	11.3	0.3	1.2	12.9	0.6	1.9	13.9	0.6	2.4	15.3	0.2	3.6	10.2	0.1	1.6	5.6	0.6	1.7	12.9	0.5	2.2	14.7
8 - 55 - WASHINGTON ST @ MASSACHUSETTS	0.4	4.4	7.4	0.5	0.9	12.5	1.6	1.1	14.4	1.4	1.1	15.6	0.8	0.4	10.6	1.1	0.3	6.4	1.4	1.4	12.9	1.1	1.7	14.2
9 - 60 - WASHINGTON ST @ LENOX ST	1	0.1	8.2	0.9	4.8	8.6	1.3	0.1	15.6	1.5	0.1	17	0.8	0.4	11	0.7	0.1	7	0.9	0.5	13.2	1.3	1	14.5
10 - 61 - WASHINGTON ST @ MELNEA CASS B	0	0.1	8.1	0	0.4	8.3	0	1.1	14.5	0	0.7	16.3	0	0.6	10.4	0	0.4	6.6	0	1	12.2	0	1.2	13.3
11 - 64 - DUDLEY STATION	0	8.1	0	0	8.3	0	0	14.4	0.1	0	16.3	0	0	10.4	0	0	6.6	0	0	12.2	0	0	13.3	0
Maximum			19.1			15.4			19.6			17.6			29.5			12.1			27.1			29.4
Total	20	23.4		19	19.1		27.8	27.8		29.4	29.4		34.4	41.6		18.3	18.4		38.2	38.1		43.3	43.4	

Massachusetts Bay Transportation Authority

Route SL4

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	07:20 (751.0)(B087) [5] {FA16}			07:28 (751.0)(B088) [8] {FA16}			07:38 (751.0)(B089) [9] {FA16}			07:46 (751.0)(B085) [14] {FA16}			07:56 (751.0)(B086) [22] {FA16}			08:04 (751.0)(B087) [5] {FA16}			08:14 (751.0)(B088) [7] {FA16}			08:22 (751.0)(B089) [7] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 6538 - ESSEX ST @ ATLANTIC AVE	9.8	0	9.8	8.8	0	8.8	10.7	0	10.7	10.4	0	10.5	9	0	9	11.2	0	11.2	9.7	0	9.7	6.7	0	6.7
2 - 49002 - WASHINGTON ST @ TUFTS MED CTR	14.4	1.4	22.8	14.6	0.9	22.5	15.9	1.3	25.2	14.7	1.7	23.5	14.4	1.9	21.5	14	4.2	21	4	2	11.7	15.7	2.7	19.7
3 - 49003 - WASHINGTON ST @ HERALD ST	0.4	1	22.2	1	1.3	22.3	1.3	1.6	25	0.7	2.2	22	1.3	1.6	21.2	0.2	2.2	19	1.9	0.7	12.9	1.7	1.4	20
4 - 5098 - WASHINGTON ST @ E BERKELEY ST	1.8	1.8	22.2	0.8	5	18	1.6	3.8	22.8	1.8	3.2	20.6	3.2	4.3	20.1	1	3.2	16.8	1.9	2	12.7	4.9	4.1	20.7
5 - 5100 - WASHINGTON ST @ UNION PK	1.4	7.2	16.4	2	5	15	1.2	3.6	20.4	1.6	4.6	17.6	3.1	4.9	18.3	4	2	18.8	2	1	13.7	2.3	3.3	19.7
6 - 19402 - WASHINGTON ST @ W NEWTON ST	0.6	6.4	10.6	1.4	4.4	12	1.2	7.4	14.2	0.9	6.6	11.8	1.4	4.6	15	0.6	6.8	12.6	1.4	2.1	13	0.7	6.7	13.7
7 - 15176 - WASHINGTON ST @ WORCESTER ST	0.2	3.4	7.4	0.9	2.3	10.6	1.1	2.8	12.6	0.3	2.9	9.1	1	3.4	12.7	0.6	3.6	9.6	0.9	1.9	12	0.1	2.7	11.1
8 - 55 - WASHINGTON ST @ MASSACHUSETTS	0.8	0.6	7.6	1.1	0.8	11	1.6	2.6	11.6	0.8	1.1	8.9	1.1	2	11.8	0.4	2.6	7.4	1.7	1	12.7	1.1	1.9	10.4
9 - 60 - WASHINGTON ST @ LENOX ST	1.4	0.8	8.2	0.5	0.3	11.3	0.1	0.7	11	0.8	0.5	9.1	0.9	1.5	11.2	0.6	0.4	7.6	0.4	0.4	12.7	0.6	1.3	9.7
10 - 61 - WASHINGTON ST @ MELNEA CASS B	0	0.8	7.4	0.4	1.9	9.8	0.3	1	10.3	0.1	0.5	8.7	0.1	1.2	10.1	0.2	1.2	6.6	0	0.9	11.9	0.1	1	8.9
11 - 64 - DUDLEY STATION	0	7.4	0	0	9.8	0	0	10.3	0	0	8.7	0	0	10	0.1	0	6.6	0	0	11.9	0	0	8.9	0
Maximum			22.8			22.5			25.2			23.5			21.5			21			13.7			20.7
Total	30.8	30.8		31.5	31.7		35	35.1		32.1	32		35.5	35.4		32.8	32.8		23.9	23.9		33.9	34	

Massachusetts Bay Transportation Authority

Route SL4

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	08:33 (751.0)(B085) [12] {FA16}			08:41 (751.0)(B086) [21] {FA16}			08:52 (751.0)(B087) [5] {FA16}			08:58 (751.0)(B088) [6] {FA16}			09:06 (751.0)(B089) [6] {FA16}			09:15 (751.0)(B085) [9] {FA16}			09:27 (751.0)(B086) [19] {FA16}			09:42 (751.0)(B087) [4] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 6538 - ESSEX ST @ ATLANTIC AVE	7.8	0	7.8	4.3	0	4.3	8.2	0	8.2	4.8	0	4.8	3	0	3	3.9	0	3.9	4.2	0	4.2	3	0	3
2 - 49002 - WASHINGTON ST @ TUFTS MED CTR	19.3	2	25.1	11.2	1	14.6	1.6	1.2	8.6	5.8	0.2	10.5	12.3	1	14.5	4.4	0.6	7.8	8.4	0.5	12.3	11.3	0.8	13.5
3 - 49003 - WASHINGTON ST @ HERALD ST	1.8	2.1	24.8	2.4	1.3	15.7	0	0.6	8	0.5	0.2	10.8	2	1	15.5	1.1	0.6	8.3	2.5	0.8	13.9	1.3	0.5	14.3
4 - 5098 - WASHINGTON ST @ E BERKELEY ST	3.1	4.5	23.3	3.4	2.1	17	0.8	1.4	7.4	1	1.2	10.7	1.8	2.3	15	1.6	0.6	9.3	2.3	1.5	14.6	3	3	14.3
5 - 5100 - WASHINGTON ST @ UNION PK	3.8	2.8	24.3	1.6	2.8	15.8	1.4	0.6	8.2	1.2	1.2	10.7	1.5	1.5	15	1.1	1.4	9	1.7	2.1	14.4	2.5	1	15.8
6 - 19402 - WASHINGTON ST @ W NEWTON ST	1	8.7	16.7	1.2	4.6	12.4	1	1.6	7.6	0.3	1.7	9.3	2.2	3.3	13.8	0.8	2.3	7.4	0.7	3.1	12.1	3.5	4.5	14.8
7 - 15176 - WASHINGTON ST @ WORCESTER ST	0.6	2.2	15.1	0.8	1.6	11.7	0.2	0.4	7.4	0	0.5	8.8	1.3	0.8	14.3	1	0.6	7.9	1.3	1.2	12.1	0.3	2.3	12.8
8 - 55 - WASHINGTON ST @ MASSACHUSETTS	1	1.8	14.3	1.2	1.4	11.5	0.6	0.4	7.6	1.2	1.5	8.5	0.5	0.7	14.2	1.7	0.8	8.8	3.2	1.9	13.4	0.5	1.5	11.8
9 - 60 - WASHINGTON ST @ LENOX ST	0.9	1.4	13.8	1.3	1.7	11.1	0.8	0.4	8	0	0.2	8.3	2.2	1.8	14.5	3.3	0.4	11.7	2.5	0.7	15.3	1.5	1	12.3
10 - 61 - WASHINGTON ST @ MELNEA CASS B	0.5	2.3	12	0.5	1.8	9.9	0	1.2	6.8	0	2.8	5.5	0.5	1.2	13.8	0	1.1	10.6	0.3	1.6	14	0.5	2.3	10.5
11 - 64 - DUDLEY STATION	0	12	0	0	9.8	0	0	6.8	0	0	5.5	0	0	13.7	0.2	0	10.6	0	0	13.8	0.2	0	10.5	0
Maximum			25.1			17			8.6			10.8			15.5			11.7			15.3			15.8
Total	39.8	39.8		27.9	28.1		14.6	14.6		14.8	15		27.3	27.3		18.9	19		27.1	27.2		27.4	27.4	

Massachusetts Bay Transportation Authority

Route SL4

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	09:51 (751.0)(B088) [7] {FA16}			10:03 (751.0)(B085) [10] {FA16}			10:18 (751.0)(B086) [19] {FA16}			10:27 (751.0)(B087) [4] {FA16}			10:39 (751.0)(B088) [6] {FA16}			10:54 (751.0)(B085) [12] {FA16}			11:03 (751.0)(B086) [21] {FA16}			11:15 (751.0)(B087) [5] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 6538 - ESSEX ST @ ATLANTIC AVE	12.1	0	12.1	6.8	0	6.8	6.6	0	6.6	6.5	0	6.5	5.8	0	5.8	12.8	0	12.8	4.7	0	4.7	4.2	0	4.2
2 - 49002 - WASHINGTON ST @ TUFTS MED CTR	9.3	0.3	21.1	9.5	0.7	15.7	9.2	0.8	15.1	13.3	1.3	18.5	6.8	0.7	12	6.3	0.8	18.4	4.6	0.7	8.6	14.4	0.4	18.2
3 - 49003 - WASHINGTON ST @ HERALD ST	1.6	1.1	21.6	1.1	0.7	16.1	1.5	1.3	15.2	3	1.3	20.3	1.2	1.3	11.8	1.3	1.1	18.7	1.5	0.3	9.9	1.8	1.2	18.8
4 - 5098 - WASHINGTON ST @ E BERKELEY ST	2.1	3.1	20.6	4.3	2.3	18.1	2.5	1.5	16.2	2.8	2.3	20.8	1.5	1.7	11.7	1.7	2.1	18.3	1.5	1.2	10.1	3.8	2.4	20.2
5 - 5100 - WASHINGTON ST @ UNION PK	0.9	3.1	18.3	0.9	2.8	16.2	2.2	2.6	15.8	2	3.5	19.3	4.3	2.5	13.5	1.9	2.3	17.8	1.9	1	10.9	1.8	2.6	19.4
6 - 19402 - WASHINGTON ST @ W NEWTON ST	0.9	4.7	14.4	2	4.3	13.9	1	3.5	13.3	2	4.8	16.5	2	1.8	13.7	1.4	3.8	15.4	1	2	9.8	3.4	4.6	18.2
7 - 15176 - WASHINGTON ST @ WORCESTER ST	0.7	2.6	12.6	0.7	1.3	13.3	0.5	1.7	12	0.3	2.3	14.5	1.2	1.5	13.3	1.2	2.3	14.3	0.5	0.9	9.4	0.6	1.6	17.2
8 - 55 - WASHINGTON ST @ MASSACHUSETTS	0.9	2.3	11.1	0.9	1.6	12.6	1.2	2	11.2	2.8	5.8	11.5	2.8	1.3	14.8	3.7	3.4	14.6	1.6	1.1	9.9	2	2.8	16.4
9 - 60 - WASHINGTON ST @ LENOX ST	1.4	1.3	11.3	1	0.8	12.8	1.2	0.8	11.6	1.8	1.8	11.5	1.2	0.8	15.2	0.8	1.2	14.2	0.8	0.6	10.1	1.4	2.6	15.2
10 - 61 - WASHINGTON ST @ MELNEA CASS B	0.1	1.7	9.7	0.1	1.9	11	0.5	2.1	10.1	0	1	10.5	0.5	4.3	11.3	0.3	2.5	12	0.3	1.4	9	0.8	1.8	14.2
11 - 64 - DUDLEY STATION	0	9.7	0	0	10.9	0.1	0	10.1	0	0	10.5	0	0	11.3	0	0	12	0	0	9	0	0	14.2	0
Maximum			21.6			18.1			16.2			20.8			15.2			18.7			10.9			20.2
Total	30	29.9		27.3	27.3		26.4	26.4		34.5	34.6		27.3	27.2		31.4	31.5		18.4	18.2		34.2	34.2	

Massachusetts Bay Transportation Authority

Route SL4

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	11:30 (751.0)(B088) [7] {FA16}			11:39 (751.0)(B085) [7] {FA16}			11:51 (751.0)(B086) [19] {FA16}			12:06 (751.0)(B087) [5] {FA16}			12:15 (751.0)(B088) [10] {FA16}			12:27 (751.0)(B085) [8] {FA16}			12:42 (751.0)(B086) [20] {FA16}			12:51 (751.0)(B087) [5] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 6538 - ESSEX ST @ ATLANTIC AVE	6	0	6	5.9	0	5.9	7.6	0	7.6	11.4	0	11.4	9.1	0	9.1	9.8	0	9.8	7.8	0	7.8	7.2	0	7.2
2 - 49002 - WASHINGTON ST @ TUFTS MED CTR	7.6	1	12.6	7.7	1.9	11.7	8.2	0.6	15.2	16.2	1.2	26.4	10.2	0.9	18.4	11.8	0.9	20.6	13.1	1	19.9	16.6	3.4	21.8
3 - 49003 - WASHINGTON ST @ HERALD ST	0.7	0.6	12.7	1.6	0.6	12.7	1.5	0.8	15.8	3	1.8	27.6	1.9	1.3	19	3.5	2.5	21.6	2.5	1.1	21.3	3	1.8	23
4 - 5098 - WASHINGTON ST @ E BERKELEY ST	2.6	2.1	13.1	0.9	2.6	11	4	1.9	17.9	4.2	3	28.8	3.6	2.3	20.3	3.8	2.5	22.9	2.7	2.3	21.7	4	2.8	24.2
5 - 5100 - WASHINGTON ST @ UNION PK	3.1	1.7	14.6	1.3	1.4	10.9	1.6	2.1	17.4	3.6	3	29.4	2.4	3	19.7	2	3.9	21	2.9	3.4	21.2	2.2	3	23.4
6 - 19402 - WASHINGTON ST @ W NEWTON ST	1.7	1.3	15	1	2	9.9	1.7	3.4	15.8	2.2	3.4	28.2	1.4	3.7	17.4	1.4	4.8	17.6	2.6	3.8	20	0.2	3.8	19.8
7 - 15176 - WASHINGTON ST @ WORCESTER ST	0.4	1.7	13.7	1	0.7	10.1	1.1	1.8	15	1.8	4.2	25.8	0.7	2.1	16	2	1.6	18	1	2.5	18.5	1.2	2.8	18.2
8 - 55 - WASHINGTON ST @ MASSACHUSETTS	1.4	1.4	13.7	1.4	1.1	10.4	2.4	2.4	15.1	0.6	4	22.4	3.4	3	16.4	2	0.8	19.3	1.9	1.8	18.5	1.2	3.6	15.8
9 - 60 - WASHINGTON ST @ LENOX ST	1.9	1	14.6	0.9	0.7	10.6	2.1	1.3	15.9	1	1.8	21.6	1.7	1.3	16.8	1.1	0.9	19.5	2.3	0.8	20	0.8	1.6	15
10 - 61 - WASHINGTON ST @ MELNEA CASS B	0.3	1.3	13.6	0.3	2	8.9	0.5	1.8	14.6	0	2	19.6	0.6	2.7	14.7	0.4	2.4	17.5	1.2	2.7	18.6	0.2	3	12.2
11 - 64 - DUDLEY STATION	0	13.6	0	0	8.9	0	0	14.6	0	0	19.6	0	0	14.7	0	0	17.1	0.4	0	17.3	1.3	0	10.8	1.4
Maximum			15			12.7			17.9			29.4			20.3			22.9			21.7			24.2
Total	25.7	25.7		22	21.9		30.7	30.7		44	44		35	35		37.8	37.4		38	36.7		36.6	36.6	

Massachusetts Bay Transportation Authority

Route SL4

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	Trip (RouteVar)(Block) [Observations]																							
	13:04 (751.0)(B088) [9] {FA16}			13:19 (751.0)(B085) [9] {FA16}			13:29 (751.0)(B086) [15] {FA16}			13:44 (751.0)(B087) [4] {FA16}			13:53 (751.0)(B088) [6] {FA16}			14:08 (751.0)(B085) [12] {FA16}			14:17 (751.0)(B086) [19] {FA16}			14:32 (751.0)(B087) [5] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 6538 - ESSEX ST @ ATLANTIC AVE	7.9	0	10.8	9.2	0	9.2	9.9	0	9.9	6	0	6	7.3	0	7.3	12.2	0	12.2	6.7	0	6.7	16.4	0	16.4
2 - 49002 - WASHINGTON ST @ TUFTS MED CTR	7.7	1.4	18.1	9.3	1.1	17.4	12.1	1.5	20.4	9.5	1.8	13.8	6.5	0.3	13.5	14.5	2.5	24.2	16.2	1.6	21.4	16.8	1.4	31.8
3 - 49003 - WASHINGTON ST @ HERALD ST	2.9	0.3	20.7	1.8	0.6	18.7	3.7	1.2	22.9	3.3	1	16	0.8	0.7	13.7	1.4	0.8	24.8	3.2	1.8	22.8	2.6	1.6	32.8
4 - 5098 - WASHINGTON ST @ E BERKELEY ST	2.7	2	21.3	3.6	1.1	21.1	3	1.3	24.6	2.3	2	16.3	1	2	12.7	3.4	3.7	24.5	3.9	2.8	23.9	2	2.8	32
5 - 5100 - WASHINGTON ST @ UNION PK	1.6	4	18.9	2	3.1	20	2.9	3.3	24.1	2.8	3	16	2.8	1.3	14.2	1.9	3.8	22.7	3.2	4.1	22.9	1.2	6.2	27
6 - 19402 - WASHINGTON ST @ W NEWTON ST	2	3	17.9	2	4.1	17.9	1.3	2.9	22.5	3.3	2	17.3	2.3	2.8	13.7	1.9	5.5	19.1	1.8	4.5	20.3	1.6	4.2	24.4
7 - 15176 - WASHINGTON ST @ WORCESTER ST	0.7	2.4	16.7	0.7	2.7	15.9	0.5	2.1	21	1	1.3	17	0.8	0.8	13.7	1.8	2.9	18	2.2	1.6	20.8	1	1.8	23.6
8 - 55 - WASHINGTON ST @ MASSACHUSETTS	1.1	4.1	13.7	1.7	1.7	15.9	1.7	2.7	19.9	3	3.3	16.8	1.5	1.5	13.7	2.1	3.6	16.5	2.7	3.4	20.2	1.2	3.4	21.4
9 - 60 - WASHINGTON ST @ LENOX ST	0.6	0.8	13.4	2	1.6	16.3	1.3	1.5	19.7	0.5	1.5	15.8	1.8	1.3	14.2	1.2	1.3	16.4	1.2	1.3	20.1	0.4	1.8	20
10 - 61 - WASHINGTON ST @ MELNEA CASS B	0.4	2.6	11.3	0.6	2.6	14.3	1.2	1.6	19.3	0.5	3	13.3	0.2	2	12.3	0.4	2.3	14.5	0.8	3.7	17.2	0.6	3.6	17
11 - 64 - DUDLEY STATION	0	9.8	1.6	0	14.3	0	0	19.3	0	0	13.3	0	0	12.3	0	0	14.5	0	0	17.1	0.1	0	17	0
Maximum			21.3			21.1			24.6			17.3			14.2			24.8			23.9			32.8
Total	27.6	30.4		32.9	32.9		37.6	37.4		32.2	32.2		25	25		40.8	40.9		41.9	41.9		43.8	43.8	

Massachusetts Bay Transportation Authority

Route SL4

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	14:41 (751.0)(B088) [7] {FA16}			14:57 (751.0)(B085) [12] {FA16}			15:06 (751.0)(B086) [18] {FA16}			15:20 (751.0)(B087) [5] {FA16}			15:35 (751.0)(B088) [7] {FA16}			15:45 (751.0)(B090) [1] {FA16}			15:58 (751.0)(B085) [10] {FA16}			16:11 (751.0)(B086) [17] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 6538 - ESSEX ST @ ATLANTIC AVE	16	0	16	13.2	0	13.2	11.6	0	11.6	17.8	0	18.2	12	0	13.4	4	0	4	18.4	0	18.5	18.1	0	18.1
2 - 49002 - WASHINGTON ST @ TUFTS MED CTR	9.1	1.3	23.9	16.5	1.5	28.2	15.2	0.8	25.9	19	1.4	35.8	21	1.6	32.9	0	0	4	10.5	0.7	28.3	9.2	1.1	26.2
3 - 49003 - WASHINGTON ST @ HERALD ST	2	1	24.9	2.8	0.8	30.1	2.5	0.7	27.7	4	2.8	37	4	1	35.9	3	0	7	3.6	1.5	30.4	3.4	1.5	28.1
4 - 5098 - WASHINGTON ST @ E BERKELEY ST	2.9	3.1	24.6	4.8	3.9	30.9	4.6	4.3	28.1	6.4	4.8	38.6	3.9	5.4	34.3	1	1	7	5.7	5.3	30.8	3.6	3.1	28.6
5 - 5100 - WASHINGTON ST @ UNION PK	5.1	3.4	26.3	7	5.4	32.5	9.1	4.9	32.2	4	5.2	37.4	3.4	7.9	29.9	2	1	8	2.4	5.5	27.7	1.9	4.2	26.2
6 - 19402 - WASHINGTON ST @ W NEWTON ST	1.3	1.9	25.7	1.8	3.8	30.4	3.6	3.9	31.9	4.8	7.6	34.6	2.1	5.3	26.7	0	0	8	2.6	3.5	26.8	2.5	5.8	23
7 - 15176 - WASHINGTON ST @ WORCESTER ST	1.4	2.4	24.7	0.7	1.7	29.4	0.9	1.7	31.1	1.4	1.6	34.4	0.9	1.7	25.9	3	0	11	1.4	2	26.2	0.9	1.7	22.2
8 - 55 - WASHINGTON ST @ MASSACHUSETTS	1	2.6	23.1	3.1	4.8	27.8	4	4	31.1	3.8	5.8	32.4	2.6	3.3	25.1	0	0	11	1.4	2.4	25.2	2.2	2.4	21.9
9 - 60 - WASHINGTON ST @ LENOX ST	0.9	1.6	22.4	2.5	5.2	25.1	2.2	3.3	30	1.6	2	32	2.3	2	25.4	0	1	10	0.5	2.4	23.3	0.8	1.8	20.9
10 - 61 - WASHINGTON ST @ MELNEA CASS B	0.4	2.1	20.7	0.4	2.6	22.9	1	4.5	26.5	2	5.6	28.4	1.3	3.7	23	0	0	10	0.6	3.1	20.8	0.8	3.2	18.5
11 - 64 - DUDLEY STATION	0	20.7	0	0	22.8	0.1	0	26.4	0.1	0	27.8	0.6	0	23	0	0	10	0	0	20.8	0	0	18	0.5
Maximum			26.3			32.5			32.2			38.6			35.9			11			30.8			28.6
Total	40.1	40.1		52.8	52.5		54.7	54.5		64.8	64.6		53.5	54.9		13	13		47.1	47.2		43.4	42.8	

Massachusetts Bay Transportation Authority

Route SL4

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	16:20 (751.0)(B087) [4] {FA16}			16:32 (751.0)(B088) [8] {FA16}			16:41 (751.0)(B090) [1] {FA16}			16:53 (751.0)(B085) [9] {FA16}			17:02 (751.0)(B086) [15] {FA16}			17:15 (751.0)(B087) [5] {FA16}			17:29 (751.0)(B088) [7] {FA16}			17:37 (751.0)(B090) [2] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 6538 - ESSEX ST @ ATLANTIC AVE	19.5	0	19.5	16.8	0	16.8	18	0	18	23.7	0	23.7	22.9	0	23.1	23.4	0	24.2	22	0	22	14.5	0	14.5
2 - 49002 - WASHINGTON ST @ TUFTS MED CTR	18	1	36.5	8.1	1.3	23.6	11	0	29	17.2	1.4	39.4	14.5	1.8	35.8	24.2	0.8	47.6	7.4	0	29.4	20.5	1	34
3 - 49003 - WASHINGTON ST @ HERALD ST	2.3	2.5	36.3	2.4	1	25	0	0	29	5.7	3.1	42	4.9	1	39.7	3.2	4.6	46.2	6.1	0.9	34.7	5	2	37
4 - 5098 - WASHINGTON ST @ E BERKELEY ST	3	3.5	35.8	4.8	4.3	25.5	0	0	29	3.7	6.3	39.3	3.5	5	38.3	3.8	5.2	44.8	4.1	4	34.9	0	4.5	32.5
5 - 5100 - WASHINGTON ST @ UNION PK	1.5	5.8	31.5	1.8	2.9	24.4	6	3	32	2.7	8.3	33.7	4.1	5	37.3	3	10.4	37.4	2.1	6	31	2.5	14.5	20.5
6 - 19402 - WASHINGTON ST @ W NEWTON ST	0.5	3.8	28.3	1.9	2.8	23.5	0	0	32	2.7	4.6	31.8	2.9	4.7	35.5	2.6	4.8	35.2	1.1	6	26.1	0	4	16.5
7 - 15176 - WASHINGTON ST @ WORCESTER ST	1.5	3.8	26	1	1.6	22.9	1	0	33	0.1	2.7	29.2	1.5	3.3	33.7	2	5	32.2	0.7	2.7	24.1	1	3.5	14
8 - 55 - WASHINGTON ST @ MASSACHUSETTS	0.8	2.5	24.3	2.4	2	23.3	2	2	33	2	4.4	26.8	1.3	2.9	32.1	0.6	5	27.8	0.9	3.6	21.4	3	3	14
9 - 60 - WASHINGTON ST @ LENOX ST	0.8	1	24	1.4	1	23.6	1	3	31	1.8	1.6	27	1.9	1.5	32.5	2.2	2.4	27.6	1.7	1.3	21.9	4.5	0.5	18
10 - 61 - WASHINGTON ST @ MELNEA CASS B	0.3	3.3	21	1.1	3.3	21.5	2	4	29	0.4	2.4	25	0.4	4	28.9	1	2.6	26	0.4	2.4	19.9	1	3	16
11 - 64 - DUDLEY STATION	0	20.5	0.5	0	21.1	0.4	0	29	0	0	24.8	0.2	0	28.5	0.4	0	25.6	0.4	0	19.4	0.4	0	15	1
Maximum			36.5			25.5			33			42			39.7			47.6			34.9			37
Total	48.2	47.7		41.7	41.3		41	41		60	59.6		57.9	57.7		66	66.4		46.5	46.3		52	51	

Massachusetts Bay Transportation Authority

Route SL4

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	17:50 (751.0)(B085) [9] {FA16}			17:59 (751.0)(B086) [13] {FA16}			18:11 (751.0)(B087) [5] {FA16}			18:20 (751.0)(B088) [10] {FA16}			18:32 (751.0)(B090) [2] {FA16}			18:46 (751.0)(B085) [10] {FA16}			18:54 (751.0)(B086) [15] {FA16}			19:06 (751.0)(B087) [5] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 6538 - ESSEX ST @ ATLANTIC AVE	17.4	0	17.4	16.9	0	16.9	13.8	0	20	15.5	0	15.5	12.5	0	12.5	12.7	0	12.7	10.1	0	10.2	12.4	0	12.4
2 - 49002 - WASHINGTON ST @ TUFTS MED CTR	10.3	0.8	27	7.8	0.8	23.8	10.3	0.8	29.5	10.4	0.9	25.3	15.5	3.5	24.5	6.4	0.4	18.8	6.5	0.9	15.8	5.4	0.8	17
3 - 49003 - WASHINGTON ST @ HERALD ST	7	2.1	31.9	3.1	0.6	26.3	4.2	1	31.4	1.6	1	25.9	0	0	24.5	2.1	0.5	20.4	1.5	0.1	17.2	1	0.2	17.8
4 - 5098 - WASHINGTON ST @ E BERKELEY ST	2.1	4.3	29.7	3.2	2.4	27.2	1.8	4.2	29	2.3	4.2	24	3.5	9	19	1.6	3.6	18.4	1.9	1.9	17.3	1.4	2.2	17
5 - 5100 - WASHINGTON ST @ UNION PK	4	6.6	27.1	2.3	5.4	24.1	1.8	7.2	23.6	1.4	4.7	20.7	3	4	18	2	3.5	16.9	1.8	2.3	16.8	1.2	3.4	14.8
6 - 19402 - WASHINGTON ST @ W NEWTON ST	1.3	4.7	23.8	2.3	4.5	21.8	0.8	4.6	19.8	1	2.7	19	1	3	16	1	2.8	15.1	1	2.9	14.9	1.4	3.2	13
7 - 15176 - WASHINGTON ST @ WORCESTER ST	0.6	3.7	20.7	0.4	3.1	19.2	0.4	3	17.2	0.4	1.5	17.9	0	1.5	14.5	0.4	1	14.5	0.5	1.9	13.5	0.4	1.2	12.2
8 - 55 - WASHINGTON ST @ MASSACHUSETTS	2.9	3.2	20.3	0.8	2.5	17.5	2.4	4	15.6	1.2	2.7	16.4	1	2.5	13	0.6	1.3	13.8	1.1	1.3	13.3	0.2	2.2	10.2
9 - 60 - WASHINGTON ST @ LENOX ST	1.8	1.4	20.7	1	1.8	16.6	0.6	1.4	14.8	1	1.1	16.3	0.5	0.5	13	1.1	0.5	14.4	1.3	1	13.6	2.2	0.8	11.6
10 - 61 - WASHINGTON ST @ MELNEA CASS B	0.9	2.1	19.4	0.4	1.3	15.7	0.2	0.4	14.6	0.5	2.4	14.4	0	1	12	0.5	1.3	13.6	0.3	0.7	13.3	0	1.8	9.8
11 - 64 - DUDLEY STATION	0	17.1	2.3	0	15.3	0.4	0	14	0.6	0	13.6	0.8	0	12	0	0	12.5	1.1	0	13.3	0	0	9.8	0
Maximum			31.9			27.2			31.4			25.9			24.5			20.4			17.3			17.8
Total	48.3	46		38.2	37.7		36.3	40.6		35.3	34.8		37	37		28.4	27.4		26	26.3		25.6	25.6	

Massachusetts Bay Transportation Authority

Route SL4

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	19:18 (751.0)(B088) [9] {FA16}			19:26 (751.0)(B090) [3] {FA16}			19:34 (751.0)(B085) [10] {FA16}			19:45 (751.0)(B086) [16] {FA16}			19:59 (751.0)(B088) [8] {FA16}			20:15 (751.0)(B085) [8] {FA16}			20:33 (751.0)(B088) [7] {FA16}			20:55 (751.0)(B085) [8] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 6538 - ESSEX ST @ ATLANTIC AVE	9.7	0	9.7	3	0	3	8.1	0	8.1	7.8	0	7.8	8.1	0	8.1	10.8	0	10.8	5.9	0	5.9	11.4	0	11.4
2 - 49002 - WASHINGTON ST @ TUFTS MED CTR	5.7	0.4	14.9	5	0.3	7.7	2.7	0	10.8	4.5	0.4	11.9	4.8	0.1	12.8	4.1	0.4	14.5	4.4	0.3	10	4	0.3	15.1
3 - 49003 - WASHINGTON ST @ HERALD ST	0.2	1	14.1	1.7	0	9.3	0.1	0.6	10.3	1.1	0.1	12.8	1	0.4	13.4	1	0.1	15.4	0.3	0.1	10.1	0.8	0	15.9
4 - 5098 - WASHINGTON ST @ E BERKELEY ST	0.7	1.7	13.1	1.3	0.7	10	0.4	1.1	9.6	0.9	1.3	12.4	1.1	2.1	12.4	0.6	1	15	1.1	0.7	10.6	1.6	1.9	15.6
5 - 5100 - WASHINGTON ST @ UNION PK	0.3	1.7	11.8	0.3	1	9.3	0.8	2.7	7.7	1.6	2.9	11.1	0.5	2.4	10.5	0.8	2	13.8	0.9	1.3	10.1	1.1	1	15.8
6 - 19402 - WASHINGTON ST @ W NEWTON ST	0.7	2.8	9.7	0.7	2.7	7.3	0.1	0.9	6.9	1.3	1.5	10.9	0.5	2.5	8.5	0.4	1.4	12.8	0.9	1	10	0.1	2.3	13.6
7 - 15176 - WASHINGTON ST @ WORCESTER ST	0.1	1.4	8.3	1	0.7	7.7	0	0.3	6.6	0.4	1.2	10.1	0.5	1.1	7.9	0.3	2	11	0.1	0.4	9.7	0.3	0.6	13.3
8 - 55 - WASHINGTON ST @ MASSACHUSETTS	0.1	0.3	8.1	0.3	1.3	6.7	0.4	1.1	5.9	0.9	1.8	9.2	0.9	1.1	7.6	0.6	1.9	9.8	0.3	1.3	8.7	0.9	1.6	12.5
9 - 60 - WASHINGTON ST @ LENOX ST	0.4	1.1	7.4	0.3	1	6	0.3	0.4	5.8	0.7	0.8	9.1	0	0.8	6.9	0.5	1.3	9	0.6	0.1	9.1	0	1.6	10.9
10 - 61 - WASHINGTON ST @ MELNEA CASS B	0.2	0.3	7.3	1	0.7	6.3	0.2	0.8	5.2	0.5	0.4	9.2	0	0	6.9	0.1	1	8.1	0.1	1.1	8.1	0.1	0.1	10.9
11 - 64 - DUDLEY STATION	0	7.3	0	0	6.3	0	0	5.2	0	0	9.2	0	0	6.9	0	0	8.1	0	0	8.1	0	0	10.9	0
Maximum			14.9			10			10.8			12.8			13.4			15.4			10.6			15.9
Total	18.1	18		14.6	14.7		13.1	13.1		19.7	19.6		17.4	17.4		19.2	19.2		14.6	14.4		20.3	20.3	

Massachusetts Bay Transportation Authority

Route SL4

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	21:15 (751.0)(B088) [7] {FA16}			21:35 (751.0)(B085) [8] {FA16}			21:56 (751.0)(B088) [9] {FA16}			22:14 (751.0)(B091) [16] {FA16}			22:35 (751.0)(B092) [13] {FA16}			22:55 (751.0)(B091) [18] {FA16}			23:15 (751.0)(B092) [15] {FA16}			23:35 (751.0)(B091) [19] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 6538 - ESSEX ST @ ATLANTIC AVE	7.7	0	7.7	7.8	0	7.8	8.7	0	8.7	9.8	0	9.8	9.9	0	9.9	5.7	0	5.7	8.5	0	8.5	5.9	0	5.9
2 - 49002 - WASHINGTON ST @ TUFTS MED CTR	5	0	12.7	5.3	0	13	3	0.2	11.4	7.1	0.3	16.6	4.6	0.2	14.3	4.1	0.4	9.3	3.4	0.4	11.5	3.1	0.4	8.7
3 - 49003 - WASHINGTON ST @ HERALD ST	0.4	0.1	13	0	0	13	0.2	0	11.7	0.9	0.4	17.1	0.4	0	14.7	0.1	0	9.4	0.3	0	11.9	0.5	0	9.2
4 - 5098 - WASHINGTON ST @ E BERKELEY ST	0.3	0.6	12.7	0.5	0.8	12.8	1	0.4	12.2	0.4	0.6	16.9	0.8	1.3	14.2	0.5	1	8.9	0.9	0.7	12	0.4	0.5	9
5 - 5100 - WASHINGTON ST @ UNION PK	0.3	1.4	11.6	0.1	1.3	11.6	1	1.8	11.4	0.5	2.6	14.8	0.7	1.8	13.1	0.2	1	8.1	0.6	1.1	11.5	0.2	1.3	7.8
6 - 19402 - WASHINGTON ST @ W NEWTON ST	0.4	1.9	10.1	0.6	1.3	11	0	0.4	11	0.4	1.9	13.3	0.2	0.8	12.5	0.1	0.6	7.7	0.2	0.5	11.1	0.1	1.4	6.5
7 - 15176 - WASHINGTON ST @ WORCESTER ST	0.6	1.4	9.3	0.3	1	10.3	0	0.8	10.2	0.1	0.7	12.7	0.1	0.7	11.8	0.2	0.4	7.5	0	0.1	11	0.1	0.6	6
8 - 55 - WASHINGTON ST @ MASSACHUSETTS	0.1	0.7	8.7	0.6	1.8	9.1	1.1	2.1	9.2	0.5	2.4	10.8	0.4	1.2	11.1	0.6	1.1	7	0.3	1.1	10.2	0.2	0.8	5.3
9 - 60 - WASHINGTON ST @ LENOX ST	0.1	0.6	8.3	0.3	0.9	8.5	0.1	0.4	8.9	0.3	1.3	9.8	0.4	0.7	10.8	0.1	0.4	6.7	0.3	1.2	9.3	0.4	0.5	5.2
10 - 61 - WASHINGTON ST @ MELNEA CASS B	0	1.1	7.1	0.4	0.9	8	0	0.4	8.4	0	0.3	9.5	0.1	1.2	9.6	0.1	0.6	6.1	0	0.9	8.5	0	0.3	4.9
11 - 64 - DUDLEY STATION	0	7.1	0	0	8	0	0	8.4	0	0	9.5	0	0	9.6	0	0	6.1	0	0	8.5	0	0	4.9	0
Maximum			13			13			12.2			17.1			14.7			9.4			12			9.2
Total	14.9	14.9		15.9	16		15.1	14.9		20	20		17.6	17.5		11.7	11.6		14.5	14.5		10.9	10.7	

Massachusetts Bay Transportation Authority

Route SL4

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	23:55 (751.0)(B092) [14] {FA16}			24:20 (751.0)(B091) [18] {FA16}			24:40 (751.0)(B092) [11] {FA16}			Total		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 6538 - ESSEX ST @ ATLANTIC AVE	5.6	0	5.6	3.7	0	3.7	1.6	0	1.6	894.5	0	908.1
2 - 49002 - WASHINGTON ST @ TUFTS MED CTR	2.1	0.1	7.5	1.8	0.4	5.2	0.5	0.1	2	907.5	91.6	1729
3 - 49003 - WASHINGTON ST @ HERALD ST	0.2	0.1	7.6	0.5	0	5.7	0	0	2	162	85.7	1814
4 - 5098 - WASHINGTON ST @ E BERKELEY ST	0.8	0.4	8.1	0.3	0.1	5.8	0	0	2	208.6	236.6	1786
5 - 5100 - WASHINGTON ST @ UNION PK	0.3	0.2	8.1	0.3	0.6	5.6	0.2	0.3	1.9	193	308.9	1669
6 - 19402 - WASHINGTON ST @ W NEWTON ST	0.4	0.7	7.9	0.1	0.1	5.6	0.1	0.2	1.8	117.9	308.8	1476
7 - 15176 - WASHINGTON ST @ WORCESTER ST	0.2	0.4	7.7	0	0.8	4.8	0	0.1	1.7	63.9	162.6	1378
8 - 55 - WASHINGTON ST @ MASSACHUSETTS	0.4	0.5	7.6	0.2	1.1	3.9	0.2	0.5	1.5	122.3	190.1	1311
9 - 60 - WASHINGTON ST @ LENOX ST	0.1	1.4	6.3	0.2	0.6	3.6	0	0	1.5	97.3	106.2	1302
10 - 61 - WASHINGTON ST @ MELNEA CASS B	0	0.1	6.1	0	0.3	3.3	0.2	0	1.6	33.2	155.6	1179
11 - 64 - DUDLEY STATION	0	6.1	0	0	3.2	0.1	0	1.6	0	0	1164	15.4
Maximum			8.1			5.8			2			1814
Total	10.1	10		7.1	7.2		2.8	2.8		2800	2810	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	05:15 (749.0)(B071) [31] {FA16}			05:27 (749.0)(B074) [1] {FA16}			05:37 (749.0)(B078) [21] {FA16}			05:47 (749.0)(B071) [32] {FA16}			05:57 (749.0)(B073) [4] {FA16}			06:06 (749.0)(B074) [1] {FA16}			06:13 (749.0)(B078) [21] {FA16}			06:24 (749.0)(B071) [29] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	16	0	16	10	0	10	22.8	0	22.8	16.3	0	16.3	13.5	0	13.5	6	0	6	17.8	0	17.8	14.9	0	14.9
2 - 3 - WASHINGTON ST @ MELNEA CASS B	0.6	0.9	15.6	1	0	11	0.5	2.7	20.7	0.5	1.1	15.7	0.8	0.8	13.5	0	0	6	0.6	1.2	17.2	0.7	0.6	14.9
3 - 4 - WASHINGTON ST @ LENOX ST	0.5	0	16.1	1	0	12	1.7	0.5	21.9	2	0.1	17.6	1	0	14.5	0	0	6	1.2	0.1	18.3	1.7	0.2	16.4
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	1.9	0.2	17.8	0	0	12	3	0.7	24.2	2.6	0.5	19.8	2.3	0.3	16.5	2	0	8	3.3	1.2	20.4	2.4	0.6	18.2
5 - 1787 - WASHINGTON ST @ WORCESTER ST	1.7	0.2	19.3	0	0	12	0.4	0	24.6	0.6	0.5	19.8	1	0.8	16.8	0	0	8	1.6	0.7	21.3	1.9	0.3	19.9
6 - 1788 - WASHINGTON ST @ E NEWTON ST	0.8	0.2	19.9	0	0	12	1.1	1.4	24.3	1.1	0.8	20.2	1.3	1.3	16.8	0	1	7	3	1.1	23.2	3	0.9	21.9
7 - 5093 - WASHINGTON ST @ UNION PK	2	1.3	20.7	1	0	13	1.5	0.9	24.3	2.1	0.8	21.4	3.3	0.3	19.8	1	0	8	4.2	1.1	26.3	4.2	1	25.1
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	2.6	2.1	21.1	0	0	13	2.1	3.2	24.5	2.3	2.3	21.4	3.8	2.3	21.3	0	0	8	2.5	1.6	27.2	3.6	2.1	26.5
9 - 15095 - WASHINGTON ST @ HERALD ST	0.4	0.6	20.9	0	0	13	0.1	1.4	22.6	0.2	1.2	20.5	0.3	0.8	20.8	1	1	8	0.2	1.5	26	0.3	1.2	25.6
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	1.1	3	19	0	3	10	0.6	8.1	15	0.2	3.9	16.8	0.5	7.3	14	0	1	7	0.7	7.6	19.2	0.3	6.3	19.6
11 - 6567 - WASHINGTON ST @ ESSEX ST	0.1	1.8	17.3	0	0	10	1	3.2	12.8	0.3	3.3	13.8	0	2.5	11.5	0	0	7	0.3	5.5	14	0.3	4.8	15.1
12 - 11083 - NOT A STOP FOR ITINERARY	0.1	12.5	5.2	0	10	0	0.1	8.9	4.6	0.8	10.3	4.6	0.3	11	1.8	0	0	7	0.2	8.1	6.8	0.3	12.1	3.9
13 - 49001 - TEMPLE PL @ WASHINGTON ST	0	2.4	3	0	0	0	0	2.2	2.8	0	0.7	4	0	0.3	1.8	0	5	2	0	3	3.8	0	1.3	2.9
Maximum			21.1			13			24.6			21.4			21.3			8			27.2			26.5
Total	27.8	25.2		13	13		34.9	33.2		29	25.5		28.1	27.7		10	8		35.6	32.7		33.6	31.4	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	06:33 (749.0)(B073) [5] {FA16}			06:42 (749.0)(B074) [1] {FA16}			06:46 (749.0)(B077) [4] {FA16}			06:53 (749.0)(B078) [20] {FA16}			07:00 (749.0)(B071) [30] {FA16}			07:04 (749.0)(B072) [3] {FA16}			07:11 (749.0)(B073) [4] {FA16}			07:18 (749.0)(B074) [1] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	18	0	18	15	0	15	11.8	0	11.8	19.7	0	19.7	19.4	0	19.4	7.5	0	7.5	22	0	22	23	0	23
2 - 3 - WASHINGTON ST @ MELNEA CASS B	2	1.4	18.6	0	0	15	0.8	0.8	11.8	1.1	0.3	20.6	0.9	0.5	19.8	0.8	0	8.3	2	0.5	23.5	1	0	24
3 - 4 - WASHINGTON ST @ LENOX ST	2	0.6	20	0	0	15	0.5	0	12.3	0.7	0.6	20.6	1.1	0.6	20.4	1	0.3	11.7	1	0.5	24	2	2	24
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	3	1.2	21.8	4	2	17	1	1.8	11.5	2.6	1	22.2	3.3	0.9	22.8	1.3	0	13	3.5	0.8	26.8	2	0	26
5 - 1787 - WASHINGTON ST @ WORCESTER ST	2	0	23.8	0	0	17	1.5	0.5	12.5	2.1	0.2	24.1	2	0.8	24	0.3	0.3	13	1.8	0.5	28	1	1	26
6 - 1788 - WASHINGTON ST @ E NEWTON ST	7.2	2	29	2	3	16	2.3	0.3	14.5	3.2	1.3	26	2.5	1.3	25.2	3.3	0	16.3	1.8	1	28.8	0	2	24
7 - 5093 - WASHINGTON ST @ UNION PK	3.8	2.4	30.4	0	3	13	1	0.3	15.3	3.7	3.8	25.9	2.6	5.8	22	4	5	15.3	2.5	7.8	23.5	0	0	24
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	3	2.8	30.6	7	4	16	3.3	0.5	18	3.1	1.7	27.3	2.4	1.9	22.4	1.7	2.3	14.7	2.8	2	24.3	1	0	25
9 - 15095 - WASHINGTON ST @ HERALD ST	0.2	0.4	30.4	0	0	16	1	0.5	18.5	0.2	1.2	26.3	0.3	1	21.7	0	0.7	14	0	1.5	22.8	0	0	25
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	0.4	6	24.8	1	6	11	0	4.8	13.8	0.6	4.7	22.2	0.5	4.5	17.7	0.3	2	12.3	0.5	4.3	19	0	0	25
11 - 6567 - WASHINGTON ST @ ESSEX ST	1.8	8	18.6	1	5	7	0.8	5	9.5	0.4	5.5	17	0.6	3.6	14.7	0.3	3.3	10	0.5	3.8	15.8	0	3	22
12 - 11083 - NOT A STOP FOR ITINERARY	0	16	3.6	0	7	0	0	6	6.3	0.1	13.4	4.6	0.3	9.4	6.3	0.7	4	8.3	1.5	12	5.3	0	1	21
13 - 49001 - TEMPLE PL @ WASHINGTON ST	0	0	3.6	0	0	0	0	0.5	4.5	0	3.1	2	0	2.9	3.6	0	8.3	0	0	0	5.3	0	16	5
Maximum			30.6			17			18.5			27.3			25.2			16.3			28.8			26
Total	43.4	40.8		30	30		24	21		37.5	36.8		35.9	33.2		21.2	26.2		39.9	34.7		30	25	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	07:22 (749.0)(B076) [3] {FA16}			07:29 (749.0)(B077) [4] {FA16}			07:36 (749.0)(B078) [20] {FA16}			07:40 (749.0)(B071) [31] {FA16}			07:47 (749.0)(B072) [3] {FA16}			07:54 (749.0)(B073) [5] {FA16}			07:58 (749.0)(B074) [1] {FA16}			08:05 (749.0)(B076) [4] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	11.7	0	11.7	17.5	0	17.5	31	0	31	25.4	0	25.4	29	0	29	22.8	0	22.8	20	0	20	32.3	0	32.3
2 - 3 - WASHINGTON ST @ MELNEA CASS B	0.7	0	12.3	1.5	0.3	18.8	2	0.5	32.5	2.2	0.5	27.1	3.7	0.3	32.3	2.6	1	24.4	1	0	21	2.8	0	35
3 - 4 - WASHINGTON ST @ LENOX ST	1.7	0	14	1	0.8	19	2.9	1.5	33.9	1.5	0.8	26.9	2	2.7	31.7	2.8	0.2	27	5	0	26	2	0.5	36.5
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	3.3	0.3	17	2.5	0.5	21	6.1	2.5	37.5	4.6	1.2	32.1	5	1	35.7	4.6	1.2	30.4	0	3	23	4.5	1.8	39.3
5 - 1787 - WASHINGTON ST @ WORCESTER ST	1	0	18	2.5	0.5	23	6.3	2.4	41.4	4.2	2.1	34.2	4.3	4.3	35.7	5.2	1	34.6	1	2	22	6.3	3.3	42.3
6 - 1788 - WASHINGTON ST @ E NEWTON ST	3.3	0.7	20.7	4.5	0.8	26.8	9.7	2.5	48.7	5.9	2.8	37.3	5.3	3.3	37.7	7.8	4.2	38.2	5	2	25	10	6.3	46
7 - 5093 - WASHINGTON ST @ UNION PK	2.3	0.7	22.3	2	1.3	27.5	6.2	3.8	51	4.3	2.3	39.3	6.3	3.3	40.7	5.8	1.6	42.4	4	0	29	3.8	1.5	48.3
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	0.7	0.3	22.7	2.3	2.5	27.3	2.9	3.6	50.4	3.2	2.3	40.2	2	3	39.7	2.4	1	43.8	8	3	34	2.5	3.5	47.3
9 - 15095 - WASHINGTON ST @ HERALD ST	0	1	21.7	0.3	0.3	27.3	1.2	4.6	47	0.8	5.3	35.7	0.3	2	38	1.2	4	41	0	0	34	1	1.5	46.8
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	0.7	4	18.3	0	5.5	21.8	1.1	9.9	38.2	0.5	7.1	29.1	0.3	5.3	33	2.4	10.2	33.2	0	4	30	2.3	11.5	37.5
11 - 6567 - WASHINGTON ST @ ESSEX ST	0.3	2.7	16	0.3	4.5	17.5	1.2	8.3	31.1	1	5.9	24.2	0	6.3	26.7	0.6	4.8	29	3	5	28	4.8	17	25.3
12 - 11083 - NOT A STOP FOR ITINERARY	0	10.7	5.3	0.5	6	13	0.1	21.3	11.2	1	16.4	9.2	0	23.3	4	1.2	20.4	9.8	0	16	12	0.8	21.5	4.5
13 - 49001 - TEMPLE PL @ WASHINGTON ST	0	4.3	2	0	9	4	0	4.6	6.7	0	1.6	7.6	0	0	4	0	0	9.8	0	0	12	0	0	4.5
Maximum			22.7			27.5			51			40.2			40.7			43.8			34			48.3
Total	25.7	24.7		34.9	32		70.7	65.5		54.6	48.3		58.2	54.8		59.4	49.6		47	35		73.1	68.4	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	08:12 (749.0)(B077) [4] {FA16}			08:16 (749.0)(B078) [18] {FA16}			08:23 (749.0)(B071) [28] {FA16}			08:30 (749.0)(B072) [1] {FA16}			08:34 (749.0)(B073) [4] {FA16}			08:41 (749.0)(B074) [1] {FA16}			08:49 (749.0)(B076) [5] {FA16}			09:00 (749.0)(B078) [14] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	12.8	0	12.8	30.5	0	30.5	21.5	0	21.5	0	0	0	26.8	0	26.8	19	0	19	32.8	0	32.8	12.3	0	12.3
2 - 3 - WASHINGTON ST @ MELNEA CASS B	2.3	0	15	3.5	0.9	33.1	2.3	0.6	23.2	2	0	2	3.8	1	29.5	2	2	19	2.2	0.2	34.8	1.5	0.2	13.6
3 - 4 - WASHINGTON ST @ LENOX ST	1.8	0.3	16.5	2.4	1.2	34.3	2.6	0.9	25	3	0	5	1.8	1.5	29.8	4	1	22	2.2	4.4	32.6	1.9	0.4	15
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	3.8	0.5	19.8	6.2	1.4	39	5.5	1.6	28.9	7	0	12	7.3	1.8	35.3	5	1	26	7.6	2.4	37.8	3.1	0.5	17.6
5 - 1787 - WASHINGTON ST @ WORCESTER ST	2.3	1.8	20.3	5.4	1.8	42.6	6	1.9	33.1	6	0	18	5.8	2.8	38.3	0	0	26	10	2.6	45.2	3.8	0.9	20.5
6 - 1788 - WASHINGTON ST @ E NEWTON ST	1.8	2.3	19.8	8.1	5.5	45.2	5.6	2	36.7	5	2	21	11.3	0.8	48.8	9	4	31	7.6	3.2	49.6	4.9	0.9	24.4
7 - 5093 - WASHINGTON ST @ UNION PK	7	2	25	6.4	1.5	50.1	5.5	1.3	40.9	19	2	38	4	1.3	51.5	4	1	34	4.2	1	52.8	2.6	0.4	26.6
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	3	3.8	29.8	4.6	3	51.7	3.6	2.9	41.6	12	3	47	4.3	1.3	54.5	2	1	35	4	5.2	51.6	3.9	1.6	29
9 - 15095 - WASHINGTON ST @ HERALD ST	0.5	1.3	29	1.2	4.3	48.5	1	2.9	39.8	1	4	44	0.8	1.8	53.5	0	5	30	0.8	1.6	50.8	0.6	2.4	27.1
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	0.3	5.5	23.8	1.8	10.2	40.1	1.3	8.4	32.8	0	0	44	1.3	10.3	44.5	1	7	24	4.2	14.8	40.2	0.7	7.1	20.7
11 - 6567 - WASHINGTON ST @ ESSEX ST	1.3	5	20	1.9	8.2	33.9	1.3	8.1	26	7	15	36	0	9	35.5	0	8	16	2	10.8	31.4	2.4	5.1	18.1
12 - 11083 - NOT A STOP FOR ITINERARY	0	18.5	1.8	0.3	21.3	13.8	0.2	18.3	8.5	0	33	3	0	14.5	21	0	15	1	0.2	21.2	10.4	0.9	8.4	10.7
13 - 49001 - TEMPLE PL @ WASHINGTON ST	0	0	1.8	0	5.3	8.6	0	1.5	7.5	0	1	2	0	9.5	11.8	0	0	1	0	4.8	6	0	5.5	5.6
Maximum			29.8			51.7			41.6			47			54.5			35			52.8			29
Total	36.9	41		72.3	64.6		56.4	50.4		62	60		67.2	55.6		46	45		77.8	72.2		38.6	33.4	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	09:10 (749.0)(B071) [20] {FA16}			09:16 (749.0)(B072) [3] {FA16}			09:25 (749.0)(B074) [1] {FA16}			09:36 (749.0)(B076) [5] {FA16}			09:46 (749.0)(B078) [16] {FA16}			09:52 (749.0)(B071) [27] {FA16}			10:01 (749.0)(B072) [3] {FA16}			10:12 (749.0)(B074) [1] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	14.3	0	14.3	30	0	30	11	0	11	21.2	0	21.2	19.5	0	19.5	27	0	27	10.7	0	10.7	24	0	24
2 - 3 - WASHINGTON ST @ MELNEA CASS B	1.7	0.4	15.6	2.7	0	32.7	1	0	12	2.8	0	24	2.3	0.3	22.5	2.9	1.1	28.8	0.3	0	11	1	0	25
3 - 4 - WASHINGTON ST @ LENOX ST	2	1.6	16.1	0.7	1.3	32	2	0	14	2.6	1.4	25.2	1.9	1.8	22.6	2.5	1.5	29.8	0	0.7	10.3	2	0	27
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	4.1	0.7	19.5	4.7	0.7	36	1	1	14	6	1.2	30	4.3	2.1	24.8	4.9	1.9	32.9	1.3	0	11.7	7	1	33
5 - 1787 - WASHINGTON ST @ WORCESTER ST	3.2	0.5	22.2	4	1.3	38.7	2	0	16	3	1.4	31.6	2.1	1.3	25.6	2.1	2	33	0	0.3	11.3	6	1	38
6 - 1788 - WASHINGTON ST @ E NEWTON ST	5.2	1.2	26.2	3.7	3	39.3	0	0	16	7.2	0.6	38.2	4.8	1.3	29.1	6.6	1.9	37.7	2.3	1.3	12.3	8	3	43
7 - 5093 - WASHINGTON ST @ UNION PK	3.6	1.4	28.5	2.3	1.3	40.3	0	0	16	6	0.8	43.4	5	2	32.1	5	1.9	40.8	1.7	0.7	13.3	6	1	48
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	4.4	1.9	31	5.7	1.7	44.3	2	0	18	5.2	1.6	47	2.1	2.3	32	3.1	2.7	41.2	1.3	1.3	13.3	3	3	48
9 - 15095 - WASHINGTON ST @ HERALD ST	0.7	1.1	30.6	0	0.3	44	0	0	18	0.6	0.8	46.8	0.5	0.5	32	0.6	0.6	41.2	1	0	14.3	1	0	49
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	1.2	7.2	24.6	1.3	7.7	37.7	1	0	19	0.8	8.8	38.8	0.6	8.8	23.8	1.5	9.5	33.2	0	2.3	12	1	14	36
11 - 6567 - WASHINGTON ST @ ESSEX ST	1.7	5.9	20.5	2.7	6.3	34	3	2	20	3	8	33.8	2.2	6.7	19.3	3	9	27.2	2.3	5	9.3	4	6	34
12 - 11083 - NOT A STOP FOR ITINERARY	0.4	13.6	7.9	1.3	20.7	14.7	0	15	5	0.2	10	24	0.6	10.9	9.1	0.4	17.1	10.7	0	2.7	6.7	1	20	15
13 - 49001 - TEMPLE PL @ WASHINGTON ST	0	1.5	6.5	0	0	14.7	0	0	5	0	10	14	0	5.9	5.8	0	0.9	9.8	0	2	6	0	1	14
Maximum			31			44.3			20			47			32.1			41.2			14.3			49
Total	42.5	37		59.1	44.3		23	18		58.6	44.6		45.9	43.9		59.6	50.1		20.9	16.3		64	50	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	10:22 (749.0)(B076) [4] {FA16}			10:28 (749.0)(B078) [17] {FA16}			10:37 (749.0)(B071) [27] {FA16}			10:48 (749.0)(B072) [4] {FA16}			10:58 (749.0)(B074) [1] {FA16}			11:04 (749.0)(B076) [2] {FA16}			11:13 (749.0)(B078) [15] {FA16}			11:24 (749.0)(B071) [25] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	15	0	15	23.4	0	23.4	18.1	0	18.1	26.8	0.5	26.8	18	0	18	8.5	0	8.5	17.9	0	17.9	17.8	0	17.8
2 - 3 - WASHINGTON ST @ MELNEA CASS B	3.8	0.5	18.3	2.8	0.6	25.5	1.7	0.7	19.1	1.3	0.3	27.8	0	0	18	1	0.5	9	1.9	0.5	19.2	2.1	0.6	19.4
3 - 4 - WASHINGTON ST @ LENOX ST	4.3	1.5	21	2.8	2.1	26.2	1.8	1.6	19.3	2	2.4	22	1	2	17	0	0.5	8.5	1.5	1.3	19.4	1.3	1.4	19.3
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	1.3	2	20.3	5.9	2.4	29.8	3.9	1.9	21.3	7.3	2.3	32.3	2	0	19	8	1.5	15	7.3	1.2	25.5	5.2	1.9	22.6
5 - 1787 - WASHINGTON ST @ WORCESTER ST	1	3	18.3	2.7	1.1	31.4	1.9	1.8	21.4	2.3	2	32.5	2	0	21	2.5	0.5	17	1.7	1	26.2	3.7	0.8	25.4
6 - 1788 - WASHINGTON ST @ E NEWTON ST	3.8	2.3	19.8	4.2	2.1	33.5	4.9	1.4	24.9	4.8	2.5	34.8	1	0	22	4.5	0.5	21	5.3	1.7	29.9	7.4	1.9	30.9
7 - 5093 - WASHINGTON ST @ UNION PK	6.3	3.5	22.5	4.8	1.9	36.4	3.2	1.3	26.7	3.5	1.8	36.5	1	1	22	2.5	2	21.5	4.7	1.9	32.6	4.1	1.6	33.4
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	1	2.8	20.8	3.2	2.6	37.1	4.6	1.7	29.6	4.5	2.3	38.8	6	0	28	3	1	23.5	1.7	1.5	32.7	4.2	3	34.6
9 - 15095 - WASHINGTON ST @ HERALD ST	0.5	0.8	20.5	1.2	2	36.2	0.9	2	28.5	0.3	1	38	0	0	28	0	1	22.5	0.7	1.8	31.6	0.8	1.3	34.2
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	1	6.8	14.8	0.8	6.4	30.7	1.4	6.1	23.9	1.5	7	32.5	4	5	27	0.5	6	17	1.3	10.1	22.8	1	7.2	28
11 - 6567 - WASHINGTON ST @ ESSEX ST	1.3	2.3	13.8	2.4	7.6	25.5	1.9	5.6	20.5	2	9	25.5	3	0	30	0	2.5	14.5	1.1	5.5	18.5	2.8	8.1	22.8
12 - 11083 - NOT A STOP FOR ITINERARY	0	5.8	8.3	2.2	17.5	10.4	0.4	16	5.9	0.5	17.3	8.8	0	24	6	0	14	1	0.3	13.3	6.3	0.5	16	7.4
13 - 49001 - TEMPLE PL @ WASHINGTON ST	0	7.8	0.8	0	0.4	9.9	0	0.8	5.2	0	0	8.8	0	1	5	0	0	1	0	1.7	4.5	0	0.8	6.6
Maximum			22.5			37.1			29.6			38.8			30			23.5			32.7			34.6
Total	39.3	39.1		56.4	46.7		44.7	40.9		56.8	48.4		38	33		30.5	30		45.4	41.5		50.9	44.6	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	11:34 (749.0)(B072) [3] {FA16}			11:40 (749.0)(B074) [1] {FA16}			11:49 (749.0)(B076) [4] {FA16}			12:00 (749.0)(B078) [17] {FA16}			12:10 (749.0)(B071) [23] {FA16}			12:16 (749.0)(B072) [6] {FA16}			12:25 (749.0)(B074) [1] {FA16}			12:36 (749.0)(B076) [3] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	19	0	19	36	0	36	9.5	0	9.5	26.2	0	26.2	20.3	0	20.3	12.2	0	12.2	33	0	33	7.3	0	7.3
2 - 3 - WASHINGTON ST @ MELNEA CASS B	2	0	21	5	2	39	1	1	9.5	1.9	0.6	27.4	2.3	0.5	22.1	1.8	0.2	13.8	6	2	37	1.7	0.7	8.3
3 - 4 - WASHINGTON ST @ LENOX ST	2.7	0.7	23	6	0	45	0.3	0.8	9	1.7	1.5	27.6	1.9	2.1	21.8	0.8	1.2	13.5	8	1	44	3	0.3	11
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	4.7	2	25.7	8	3	50	2.8	0.5	11.3	5.6	1.6	31.7	4.9	2.3	24.4	4.2	0.3	17.3	6	9	41	2.3	1	12.3
5 - 1787 - WASHINGTON ST @ WORCESTER ST	1.3	0.3	26.7	1	1	50	1.5	0.3	12.5	3.6	1.5	33.8	2.7	1	26.2	2.5	1.7	18.2	0	2	39	1	1.3	12
6 - 1788 - WASHINGTON ST @ E NEWTON ST	8	1	33.7	13	3	60	1.3	0	13.8	6.2	2.5	37.5	4.3	1.8	28.7	3.5	1	20.7	8	6	41	4.3	3	13.3
7 - 5093 - WASHINGTON ST @ UNION PK	13.7	2.3	45	5	6	59	2	1	14.8	3.8	1.9	39.4	2.3	1	30	2.7	1	22.3	11	5	47	4.3	0.3	17.3
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	3.7	2	46.7	10	3	66	0	0.5	14.3	4.8	1.9	42.2	3.7	2.4	31.3	4	1.2	25.2	3	4	46	2	2	17.3
9 - 15095 - WASHINGTON ST @ HERALD ST	1.7	2	46.3	3	0	69	0.3	0.3	14.3	1.1	2.5	40.8	1.5	2	30.9	0.5	0.8	24.8	0	4	42	0.7	0.3	17.7
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	3.3	10.7	39	0	7	62	2	3.8	12.5	1.5	8.2	34.1	1.5	6.2	26.2	0.7	4.3	21.2	1	11	32	2	4.7	15
11 - 6567 - WASHINGTON ST @ ESSEX ST	4	11	32	1	21	42	6	4.8	13.8	4.8	8.2	30.6	2.4	5.9	22.7	2.5	6.8	16.8	6	10	28	1.3	3.3	13
12 - 11083 - NOT A STOP FOR ITINERARY	1	25.7	7.3	3	24	21	0.3	7.8	7	1.9	20.4	12.5	1.5	16	8.3	0.3	13.8	3.5	2	19	11	0	6	7
13 - 49001 - TEMPLE PL @ WASHINGTON ST	0	0.3	7	0	2	19	0	1.5	5.8	0	2.4	10.4	0	0.9	7.4	0	0.2	3.3	0	1	10	0	2.7	5
Maximum			46.7			69			14.8			42.2			31.3			25.2			47			17.7
Total	65.1	58		91	72		27	22.3		63.1	53.2		49.3	42.1		35.7	32.5		84	74		29.9	25.6	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	12:46 (749.0)(B078) [11] {FA16}			12:52 (749.0)(B079) [3] {FA16}			13:02 (749.0)(B071) [28] {FA16}			13:11 (749.0)(B072) [6] {FA16}			13:16 (749.0)(B074) [1] {FA16}			13:26 (749.0)(B076) [4] {FA16}			13:35 (749.0)(B078) [16] {FA16}			13:40 (749.0)(B079) [3] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	19	0	19	12	0	12	22.7	0	22.7	25.2	0	25.2	0	0	0	22.3	0	22.3	15.4	0	15.4	24.7	0	24.7
2 - 3 - WASHINGTON ST @ MELNEA CASS B	2	0.6	20.4	2.7	0.7	14	2.9	0.8	24.7	2.5	1.8	25.8	6	0	6	1.3	0.8	22.8	2.6	0.8	17.3	4	1	27.7
3 - 4 - WASHINGTON ST @ LENOX ST	1.3	2	19.6	0.8	1.3	10	1.6	1.9	24.4	1	2.5	24.3	4	0	10	0.5	2.3	21	1.1	1.4	16.9	1.3	3.7	25.3
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	3.5	1.5	21.6	4	2	15.3	5.3	2.5	27.2	3.2	1.3	26.2	14	0	24	1.8	1.3	21.5	4.3	1.3	19.9	3.3	2.3	26.3
5 - 1787 - WASHINGTON ST @ WORCESTER ST	2.2	0.8	23	7.7	0.3	22.7	2.6	1.5	28.3	3.8	3	27	4	0	28	2.3	1.5	22.3	1.6	0.8	20.8	2.3	1.7	27
6 - 1788 - WASHINGTON ST @ E NEWTON ST	2.7	2.1	23.6	10.3	3	30	5.4	3.1	30.6	4.3	2.2	29.2	0	2	26	2	1.3	23	4.4	1.9	23.3	4.7	2.3	29.3
7 - 5093 - WASHINGTON ST @ UNION PK	1.6	0.6	24.6	6.7	0.7	36	3.9	1.1	33.4	5	1.7	32.5	10	3	33	1.8	1.5	23.3	2.1	1.1	24.3	2.7	1.7	30.3
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	2	1.6	25	4.7	0.3	40.3	3.3	2.6	34.1	5	2.7	34.8	2	2	33	2.8	3	23	2.6	2	24.9	3	4	29.3
9 - 15095 - WASHINGTON ST @ HERALD ST	1.5	1	25.5	1.3	1.3	40.3	1.1	2.3	32.9	1.2	0.5	35.5	1	0	34	1	1.8	22.3	0.6	0.9	24.6	2.3	2	29.7
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	1.2	3.7	23	1	11	30.3	1	6.5	27.4	0.8	8.3	28	0	10	24	0.8	3.8	19.3	1.1	5.6	20.1	0.3	9.3	20.7
11 - 6567 - WASHINGTON ST @ ESSEX ST	2.4	4.1	21.3	2.3	9.3	23.3	2.9	6.6	23.8	3.7	5.5	26.2	7	7	24	3.8	2.8	20.3	2.2	3.9	18.4	1	3.7	18
12 - 11083 - NOT A STOP FOR ITINERARY	0.3	15.1	6.5	0.3	12	11.7	1.5	15.5	10.7	0	20.3	7	0	7	17	1.3	12.5	9	0.1	12	6.8	0	6.7	11.3
13 - 49001 - TEMPLE PL @ WASHINGTON ST	0	1.3	5.5	0	5.7	6	0	1.8	9	0	1	6.2	0	0	17	0	0.8	8.3	0	1.6	5.1	0	5.3	6.7
Maximum			25.5			40.3			34.1			35.5			34			23.3			24.9			30.3
Total	39.7	34.4		53.8	47.6		54.2	46.2		55.7	50.8		48	31		41.7	33.4		38.1	33.3		49.6	43.7	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	Trip (RouteVar)(Block) [Observations]																							
	13:50 (749.0)(B071) [27] {FA16}			13:59 (749.0)(B072) [5] {FA16}			14:04 (749.0)(B074) [1] {FA16}			14:14 (749.0)(B076) [3] {FA16}			14:23 (749.0)(B078) [13] {FA16}			14:28 (749.0)(B079) [1] {FA16}			14:38 (749.0)(B071) [27] {FA16}			14:47 (749.0)(B072) [6] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	20.2	0	20.2	27.6	0	27.6	47	0	47	28.7	0	28.7	22.5	0	22.5	9	0	9	28.7	0	28.7	28.7	0	28.7
2 - 3 - WASHINGTON ST @ MELNEA CASS B	2.6	0.9	21.9	2.2	0	29.8	4	0	51	2.3	1.3	29.7	2.3	0.8	23.9	1	0	10	4	1.1	31.6	4.5	1.2	32
3 - 4 - WASHINGTON ST @ LENOX ST	1.3	1.9	21.3	1.6	1.6	29.8	1	3	49	0.7	2.7	27.7	0.5	1.4	23.1	0	3	7	2	2.3	31.3	4.2	2.3	33.8
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	2.9	1.7	22.5	4	0.6	33.2	6	0	55	6.7	2.3	32	1.8	2.2	22.8	3	0	10	4.6	2.1	33.7	3.8	1.7	36
5 - 1787 - WASHINGTON ST @ WORCESTER ST	1.4	1.3	22.7	3.8	1.8	35.2	7	3	59	2.7	1.7	33	2.8	2	23.6	0	0	10	3.8	2.5	35	4.5	1.8	38.7
6 - 1788 - WASHINGTON ST @ E NEWTON ST	3.9	3.1	23.5	4.8	5	35	13	5	67	4	2	35	3.8	3.4	24.1	1	2	9	5.7	5.3	35.4	6.2	5	39.8
7 - 5093 - WASHINGTON ST @ UNION PK	2.9	1.2	25.2	3.2	2.6	35.6	10	2	75	4.7	0	39.7	2.3	1.4	25	0	0	9	10.4	2.4	43.4	10.8	2	48.7
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	2.2	2.6	24.8	3.2	4.4	34.4	8	3	80	2.7	3.3	39	1.9	3	23.9	0	1	8	4.6	4.5	43.6	6.2	2.3	52.5
9 - 15095 - WASHINGTON ST @ HERALD ST	0.8	0.7	24.9	0.8	1.2	34	0	1	79	0	1	38	1.4	0.9	24.4	1	0	9	1.4	1.1	44.7	1.8	3.3	51
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	1	5.6	20.3	1.6	11.2	24.4	0	14	65	1.3	14	25.3	1.2	6.7	18.9	0	2	7	1.5	13.1	33.1	1.2	14.7	37.5
11 - 6567 - WASHINGTON ST @ ESSEX ST	3	4.9	18.4	3.2	8.6	19	3	10	58	2.7	5.3	22.7	3.2	3.9	18.2	4	3	8	4.4	5.4	31.6	5.3	5.7	37.2
12 - 11083 - NOT A STOP FOR ITINERARY	0.3	12.5	6.6	0.8	16.6	4	0	41	17	0	3	20	0.3	13.8	5	0	4	4	1.1	21.2	12.3	0.3	22.8	14.7
13 - 49001 - TEMPLE PL @ WASHINGTON ST	0	1	5.6	0	0.6	3.6	0	0	17	0	18.3	2.7	0	1	4.1	0	0	4	0	2.4	9.9	0	1	13.7
Maximum			25.2			35.6			80			39.7			25			10			44.7			52.5
Total	42.5	37.4		56.8	54.2		99	82		56.5	54.9		44	40.5		19	15		72.2	63.4		77.5	63.8	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	14:52 (749.0)(B074) [1] {FA16}			15:01 (749.0)(B075) [9] {FA16}			15:05 (749.0)(B076) [4] {FA16}			15:14 (749.0)(B078) [15] {FA16}			15:22 (749.0)(B079) [4] {FA16}			15:27 (749.0)(B080) [2] {FA16}			15:35 (749.0)(B071) [27] {FA16}			15:44 (749.0)(B072) [6] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	69	0	69	22.4	0	22.4	12.3	0	12.3	15.9	0	15.9	23.3	0	23.3	6.5	0.5	6.5	22	0	22	25	0	25
2 - 3 - WASHINGTON ST @ MELNEA CASS B	5	0	74	3.6	0.3	25.7	1.3	0.3	13.3	2.7	0.4	18.2	4.3	0.8	26.8	1	0.5	7	2.9	0.6	24.3	3.7	0.8	27.8
3 - 4 - WASHINGTON ST @ LENOX ST	4	7	71	1.4	2	25.1	0.5	0.8	13	1	1.1	18.1	1.3	2.3	25.8	0.5	0.5	7	1.4	2	23.8	2.3	2.2	28
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	8	6	73	3.3	2.3	26.1	1.5	0	14.5	3.7	1.2	20.6	5.5	2.5	28.8	2.5	0	9.5	4.6	1.5	26.9	5.2	2.3	30.8
5 - 1787 - WASHINGTON ST @ WORCESTER ST	4	3	74	3.3	1.2	28.2	1.3	1.3	14.5	3.3	0.7	23.2	4.5	1	32.3	1	0	10.5	5.3	1.6	30.6	4.2	1.3	33.7
6 - 1788 - WASHINGTON ST @ E NEWTON ST	14	27	61	6.2	2.1	32.3	1.8	3.3	13	4.3	3.5	24	13.5	4.3	41.5	7	1	16.5	8.7	3.1	36.3	8.3	3.8	38.2
7 - 5093 - WASHINGTON ST @ UNION PK	8	2	67	7.7	2.6	37.4	3.5	1.8	14.8	4.7	1.5	27.2	6	2.5	45	1	0	17.5	4.6	1.4	39.5	4.7	1.3	41.5
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	9	0	76	3.4	4	36.9	1.3	1.8	14.3	2.7	1.5	28.4	1.5	2	44.5	2.5	1.5	18.5	3.6	3.1	40	4.8	3.7	42.7
9 - 15095 - WASHINGTON ST @ HERALD ST	5	4	77	1.2	3	35.1	1.3	0	15.5	1.3	1.8	27.9	2	1.5	45	0	0	18.5	0.8	2.1	38.6	3.8	4.2	42.3
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	1	14	64	0.4	11.6	24	0	5.3	10.3	1.7	6.3	23.2	2	9.8	37.3	1	3	16.5	1.9	11.7	28.8	0.8	13	30.2
11 - 6567 - WASHINGTON ST @ ESSEX ST	2	11	55	2	4.9	21.1	0.3	2.8	7.8	3	6	20.2	3	5.5	34.8	2	4	14.5	2.9	5.3	26.5	2	5.7	26.5
12 - 11083 - NOT A STOP FOR ITINERARY	1	29	27	0.6	13.2	8.9	1.8	5	4.5	0.3	14.1	6.3	1.8	26.8	9.8	0.5	12.5	2.5	0.6	17.9	9.4	0.3	20.8	6
13 - 49001 - TEMPLE PL @ WASHINGTON ST	0	0	27	0	3.4	5.7	0	2.3	2.3	0	0.6	5.7	0	2.8	7	0	0	2.5	0	1.8	7.6	0	0.2	5.8
Maximum			77			37.4			15.5			28.4			45			18.5			40			42.7
Total	130	103		55.5	50.6		26.9	24.7		44.6	38.7		68.7	61.8		25.5	23.5		59.3	52.1		65.1	59.3	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	15:48 (749.0)(B074) [1] {FA16}			15:56 (749.0)(B075) [9] {FA16}			16:01 (749.0)(B076) [4] {FA16}			16:10 (749.0)(B078) [16] {FA16}			16:18 (749.0)(B079) [4] {FA16}			16:22 (749.0)(B080) [2] {FA16}			16:31 (749.0)(B071) [27] {FA16}			16:39 (749.0)(B072) [6] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	0	0	0	15	0	15	18.5	0	18.5	22.3	0	22.3	17.3	0	17.3	17.5	0	17.5	14.6	0	14.6	22	0	22
2 - 3 - WASHINGTON ST @ MELNEA CASS B	8	0	8	1	0.2	15.8	1.3	1	18.8	2.3	0.6	23.9	4.5	1.5	20.3	2	0.5	19	2.8	0.3	17.1	2.3	0.8	23.5
3 - 4 - WASHINGTON ST @ LENOX ST	3	0	11	0.4	1.3	14.9	1.5	1.5	18.8	1.2	2.3	22.9	3	1.5	21.8	0	2.5	16.5	2	1.8	17.3	2.3	3.3	22.5
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	4	1	14	2.6	0.6	16.9	4.5	1.3	22	4	2.2	24.7	5.8	1.5	26	4	1	19.5	2.6	1.2	18.7	3.3	3	22.8
5 - 1787 - WASHINGTON ST @ WORCESTER ST	6	0	20	2.1	1.2	17.8	3.5	1.5	24	3.2	1.1	26.8	6.3	1	31.3	8	1.5	26	5.1	1.1	22.7	7.3	2.7	27.5
6 - 1788 - WASHINGTON ST @ E NEWTON ST	10	3	27	6.4	2.9	21.3	8.5	4.8	27.8	6.9	2.8	30.8	10	2.5	38.8	11.5	0	37.5	11.2	2.6	31.3	6.5	2.3	31.7
7 - 5093 - WASHINGTON ST @ UNION PK	7	0	34	2.2	1.7	21.9	9	1.5	35.3	4.1	1.6	33.4	4.8	1.5	42	5	1	41.5	6	1.6	35.7	2.5	1.8	32.3
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	5	1	38	7	2.6	26.3	7.5	4.3	38.5	4.1	2.1	35.4	3.3	3	42.3	5	2	44.5	3.7	2.7	36.7	3.2	3.5	32
9 - 15095 - WASHINGTON ST @ HERALD ST	2	0	40	0.7	1.3	25.7	1.3	0.8	39	1.5	1	35.9	0.8	0.8	42.3	0.5	0.5	44.5	1.7	2.9	35	0.8	0.7	32.2
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	5	14	31	0.4	7.8	18.3	1	16.3	23.8	1.3	9.1	28.1	2.3	10.8	33.8	1	10.5	35	1.3	11.7	25.5	1.2	12.3	21
11 - 6567 - WASHINGTON ST @ ESSEX ST	5	4	32	1.7	3.4	16.6	1.5	7.8	17.5	3.8	5.6	26.3	3.3	6.3	30.8	5	3	37	3.9	6	23.4	2.5	6.3	17.2
12 - 11083 - NOT A STOP FOR ITINERARY	0	21	11	0.7	14.2	4.8	0	10.5	7.8	0.5	16.5	10.4	1.8	17.5	15	0.5	16	21.5	0.5	17.1	7.1	1.3	11.8	6.7
13 - 49001 - TEMPLE PL @ WASHINGTON ST	0	0	11	0	0.3	4.4	0	8.5	1.5	0	2.2	8.6	0	1.5	13.5	0	0	21.5	0	1.1	6.4	0	1.5	5.2
Maximum			40			26.3			39			35.9			42.3			44.5			36.7			32.3
Total	55	44		40.2	37.5		58.1	59.8		55.2	47.1		63.2	49.4		60	38.5		55.4	50.1		55.2	50	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	16:44 (749.0)(B074) [1] {FA16}			16:52 (749.0)(B075) [9] {FA16}			17:01 (749.0)(B076) [4] {FA16}			17:05 (749.0)(B078) [14] {FA16}			17:13 (749.0)(B079) [3] {FA16}			17:18 (749.0)(B080) [2] {FA16}			17:27 (749.0)(B071) [26] {FA16}			17:35 (749.0)(B072) [6] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	26	0	26	22.3	0	22.3	17.3	0	17.3	11.8	0	11.8	6.7	0	6.7	7	0	7	16.5	0	16.5	10.5	0	10.5
2 - 3 - WASHINGTON ST @ MELNEA CASS B	3	0	29	2.2	0.2	24.3	5	1	21.3	2.2	0.5	13.5	2	0	8.7	0.5	1	6.5	2	0.4	18	2.3	0.2	12.7
3 - 4 - WASHINGTON ST @ LENOX ST	0	4	25	1.1	2.8	22.7	2	2.8	20.5	1.6	1.2	13.9	1.3	0	10	1	0.5	7	2.9	2.5	18.5	2.2	1.2	13.7
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	9	0	34	4.4	2.1	25	4	1	23.5	5.1	1.1	18	2.3	1.7	10.7	3.5	0	10.5	3.7	0.9	21.2	4.2	2	15.8
5 - 1787 - WASHINGTON ST @ WORCESTER ST	3	0	37	3.3	1.4	26.9	2.5	0.8	25.3	5.5	0.6	22.9	3	0.3	13.3	0.5	1	10	3.9	1.1	24	3.5	0.7	18.7
6 - 1788 - WASHINGTON ST @ E NEWTON ST	7	2	42	8.8	3.8	31.9	7.5	1.3	31.5	12.9	2.1	33.7	4.3	2	15.7	3.5	1.5	12	8.5	2.6	30	6.5	2.8	22.3
7 - 5093 - WASHINGTON ST @ UNION PK	9	0	51	6.2	1.9	36.2	4.5	0.8	35.3	4.9	1.6	37	4	0.7	19	5.5	1.5	16	6.7	1.7	35	5	2	25.3
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	8	7	52	6.1	4.4	37.9	2.5	1.8	36	6.9	3.6	40.4	3	1.7	20.3	4.5	1	19.5	4.3	2.3	37	3.7	1.7	27.3
9 - 15095 - WASHINGTON ST @ HERALD ST	4	0	56	2	1	38.9	0.5	0.5	36	1.1	2.1	39.4	0.3	0	20.7	0	0.5	19	1.3	1.9	36.4	2.8	1.3	28.8
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	1	15	42	1.6	11.7	28.8	3.8	9	30.8	1.6	17.1	23.9	0	7.3	13.3	1	5	15	1.5	12.3	25.6	0.8	11.3	18.3
11 - 6567 - WASHINGTON ST @ ESSEX ST	0	6	36	5.6	6.6	27.8	3.5	9	25.3	1.9	7.6	18.1	2	3.3	12	0	4	11	3.1	6.6	22.1	2.8	5.2	16
12 - 11083 - NOT A STOP FOR ITINERARY	0	20	16	1.4	15.3	14.3	0.3	17.3	8.3	1.6	11.1	8.8	0.7	9.7	3	0	9	2	0.7	16.8	7	0	12.8	4.8
13 - 49001 - TEMPLE PL @ WASHINGTON ST	0	0	16	0	1.6	13.4	0	0.8	7.5	0	0.6	8.2	0	1.7	2.3	0	0	2	0	1.2	6	0	3	2.8
Maximum			56			38.9			36			40.4			20.7			19.5			37			28.8
Total	70	54		65	52.8		53.4	46.1		57.1	49.2		29.6	28.4		27	25		55.1	50.3		44.3	44.2	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	17:39 (749.0)(B074) [1] {FA16}			17:48 (749.0)(B075) [6] {FA16}			17:56 (749.0)(B076) [4] {FA16}			18:01 (749.0)(B078) [15] {FA16}			18:09 (749.0)(B079) [3] {FA16}			18:18 (749.0)(B080) [3] {FA16}			18:23 (749.0)(B071) [25] {FA16}			18:31 (749.0)(B072) [6] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	14	0	14	14.3	0	14.3	17.5	0	17.5	9.4	0	9.4	8.3	0	8.3	7	0	7	10.1	0	10.1	11.7	0	11.7
2 - 3 - WASHINGTON ST @ MELNEA CASS B	0	6	8	1.5	0	15.8	0.8	0	18.3	1.9	0.5	10.8	0.7	0	9	2.3	0.3	9	0.9	0.4	10.6	1.5	0.2	13
3 - 4 - WASHINGTON ST @ LENOX ST	0	1	7	0.7	1.5	15	0.5	2.3	16.5	0.8	1	10.6	1.3	1.7	8.7	2	1	10	1.3	1.8	10.2	1.3	2.3	12
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	3	0	10	1.7	1	15.7	1.5	1.3	16.8	1.1	0.4	11.3	1.7	0	10.3	0.7	0	10.7	1.4	0.6	11	4.2	1.5	14.7
5 - 1787 - WASHINGTON ST @ WORCESTER ST	4	0	14	2.2	0	17.8	2.8	0.8	18.8	1.3	0.7	11.9	1.7	0.3	11.7	1.7	1	11.3	1.2	0.8	11.4	2.8	0.8	16.7
6 - 1788 - WASHINGTON ST @ E NEWTON ST	4	1	17	4.5	1.8	20.5	2.8	4	17.5	4.5	1.1	15.3	3.7	0	15.3	3	0.7	13.7	2.1	1.7	11.8	6.2	0.3	22.5
7 - 5093 - WASHINGTON ST @ UNION PK	2	0	19	3.7	0.8	23.3	2.5	0.5	19.5	2.9	0.8	17.4	2.7	2	16	7.7	3.7	17.7	2.5	1.2	13.1	6.2	0.7	28
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	3	1	21	2.5	1.5	24.3	1.3	2.5	18.3	2.5	1.5	18.4	3.7	2.7	17	4.7	2.3	20	2.5	1.6	14	2.7	2.5	28.2
9 - 15095 - WASHINGTON ST @ HERALD ST	0	0	21	0.7	0.8	24.2	0.3	0.3	18.3	0.3	0.9	17.8	0.7	0.7	17	0	0.3	19.7	0.6	0.6	14	1.2	1	28.3
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	0	7	14	1.8	7.5	18.5	2.5	5	15.8	0.6	4.9	13.5	0.7	5	12.7	1	5	15.7	0.6	4.6	10	0.5	11	17.8
11 - 6567 - WASHINGTON ST @ ESSEX ST	0	1	13	2	3.2	17.3	0.3	2.8	13.3	0.7	2.3	11.9	1.3	4.7	9.3	0.7	3.7	12.7	0.6	1.8	8.7	1.3	6	13.2
12 - 11083 - NOT A STOP FOR ITINERARY	0	11	2	0.3	12.5	5.3	0.8	7.3	6.8	0.1	8.9	4.1	0	5	5.7	0	7.3	5.3	0	6	3	0.2	9.8	4.5
13 - 49001 - TEMPLE PL @ WASHINGTON ST	0	1	1	0	1.5	4.8	0	0.5	6.3	0	2	2.9	0	5	3	0	0.3	5	0	1.6	2	0	0.3	4.2
Maximum			21			24.3			19.5			18.4			17			20			14			28.3
Total	30	29		35.9	32.1		33.6	27.3		26.1	25		26.5	27.1		30.8	25.6		23.8	22.7		39.8	36.4	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	18:35 (749.0)(B074) [1] {FA16}			18:43 (749.0)(B075) [6] {FA16}			18:51 (749.0)(B076) [3] {FA16}			18:56 (749.0)(B078) [16] {FA16}			19:04 (749.0)(B079) [3] {FA16}			19:14 (749.0)(B080) [3] {FA16}			19:20 (749.0)(B071) [21] {FA16}			19:30 (749.0)(B074) [1] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	6	0	6	10.8	0	10.8	6	0	6	6.4	0	6.4	7.7	0	7.7	8	0	8	7.8	0	7.8	6	0	6
2 - 3 - WASHINGTON ST @ MELNEA CASS B	0	0	6	0.8	0.2	11.5	0	0.3	5.7	0.5	0.5	6.4	0.7	0	8.3	1.3	1.7	7.7	0.9	0.5	8.2	0	0	6
3 - 4 - WASHINGTON ST @ LENOX ST	1	0	7	0.2	0.3	11.3	0.3	1	5	0.4	0.9	5.9	2	1.3	9	0	1.7	6	1.2	1.2	8.2	0	4	2
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	1	0	8	1.3	0.7	12	1	0.3	5.7	1.9	0.7	7.1	0	0.7	8.3	2.3	1.7	6.7	1.8	0.8	9.3	1	1	2
5 - 1787 - WASHINGTON ST @ WORCESTER ST	0	1	7	0.2	0.2	12	0	0	5.7	0.9	0.1	7.9	0.7	0	9	2.3	0.3	8.7	1	0.3	10	0	0	2
6 - 1788 - WASHINGTON ST @ E NEWTON ST	3	0	10	2	2.2	11.8	0.3	1	5	2.3	0.7	9.5	4	0	13	1.7	1	9.3	3.2	1.3	11.9	0	0	2
7 - 5093 - WASHINGTON ST @ UNION PK	0	4	6	1	1.3	11.5	7	0.7	11.3	1.1	0.4	10.2	1.3	0.3	14	0.7	0	10	1.3	1	12.3	0	0	2
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	2	1	7	1.7	1.7	11.5	1.3	0.7	12	1.9	1	11.1	0.7	1.3	13.3	1	1.3	9.7	1.3	1.4	12.2	0	1	1
9 - 15095 - WASHINGTON ST @ HERALD ST	0	0	7	0	0	11.5	0	0	12	0.1	0	11.2	0	0	13.3	0.3	0.3	9.7	0.2	0.4	12	0	0	1
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	0	0	7	0	2.2	9.3	3.3	4.3	11	0.3	2.9	8.7	0.3	4.3	9.3	0	1.7	8	1.1	4.1	9	0	0	1
11 - 6567 - WASHINGTON ST @ ESSEX ST	0	2	5	0.3	1.8	7.8	0.3	6.3	5	0.6	1.6	7.6	1	6.3	4	1	2	7.3	0.6	2.6	7.1	0	1	0
12 - 11083 - NOT A STOP FOR ITINERARY	0	6	0	0	4.7	3.2	0	4.7	1.3	0.3	5.2	2.9	0	8.3	0	0.3	6.7	2.7	0.1	5.5	2.5	0	0	0
13 - 49001 - TEMPLE PL @ WASHINGTON ST	0	1	0	0	1.7	1.5	0	0	1.3	0	1	2.1	0	0.3	0	0	3	2.3	0	0.4	2.1	0	0	0
Maximum			10			12			12			11.2			14			10			12.3			6
Total	13	15		18.3	17		19.5	19.3		16.7	15		18.4	22.8		18.9	21.4		20.5	19.5		7	7	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	19:35 (749.0)(B075) [6] {FA16}			19:46 (749.0)(B079) [3] {FA16}			19:52 (749.0)(B080) [7] {FA16}			20:02 (749.0)(B071) [20] {FA16}			20:08 (749.0)(B074) [1] {FA16}			20:22 (749.0)(B079) [4] {FA16}			20:29 (749.0)(B080) [8] {FA16}			20:41 (749.0)(B071) [22] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	5	0	5	6.7	0	6.7	4.9	1.1	4.9	6.9	0	6.9	4	0	4	3.5	0	3.5	4	0	4	4.9	0	4.9
2 - 3 - WASHINGTON ST @ MELNEA CASS B	1	0	6	0	0	6.7	1.4	0	6.3	0.7	0.2	7.3	1	0	5	1.3	0	4.8	0.4	0	4.4	0.1	0	5
3 - 4 - WASHINGTON ST @ LENOX ST	0.2	0.5	5.7	0.3	0.7	6.3	0.1	0.5	5.4	0.2	0.7	6.8	0	0	5	0.8	0.3	5.3	0.4	0.4	4.4	0.3	0.6	4.6
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	1.3	0.3	6.7	1.7	0.7	7.3	0.8	0.8	5.8	1.4	0.4	7.8	0	2	3	3.3	0	8.5	0.5	0.4	4.5	1.2	0.3	5.5
5 - 1787 - WASHINGTON ST @ WORCESTER ST	0.5	0.2	7	0.7	0.7	7.3	0.6	0	7.1	0.6	0.3	8.1	0	0	3	0.8	0	9.3	0.3	0.1	4.6	0.6	0.3	5.9
6 - 1788 - WASHINGTON ST @ E NEWTON ST	1.2	0.8	7.3	0.3	0.7	7	0.1	0.6	6.7	1.6	1.1	8.6	1	1	3	2.3	0.3	11.3	1.3	0.9	5	1.5	0.4	7
7 - 5093 - WASHINGTON ST @ UNION PK	0	0.7	6.7	2.3	1.3	8	1.1	0.4	7.4	0.7	0.8	8.6	2	1	4	0.8	0	12	0.8	0.4	5.4	1	0.5	7.5
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	0.2	0.2	6.7	1.7	1	8.7	1.4	1	7.9	0.8	0.6	8.8	1	0	5	0.5	0.3	12.3	0.8	0.4	5.8	0.6	0.2	7.9
9 - 15095 - WASHINGTON ST @ HERALD ST	0	0	6.7	1	0	9.7	0.1	0.7	7.3	0.1	0.2	8.6	1	1	5	0.3	0.3	12.3	0.6	0.1	6.3	0.2	0.4	7.8
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	0.3	0.7	6.3	0	1.7	8	0.1	0.9	6.6	0.3	1.8	7.1	1	1	5	0.3	2.5	10	0.9	1.4	5.8	0.2	1.7	6.3
11 - 6567 - WASHINGTON ST @ ESSEX ST	0.5	2.3	4.5	0.3	2	6.3	0.7	2.3	5	2	2.8	6.4	0	0	5	0	4	6	0.3	2.8	3.3	0.5	1.8	5.1
12 - 11083 - NOT A STOP FOR ITINERARY	0	3	1.5	0	5.3	1.3	0.1	2.9	2.9	0.3	3.8	3	0	0	5	0	6	0	1.1	1.6	2.8	0	3	2.1
13 - 49001 - TEMPLE PL @ WASHINGTON ST	0	0	1.5	0	0.3	1.3	0	0	2.9	0	0.6	2.6	0	5	0	0	0	0	0	0.1	2.8	0	0.4	1.7
Maximum			7.3			9.7			7.9			8.8			5			12.3			6.3			7.9
Total	10.2	8.7		15	14.4		11.4	11.2		15.6	13.3		11	11		13.9	13.7		11.4	8.6		11.1	9.6	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	20:49 (749.0)(B081) [12] {FA16}			21:01 (749.0)(B082) [15] {FA16}			21:12 (749.0)(B080) [8] {FA16}			21:24 (749.0)(B081) [12] {FA16}			21:38 (749.0)(B082) [16] {FA16}			21:48 (749.0)(B080) [8] {FA16}			22:00 (749.0)(B081) [15] {FA16}			22:12 (749.0)(B082) [16] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	5.4	1.5	5.4	6.5	0	6.5	9.1	0	9.1	5.8	0	5.8	4.7	0	4.7	7.3	0	7.3	4.7	0	4.7	6.9	0	6.9
2 - 3 - WASHINGTON ST @ MELNEA CASS B	0.1	0.4	5.1	0.2	0.2	6.9	0.6	0	9.8	0.2	0	6	0.4	0.1	5	0.5	0	7.8	0.3	0	4.9	0.3	0	7.1
3 - 4 - WASHINGTON ST @ LENOX ST	0.3	0.8	5.4	0.2	0.5	6.6	0.6	0.9	9.5	0.7	0.8	5.9	0.3	0.5	4.8	0.8	0.8	7.8	0.5	0.1	5.3	0.1	0.4	6.8
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	1.7	0.6	6.5	2.1	0.7	8.4	2.1	1.1	10.5	1	0.5	6.4	0.6	0.4	5	1.9	0.1	9.5	0.9	0.3	5.9	1.1	0.8	7.2
5 - 1787 - WASHINGTON ST @ WORCESTER ST	0.4	0.5	6.4	1.1	0.4	9.1	0.4	0.5	10.4	0.7	0.3	6.8	0.3	0.1	5.2	1	0	10.5	0.6	0.1	6.5	0.9	0	8.1
6 - 1788 - WASHINGTON ST @ E NEWTON ST	1.2	1.1	6.5	1.6	1.2	9.5	1	1.4	10	0.8	0.6	7.1	1.1	0.6	5.6	1.9	1.6	10.8	2.3	0.4	8.3	2.9	0.5	10.6
7 - 5093 - WASHINGTON ST @ UNION PK	1.5	0.1	7.9	2.1	0.5	11.1	2.1	0.9	11.3	1.1	0.5	7.7	0.6	0	6.2	1.4	0.6	11.5	1.9	0.3	9.9	3.8	0.6	13.8
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	1.6	0.7	8.8	1	0.5	10.3	2.9	1.4	12.8	0.8	0.4	8.1	0.3	0.3	6.2	1.8	1.3	12	1.5	0.5	10.9	1.6	1.3	14.1
9 - 15095 - WASHINGTON ST @ HERALD ST	0.3	0.4	8.8	0.1	0.3	10.8	0	0.5	12.3	0.1	0.4	7.8	0	0.3	5.9	0	0.5	11.5	0	0.2	10.7	0	0.1	13.9
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	0.1	1.8	7	0.4	2.1	9.3	0.4	2.1	10.5	0	1.9	5.8	0.1	0.8	5.3	0.1	2.6	9	0.2	2.1	8.8	0.3	2.9	11.3
11 - 6567 - WASHINGTON ST @ ESSEX ST	0.5	2.4	5.2	0.4	2.8	6.9	0.9	4	7.4	1.7	2.8	4.7	0.5	1.2	4.6	0.1	3.1	6.4	0.3	4.8	4.3	0.3	4.8	6.8
12 - 11083 - NOT A STOP FOR ITINERARY	0.7	2.8	3.1	0	3.5	3.7	0	3.6	3.9	0.2	5	1.3	0.3	3.1	2.4	0.3	3.8	3.1	0	2.8	2	0	4.8	2.6
13 - 49001 - TEMPLE PL @ WASHINGTON ST	0	0.3	2.8	0	0.9	2.9	0	0	3.9	0	0.5	0.8	0	0.1	2.3	0	0.1	3	0	0.1	1.9	0	0.1	2.4
Maximum			8.8			11.1			12.8			8.1			6.2			12			10.9			14.1
Total	13.8	13.4		15.7	13.6		20.1	16.4		13.1	13.7		9.2	7.5		17.1	14.5		13.2	11.7		18.2	16.3	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	22:24 (749.0)(B083) [18] {FA16}			22:38 (749.0)(B081) [16] {FA16}			22:48 (749.0)(B084) [21] {FA16}			23:03 (749.0)(B083) [20] {FA16}			23:18 (749.0)(B084) [22] {FA16}			23:33 (749.0)(B083) [20] {FA16}			23:48 (749.0)(B084) [22] {FA16}			24:03 (749.0)(B083) [20] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	4.7	0.1	4.7	3.8	0	3.8	4.6	0	4.6	2.9	0	2.9	1.2	0	1.2	1.8	0	1.8	3.3	0	3.3	1.7	0	1.7
2 - 3 - WASHINGTON ST @ MELNEA CASS B	0.6	0.1	5.3	0	0.1	3.7	0	0	4.5	0.2	0.1	3	0.1	0	1.3	1.3	1.4	1.9	0	0	3.2	0	0	1.7
3 - 4 - WASHINGTON ST @ LENOX ST	0.4	0.1	5.9	0.6	0.2	4.1	0.4	0.2	4.7	0.1	0.2	3	0.1	0.1	1.3	0.3	0.1	2.1	0.2	0.3	3.1	0.1	0.1	1.6
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	1.1	0.6	6.4	0.7	0.4	4.4	0.7	0.8	4.6	0.3	0.4	3	0.2	0.2	1.4	0.2	0.4	1.9	0.1	0.1	3.1	0.3	0.4	1.5
5 - 1787 - WASHINGTON ST @ WORCESTER ST	0.4	0.3	6.6	0.9	0	5.3	1.1	0.1	5.6	0.3	0	3.3	0.9	0	2.2	1	0	2.9	1.3	0.1	4.4	0.4	0	1.9
6 - 1788 - WASHINGTON ST @ E NEWTON ST	1.3	0.9	6.9	0.6	0.5	5.4	0.6	0.9	5.4	2	0.4	4.8	1.3	0.1	3.3	5.8	0.3	8.4	1	0.2	5.1	0.8	0	2.6
7 - 5093 - WASHINGTON ST @ UNION PK	2.6	0.6	8.9	1.1	0.2	6.4	2.5	0.4	7.5	2.1	0.1	6.8	1.2	0.1	4.4	1.9	0.2	10.2	1.4	0.2	6.3	1	0	3.6
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	0.8	0.8	9.1	0.5	1.1	5.8	1.5	0.5	8.4	1.1	0.1	7.8	1.2	0.1	5.5	2.2	0.4	11.9	2.2	1.1	7.4	1	0.2	4.4
9 - 15095 - WASHINGTON ST @ HERALD ST	0.1	0.5	8.6	0.1	0.1	5.8	0.3	0	8.7	0.6	0.1	8.3	0.2	0	5.7	0	0.1	11.9	0.1	0	7.4	0.1	0.2	4.4
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	0.4	1.7	7.4	0.1	1.2	4.8	0.2	2.1	6.9	0.3	1.4	7.2	0.8	0.5	6	0	0.9	11	0.1	0.8	6.8	0	0.2	4.2
11 - 6567 - WASHINGTON ST @ ESSEX ST	1	4.1	4.4	0.1	1.9	2.9	0.4	4.3	3.2	0.3	3.6	4	0.1	2.9	3.2	0.3	8.5	3.5	0.9	4.2	3.7	0.3	1.4	3.1
12 - 11083 - NOT A STOP FOR ITINERARY	0.1	3.4	1.3	0	2.4	0.9	0	1.8	1.7	0.4	3.2	1.7	0.1	2.2	1.1	0.1	2.2	2.1	0	1.5	2.3	0.1	2.2	1.2
13 - 49001 - TEMPLE PL @ WASHINGTON ST	0	0.2	1.1	0	0.1	0.9	0	0.5	1.2	0	0.3	1.5	0	0	1.1	0	0.6	1.7	0	0	2.2	0	0.2	1.1
Maximum			9.1			6.4			8.7			8.3			6			11.9			7.4			4.4
Total	13.5	13.4		8.5	8.2		12.3	11.6		10.6	9.9		7.4	6.2		14.9	15.1		10.6	8.5		5.8	4.9	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu) - Inbound
Fall 2016
(Urban Transportation Associates)

	24:18 (749.0)(B084) [22] {FA16}			24:33 (749.0)(B083) [19] {FA16}			24:48 (749.0)(B084) [21] {FA16}			Total		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 64 - DUDLEY STATION	3.2	0	3.2	1	0	1	1.6	0	1.6	2132	3.7	2132
2 - 3 - WASHINGTON ST @ MELNEA CASS B	0	0	3.2	0.1	0	1.1	0.1	0	1.7	239.9	67.7	2305
3 - 4 - WASHINGTON ST @ LENOX ST	0	0	3.2	0	0	1.1	0.2	0.1	1.9	190.8	163.7	2326
4 - 5 - WASHINGTON ST @ MASSACHUSETTS	0.3	0.2	3.3	0.2	0.3	0.9	0.2	0.1	2	452	156.6	2633
5 - 1787 - WASHINGTON ST @ WORCESTER ST	0.2	0	3.5	0.2	0.1	1.1	0	0	2	326.9	120.5	2841
6 - 1788 - WASHINGTON ST @ E NEWTON ST	0.5	0	3.9	0.2	0.1	1.3	0.2	0	2.2	613.4	273.1	3181
7 - 5093 - WASHINGTON ST @ UNION PK	0.2	0	4.1	0.2	0.2	1.3	0	0.1	2.1	513.5	186.2	3508
8 - 5095 - WASHINGTON ST @ E BERKELEY ST	0.7	0.3	4.5	0.4	0.2	1.5	0.1	0.4	1.9	412.6	261.1	3665
9 - 15095 - WASHINGTON ST @ HERALD ST	0	0.1	4.5	0.1	0	1.6	0	0	1.9	96.2	142.8	3619
10 - 6565 - WASHINGTON ST @ TUFTS MED CTR	0.1	0.4	4.2	0.2	0.3	1.5	0	0.3	1.7	122.7	864.8	2879
11 - 6567 - WASHINGTON ST @ ESSEX ST	0	0.8	3.4	0.2	0.3	1.4	0.1	0.3	1.5	239.2	693.4	2428
12 - 11083 - NOT A STOP FOR ITINERARY	0	1	2.5	0	0.6	0.8	0	1	0.8	56.5	1591	946.2
13 - 49001 - TEMPLE PL @ WASHINGTON ST	0	0.2	2.3	0	0.1	0.8	0	0.4	0.5	0	245.2	728.7
Maximum			4.5			1.6			2.2			3665
Total	5.2	3		2.8	2.2		2.5	2.7		5396	4770	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu)- Outbound
Fall 2016
(Urban Transportation Associates)

	05:30 (749.0)(B071) [31] {FA16}			05:46 (749.0)(B074) [1] {FA16}			05:52 (749.0)(B078) [21] {FA16}			06:06 (749.0)(B071) [32] {FA16}			06:12 (749.0)(B073) [3] {FA16}			06:21 (749.0)(B074) [1] {FA16}			06:28 (749.0)(B078) [21] {FA16}			06:39 (749.0)(B071) [29] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 49001 - TEMPLE PL @ WASHINGTON ST	0.9	0	3.9	6	0	6	2.2	0	5	4.3	0	8.2	2.7	0	3.7	2	0	4	5.5	0	9.3	9.5	0	12.4
2 - 8279 - TREMONT ST @ BOYLSTON STATION	0.2	0	4.2	1	0	7	2.4	0.2	7.1	2.6	0.4	10.3	1	0	4.7	2	0	6	4.3	0.3	13.3	2.3	0.2	14.6
3 - 49002 - WASHINGTON ST @ TUFTS MED CTR	2.8	0.2	6.9	2	0	9	6	0.1	13	4.8	0.2	15	4	0.3	8.3	2	0	8	12.4	0.4	25.3	19.5	1.6	32.5
4 - 49003 - WASHINGTON ST @ HERALD ST	1.4	0.4	7.9	0	1	8	0.6	0.6	13	0.7	1.4	14.3	0.7	0.7	8.3	0	1	7	1.4	0.7	26	1	2	31.5
5 - 5098 - WASHINGTON ST @ E BERKELEY ST	2.6	0.7	9.8	1	0	9	1.5	0.5	14	1.8	1.1	15	4	0.7	11.7	1	0	8	5.7	3.9	27.8	3.5	5.1	30
6 - 5100 - WASHINGTON ST @ UNION PK	0.4	0.3	9.8	0	1	8	0.4	1.3	13.1	0.6	1.3	14.3	1	1.3	11.3	1	1	8	6	2.7	31.1	5.6	3.6	32
7 - 19402 - WASHINGTON ST @ W NEWTON ST	2	0.1	11.8	1	2	7	0.3	2.8	10.6	0.3	3.1	11.6	1	0.7	11.7	1	1	8	5.1	6.5	29.8	3	6.7	28.3
8 - 15176 - WASHINGTON ST @ WORCESTER ST	0.2	0.5	11.5	0	2	5	0.2	2.9	7.9	0.3	1.9	9.9	0.3	2.3	9.7	0	1	7	1.2	4.9	26.1	0.7	3.4	25.6
9 - 55 - WASHINGTON ST @ MASSACHUSETTS	0.3	1.6	10.2	0	0	5	0.5	1.3	7.2	0.3	0.7	9.5	0	0.3	9.3	0	0	7	3.2	1.3	28	1.1	1.2	25.4
10 - 60 - WASHINGTON ST @ LENOX ST	0.2	0.3	10.1	0	0	5	1.7	0.2	8.7	1.1	0.9	9.8	0.3	0.3	9.3	0	0	7	1.8	0.1	29.7	1.4	0.7	26.2
11 - 61 - WASHINGTON ST @ MELNEA CASS B	0	0.1	10	0	0	5	0	1.3	7.5	0	0.8	8.9	0	1	8.3	1	2	6	0.7	2.2	28.1	0.3	2.1	24.4
12 - 64 - DUDLEY STATION	0	10.8	0	0	5	0	0	9.1	0	0	9.5	0	0	9.3	0	0	6	0	0	29.1	0	0	25.6	0
Maximum			11.8			9			14			15			11.7			8			31.1			32.5
Total	11	15		11	11		15.8	20.3		16.8	21.3		15	16.9		10	12		47.3	52.1		47.9	52.2	

Massachusetts Bay Transportation Authority

Route SL5

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	06:48 (749.0)(B073) [5] {FA16}			06:57 (749.0)(B074) [1] {FA16}			07:05 (749.0)(B077) [4] {FA16}			07:14 (749.0)(B078) [20] {FA16}			07:18 (749.0)(B071) [29] {FA16}			07:25 (749.0)(B072) [3] {FA16}			07:32 (749.0)(B073) [3] {FA16}			07:36 (749.0)(B074) [1] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 49001 - TEMPLE PL @ WASHINGTON ST	6.4	0	10	5	0	5	9	0	13.5	10.8	0	12.8	4.3	0	7.3	2.3	0	2.3	7.3	0	12.7	0	0	5
2 - 8279 - TREMONT ST @ BOYLSTON STATION	3.4	0	13.4	1	0	6	0.3	0	13.8	2	0.2	14.5	1.8	0	9.1	0	0	2.3	1.7	0	14.3	0	0	5
3 - 49002 - WASHINGTON ST @ TUFTS MED CTR	2	1.2	14.2	10	0	16	10.3	1	23	20.9	0.8	34.6	6.7	0.3	15.5	5	0	7.3	3.3	0	17.7	2	0	7
4 - 49003 - WASHINGTON ST @ HERALD ST	0.6	0.4	14.4	0	1	15	0	1.5	21.5	1.2	1.2	34.6	0.3	0.2	15.6	0	0.3	7	0	0	17.7	0	1	6
5 - 5098 - WASHINGTON ST @ E BERKELEY ST	1.2	1.4	14.2	2	2	15	3.5	4.8	20.3	3.7	7.1	31.2	2.9	2.3	16.1	0.3	0.7	6.7	1	2	16.7	0	0	6
6 - 5100 - WASHINGTON ST @ UNION PK	2.4	0.8	15.8	0	0	15	1.5	7.5	14.3	3.9	7.1	28	2.7	2.9	15.9	0.3	0.7	6.3	1.3	0.7	17.3	0	0	6
7 - 19402 - WASHINGTON ST @ W NEWTON ST	2.2	1.8	16.2	0	4	11	1	2	13.3	1.8	6.3	23.4	0.7	3.8	12.8	2	2.7	5.7	1	5	13.3	0	1	5
8 - 15176 - WASHINGTON ST @ WORCESTER ST	0	1	15.2	1	0	12	0.5	3	10.8	1	5	19.4	0.2	1.6	11.4	0	0.3	5.3	0.7	1	13	0	0	5
9 - 55 - WASHINGTON ST @ MASSACHUSETTS	1	0.6	15.6	1	2	11	1.8	0.8	11.8	1.1	0.8	19.7	1.4	0.9	12	2.3	0.3	7.3	1.3	2	12.3	0	0	5
10 - 60 - WASHINGTON ST @ LENOX ST	0	0.6	15	0	1	10	1	0.8	12	0.8	1	19.6	0.8	1.1	11.7	0	0	7.3	0.7	1.3	11.7	2	0	7
11 - 61 - WASHINGTON ST @ MELNEA CASS B	0	0.2	14.8	0	0	10	0	1.5	10.5	0.2	1.5	18.2	0.1	1.1	10.7	0	0.7	6.7	0	1.3	10.3	0	0	7
12 - 64 - DUDLEY STATION	0	14.8	0	0	10	0	0	11.3	0	0	19.5	0	0	12.8	0	0	8.7	0	0	10.7	0	0	7	0
Maximum			16.2			16			23			34.6			16.1			7.3			17.7			7
Total	19.2	22.8		20	20		28.9	34.2		47.4	50.5		21.9	27		12.2	14.4		18.3	24		4	9	

Massachusetts Bay Transportation Authority

Route SL5

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	07:43 (749.0)(B076) [4] {FA16}			07:50 (749.0)(B077) [4] {FA16}			07:54 (749.0)(B078) [20] {FA16}			08:01 (749.0)(B071) [30] {FA16}			08:08 (749.0)(B072) [3] {FA16}			08:12 (749.0)(B073) [3] {FA16}			08:19 (749.0)(B074) [1] {FA16}			08:27 (749.0)(B076) [4] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 49001 - TEMPLE PL @ WASHINGTON ST	3	0	5.3	7.8	0	11.8	11.7	0	17.8	5.7	0	13.5	3.7	0	7.7	3.7	0	15.7	3	0	15	5.5	0	10
2 - 8279 - TREMONT ST @ BOYLSTON STATION	3.5	0	8.8	2.3	0	14	3.4	0.5	20.8	3.4	0.2	16.7	2.7	0.3	10	2.7	0.3	18	1	0	16	0.8	0	10.8
3 - 49002 - WASHINGTON ST @ TUFTS MED CTR	11	0.8	19	1.8	0.3	15.5	11.8	0.7	31.9	9.3	0.4	25.6	4.7	1	13.7	3	0	21	5	0	21	29	0.5	39.3
4 - 49003 - WASHINGTON ST @ HERALD ST	0.5	0.8	18.8	0.5	0.5	15.5	1.6	1.2	32.3	1.7	1.4	25.9	0.7	0.3	14	0.3	0	21.3	0	0	21	1.5	0.5	40.3
5 - 5098 - WASHINGTON ST @ E BERKELEY ST	2.3	2.5	18.5	0.5	1.8	14.3	2.6	3.9	31	3.3	3.2	26.1	1	4	11	0.3	1.7	20	4	2	23	4.5	6.5	38.3
6 - 5100 - WASHINGTON ST @ UNION PK	0.8	0.5	18.8	1	1	14.3	2.2	5.6	27.6	2	4.3	23.8	3.3	2.7	11.7	0.3	0	20.3	0	0	23	3.3	3.3	38.3
7 - 19402 - WASHINGTON ST @ W NEWTON ST	0.5	9.3	10.3	0.3	3.8	10.8	1	8.8	19.8	1.4	5.6	19.7	2.3	5	9	0	4	16.3	2	1	24	2.8	14.3	26.8
8 - 15176 - WASHINGTON ST @ WORCESTER ST	0.3	2.3	8.3	0.3	2	9	0.2	5.3	14.7	0.6	3.7	16.6	3	1.7	10.3	0	1.3	15	1	3	22	1.5	4.5	23.8
9 - 55 - WASHINGTON ST @ MASSACHUSETTS	0.8	1.5	7.5	1	1	9	1	1.2	14.5	0.7	1.2	16	1.3	0.7	11	0.3	0	15.3	1	1	22	0.3	1.8	22.3
10 - 60 - WASHINGTON ST @ LENOX ST	0.3	0.5	7.3	1.8	0.5	10.3	0.9	1	14.4	0.5	0.9	15.7	0.7	1.7	10	0.7	0.3	15.7	0	5	17	0.3	2.8	19.8
11 - 61 - WASHINGTON ST @ MELNEA CASS B	0.3	0.5	7	0	0	10.3	0.1	1	13.5	0.2	1.1	14.8	0.7	1.3	9.3	0.3	0.7	15.3	0	1	16	0	2	17.8
12 - 64 - DUDLEY STATION	0	7.3	0	0	10.3	0	0	15.3	0	0	16.3	0	0	12	0	0	15.3	0	0	16	0	0	18	0
Maximum			19			15.5			32.3			26.1			14			21.3			24			40.3
Total	23.3	26		17.3	21.2		36.5	44.5		28.8	38.3		24.1	30.7		11.6	23.6		17	29		49.5	54.2	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu)- Outbound
Fall 2016
(Urban Transportation Associates)

	08:32 (749.0)(B077) [4] {FA16}			08:38 (749.0)(B078) [17] {FA16}			08:46 (749.0)(B071) [26] {FA16}			08:50 (749.0)(B072) [1] {FA16}			08:55 (749.0)(B073) [5] {FA16}			09:02 (749.0)(B074) [1] {FA16}			09:13 (749.0)(B076) [5] {FA16}			09:22 (749.0)(B078) [12] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 49001 - TEMPLE PL @ WASHINGTON ST	7	0	9	6.4	0	15.3	7.9	0	15.2	3	0	5	14.2	0	28.4	2	0	3	11.6	0	17.6	10.2	0	16.7
2 - 8279 - TREMONT ST @ BOYLSTON STATION	1.3	0	10.3	3.8	0.3	18.8	1.7	0.2	16.7	0	1	4	3.4	0	31.8	0	0	3	2.8	0	20.4	2.4	0.9	18.2
3 - 49002 - WASHINGTON ST @ TUFTS MED CTR	4.8	0.3	14.8	15.4	1	33.2	12.2	1	27.8	0	0	4	7.8	2.2	37.4	6	2	7	18.8	1.4	37.8	12.3	1.8	28.8
4 - 49003 - WASHINGTON ST @ HERALD ST	0.8	0.3	15.3	2.3	2.6	32.9	1.6	1.9	27.9	1	0	5	1	0.8	37.6	3	2	8	4.2	1.6	40.4	1.1	1.2	28.7
5 - 5098 - WASHINGTON ST @ E BERKELEY ST	3.8	4.5	14.5	2	4.7	30.2	3.4	3.7	27.7	0	0	5	3.6	5.2	36	7	3	12	3.6	6	38	2.3	5.3	25.7
6 - 5100 - WASHINGTON ST @ UNION PK	1.3	2.3	13.5	1.6	3.5	28.4	1.5	3.3	25.5	0	0	5	0.8	4	32.8	3	0	15	1.6	6.6	33	1.8	3.5	23.9
7 - 19402 - WASHINGTON ST @ W NEWTON ST	0.8	3.5	10.8	0.9	7.7	21.5	0.7	6.8	19.4	0	4	1	0.4	10.2	23	3	6	12	1.8	11	23.8	0.9	5	19.8
8 - 15176 - WASHINGTON ST @ WORCESTER ST	1.8	2	10.5	0.6	2.6	19.5	0.2	2	17.7	0	0	1	0.6	3.2	20.4	0	3	9	1	1.6	23.2	0.8	2.1	18.6
9 - 55 - WASHINGTON ST @ MASSACHUSETTS	0.8	1.8	9.5	1.2	1.8	18.9	0.8	2.3	16.2	0	0	1	1	3.6	17.8	0	2	7	1.8	3	22	1.3	2.4	17.4
10 - 60 - WASHINGTON ST @ LENOX ST	1	1.5	9	0.3	1.2	17.9	0.5	1.1	15.6	0	0	1	1.2	1.8	17.2	0	0	7	0.6	1.8	20.8	0.8	1	17.3
11 - 61 - WASHINGTON ST @ MELNEA CASS B	0.3	2.5	6.8	0.5	1.8	16.7	0.1	1.7	14	0	0	1	0.4	2.2	15.4	0	3	4	0.8	2.8	18.8	0.3	1.9	15.7
12 - 64 - DUDLEY STATION	0	6.8	0	0	17.5	0	0	14.9	0	0	3	0	0	15.4	0	0	10	0	0	21.6	0	0	16.1	0
Maximum			15.3			33.2			27.9			5			37.6			15			40.4			28.8
Total	23.7	25.5		35	44.7		30.6	38.9		4	8		34.4	48.6		24	31		48.6	57.4		34.2	41.2	

Massachusetts Bay Transportation Authority

Route SL5

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	09:32 (749.0)(B071) [19] {FA16}			09:38 (749.0)(B072) [4] {FA16}			09:47 (749.0)(B074) [1] {FA16}			09:58 (749.0)(B076) [5] {FA16}			10:08 (749.0)(B078) [17] {FA16}			10:14 (749.0)(B071) [27] {FA16}			10:23 (749.0)(B072) [3] {FA16}			10:34 (749.0)(B074) [1] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 49001 - TEMPLE PL @ WASHINGTON ST	9.9	0	16.5	8.8	0	19.8	4	0	9	11.2	0	25.2	10.2	0	16	9.4	0	19.2	11	0	17	9	0	23
2 - 8279 - TREMONT ST @ BOYLSTON STATION	1.9	0.7	17.7	1.5	0.5	20.8	2	0	11	3.6	1	27.8	2.3	0.4	17.9	1.6	0.8	20	0	0.3	16.7	1	0	24
3 - 49002 - WASHINGTON ST @ TUFTS MED CTR	10.1	0.9	26.9	21.5	0.8	41.5	10	0	21	17.4	1.4	43.8	10.1	0.6	27.4	8.8	0.7	28	6.7	1	22.3	3	0	27
4 - 49003 - WASHINGTON ST @ HERALD ST	2.8	1.2	28.6	0.8	1	41.3	0	0	21	5	1.4	47.4	1.1	1.1	27.4	1.6	0.9	28.7	1.3	0.3	23.3	2	2	27
5 - 5098 - WASHINGTON ST @ E BERKELEY ST	2.2	1.5	29.3	3.8	6.5	38.5	0	2	19	4	3	48.4	1.8	2.8	26.4	2.3	2.3	28.7	0.3	0.7	23	2	2	27
6 - 5100 - WASHINGTON ST @ UNION PK	1.4	3.2	27.5	2	6.8	33.8	2	2	19	4	7.2	45.2	1.6	3.1	24.9	2.3	2.7	28.3	3	1.3	24.7	0	0	27
7 - 19402 - WASHINGTON ST @ W NEWTON ST	2.1	5.2	24.5	5	9.5	29.3	1	8	12	1.2	7.8	38.6	1.8	5.4	21.4	1.7	4.9	25.1	1.3	4.3	21.7	3	2	28
8 - 15176 - WASHINGTON ST @ WORCESTER ST	1.1	2.4	23.2	2	2.3	29	3	0	15	1.8	4	36.4	1.8	1.4	21.9	1.2	2.5	23.9	1	3	19.7	0	2	26
9 - 55 - WASHINGTON ST @ MASSACHUSETTS	1.6	2.5	22.3	3.3	2.3	30	1	1	15	0	3.8	32.6	2.2	3.7	20.4	2.3	2.9	23.3	0	2.7	17	6	6	26
10 - 60 - WASHINGTON ST @ LENOX ST	2.2	1.7	22.8	2.8	0.3	32.5	1	0	16	0.8	2	31.4	0.9	2	19.3	1.1	1.5	22.9	0.7	2.3	15.3	0	2	24
11 - 61 - WASHINGTON ST @ MELNEA CASS B	0.2	1.9	21.1	0.3	1.8	31	0	0	16	0.6	3.4	28.6	0.4	2.2	17.6	0.4	2.3	21.1	1	2.7	13.7	0	5	19
12 - 64 - DUDLEY STATION	0	22.3	0	0	31	0	0	16	0	0	28.6	0	0	20.1	0	0	21.9	0	0	15	0	0	19	0
Maximum			29.3			41.5			21			48.4			27.4			28.7			24.7			28
Total	35.5	43.5		51.8	62.8		24	29		49.6	63.6		34.2	42.8		32.7	43.4		26.3	33.6		26	40	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu)- Outbound
Fall 2016
(Urban Transportation Associates)

	10:44 (749.0)(B076) [3] {FA16}			10:50 (749.0)(B078) [16] {FA16}			10:59 (749.0)(B071) [26] {FA16}			11:10 (749.0)(B072) [5] {FA16}			11:20 (749.0)(B074) [1] {FA16}			11:26 (749.0)(B076) [2] {FA16}			11:35 (749.0)(B078) [16] {FA16}			11:46 (749.0)(B071) [24] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 49001 - TEMPLE PL @ WASHINGTON ST	12.7	0	13.7	10.3	0	20.4	14.8	0	19.6	10.2	0	22.2	21	0	26	15.5	0	16.5	10.6	0	16.6	13.7	1.6	23.1
2 - 8279 - TREMONT ST @ BOYLSTON STATION	0.7	2	13.3	2.3	1.1	21.7	3.1	1	21.7	2.2	0.6	23.8	3	2	27	1	0	17.5	1.6	0.2	18.1	3	1	25.2
3 - 49002 - WASHINGTON ST @ TUFTS MED CTR	8.3	0.7	21	10.8	0.9	31.6	7.4	0.7	28.4	5.2	1	28	9	1	35	4.5	0	22	6.4	0.8	23.7	9.5	0.9	34.2
4 - 49003 - WASHINGTON ST @ HERALD ST	1	1	21	2.6	1.4	32.9	1.7	1.4	28.7	0.6	1.2	27.4	2	2	35	2.5	0.5	24	1.6	1.1	24.1	1.7	1.4	33.2
5 - 5098 - WASHINGTON ST @ E BERKELEY ST	2.3	4	19.3	3.5	2.1	34.3	1.7	3.2	27.2	0.4	3.2	24.6	10	4	41	1	3.5	21.5	1.3	1.5	23.9	2.4	3.1	32.4
6 - 5100 - WASHINGTON ST @ UNION PK	5.3	1.7	23	2.5	3.1	33.7	1.5	3	25.7	0.2	0.8	24	2	1	42	2	2.5	21	2.9	1.6	25.3	2.5	3.1	31.8
7 - 19402 - WASHINGTON ST @ W NEWTON ST	1	2.7	21.3	1.4	4	31.1	2	3.4	24.3	0.4	2.2	22.2	2	5	39	1	2.5	19.5	1.6	4.1	22.8	1.8	4.6	29
8 - 15176 - WASHINGTON ST @ WORCESTER ST	0.3	1.3	20.3	1.4	3.3	29.2	0.9	2	23.2	0.2	0.8	21.6	2	1	40	0	3.5	16	0.8	1.6	21.9	1.2	1.4	28.8
9 - 55 - WASHINGTON ST @ MASSACHUSETTS	1	1.7	19.7	1.1	2.7	27.6	2.1	3.3	21.9	0.8	2.4	20	1	6	35	0.5	3	13.5	1.3	3.1	20.1	1.7	2.6	27.8
10 - 60 - WASHINGTON ST @ LENOX ST	0	0.7	19	0.8	2.1	26.3	1.8	2.2	21.5	0	1.2	18.8	0	3	32	1	0	14.5	1.1	1	20.1	1.3	1.9	27.2
11 - 61 - WASHINGTON ST @ MELNEA CASS B	0.7	1.3	18.3	0.4	2.9	23.5	0.5	3	19	0.2	1.4	17.6	0	9	23	1.5	3.5	12.5	0.6	2.4	18.3	0.5	3.4	24.2
12 - 64 - DUDLEY STATION	0	18.7	0	0	23.6	0	0	20.3	0	0	17.6	0	0	24	0	0	12.5	0	0	19.5	0	0	24.8	0
Maximum			23			34.3			28.7			28			42			24			25.3			34.2
Total	33.3	35.8		37.1	47.2		37.5	43.5		20.4	32.4		52	58		30.5	31.5		29.8	36.9		39.3	49.8	

Massachusetts Bay Transportation Authority

Route SL5

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	11:56 (749.0)(B072) [3] {FA16}			12:02 (749.0)(B074) [1] {FA16}			12:11 (749.0)(B076) [4] {FA16}			12:22 (749.0)(B078) [18] {FA16}			12:32 (749.0)(B071) [24] {FA16}			12:38 (749.0)(B072) [6] {FA16}			12:47 (749.0)(B074) [1] {FA16}			12:58 (749.0)(B076) [3] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 49001 - TEMPLE PL @ WASHINGTON ST	24.7	0	31.7	28	0	47	4	0	9.8	19.6	0.6	30.2	11.4	1.3	19.7	19	0	22.3	17	0	27	15.7	0	20.7
2 - 8279 - TREMONT ST @ BOYLSTON STATION	5	0.7	36	2	2	47	1	0.5	10.3	2.8	1.3	31.7	3.2	0.7	22.1	3.8	0.5	25.7	9	0	36	2	1	21.7
3 - 49002 - WASHINGTON ST @ TUFTS MED CTR	7.7	1	42.7	0	0	47	3.3	0.3	13.3	5.9	1.3	37.4	8	0.6	29	8.3	1.7	32.3	0	0	36	5	0.3	26.3
4 - 49003 - WASHINGTON ST @ HERALD ST	1.3	1	43	0	0	47	0.8	2	12	1.8	1.1	38.1	2.1	1	30.7	2.7	3	32	5	1	40	2.3	1.7	27
5 - 5098 - WASHINGTON ST @ E BERKELEY ST	2.7	5	40.7	5	3	49	3.5	1.5	14	2.2	3.4	36.9	2.7	2.7	30.7	2.5	3.5	31	0	1	39	3.3	3.7	26.7
6 - 5100 - WASHINGTON ST @ UNION PK	5	2.3	43.3	4	1	52	3	1	16	1.4	3.1	35.2	1.8	2.9	29.5	2	1.7	31.3	2	3	38	3	3	26.7
7 - 19402 - WASHINGTON ST @ W NEWTON ST	2	3	42.3	3	1	54	1.5	2.8	14.8	0.6	4.8	31.1	2	3.7	27.9	2.2	7.2	26.3	0	4	34	2.3	6.7	22.3
8 - 15176 - WASHINGTON ST @ WORCESTER ST	1	3	40.3	3	3	54	1.3	2.8	13.3	1	3	29.1	0.9	1.7	27.1	1.5	3.5	24.3	0	2	32	2	1.3	23
9 - 55 - WASHINGTON ST @ MASSACHUSETTS	1.3	3.7	38	2	3	53	1.8	1.8	13.3	1.3	3.8	26.5	2	2.9	26.2	1.8	4.5	21.7	2	6	28	2.3	2.7	22.7
10 - 60 - WASHINGTON ST @ LENOX ST	0.7	2.3	36.3	7	8	52	1.8	0	15	1	2	25.5	2.3	2	26.5	1.8	2	21.5	0	0	28	0.7	0	23.3
11 - 61 - WASHINGTON ST @ MELNEA CASS B	0	4.3	32	1	0	53	0	2.8	12.3	0.4	3.7	22.2	0.7	3	24.2	0.8	2.8	19.5	0	0	28	0.3	3.7	20
12 - 64 - DUDLEY STATION	0	32.7	0	0	53	0	0	16	0	0	24.7	0	0	26	0	0	21.5	0	0	28	0	0	23.7	0
Maximum			43.3			54			16			38.1			30.7			32.3			40			27
Total	51.4	59		55	74		22	31.5		38	52.8		37.1	48.5		46.4	51.9		35	45		38.9	47.8	

Massachusetts Bay Transportation Authority

Route SL5

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	13:09 (749.0)(B078) [12] {FA16}			13:15 (749.0)(B079) [3] {FA16}			13:25 (749.0)(B071) [28] {FA16}			13:35 (749.0)(B072) [6] {FA16}			13:40 (749.0)(B074) [1] {FA16}			13:49 (749.0)(B076) [4] {FA16}			13:59 (749.0)(B078) [15] {FA16}			14:04 (749.0)(B079) [4] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 49001 - TEMPLE PL @ WASHINGTON ST	15.1	1.2	20.8	22.3	0	28.3	17	0	25.9	29.2	0	35.3	13	0	30	21.5	0	29.8	16.7	0	22	17.8	2.5	25.8
2 - 8279 - TREMONT ST @ BOYLSTON STATION	2.5	0.5	22.8	3	0.3	31	7.3	1.6	31.6	7.5	0.3	42.5	0	0	30	5.3	1.3	33.8	3.5	0.5	25.1	1.3	0.7	27.3
3 - 49002 - WASHINGTON ST @ TUFTS MED CTR	9.4	1.8	31	19.3	1.3	49	7.5	1.1	38	5.7	1.3	46.8	39	0	69	9.3	1.8	41.3	6	0.8	30.3	13.8	2.3	37.8
4 - 49003 - WASHINGTON ST @ HERALD ST	1.8	0.9	31.8	2.7	0.7	51	3.4	1.5	39.9	2	3	45.8	0	8	61	2.5	1	42.8	2.2	1.3	31.2	3.8	3	38.5
5 - 5098 - WASHINGTON ST @ E BERKELEY ST	1.8	2.4	31.3	0.7	2.7	49	3	3.5	39.3	2.2	5	43	2	18	45	2.8	5	40.5	1.9	3.9	29.3	3.8	4	38.3
6 - 5100 - WASHINGTON ST @ UNION PK	2.7	3.5	30.4	1	6.7	43.3	2.5	4.8	37	0.3	5	38.3	3	15	33	2.8	4.5	38.8	2.2	2.7	28.8	3.5	7.3	34.5
7 - 19402 - WASHINGTON ST @ W NEWTON ST	0.8	3.7	27.6	3.7	7.7	39.3	2	5.4	33.6	0.8	7.5	31.7	0	15	18	1.8	3.8	36.8	1.1	4	25.9	2.3	2	34.8
8 - 15176 - WASHINGTON ST @ WORCESTER ST	1	2.8	25.8	0.3	3	36.7	1.5	2	33.1	2	4.3	29.3	0	1	17	1.5	2	36.3	0.9	1.2	25.6	2.8	1.8	35.8
9 - 55 - WASHINGTON ST @ MASSACHUSETTS	1.5	2.8	24.5	0.7	7.3	30	1.5	3.5	31	0.3	4.2	25.5	2	3	16	2	0.8	37.5	1.5	3.2	24.1	6.5	5.3	37
10 - 60 - WASHINGTON ST @ LENOX ST	1.9	1.3	25.1	3	2.7	30.3	1.3	2.2	30.1	0.8	2	24.3	0	0	16	2	4.8	34.8	0.6	1.3	23.1	1.5	1	37.5
11 - 61 - WASHINGTON ST @ MELNEA CASS B	0.8	2.1	23.8	0	4	26.3	1.2	3.7	27.6	0.3	3.2	21.7	1	6	11	0.3	3.5	31.5	0.7	2.9	20.9	0.8	2.3	36
12 - 64 - DUDLEY STATION	0	24.8	0	0	26.3	0	0	28.6	0	0	25.5	0	0	15	0	0	31.5	0	0	22.6	0	0	36	0
Maximum			31.8			51			39.9			46.8			69			42.8			31.2			38.5
Total	39.3	47.8		56.7	62.7		48.2	57.9		51.1	61.3		60	81		51.8	60		37.3	44.4		57.9	68.2	

Massachusetts Bay Transportation Authority

Route SL5

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	Trip (RouteVar)(Block) [Observations]																							
	14:13 (749.0)(B071) [26] {FA16}			14:23 (749.0)(B072) [5] {FA16}			14:28 (749.0)(B074) [1] {FA16}			14:37 (749.0)(B076) [3] {FA16}			14:47 (749.0)(B078) [12] {FA16}			14:52 (749.0)(B079) [1] {FA16}			15:04 (749.0)(B071) [26] {FA16}			15:12 (749.0)(B072) [6] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 49001 - TEMPLE PL @ WASHINGTON ST	19.7	0	25.4	21.8	0	25.4	35	0	52	12.3	0	15	27.3	0	31.7	41	0	45	28.5	0	38	21.7	0	35.3
2 - 8279 - TREMONT ST @ BOYLSTON STATION	3.1	0.5	27.9	7.2	0.4	32.2	19	2	69	0	0.3	14.7	2.8	0.3	34.3	2	0	47	3.5	1	40.5	1.7	0.7	36.3
3 - 49002 - WASHINGTON ST @ TUFTS MED CTR	6	0.8	33.1	11.8	0.6	43.4	15	3	81	16	0.7	30	16.2	2.1	48.3	17	2	62	8.5	1.5	47.4	20.5	2.3	54.5
4 - 49003 - WASHINGTON ST @ HERALD ST	3	1.5	34.7	2.6	2	44	5	2	84	3	2.3	30.7	2.2	1.5	49	1	0	63	2.3	0.8	48.9	3.2	2.5	55.2
5 - 5098 - WASHINGTON ST @ E BERKELEY ST	3	3.3	34.3	2.2	3.6	42.6	3	5	82	2	5.7	27	3.3	6.1	46.3	4	9	58	4.6	4.5	49	6.2	7.2	54.2
6 - 5100 - WASHINGTON ST @ UNION PK	2.1	4.6	31.8	2.8	7.4	38	10	15	77	5.7	6.3	26.3	6.3	7.3	45.2	1	16	43	5.1	4.6	49.5	6.3	7.3	53.2
7 - 19402 - WASHINGTON ST @ W NEWTON ST	1.7	4.3	29.2	2	6	34	5	12	70	3	2.3	27	1.8	4.1	42.8	0	6	37	3.6	4.8	48.3	2.7	5.3	50.5
8 - 15176 - WASHINGTON ST @ WORCESTER ST	1.1	2.5	27.8	3.4	2.8	34.6	4	3	71	2	1.7	27.3	1.8	1.5	43.2	0	4	33	2.2	2.3	48.2	3	5	48.5
9 - 55 - WASHINGTON ST @ MASSACHUSETTS	2	3.4	26.4	1.8	4	32.4	3	5	69	4	2.7	28.7	1.6	2.9	41.8	1	6	28	3.3	5.3	46.2	3.2	4.3	47.3
10 - 60 - WASHINGTON ST @ LENOX ST	1.4	1.9	25.9	0.6	3.8	29.2	5	5	69	0.7	1.3	28	1.5	3	40.3	0	3	25	2.1	3.7	44.6	2	3.3	46
11 - 61 - WASHINGTON ST @ MELNEA CASS B	0.5	3.7	22.7	0.8	3.8	26.2	1	5	65	0.7	2.7	26	0.8	4.6	36.5	3	8	20	1.2	4.5	41.4	2.5	5.5	43
12 - 64 - DUDLEY STATION	0	25.1	0	0	32	0	0	65	0	0	26	0	0	37.6	0	0	29	0	0	43.1	0	0	44.2	0
Maximum			34.7			44			84			30.7			49			63			49.5			55.2
Total	43.6	51.6		57	66.4		105	122		49.4	52		65.6	71		70	83		64.9	76.1		73	87.6	

Massachusetts Bay Transportation Authority

Route SL5

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	15:17 (749.0)(B074) [1] {FA16}			15:27 (749.0)(B075) [9] {FA16}			15:32 (749.0)(B076) [4] {FA16}			15:42 (749.0)(B078) [15] {FA16}			15:52 (749.0)(B079) [5] {FA16}			15:56 (749.0)(B080) [2] {FA16}			16:04 (749.0)(B071) [27] {FA16}			16:09 (749.0)(B072) [6] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 49001 - TEMPLE PL @ WASHINGTON ST	41	0	68	13	0	18.7	16.3	0	18.5	25.4	0	31.1	37.8	0	44.8	14.5	0	17	26.7	0	34.3	20.8	0	26.7
2 - 8279 - TREMONT ST @ BOYLSTON STATION	3	0	71	1.9	0	20.6	1.5	0	20	4.5	0.7	35	7.5	0.8	51.5	1	0.5	17.5	5.8	0.7	39.4	4.3	0.2	30.8
3 - 49002 - WASHINGTON ST @ TUFTS MED CTR	31	0	102	10	0.2	30.3	31.8	1.5	50.3	13.9	1.8	47.1	14.8	1.6	57.4	9	0.5	26	9.9	1.4	47.9	10.8	0.8	40.8
4 - 49003 - WASHINGTON ST @ HERALD ST	2	1	103	1.4	0.9	30.9	2.5	2.3	50.5	6	3.3	49.7	2.4	0.8	59	0.5	0	26.5	3.8	1.7	50	2.3	1.5	41.7
5 - 5098 - WASHINGTON ST @ E BERKELEY ST	8	6	105	2.3	4.1	29.1	2.3	11.3	41.5	3.1	5.2	47.7	4.4	3.6	59.8	2.5	8	21	3	4.3	48.7	3.5	4.5	40.7
6 - 5100 - WASHINGTON ST @ UNION PK	2	7	100	2.6	2.4	29.2	3.8	7.8	37.5	4.2	7.9	44	2.2	5.4	56.6	2	5	18	2.3	7.5	43.5	2.3	6.5	36.5
7 - 19402 - WASHINGTON ST @ W NEWTON ST	5	13	92	2.4	4	27.7	2.3	9.5	30.3	2.3	5.8	40.5	4.2	9.2	51.6	0.5	3	15.5	2.8	4.9	41.4	2.2	3.2	35.5
8 - 15176 - WASHINGTON ST @ WORCESTER ST	1	4	89	1	1.3	27.3	0.5	1	29.8	1.7	3.9	38.3	2.4	1.8	52.2	1	0	16.5	1.3	1.9	40.7	2	3	34.5
9 - 55 - WASHINGTON ST @ MASSACHUSETTS	1	9	81	2.2	2.1	27.4	0	2.8	27	3.5	4.9	37	5.2	6.2	51.2	2.5	2.5	16.5	2.5	4.2	39	1.7	4.5	31.7
10 - 60 - WASHINGTON ST @ LENOX ST	6	5	82	0.8	0.9	27.3	0.3	3.8	23.5	1.4	2.5	35.9	1.4	1.8	50.8	1	1.5	16	1.9	3	37.8	2.2	2.3	31.5
11 - 61 - WASHINGTON ST @ MELNEA CASS B	0	5	77	0.7	2.3	25.7	0.5	4.5	19.5	1.9	4.5	33.2	1.6	5	47.4	3	4.5	14.5	0.7	4.4	34.2	1.5	5.8	27.2
12 - 64 - DUDLEY STATION	0	77	0	0	27	0	0	21.8	0	0	34.7	0	0	47.4	0	0	16.5	0	0	32.7	0	0	29.7	0
Maximum			105			30.9			50.5			49.7			59.8			26.5			50			41.7
Total	100	127		38.3	45.2		61.8	66.3		67.9	75.2		83.9	83.6		37.5	42		60.7	66.7		53.6	62	

Massachusetts Bay Transportation Authority

Route SL5

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	16:17 (749.0)(B074) [1] {FA16}			16:26 (749.0)(B075) [9] {FA16}			16:30 (749.0)(B076) [4] {FA16}			16:38 (749.0)(B078) [15] {FA16}			16:47 (749.0)(B079) [4] {FA16}			16:51 (749.0)(B080) [2] {FA16}			16:59 (749.0)(B071) [26] {FA16}			17:08 (749.0)(B072) [6] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 49001 - TEMPLE PL @ WASHINGTON ST	21	0	32	21.3	0	25.8	11	0	12.5	21.2	0	30.3	18.8	0	32.3	9	0	30.5	33.3	0	39.7	39.7	0	44.8
2 - 8279 - TREMONT ST @ BOYLSTON STATION	6	0	38	2.2	0.1	27.9	0.8	0.5	12.8	3.9	0.4	33.8	4.8	1.5	35.5	0.5	0.5	30.5	5.7	1.2	44.2	7.2	1.2	50.8
3 - 49002 - WASHINGTON ST @ TUFTS MED CTR	2	2	38	8	1.8	34.1	13	0.3	25.5	16	0.9	48.9	10.8	0.3	46	8.5	0	39	12.6	1.2	55.6	5.2	1.2	54.8
4 - 49003 - WASHINGTON ST @ HERALD ST	0	0	38	2.2	1.3	35	0.8	0.5	25.8	2.3	1.4	49.8	3.3	2.5	46.8	0.5	0.5	39	3.5	2.3	56.8	3	2.7	55.2
5 - 5098 - WASHINGTON ST @ E BERKELEY ST	0	3	35	3.8	3.7	35.1	0.3	3.3	22.8	3.9	4.8	48.9	2.3	3.3	45.8	3	3	39	3.7	5	55.5	5.3	4.8	55.7
6 - 5100 - WASHINGTON ST @ UNION PK	0	2	33	1.4	5.4	31.1	0.8	4.5	19	3.1	5.9	46.1	1.8	3.5	44	0.5	5	34.5	3	6.9	51.6	2.8	7.3	51.2
7 - 19402 - WASHINGTON ST @ W NEWTON ST	0	6	27	2.1	4.3	28.9	0.3	2	17.3	1.8	5	42.9	2.5	2	44.5	2	2.5	34	2.7	4.8	49.5	1.3	5.5	47
8 - 15176 - WASHINGTON ST @ WORCESTER ST	0	3	24	1.7	1.8	28.8	0.3	0.8	16.8	1.1	3.3	40.7	1	2.3	43.3	0.5	1	33.5	1.2	2.8	47.9	1.5	3.2	45.3
9 - 55 - WASHINGTON ST @ MASSACHUSETTS	0	10	14	2.1	3.2	27.7	2.5	1.5	17.8	1.4	4.9	37.2	0.3	5	38.5	0.5	2	32	1.8	4.8	44.9	2.5	4.2	43.7
10 - 60 - WASHINGTON ST @ LENOX ST	0	0	14	0.6	1.7	26.6	1.3	1.3	17.8	1	2.1	36.1	0.3	2	36.8	0	0	32	1.7	3.2	43.5	1.7	3.5	41.8
11 - 61 - WASHINGTON ST @ MELNEA CASS B	0	3	11	0.8	3.6	23.8	0.8	3.3	15.3	0.9	3.5	33.5	0.3	3.5	33.5	3	1.5	33.5	0.7	3.6	40.6	0.5	3.2	39.2
12 - 64 - DUDLEY STATION	0	22	0	0	27.1	0	0	17.8	0	0	35.3	0	0	34	0	0	33.5	0	0	42	0	0	40	0
Maximum			38			35.1			25.8			49.8			46.8			39			56.8			55.7
Total	29	51		46.2	54		31.9	35.8		56.6	67.5		46.2	59.9		28	49.5		69.9	77.8		70.7	76.8	

Massachusetts Bay Transportation Authority

Route SL5

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	17:13 (749.0)(B074) [1] {FA16}			17:21 (749.0)(B075) [8] {FA16}			17:26 (749.0)(B076) [4] {FA16}			17:35 (749.0)(B078) [16] {FA16}			17:43 (749.0)(B079) [3] {FA16}			17:48 (749.0)(B080) [2] {FA16}			17:56 (749.0)(B071) [26] {FA16}			18:05 (749.0)(B072) [6] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 49001 - TEMPLE PL @ WASHINGTON ST	11	0	27	27.6	0	41.4	21.5	0	29	15.9	1.5	24.2	23.3	0	25.7	14	0	16	24.2	0	30.1	34.8	0	37.7
2 - 8279 - TREMONT ST @ BOYLSTON STATION	0	0	27	2.1	0.5	43	11	1	39	2.6	0.5	25	2	1	26.7	1.5	0.5	17	4.2	1	33.2	7.3	2	43
3 - 49002 - WASHINGTON ST @ TUFTS MED CTR	14	0	41	12.9	0.8	55.1	9.8	1	47.8	8.4	1.9	32.9	7.3	0.3	33.7	1	0.5	17.5	10.6	0.9	42.9	9.2	0.3	51.8
4 - 49003 - WASHINGTON ST @ HERALD ST	3	1	43	4.5	1.8	57.9	5.3	2	51	3.6	1.3	35.2	2.7	0.7	35.7	1	2.5	16	4.8	3.5	44.1	3.7	1.8	53.7
5 - 5098 - WASHINGTON ST @ E BERKELEY ST	5	5	43	4.3	3.1	59	3.5	7.3	47.3	1.8	3.3	33.7	2	3.7	34	0	0.5	15.5	4	4.9	43.3	3	6.7	50
6 - 5100 - WASHINGTON ST @ UNION PK	8	9	42	3.6	6.9	55.8	4.5	8.3	43.5	2.4	6.2	29.9	2	6.3	29.7	0.5	0.5	15.5	2.8	5.6	40.5	3.3	10	43.3
7 - 19402 - WASHINGTON ST @ W NEWTON ST	0	7	35	1.3	4	53	3	9	37.5	1.7	4.2	27.4	1.3	3.7	27.3	0.5	2	14	3.7	6	38.2	3.2	7.7	38.8
8 - 15176 - WASHINGTON ST @ WORCESTER ST	1	2	34	1.8	3.8	51	0.3	3.8	34	0.5	2.5	25.4	1.7	3.7	25.3	0	1	13	1.4	3.1	36.5	1.3	6	34.2
9 - 55 - WASHINGTON ST @ MASSACHUSETTS	0	5	29	2.1	4.8	48.4	3	7.8	29.3	1.2	2.3	24.3	4.7	2.3	27.7	1	0.5	13.5	1.4	4	33.8	1.8	4.3	31.7
10 - 60 - WASHINGTON ST @ LENOX ST	4	2	31	1	3.1	46.3	1	2	28.3	1.3	1.7	23.8	0	1.3	26.3	0	0	13.5	1.4	2.1	33.2	0.7	2.2	30.2
11 - 61 - WASHINGTON ST @ MELNEA CASS B	0	1	30	1.4	3.1	44.5	0.8	2.8	26.3	0.8	2.7	21.9	1	5	22.3	0	1	12.5	0.9	3.6	30.5	0	3	27.2
12 - 64 - DUDLEY STATION	0	30	0	0	45	0	0	28.3	0	0	23.1	0	0	23.7	0	0	13	0	0	32.2	0	0	29.8	0
Maximum			43			59			51			35.2			35.7			17.5			44.1			53.7
Total	46	62		62.6	76.9		63.7	73.3		40.2	51.2		48	51.7		19.5	22		59.4	66.9		68.3	73.8	

Massachusetts Bay Transportation Authority
Route SL5
Weekday (Mon-Thu)- Outbound
Fall 2016
(Urban Transportation Associates)

	18:09 (749.0)(B074) [1] {FA16}			18:17 (749.0)(B075) [7] {FA16}			18:26 (749.0)(B076) [4] {FA16}			18:30 (749.0)(B078) [16] {FA16}			18:39 (749.0)(B079) [3] {FA16}			18:44 (749.0)(B080) [3] {FA16}			18:52 (749.0)(B071) [24] {FA16}			19:00 (749.0)(B072) [6] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 49001 - TEMPLE PL @ WASHINGTON ST	30	0	31	26	1.8	35.1	23.3	0	29.5	17.3	0	21.5	14.3	0	17.3	13.7	0	18.7	19.2	0	21.3	12.2	0	16.8
2 - 8279 - TREMONT ST @ BOYLSTON STATION	0	1	30	1.6	0.8	36	3.3	0	32.8	2.8	0.7	23.6	4.3	0	21.7	2.7	0	21.3	3.4	0.5	24.2	2.5	0.7	18.7
3 - 49002 - WASHINGTON ST @ TUFTS MED CTR	9	1	38	8	0.4	44.1	12.5	1	44.3	7.4	0.4	30.5	9.3	0	31	9	1	29.3	5.4	0.5	29.1	13.7	0.2	32.2
4 - 49003 - WASHINGTON ST @ HERALD ST	4	3	39	1.3	0.6	46.7	1.5	1.8	44	1.3	1	30.8	1.7	1	31.7	0.7	0	30	1.3	0.7	29.7	2.3	1.2	33.3
5 - 5098 - WASHINGTON ST @ E BERKELEY ST	0	9	30	3.6	2.6	47.7	1	4.8	40.3	1.1	3.7	28.2	2.3	4	30	1.3	3.7	27.7	2	3	28.7	1.5	2.5	32.3
6 - 5100 - WASHINGTON ST @ UNION PK	0	8	22	1.6	5.9	43.4	1.8	5	37	2.5	5.4	25.3	1.7	6.3	25.3	1.3	7.3	21.7	0.8	4.1	25.6	1.3	5	28.7
7 - 19402 - WASHINGTON ST @ W NEWTON ST	0	3	19	2	5.4	40	1.8	8.5	30.3	0.5	4.3	21.6	2.7	3.7	24.3	0	3.3	18.3	1	2.8	23	3	4	27.7
8 - 15176 - WASHINGTON ST @ WORCESTER ST	0	4	15	0.4	2.4	38	0	2.8	27.5	0.4	2.6	19.4	1.3	2.7	23	0	2.7	15.7	0.5	2.6	20.9	0.7	2.8	25.5
9 - 55 - WASHINGTON ST @ MASSACHUSETTS	0	2	13	1.7	4.1	35.6	0	1.8	25.8	1.2	2.3	18.4	1.7	2	22.7	0.3	1.3	14.7	1	3.2	18.7	0.7	3.5	22.7
10 - 60 - WASHINGTON ST @ LENOX ST	1	2	12	1.1	2.9	33.9	0.8	1.5	25	0.4	1.5	17.3	0.3	2.7	20.3	2	1	15.7	0.6	1.5	17.8	0.7	0.5	22.8
11 - 61 - WASHINGTON ST @ MELNEA CASS B	0	0	12	0.9	3.6	31.1	0.8	2.8	23	0.3	1.4	16.3	1	3.7	17.7	0	0.7	15	0.3	1.9	16.2	0	2.5	20.3
12 - 64 - DUDLEY STATION	0	16	0	0	31.3	0	0	24.3	0	0	17.1	0	0	20.7	0	0	15	0	0	17.4	0	0	20.3	0
Maximum			39			47.7			44.3			30.8			31.7			30			29.7			33.3
Total	44	49		48.2	61.8		46.8	54.3		35.2	40.4		40.6	46.8		31	36		35.5	38.2		38.6	43.2	

Massachusetts Bay Transportation Authority

Route SL5

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	19:04 (749.0)(B074) [1] {FA16}			19:12 (749.0)(B076) [3] {FA16}			19:16 (749.0)(B075) [6] {FA16}			19:24 (749.0)(B078) [17] {FA16}			19:31 (749.0)(B079) [3] {FA16}			19:37 (749.0)(B080) [5] {FA16}			19:41 (749.0)(B071) [21] {FA16}			19:49 (749.0)(B074) [1] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 49001 - TEMPLE PL @ WASHINGTON ST	12	0	12	6	0	7.7	13	0	14.5	13	0	16	12	0	12	15.2	0	16.6	7.9	0	10	10	0	10
2 - 8279 - TREMONT ST @ BOYLSTON STATION	0	0	12	2	0	9.7	1	0.2	15.3	2.2	0.2	17.4	1.7	0.7	13	1.6	0.6	17.6	1.6	0	11.6	2	0	12
3 - 49002 - WASHINGTON ST @ TUFTS MED CTR	5	0	17	5	0.3	14.3	2.5	0.3	17.5	6	0.4	23.8	0	0	13	3.4	0.4	20.6	3.3	0.2	14.7	0	0	12
4 - 49003 - WASHINGTON ST @ HERALD ST	2	0	19	0	0	14.3	1.2	0.2	18.5	0.6	0.8	23.6	0.3	0	13.3	0.8	2	19.4	0.7	0.7	15.2	0	0	12
5 - 5098 - WASHINGTON ST @ E BERKELEY ST	4	3	20	1.3	2	13.7	0.8	1.8	17.5	1.1	2.1	22.6	0	0.7	12.7	2	2.4	19	1.3	1.6	14.9	0	0	12
6 - 5100 - WASHINGTON ST @ UNION PK	2	0	22	1.3	0.7	14.3	1.2	2.3	16.3	1	2.8	20.8	0	2	10.7	2	2.8	18.2	0.7	2	13.1	0	1	11
7 - 19402 - WASHINGTON ST @ W NEWTON ST	0	3	19	0.7	2	13	0.5	2.5	14.3	1.2	3.2	18.8	0	0.3	10.3	1.8	2	18	0.3	1.9	11.5	0	0	11
8 - 15176 - WASHINGTON ST @ WORCESTER ST	1	0	20	0	1	12	0.3	2	12.7	0.3	2.2	16.8	0	0.7	9.7	0.2	1.6	16.6	0.2	0.8	10.9	0	0	11
9 - 55 - WASHINGTON ST @ MASSACHUSETTS	4	3	21	1	1.3	11.7	0.8	2.2	11.3	0.8	2.1	15.6	0	0.3	9.3	0.8	1.2	16.2	0.4	1.5	9.8	1	1	11
10 - 60 - WASHINGTON ST @ LENOX ST	0	0	21	0	0	11.7	0.2	0.5	11	0.5	1.1	15	0	1.3	8	0.2	1.2	15.2	0.5	1.3	9	0	0	11
11 - 61 - WASHINGTON ST @ MELNEA CASS B	1	2	20	0	1	10.7	0.8	1.3	10.5	0.3	1.5	13.8	0	0.7	7.3	0.2	0.8	14.6	0.1	0.6	8.4	0	0	11
12 - 64 - DUDLEY STATION	0	21	0	0	10.7	0	0	11	0	0	13.5	0.3	0	10	0	0	17.2	0	0	10	0	0	15	0
Maximum			22			14.3			18.5			23.8			13.3			20.6			15.2			12
Total	31	32		17.3	19		22.3	24.3		27	29.9		14	16.7		28.2	32.2		17	20.6		13	17	

Massachusetts Bay Transportation Authority

Route SL5

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	19:54 (749.0)(B075) [5] {FA16}			20:04 (749.0)(B079) [3] {FA16}			20:09 (749.0)(B080) [7] {FA16}			20:20 (749.0)(B071) [21] {FA16}			20:26 (749.0)(B074) [1] {FA16}			20:40 (749.0)(B082) [14] {FA16}			20:47 (749.0)(B080) [6] {FA16}			20:59 (749.0)(B071) [22] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 49001 - TEMPLE PL @ WASHINGTON ST	5.8	0	7.4	16	0	17.3	8.7	0	11.6	9.6	0	12.4	6	0	6	6.8	0.2	7.1	3.2	0	5.2	8.3	0	10.6
2 - 8279 - TREMONT ST @ BOYLSTON STATION	1.2	0	8.6	1.3	0.3	18.3	0.6	0	12.1	2	0.1	14.2	0	0	6	3.2	0.5	9.9	2.5	0	7.7	4.7	0.2	15.1
3 - 49002 - WASHINGTON ST @ TUFTS MED CTR	3.4	0	12	2	0	20.3	6.6	0.1	18.6	2.4	0.3	16.3	3	0	9	6.6	1	19	5.2	0.2	12.7	4	0.2	18.9
4 - 49003 - WASHINGTON ST @ HERALD ST	2	0.8	13.2	0.3	0	20.7	0.4	1.1	17.9	0.3	0.1	16.5	0	0	9	0.5	0.4	19.1	0.8	0	13.5	0.7	0.7	18.5
5 - 5098 - WASHINGTON ST @ E BERKELEY ST	1.2	1	13.4	0.7	5.7	15.7	1.1	3.3	15.7	0.6	1.4	15.7	3	2	10	0.7	1.1	18.6	0.7	0.7	13.5	0.8	2.1	17.9
6 - 5100 - WASHINGTON ST @ UNION PK	0.8	1.4	12.8	0.7	2	14.3	2.3	1.9	16.1	0.9	1.7	14.7	0	6	4	1.6	3.9	16.3	1	2.3	12.2	1.1	2.7	16.3
7 - 19402 - WASHINGTON ST @ W NEWTON ST	0.8	0.8	12.8	0.7	1.7	13.3	1	1.4	15.7	0.8	1.3	14.2	0	0	4	0.6	2.4	14.4	0.7	1.7	11.2	0.5	1.8	15.1
8 - 15176 - WASHINGTON ST @ WORCESTER ST	0.2	1	12	1	1.7	12.7	0.6	0.4	15.9	0.4	0.9	13.9	1	0	5	0.6	0.9	14.1	0.3	0	11.5	0.1	1.2	14
9 - 55 - WASHINGTON ST @ MASSACHUSETTS	0.4	1.6	10.8	0	2	10.7	0.1	2.3	13.7	0.3	1.8	12.4	0	2	3	0.2	2.1	12.2	0.3	2.7	9.2	0.7	2.1	12.6
10 - 60 - WASHINGTON ST @ LENOX ST	0.2	1.4	9.6	0.7	1.7	9.7	0.7	1.7	12.7	0.4	0.8	12.1	0	0	3	0.8	1	12	0.3	0.2	9.3	0.4	0.9	12.1
11 - 61 - WASHINGTON ST @ MELNEA CASS B	0.2	0.4	9.4	0.3	1.7	8.3	0	0.7	12	0.2	0.9	11.5	0	0	3	0	0.9	11.1	0	0.2	9.2	0	0.4	11.8
12 - 64 - DUDLEY STATION	0	9.4	0	0	12.3	0	0	14.1	0	0	12.1	0	0	3	0	0	14.3	0	0	9.8	0	0	11.8	0
Maximum			13.4			20.7			18.6			16.5			10			19.1			13.5			18.9
Total	16.2	17.8		23.7	29.1		22.1	27		17.9	21.4		13	13		21.6	28.7		15	17.8		21.3	24.1	

Massachusetts Bay Transportation Authority

Route SL5

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	21:08 (749.0)(B081) [14] {FA16}			21:19 (749.0)(B082) [15] {FA16}			21:28 (749.0)(B080) [7] {FA16}			21:41 (749.0)(B081) [13] {FA16}			21:50 (749.0)(B082) [17] {FA16}			22:04 (749.0)(B080) [9] {FA16}			22:18 (749.0)(B081) [15] {FA16}			22:26 (749.0)(B082) [16] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 49001 - TEMPLE PL @ WASHINGTON ST	6.7	0	10	9.3	0	12.1	7.1	0	11.3	10.8	0	11.5	7.5	0	9.2	7.2	0	9.3	9.6	0	11.5	3	0	5.6
2 - 8279 - TREMONT ST @ BOYLSTON STATION	3.8	0.2	13.6	1.1	0.1	13.2	0.9	0.3	11.9	3.6	0.2	14.9	1.8	0.2	10.8	3.9	0.3	12.9	3.5	0.2	14.8	1.8	0	7.3
3 - 49002 - WASHINGTON ST @ TUFTS MED CTR	4.1	0.1	17.5	3.1	0	16.3	6.1	0.1	17.9	4.3	0.5	18.8	5.2	0.3	15.8	4.3	0.2	17	2.7	0.1	17.4	4.9	0.1	12.1
4 - 49003 - WASHINGTON ST @ HERALD ST	0.6	0.4	17.8	0.3	0.3	16.4	0.9	0.4	18.3	0.8	0.2	19.3	0.2	0	16	1	0	18	0.6	0.2	17.8	1.1	0.3	12.9
5 - 5098 - WASHINGTON ST @ E BERKELEY ST	0.1	1.3	16.6	0.5	1.1	15.8	1.1	0.9	18.6	0.5	2.5	17.2	0.6	0.8	15.8	0.9	1.3	17.6	0.3	1.5	16.6	0.5	1.9	11.6
6 - 5100 - WASHINGTON ST @ UNION PK	1.8	3.2	15.2	0.6	2.7	13.7	2	2.9	17.7	1.4	2.8	15.8	1.4	2.1	15.1	1.3	2.6	16.3	0.3	1.3	15.7	0.4	2.1	9.8
7 - 19402 - WASHINGTON ST @ W NEWTON ST	0.6	1.1	14.7	0.2	1.1	12.8	1	1.3	17.4	0.2	1.9	14	0.6	1.1	14.6	0.6	2.6	14.3	0.5	1.3	14.9	0.5	0.9	9.4
8 - 15176 - WASHINGTON ST @ WORCESTER ST	0.2	1.8	13.1	0.1	1.3	11.5	0.1	0.4	17.1	0	1.1	12.9	0.4	1.2	13.8	0	0.3	14	0.1	0.7	14.3	0.1	0.8	8.8
9 - 55 - WASHINGTON ST @ MASSACHUSETTS	0.6	1.6	12.1	1.1	1	11.7	0.4	1.7	15.9	0.2	2	11.2	0.5	1.5	12.8	0.2	1.4	12.8	0.5	1.5	13.3	0.3	1.3	7.8
10 - 60 - WASHINGTON ST @ LENOX ST	0.4	1.4	11.1	0.5	1.3	10.9	0	0.6	15.3	0.4	1.2	10.5	0.3	0.9	12.2	0.1	0.4	12.4	0.1	1.9	11.5	0	0.9	6.9
11 - 61 - WASHINGTON ST @ MELNEA CASS B	0.4	0.2	11.3	0.1	0.4	10.6	0	0.1	15.1	0.1	0.5	10	0	1.2	11.2	0.1	0.8	11.8	0	0.9	10.6	0.1	0.6	6.3
12 - 64 - DUDLEY STATION	0	12.3	0	0	11.6	0	0	15.6	0	0	12.4	0	0	11	0	0	11.8	0	0	11.5	0	0	6.3	0
Maximum			17.8			16.4			18.6			19.3			16			18			17.8			12.9
Total	19.3	23.6		16.9	20.9		19.6	24.3		22.3	25.3		18.5	20.3		19.6	21.7		18.2	21.1		12.7	15.2	

Massachusetts Bay Transportation Authority

Route SL5

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	22:38 (749.0)(B083) [20] {FA16}			22:50 (749.0)(B081) [14] {FA16}			23:02 (749.0)(B084) [22] {FA16}			23:17 (749.0)(B083) [20] {FA16}			23:32 (749.0)(B084) [22] {FA16}			23:47 (749.0)(B083) [20] {FA16}			24:02 (749.0)(B084) [20] {FA16}			24:17 (749.0)(B083) [21] {FA16}		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 49001 - TEMPLE PL @ WASHINGTON ST	4.7	0	5.8	4.5	0	5.3	3.7	0	4.9	4.5	0	5.9	2.9	0	4	3.6	0	5.3	3.5	0	5.9	2.3	0	3.7
2 - 8279 - TREMONT ST @ BOYLSTON STATION	1.2	0.2	6.8	2	0.3	7	1.9	0	6.7	0.9	0.1	6.8	1	0	5	1.4	0.1	6.6	0.6	0	6.5	0.9	0	4.5
3 - 49002 - WASHINGTON ST @ TUFTS MED CTR	2	0.1	8.7	5.9	0.1	12.8	3.5	0.1	10.1	1.9	0.1	8.6	6	0.1	10.9	2.1	0	8.7	2.3	0	8.8	2.3	0	6.8
4 - 49003 - WASHINGTON ST @ HERALD ST	0.6	0.3	8.9	1	0.6	13.1	0.3	0	10.4	0.2	0.1	8.7	0.4	0.1	11.2	0.5	0	9.2	0.5	0	9.3	0.3	0	7.1
5 - 5098 - WASHINGTON ST @ E BERKELEY ST	0.6	1	8.5	0.4	1.3	12.2	0.3	0.9	9.8	0.5	0.7	8.5	0.2	0.8	10.6	0.4	0.2	9.4	1	0.2	10.1	0.1	0.4	6.9
6 - 5100 - WASHINGTON ST @ UNION PK	0.3	2.2	6.6	0.9	1.2	11.9	0.4	1.2	9	0.2	0.9	7.8	0.4	0.8	10.2	0.6	1.1	8.8	0.5	1.1	9.4	0.3	0.6	6.7
7 - 19402 - WASHINGTON ST @ W NEWTON ST	0.1	0.5	6.2	0.3	1.3	10.9	0.4	0.6	8.7	0.1	0.5	7.4	0.5	0.2	10.5	0.2	0.6	8.4	0.3	0.3	9.4	0.1	0.4	6.4
8 - 15176 - WASHINGTON ST @ WORCESTER ST	0.2	0.5	5.9	0.2	0.5	10.6	0	0.1	8.6	0.2	1	6.8	0.1	0.3	10.3	0	0.2	8.2	0.1	0.5	9	0	0.9	5.7
9 - 55 - WASHINGTON ST @ MASSACHUSETTS	0.3	1.1	5.1	0.4	1.9	9	0.4	0.7	8.3	0.5	0.6	6.7	0.2	1.3	9.2	0.5	0.5	8.2	0.3	0.8	8.5	0	1	4.7
10 - 60 - WASHINGTON ST @ LENOX ST	0	0.4	4.7	0	0.3	8.7	0.1	0.2	8.2	0	0.8	5.9	0.2	0.6	8.8	0.1	1.2	7.1	0.3	0.3	8.5	0.1	0.5	4.2
11 - 61 - WASHINGTON ST @ MELNEA CASS B	0	0.2	4.6	0	0.6	8.1	0.1	0.8	7.5	0	0.8	5.1	0	0.7	8.1	0.1	0.6	6.6	0	0.8	7.7	0.1	0.4	4
12 - 64 - DUDLEY STATION	0	7.7	0	0	8.1	0	0	8.1	0	0	6.2	0	0	8.5	0	0	7.5	0	0	10	0	0	4.5	0
Maximum			8.9			13.1			10.4			8.7			11.2			9.4			10.1			7.1
Total	10	14.2		15.6	16.2		11.1	12.7		9	11.8		11.9	13.4		9.5	12		9.4	14		6.5	8.7	

Massachusetts Bay Transportation Authority

Route SL5

Weekday (Mon-Thu)- Outbound

Fall 2016

(Urban Transportation Associates)

	24:32 (749.0)(B084) [20] {FA16}			24:47 (749.0)(B083) [18] {FA16}			25:02 (749.0)(B084) [17] {FA16}			Total		
Seq - StopID - Stop Name	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load
1 - 49001 - TEMPLE PL @ WASHINGTON ST	2.4	0	4.8	1.7	0	2.6	4	0	5.5	1818	10.7	2566
2 - 8279 - TREMONT ST @ BOYLSTON STATION	0.6	0	5.3	0.4	0.2	2.8	0.9	0.1	6.4	362.2	57.5	2870
3 - 49002 - WASHINGTON ST @ TUFTS MED CTR	1.6	0.1	6.8	0.4	0.1	3.2	0.4	0	6.7	1151	90.7	3929
4 - 49003 - WASHINGTON ST @ HERALD ST	0.1	0	6.9	0.1	0	3.2	0.1	0	6.8	214.1	145.5	4000
5 - 5098 - WASHINGTON ST @ E BERKELEY ST	0.1	0.5	6.5	0.2	0.2	3.2	0	0	6.8	302.7	442.5	3862
6 - 5100 - WASHINGTON ST @ UNION PK	0.3	0.1	6.7	0.2	0.1	3.3	0.1	1.2	5.6	269.2	507.4	3622
7 - 19402 - WASHINGTON ST @ W NEWTON ST	0.1	0.7	6.1	0.2	0.1	3.4	0.1	0.1	5.6	191.7	564.1	3249
8 - 15176 - WASHINGTON ST @ WORCESTER ST	0	0.4	5.7	0.1	0.1	3.4	0	0	5.6	112.7	274.9	3088
9 - 55 - WASHINGTON ST @ MASSACHUSETTS	0	0.3	5.5	0.1	0.3	3.2	0.2	0.9	4.9	173.9	354.5	2908
10 - 60 - WASHINGTON ST @ LENOX ST	0.1	0.3	5.3	0.1	0.3	2.9	0.1	0.1	4.9	122.3	199.2	2830
11 - 61 - WASHINGTON ST @ MELNEA CASS B	0	0.3	5	0	0.1	2.8	0	0	4.9	61.7	294.4	2598
12 - 64 - DUDLEY STATION	0	5.3	0	0	2.9	0	0	4.9	0	0	2775	0.3
Maximum			6.9			3.4			6.8			4000
Total	5.3	8		3.5	4.4		5.9	7.3		4779	5716	

Loading Survey

Howard Stein Hudson
LaGrange Street Loading Survey

Location LaGrange Street - between Tremont Street and Washington Street

Date and Day of Week June 2016 (Thursday)

Information Collected by: A. Fabiszewski & R. Cullen

Type of Vehicle	
SU Single Unit Panel Truck	PU Pick-up
WB - 40 Tractor Trailer	C Car
G - Garbage	O Other (specify)
V - Van	

#	Time In	Time Out	Duration	Type of Vehicle	Vendor	Vehicle Length	Vehicle Height	Location	Type of Delivery
			mins		Name on Truck				food, recycle, trash, furniture, move-in/move-out, etc.
1	8:27	8:28	0:01	C	-	-	-	Street	Pick-up
2	8:37	12:01	3:24	SU	Boston Just Helpers	30'	12'6"	Loading Bay	Move-out
3	8:49	9:00	0:11	C	-	-	-	Street	Dry cleaning
4	9:21	9:30	0:09	C	-	-	-	Street	Move-out
5	10:16	10:17	0:01	Ped	UPS	-	-	Street	Package Delivery
6	10:54	11:13	0:19	Trash	WM	30'	12'6"	Loading Bay	Trash
7	10:56	11:20	0:24	Panel	UPS	25'	11'	Loading Bay	Delivery
8	11:02	12:15	1:13	PU w/ trailer	-	-	-	Loading Bay	Move-out
9	11:04	11:08	0:04	C	-	-	-	Street	-
10	12:23	12:24	0:01	C	Uber	-	-	Street	Pick-up
11	12:29	12:31	0:02	C	Top Cab Taxi	-	-	Street	Drop-off

Pedestrian Observations

Howard Stein Hudson
Pedestrian Count

Location: Tamworth x Lagrange
Date and Day of Week: Wednesday 3/22
Information Collected by: Jason Chan

Location
Location 1- Lagrange St West
Location 2-Tamworth St
Location 3- Lagrange St East

Location	Morning				Afternoon			
	7:30-7:45	7:45-8:00	8:00-8:15	8:15-8:30	4:30-4:45	4:45-5:00	5:00-5:15	5:15-5:30
Location 1: Lagrange St West	25	29	26	28	31	35	56	+29 = 32
Location 2: Tamworth St	9	5	9	10	3	5	8	7
Location 3: Lagrange St East	38	45	35	48	32	39	+25 (van dropoff in lot) = 92	+29 = 38

delivery at ~8:15 (Kamco Supply Co) 8:25