

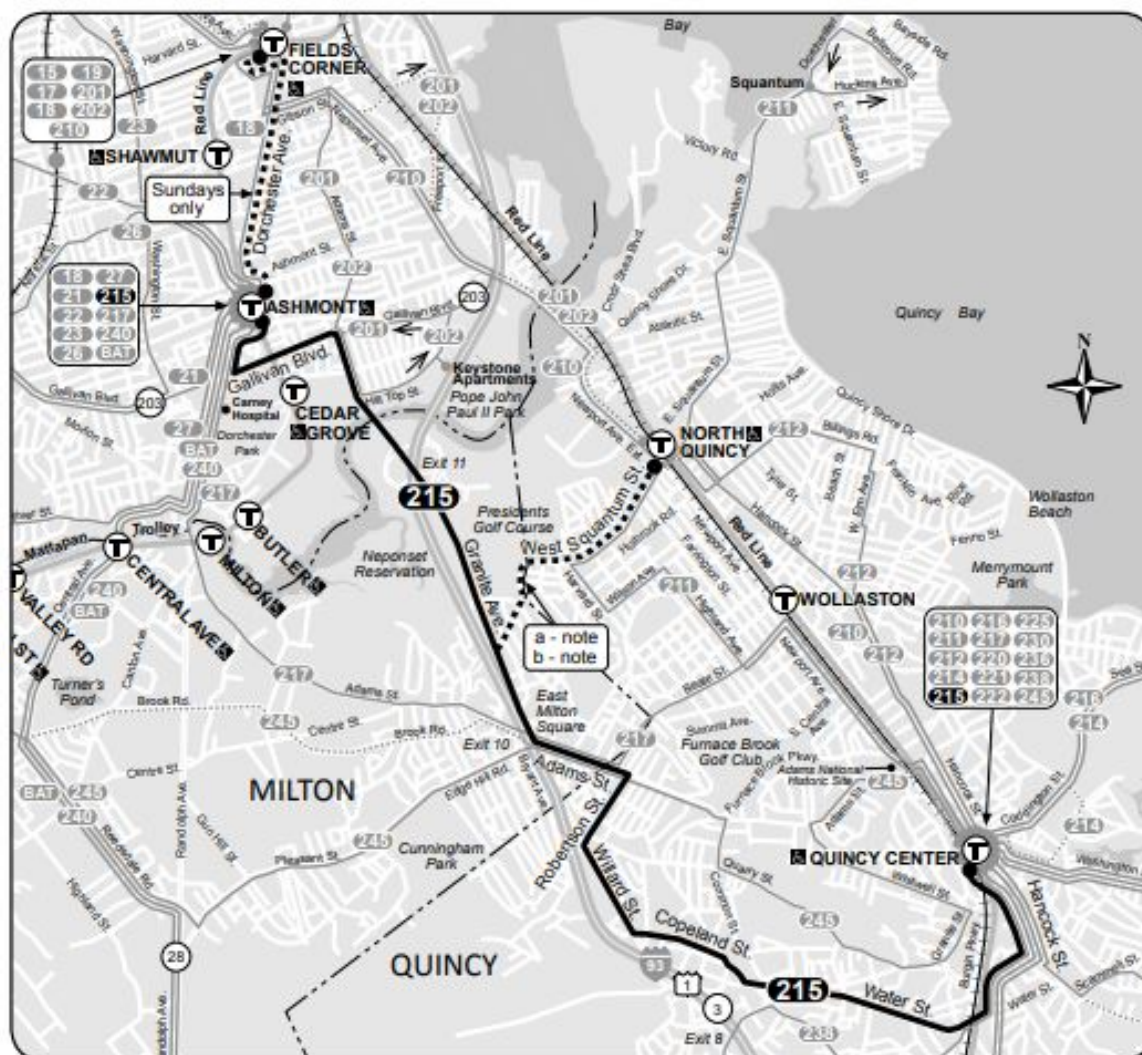
Route 215

Quincy Center – Ashmont Station

Route Overview

Route 215 Quincy Center – Ashmont Station is a Local route that operates seven days a week serving communities in Quincy, Milton, and Dorchester. The route connects to the Red Line stations of Quincy Center Station and Ashmont, with occasional service to North Quincy Station. It serves as a feeder service, connecting passengers to the Red Line.

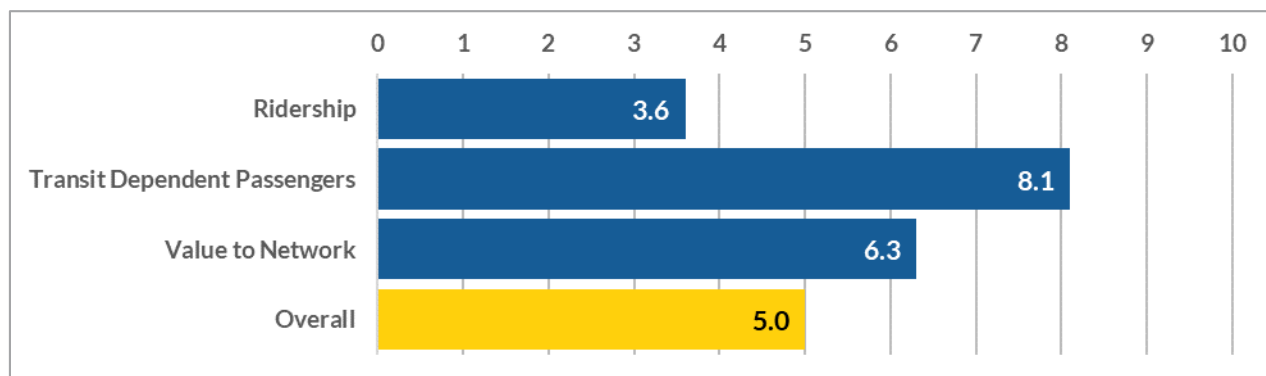
Figure 1 | Route 215 Service Map



Network Importance

Route 215 is relatively important to the MBTA network (see Figure 2). On a relative scale of 0 to 10, the route rates 3.6 in terms of ridership, 8.1 in terms of transit dependent ridership, and 6.3 in terms of its value to the network (which reflects the number of people who are uniquely served, the number of jobs and other important destinations, and the number of transferring passengers). Its overall score, which gives a 70% weighting to overall ridership and a 15% weight to both other measures, is 5.0.

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



Service Overview

Schedule

On weekdays, Route 215 operates from 5:06 AM to 11:40 PM with the following frequencies:

- Every 24 to 33 minutes before 6:00 AM, but mostly every 30 minutes.
- Every 10 to 35 minutes between 6:00 AM and 9:00 AM, but mostly every 26 minutes.
- Every 10 to 40 minutes between 9:00 AM and 6:30 PM, but mostly every 35 minutes during the midday base, every 28 minutes during the midday school, and every 29 minutes during the PM peak period.
- About every 60 minutes from 6:30 PM to the end of service.

On Saturdays, the route operates from 5:06 AM to 11:50 PM every 30 to 70 minutes with an average frequency of 45 minutes. Sunday service operates from 6:55 AM to 9:55 PM every 20 to 100 minutes with an average frequency of one bus every 60 minutes (see Table 1).

Route 215 meets both the Span of Service and Frequency Standards on all days of service.

Table 1 | Schedule Statistics

SERVICEDAY	SPAN OF SERVICE	FREQUENCY (RANGE)	FREQUENCY (AVERAGE)	DAILY TRIPS (INBOUND/OUTBOUND)
Monday-Friday	5:06 AM to 11:40PM			33/33
Sunrise	5:06 AM to 5:59 AM	24 - 33	30	2/1
Early AM	6:00 AM to 6:59 AM	10 - 35	26	2/3
AM Peak	7:00 AM to 8:59 AM	10 - 35	27	5/5
Midday Base	9:00 AM to 1:29 PM	25 - 35	35	8/8
Midday School	1:30 PM to 3:59 PM	10 - 35	28	5/4
PM Peak	4:00 PM to 6:29 PM	25 - 40	29	6/5
Evening	6:30 PM to 9:59 PM	30 - 60	55	3/5
Late Evening	10:00 PM to 11:40PM	60	60	2/2
Night	-	-	-	-
Saturday	5:06 AM to 11:50PM	30 - 70	45	25/25
Sunday	6:55 AM to 9:55 PM	20 - 100	60	14/15

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

Service Patterns

Service Pattern 215.1 is Route 215’s primary pattern, and runs seven days a week between Quincy Center Station and Ashmont Station. In addition to this pattern, there are three other service patterns:

- Service Pattern 215.1 makes a single trip in either direction between Quincy Center and North Quincy Station; this pattern makes the first round trip of the day on both weekdays and Saturdays.
- Service Pattern 215.7 makes a single inbound school trip per day between East Milton Square and Quincy Center Station.
- Service Pattern 215.2 makes a single outbound school trip per day between East Milton Square and Quincy Center Station.
- Service Pattern 215.3 makes seven trips in each direction between Quincy Center Station and Fields Corner Station, runs exclusively on Sundays. This pattern is operated so that buses can be shared with Route 201.

Table 2 | Service Patterns

PATTERN	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS per WKD	TRIPS per SAT	TRIPS per SUN
INBOUND				33	25	14
215.0	Quincy Center Station	North Quincy Station	No stops within Boston	1	1	-
215.1	Quincy Center Station	Ashmont Station	Via Quincy Medical Center	31	24	8
215.3	Quincy Center Station	Field Corner Station	Via Ashmont Station	-	-	7
215.7	Quincy Center Station	Adams Street at Church Street	Ends in East Milton Square	1	-	-
OUTBOUND				33	25	15
215.0	North Quincy Station	Quincy Center Station	No Stops within Boston	1	1	-
215.1	Ashmont Station	Quincy Center Station	Via Quincy Medical Center	31	24	8
215.2	Robertson Street at Adams Street	Quincy Center Station	Starts in East Milton Square	1	-	-
215.3	Fields Corner Station	Quincy Center Station	Via Ashmont Station	-	-	7

Ridership

Route 215 carries about 1,700 riders on weekdays, 900 riders on Saturdays, and 550 riders on Sundays.

Ridership by Stop

Route 215 provides key connections to Ashmont and Quincy Center Station. Heading inbound from Quincy Center Station:

- 460 passengers board daily at Quincy Center Station.
- The first stop at 1145 Hancock Street generates 65 boardings and seven alightings.
- The route continues through Quincy Center to Water Street in South Quincy and generates over 20 boardings at each of the next three stops, a total activity of 74 boardings and 47 alightings.
- Along Water Street total boardings are low, 17 passengers and total alightings are moderate, 56 passengers.
- As the route continues north along Copeland Street, 95 passengers board and 201 alight.
- On Willard, Robertson, and Adams Street, 113 passengers board and 132 alight.

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- At East Milton Square, 24 passengers board and eight alight.
 - From East Milton Square to Ashmont Station, 38 passengers board and 61 alight.
 - At Ashmont Station, 356 passengers alight
 - On trips serving Squantum Street, there are 3 boardings at Squantum Street at Harvard Street and 22 alightings at North Quincy Station.

Outbound ridership mirrors that of inbound ridership. Weekend ridership follows the same pattern, but with fewer total boardings and alightings.

Ridership by Trip

Weekday inbound ridership on Route 215 is generally strong throughout the day with no trip carrying loads per trip of fewer than 10 riders nor exceeding seating capacity.

Inbound weekday ridership:

- During the early morning period, 5:00 AM to 8:00 AM, ridership hovers around 25 riders per trip. The same is true of evening loads, 7:00 PM to 10:00 PM.
- Ridership ranges between 16 and 26 riders on trips between 8:00 AM and 1:00 PM. Ridership is highest, ranging between 25 and 50 riders, between 1:30 PM and 6:00 PM.

Outbound weekday ridership:

- Ridership is highest between 6:00 AM and 7:30 AM with trips carrying between 35 and 45 riders.
- From 7:30 AM, ridership per trip decreases steadily to 20 riders on the 10:00 AM trip. It then spikes up to 30 riders on the 10:30 AM trip before falling to about 20 riders per trip until 2:30 PM.
- Between 2:30 PM and 5:15 PM, ridership hovers around 25 riders per trip. After 5:15 PM ridership drops to about 10 riders per trip until the end of service.

Saturday inbound ridership ranges between 5 and 35 riders. Loads are highest between 3:30 PM and 5:30 PM and lowest on trips before 7:00 AM and after 9:00 PM. Midday trips have loads ranging between 10 and 22 riders per trip. Outbound ridership features similar load ranges with trips between 6:00 AM and 8:00 PM carrying 12 to 30 riders and trips after 8:00 PM carrying fewer than 10 riders.

Sunday ridership by trip patterns mirror those of Saturday, albeit to slightly lesser magnitudes.

Figure 3 | Weekday Inbound Ridership by Stop Map



Figure 4 | Weekday Ridership by Trip: Inbound

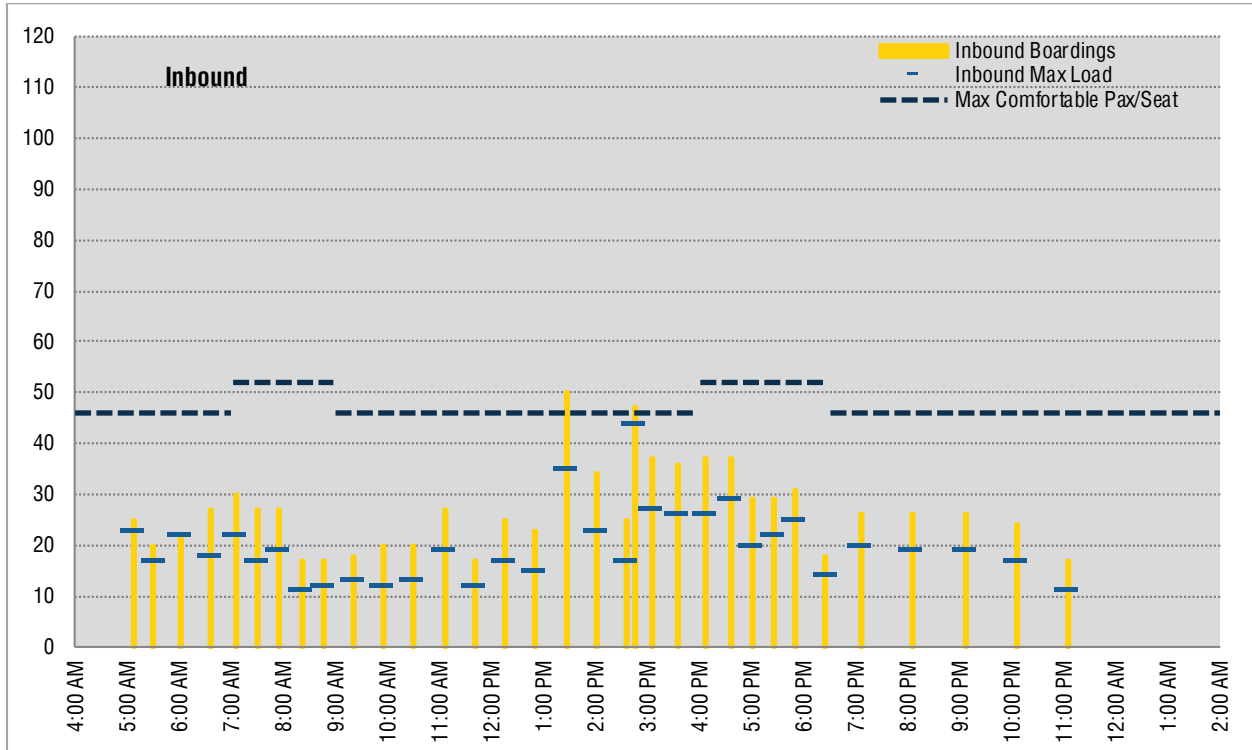


Figure 5 | Weekday Ridership by Trip: Outbound

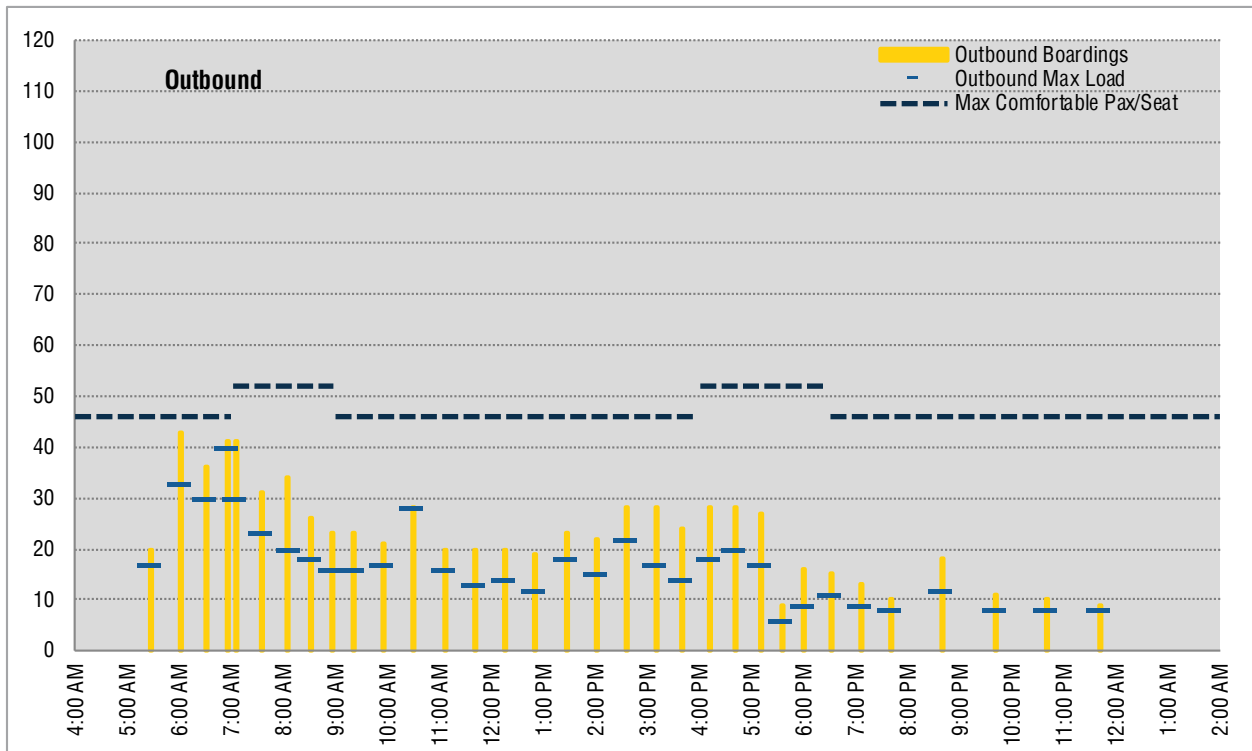


Figure 6 | Saturday Ridership by Trip: Inbound

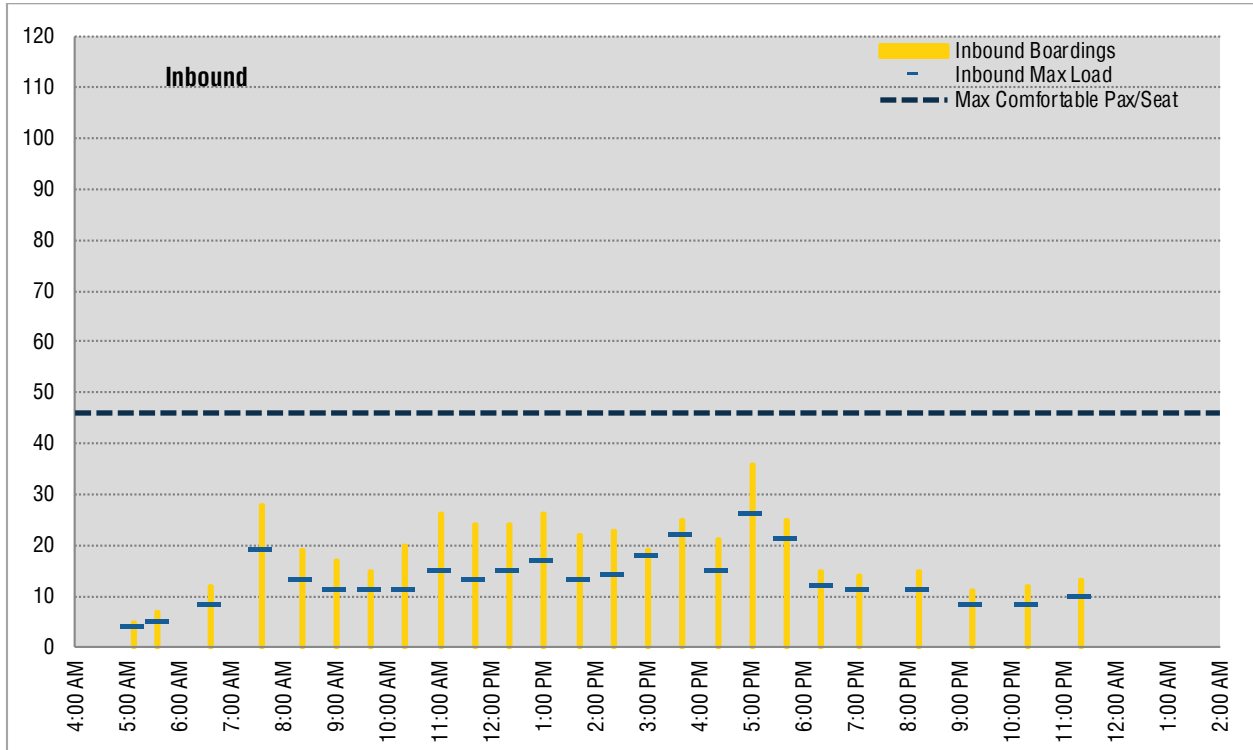


Figure 7 | Saturday Ridership by Trip: Outbound

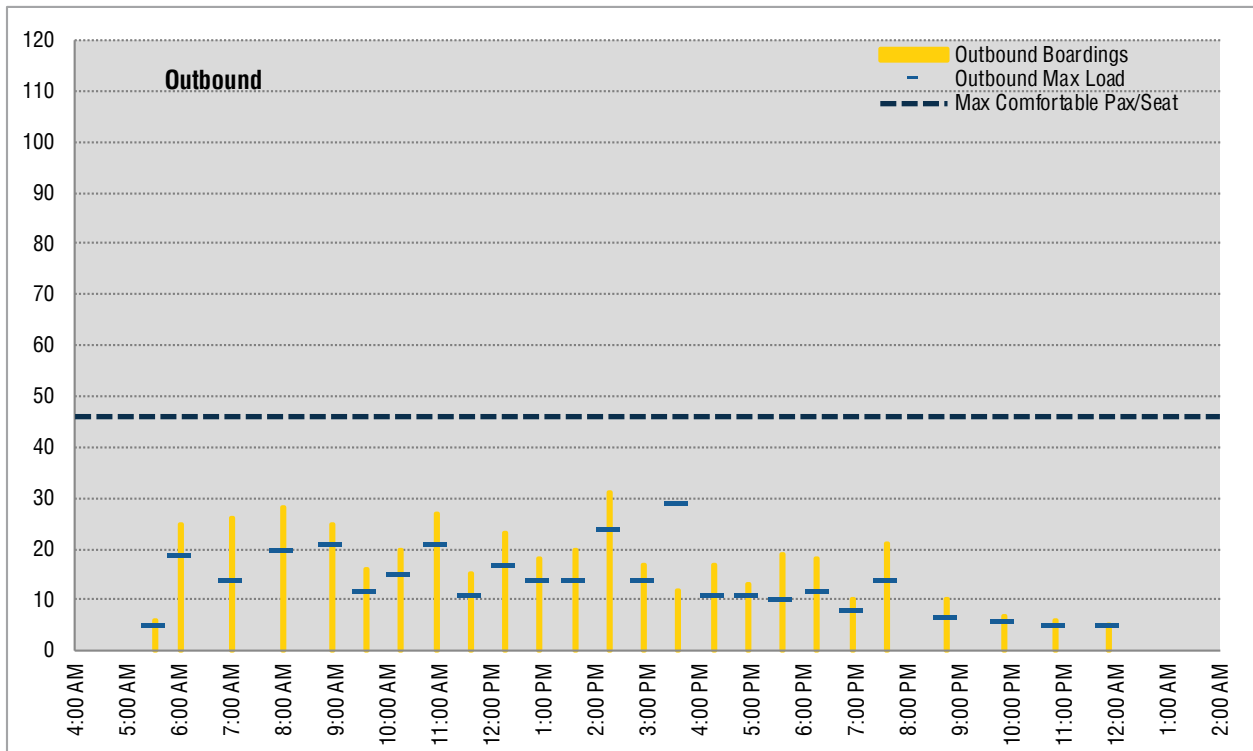


Figure 8 | Sunday Ridership by Trip: Inbound

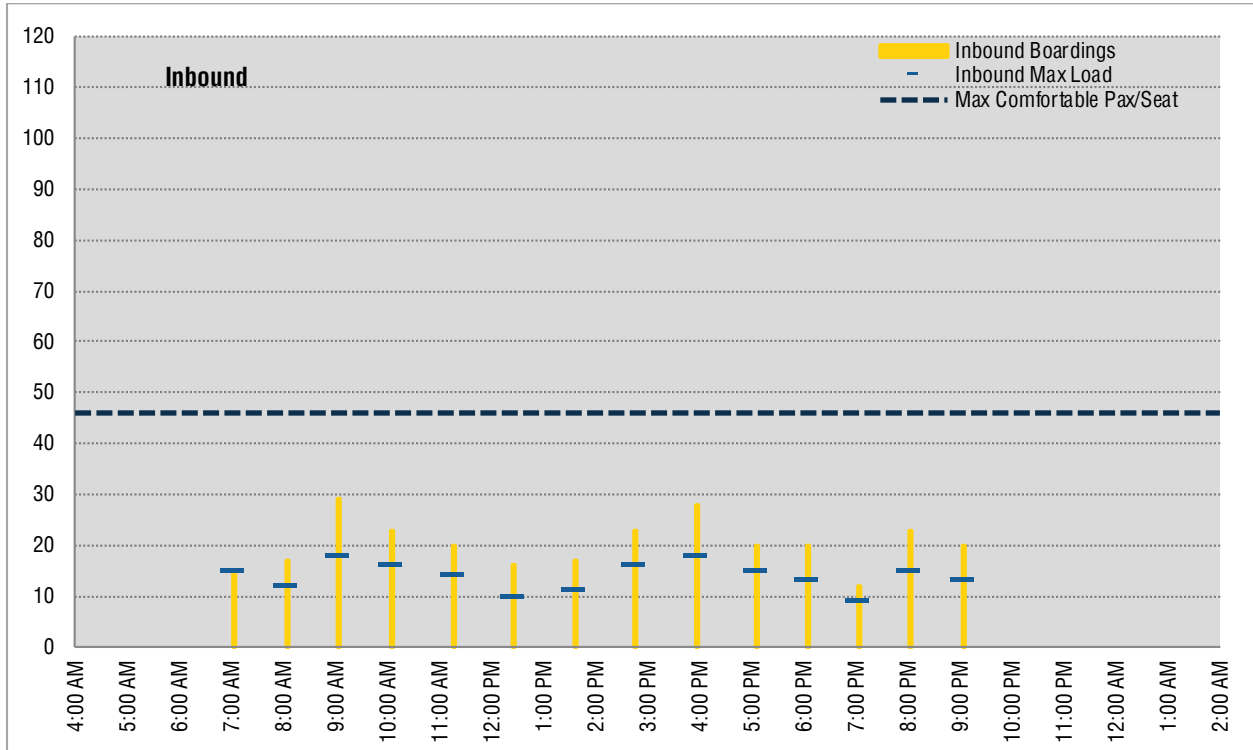
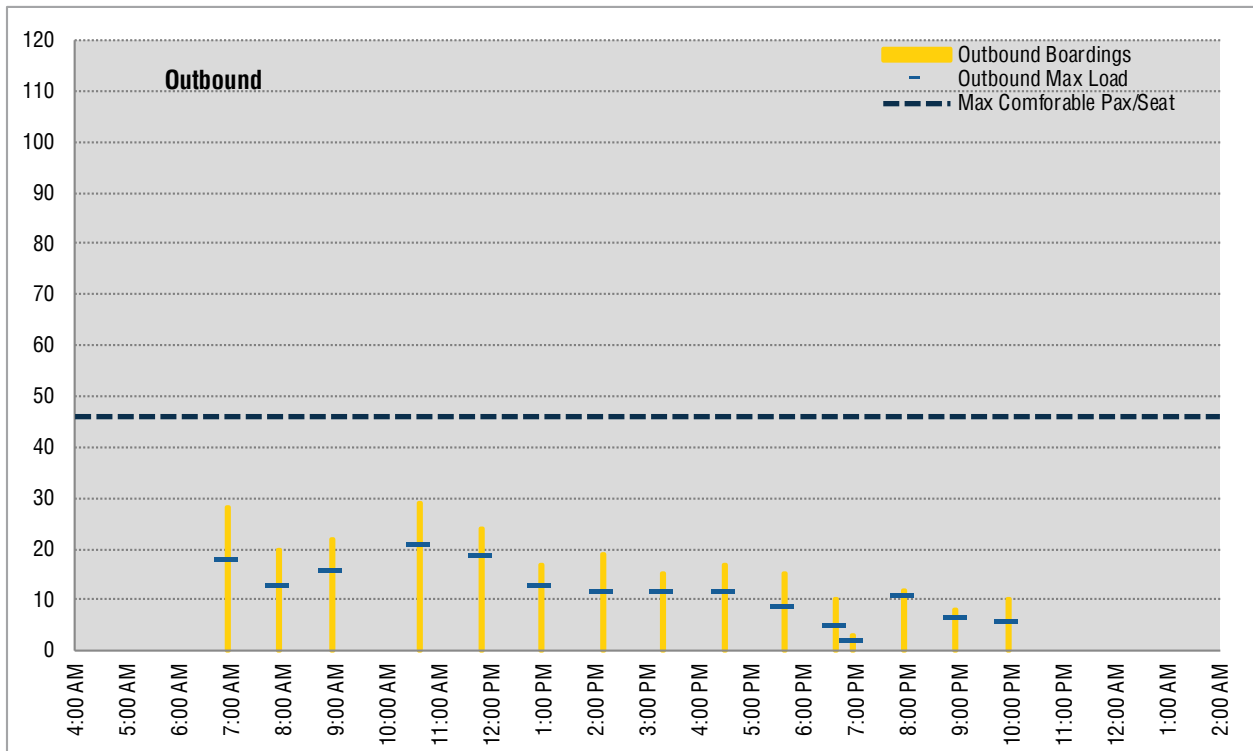


Figure 9 | Sunday Ridership by Trip: Outbound



Passenger Comfort

The MBTA desires that passengers travel in relatively comfortable conditions. At the same time, the MBTA’s definition of comfort reflects the very high volume environment in which the MBTA operates, and that some passengers may have to stand for a portion of their trip. More specifically, at least 92% of passengers’ travel times should be in comfortable conditions, and ideally, at least 96% of travel times should be in comfortable conditions. Comfortable conditions are considered to be 140% or less of seated capacity during high volume periods and 125% or less during other periods.

On Route 215, nearly 100% of passenger minutes are in comfortable conditions, which is above both the minimum standard of 92% and the MBTA target of 96% (see Table 3).

Table 3 | Passenger Time Spent Traveling in Comfortable Conditions

	WEEKDAYS	SATURDAYS	SUNDAYS
Minimum Standard	92%	92%	92%
Target	96%	96%	96%
Actual	99%	100%	100%

Reliability and Speed

Reliability

On weekdays, Route 215’s overall reliability is 55%, which fails to meet the MBTA’s minimum standard of 70%. Saturday and Sunday reliability is better, scoring 68% and 60%, respectively. Though an improvement on weekday performance, weekend service also fails to meet the minimum standard.

Table 4 | Reliability

SERVICE DAY	ORIGIN/MID-ROUTE ON-TIME PERFORMANCE	DESTINATION ON-TIME PERFORMANCE	OVERALL RELIABILITY	DROPPED TRIPS
Monday-Friday	57%	45%	55%	0.2%
Saturday	69%	54%	68%	-
Sunday	59%	69%	60%	-

Running Time

Almost all trips made by Route 215 run in excess of their scheduled travel time. Additional inbound travel times are worst in the morning between 7:00 AM and 8:30 reaching as many as 11 minutes. Additional outbound travel times are worst between 4:30 PM and 5:30 PM reaching as many as nine minutes beyond schedule.

Figure 10 | Scheduled & Median Travel Time by Trip: Route 215 Inbound

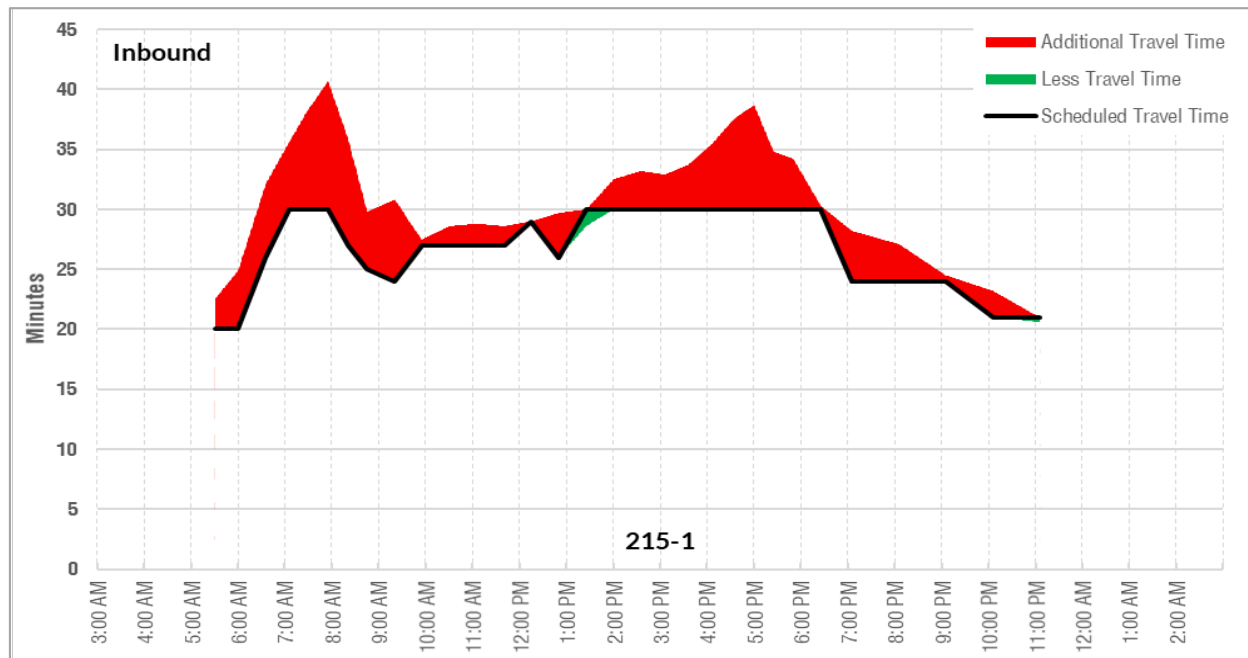
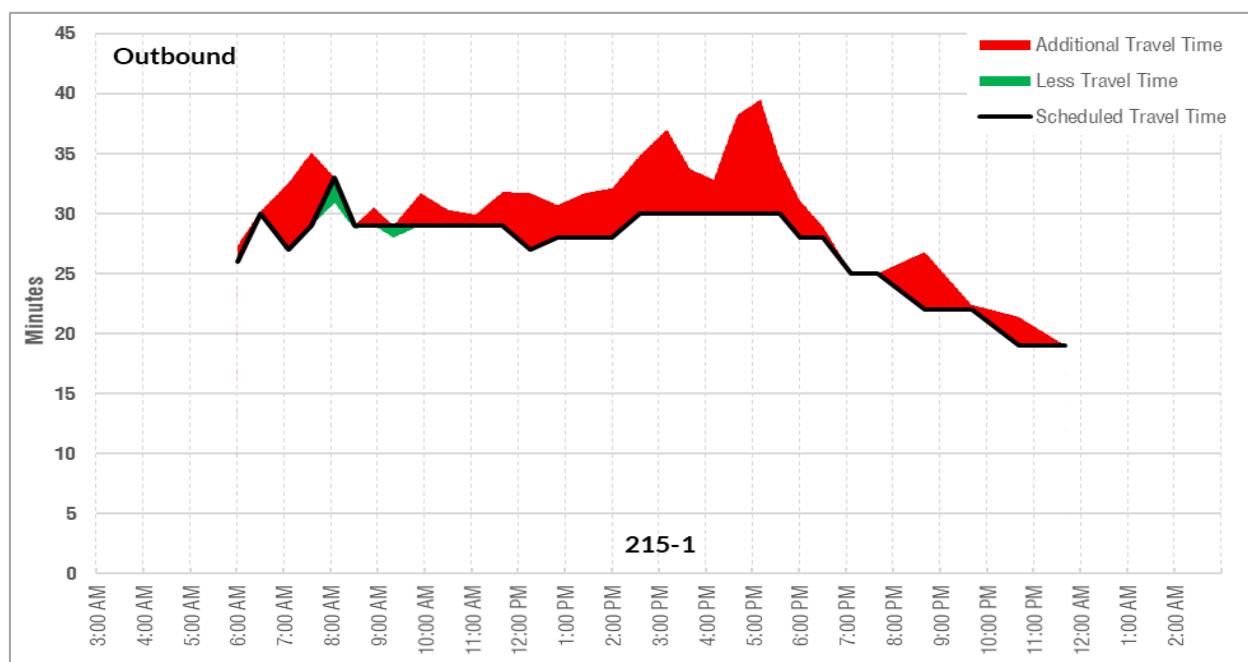


Figure 11 | Scheduled & Median Travel Time by Trip: Route 215 Outbound



Stop Spacing

Stops along Route 215 range in distance apart from 250 feet to 1200 feet. However, the gross majority of stops are about 600 feet apart. This translates into about nine stops per

mile, which falls outside of the recommended four to seven stops per mile in urban areas. While spacing is excessively close, this seems not to have rendered highly disproportionate boarding and alighting activity in Milton and Quincy – a stretch of the route where all stops feature similar and strong use. Conversely, however, such close stop spacing is likely contributing to highly underutilized stops along the Boston stretch of the route as well as the prevalence of trips running in excess of their scheduled travel time.

Summary

Route 215, a local route that provides an important connection to passengers connecting to Quincy Center or Ashmont. The route provides key connections, but suffers from poor overall reliability, and a high percentage of dropped trips.