

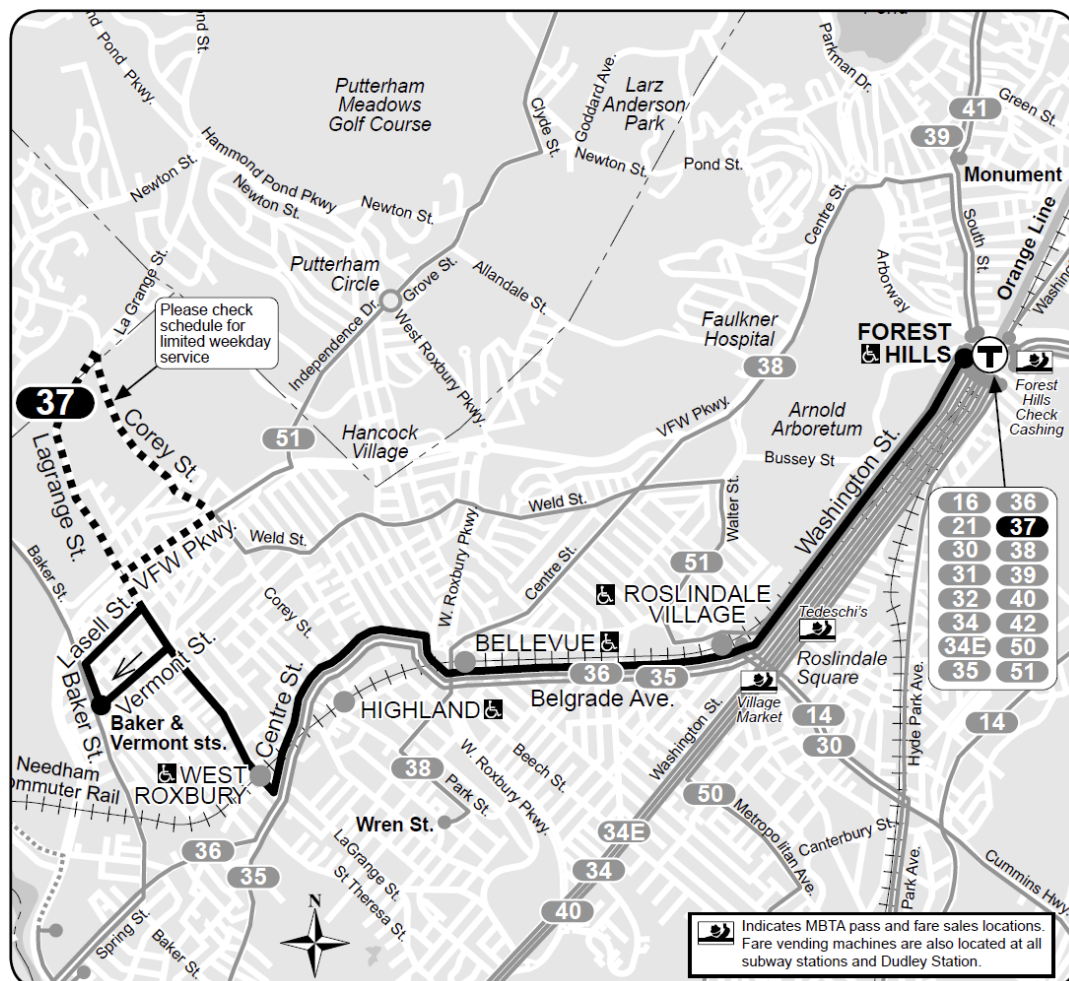
Route 37

Baker and Vermont Streets – Forest Hills Station

Route Overview

Route 37 is a Local route that operates Monday through Saturday between Baker Street at Vermont Street in West Roxbury and Forest Hills Station via Lagrange Street, Centre Street, Belgrade Avenue, and Washington Street (see Figure 1). The route operates along the same alignment as Route 35 Dedham Mall/Stinson Street-Forest Hills Station and Route 36 Charles River Loop or V.A. Hospital-Forest Hills Station between the intersection of Lagrange Street and Centre Street and Forest Hills Station. The three routes combine to provide frequent service between Roslindale's Centre Street/Belgrade Avenue corridor and Forest Hills Station.

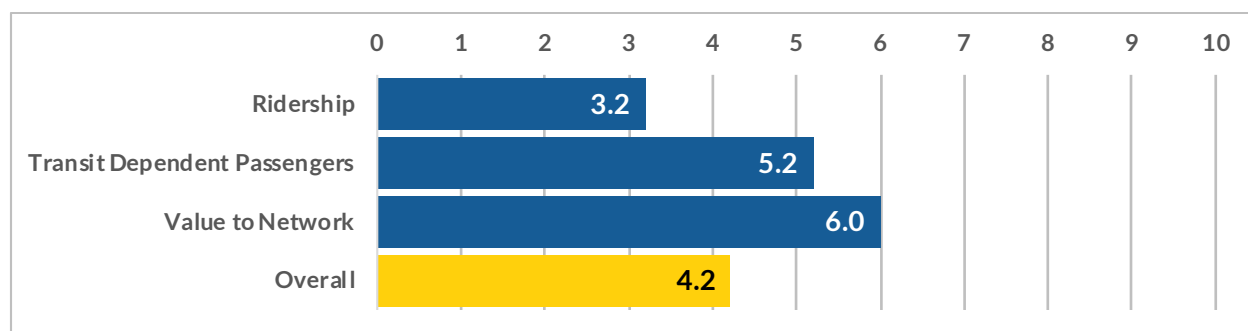
Figure 1 | Service Map



Network Importance

Route 37 has low importance within the overall system (see Figure 2). On a scale of 0 to 10, the route rates 3.2 in terms of ridership, 5.2 in terms of transit dependent ridership, and 6.0 in terms of its value to the network (which reflects the number of people who are uniquely served, the number of jobs and other important destinations, and the number of transferring passengers). Its overall score, which gives a 70% weight to overall ridership and a 15% weight to both other measures, is 4.2.

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



Service Overview

Schedule

Route 37 only operates on weekdays and Saturdays, and provides relatively infrequent service (see Table 1). On weekdays, service operates from 5:35 AM to 7:45 PM:

- Every 17 minutes before 6:00 AM.
- Every six to 21 minutes in the Early AM with average headways of 16 minutes.
- Every 18 to 30 minutes in the AM Peak, with average headways of 27 minutes.
- Every 17 to 43 minutes in the Midday Base and Midday School periods, with average headways of over 30 minutes.
- Every nine to 24 minutes in the PM Peak, with average headways of 16 minutes.
- Every nine to 26 minutes in the early evening, with average headways of 18 minutes.

Saturday service operates with a similar span of service as weekdays, running from 5:55 AM until 7:45 PM and operating with average service frequency of every 36 minutes. Route 37 does not operate on Sundays.

Table 1 | Schedule Statistics

SERVICE DAY	SPAN OF SERVICE	FREQUENCY (RANGE)	FREQUENCY (AVERAGE)	DAILY TRIPS (INBOUND/OUTBOUND)
Monday-Friday	5:35 AM to 7:45 PM			36/36
Sunrise	5:35 AM to 5:59 AM	17 - 17	17	1/2
Early AM	6:00 AM to 6:59 AM	6 - 21	16	4/3
AM Peak	7:00 AM to 8:59 AM	18 - 30	27	4/5
Midday Base	9:00 AM to 1:29 PM	18 - 43	36	8/7
Midday School	1:30 PM to 3:59 PM	17 - 40	29	5/6
PM Peak	4:00 PM to 6:29 PM	9 - 24	16	9/10
Evening	6:30 PM to 7:45 PM	9 - 26	18	5/3
Late Evening	-	-	-	-
Night	-	-	-	-
Saturday	5:55 AM to 7:45 PM	25 - 60	36	23/23
Sunday	No service	-	-	-

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

As described above, Routes 35, 36, and 37 combine to provide frequent service between Roslindale’s Centre Street/Belgrade Avenue corridor and Forest Hills Station. However, the schedules of all three routes differ significantly, and thus combined service is very irregular (see Table 2).

Table 2 | Existing Headways on Routes 35, 36, and 37

	RT 35 EXISTING HEADWAY	RT 36 EXISTING HEADWAY	RT 37 EXISTING HEADWAY
Monday-Friday			
Sunrise	20	20 - 23	17 - 17
Early AM	5 - 20	11 - 15	6 - 21
AM Peak	12 - 39	4 - 18	18 - 30
Midday Base	17 - 49	16 - 49	18 - 43
Midday School	5 - 42	1 - 49	17 - 40
PM Peak	12 - 17	10 - 31	9 - 24
Evening	12 - 60	5 - 30	9 - 26
Late Evening	-	26 - 30	-
Night	-	25 - 40	-
Saturday	30 - 60	22 - 70	25 - 60
Sunday	60 - 70	25 - 60	-

Route 37 meets the MBTA span of service and frequency standards for Local routes on weekdays and Saturdays. However, as a local route serving an urban area, it should also operate on Sundays. The rationale for it not operating is that nearly all of its alignment is served by Routes 35 and 36.

Service Patterns

On weekdays, nearly 80% of Route 37 trips operate Pattern 37.0, which is the route’s primary service pattern, running from Baker Street at Vermont Street to Forest Hills Station as illustrated with the solid black line in Figure 1 (see Table 3). A limited number of trips – eight inbound and seven outbound – extend the route’s outer end to Corey Street at Lagrange Street. These trips are spaced very widely apart – over 60 minutes in nearly all cases. In addition, one AM inbound trip operates from Corey Street at Lagrange Street to Boston Latin High School at 6:30 AM and an outbound trip returns at 2:15 PM.

All Saturday trips run along the primary alignment between Baker and Vermont Streets and Forest Hills Station.

Table 3 | Service Patterns

PATTERN	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS PER WKD	TRIPS PER SAT	TRIPS PER SUN
INBOUND				37	23	-
37.0	Vermont Street at Baker Street	Forest Hills Station Upper Busway	Primary service pattern	28	23	-
37.1	Corey Street at Lagrange Street	Boston Latin High School	AM school trip	1		
37.3	Corey Street at Lagrange Street	Forest Hills Station Upper Busway	Extension serves Corey Street	8	-	-
OUTBOUND				36	23	-
37.0	Forest Hills Station Upper Busway	Vermont Street at Baker Street	Primary service pattern	28	23	-
37.1	Boston Latin School	Corey Street at Lagrange Street	PM school trip	1		
37.3	Forest Hills Station Upper Busway	Corey Street at Lagrange Street	Extension serves Corey Street	7	-	-

Ridership

Route 37 serves 1,340 passengers on weekdays and 690 on Saturdays. This is the lowest ridership of the three routes that serve the Centre Street/Belgrade Avenue corridor (Route 35 serves 2,160 passengers per weekday, and Route 36 serves 3,000). The differences in ridership generally reflect differences in service levels, as most riders can choose interchangeably between the three routes to reach their final destination. Most riders traveling to downtown Boston or to the Longwood Medical Area transfer to the Orange Line to reach their final destination.

Ridership by Stop

Route 37 has low to moderate ridership along most of its length, and most passengers ride to and from Forest Hills Station. On weekday inbound trips (see Figure 3):

- Only 12 passengers board on the eight trips that serve Route 37’s outer loop (VFW Parkway, Corey Street, and Lagrange Street), or fewer than two passengers per trip.
- Up to 140 passengers board on the “regular” outer loop that serves Baker and Vermont Streets.
- A total of 150 passengers board and 10 alight at the five stops along Centre Street. Routes 35 and 36 also serve these stops.
- A total of 150 passengers board and 10 alight at the eight stops along Belgrade Avenue before Roslindale Square.
- 60 passengers board and 30 alight at the two stops in Roslindale Square.
- 220 passengers board and 50 alight at the seven stops along Washington Street. This segment is served by eight other routes as they travel to Forest Hills Station.
- 560 riders alight, or 83% of all inbound riders, alight at Forest Hills Station.

Outbound patterns are generally the reverse of inbound patterns. Saturday patterns are similar to weekday patterns but with lower volumes.

Ridership by Trip

Weekday ridership is very peak oriented, with the highest ridership inbound in the morning and outbound in the afternoon (see Figure 4 and Figure 5). Inbound ridership is highest between 5:55 AM and 7:35 AM, when most trips carry between 30 and 40-plus riders. Ridership then falls below 30 riders per trip at 8:00 AM and continues to decline. Ridership per trip is below 20 riders after 1:00 PM, and below 10 riders after 6:00 PM.

Outbound service exhibits the opposite pattern, with very low ridership in the morning and increasing throughout the day. Most trips during the AM peak and midday periods carry between 10 and 20 riders. From 3:00 PM until the end of service, most trips carry between 20 and 30 riders, and some exceed 30 riders. The last outbound trip at 7:15 PM has 22 boardings.

On Saturdays, ridership is low to moderate throughout the day, with the majority of trips carrying between 10 and 20 riders (see Figure 6 and Figure 7). Inbound ridership is generally highest later in the morning between 10:00 AM and noon, with ridership peaking at 11:00 AM with 24 boardings. On outbound trips, ridership is highest in the late afternoon and early evening, with the highest ridership at 4:50 PM with 27 boardings.

Figure 3 | Weekday Inbound Ridership by Stop Map

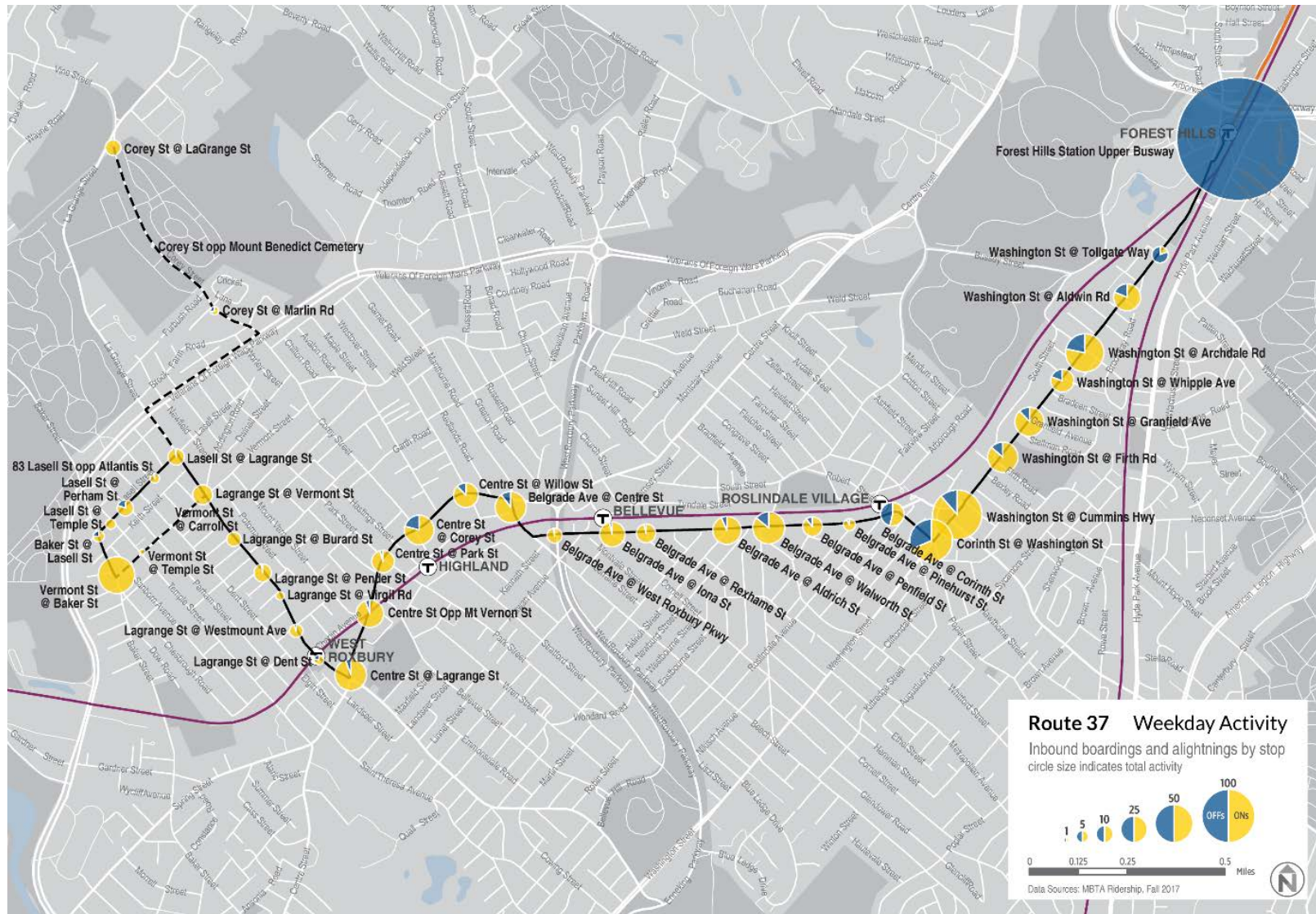


Figure 4 | Weekday Ridership by Trip: Inbound

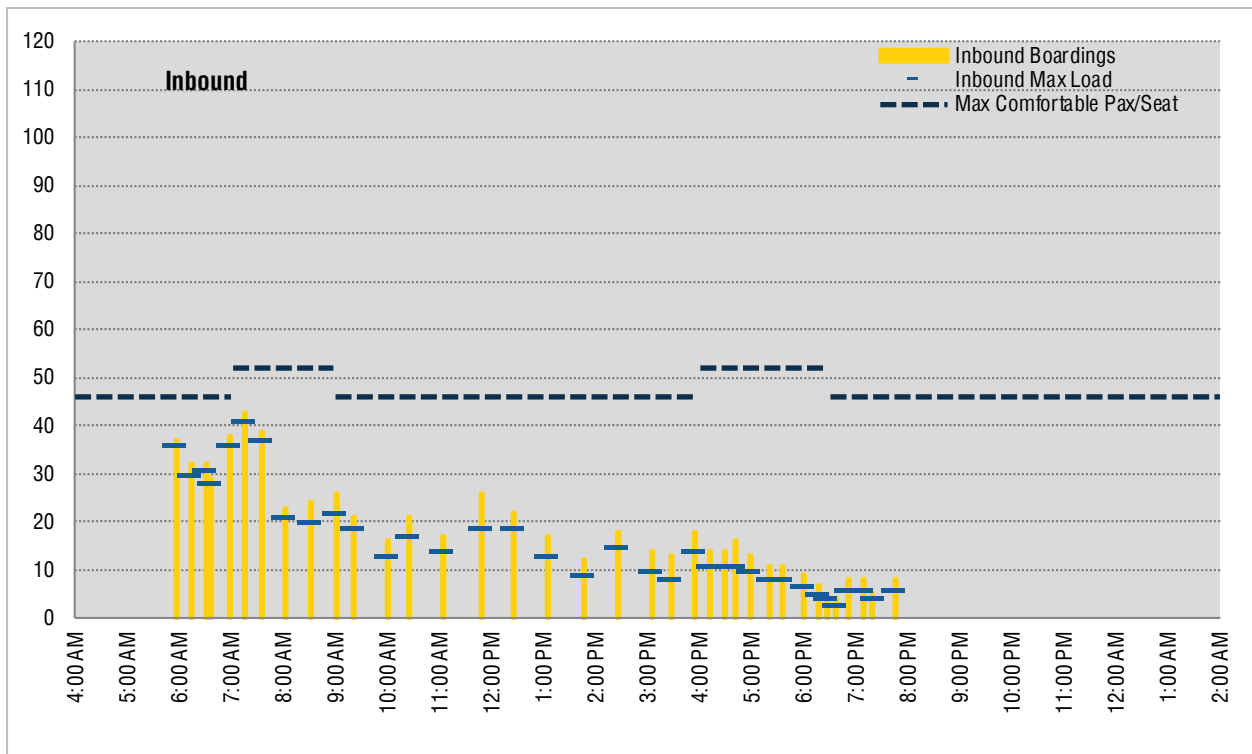


Figure 5 | Weekday Ridership by Trip: Outbound

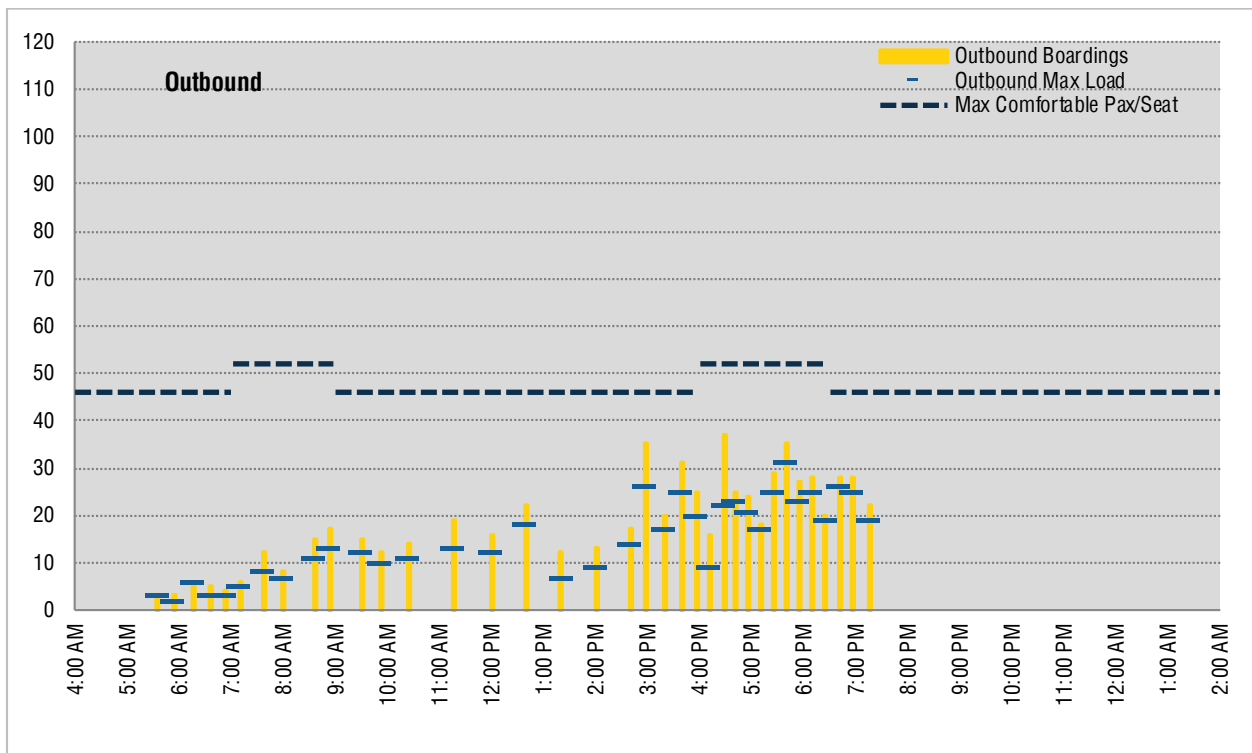


Figure 6 | Saturday Ridership by Trip: Inbound

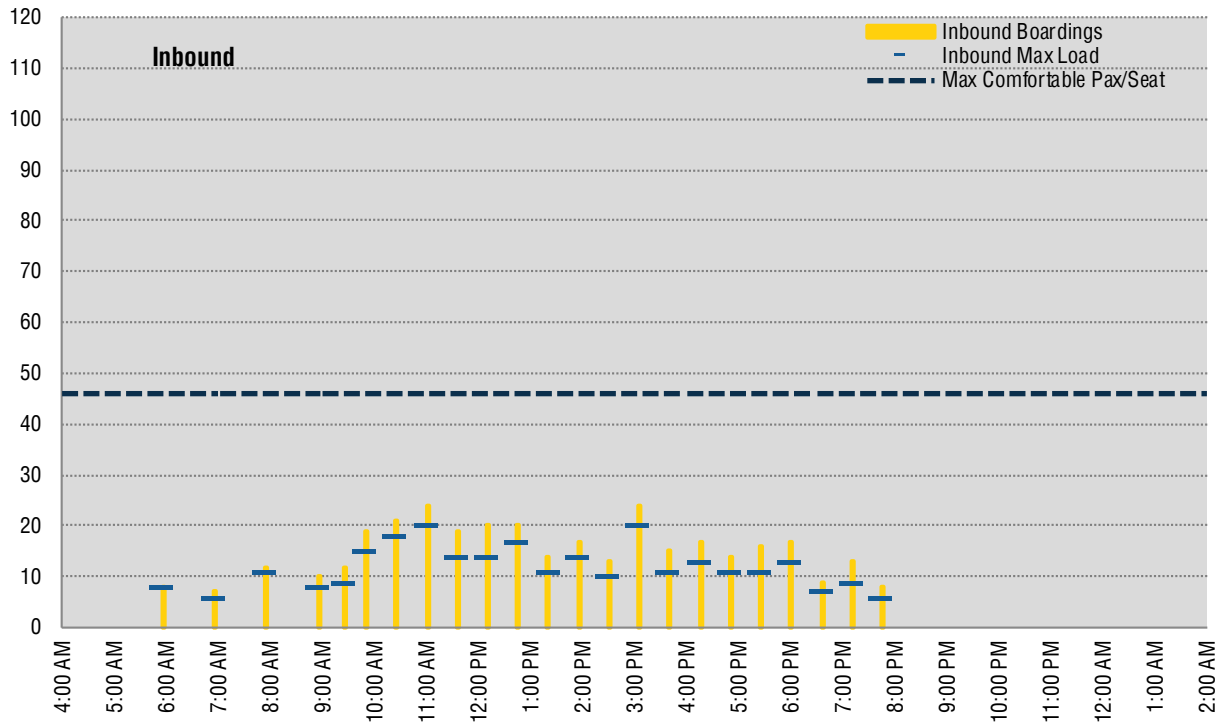
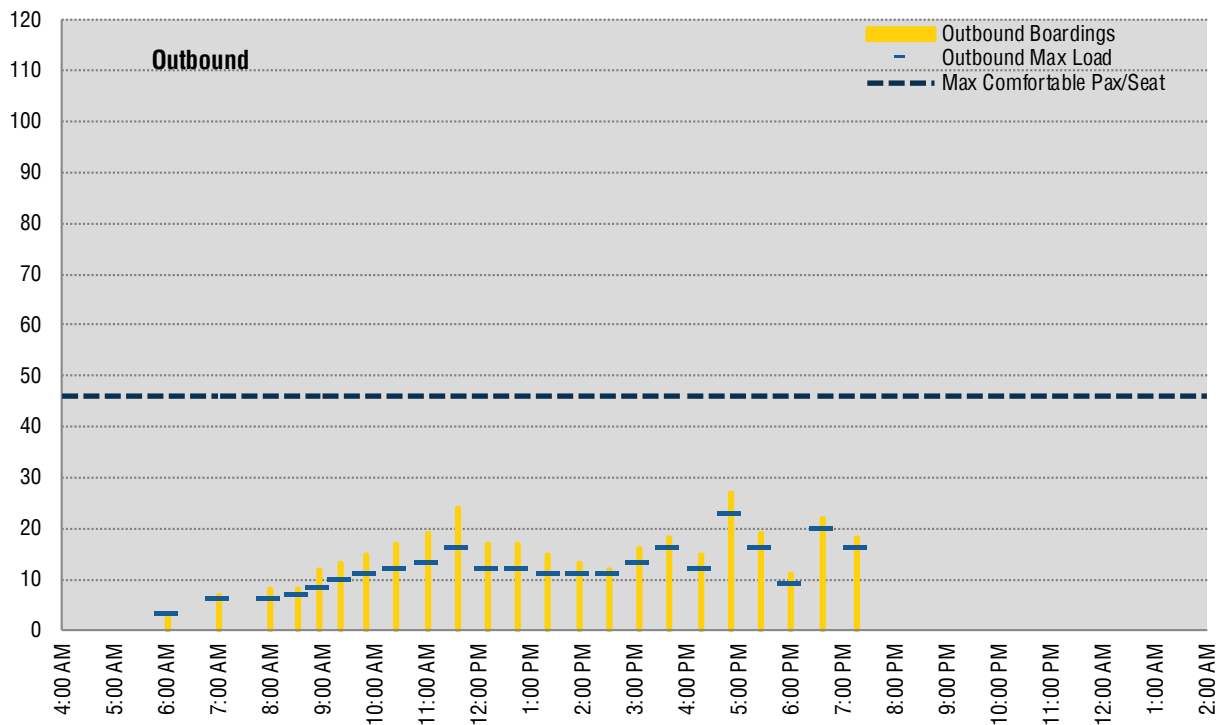


Figure 7 | Saturday Ridership by Trip: Outbound



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 weekdays, 96.3% of passenger minutes are in comfortable conditions. This is above the target of 96% (see Table 4). On Saturdays, 100% of passenger minutes are in comfortable conditions.

Table 4 | Passenger Time Spent Traveling in Comfortable Conditions

	WEEKDAYS	SATURDAYS	SUNDAYS
Minimum Standard	92%	92%	92%
Target	96%	96%	96%
Actual	96.3%	100%	-

Reliability and Speed

Reliability

Route 37's weekday overall on-time performance is very poor, at only 62%, which is well below the minimum standard of 70%. Saturday on-time performance, at 78%, is above the target of 75% (see Table 5).

Table 5 | Reliability

SERVICE DAY	ORIGIN/MID-ROUTE ON-TIME PERFORMANCE	DESTINATION ON-TIME PERFORMANCE	OVERALL RELIABILITY	DROPPED TRIPS
Monday-Friday	63%	60%	62%	0.4%
Saturday	83%	81%	78%	-
Sunday	-	-	-	-

Running Times

Poor on-time performance is due in large part to actual running times that regularly exceed scheduled running times (see Figure 8 and Figure 9). On inbound trips, actual running times are generally two to four minutes longer than scheduled times. On outbound trips, they are three to four minutes longer than scheduled during the AM and PM peak periods.

Figure 8 | Scheduled & Median Travel Time by Trip: Route 37 Inbound

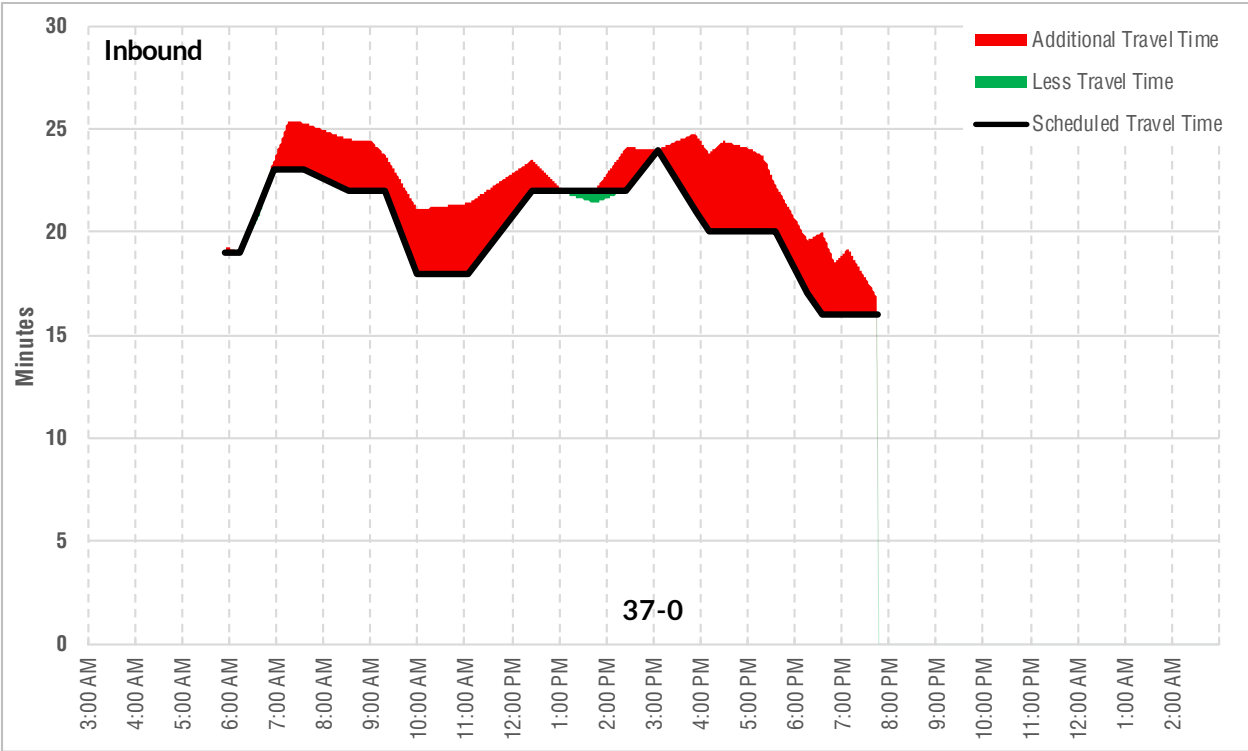
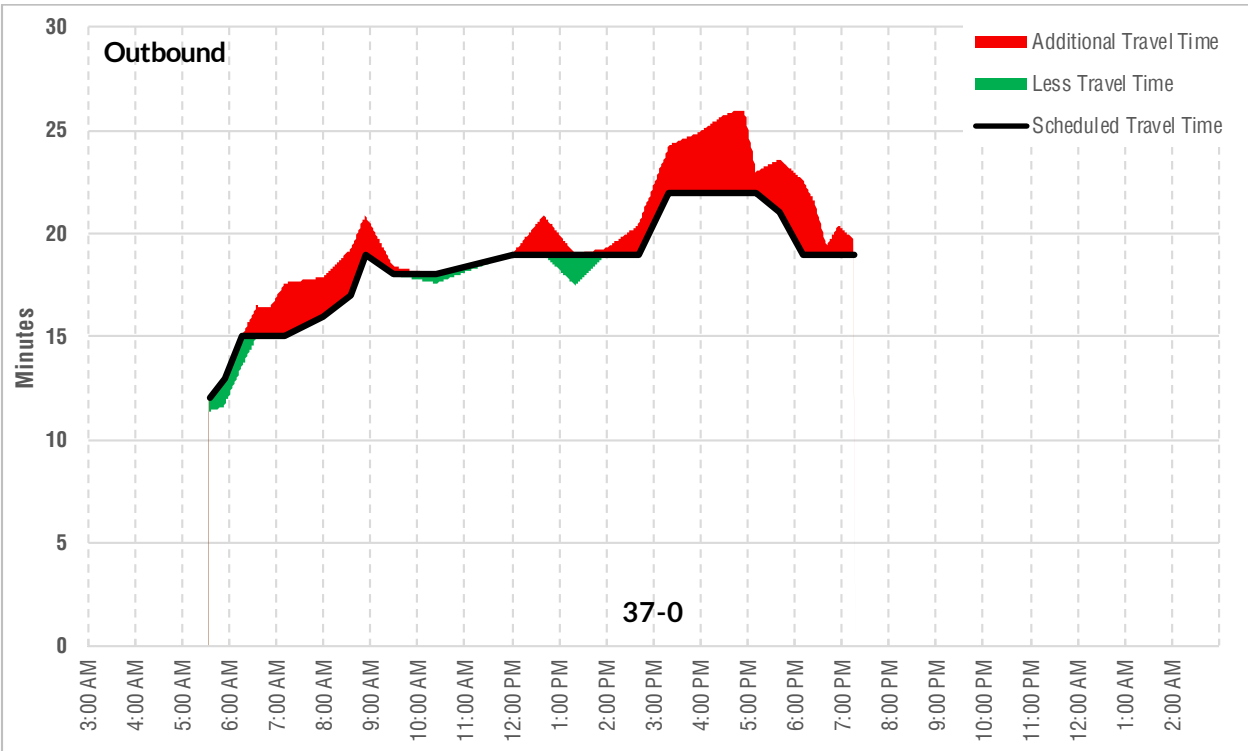


Figure 9 | Scheduled & Median Travel Time by Trip: Route 37 Outbound



Stop Spacing

Route 37 has over eight stops per mile, which is more than the four to seven stops per mile specified by the MBTA's bus stop guidelines. The consolidation of stops would speed service and improve on-time performance by reducing running time variability.

Summary

Route 37, along with Routes 35 Dedham Mall-Forest Hills Station and 36 Charles River Loop or VA Hospital - Forest Hills Station, is one of three routes that serve Roslindale's Centre Street/Belgrade Avenue corridor. Together, the three routes carry a total of 6,500 passengers per weekday. The large majority of passengers – 5,480, or 84% – ride entirely within the common segments of the three routes along Centre Street, Belgrade Avenue, and Washington Street. Ridership on the outer ends of each of the routes is relatively low.

As indicated by the above ridership figures, Route 37 is important largely in terms of the service it provides in the Centre Street/Belgrade Avenue corridor, and to a lesser extent for its outer end service. Areas in need of improvement include:

- Very poor weekday on-time performance
- Lack of schedule coordination with Routes 35 and 36.
- A very poorly utilized outer loop.