

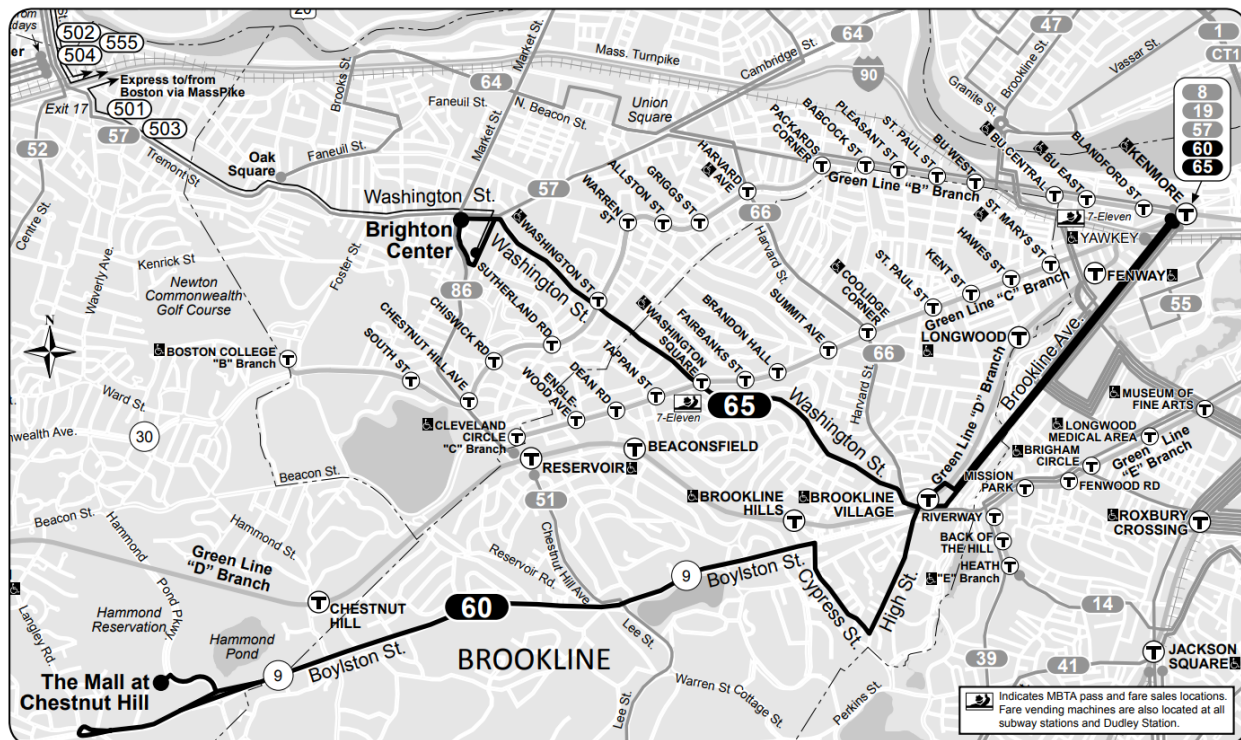
Route 65

Brighton Center - Kenmore Station

Route Overview

Route 65 Brighton Center - Kenmore Station is a Local MBTA bus route connecting Brighton Center with Kenmore Square via Washington Street and Brookline Avenue. The route provides a crosstown connection between Allston/Brighton and Brookline and between Brookline and Kenmore Square, and connects to Green Line Branches B, C, and D. Route 65 shares the Brookline Avenue corridor with Route 60 Chestnut Hill - Kenmore Station between Brookline Village and Kenmore Square.

Figure 1 | Service Map

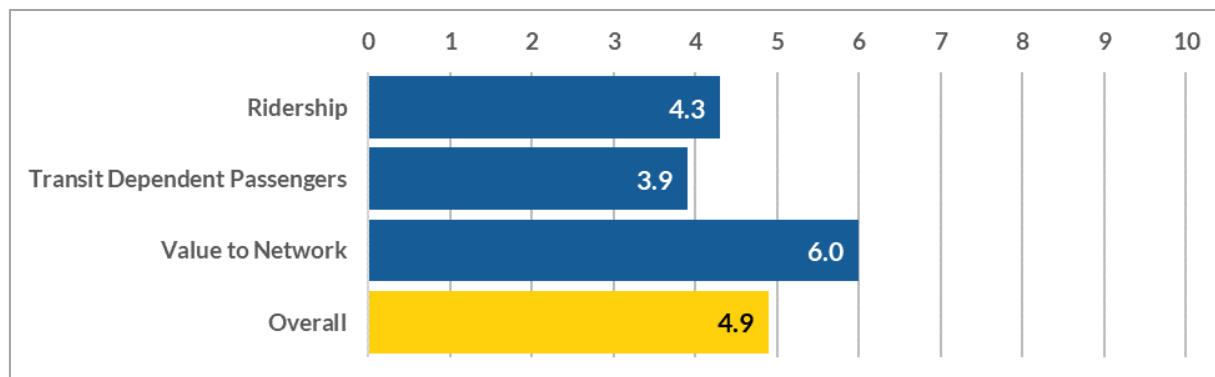


Network Importance

Route 65 has moderate importance within the MBTA bus network (see Figure 2). On a relative scale of 0 to 10, the route rates 4.3 in terms of ridership, 3.9 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 4.9.

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



Service Patterns

Schedule

On weekdays, Route 65 provides moderately frequent service throughout much of the day, except in the morning when the route provides frequent service (every 10-16 minutes) and in the evenings when it provides infrequent service (every 59 minutes). On Saturdays, the route provides infrequent service all day. There is no service on Sundays (See Table 1).

On weekdays service operates between 6:14 AM and 8:58 PM, with the following inbound frequencies:

- The first trips of the day operate approximately every 20 minutes, with trips at 6:20 AM, 6:40 AM, and 6:56 AM (a 16-minute gap).
- Trips between 6:56 AM and 8:46 AM are frequent, operating every 10 minutes.
- Frequency decreases between 9:00 AM and 2:40 PM, when trips operate every 34 minutes.
- Trips between 2:40 PM and 6:15 PM operate at a frequency of every 20 minutes.
- The last two trips of the day are spaced at approximately 60-minute intervals and service ends at 8:35 PM.

Since the completion of this document, the MBTA has added an additional early AM trip on Route 65.

On Saturdays, service operates every 60 minutes between 6:45 AM and 6:39 PM.

Route 65 meets the MBTA's span of service and frequency standards for Local routes on weekdays, but would need to remain in operation for another 15 minutes to meet the

span of service standard on Saturdays. Route 65 does not operate on Sundays and as a result, fails to meet MBTA's days of service standard.

Table 1 | Schedule Statistics

SERVICEDAY	SPAN OF SERVICE	FREQUENCY (RANGE)	FREQUENCY (AVERAGE)	DAILY TRIPS (INBOUND/OUTBOUND)
Monday-Friday	6:14 AM to 8:58 PM			37/35
Sunrise	-	-	-	-
Early AM	6:14 AM to 6:59 AM	11 - 20	16	3/2
AM Peak	7:00 AM to 8:59 AM	7 - 14	10	11/6
Midday Base	9:00 AM to 1:29 PM	14 - 35	34	8/8
Midday School	1:30 PM to 3:59 PM	15 - 35	24	7/6
PM Peak	4:00 PM to 6:29 PM	20 - 52	29	6/10
Evening	6:30 PM to 8:58 PM	52 - 59	59	2/3
Late Evening	-	-	-	-
Night	-	-	-	-
Saturday	6:45 AM to 6:39 PM	60	60	12/12
Sunday	-	-	-	-

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

Service Patterns

Route 65 operates one service pattern on all service days between Brighton Center and Kenmore Station via Washington Street to Brookline Village and then via Brookline Avenue to Kenmore Square with transfer opportunities to the Green Line B, C, and D branches (see Table 2).

Table 2 | Service Patterns

PATTERN	ORIGIN	DESTINATION	UNIQUE FEATURE	TRIPS PER WKD	TRIPS PER SAT	TRIPS PER SUN
INBOUND				37	12	-
65.0	Chestnut Hill Avenue at Veronica Smith Center	Kenmore Station	Via Washington Street and Brookline Avenue	37	12	-
OUTBOUND				35	12	-
65.0	Kenmore Station	Chestnut Hill Avenue at Veronica Smith Center	Via Brookline Avenue and Washington Street	35	12	-

Ridership

Route 65 serves 2,418 passengers per weekday and 329 passengers on Saturdays.

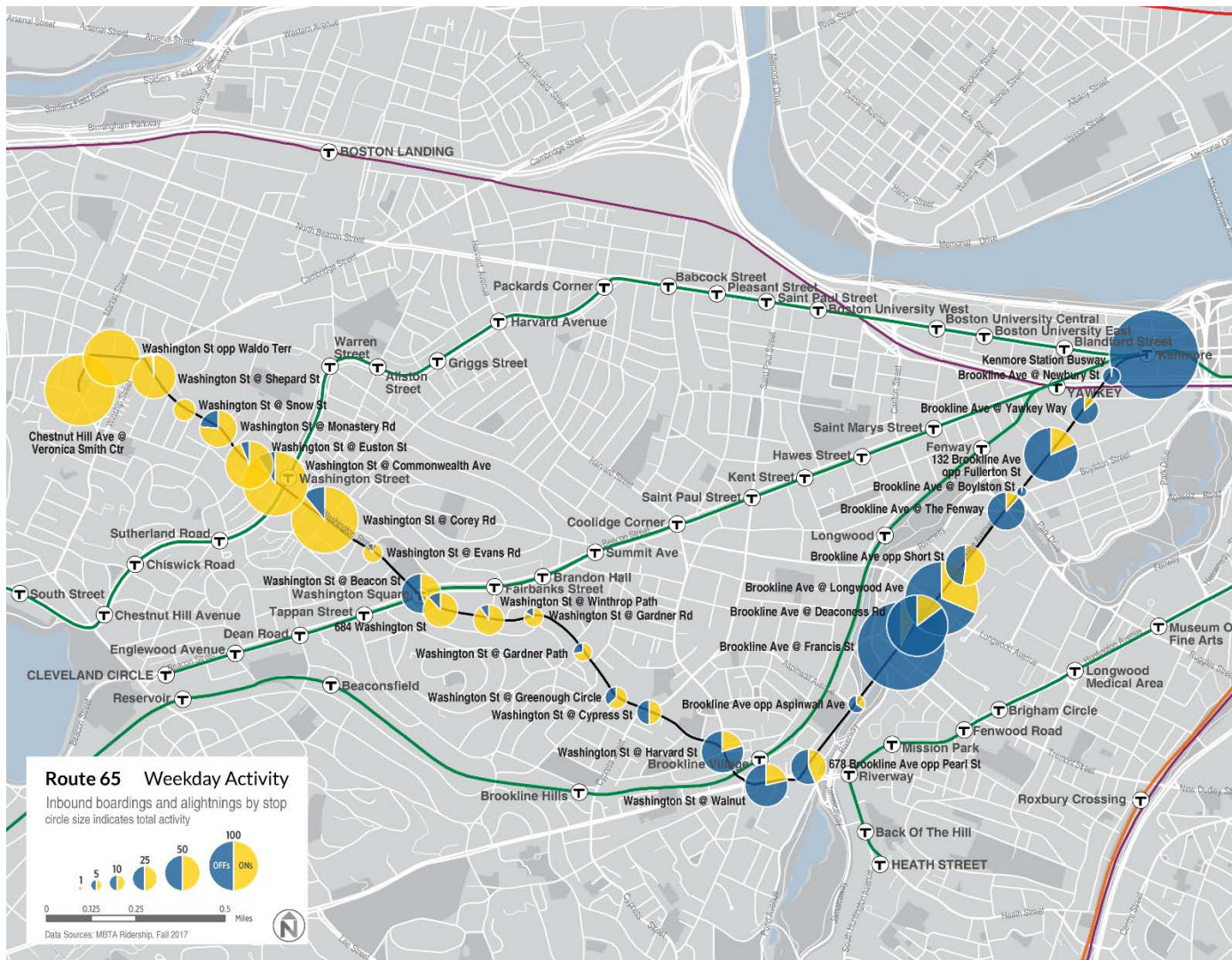
Ridership by Stop

Most Route 65 riders traveling inbound board the bus north of Washington Square (69% of boardings) and alight in Brookline Village, the Longwood Medical Area, or at Kenmore Station (see Figure 3). Despite being a crosstown route between Brighton, Brookline, and the Longwood Medical Area, there is little turnover until the bus reaches Brookline Village. High activity stops are located near major activity centers or Green Line stations.

- The first stop on the route, Chestnut Hill Avenue at Veronica Smith Center, has 205 boardings in Brighton Center, or 16% of all inbound boardings.
- The second stop, Washington Street opposite Waldo Terrace, totals 129 boardings daily, or 10% of all boardings.
- Between Brighton Center and Commonwealth Avenue, there are 225 boardings and 167 alightings.
- Washington Street at Commonwealth Avenue generates 153 boardings (12% of all inbound boardings) and 16 alightings, and provides a transfer opportunity to the Green Line B Branch.
- Washington Street at Corey Road has 160 boardings (13% of total) and 20 alightings next to the Whole Foods grocery store and several assisted living apartment buildings.
- Between Corey Road and the Longwood Medical Area (approximately two miles, or 13 stops), there are 335 boardings and 1,130 alightings.
- 47% of Route 65 alightings occur in the Longwood Medical Area. These are primarily at three stops:
 - Brookline Avenue at Francis Street (22 boardings and 292 alightings)
 - Brookline Avenue at Deaconess Road (22 boardings and 128 alightings)
 - Brookline Avenue at Longwood Avenue (68 boardings and 149 alightings)
- Much of the ridership through Fenway is destined for Kenmore Station, but 118 passengers alight at 132 Brookline Avenue opposite Fullerton Street, a large mixed-use commercial and residential area.
- 323 riders alight at Kenmore Station, or 23% of all inbound passengers.

Saturday ridership follows the same ridership patterns inbound, with slightly fewer boardings and alightings in the Longwood Medical Area and more alightings in Fenway opposite Fullerton Street.

Figure 3 | Weekday Inbound Ridership by Stop Map



Ridership by Trip

Unlike many other crosstown bus routes in the MBTA network, for which peak period ridership is bi-directional, Route 65 inbound ridership is highest in the morning and outbound ridership is highest during the PM peak (see Figure 4 and Figure 5).

On weekday inbound trips:

- The first trip of the day, at 6:20 AM, has 49 boardings and a maximum load of 46 passengers, the MBTA maximum load standard.
- All trips before 8:24 AM except one have more than 45 total boardings and maximum loads over 40 passengers. Ridership decreases slightly between 8:30 AM and 9:30 AM, although several trips are overcrowded during the AM peak, suggesting more frequent trips are needed:
 - The 7:27 AM trip reaches the peak period crowding threshold, with 52 passengers at maximum load.
 - The 7:47 AM trip is overcrowded, with a maximum load 57 passengers.
 - The 8:08 AM trip is overcrowded, with a maximum load 61 passengers.
 - The 9:00 AM trip is overcrowded, with t maximum load 55 passengers.
- After 9:30 AM, only the 12:20 PM trip attracts more than 30 boardings and only the 4:40 PM trip has a maximum load over 20 passengers, with 22 people on board.
- Outbound patterns are similar to inbound patterns with peak ridership occurring in the PM peak between 4:00 PM and 5:40 PM. Morning and midday ridership is low, with no trip serving more than 30 passengers before 3:20 PM. The 4:00 PM, 4:35 PM, and 5:20 PM trips are overcrowded, peaking at a passenger load of 62.
- On Saturdays, no trip attracts more than 22 passengers (the 11:45 AM inbound trip), with maximum loads of 15 or fewer passengers on each inbound or outbound trip. Midday ridership is higher in the inbound direction prior to 3:00 PM, when the outbound becomes the primary direction of travel.

Figure 4 | Weekday Ridership by Trip: Inbound

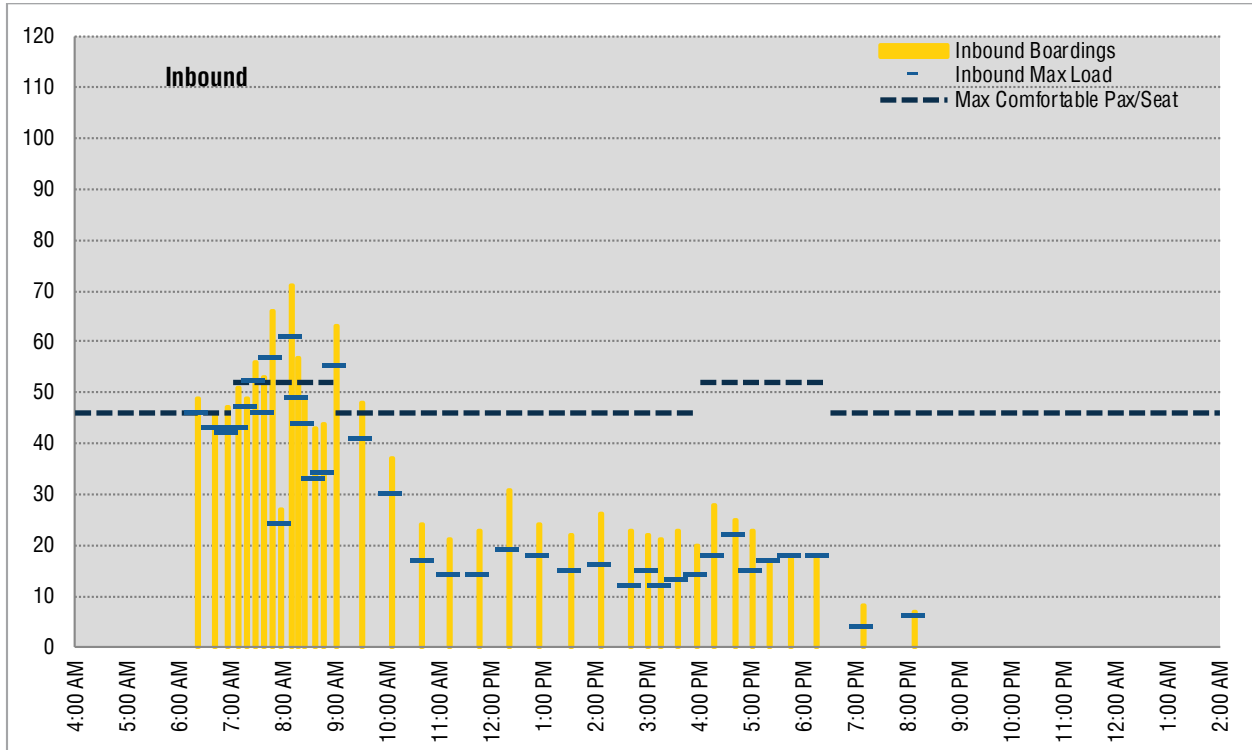


Figure 5 | Weekday Ridership by Trip: Outbound

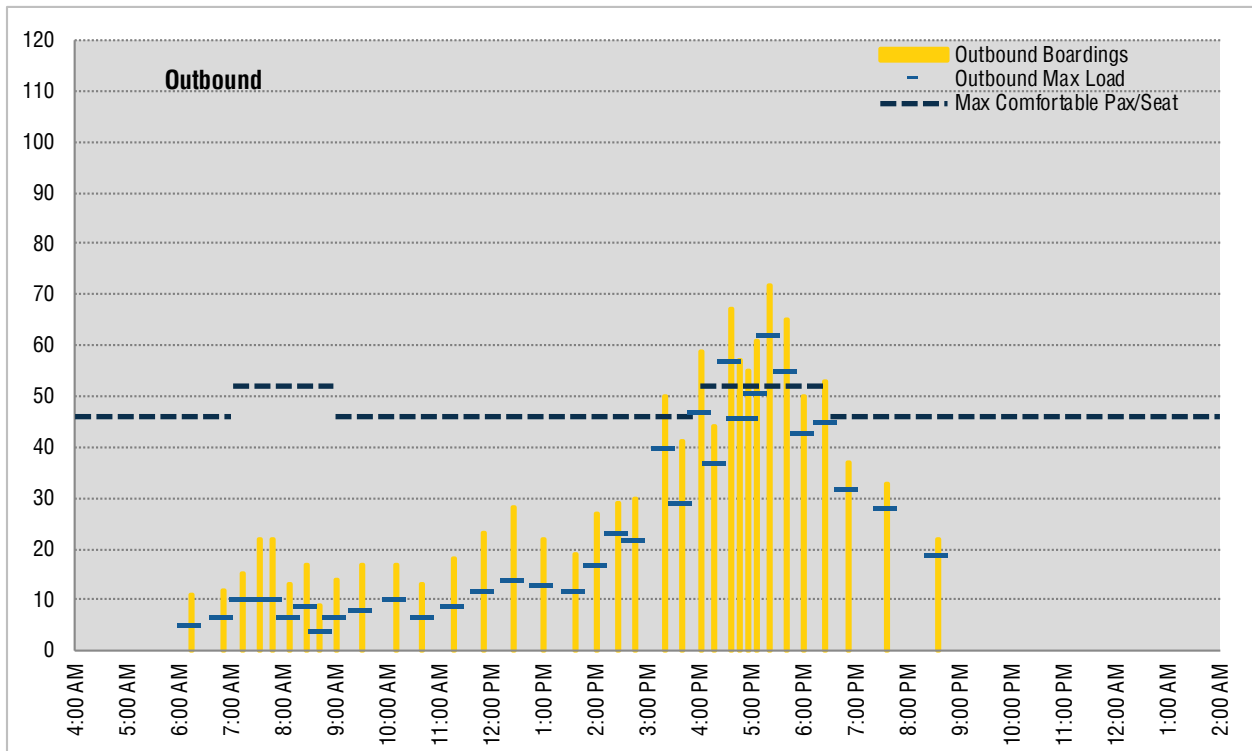


Figure 6 | Saturday Ridership by Trip: Inbound

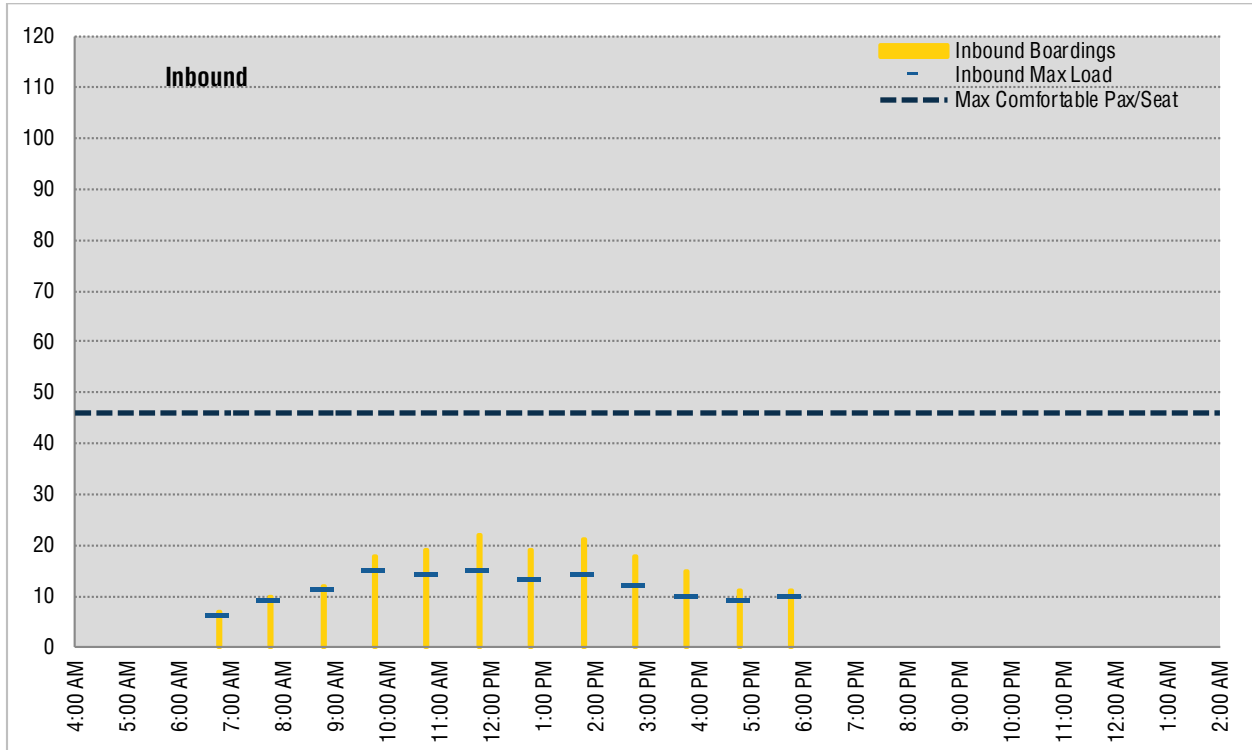
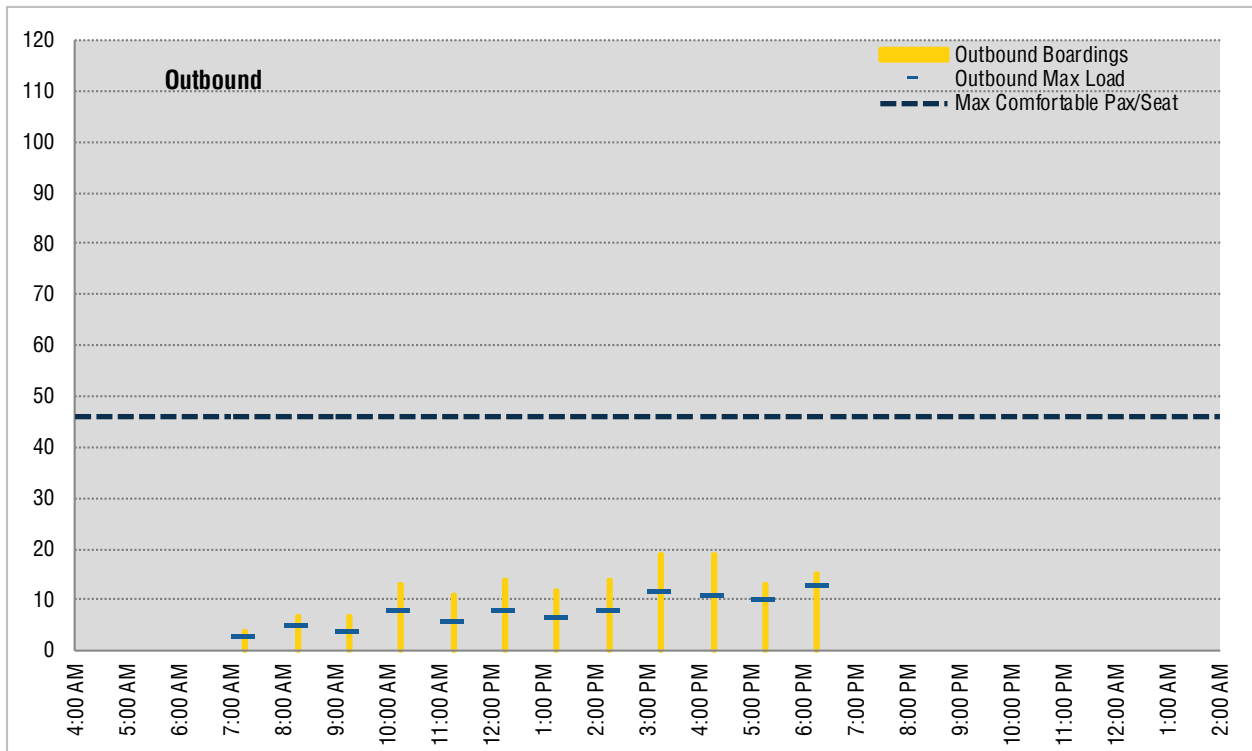


Figure 7 | Saturday Ridership by Trip: Outbound



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 Route 65, 79% of passenger minutes are in comfortable conditions, as inbound AM peak and outbound PM peak trips exceed maximum load standards. This is below the minimum standard of 92% (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	78.8%	100%	-

Reliability and Speed

Reliability

Route 65's overall reliability is poor on weekdays, at only 68%, below the minimum standard of 70% for Local bus routes. Saturday service has an overall reliability of 81%, which exceeds the 75% target (See Table 4). Dropped trips are a minor issue, with 0.3% of trips not operated in Fall 2017.

Table 4 | Reliability

SERVICE DAY	ORIGIN/MID-ROUTE ON-TIME PERFORMANCE	DESTINATION ON-TIME PERFORMANCE	OVERALL RELIABILITY	DROPPED TRIPS
Monday-Friday	65%	80%	68%	0.3%
Saturday	81%	81%	81%	-
Sunday	-	-	-	-

Running Times

Route 65's running times routinely vary from scheduled running times throughout the day. Inbound AM and PM peak trips are often two to five minutes ahead of schedule, while midday and evening trips are two to five minutes behind schedule. Outbound PM peak

trips also generally run behind schedule (see Figure 8 and Figure 9). This is the major reason that on-time performance is poor.

Figure 8 | Scheduled & Median Travel Time by Trip: Route 65 Inbound

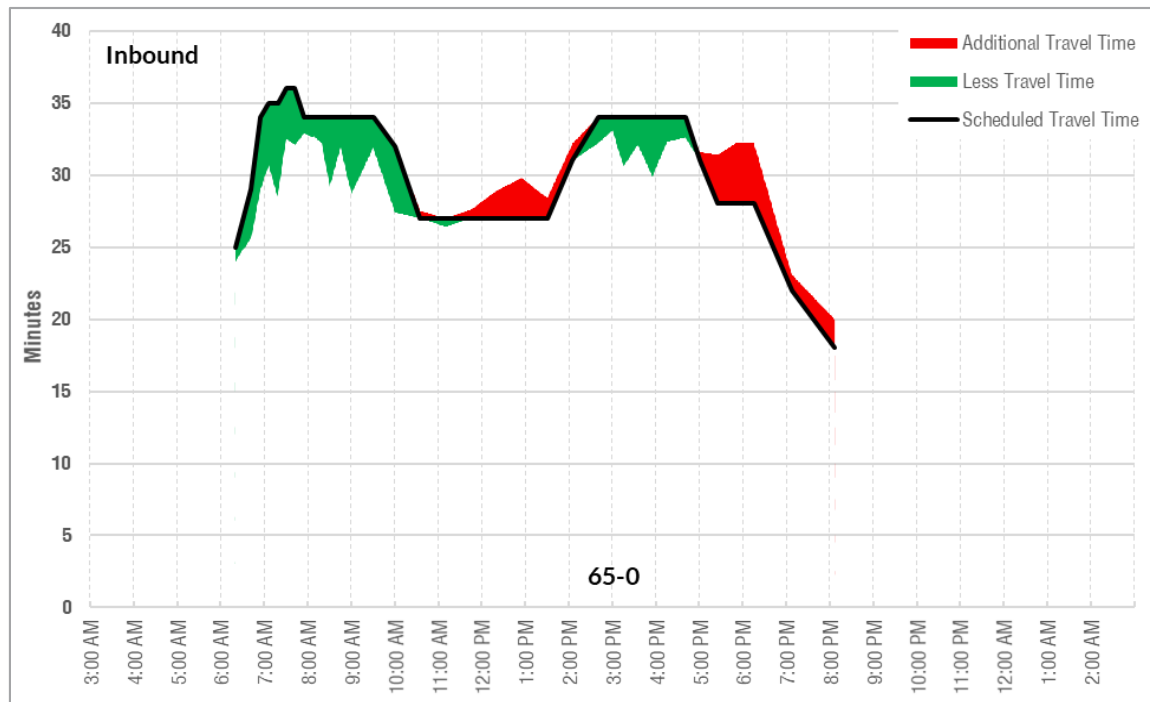
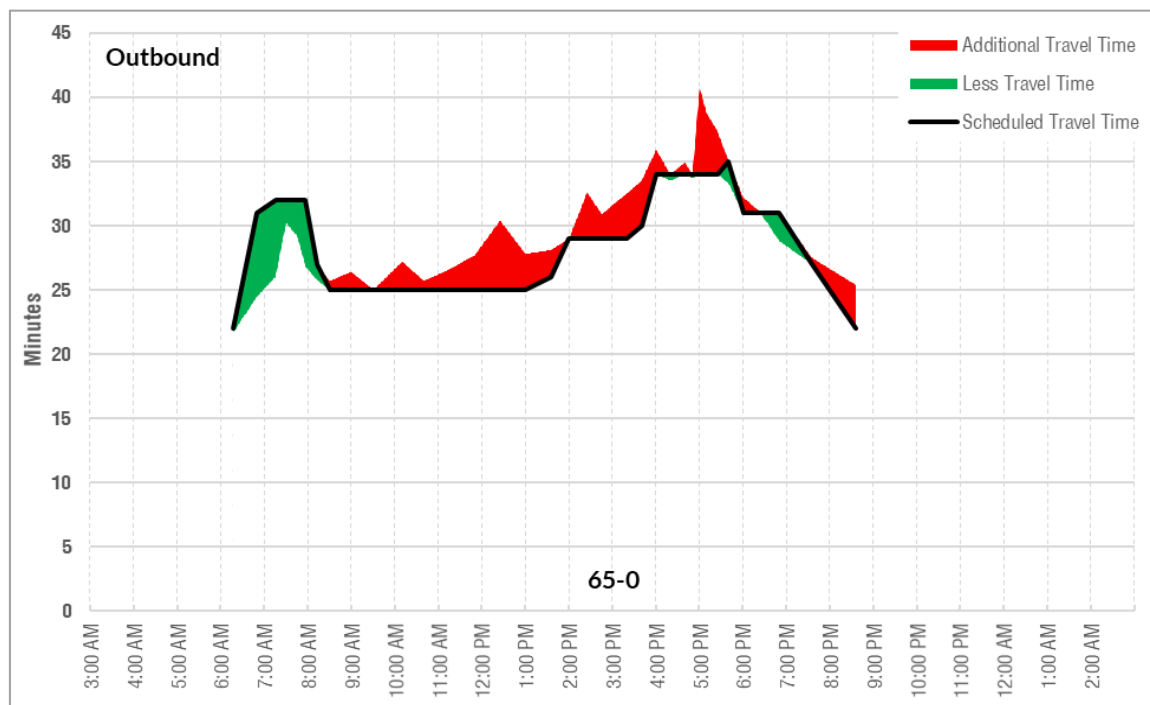


Figure 9 | Scheduled & Median Travel Time by Trip: Route 65 Outbound



Stop Spacing

Route 65 has an average of 7.1 stops per mile, above the MBTA's standard of four to seven stops per mile for urban areas. There are a few instances of closely spaced stops along the route, including Washington Street north of Commonwealth Avenue and through the Longwood Medical Area. The stops at Brookline Avenue at Francis Street and at Brookline Avenue at Deaconess Road are only 375 feet apart. Despite this, these two stops and the Longwood Avenue stop just 550 feet later are among the highest activity stops on the route.

Summary

Route 65 is a valuable route to help connect Brighton to Brookline and the Longwood Medical Area without requiring passengers to transfer to the Green Line and switch branches at Kenmore Station or Copley Station, relieving crowding on the surface branches and saving travel time for passengers. Still, Route 65 riders experience poor on-time reliability and uncomfortably crowded conditions in the morning and evening peak periods.