



128 BUSINESS COUNCIL
UNLOCKING THE GRID

Burlington/ Bedford Commuter Transit Analysis 2013

Funding provided by the
District Local Technical Assistance program



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Introduction

Burlington and Bedford have significant office and commercial development in the area of the Middlesex Turnpike and Route 128. These roadways are currently highly congested during peak hours, meanwhile several enormous new developments are in the pipeline. The Towns are interested in exploring ways to shift commuters away from single occupancy vehicle trips. MAPC contracted with the 128 Business Council (128 BC) to analyze the potential for providing a weekday commuter shuttle between Alewife Station in Cambridge and businesses located in the Middlesex Turnpike/Route 3 areas of Burlington and Bedford.

128 BC has 25-years of experience with operating commuter shuttles that connect suburban office parks with MBTA transit hubs. 128 BC currently operates 7 commuter shuttles, 5 of which connect to Alewife Station, 1 which connects to Newton Highlands, and 1 connecting to the Waltham Center Commuter Rail station. These 7 shuttles provided over 150,000 rides in 2012.

To examine the feasibility of launching a commuter shuttle to serve the Middlesex Turnpike/Route 3 area of Burlington and Bedford, 128 BC did the following:

- Met with administrators from the Towns of Burlington and Bedford to better understand the transportation issues faced by each community;
- Created a transit inventory of all services available in the Middlesex Turnpike/Route 3 area;
- Met with representatives from MAPC, Burlington, Bedford, Lowell RTA, and Northern Middlesex Council of Governments to discuss current transportation options in the Middlesex Turnpike/Route 3 area and explore opportunities to expand or coordinate services;
- Worked with municipalities and local chambers of commerce to engage local businesses who would benefit from expanded transit options (large land owners and large employers);
- Surveyed employees of nearby businesses to learn about existing transportation patterns and gauge demand for a new commuter shuttle.

Outcomes

128 BC's analysis found that nearly 90% of employees surveyed currently drive to work alone, and across all modes 58% of employees have commutes of more than an hour. One in five employees surveyed said they would use a new shuttle from Alewife. The Burlington Chamber of Commerce and the Town of Burlington have committed to implementing a pilot shuttle in 2014.

Burlington/Bedford Commuter Transit Analysis

Commuter Transit Options for the Middlesex Turnpike Area

128 Business Council

November 2013



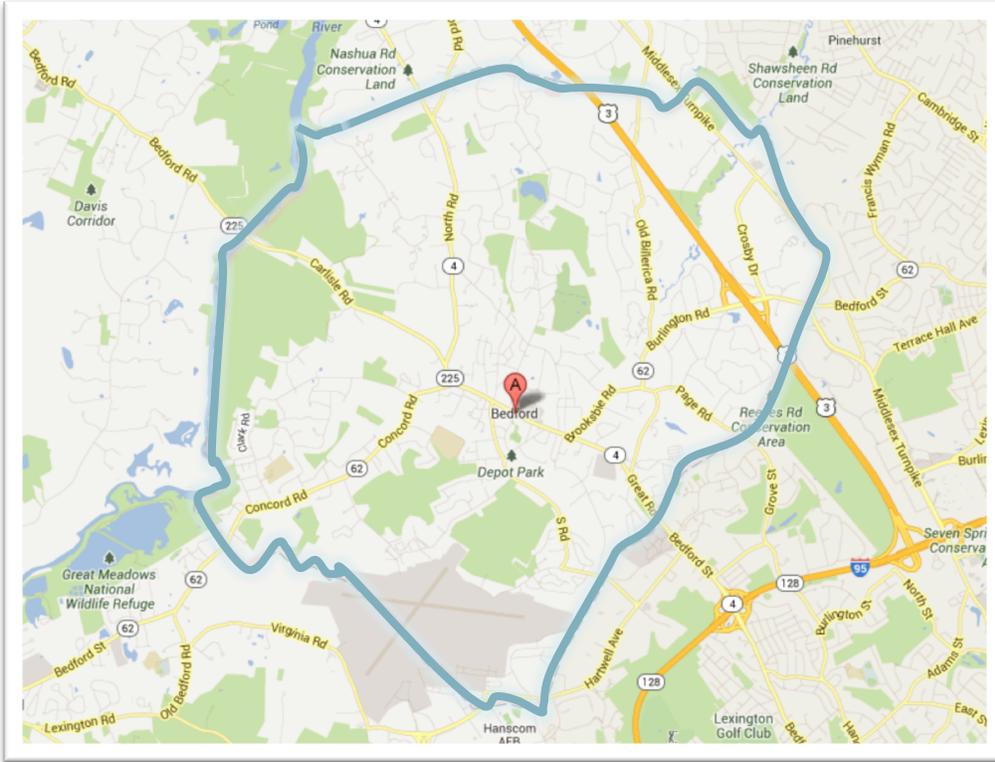
Introduction

In the spring of 2013, 128 Business Council was approached by the Metropolitan Area Planning Council and the towns of Bedford and Burlington to examine the potential for establishing additional commuter transit options within these two communities as a way of easing vehicular traffic and congestion on the Middlesex Turnpike and surrounding roadways. The Middlesex Turnpike is a major north/south suburban arterial roadway that has long been home to a cluster of major software and high tech companies, and a number of well-known retail destinations including the Burlington Mall. With direct access to Route 128/I-95 and Route 3, the area is a daily destination for commuters from across Massachusetts and Southern New Hampshire.

Administrators from both towns have expressed a growing concern about the increasing traffic levels during peak hours on the Middlesex Turnpike. This, coupled with redevelopment and infill projects that have recently begun in Burlington, will likely increase already high traffic levels on the Middlesex Turnpike, a roadway that currently operates at the lowest level of service (LOS F) at many major intersections. Town administrators and local business representatives have evaluated the current situation and determined that increasing public transportation options in both communities would be the most impactful method of easing traffic. From June through November of 2013, 128 Business Council met numerous times with community and business representatives to understand the issues facing these communities. The following analysis will aid in helping Burlington and Bedford determine their next steps for improving transit options in the communities.

Study Area

Bedford



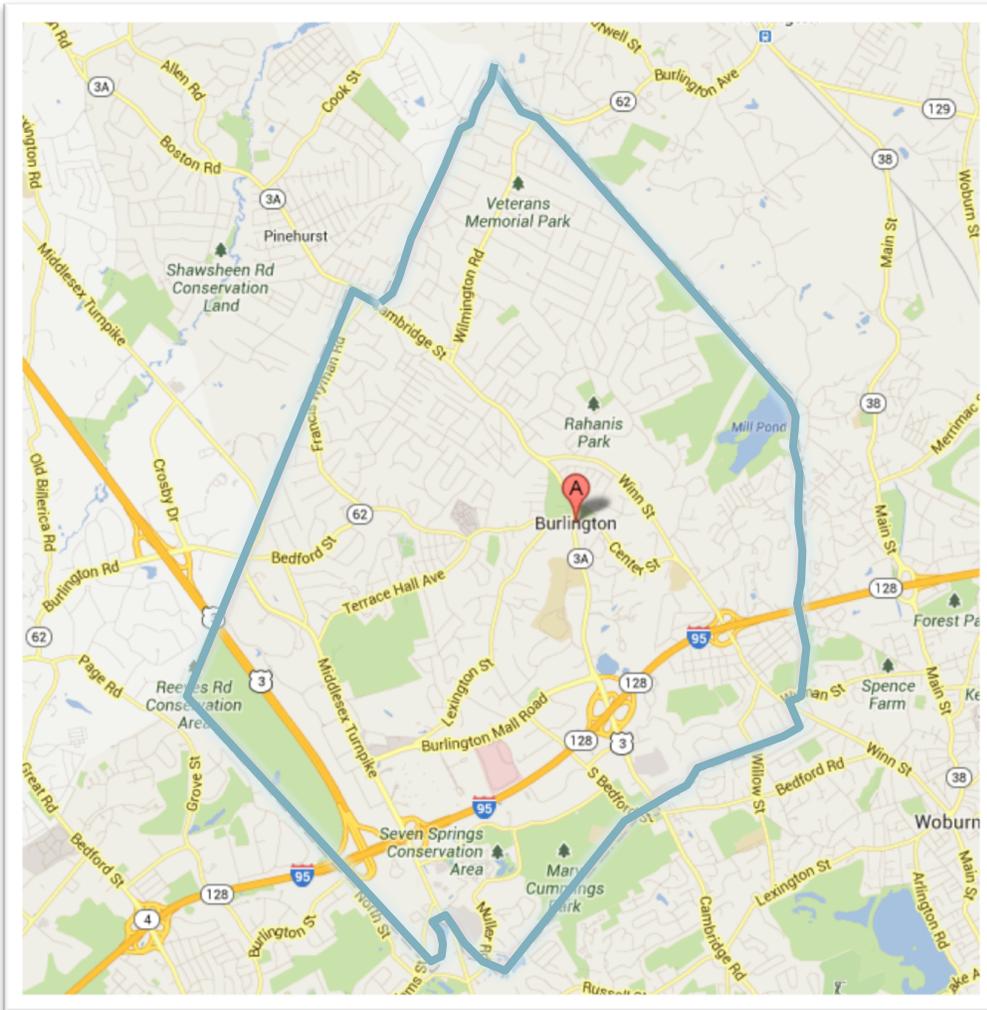
Bedford is located 15 miles northwest of Boston. The town has a population of 13,320 (2010) and has a total land area of 13.9 square miles.

As of 2013, 21,945 employees work at Bedford-based companies. Hanscom Air Force Base is partially located in Bedford, and is considered the Town's largest employer. Mitre Corporation, Progress Software, RSA Security, and iRobot Corporation are among the other Town's large employers.

Bedford is served by a number of major highways and roadways. Interstate 95/Route 128 does not pass through Bedford, however multiple I-95 exits are within two miles of the Bedford town line. Route 3 intersects Bedford, as does Route 62 and the Middlesex Turnpike. The western terminus of the Minuteman Bike Path is located in Bedford. The Town is currently developing plans to formally connect the Minuteman with the Reformatory Branch Path, which runs through Bedford and Concord.

The largest concentration of commercial office space in Bedford is located along Middlesex Turnpike and Crosby Drive. Commuters reach the area via Route 3 and I-95/128. Approximately 24,000 cars traverse the Bedford section of the Middlesex Turnpike on a daily basis.

Burlington



Burlington is located 12 miles northwest of Boston. The town has a population of 24,498 and has a total land area of 11.9 square miles.

Approximately 40,000 employees work at Burlington-based companies. There is roughly 8 million square feet of commercial office space in Burlington, much of which is occupied by software and high-tech companies. The Town's largest employer is Lahey Clinic Hospital, followed by Oracle and Avid Technology.

Interstate 95/Route 128 passes directly through Burlington. Route 3 also continues through Burlington, and the Route 3/I-95 interchange is located in Burlington off of the Middlesex Turnpike. Route 3A/Cambridge Street is another major roadway that runs north to south through the center of Burlington.

Commercial office space is scattered throughout Burlington, with concentrations on Middlesex Turnpike, along Mall Road, and Van De Graaff Drive.

Existing Transit Options

Bedford

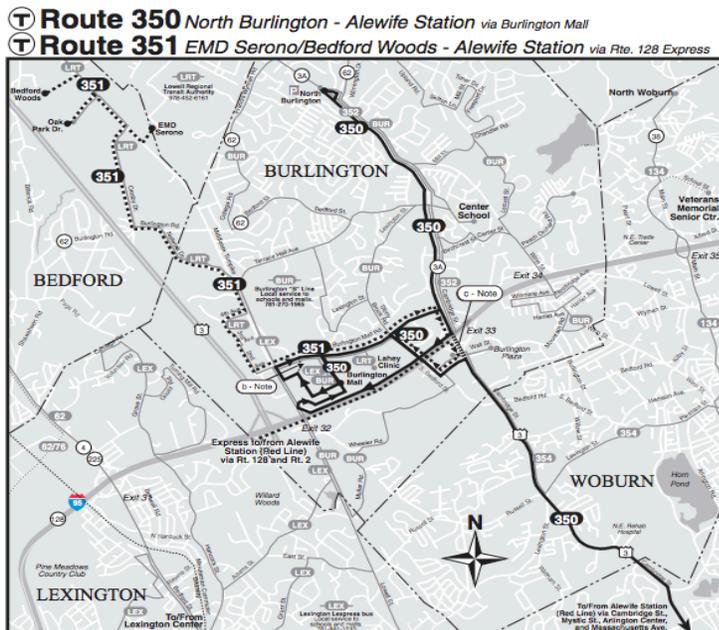
MBTA: Bedford is served by three MBTA bus Lines. The **62** bus runs outbound from Alewife Station in Cambridge and follows Massachusetts Avenue through Arlington Heights and Lexington Center to Bedford Street in Lexington and to Great Road in Bedford, terminating at the Bedford V.A. Hospital. The 62 bus runs on 30-60 minute headways on weekdays from 5:45AM to 8:30PM.

The **76** bus runs outbound from Alewife Station and through Lexington with stops at Hanscom Air Force base and Lincoln Labs. The 76 bus runs on 30-60 minute headways on weekdays from 6:00AM to 10:00PM.

The **351** bus operates on 30 minute headways on weekdays only during peak commute hours (6:15AM-8:50AM & 3:10PM-6:20PM). The bus runs an express route outbound from Alewife Station west on Route 2 and North on I-95/128 to Middlesex Turnpike in Burlington and Bedford. The 351 bus stops in proximity of many larger clusters of employment along the Middlesex Turnpike.

Burlington

MBTA: Burlington is served by two MBTA bus lines. Route **350** runs outbound from Alewife Station to the Burlington Mall and on to North Burlington. The Route 350 bus has 20 to 30 minute headways on the weekdays starting approximately 6AM through 11PM. On the weekends, the buses run every 40 minutes to an hour between 7AM and 11PM on Saturdays and 7AM to 7PM on Sundays. The 2012 MBTA Performance Indicators list the 350 as having a 55% schedule adherence rate.



The **351** bus operates on 30 minute headways on weekdays only during peak commute hours (6:15AM-8:50AM & 3:10PM-6:20PM). The bus runs an express route outbound from Alewife Station west on Route 2 and North on I-95/128 to Middlesex Turnpike in Burlington and Bedford. The 351 bus stops in proximity of many larger clusters of employment along the Middlesex Turnpike. The 351 has a 52% schedule adherence rate.

Burlington Public Transit: The Town of Burlington operates as an in-town bus service. The service consists of (2) twenty seat buses with wheelchair accessibility. The system consists of 8 routes that operate on weekdays only. The bus serves most neighborhoods of Burlington, and makes connections to the Burlington Mall, Lahey Clinic, local grocery stores and other retail centers. The fare is \$1.50 per ride for adults, with subsidized prices for the elderly, children, and the disabled.

Lowell Regional Transit Authority (LRTA): The LRTA's Route 14 bus runs from Lowell to Lahey Clinic and the Burlington Mall via Middlesex Turnpike approximately once an hour from 6:00AM until 6:00PM on weekdays, and approximately every hour and a half from 8:00AM to 4:30PM on Saturdays.

Lexpress: One Lexington "Lexpress" bus (Route 5) runs between Lexington Center and the Burlington Mall via the Middlesex Turnpike. Route 5 runs in a circuitous route throughout Lexington, extending into Burlington along Wheeler Road and Middlesex Turnpike.

Middlesex Turnpike Traffic Operations

As part of a proposed development project in Burlington, Vanasse Hangen Brustlin, Inc (VHB) conducted a traffic study in 2011. The study examined the stretch of the Middlesex Turnpike from the entrance of Middlesex Commons shopping center west to the intersection of Middlesex Turnpike and Mall Road. This is considered by many to be the most congested stretch of the Middlesex Turnpike, and is within the area where an additional 3 Million square feet of mixed-use development will occur over the next several years.

The traffic study conducted by VHB found that average weekday traffic is 39,480 vehicles, with peak hour volumes of 3,165 vehicles per hour. Average weekend midday traffic was counted at 38,050 vehicles per day, with 3,330 vehicles per hour during peak hours.

VHB also conducted a Level of Service (LOS) analysis for key intersections within this stretch of Middlesex Turnpike. LOS for intersections is generally defined as the average vehicle delay of all movements through an intersection, and is graded from A (free flow of traffic) to F (traffic jam). VHB's analysis graded two major intersections within the stretch as "E". These were the intersections of Middlesex Turnpike at Second Ave/Mall Road, and Middlesex Turnpike at Interstate 95 northbound ramps. The Highway Capacity Manual defines E level of service as intersections with unstable flow resulting in average delays of 55-80 seconds.

Beginning in the 1980's the towns of Burlington, Bedford and Billerica have worked together to push for improvements to Middlesex Turnpike in an effort to stimulate economic development. MassDOT has recently finished a major project on Middlesex Turnpike to widen and reroute the roadway. A new 4-lane cross section roadway was constructed that realigned Middlesex Turnpike down Network Drive and away from the mostly residential Middlesex Turnpike Extension Road. The project has added capacity to the roadway, allows for connections to Route 3 and Route 62, and will present opportunities for additional commercial development along in the area.

Future Development

Future development along Middlesex Turnpike will have serious impacts on future traffic conditions. There are currently several million square feet of development that is currently underway or permitted for development in the near future. This includes the following projects:

Northwest Park

The Town of Burlington rezoned Northwest Park to allow for additional mixed-use development. Nordblom Company has begun construction of a major mixed-use development that will include a 140,000 SF Wegmans Grocery Store that will anchor an additional 150,000 SF of retail development on Third Avenue. The development will include a Kings Burlington, a bowling and entertainment complex and several full-service restaurants.

According to a 2007 Massachusetts Executive Office of Energy and Environmental Affairs Environmental Impact Report, the redevelopment of Northwest Park to approximately 3.28 Million SF of mixed-use development will generate approximately 20,990 additional weekday vehicle trips and 23,070 additional weekend vehicle trips.

90 Middlesex Turnpike

90 Middlesex Turnpike is the former site of Burlington Dodge. Construction is underway on a 38,000 SF mixed-use development that is anchored by a Del Frisco's Steak House. The project developers provided the Town of Burlington with a traffic impact study that estimated the project would result in an additional 280-350 daily vehicle trips.

Additional Projects

The Town of Burlington anticipates an additional 1.5 million SF of new office space will come on line in the study area within the next 5 years. This includes expansion of the current Sun Microsystems Campus known as Network Drive, and the Oracle Campus on Van de Graff Drive.

Future Roadway Conditions

The additional traffic generated by ongoing development within the study area will create additional traffic delays. To mitigate these impacts, several of the developers have agreed to fund mitigation projects to help ease traffic issues. In addition, the town of Burlington

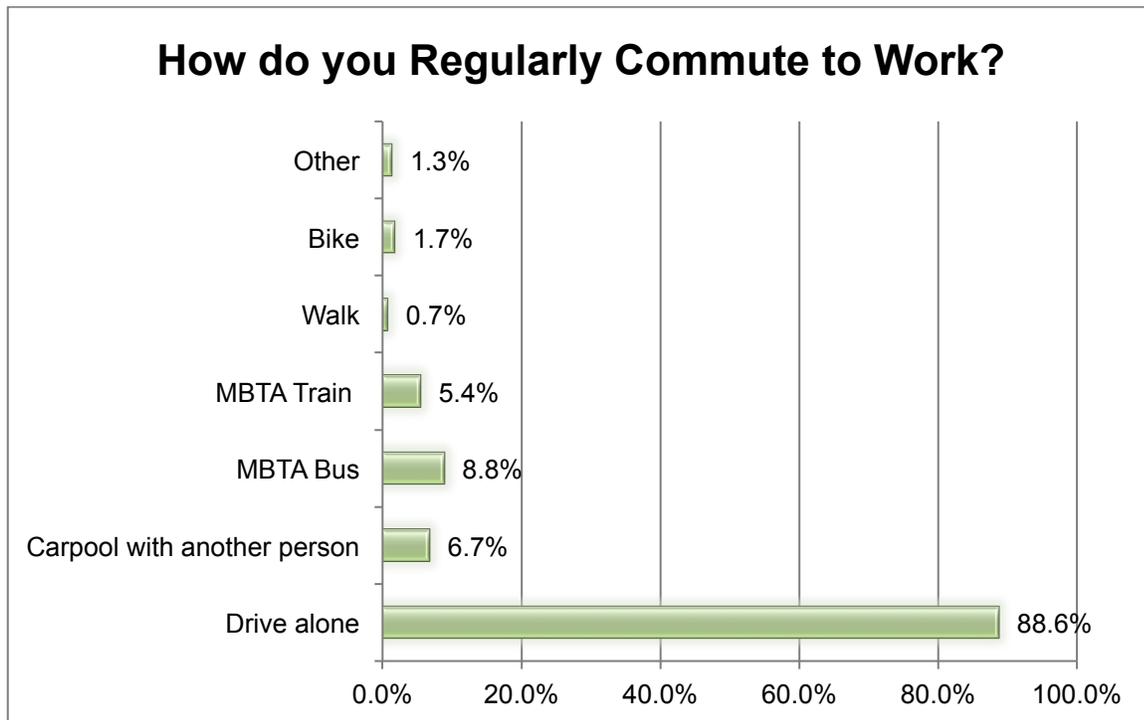
has received several million dollars in MassWorks grants for infrastructure improvements along the corridor.

The Town of Burlington has received a \$1 million MassWorks Grant as part of Keurig Company's relocation to Burlington. The MassWorks funds will go towards improvements at the intersection of South Street, Second Ave and Middlesex Turnpike. Burlington previously received two MassWorks grants totaling \$3.5 million that was awarded as part of the Northwest Park redevelopment project. Those funds are currently being used to install new lighting, signals, pedestrian crossings, and curbs along Middlesex Turnpike between Mall Road and Network Drive.

Construction of the MassWorks-funded project at South Street and Second Ave is set to begin in the fall of 2013. Middlesex Turnpike will be widened at the northbound Rt128/95 on ramp to make room for a new third northbound through lane and a new left turn lane. The other upcoming improvement project consists of widening South Avenue and constructing a multi-use path along the westerly side of South Avenue that will connect with Northwest Park. Second Avenue will also be widened at the intersection with Middlesex Turnpike and better aligned for traffic traveling east.

Journey to Work Data

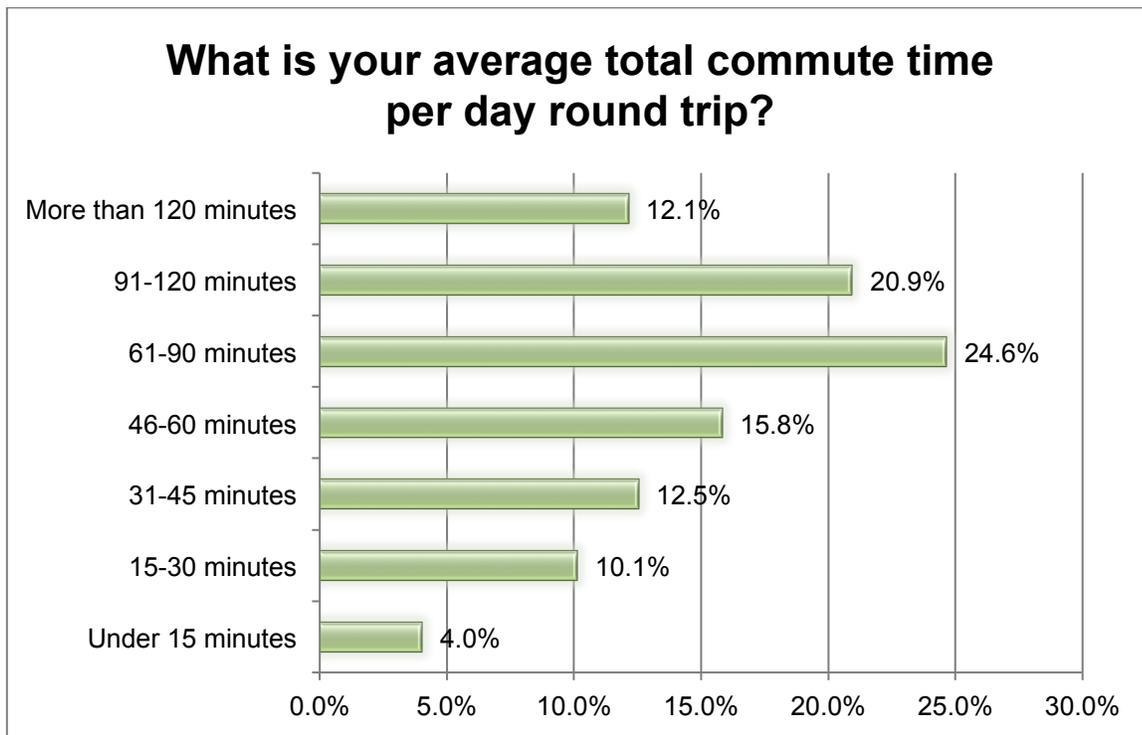
128 Business Council surveyed employees of businesses located in the study area of Burlington to better understand commuting patterns, mode split, and to evaluate the demand for additional transit options. The Council collected 297 responses from employees of over 45 different companies (See Appendix A). The findings show that, not surprisingly, the vast majority of these employees drive alone to work.



For those that do not drive to work, the next most used mode was bus. For those taking the bus, the MBTA route 350 & 351 were the routes most commonly used.

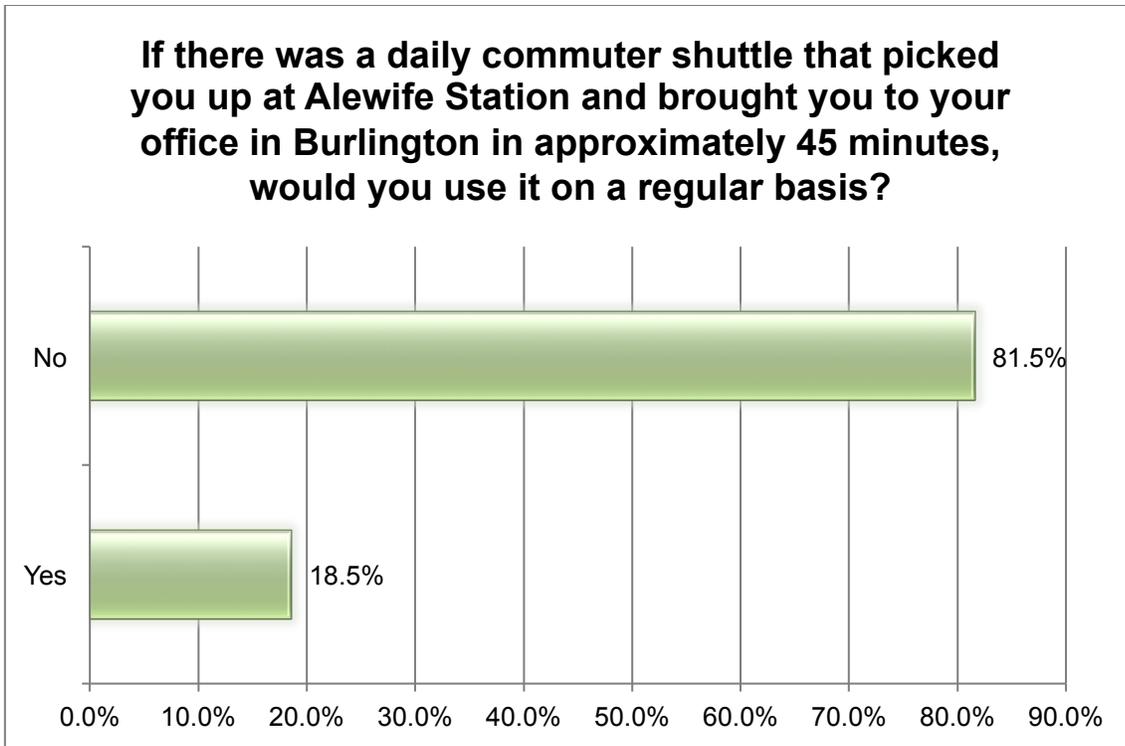
Those commuting to the area are likely to be commuting in single-occupancy vehicles during peak commute times. Two-thirds of employees are commuting to the area between 7AM-9AM in the morning and then leaving the area between 5PM-7PM.

The majority of employees commuting to the study area require 60-120 minutes to complete their daily round-trip commute. According to the 2009 US Census data, the average commute time for a Massachusetts commuter is 54 minutes, and the average commute time in the United States is 50 minutes. Burlington commuters face longer commutes than both the state and national average.



Approximately 50% of employees surveyed have an MBTA bus or rapid transit station within one half-mile of their home. For those that do live near transit, most would require several transfers to reach one of the two MBTA buses (350 & 351) that stop within the study area (see Appendix C).

The survey asked respondents “If there was a daily commuter shuttle that picked you up at Alewife Station and brought you to your office in Burlington in approximately 45 minutes, would you use it on a regular basis?” 19% of respondents answered yes, with 81% responding no. Of those who responded that they would use a shuttle, 75% indicated that they would be willing to pay a daily fare for use of the service.



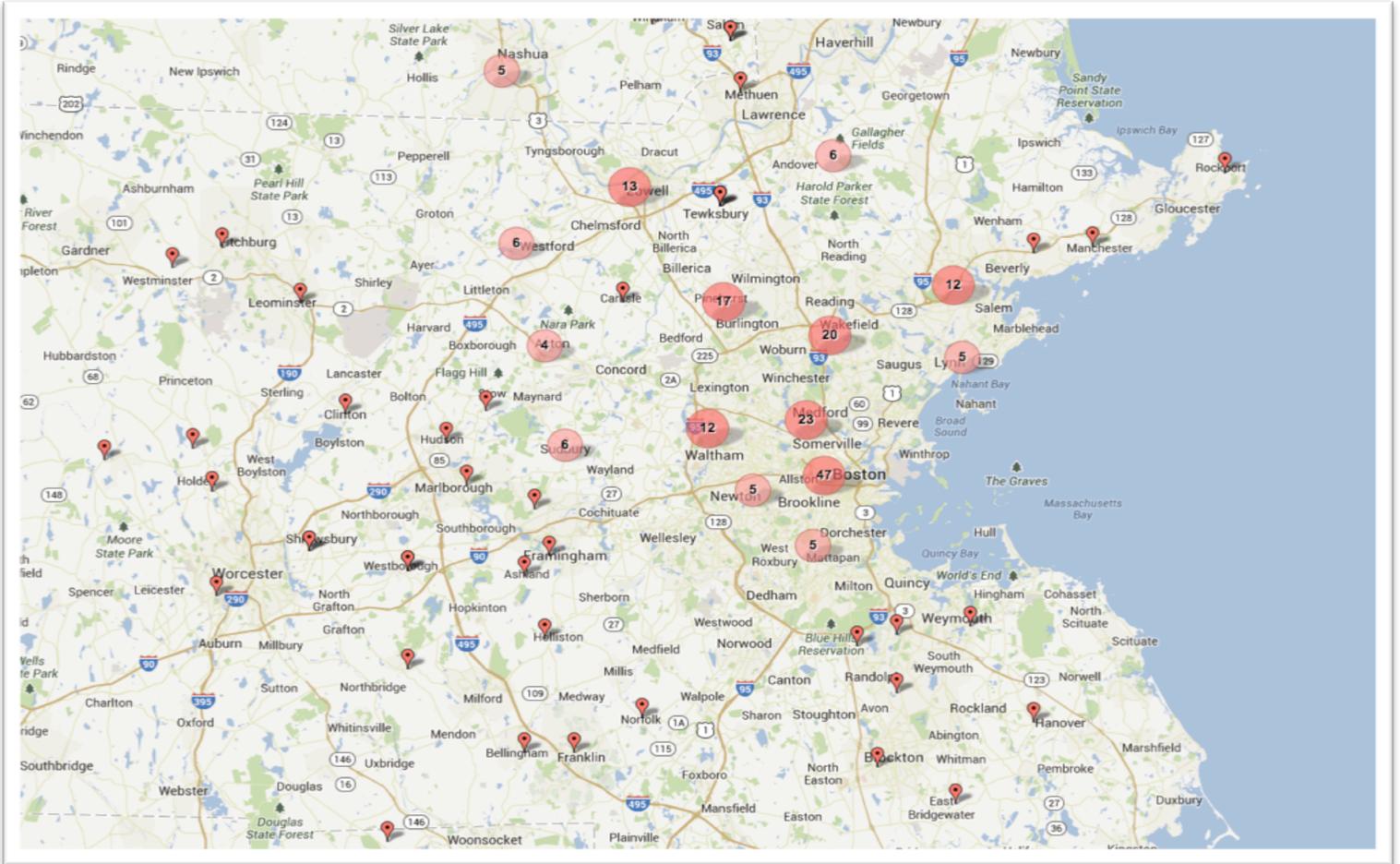
Zip Code Analysis

The commuter survey also asked for the home zip code of each respondent. This data was then mapped to illustrate the wide range of commutes for employees in the area.

Employees commute to Burlington from dozens of cities and towns across Massachusetts and Southern New Hampshire. The largest clustering of employees are commuting to Burlington from inside of Route 128.

Of the 55 respondents who indicated that they would be willing to use a shuttle to commute to Burlington, 33 respondents live in areas of Arlington, Cambridge, Somerville, and Boston. All of these communities are within a reasonable proximity of the MBTA Red Line. Our experience operating commuter shuttles has shown that the people most likely to use shuttles are those who live within close proximity of the station or subway line for which the shuttle connects.

Home Zip Code of Commuters Who Work in Burlington



Meetings with Town Administrators

128 Business Council conducted several meetings with town administrators to understand the transportation needs of the community and identify the business-community stakeholders that should be consulted as part of the project. Administrators from both communities provided suggestions for potential stakeholders to connect with, and provided introductions to many of these stakeholders. This allowed for continued coordination between all public and private sector stakeholders.

Meetings with Representatives from Business Community

Business leaders in Burlington are overwhelmingly supportive of additional transit options in the Town. Some developers suggested that TDM and commuter transit programs could become a standard part of mitigation packages during the permitting process for new

construction. Business Community representatives have noted that commuter shuttles offer several benefits such as; additional modal options and reductions in peak commute time traffic. The additional attractive amenity for prospective tenants was identified as the primary reason why they would support the development of a commuter shuttle program.

The Burlington Chamber of Commerce provided guidance and assistance with surveying local employers. Meetings with Middlesex 3, a coalition of businesses and communities locate in the Route 3 Corridor, offered a forum for discussion of regional needs and allowed business stakeholders and town administrators to understand the challenges that each group face.

Commuter Shuttle Options

Based on an evaluation of commuter survey results and conversations with representatives from many of the community's largest commercial property owners, 128 Business Council supports the formation of a commuter shuttle between Alewife Station and the Middlesex Turnpike area of Burlington. The survey data collected during this process indicates that there are enough potential riders to support a pilot program. Ongoing commercial development and the accompanying growth in employment will generate additional commuters who would benefit from having a commuter option other than driving or using one of the two MBTA bus routes that pass through the area. We believe that the Burlington Chamber of Commerce would be the ideal group to organize a coalition of property owners to fund a one-year pilot shuttle.

The Burlington Chamber of Commerce has a Government Affairs Committee that consists of most of the large commercial property owners in the community. 128 Business Council met with the Government Affairs Committee and provided an in-depth overview of what it would take to launch a shuttle, including a rough timeline and estimate of costs. The group remained interested in piloting a shuttle and many expressed a willingness to consider subsidizing the project.

Potential Shuttle Routes

The goal of the commuter shuttle will be to transport commuters from a major transit hub (Alewife Station) directly to their workplace as efficiently as possible. In order to do so, distance, traffic patterns, employment density, and the location of potential members would be the main considerations.

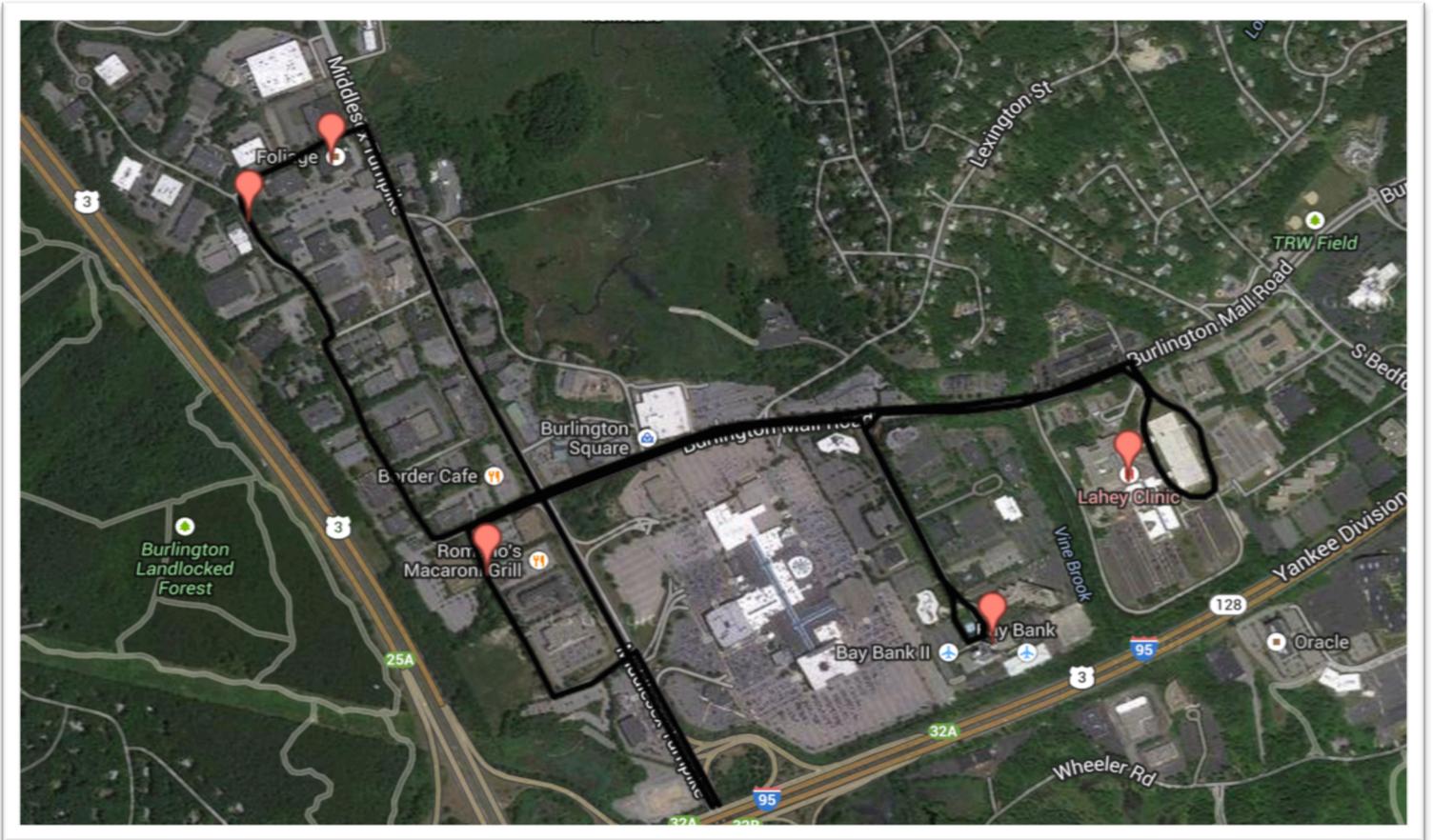
Over the last several years 128 Business Council has extensively surveyed employees of our member companies to determine what factors make commuters more likely to use a commuter shuttle. Using the data from these surveys we have concluded that 45 minutes is the maximum trip time that a passenger will usually tolerate before considering other transportation options. All 128 Business Council shuttles routes are designed to ensure that a full shuttle making the maximum number of stops will always reach the final stop within this 45-minute window.

With this in mind, it is important to develop routes that will transport passengers to their destination using the most direct route possible with a limited number of stops. During peak commuting hours it will consistently take 20-25 minutes to get from Alewife Station to the area of Middlesex Turnpike on the Burlington/Bedford line. This 20-25 minute trip does not include any stops or factor in inclement weather or accident-related traffic delays. This leaves a small window for making stops at member companies.

Due to these constraints, 128 Business Council recommends operating two separate shuttle routes. One would serve Burlington while the other would serve Bedford. Both routes would depart Alewife Station and utilize Route 2 West to Route 128/195 North. The "Burlington" Shuttle would exit Route 128/195 at Exit 32B onto Middlesex Turnpike and would make stops at locations on Middlesex Turnpike, Mall Road, South Avenue, Second Avenue, and Third Avenue. "The Bedford" Shuttle would exit Route 128/195 North onto Route 3 North, then exit at Crosby Drive. The shuttle would serve locations on Crosby Drive and Middlesex Turnpike in Bedford (see Appendix D).

These two separate routes would keep trip times down for passengers, making the shuttle a more attractive option for area commuters.

Burlington Shuttle Route Example



Bedford Shuttle Route Example



Next Steps

In order to successfully launch a pilot commuter shuttle program, it is imperative that there is strong support from the municipalities and the business community. Additionally, there needs to be a recognition of the fact that the cost of piloting a commuter shuttle will likely have to be subsidized by the businesses who will benefit from having access to a new transit option.

Municipal officials and representatives from businesses located in both Burlington and Bedford have expressed interest in collaborating with 128 Business Council to pilot a commuter shuttle program. The next step in this process is formalizing a group of municipal officials and business-community representatives who will work to build additional support by promoting the benefits that commuter shuttles offer. Once a coalition of stakeholders is established, shuttle routes can be formalized based on where the greatest demand for shuttle service is located. Those businesses that wish to have the shuttle stop at their location would make a financial contribution to fund the shuttle. That contribution would likely be based on the number of employees they have on site. 128 Business Council has found that employee count is the most equitable way of spreading the cost of subsidizing the shuttle.

If the coalition of business and municipal representatives are able to collectively pool enough money to fund a one-year pilot for one or both shuttles, then 128 Business Council will take on the task of formalizing shuttle routes, securing a vendor to provide vehicles and drivers, and will develop a marketing plan for promoting the shuttle.

In addition to a pilot shuttle program, area employers should consider incentivizing the use of transit by subsidizing transit passes for employees. According to the survey of area commuters, less than 4% of respondents indicated that their employer subsidizes their commuting costs. Subsidized transit passes have been shown to reduce the number of commuters using single-occupancy vehicles. Additionally, The Internal Revenue Service offers a mass transit subsidy that allows commuters or their employer to purchase transit passes and fares using pre-tax income.

Appendix A

List of Companies That Participated in the Commuter Survey

Company	Number of Responses	Address
89 Degrees	4	25 Burlington Mall Road
Able Building Maintenance	1	73 Middlesex Turnpike
Acquire Media	6	77 South Bedford St
Apex Systems	1	7 New England Executive Park
BAE Systems	1	6 New England Executive Park
Black Duck Software	43	8 New England Executive Park
Charles River Development	12	7 New England Executive Park
Coventry healthcare	30	77 South Bedford St
DuCharme, McMillen & Associates	1	25 Burlington Mall Road
Dwyer, Duddy and Esposito	2	25 Burlington Mall Road
EBI Consulting	1	21 B Street
Edelman Financial Services	2	25 Burlington Mall Road
Federal Aviation Administration	25	12 New England Executive Park
Harris Miller Miller & Hanson	11	77 South Bedford St
IDBS	4	25 Burlington Mall Road
IHM Services	5	1 New England Executive Park
iKnowtion	8	25 Burlington Mall Road
Irving Consumer Products	1	25 Burlington Mall Road
Lahey Clinic	17	25 Burlington Mall Road
Lockheed Martin Corp	1	1 New England Executive Park
Merrill Lynch	2	25 Burlington Mall Road
MicroFinancial	15	16 New England Executive Park
Navigant Consulting	21	77 South Bedford St
Not listed	9	
OpFocus	1	25 Burlington Mall Road
Predilytics	4	1 New England Executive Park
Putnam Associates	22	25 Burlington Mall Road
RBS Citizens	7	25 Burlington Mall Road
Riemer and Braunstein	1	7 New England Executive Park
Robert Half International	4	77 South Bedford St
S4, Inc	2	8 New England Executive Park
Strategic Benefits Solutions	2	1 New England Executive Park
TD Bank	2	17 New England Executive Park
TimePayment Corp	10	16 New England Executive Park
Tradition Energy	2	25 Burlington Mall Road
Walden Media	2	17 New England Executive Park
Washington Trust Mortgage	2	25 Burlington Mall Road
Wyle	3	25 Burlington Mall Road

Appendix B Survey Questions

1)

At what time do you typically leave for work in the morning?

Answer Options	Response Percent	Response Count
Before 6:00AM	8.1%	24
6:01AM-6:30AM	7.7%	23
6:31AM-7:00AM	13.8%	41
7:01AM-7:30AM	15.8%	47
7:31AM-8:00AM	23.6%	70
8:01AM-8:30AM	18.9%	56
8:31AM-9:00AM	7.4%	22
9:01AM-9:30AM	3.0%	9
9:31 or after	1.7%	5

2)

At What time do you typically depart work?

Answer Options	Response Percent	Response Count
Before 4:30PM	15.5%	46
4:31PM-5:00PM	15.2%	45
5:01PM-5:30PM	23.9%	71
5:31PM-6:00PM	18.9%	56
6:01PM-6:30PM	14.1%	42
6:31PM-7:00PM	6.4%	19
7:01PM-7:30PM	1.7%	5
After 7:30PM	4.4%	13

3)

How do you regularly commute to work?

Answer Options	Response Percent	Response Count
Drive alone	88.6%	263
Carpool with another person	6.7%	20
MBTA Bus (Please provide route number)	8.8%	26
MBTA Train (Please provide name of Subway and/or Commuter Rail line)	5.4%	16
Walk	0.7%	2
Bike	1.7%	5
Other	1.3%	4
Other (please specify)		25

4)

What is your average total commute time per day round trip?

Answer Options	Response Percent	Response Count
Under 15 minutes	4.0%	12
15-30 minutes	10.1%	30
31-45 minutes	12.5%	37
46-60 minutes	15.8%	47
61-90 minutes	24.6%	73
91-120 minutes	20.9%	62
More than 120 minutes	12.1%	36

5)

What is your home zip code?

6)

Is there an MBTA bus stop or MBTA subway/commuter rail station with a half mile of your home?

Answer Options	Response Percent	Response Count
Yes	51.5%	153
No	48.5%	144

7)

If you answered “Yes” to question 6, please list the name/route number of the nearest bus route or MBTA train station:

8)

What is the name of your employer and address of your workplace?

9)

What is a rough estimate of your current costs of commuting each week, including gas & parking?

10)

Does your employer subsidize any commuting related costs?

Answer Options	Response Percent	Response Count
Yes	3.4%	10
No	96.6%	287

11)

If there was a daily commuter shuttle that picked you up at Alewife Station and brought you to your office in Burlington in approximately 45 minutes, would you use it on a regular basis?

Answer Options	Response Percent	Response Count
Yes	18.5%	55
No	81.5%	242

12)

Would you be willing to pay a fare for this service?

Answer Options	Response Percent	Response Count
Yes	31.3%	93
No	68.7%	204

Appendix C Survey Results – Nearest MBTA Station or Bus Route

Bus Route	Number of Respondents		MBTA Station	Number of Respondents
350	6		Red Line	22
77	5		Green Line	17
1	3		Newburyport/Rockport Commuter Rail	4
57	3		Orange Line	3
62	3		Haverhill Line	3
73	3		Silver Line	3
86	3		Lowell Commuter Rail	2
87	3		Fitchburg Commuter Rail	2
88	3		Framingham/Worcester Commuter Rail	2
134	3		Blue Line	1
7	2		Providence Stoughton Commuter Rail	1
71	2		Franklin Line	1
80	2			
94	2			
501	2			
39	1			
47	1			
65	1			
69	1			
70	1			
79	1			
83	1			
84	1			
91	1			
95	1			
96	1			
101	1			
136	1			
170	1			
439	1			
501	1			
503	1			
CT 2	1			

Appendix D Potential Shuttle Stops

Burlington Shuttle

Location

Keurig
Burlington Mall
New England Executive Park
Lahey Clinic
Burlington Woods Office Park
Oracle
Northwest Park
Network Drive

Address

63 South Avenue, Burlington
75 Middlesex Turnpike, Burlington
Mall Road, Burlington
41 Burlington Mall Road, Burlington
Mall Road, Burlington
10 Van de Graaff Drive, Burlington
Second Avenue, Third Avenue, & Fourth Avenue, Burlington
Middlesex Turnpike, Burlington

Bedford Shuttle

Location

Network Drive at Northwest Park
Mitre
iRobot
Crosby Corporate Center
Hologic

Address

Middlesex Turnpike, Burlington
202 Burlington Road, Bedford
14 Crosby Drive, Bedford
34 Crosby Drive, Bedford
35 Crosby Drive, Bedford