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**Appendix**

Transportation Survey
1.0 INTRODUCTION

In 2019, the Town of Weston’s Planning Department conducted a study of transportation best practices. The study was precipitated by peak period traffic conditions that were becoming “detrimental to the quality of life, productivity, economy and environment within the town.” The goal of the study was to identify approaches to reduce commuting traffic on the town’s major roadway corridors, including Route 20 and Route 117.

Through more than 20 interviews with federal, state and local planning officials, transportation network companies and local residents, the study determined:

- Increasing road capacity will not get people out of cars
- The traffic congestion in Weston is a result of regional growth
- The state is looking for and willing to test solutions

The study also identified a range of opportunities, separated into Long-Term and Medium-term solutions, that focused on reducing single-occupancy vehicles. Long-term solutions included: new types of vehicles (electric and autonomous), more inter-town bus connections, changing driver behavior through staggered work hours, encouraging working from home and congestion pricing.

Medium-term solutions included: shuttle services, partnering with transportation network companies (i.e., Uber/Lyft) and making Weston more bicycle friendly. To determine the desirability and feasibility of implementing these medium-term solutions, the study included a recommendation that the town conduct a transportation survey of its residents.

Subsequently, TransAction Associates was retained by the Town of Weston to conduct a transportation survey, and based on the results of the survey, to also provide conceptual level recommendations for implementing preferred options for reducing traffic. These options include:

- Express neighborhood shuttles to MBTA stations
- Express neighborhood shuttles to Boston and/or Cambridge
- Shared Uber/Lyft services to MBTA stations
- Shared Uber/Lyft services to Boston and/or Cambridge
- Bike-sharing service/parking at MBTA stations

This report provides an overview of existing transportation services within the town, a summary of the results of the community transportation survey, and recommendations for a pilot transit program aimed at reducing commuter traffic.
2.0 EXISTING TRANSPORTATION SERVICES

The Town of Weston, Massachusetts is a small MetroWest community just under 18 square miles with approximately 12,000 residents. With conservation land and scenic roadways, as well as access to the Mass Central Rail Trail, the town is close to Boston (12 miles), but has a country feel.

Weston is accessed by two Interstate Highways (I-95 and I-90) and several arterials including Route 20, Route 117 and Route 30. Options for public transportation include services provided by the Weston Council on Aging and the MBTA Commuter Rail. Private transportation services are also available.

COUNCIL ON AGING (COA)

The information below is from the Council on Aging section on Town of Weston website:

- 12-passenger bus provides on-demand rides, weekly shopping trips and day trips to cultural events
- A volunteer network of drivers offers rides to medical appointments
- Low-cost coupons for taxi rides to nearby towns

COA staff may be able to provide information on other transportation alternatives.

THE MASSACHUSETTS BAY TRANSIT AUTHORITY (MBTA) COMMUTER RAIL

MBTA service via the Fitchburg Commuter Rail Line to North Station is approximately a 30-minute trip from the three MBTA Stations located in Weston: Kendal Green, Hastings and Silver Hill Road. Currently no bus service is offered by the MBTA in Weston.

Inbound service to Boston is available from Kendal Green beginning at 5:57am, with five trips during the morning commuting period and an additional 12 flag stops throughout the day. There are five outbound trains arriving from Boston during the afternoon commuting period and another 11 outbound flag stops during off-peak periods. In 2018 ridership counts conducted by the MBTA indicated an average of 97 weekday boardings at this location. Kendal Green Station has 57 parking spots.

The Hastings Station has fewer trains available. There are three peak period morning inbound trains to Boston beginning at 5:54am and another three flag stops. Four afternoon outbound peak period stops and one additional flag stop with service ending at 7:47pm. 2018 ridership counts conducted by the MBTA indicated an average of 18 weekday boardings at this location. There are six parking spots at Hastings Station.

The Silver Hill Station has only two peak period morning trips inbound to Boston and three return outbound trips, only two of which are during peak hours. All stops at the station are flag stops and
there is no parking. 2018 ridership data indicates that there were only an average of 11 weekday boardings at this stop.

Individuals with disabilities may be able to use the MBTA’s The RIDE service. The RIDE is the MBTA’s door-to-door, shared-ride paratransit service. The RIDE is operated by the MBTA in compliance with the Americans with Disabilities Act (ADA). The RIDE provides public transportation for individuals who have a disability that prevents them from using the MBTA bus, subway, or trolley all or some of the time.

The MBTA also runs an on-demand paratransit pilot with Uber and Lyft, where RIDE-eligible customers can book subsidized rides instantly from their smartphones. Each month RIDE customers get a limited number of subsidized rides, depending on their eligibility. Rides can be requested in the Uber and Lyft apps, and Lyft offers a call-in feature as well for those who prefer not to use the app.

**TAXI AND RIDESHARE SERVICES**

Weston is fortunate to be served by several taxi companies, as well as good access to transportation sharing services like Lyft and Uber. Although these services can be expensive for regular trips such as for commuting, and for those with a fixed income, they do provide good access around the area for specific trips. In 2018, the Massachusetts Municipal Rideshare fund reported that 61,691 trips were provided by rideshare companies with an origin in the Town of Weston.
Based on the recommendations of the town’s study of best practices, and input from the town’s planning staff and Planning Board, the goals of the survey were established. These included: collecting information on existing commuter habits (mode, times, origin and destination), identifying barriers to changes in commuting habits, and evaluating the interest level of residents in five potential pilot programs.

1) Express shuttle bus service between neighborhoods and transit stations
2) Express shuttle bus service between neighborhoods and major employment hubs in Boston or Cambridge
3) TNC service between neighborhoods and transit stations
4) TNC service between neighborhoods and major employment hubs in Boston or Cambridge
5) Enhanced bicycle accommodations

The survey was available at www.Where2Weston.com. For those who could not access the on-line version, a paper survey was available at Town Hall and the library. Copies of the online and paper surveys are located in the Appendix.

The survey was advertised to encourage participation. A link to the online survey was posted on the town’s website. Posters advertising the survey link and QR code were placed at Town Hall, at MBTA Commuter Rail Stations and throughout the town via lawn signs. Post cards advertising the survey were also mailed to residents.

The survey was open from January 13, 2020 to February 7, 2020. There were 503 responses including 484 on-line responses and 19 paper survey responses. Assuming Weston’s adult population is approximately 8,700¹ and only adults took the survey, the overall response rate is estimated at 6 percent. It is also estimated the total number of employed individuals in Weston is 6,800². With 435 respondents indicating they travel during peak periods, it is roughly estimated that 6 percent of the workforce responded to the survey.

Below is a summary analysis of the data collected through the survey.

Survey questions related to commuting habits are presented below with the question’s responses summarized in charts.

¹ 2000 US Census – QuickFacts Estimates as of July 1, 2019
² 2000 US Census – QuickFacts 57% of population is employed
What are the top three things you like about driving alone for your commute?

Residents who indicated they drive alone during commuting periods were asked to identify the top three things they like about driving alone. The responses are shown in the chart below. Not surprisingly, flexibility, having a vehicle during the day, and privacy were the three most popular responses.

![Top Three Things You Like About Driving Alone]

It is challenging when looking to develop programs that encourage individuals with responses such as these to stop driving alone and leave their car at home. One of the things to consider might be to promote the use of the Zipcars that are located in the vicinity of many employment hubs in Boston and Cambridge. Making sure residents are aware of this service could address the concerns of some of the 45 percent of respondents who indicated they need their vehicle for non-commuting trips during the day. Also, some companies offer their employees an emergency ride home program as part of a Commuter Services Program if they use alternative modes of transportation. This ensures that they can get home if they have an emergency during the day, usually by Uber/Lyft, taxi, or rental car, eliminating the need for them to have their car with them. Flexibility is a more difficult reason to address, and is more likely to require a long-term solution such as working with the MBTA to provide more frequent service to/from Weston.

What are the top three things you don’t like about driving alone for your commute?

As noted in the chart below, congestion, commute duration and stress are the three most popular reasons respondents do not like driving alone. These are all commonly cited concerns among drive-alone commuters. They can be used as part of a marketing campaign for any transportation programs that the Town of Weston decides to implement. Typically, when marketing alternatives...
to driving, it is helpful to highlight known concerns and focus the marketing effort on how the alternatives being proposed would address them.

**What are the reasons you do not take the MBTA?**

The chart below summarizes for respondents the major challenges around existing public transportation in the Town of Weston. The top two reasons cited were “Service schedules don’t meet my needs” and “Station/bus stop is not convenient to my destination,” this is understandable as the three stations in Weston are all on the MBTA Commuter Rail, have fairly limited service options and all connect only to North Station. Forty-three percent of survey respondents indicated they commute between 7:00 and 8:00am and 37 percent commute between 5:00 and 6:00pm.

![Top Three Reasons You Don't Like Driving Alone](chart)

Serving these commuting periods, the MBTA provides an inbound commuter rail train departing at approximately 6:50am. It stops at the three Weston transit stations. A second train departs at
7:47am and only stops at Kendal Green. In the afternoon, one outbound train (arriving approximately at 5:35pm) travels through Weston with stops at Kendal Green and Hasting Stations. Working with the MBTA to improve service schedules and provide additional transit stops may encourage use of the MBTA’s services during the popular commuting hours identified in the survey.

Coupled with the third reason noted, “Parking at stations is limited,” it is understandable why this is not a primary commute mode for many people. In looking at the options being considered in Weston, offering transportation between home and Boston, could address the concerns about schedules and station location in the city, and transportation between home and transit stations would address the lack of parking.

**INTEREST IN PILOT PROGRAMS**

The survey included three questions related to the five proposed pilot programs:

1. Respondents were first asked how interested (Very Interested, Interested, Not Sure, Not Interested/Not Applicable) they were in each pilot program.

2. For those interested in either an express neighborhood shuttle or shared Uber/Lyft service to a nearby MBTA station, respondents were asked to select up to three stations they would like service to.

3. For those interested in either an express neighborhood shuttle or shared Uber/Lyft service to common work destinations in Boston and/or Cambridge, respondents were asked to select up to three locations they would like service to.

The chart below summarizes the interest levels in the pilot programs for 435 survey respondents who drive alone/carpool and commute during peak periods. Express shuttle bus service to employment hubs in Boston/Cambridge was the top choice (48 percent were Very Interested/Interested) followed by express shuttle bus service to MBTA stations (37 percent were Very Interested/Interested).
For purposes of the survey, employment hubs included four locations in Boston (the Financial District, Back Bay, Longwood Medical Area and Seaport District) and Kendall Square in Cambridge. The chart below summarizes interest levels for the 208 respondents Very Interested or Interested in an express neighborhood shuttle service to these five employment hubs. Boston’s Financial District and Back Bay areas were the most popular destinations.

Although there are three MBTA stations in Weston, several other stations are nearby in Newton and Waltham. The 159 respondents who indicated they were Very Interested or Interested in an express neighborhood shuttle service to a transit station were asked which stations in Weston, Newton and Waltham they were most interested in. The most interest was expressed for Riverside (36 percent), closely followed by Kendal Green (31 percent). Unlike the three stations located in Weston, Riverside is on the D branch of the Green Line.
4.0 ANALYSIS AND OPTIONS

The survey suggests that Weston commuters are most interested in an Express Neighborhood Bus Service to Boston, with the Financial District and Back Bay being the most popular destinations. The second most popular option is an Express Neighborhood Shuttle to a train station, with Riverside Station selected as the top choice. The Green Line D Branch operates through this station with peak period service every six minutes.

Respondent origin data for those selecting these two options was analyzed and mapped. The maps were prepared to determine if there were areas of density where shuttles could be implemented. Additionally, potential estimates for groups to whom these pilot programs could be marketed were calculated.

Local Express Bus to Boston. Figure 1 depicts origin data for those interested in an express bus service to Boston’s Financial District and Back Bay. As a route between Weston and Boston’s Financial District would pass through the Back Bay, it made sense to include origin data for both groups on the map. As seen in Figure 1, there is a slightly higher density of respondents in the north central area of the town.

Figure 1 Interested in Neighborhood Express Bus to Boston's Financial District and Back Bay
The survey indicates that 86 percent of respondents commute by vehicle during peak periods. Thirty-six percent of these commuters are interested in an express bus to Boston, of which approximately 60 percent listed the Financial District (35%), Back Bay (30%) or both the Financial District and Back Bay (9%) as their preferred destination location. Applying these percentages to the town’s total estimated employment number (6,800) indicates a potential pool to market this program to of approximately 1,260 (6,800 x 86% x 36% x 60%) Weston residents.

**Express Neighborhood Bus to Riverside MBTA Station.** Figure 2 depicts origin data for those interested in an express bus service to Riverside Station. As seen in Figure 2, there is a higher density of respondents along the Route 20 corridor and Meadowbrook Road.

![Figure 2 Interested in Neighborhood Express Bus to Riverside MBTA Station](image-url)

The survey indicates that 86 percent of respondents commute by vehicle during peak periods. Forty-eight percent of these commuters are interested in an express bus to a transit station, of which approximately 36 percent indicated Riverside Station as a preferred destination. Applying these percentages to the town’s total estimated employment number (6,800) indicates a potential pool to market this program to of approximately 1,010 (6,800 x 86% x 48% x 36%) Weston residents with interest.
Based on the survey data and analysis, it is recommended that the town consider offering one, or more, of the pilot programs described below.

1. **Local Express Bus Service to Boston’s Financial District and Back Bay Area.** As a distinct neighborhood was not identified through the survey, a common departure/arrival point within the town could be identified for a park and ride location where residents could meet the shuttle. If the bus were to travel through the various neighborhoods of Weston picking up/dropping off passengers, the longer trip may be a significant determent to using the service.

   It is understood that Town planning officials were most interested in neighborhood shuttles. Unfortunately, the distribution of respondents for those interested in a shuttle to Boston’s Back Bay and Financial District did not definitively indicate enough density to support a specific neighborhood shuttle. However, the data did suggest some areas that could be targeted for additional research. These include areas along the westerly end of the Route 20 corridor and along the Conant Road corridor. Any additional research should include the time/distance a person would be willing to walk to a neighborhood bus stop. This data could be used to determine stops in a neighborhood with the understanding the fewer the stops, the shorter the travel time.

2. **Neighborhood Express Bus Service to Riverside Station.** In this case, the data indicates a concentration of residents along Route 20 and Meadowbrook Road interested in bus service to Riverside Station. A bus route which travels along Route 20, Meadowbrook Road and I-95, with either fixed bus stop locations, flag down stops or a combination of both, could be implemented during peak periods.

3. **Local Express Bus Service to Riverside Station.** Using a common departure/arrival point within the town would reduce travel time to/from Riverside Station potentially allowing additional round trips to occur during peak periods.
5.0 IMPLEMENTATION

The section of the report provides conceptual level routes, schedules and operational details for the three pilot programs presented in the previous section. In all cases, once the pilot program(s) have been established, service could be adjusted as needed. Conceptual level cost estimates were also developed and are based on TransAction Associates experience with operating both fixed-route and demand-response shuttle routes.

EQUIPMENT

For each of the options described below, it is recommended that a 24-passenger bus be used to begin service, with the option to increase the size of the vehicle if needed. As ridership is tracked and projections are made, it will be possible to determine if either a larger or smaller vehicle would work better. All shuttles would need to be fully accessible and provide wheelchair lifts. Shuttles should be equipped with a GPS tracking application so riders can see when the shuttle will arrive and also where they are on the route in order to plan their trips. WiFi should also be provided on shuttles.

LOCAL EXPRESS BUS SERVICE TO BOSTON’S FINANCIAL AND BACK BAY AREAS

Initially, a common departure/arrival point, or park and ride facility, would need to be identified which accommodates, at a minimum, the number of parking spaces that correlates to the vehicle size and number of trips. For example, if the service were initially started with one 24-passenger bus making one trip during the morning peak and the bus was full, then the central parking area would require 24 spaces. If a second trip would be made, then as many as 48 space could be needed. For purposes of this conceptual level analysis, it is assumed that the Boston-West Korean Presbyterian Church on Boston Post Road is the park and ride facility. It is noted that this organization has not been contacted, and is included only as an example. Specific stopping points in Boston have not been identified.

Figure 3 depicts a potential route for the service. As a round trip may exceed one hour with three stops (Weston, Back-Bay and Financial District, it is likely only two trips could be made during each peak period. Based on survey data it is suggested in the morning the bus leave Weston at approximately 7:00am and 8:30am begin its return in the afternoon from Boston at approximately 4:30pm and 6:00pm.

A final determination on fares should be made once the service is finalized. Fares for an express service direct to Boston could potentially be between $100 and $200/month. For comparison, an MBTA Commuter Rail Zone 3 pass is $261/month. Fares should be kept relatively low initially during the pilot phase so that cost isn’t a barrier. If it is assumed a 24-seat bus is 50% occupied, the bus makes two trips in the morning and two trips in the afternoon (or a total of 24 paying
passengers per month), and fares are set at $150 per month, annual fare collection could be approximately $43,000.

One 24-passenger ADA-compliant bus operating approximately six hours a day on a 35-mile loop, Monday through Friday, would likely cost approximately $180,000 per year to operate.

*Figure 3 Local Bus Service to Boston Route*

**NEIGHBORHOOD EXPRESS BUS SERVICE TO RIVERSIDE STATION**

Based on the survey data presented in Figure 2, a potential bus route that could be implemented is shown below in Figure 4. It is suggested a few fixed bus stops be located along Route 20 with flag down stops located along Meadowbrook Road. Flag down stops along Route 20 are not recommended due to travel speeds and traffic levels along the road. On local roads such as Meadowbrook Road, flag down stops could be provided along segments with adequate stopping sight lines. With several stops on the route, a round trip of approximately 45 minutes is estimated, and as such, it is estimated three trips could be made during each peak period.

In terms of potential fare collection, if it is assumed a 24-seat bus is 50 percent occupied, the bus makes six trips a day, and fares are set at $1.00 per trip, annual fare collection could be approximately $18,000.

A single 24-passenger ADA-compliant bus operating for four hours a day on a 12-mile loop, Monday through Friday, would likely cost approximately $155,000 per year to operate.
LOCAL EXPRESS BUS SERVICE TO RIVERSIDE STATION

As noted previously a common departure/arrival point within the town would reduce travel time to/from Riverside Station. With only two stops (a park-and-ride location in Weston and Riverside Station), a round trip could take approximately 30 minutes, potentially accommodating four trips during peak periods. As the Green Line provides service to Riverside Station approximately every six minutes, more frequent service may be preferable rather than a longer neighborhood route. Again, assuming the Boston-West Korean Presbyterian Church as the park-and-ride location, Figure 5 depicts a potential route for this option.

In terms of potential fare collection, if it is assumed a 24-seat bus is 50 percent occupied, the bus makes eight trips a day, and fares are set at $1.00 per trip, annual fare collection could be approximately $24,000.

A single 24-passenger ADA-compliant bus operating six hours a day on a 12-mile loop, Monday through Friday, would likely cost approximately $160,000 per year to operate.
NEXT STEPS

One way to move forward, with one or more of these options, would be to consider establishing a Transportation Task Force or a Transportation Advisory Committee to identify the Town’s top priorities around transportation, and determine which recommendations could be implemented and in what order. This report can assist the group with getting started on reviewing options. The committee could potentially also help with the preparation of grant applications and request for proposals (RFPs) for vendor selection if a service is started.

If the Town determines that they would like to develop a pilot shuttle with a neighborhood component, then further research could be conducted to collect more information on stop locations. This study provides a base from which to build a service, but more targeted research in specific neighborhoods could be used to better determine level of interest and route specifics.

It is recommended that the town select a transportation provider that is flexible on vehicle size, especially when launching a new service. This flexibility allows the town, over an initial period of time, to launch the service with one type of vehicle, gather data (ridership counts, passenger feedback, etc.) and then work to determine optimum schedules, routes and vehicle size based on the data.
POTENTIAL FUNDING SOURCES

Below are several different state and federal grants that would be possible sources of funding for a shuttle service in Weston.

**Metropolitan Planning Organization.** The Boston Region Metropolitan Planning Organization (MPO) is responsible for conducting the federally required metropolitan transportation-planning process (often called the 3C – continuing, cooperative, and comprehensive – process) for the Boston metropolitan area. The MPO uses this process to develop a vision for the region and then decides how to allocate federal and state transportation funds to programs and projects – roadway, transit, bicycle, and pedestrian – that support that vision. Funding sources that come from the MPO include the *Congestion Mitigation and Air Quality (CMAQ) Improvement Program*. The purpose of the program is to provide a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and that is included in the metropolitan planning organization’s (MPO’s) current transportation plan.

The State Transportation Improvement Program (STIP) “is a five-year investment program that prioritizes federal funds for improvements to our roadways, bridges, transit systems, and bicycle and pedestrian facilities throughout the Commonwealth.” The most recent version identifies $742,000 in Fiscal Year 2021 through the CMAQ program for a Community Connections Program. This may present an opportunity for the town to apply for funds that could be used for a shuttle program. The program is intended to provide funding to launch locally developed transit or shuttle services that support first-mile/last-mile connections to existing transit services and other destinations.

**Workforce Transportation Program.** The MassDOT Rail & Transit Division recently launched a new program that will provide funding for projects designed to meet workforce transportation needs around the Commonwealth. MassDOT recently awarded $4.2 million using a combination of Federal and State funds to projects that centered around commuter transportation services. This is a competitive grant program and communities are eligible to receive the funding. A number of shuttle services were funded in the first year of the program.

**Commonwealth Transportation Infrastructure Fund.** The Commonwealth Transportation Infrastructure Fund requires transportation network services like Uber or Lyft to report the number of rides from the previous year that originated in each city or town and pay a per-ride assessment (currently $0.10 per ride), half of which is paid to cities and towns to be used for transportation-related costs. In 2018, 61,691 rides originating in Weston were provided by these services. Therefore, the town can expect to receive $6,169 from the fund.
Advertising. Another possible source of funding for a shuttle service is advertising. Advertising on the outside of the shuttle bus (as seen on MBTA buses or private taxis), on a shuttle bus website or on a printed schedule could be sold to local businesses. Ads could also be posted inside the shuttle bus at a lower cost. These sponsorships could offset the operational costs of the shuttle.

Transportation Demand Management (TDM) Requirements. In July 2015 the Metropolitan Area Planning Council authored a study entitled “Transportation Demand Management Case Studies and Regulations.” The report made recommendations that, if adopted by Weston, could result in the availability of funds to help support community-based transportation programs, including a shuttle. This includes the requirement that new developments participate in Transportation Demand Management initiatives either through:

1. A Condition of Approval for individual projects.

2. Adopting a by-law that includes language with very specific triggers for requirements and which also ensures that there is a clear transfer of responsibility in the event of a change in ownership or tenant turnover (e.g., incorporate in deed, link to an occupancy permit).

It is important to note that if the town is considering requiring employer participation in a shuttle program through a mitigation effort, it should be certain that the service being established will serve that facility.
Appendix
### Where To Weston - A Survey of Commuting Patterns

In an attempt to reduce traffic congestion and improve commutes for our residents, Weston, in collaboration with other towns and the State, is investigating five pilot programs for shared transportation services.

Our first step is to conduct a commuter survey to understand our resident’s typical commuting habits and determine interest in the five pilot programs being considered. The survey consists of 16 questions and takes less than 10 minutes. Thank you!

1. **Do you typically drive during peak commuting hours (6am - 9am, 3pm - 7pm)?**
   - Yes
   - No

2. **On your drive, do you typically?**
   - Drive Alone
   - Carpool with others

3. **What are the top three things you like about driving alone for your commute?**
   - Enjoy my privacy
   - Can be productive during the commute
   - Enjoy entertainment (music, books, podcasts, radio)
   - Flexibility - can come and go when I want
   - Allows me to use my car for other trips during the day
   - Other: [Please specify]

4. **What are the top three things you don't like about driving alone during your commute?**
   - Takes too long
   - Stressful
   - Loss of productivity
   - Costs (gas, tolls, parking)
   - Congestion
   - Hard to find parking
   - Environmental impacts
   - Other: [Please specify]
ONLINE Survey Tool

5. Please select all the reasons you do not typically carpool for your commute?
   - Enjoy my privacy
   - I need the flexibility of my own car
   - Can’t find others to commute with
   - Other: ____________________________________________

6. Please select all the reasons you do not typically use MBTA rail/subway/buses for your commute?
   - Prefer to drive
   - Service schedules don’t meet my needs
   - Station is not convenient to my home
   - Station/bus stop is not convenient to my destination
   - Too many transfers required
   - Takes too long
   - Service is unreliable
   - Costs
   - Parking at stations is limited
   - Need a car during the day
   - Drive to MBTA Station
   - Other: ____________________________________________

7. Where do you typically begin your commute? If you are uncomfortable providing your address, please provide the nearest intersection or landmark.
   - Address: ____________________________________________
   - OR Nearest Intersection: ___________________________
   - OR Nearest Landmark: ___________________________

8. What is your final destination of your commute? If you make any stops along the way, including driving to a transit station and continuing via transit, please list them. For each entry, please provide either an address, or a nearby intersection or landmark.
   - Final Destination: ____________________________________________
   - Stop #1 (if applicable): ____________________________________________
   - Stop #2 (if applicable): ____________________________________________

9. What time do you typically begin your commute in the morning?
   Please select one ...

10. How long is your typical commute in the morning?
    Duration (in minutes) ____________________________________________

11. What time do you typically begin your commute in the evening?
    Please select one ...

12. How long is your typical commute in the evening?
    Duration (in minutes) ____________________________________________
The town is evaluating five pilot programs to facilitate access to public transportation and to the Boston/Cambridge area during commuting hours. These include:

a. Express neighborhood shuttles to MBTA stations
b. Express neighborhood shuttles to Boston and/or Cambridge
c. Shared neighborhood Uber/Lyft services to MBTA stations
d. Shared neighborhood Uber/Lyft services to Boston and/or Cambridge
e. Bike-sharing service/parking/lanes for MBTA stations

The following questions relate to these services.

13. How interested are you in these pilot programs as stated above?

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<thead>
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<th></th>
<th>Very Interested</th>
<th>Interested</th>
<th>Not Sure</th>
<th>Not Interested/Not Applicable</th>
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14. If you are interested in pilot shared transportation programs to the MBTA, which stations are you interested in? Please select your top three choices.

- Alewife Station
- Auburndale Station
- Brandeis Roberts Station
- Harvard Station
- Kendall Green Station
- Riverside Station
- Silver Hill Station
- Waltham Station
- Wellesley Farms Station
- Woodland Station
- Other

15. If you are interested in potential services to Boston/Cambridge, what destinations interest you? Please check all that apply.

- Boston - Financial District
- Boston - Back Bay
- Boston - Seaport
- Boston - Longwood Medical Area
- Cambridge - Kendall Square
- Other

16. What benefits would compel you to use a pilot shared transportation program for your typical commute? Please select your top three choices.

- Save time
- Save money
- Less stressful
- Productive during travel
- Environmental friendliness
- Other
17. Is there any additional information about your commute or suggestions that you would like to share with us?

18. If you have interest in any of the proposed pilot programs for shared transportation services or wish to join the "Where To Weston" email list, please provide your contact information.

Name: __________________________
Telephone Number: ________________
Email Address: ____________________

Thank you very much participating – your input is critical to our efforts. Just click on the submit button and you are all set!

Thank you for completing this survey.
Where to Weston Transportation Survey

In an attempt to reduce traffic congestion and improve commutes for our residents, Weston, in collaboration with other towns and the State, is investigating five pilot programs for shared transportation services.

Our first step is to conduct a commuter survey to understand our resident’s typical commuting habits and determine interest in the five pilot programs being considered. The survey takes less than 10 minutes. Using a black or blue pencil or pen, please fully fill in the appropriate circle or write in your response where requested. Thank you!

<table>
<thead>
<tr>
<th>Question</th>
<th>Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Do you typically drive during peak commuting hours (6am-9am, 3pm-7pm)</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>No</td>
</tr>
<tr>
<td><em>If you do not drive during peak commuting hours, please skip ahead to question 7.</em></td>
<td></td>
</tr>
<tr>
<td>2. On your drive, do you typically?</td>
<td>Drive Alone</td>
</tr>
<tr>
<td></td>
<td>Carpool</td>
</tr>
<tr>
<td><em>If you selected carpool, please skip ahead to question 6.</em></td>
<td></td>
</tr>
<tr>
<td>3. What are the top three things you like about driving alone for your commute?</td>
<td>Enjoy my privacy</td>
</tr>
<tr>
<td></td>
<td>Can be productive during the commute</td>
</tr>
<tr>
<td></td>
<td>Enjoy entertainment (music, books, podcasts, radio)</td>
</tr>
<tr>
<td></td>
<td>Flexibility - can come and go when I want</td>
</tr>
<tr>
<td></td>
<td>Allows me to use my car for other trips during the day</td>
</tr>
<tr>
<td></td>
<td>Other: ______________________________________</td>
</tr>
<tr>
<td>4. What are the top three things you don’t like about driving alone during your commute?</td>
<td>Takes too long</td>
</tr>
<tr>
<td></td>
<td>Stressful</td>
</tr>
<tr>
<td></td>
<td>Loss of productivity</td>
</tr>
<tr>
<td></td>
<td>Costs (gas, tolls, parking)</td>
</tr>
<tr>
<td></td>
<td>Congestion</td>
</tr>
<tr>
<td></td>
<td>Hard to find parking</td>
</tr>
<tr>
<td></td>
<td>Environmental impacts</td>
</tr>
<tr>
<td></td>
<td>Other: ______________________________________</td>
</tr>
<tr>
<td>5. Please select all the reasons you do not typically carpool for your commute?</td>
<td>Enjoy my privacy</td>
</tr>
<tr>
<td></td>
<td>I need the flexibility of my own car</td>
</tr>
<tr>
<td></td>
<td>Can’t find others to commute with</td>
</tr>
<tr>
<td></td>
<td>Other: ______________________________________</td>
</tr>
<tr>
<td>6. Please select all the reasons you do not typically use MBTA rail/subway/busses for your commute.</td>
<td>Prefer to drive</td>
</tr>
<tr>
<td></td>
<td>Service schedules don’t meet my needs</td>
</tr>
<tr>
<td></td>
<td>Station is not convenient to my home</td>
</tr>
<tr>
<td></td>
<td>Station/bus stop not convenient to my destination</td>
</tr>
<tr>
<td></td>
<td>Too many transfers required</td>
</tr>
<tr>
<td></td>
<td>Takes too long</td>
</tr>
<tr>
<td></td>
<td>Service is unreliable</td>
</tr>
<tr>
<td></td>
<td>Costs</td>
</tr>
<tr>
<td></td>
<td>Parking at station is limited</td>
</tr>
<tr>
<td></td>
<td>Need car during the day</td>
</tr>
<tr>
<td></td>
<td>Drive to MBTA Station</td>
</tr>
<tr>
<td></td>
<td>Other: ______________________________________</td>
</tr>
<tr>
<td>7. Where do you typically begin your commute? If you are uncomfortable providing your address, please provide the nearest intersection or landmark.</td>
<td>Address: ____________________________________</td>
</tr>
<tr>
<td></td>
<td>Nearest intersection: ______________________</td>
</tr>
<tr>
<td></td>
<td>Nearest Landmark: __________________________</td>
</tr>
<tr>
<td>8. What is your final destination of your typical commute? If you make any stops along the way, including driving to a transit station and continuing via transit, please list them. For each entry, please provide either an address, or a nearby intersection or landmark.</td>
<td>Final Destination: _________________________</td>
</tr>
<tr>
<td></td>
<td>Stop #1 (if applicable): _____________________</td>
</tr>
<tr>
<td></td>
<td>Stop#2 (if applicable): _____________________</td>
</tr>
<tr>
<td>9-12. When do you typically commute?</td>
<td>Morning commute start time: ___________________</td>
</tr>
<tr>
<td></td>
<td>Duration of morning commute (in minutes): ___________________</td>
</tr>
<tr>
<td></td>
<td>Evening commute start time: ___________________</td>
</tr>
<tr>
<td></td>
<td>Duration of evening commute (in minutes): ___________________</td>
</tr>
</tbody>
</table>
13. How interested would you be in these pilot programs being considered by the town?

<table>
<thead>
<tr>
<th>Program</th>
<th>Very Interested</th>
<th>Interested</th>
<th>Not Sure</th>
<th>Not Interested/Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Express neighborhood shuttles to MBTA stations</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>b. Express neighborhood shuttles to Boston and/or Cambridge</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>c. Shared Uber/Lyft services to MBTA stations</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>d. Shared Uber/Lyft services to Boston and/or Cambridge</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>e. Bike-sharing service/parking for MBTA stations</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
</tbody>
</table>

14. If you are interested in pilot shared transportation programs to MBTA stations, which stations interest you? Please mark your top three choices.

- Alewife Station
- Auburndale Station
- Brandeis Roberts Station
- Hastings Station
- Kendall Green Station
- Riverside Station
- Silver Hill Station
- Waltham Station
- Wellesley Farms Station
- Woodland Station
- Other: _____________________________

15. If you are interested in potential services to Boston/Cambridge, which destinations interest you? Please mark all that apply.

- Boston - Financial District
- Boston - Back Bay
- Boston - Seaport
- Boston - Longwood Medical
- Cambridge - Kendall Square
- Other: _____________________________

16. What benefits would compel you to use a pilot shared transportation program for your typical commute? Please mark your top three choices.

- Save time
- Save money
- Less stressful
- Productive during travel
- Environmental friendliness
- Other: _____________________________

17. Is there any additional information about your commute or suggestions that you would like to share with us?

18. If you have interest in any of our five pilot programs for shared transportation services or wish to join the "Where To Weston" email list, please provide you contact information:

Name: ____________________________________________________________
Telephone Number: _________________________________________________
Email Address: _____________________________________________________

Thank you very much for participating - your input is critical to our efforts!

Please return the survey by one of these three methods.

1. Place it in the bin provided (near where you obtained it)
2. Email a PDF to: aiu.i@westonmass.org
3. Mail it to:
   Mr. Imaikalani Aiu
   Weston Town Hall
   P.O. Box 378
   Weston, MA 02493