



**The MassINC Polling Group**  
Barr Foundation BRT Non-Rider Survey  
Survey of 300 residents of the Silver Line/28 Bus Corridors  
Field Dates: September 9-14, 2015

Would you say you live closer to the MBTA Silver Line or the MBTA Route 28 Bus? *Order rotated*

Silver Line	33%
28 bus	47%
Don't know	20%

*Answers to the question above were used to populate subsequent questions. Those who answered "don't know" were asked about key bus routes in their area.*

How often do you take the [Silver Line / 28 bus / key bus routes in your area]?

For every trip	0%
For most of your trips	0%
For some of your trips	0%
For just a few of your trips	42%
You never take the bus	58%
Don't Know / Refused	<1%

I would now like to ask you about some specific improvements that could be made to the [Silver Line/28 bus/key bus routes in your area]. For each one, please tell me whether you think that change would make you more likely to ride the [Silver Line/28 bus/key bus routes in your area] more often, or if it would make no difference.

<i>Order rotated.</i>	Much more likely	Somewhat more likely	Makes no difference	Don't Know / Refused
Passengers would wait in enclosed shelters for the bus.	43%	17%	39%	1%
The bus shelter would be raised up to same level as the bus doors, so passengers don't have to climb up stairs to get on. This makes boarding easier, especially for wheelchairs and baby strollers.	37%	14%	47%	2%
The shelters would have schedules, map and a countdown sign for when the next bus would arrive	49%	19%	32%	%
Passengers would pay in the bus shelter instead of on the bus, allowing faster boarding at each stop.	38%	16%	43%	2%
When the bus arrives, passengers could get on at any door. <i>Added as needed:</i> Right now everyone needs to pay at the front of the bus. Paying in the shelter before the bus arrives means they can get on any door.	33%	17%	48%	2%
The bus would travel in its own lane for its entire route, and cars and trucks would not be allowed to use that lane. <i>Added as needed:</i> The Silver Line has its own lane for much of its route, but at either end it must share the lane with other cars, Also, cars often double park in the Silver Line lane now. All this causes delays.	39%	17%	42%	3%
Traffic signals would be programmed to turn green for the bus at intersections	36%	18%	45%	1%
Buses would run more frequently than they currently do	44%	19%	36%	1%

In order to make these changes, the city would have to make some changes to the streets where the buses run. Please let me know how much of a concern each of the following changes would be: a major concern, a minor concern, or not a concern.

<i>Order rotated.</i>	Major concern	Minor concern	Not a concern	Don't Know / Refused
Some parking spaces would have to be removed to give the bus its own lane for its entire route. <i>Added as needed:</i> The Silver Line has its own lane for much of its route, but at either end it must share the lane with other cars, which causes delays.	47%	22%	30%	1%
In some places, cars and trucks would lose a travel lane to give the bus its own lane for the entire route. <i>Added as needed:</i> The Silver Line has its own lane for much of its route, but at either end it must share the lane with other cars, which causes delays.	39%	29%	30%	2%
In some places, adding a bus lane and bus shelters could make the street wider and harder for pedestrians to cross.	43%	31%	26%	1%
Bus stops would be spread out more, meaning some current bus stops would be eliminated. <i>Added as needed:</i> The Silver Line has its own lane for much of its route, but at either end it must share the lane with other cars, which causes delays.	41%	28%	30%	1%
Because the bus will have priority at intersections, cars making right or left turns or waiting at cross streets would have to wait longer.	37%	32%	30%	1%
Giving the bus its own lane could mean there will not be enough space for separate bike lanes. Bikes could have to ride with cars, or in the bus lane.	50%	20%	29%	1%

Based on the description we just went through, if the MBTA were to make all of these changes to the [Silver Line/28 bus/key bus routes in your area], would it make a positive or negative difference in your quality of life, or would it make no difference? *Order rotated.*

Positive difference	34%
Negative difference	14%
No difference	49%
Don't Know / Refused	3%

How much of a priority do you think making the kinds of changes we have been discussing should be, compared to other transportation projects?

A top priority	15%
A major priority	26%
A minor priority	38%
Not a priority	19%
Don't Know / Refused	3%

Some people would rather see the MBTA build a light rail, like the Green Line, instead of a bus system like we have been discussing. Others say that a bus system could deliver many of the benefits of a light rail and could be up and running sooner, because it is easier and less costly to build.

What do you think? Would you prefer bus system like we have been discussing OR a light rail system? *Order rotated.*

Bus system	46%
Light rail system	26%
Both (not read)	11%
Neither (not read)	11%
Don't Know / Refused	7%

Do you have a private automobile (including light trucks) available for your use?

Yes, always	65%
Sometimes (shared with household members)	13%
Never	20%
Don't Know / Refused	1%

## DEMOGRAPHICS

### Gender

Male	41%
Female	59%

### Age

18 to 21	7%
22 to 34	23%
35 to 44	16%
45 to 64	35%
65 or over	17%
Prefer not to say	1%

### Race/Ethnicity

Black non-Hispanic	47%
White non-Hispanic	25%
Hispanic	14%
Other / Mixed	10%
Refused	5%

### Education

High school degree or less	29%
Some college, less than Bachelor's degree	27%
Bachelor's degree	21%
Post-graduate degree (e.g., Master's, Doctorate, professional)	17%
Prefer not to say	5%

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### About the Survey

These results are based on a survey conducted by The MassINC Polling Group of 300 registered voters in zip codes around the routes of the MBTA Silver Line 4 and 5 and the MBTA Route 28 bus. Live telephone interviews were conducted September 9-14, 2015 via both landline and cell phone using conventional registration based sampling procedures. The data were weighted to reflect the demographic and geographic distribution of voters in the sampled zip codes. The margin of sampling error for the full sample is +/- 5.6 percentage points with a 95 percent level of confidence. This report was made possible thanks to support from the Barr Foundation.