

**September 28, 2016**

The Honorable Charlie Baker  
Governor  
Massachusetts State House  
Room 280  
Boston, MA 02133

**Dear Governor Baker:**

Attached to this letter is a petition with over 550 signatures asking for improvements to the morning schedule for the MBTA Framingham-Worcester Commuter Rail line.

As you are aware, commuters on this line have endured years of hardships which are now being corrected with substantial investments:

- “Heat Restrictions” – mitigated by rail destressing project;
- Single track through Beacon Park rail yard – mitigated with construction of second main line track; and
- Control of the line by CSX – mitigated by purchase of line from CSX and reassignment of dispatching duties to Keolis.

These capital improvements have led (or will lead) to a better commuting experience for the thousands of daily commuters. However, even after the recent (May 2016) schedule modifications, the morning schedule is not ideal, and I have developed an alternate schedule that offers benefits for peak morning rush hour commuters.

As detailed in a blog post on my website (<http://framwormbta.weebly.com>) and attached to this letter, my proposed schedule eliminates the super express “Heart To Hub” train and reallocates that equipment to enable better express service for all stations between Worcester & West Natick.

My proposed schedule offers these benefits:

- **Increase from 3 express trains to 5 express trains** for passengers boarding stations from Grafton to West Natick;
- **Increase from 4 express trains to 5 express trains** for passengers boarding at Worcester station;
- **Reduced overcrowding on the most popular AM express train (#508);** and
- Only minor changes for passengers boarding at stations between Natick Center & Newtonville.

My blog post details the reasons why my proposed schedule is feasible with the existing equipment & existing infrastructure. Implementing my proposed schedule will:

- Not require any additional equipment;
- Not require any additional staff; and
- Not require any additional funding.

My proposed schedule is a readily available and plausible solution which can be implemented immediately.

The “Heart to Hub” super express was an innovative idea, but its usefulness is constrained by the logistical and infrastructure limitations of the 2-track Framingham-Worcester line. Scheduling it at a time when it would have offered the most benefit for Worcester commuters (i.e. departing Worcester at 7 AM) would have decimated the schedule for passengers boarding at other stations since it requires a clear track for its transit to Boston. It is therefore relegated to the later morning commute ‘shoulder’ time – which is less than ideal for the majority of commuters.

Many people who signed the petition offered comments supporting the reallocation of the “Heart to Hub” equipment to achieve my proposed schedule. Some examples:

*I'm signing this petition to eliminate the Heart to Hub while riding the Heart to Hub -- really! It would be great to keep, but I've also ridden the 7:00am from Worcester and it is far too overcrowded. This proposed schedule seems, to me, to be a way to provide more options to folks west of Framingham.*

Dan Guarracino, Worcester, MA

*I'm a 26-year-old working in advertising and commuting daily to South Station from Worcester; I've been doing this commute for a little over a year now. The Heart To Hub train is rarely an option for me, as I need to be at work by 9am and on a good day it arrives to South Station at 9:15am. I would much rather forgo this train for a morning train (even if it's not direct) that would get me to South Station by 8:50am (Dave's proposed P510 would be perfect). I completely support the goal of trying to get more Worcester college graduates to stay in Worcester and commute into Boston for work, however instead of focusing on the marketing message of "to Boston in under an hour" (which, by the way, we didn't even accomplish on day 1), the MBTA should focus it's efforts more on consistency and intelligent scheduling to attract these young adult riders. The peak Framingham/Worcester line trains are late almost daily (some times upwards of 30 minutes by the time we hit Union Station). I no longer make any plans on weeknights because of this. If I could be guaranteed my train would be on time and have access to service at key times (i.e. getting people to work at 9, leaving Boston around 6), I wouldn't need the "bullet" option. I think some customer research in the Worcester area would go a long way to informing these decisions in the future.*

Priscilla Patterson, Worcester, MA

*The options for Grafton to Boston in the morning for those critical morning hours are so bad that I am working from home instead of my Boston office frequently because of 8:00 or 8:30 am meetings. I used to purchase a monthly pass. Now I only travel into Boston once a week.*

Stephani Smith, South Grafton, MA

*I live in Worcester and commute to Boston for work and I don't use the morning heart to hub train. The addition of express trains would benefit me more than the morning heart to hub.*

Manuela Arango-Restrep, Worcester, MA

*Even though I live in Worcester and the current schedule would probably benefit myself, reading the reasoning here, it makes no sense to keep things as is. This is*

*not providing the best possible customer service and it seems insane to me that one train needs to have 1,600 passengers when there is another only holding 150.*

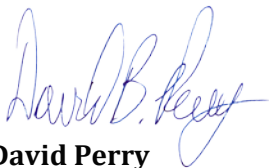
Jean Muto, Worcester, MA

In fairness, my blog post also included a link to a “counter-petition” that allowed people to register their opposition to the proposed new schedule and their desire to keep the existing schedule with the “Heart to Hub” train. In an attempt to insure we were hearing from as many voices as possible, I distributed flyers with information about this topic to all the passengers on a Monday “Heart to Hub” trip. However, the “counter-petition” (attached) only gained 4 signatures.

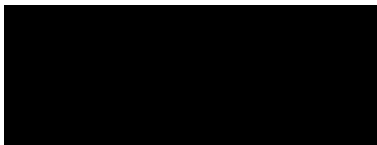
In addition to both petitions, I created a “SurveyMonkey” web survey to determine if passengers of the existing train #508 would consider switching to different trains on my proposed schedule. The responses indicate that 87 of the 111 respondents to the survey would consider switching to a different train. This indicates that offering additional express trains at times that are more useful is a potentially viable solution for alleviating some of the overcrowding on train #508. The results of the survey are attached to this letter.

Please review my proposed new schedule and encourage the MBTA to implement this schedule. I am available to discuss this petition, the proposed schedule, and/or your thoughts on this topic at the contact information below.

**Sincerely,**



**David Perry**



Attachments: Dave’s proposed new schedule  
Blog post detailing proposed new schedule  
Petition with signatures supporting new schedule  
Petition with signatures opposing new schedule  
Analysis of SurveyMonkey results

CC: Lt. Governor Karyn Polito  
Secretary of Transportation Stephanie Pollack  
Senator Karen Spilka (D - Natick, Framingham, Ashland)  
Senator Cynthia Creem (D - Newton, Wellesley)  
Senator Richard Ross (R - Wellesley, Natick)  
Senator James Eldridge (D - Southboro, Westboro)  
Senator Michael Moore (D - Grafton, Worcester)  
Senator Harriette Chandler (D - Worcester)  
Representative Hannah Kane (R - Shrewsbury, Westboro)  
Representative Kay Khan (D - Newton)

Representative Alice Peisch (D - Wellesley)  
Representative Ruth Balser (D - Newton)  
Representative John Lawn (D - Newton)  
Representative David Linsky (D - Natick)  
Representative Tom Sannicandro (D - Ashland, Framingham)  
Representative Carmine Gentile (D - Framingham)  
Representative Chris Walsh (D - Framingham)  
Representative Carolyn Dykema (D - Southboro, Westboro)  
Representative Danielle Gregoire (D - Westboro)  
Representative David Muradian (D - Grafton)  
Representative John Mahoney (D - Worcester)  
Representative James O'Day (D - Worcester)  
Representative Mary Keefe (D - Worcester)  
Representative Daniel Donahue (D - Worcester)  
Worcester Mayor Joseph Petty  
Worcester Chamber of Commerce President Tim Murray

# DAVE'S PROPOSED AM SCHEDULE FOR THE FRAMINGHAM/WORCESTER LINE

## MONDAY THROUGH FRIDAY

<b>INBOUND</b>	<b>500</b>	<b>502</b>	<b>580</b>	<b>504</b>	<b>582</b>	<b>506</b>	<b>584</b>	<b>508</b>	<b>586</b>	<b>510</b>	<b>588</b>	<b>512</b>
	<b>A.M.</b>	<b>A.M.</b>	<b>A.M.</b>	<b>A.M.</b>	<b>A.M.</b>	<b>A.M.</b>	<b>A.M.</b>	<b>A.M.</b>	<b>A.M.</b>	<b>A.M.</b>	<b>A.M.</b>	<b>A.M.</b>
Worcester	4 45	5 15	----	5 55	----	6 30	----	7 00	----	7 30	----	8 40
Grafton	4 58	5 28	----	6 08	----	6 43	----	7 13	----	7 43	----	8 53
Westborough	5 02	5 32	----	6 12	----	6 47	----	7 17	----	7 47	----	8 57
Southborough	5 11	5 41	----	6 21	----	6 56	----	7 26	----	7 56	----	9 06
Ashland	5 15	5 45	----	6 25	----	7 00	----	7 30	----	8 00	----	9 10
Framingham	5 26	5 56	6 05	6 36	6 46	7 11	7 18	7 42	7 50	8 11	8 20	9 21
West Natick	5 31	6 01	6 10	6 41	6 51	7 16	7 21	7 49	7 55	8 16	8 25	9 26
Natick Center	5 36	6 05	6 15	----	6 56	----	7 26	----	8 00	----	8 30	9 31
Wellesley Square	5 41	----	6 20	----	7 01	----	7 30	----	8 05	----	8 35	9 36
Wellesley Hills	5 45	----	6 24	----	7 05	----	7 34	----	8 09	----	8 39	9 40
Wellesley Farms	5 48	----	6 27	----	7 08	----	7 37	----	8 12	----	8 42	9 43
Auburndale	5 53	----	6 32	----	7 13	----	7 40	----	8 17	----	8 47	9 48
West Newton	5 56	----	6 35	----	7 16	----	7 43	----	8 20	----	8 50	9 51
Newtonville	5 59	----	6 38	----	7 19	----	7 48	----	8 23	----	8 53	9 54
Yawkey	6 07	6 22	6 48	7 00	7 27	7 36	7 58	8 09	8 33	8 35	9 03	10 02
Back Bay	6 12	6 27	6 53	7 05	7 32	7 41	8 04	8 14	8 38	8 40	9 08	10 07
<b>SOUTH STATION</b>	6 18	6 33	6 59	7 11	7 38	7 47	8 09	8 20	8 44	8 46	9 14	10 12

# Dave's Framingham-Worcester MBTA Commuter Rail Blog (/)

[Blog \(/\)](#)   [Helpful Links \(/helpful-links.html\)](/helpful-links.html)   [Helpful Information \(/helpful-information.html\)](/helpful-information.html)

[Turn Table \(/turn-table.html\)](/turn-table.html)   [Glossary \(/glossary.html\)](/glossary.html)   [Map \(/map.html\)](/map.html)   [Newsletter \(/newsletter.html\)](/newsletter.html)

more...

## Proposal For Better AM Schedule For Framingham-Worcester Line ([Http://Framwormbta.Weebly.Com/Blog/Proposal-To-Reduce-Overcrowding-On-P508](http://framwormbta.weebly.com/blog/proposal-to-reduce-overcrowding-on-p508))

8/21/2016

[33 Comments \(http://framwormbta.weebly.com/blog/proposal-to-reduce-overcrowding-on-p508#comments\)](http://framwormbta.weebly.com/blog/proposal-to-reduce-overcrowding-on-p508#comments)

*<edited 9/5/2016 to expand the focus of the proposal>*

**[CLICK HERE FOR THE PETITION SUPPORTING DAVE'S PROPOSED NEW SCHEDULE](https://www.change.org/p/massachusetts-governor-alleviate-p508-overcrowding)**  
 **[\(https://www.change.org/p/massachusetts-governor-alleviate-p508-overcrowding\)](https://www.change.org/p/massachusetts-governor-alleviate-p508-overcrowding)**

Certainly click above and sign the petition if you're just looking to do that. Also scroll way down to the end of this blog post for links to the survey and both petitions. But please take some time to read the entire blog post and understand the issues.

Note: I originally wrote this blog post and created the proposed schedule to focus on the overcrowding on P508, the 7 AM inbound departure from Worcester. From a railroad operations perspective, that issue is the problem that needs mitigation. However, many people have pointed out that my proposed schedule has benefits for almost every commuter west of Framingham. I've edited this post to highlight those benefits.

The primary benefit is that my proposed schedule below increases the amount of inbound AM express trains serving Grafton, Westborough, Southborough, Ashland, Framingham, and West Natick **from THREE to FIVE trips**. Worcester gets those five express trains too - an increase from the current four express trains (which includes the #HeartToHub). I would also argue that the five expresses from Worcester are more useful than the current three plus the #HeartToHub since these five express trains arrive in Boston at better times. Passengers from Natick to Newton have minor changes to their schedules with slight time changes and the consolidation of two trips between 8 AM and 9 AM to one trip.

### **The current condition**

P508, the inbound 7 AM departure from Worcester, is one of the most overcrowded trains on the entire commuter rail system. Ridership data collected by our fellow riders (as noted in [this blog post below](#) (<http://framwormbta.weebly.com/blog/ridership-survey-results>)) and by Keolis indicate that this train has had passenger loads approaching or exceeding 1,600 passengers this summer. Summer typically has lower passenger loads - so it is highly doubtful we will see lower passenger loads going into the fall. The possibility exists that the fall will bring even more sustained overcrowding.

P508 is currently scheduled to utilize a set of eight bi-level coaches. The MBTA assumes that each bi-level coach has 180 seats, which is a fair average even though there is some variability among the different models of coaches. Therefore P508 has a nominal capacity of 1,440 passengers. Note that this capacity assumes that all seats are taken and there are no standees - which appears to be the goal of MBTA set sizing calculations & set assignments.

My sources indicate that eight coaches is the current maximum size for an MBTA Commuter Rail train set. The constraint is not platform length, locomotive power, or any other consideration - the constraint is the size of storage sidings - there isn't enough room to store a nine coach set both overnight and during the mid-day layover periods. Not to mention that the MBTA doesn't own enough rolling stock (coaches) to create a nine car bi-level set.

### **Why is P508 so crowded?**

One of the primary reasons that P508 is so crowded is that the alternatives for commuters west of Framingham are less than ideal. The next earlier express train is P504 - the 5:55 AM departure from Worcester.

## **CURRENT SCHEDULE**

## Links

### [Helpful Links](#)

[\(http://framwormbta.weebly.com/helpful-links.html\)](http://framwormbta.weebly.com/helpful-links.html)

### [Helpful Information](#)

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## Author

Not an MBTA employee, not a Keolis employee, just a regular commuter (with a scanner and some knowledge of railroad operations). Everything here is my speculation, so up to you to judge the accuracy.

Monday to Friday

Inbound to Boston			AM											
ZONE	STATION	TRAIN #	500	502	580	504	582	506	508	584	510	552	586	512
8	Worcester	⌚	4:45	5:15	-	5:55	-	6:30	7:00	-	7:30	8:05	-	8:40
8	Grafton	⌚	4:58	5:28	-	6:08	-	6:43	7:13	-	7:43	-	-	8:53
7	Westborough	⌚	5:02	5:32	-	6:12	-	6:47	7:17	-	7:47	-	-	8:57
6	Southborough	⌚	5:11	5:41	-	6:21	-	6:56	7:26	-	7:56	-	-	9:06
6	Ashland	⌚	5:15	5:45	-	6:25	-	7:00	7:30	-	8:00	-	-	9:10
5	Framingham	⌚	5:26	5:56	6:05	6:36	6:46	7:11	7:42	7:50	8:11	-	8:40	9:21
4	West Natick	⌚	5:31	6:01	6:10	6:41	6:51	7:16	7:49	7:55	8:16	-	8:45	9:26
4	Natick Center		5:36	6:05	6:15	-	6:56	7:21	-	8:00	8:20	-	8:50	9:31
3	Wellesley Square		5:41	-	6:20	-	7:01	7:26	-	8:05	8:25	-	8:55	9:36
3	Wellesley Hills		5:45	-	6:24	-	7:05	7:30	-	8:09	8:29	-	8:59	9:40
3	Wellesley Farms		5:48	-	6:27	-	7:08	7:34	-	8:12	8:32	-	9:02	9:43
2	Auburndale		5:53	-	6:32	-	7:13	7:39	-	8:17	-	-	9:07	<b>f 9:48</b>
2	West Newton		5:56	-	6:35	-	7:16	7:42	-	8:20	-	-	9:10	<b>f 9:51</b>
1	Newtonville		5:59	-	6:38	-	7:19	7:46	-	8:23	-	-	9:13	<b>f 9:54</b>
1A	Yawkey	⌚	<b>L 6:07</b>	<b>L 6:22</b>	<b>L 6:48</b>	<b>L 7:00</b>	<b>L 7:27</b>	<b>L 7:56</b>	<b>L 8:09</b>	<b>L 8:33</b>	<b>L 8:46</b>	<b>L 8:57</b>	<b>L 9:23</b>	<b>L 10:02</b>
1A	Back Bay	⌚	<b>L 6:12</b>	<b>L 6:27</b>	<b>L 6:53</b>	<b>L 7:05</b>	<b>L 7:32</b>	<b>L 8:01</b>	<b>L 8:14</b>	<b>L 8:38</b>	<b>L 8:51</b>	<b>L 9:02</b>	<b>L 9:28</b>	<b>L 10:07</b>
1A	South Station	⌚	6:18	6:33	6:59	7:11	7:38	8:07	8:20	8:44	8:57	9:07	9:34	10:12

Trains in purple box indicate peak period trains.

P508 is not only at a convenient time, it is also the best option for anyone departing from stations between Grafton and Ashland later than 6 AM. Worcester passengers have the #HeartToHub express train at 8:05 AM, but that arrives in Boston after 9 AM - too late for many commuters.

For passengers between Grafton and West Natick, switching from P508 to P506 means boarding 30 minutes earlier than P508 but arriving in Boston only 13 minutes earlier than P508.

For passengers between Grafton and Ashland, switching from P508 to P510 means boarding 30 minutes later than P508 but arriving in Boston 37 minutes later than P508.

**A potential solution**

Constructing a better schedule for everyone west of Framingham will solve the overcrowding on P508 and result in many better options for commuters.

Simply adding a train to a schedule is not possible without considering the operational and logistical constraints. There are a limited number of train sets and only two tracks - so the possible solutions are limited by those constraints. Reassigning an existing train is a viable solution - and luckily, we have a good candidate train for reassignment.

P552, also known as the "Heart to Hub" super-express "bullet" service, has had low ridership since beginning in May. [The MBTA cites average ridership of around 150-160 passengers through July](http://www.telegram.com/article/20160729/NEWS/160729088) (<http://www.telegram.com/article/20160729/NEWS/160729088>). The equipment for the "Heart to Hub" train actually starts the day as P500 in Worcester. Upon arrival in Boston, it immediately turns and goes back to Worcester as a non-stop "deadhead" (non-revenue, no passengers) move. It passes westbound through Framingham at approximately 7:10 AM.

My proposed schedule shown below eliminates the P552 "Heart to Hub" service and uses that set as a new local train originating in Framingham. This allows P506 to become an express train. My schedule also converts P510 from its current "limited" service to a true "express" service.

**DAVE'S PROPOSED NEW SCHEDULE**

Tweets by @FramWorMBT

Dave Retweeted

**Dan Guarracino** @danguarracino  
 @FramWorMBTA sorry, should've updated that - someone was removed from the train (not sure why) and we're back on the move. Almost at WOR

Dave Retweeted

**Dan Guarracino** @danguarracino  
 P515 has been stopped at Ashland for >5 mins and there are two Ashland PD cars at the station. Wonder what's going on

**Dave** @FramWorMBTA  
 @sca603 looks like 1123 but i'm not sure...you can catch glimpse of numberboard obscured by a

Embed View on Tw

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- [September 2016](#)
- [\(/blog/archives/09-2016\)](#)
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- [June 2015](#)
- [\(/blog/archives/06-2015\)](#)
- [May 2015](#)



MONDAY THROUGH FRIDAY												
INBOUND	500	502	580	504	582	506	584	508	586	510	588	512
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Worcester	4 45	5 15	----	5 55	----	6 30	----	7 00	----	7 30	----	8 40
Grafton	4 58	5 28	----	6 08	----	6 43	----	7 13	----	7 43	----	8 53
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Ashland	5 15	5 45	----	6 25	----	7 00	----	7 30	----	8 00	----	9 10
Framingham	5 26	5 56	6 05	6 36	6 46	7 11	7 18	7 42	7 50	8 11	8 20	9 21
West Natick	5 31	6 01	6 10	6 41	6 51	7 16	7 21	7 49	7 55	8 16	8 25	9 26
Natick Center	5 36	6 05	6 15	----	6 56	----	7 26	----	8 00	----	8 30	9 31
Wellesley Square	5 41	----	6 20	----	7 01	----	7 30	----	8 05	----	8 35	9 36
Wellesley Hills	5 45	----	6 24	----	7 05	----	7 34	----	8 09	----	8 39	9 40
Wellesley Farms	5 48	----	6 27	----	7 08	----	7 37	----	8 12	----	8 42	9 43
Auburndale	5 53	----	6 32	----	7 13	----	7 40	----	8 17	----	8 47	9 48
West Newton	5 56	----	6 35	----	7 16	----	7 43	----	8 20	----	8 50	9 51
Newtonville	5 59	----	6 38	----	7 19	----	7 48	----	8 23	----	8 53	9 54
Yawkey	6 07	6 22	6 48	7 00	7 27	7 36	7 58	8 09	8 33	8 35	9 03	10 02
Back Bay	6 12	6 27	6 53	7 05	7 32	7 41	8 04	8 14	8 38	8 40	9 08	10 07
SOUTH STATION	6 18	6 33	6 59	7 11	7 38	7 47	8 09	8 20	8 44	8 46	9 14	10 12

**CLICK HERE FOR THE PETITION SUPPORTING DAVE'S PROPOSED NEW SCHEDULE**  
<https://www.change.org/p/massachusetts-governor-alleviate-p508-overcrowding>

**Logistical / Operational Considerations (i.e. why this new schedule can work)**

As noted above, my new 7:18 AM Framingham origination inbound train (P584) will utilize the current P552 set which is already passing through Framingham at close to that time. The only other change which has operational considerations is the earlier departure of the new P588 train from Framingham. This is possible with no changes to current equipment usage since the current equipment assignment has the current P586 (8:40 AM Framingham inbound departure) using the outbound P587 equipment after a 30 minute layover in Framingham. My new schedule changes this to a 10 minute layover.

It is possible that minor tweaks will be needed to implement my proposed schedule, but my proposed schedule is logistically possible with no major changes to crew or equipment schedules. The only other consideration that may affect the implementation of this schedule is arrival slots at South Station. South Station is a significant bottleneck during both the AM and PM rush hour peak periods, and I have not considered all of the track assignments and track availability at South Station for my proposed new arrival times for some of my modified trains.

**Benefits of my proposed schedule**

1. Passengers boarding between Worcester & West Natick have two additional express trains (P506 & P510) which were previously local or limited trains. With these trains now having transit (en route) durations almost the same as P508, they should be more attractive to current P508 passengers. P508 is probably still at the most ideal time on the clock, so it will probably remain the most utilized train, but some passengers should migrate to these other options - and hopefully enough to alleviate overcrowding on P508.
2. Reallocation of the underutilized "HeartToHub" equipment set benefits more passengers throughout MetroWest, rather than a handful of Worcester passengers.
3. Passengers originating at stations between Worcester and Ashland with destinations between Auburndale & Newtonville benefit from the new possibility of more expedient transfer from P510 to P588 at Framingham. Passengers who previously utilized P506 to make that journey have a minor change with a new requirement to transfer to P584 at Framingham.
4. Fairness. With the exception of Framingham & West Natick, every other station has service at almost exactly 30-40 minute intervals between the start of service and 9 AM. The interval is almost exactly 30 minutes between approximately 6:30 AM and 9 AM. This is an important consideration in my mind - there is no reason for any station to get more frequent service than another. In addition - and it is a more minor point than just the inherent fairness issue - having predictable intervals means similar transit times / trip durations for all passengers from a particular station. This presumably increases the likelihood that passengers may utilize different train trips rather than focusing their usage on particular train trips that offer the quickest duration from a particular stop. This is the same concept that I note above when comparing the current durations of P506, P508, and P510.

**Drawbacks of my proposed schedule**

1. Elimination of the "HeartToHub" super express "bullet" train. Let me be perfectly clear: I have nothing against the concept of the "HeartToHub" super express service. If there was enough equipment, crews, and trackage to keep it

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on the schedule, I would not object. But the constraints of the Framingham-Worcester line mean that the implementation of the "HeartToHub" results in dubious benefits for a handful of passengers while removing options for other passengers throughout the region. There simply isn't enough track capacity for this super express train to be implemented at an ideal time. Having it arrive in Boston at or slightly after 9 AM is less than ideal and this presumably limits the appeal of the "HeartToHub." So let's use that equipment more effectively and not get hung up on the sound bite of "under an hour" service. Let's use the equipment to benefit the most number of passengers at the best time on the clock. But I must acknowledge that there are passengers who use the "HeartToHub"- and ridership may increase after Labor Day - so the loss of the "HeartToHub" is not without consequence.

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2. Reduction in service between Natick Center and Wellesley Farms between 8 and 9 AM. With P510 currently making these station stops, those four stations have 3 trains scheduled between 8 AM and 9 AM. Converting P510 to an express train to make it a more attractive alternative for current P508 passengers means eliminating those stops from its schedule. The loss of this service is somewhat mitigated by my proposal to have the new P588 train operate 20 minutes earlier, offering service similar to the current P510 schedule. Although we were only able to collect one data point in [the ridership survey earlier this month \(http://framwormbta.weebly.com/blog/ridership-survey-results\)](http://framwormbta.weebly.com/blog/ridership-survey-results), it appears that the current later P586 schedule is not attracting many passengers - so effectively moving that train earlier should have minimal impact.

### Can a Change Be Made?

If we think my proposal is a viable schedule and a good idea, how can we get it implemented?

The "HeartToHub" was a political invention - it was NOT invented by the MBTA. This is a fact. So lobbying the MBTA for my proposed schedule modification will be ineffective - they can't do anything without buy-in from the politicians. At this point, especially for anything involving the "HeartToHub" train, the "chain of command" for the Framingham-Worcester schedule is:

Politicians (invent / advocate for the concepts) -> MBTA (implement the concepts / create the schedule) -> Keolis (implement the schedule as dictated by their client, the MBTA)

However, there is a window of opportunity to influence the schedule process. In general, the MBTA & Keolis only have two opportunities every calendar year to implement major schedule changes. Engineers, conductors, and assistant conductors are given the opportunity to 'bid' on their work schedules every 6 months. More senior crew members get to select their desired assignment rotation first (and therefore presumably get the 'better' schedules). Making system schedule changes in the middle of these 6 month periods is not practical - both due to the logistical complications of re-creating the entire crew schedule and then bidding it out and finalizing the assignments.

Since the last major schedule change was in May, it is expected that there will be schedule changes published in November. The MBTA has made passing references to these upcoming schedule changes, and the recent schedule tweaks that were implemented on July 27 are another indication that the schedules will change later this year.

Therefore it is possible that my proposed schedule could be implemented during the schedule change in October or November. But the window is rapidly closing - the schedules need to be finalized soon so that equipment and crew schedules and rotations can be finalized. The crew bidding process takes approximately 6-8 weeks - and it must be complete well before the schedule implementation date.

### The Call to Action

First, I have created a survey to quantify the possible interest that current P508 passengers may have to switch to another train. This survey is not intended to capture statistical data on ridership - but rather, if there is a significant raw number of passengers who fill out the survey and express interest in changing trains to something other than P508, it strengthens the argument that my proposed schedule may accomplish the goal of alleviating overcrowding on P508. Conversely, if only a handful of passengers indicate a willingness to switch away from P508 then my concept may not be as good as I think it is.

[CLICK HERE FOR THE SURVEY ABOUT P508 ALTERNATIVES \(https://www.surveymonkey.com/r/7LDVD9Y\)](https://www.surveymonkey.com/r/7LDVD9Y)

The primary way to advocate for this change is through a petition. I have created an on-line petition for you to sign if you would like to see my proposed schedule implemented:

[CLICK HERE FOR THE PETITION SUPPORTING DAVE'S PROPOSED NEW SCHEDULE \(https://www.change.org/p/massachusetts-governor-alleviate-p508-overcrowding\)](https://www.change.org/p/massachusetts-governor-alleviate-p508-overcrowding)

In fairness, I have also created a counter-petition for anyone who does NOT want to see the schedule changed. Although I am advocating for my proposed schedule, I want to allow the voices of those who disagree to be heard. And this isn't intended to be a vote - I'm not looking to see which petition gets more signatures. But others may see it in that context.

[CLICK HERE FOR THE PETITION TO KEEP THE SCHEDULE THE SAME AS IT IS CURRENTLY](#)

<https://www.change.org/p/massachusetts-governor-do-not-change-the-framingham-worcester-schedule>

Both petitions are directly aimed at the following politicians who I am certain have some influence over & interest in the Framingham-Worcester schedule:

[Lt. Governor Karyn Polito \(http://www.mass.gov/governor/constituent-services/contact-governor-office/#email\)](http://www.mass.gov/governor/constituent-services/contact-governor-office/#email)

[Secretary of Transportation Stephanie Pollack \(mailto:stephanie.pollack@state.ma.us\)](mailto:stephanie.pollack@state.ma.us)

[Worcester Mayor Joseph Petty \(mailto:mayor@worcesterma.gov\)](mailto:mayor@worcesterma.gov)

[Senator Karen Spilka \(mailto:Karen.Spilka@masenate.gov\)](mailto:Karen.Spilka@masenate.gov) (D - Natick, Framingham, Ashland)

[State Representative Hannah Kane \(mailto:Hannah.Kane@mahouse.gov\)](mailto:Hannah.Kane@mahouse.gov) (R - Shrewsbury, Westboro)

[State Representative Kay Khan \(mailto:Kay.Khan@mahouse.gov\)](mailto:Kay.Khan@mahouse.gov) (D - Newton)

[State Representative Alice Peisch \(mailto:Alice.Peisch@mahouse.gov\)](mailto:Alice.Peisch@mahouse.gov) (D - Wellesley)

[Worcester Chamber of Commerce President Tim Murray \(mailto:tmurray@worcesterchamber.org\)](mailto:tmurray@worcesterchamber.org)

In addition, the survey results & petitions will be sent to the following state legislators who represent districts along the line:

[Senator Cynthia Creem \(mailto:Cynthia.Creem@masenate.gov\)](mailto:Cynthia.Creem@masenate.gov) (D - Newton, Wellesley)

[Senator Richard Ross \(mailto:Richard.Ross@masenate.gov\)](mailto:Richard.Ross@masenate.gov) (R - Wellesley, Natick)

[Senator James Eldridge \(mailto:James.Eldridge@masenate.gov\)](mailto:James.Eldridge@masenate.gov) (D - Southboro, Westboro)

[Senator Michael Moore \(mailto:Michael.Moore@masenate.gov\)](mailto:Michael.Moore@masenate.gov) (D - Grafton, Worcester)

[Senator Harriette Chandler \(mailto:Harriette.Chandler@masenate.gov\)](mailto:Harriette.Chandler@masenate.gov) (D - Worcester)

[Representative Ruth Balsler \(mailto:Ruth.Balsler@mahouse.gov\)](mailto:Ruth.Balsler@mahouse.gov) (D - Newton)

[Representative John Lawn \(mailto:John.Lawn@mahouse.gov\)](mailto:John.Lawn@mahouse.gov) (D - Newton)

[Representative David Linsky \(mailto:David.Linsky@mahouse.gov\)](mailto:David.Linsky@mahouse.gov) (D - Natick)

[Representative Tom Sannicandro \(mailto:Tom.Sannicandro@mahouse.gov\)](mailto:Tom.Sannicandro@mahouse.gov) (D - Ashland, Framingham)

[Representative Carmine Gentile \(mailto:carmine.gentile@mahouse.gov\)](mailto:carmine.gentile@mahouse.gov) (D - Framingham)

[Representative Chris Walsh \(mailto:Chris.Walsh@mahouse.gov\)](mailto:Chris.Walsh@mahouse.gov) (D - Framingham)

[Representative Carolyn Dykema \(mailto:Carolyn.Dykema@mahouse.gov\)](mailto:Carolyn.Dykema@mahouse.gov) (D - Southboro, Westboro)

[Representative Danielle Gregoire \(mailto:Danielle.Gregoire@mahouse.gov\)](mailto:Danielle.Gregoire@mahouse.gov) (D - Westboro)

[Representative David Muradian \(mailto:David.Muradian@mahouse.gov\)](mailto:David.Muradian@mahouse.gov) (D - Grafton)

[Representative John Mahoney \(mailto:John.Mahoney@mahouse.gov\)](mailto:John.Mahoney@mahouse.gov) (D - Worcester)

[Representative James O'Day \(mailto:James.O'Day@mahouse.gov\)](mailto:James.O'Day@mahouse.gov) (D - Worcester)

[Representative Mary Keefe \(mailto:Mary.Keefe@mahouse.gov\)](mailto:Mary.Keefe@mahouse.gov) (D - Worcester)

[Representative Daniel Donahue \(mailto:Daniel.Donahue@mahouse.gov\)](mailto:Daniel.Donahue@mahouse.gov) (D - Worcester)

Note that I have included e-mail addresses for all of the politicians above. Feel free to send them your own comments on this topic. If you're not sure who your legislator is, use [this search function \(https://malegislature.gov/People/Search\)](https://malegislature.gov/People/Search) to narrow it down.

### **Finally, why me?**

Long time readers of the this blog will remember that I am quick to acknowledge that as a passenger boarding in Framingham I have the best possible service with options for express trains & local trains, all with reasonable transit times. So this topic has very little bearing on my experience, and I'm not doing it to improve my own experience. I'm really just trying to help fix a problem - and trying to help focus all of our attention on where it needs to be - which is the politicians, not the MBTA.

If you do talk to any of them, feel free to mention the foolish funding system for the MBTA and that we would love for the MBTA to get their fair share of transportation funds so that they can continue to make the improvements in both rolling stock and physical plant infrastructure that we really need. <stepping off soap box>...

### **Please spread the word and encourage your fellow commuters to sign one of the petitions!**

I have created [a flyer for distribution \(http://www.dbperry.net/MBTA/articles/petition\\_flyer.pdf\)](http://www.dbperry.net/MBTA/articles/petition_flyer.pdf) to fellow commuters. As of 9/5/2016, I have distributed this flyer to everyone I could on P508. The petition now has over 200 signatures! We'll keep this petition open for another week or so just to make sure everyone is back from vacation and has a chance to sign it.

[Terrence Curley \(https://twitter.com/TerrenceCurley\)](https://twitter.com/TerrenceCurley) created [this flyer \(http://www.dbperry.net/MBTA/articles/petition\\_flyer\\_v2.pdf\)](http://www.dbperry.net/MBTA/articles/petition_flyer_v2.pdf) that does a better job advocating for the new schedule than my flyer did - especially for non-P508 commuters. We're going to try and get his flyer out to other riders.

### **Additional Thoughts**

I really don't want this to be perceived as an attack on any politicians. They invented the "HeartToHub" train with good intentions - but it just doesn't work. I don't begrudge their efforts or advocacy - and in the end, we may end up with better service than we had prior to May 2016. I'm interested in working with them (and you, my fellow commuters) to do what's best for all of us.

My draft schedule is somewhat inspired by a previous draft schedule published by the MBTA when the "HeartToHub" bullet train was first invented. I would be remiss in not acknowledging that original schedule that bears some similarity to my proposed schedule. You can read about that [original draft schedule in this blog post \(http://framwormbta.weebly.com/blog/new-draft-schedule-available\)](http://framwormbta.weebly.com/blog/new-draft-schedule-available).

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[33 Comments \(http://framwormbta.weebly.com/blog/proposal-to-reduce-overcrowding-on-p508#comments\)](http://framwormbta.weebly.com/blog/proposal-to-reduce-overcrowding-on-p508#comments)

**Aniket Joshi**

8/21/2016 23:35:05

Hi Dave,

I appreciate your thoughts on suggestions to improve the morning service and believe your efforts to help are sincere. However, I simply cannot agree your continued stance of opposing express and semi-express trains for Natick Center. Natick Center lost a morning express train in the May 2016 schedule updates and you are now proposing to make it lose the semi-express as well!

With your stop, Framingham, receiving the best service of any station on the line, why not skip Framingham on the 508 train. That would be an easier solution, no? The heart to hub skips Framingham, so why not 508?

I cannot support your proposal that makes the current schedule even worse for Natick Center.

Aniket

**Reply****Dave**

8/22/2016 09:49:44

Fair enough. I welcome the debate and the counterpoints. I blogged about Natick Center & West Natick as 'inflection points' for local vs. express service back in January. See item 10 in this blog post: <http://framwormbta.weebly.com/blog/is-this-the-final-draft-new-schedule>

Relevant passage: "I won't accept the argument that Natick Center needs express service. The duration of a local trip from Natick Center at 41 minutes seems reasonable to me - and stopping an express train at Natick Center to provide a 27 min express trip does not seem reasonable to me."

But there will be lots of people who disagree with that!

Removing Framingham would certainly reduce the load on P508...probably by 200-300 passengers. The speed limit for trains in that area is 30 mph, so skipping it doesn't allow high speed bypass (although our goal isn't necessarily faster transit times). But I doubt you would get any traction with a proposal to skip Framingham.

**Reply****Weylin Piegorsch**

8/31/2016 11:29:37

I'm not certain Aniket's comment was about time per trip, but rather time between trains. With Natick Center on the express schedule, it's serviced every 30 minutes; taking it off the express schedule changes that to a once-an-hour service. I would argue that is significant.

**Dave**

9/9/2016 11:11:36

Natick Center was removed from P508 on the May 23 schedule change. There is no chance it gets added back on.

With both the 5/23 schedule and my proposed alternate schedule, Natick Center has an inbound train departing every 30-40 minutes from 6:15 AM to ~8:30 AM. So I can't follow your argument that "taking it off the express schedule changes that to once-an-hour service."

**Marina**

8/25/2016 12:43:57

Do you even know how many get on a 508 train in Framingham? How can you suggest to skip Framingham stop?

**Reply****Andy**

8/22/2016 09:46:33

The Heart-to-Hub is an awesome concept, but like you noted, current limitations with staff and assets mean it's nothing more than window dressing. Borrowing staff and equipment from the entire line to accommodate 160 passengers seems while condemning late arrival times is a foolish, no-win scenario.

**Reply**

**Abu-Bilal**

8/30/2016 12:01:20

totally agree. I was excited to hear about a "bullet" train from Worcester that stops no where until Boston but was very disappointed with the schedule. It is useless to get there after 9 just to stay on the train for 30 minutes less.

I would hope they schedule this direct service to an earlier hour

**Reply**

**Dave**

8/30/2016 14:03:28

Due to the lack of a third 'passing track' somewhere along the line, it is impossible to have a Worcester to Boston direct bullet train operate anywhere near the peak of either rush hour. That would require the entire line being clear for that bullet train - and service between Grafton and Newton would be decimated by those logistics. For example, let's imagine a schedule with a bullet train leaving Worcester at 7 AM and getting to Boston around 8 AM. What does this do to other trains?

- The current P506 doesn't work because it doesn't get out of the way quickly enough in Boston. My proposed new P506 (express after Framingham) just barely works - arriving in Boston ~10 minutes before the bullet train.

- Current and my proposed P582 - the local from Framingham - is OK.

- A new "P508" regular express could leave Worcester or Grafton after the bullet train - say 7:10 AM from Worcester. If it goes express after West Natick, there is not enough 'room' on the schedule for a Framingham originating local between the bullet and the new "P508" (the local would be 'in the way' of new P508 express). So the new P508 gets to Boston around 8:30 AM.

- The existing P584 needs to move at least 10 minutes later to not conflict with the new "P508." It arrives in Boston around 8:45 AM.

The result of all this is that passengers from Grafton to Ashland have a longer interval between trains P506 & P508. Not a huge deal for them, but definitely a change in service. But between Natick Center and Newtonville, there would be NO INBOUND SERVICE between 7 AM and 8 AM or 7:15 AM and 8:15 AM (depending on which station you're looking at). They lose one train of peak service. That would inconvenience well over a thousand passengers alone.

**Anonymous**

8/22/2016 11:28:40

I also think moving P504 (formerly 582) to an earlier departure time is also increasing the load on 508. 504 is now 10 minutes earlier than the former 582. Even if only 2 out of 10 from the previous 582 moved to 508 due to 504 now being 'too early', that added 100+ pax to 508 (concurring with your point that 506 simply isn't an option for west of Framingham pax... it certainly isn't a train I'd ever take from Westborough!).

**Reply**

**Dave**

8/22/2016 13:11:35

Fascinating point, and I hadn't considered that. Makes sense: if the new P504 is too early for a particular passenger, they may as well wait for the shorter duration P508 rather than take P506.

**Reply**

**Amy**

8/25/2016 16:31:42

This is exactly why I've started taking the 508. I used to take the 504 but the 12 minute earlier time (especially when that translates to having to be at the station at 6:15 am) has proven to be difficult for me to consistently make.

**Anonymous**

8/26/2016 00:19:10

You're saying 10 minutes have people changing to a train a whole hour later? old 582 arrived at 7:20am, 508 arrives at 8:20am. It's two totally different crowds unless people have flexible working schedules. 582 (and old 504) were people who were in before 8. New 504 carries the same crowd arriving at 7:11am, combining those old trains. 508 still is the go-to for the "9-5" worker.

**Reply**

**Dave**

8/26/2016 09:10:29

Your last sentence is spot on: 508 will continue to be the most popular train on the line. But there are lots of different constraints that people work around - some people have departure time constraints such as day care, school (or bus stop) drop-off, etc. So yes, as Amy proves, there are at least a few (maybe not 100, but every seat counts) that moved from 504 to 508. If we can get those folks to 506, then it's a win-win-win for everyone.

It's all about a fair, consistent, regular schedule - and express-local-express-local sequencing is what we need.

**Anonymous**

8/28/2016 09:34:54

Yes, that is happening. Not a lot,, but happening. I know several west of Framingham commuters, including myself, who are making the choice between 504 and 508 each day. If 504 is 'too early for me today', then we are indeed shifting to 508. And when 582/504 shifted earlier in the latest schedule, the choice to take 504 got harder. The proposal for 506 converting to express, will fix that issue.

**Anonymous**

8/22/2016 14:12:13

This proposal would be a step in the right direction for those outside Framingham, as it offers more viable options with regard to travel times. It would be nice if a schedule revision would also somehow address the issue of the 1:10 gap between 510 and 512, which is pretty unreasonable for that time of morning, in my opinion.

**Reply**

**Dave**

8/26/2016 09:44:07

The problem with P512 is equipment availability. That set actually starts the day in Boston and operates the following runs: outbound P581, inbound P580, outbound P505, then inbound P512. Once it starts the day, each 'turn' is only around 15 minutes. That's the best that is realistically possible. So the real constraint for adding more trains more frequently becomes:

- 1) Train sets. The MBTA simply doesn't own enough equipment.
- 2) Storage space. With layover space at Worcester for overnight storage of only 4 sets, it becomes difficult to get more service out of Worcester, because the trains have to come from Boston - even if there was enough equipment, which there isn't.

**Reply**

**Andrew**

8/22/2016 15:06:32

I strongly support Dave's proposed new schedule.

**Reply**

**Rachel**

8/24/2016 08:48:07

I would be very happy personally to see a change. We all pay a small fortune to ride the train and it's crazy that in most cases, I either stand or I have someone practically sitting on me. I would love to take an earlier train out of Framingham, but I can not due to personal reasons and I would love to take a later train, but then my lot would be full. So there are other factors that matter to most people!

**Reply**

**Bob**

8/25/2016 14:54:46

It'd be nice if the 508 weren't so crowded, but the overcrowding is only between Framingham and Yawkey, a scheduled duration of 27 minutes (7:42 to 8:09). And it really only leaves a fraction of riders without a seat for those 27 minutes. While I'd appreciate the option the new schedule would create for me to take the 510 express from West Natick, that would only save four stops and nine minutes of travel time, certainly not enough to justify waiting the additional half hour to catch that train instead of the 508.

**Reply**

**Anonymous**

8/30/2016 08:16:27

Thank you for your efforts Dave. I agree with your proposal and support this change.

**Reply**

**Anonymous**

8/30/2016 10:21:48

For me, a bullet train would make more sense if it included one or two additional towns i.e. Framingham which might balance out the crowding.

The revised schedules also came out during construction of the Boston Landing station which we all know is still ongoing, so the MBTA doesn't even have accurate assessments of how long the routes really take. Hopefully we see improvements there.

Appreciate the efforts Dave and I also support the changes.

**Reply**

**Dave**

9/2/2016 11:32:49

Rumors indicate that the idea of adding station stops to the existing bullet train were proposed but rejected. I'm also wary of the effectiveness of that as a solution since it pushes the arrival of that train into South Station closer to 9:30 AM, which I would argue is getting to the point of being completely beyond the rush hour commute.

**Reply**

**Weylin Piegorsch**

8/31/2016 11:38:42

What is the impact to South Station utilization? I've overheard someone talking (which means the source is suspect) that one of the challenges with increasing the rail passenger capacity in the MBTA is that North and South Stations are operating at-capacity, with no room for growth. This observation (if accurate) also suggests that any change to a Framingham/Worcester schedule, has to be evaluated and balanced against potential changes to schedules of other lines.

**Reply**

**Dave**

9/2/2016 11:30:41

Your source is spot on. The "terminals" as they are called are significant constraints on the overall system. I acknowledge that fact with this statement right under my proposed schedule in the blog post above:  
 "The only other consideration that may affect the implementation of this schedule is arrival slots at South Station. South Station is a significant bottleneck during both the AM and PM rush hour peak periods, and I have not considered all of the track assignments and track availability at South Station for my proposed new arrival times for some of my modified trains."

I failed to acknowledge one other constraint for us, which is the single track in Beacon Park. That limits the scheduling options we have and might mean my proposed schedule would need tweaks.

**Reply**

**Issac Gardiner**

9/6/2016 13:20:51

Is it a workable "interim" (and by that, I mean at least a decade) solution to have some Worcester Line trains originate and terminate at BBY? Do you know whether that has ever been considered (and I ask this as someone who rides to and from South Station and would be adversely affected by such a decision)?

**Dave**

9/9/2016 11:14:02

With regards to turning trains at Back Bay:

Highly doubt it has ever been considered & doubt it ever would be.

- 1) Crew change point is South Station. Logistically difficult to have crews change assignments there (and crews rarely take same equip out from Boston as they arrive on)
- 2) With no crossovers between COVE & CP 3 (past Yawkey), having equip occupy that long stretch in two directions really creates headaches for equipment moves. Taking equip east to COVE and TOWER 1 to free up track usage eliminates the benefit of keeping them out of the 'terminal congestion' by flipping them at Back Bay.
- 3) Communication / confusion. Most passengers are clueless, and with South Station being the heavier load destination of rush hour trains, passengers would be lost, confused, and annoyed if a train were to terminate before the busiest station on the line (even if it is on the schedule forever). Regulars would eventually adapt, but there would be new passengers every day who would be completely befuddled. Also wouldn't be a good overall transit strategy to leave the majority of passengers short of their destination - those passengers would either add load to other methods (other trains or the Orange Line), neither of which have any spare capacity - or, the trains only going to Back Bay would just have no ridership - passengers would chose trains going all the way to South Station.

**John**

9/17/2016 09:57:05



Where to start? Agree the Heart to Hub is a good idea but is scheduled wrong. Arrival after 9 a.m. is useless. Additionally MBTA needs to learn how to count passengers per train and provide enough seating for all, and factor that in to scheduling and train sets.

Also why can't they provide the same train set for each train every day? Why 6 cars one day and 5 the next? Finally re: proposed schedule. Does nothing for me - I take the 6:08 from Grafton.

Consider why do trains from Worcester have to stop at Framingham? Why not Worcester through Ashland, then express to Yawkey; and separately Framingham to Yawkey. (MBTA should really take a look at Metro North in NY, where there is a similar split between trains to N. White Plains vs. trains that go beyond to Brewster).

How about all flush platforms at all stops (so the driver doesn't keep missing the short raised section there is now); fully automatic doors; sufficient on-board staff; etc. all necessary if they want to deliver truly modern service. We pay more than enough to deserve all that.

**Reply**

**Weylin Piegorsch**

9/19/2016 09:23:27

I'm not sure the MBTA is to blame for the train sets; I suspect that's a Keolis issue.

For example, it was Keolis who decided to go to a 5-car set on the 4:25 outbound train, I have to imagine because it's less weight therefor less gas therefor less expensive. In that reasoning, the only reason they went back to a 6-car set is because the train was so overcrowded the conductor could not walk through to collect fares, so Keolis actually lost money.

If it really is a Keolis issue, then I'm not sure it's something the MBTA can rectify until the contract is up for renewal.

**Reply**

**Dave**

9/19/2016 11:49:04

Your speculation on consist assignment is incorrect.

1) The MBTA determines set assignments based on ridership values obtained from passenger counts. In years past, they have primarily used the passenger counts obtained by customer service reps using 'clickers' (manual counters) during the boarding / deboarding process in Boston. Over the past few months, they have used many sources of data, including conductor counts, to try to 'right-size' the equipment assignments under the new schedules. The MBTA works with Keolis on this issue but ultimately the MBTA makes the set assignment table. An example of a previous set assignment table is here:

[http://www.dbperny.net/MBTA/articles/South\\_Equipment\\_Cycle\\_06-15.pdf](http://www.dbperny.net/MBTA/articles/South_Equipment_Cycle_06-15.pdf)

2) Using a 'lighter' set to save fuel costs is not plausible. The cost savings would be infinitesimal. Set rotation and assignment does not take this into account.

3) Keolis has a fixed price contract for the operation of the commuter rail. The revenue from passenger tickets is directly passed through to the MBTA. Keolis does not keep any ticket revenue. Therefore when tickets are not collected, it is the MBTA that loses the revenue.

With regards to P519, the current 4:25 PM express, I can only assume that they thought that a portion of the former (pre 5/23 schedule) 4:05 PM express passengers would switch to the 3:30 PM express. The 4:05 PM express had a nominal load of 900 passengers and was assigned 4 doubles and 2 flats (capacity of 948). However the set assignment was made for the 5/23 schedule, they got it wrong and P519 was undersized for a majority of the summer. It appears they're now trying to keep it at 4 doubles and 2 flats.

**Dave**

9/19/2016 11:26:24

I'll try to address some topics that I have some knowledge about:

1) Equipment rotation. Each train is supposed to have the same 'consist' each day. But equipment maintenance & break-downs prevent that from happening. Overall, my impression is that the MBTA & Keolis is barely scraping by with the equipment on hand and there is not enough reserve equipment to fill in for shortages.

2) Skipping Framingham: Not an entirely crazy idea. The only thing that would accomplish would be to shift load away from those Worcester originating trains onto other trains. There is a 15 mph speed limit thru Framingham, so this idea won't result in substantial schedule gains. The problem then becomes overcrowding on the trains that Framingham passengers shift to. I don't think it's a great solution, but it would be interesting to model. To the best of my knowledge, there is no current data on per train per station passenger boarding. That's the data you need to model this problem and solution.

3) Full high platforms: Great idea, and would result in lower dwell times due to faster passenger boarding / deboarding. Not possible because our line is still classified as a freight line with the need to maintain clearance for wide trains. More on that under #4 here: <http://framwormbta.weebly.com/blog/interesting-nuggets-from-ask-the-managers>

**Reply**

**Doug Pollard**

9/19/2016 08:13:30

Dave,

Please add Hannah Kane to the list of State Reps. She represents the 11th Worcester District. She covers my precinct in Westborough.

**Reply**

**Dave**

9/19/2016 11:18:22

Yes, she's already in the list at the top of that section as "someone who we know has an interest in commuter rail" vs. the lower list of just everyone who represents communities along the line.

**Reply**

**Resident genius**

9/19/2016 08:57:39

Keep the bullet train. Worcester is a real city. Nobody cares about grafton or Ashland or whatever else hick towns the train stops in. Focus on where real people live. Worcester 4 life.

**Reply**

## Leave A Reply.

Name (required)

Email (not published)

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Comments

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**Submit**

Recipient: Massachusetts Governor

Letter: Greetings,

Alleviate P508 Overcrowding

The 559 signatures below represent the Framingham-Worcester Commuter Rail Passengers who have indicated their support for Dave's proposed new schedule outlined in the blog post and letter attached to this petition.

# Signatures

Name	Location	Date
David Perry	, United States	2016-08-21
Brian Dewhirst	Framingham, MA, United States	2016-08-21
Chris Cakebread	Natick, MA, United States	2016-08-21
William Gross	Framingham, MA, United States	2016-08-21
Scott Warnetski	Ashland, MA, United States	2016-08-21
Erin Bowles	Ashland, MA, United States	2016-08-22
Scott Sawyer	Auburndale, MA, United States	2016-08-22
Lee Kaufman	Grafton, MA, United States	2016-08-22
Susanne Shays	Oakham, MA, United States	2016-08-22
Maggie Locher	North Grafton, MA, United States	2016-08-22
Amy P	Framingham, MA, United States	2016-08-22
Susan Cohen	Framingham, MA, United States	2016-08-22
Sathya Jaganathan	Shrewsbury, MA, United States	2016-08-22
Christopher Ryan	Framingham, MA, United States	2016-08-22
Kimberley Bond	Hopkinton, MA, United States	2016-08-22
Cara Liasson	Grafton, MA, United States	2016-08-22
Carl Underhill	Wellesley, MA, United States	2016-08-22
Samantha Gross	Framingham, MA, United States	2016-08-22
Phyllis Kaplan	Natick, MA, United States	2016-08-22
Ravi Dashnamoorthy	Shrewsbury, MA, United States	2016-08-22
Keith Russell	Natick, MA, United States	2016-08-23
Ben Waddicor	Framingham, MA, United States	2016-08-23
Meghan Murdock	Hopkinton, MA, United States	2016-08-23
Eric Casey	Kingston, RI, United States	2016-08-23
Seth Mennillo	Natick, MA, United States	2016-08-23
Eruch Mody	Southborough, MA, United States	2016-08-23
Ann McEntee	Marlborough, MA, United States	2016-08-24
Jessica P	Ashland, MA, United States	2016-08-24
Adam Luter	Framingham, MA, United States	2016-08-24
Alexander MacLean	Ashland, MA, United States	2016-08-24

<b>Name</b>	<b>Location</b>	<b>Date</b>
Priyanka Tiwari	Natick, MA, United States	2016-08-24
Arthur Sheehan	Northbridge, MA, United States	2016-08-24
Alisa De Santis	Natick, MA, United States	2016-08-24
Tobe Reed	Northborough, MA, United States	2016-08-24
Henry Jackson	Framingham, MA, United States	2016-08-24
Zachary Kosan	Hopkinton, MA, United States	2016-08-24
Pankaj Anghan	Hanscom Air Force Base, MA, United States	2016-08-24
Chandra Rana	Shrewsbury, MA, United States	2016-08-24
Matthew Marshquist	Ashland, MA, United States	2016-08-24
John L	Framingham, MA, United States	2016-08-24
Dave Ray	Ashland, MA, United States	2016-08-24
Kristina Kemp	Marlborough, MA, United States	2016-08-24
Subhendu Choudhury	Hopkinton, MA, United States	2016-08-24
George Efstathiou	Boston, MA, United States	2016-08-24
Colin Hassett	Grafton, MA, United States	2016-08-24
Ning Ke	Northborough, MA, United States	2016-08-24
Autumn Hassett	Grafton, MA, United States	2016-08-24
Josh Lafave	Worcester, MA, United States	2016-08-24
Amy Hull	Natick, MA, United States	2016-08-24
Chad Kaminski	Marlborough, MA, United States	2016-08-24
Megan Phillips	East Brookfield, MA, United States	2016-08-24
Ron Gagnon	North Grafton, MA, United States	2016-08-25
Hitendra Raulji	Natick, MA, United States	2016-08-25
Sean Brophy	North Grafton, MA, United States	2016-08-25
Kelsey Pinkham	Hopkinton, MA, United States	2016-08-25
Nicole Ethier	Grafton, MA, United States	2016-08-25
Nick Weiss	Framingham, MA, United States	2016-08-25
Benjamin Daigle	Ashland, MA, United States	2016-08-25
Stephen Lou	Worcester, MA, United States	2016-08-25
Kim Hooper	Framingham, MA, United States	2016-08-25
vijay rumao	natick, MA, United States	2016-08-25
Robert Power	Westborough, MA, United States	2016-08-25

<b>Name</b>	<b>Location</b>	<b>Date</b>
Anil Gupta	Shrewsbury, MA, United States	2016-08-25
Wilson St Pierre	Hopkinton, MA, United States	2016-08-25
Daniel LaCasse	Westborough, MA, United States	2016-08-25
Chris Kasmarzyk	Natick, MA, United States	2016-08-25
MADHUMITA DAS	Natick, United Arab Emirates	2016-08-25
Katherine Arnone	Marlborough, MA, United States	2016-08-25
Danielle Crochiere	Hopkinton, MA, United States	2016-08-25
irene vincent	Ashland, MA, United States	2016-08-25
Jen G	Framingham, MA, United States	2016-08-25
James Reamer	Boston, MA, United States	2016-08-25
Lisa B	Southborough, MA, United States	2016-08-25
Susan Wolpe	Sudbury, MA, United States	2016-08-25
roseann wodeyla	Natick, MA, United States	2016-08-25
Andrew Lee	Hopkinton, MA, United States	2016-08-25
Anthony Consolmagno	Worcester, MA, United States	2016-08-25
Thomas Aney	Sterling, MA, United States	2016-08-25
david macintosh	Hopkinton, MA, United States	2016-08-25
Anne Van Dyk	Ashland, MA, United States	2016-08-25
Richard Boccuzzi	Ashland, MA, United States	2016-08-25
Hao Zhang	Holliston, MA, United States	2016-08-25
David Jammalo	Ashland, MA, United States	2016-08-25
Drew Horton	Holliston, MA, United States	2016-08-25
Ken Cote	Ashland, MA, United States	2016-08-25
Matt Probst	Southborough, MA, United States	2016-08-25
Jonathan Bickel	Ashland, MA, United States	2016-08-25
Amy Sayed	Ashland, MA, United States	2016-08-25
Erica Ferkler	Ashland, MA, United States	2016-08-25
keith getchell	Hopkinton, MA, United States	2016-08-25
Pat Sheehan	Ashland, MA, United States	2016-08-25
Jen Syrmis	Ashland, MA, United States	2016-08-25
Cliff Wilson	Ashland, MA, United States	2016-08-25
Marissa Santos	Holliston, MA, United States	2016-08-25



<b>Name</b>	<b>Location</b>	<b>Date</b>
David Gyure	Ellington, CT, United States	2016-08-25
Jean Mahoney	Marlborough, MA, United States	2016-08-25
ryan lafleur	Westborough, MA, United States	2016-08-25
Jessica Gleba	Ashland, MA, United States	2016-08-25
Brandi Kinsman	Ashland, MA, United States	2016-08-25
Mike Mahan	Natick, MA, United States	2016-08-25
Jeff Gerson	Natick, MA, United States	2016-08-25
Amy Rogers	Northborough, MA, United States	2016-08-25
Thomas Page	Natick, MA, United States	2016-08-25
Dil Bh	Natick, MA, United States	2016-08-25
R Lis	Westborough, MA, United States	2016-08-25
William Savage	Ashland, MA, United States	2016-08-25
Jenn Gerber	Ashland, MA, United States	2016-08-25
Benjamin Gerber	Ashland, MA, United States	2016-08-25
Katherine Chute	Ashland, MA, United States	2016-08-25
Susan Jones	Ashland, MA, United States	2016-08-26
Rebekah Carter	Ashland, MA, United States	2016-08-26
Flo Wagner	Ashland, MA, United States	2016-08-26
Jennifer Burns	Ashland, MA, United States	2016-08-26
Meg Fifield	Ashland, MA, United States	2016-08-26
Phyllis Merchant	Ashland, MA, United States	2016-08-26
Dave Roscoe	Ashland, MA, United States	2016-08-26
Robert Ortiz	San Francisco, CA, United States	2016-08-26
Raghuvir Leelasagar	Natick, MA, United States	2016-08-26
Jignesh Avlani	Hopkinton, MA, United States	2016-08-26
Sridhar Purma	Hopkinton, MA, United States	2016-08-26
Anil Dosapati	Hopkinton, MA, United States	2016-08-26
Dhaval Avlani	Hopkinton, MA, United States	2016-08-26
Manikandan Ganesan	Hopkinton, MA, United States	2016-08-26
Vaishnavi Sampath	Hopkinton, MA, United States	2016-08-26
Satish Bhogadi	Hopkinton, MA, United States	2016-08-26
William Kane	Ashland, MA, United States	2016-08-26

<b>Name</b>	<b>Location</b>	<b>Date</b>
Nancy Stevens	Marlborough, MA, United States	2016-08-26
Peg Grimes	Ashland, MA, United States	2016-08-26
Venkata Soma	Hopkinton, MA, United States	2016-08-26
Prathima Savaliya	Hopkinton, MA, United States	2016-08-26
Sunny Savaliya	Hopkinton, MA, United States	2016-08-26
Mitesh P	Framingham, MA, United States	2016-08-26
Karthik Nichenametla	Hopkinton, MA, United States	2016-08-26
Madhavi Polepeddi	Hopkinton, MA, United States	2016-08-26
Ann O'Connor	Hopkinton, MA, United States	2016-08-26
Ramila Patel	Hopkinton, MA, United States	2016-08-26
Ashish Salvi	Hopkinton, MA, United States	2016-08-26
Sivakumar Ghantasala	Hopkinton, MA, United States	2016-08-26
Padmanabham Gali	Shrewsbury, MA, United States	2016-08-26
Mattangote Arjun	Natick, MA, United States	2016-08-26
Michael Clark	Framingham, MA, United States	2016-08-26
Caryn Kane	Ashland, MA, United States	2016-08-26
Gopi Sadagopan	Westborough, MA, United States	2016-08-27
matt page	Natick, MA, United States	2016-08-27
Terrence Curley	Westborough, MA, United States	2016-08-27
Bhaumik Shah	Marlborough, MA, United States	2016-08-28
Camareigh Feduke	Ashland, MA, United States	2016-08-28
Steve Soltys	Ashland, MA, United States	2016-08-29
Ken Little	Ashland, MA, United States	2016-08-29
Paula Lentoni	Boston, MA, United States	2016-08-29
Tim Phaneuf	Milford, MA, United States	2016-08-29
Ben Welch	Southborough, MA, United States	2016-08-29
Brian Diesenhaus	Southborough, MA, United States	2016-08-29
Pete Martin	Ashland, MA, United States	2016-08-29
Darrel Barbato	Ashland, MA, United States	2016-08-29
Karilyn Heisen	Shrewsbury, MA, United States	2016-08-29
Dave Moreira	Northborough, MA, United States	2016-08-29
Westley Drury	Natick, MA, United States	2016-08-29

<b>Name</b>	<b>Location</b>	<b>Date</b>
Yolanda Greaves	Ashland, MA, United States	2016-08-29
Jie Li	Ashland, MA, United States	2016-08-29
Michael Demirgian	Milford, MA, United States	2016-08-29
Anthony Madrigal	Upton, MA, United States	2016-08-29
Neal Karre	Shrewsbury, MA, United States	2016-08-29
Debra Fieldman	Ashland, MA, United States	2016-08-30
Varun Gupta	Natick, MA, United States	2016-08-30
Adam Markey	Marlborough, MA, United States	2016-08-30
Eric Chilton	Auburn, MA, United States	2016-08-30
Nabeel Sheikh	Worcester, MA, United States	2016-08-30
sejuti Sengupta	Ashland, MA, United States	2016-08-30
Skip Ashton	Westborough, MA, United States	2016-08-30
Julie Gelfond	Shrewsbury, MA, United States	2016-08-30
Michael Baird	Marlborough, MA, United States	2016-08-30
Paul Bernardin	Hopkinton, MA, United States	2016-08-30
Ronald Southard	Marlborough, MA, United States	2016-08-30
Jianli Zhou	Westborough, MA, United States	2016-08-30
Mindy Blodgett	Hopkinton, MA, United States	2016-08-30
A Smith	North Grafton, MA, United States	2016-08-30
U shah	Natick, MA, United States	2016-08-30
Shuyan Wang	Ashland, MA, United States	2016-08-30
Karla Guardado	Framingham, MA, United States	2016-08-30
Ravi Shanmugasundaram	Natick, MA, United States	2016-08-30
Bill Manteiga	Marlborough, MA, United States	2016-08-30
Michael Sorenson	Natick, MA, United States	2016-08-30
Sreedhar Adapala	Westborough, MA, United States	2016-08-30
Ashraf Vallur	Grafton, MA, United States	2016-08-30
Weiqun Zhang	Cambridge, MA, United States	2016-08-30
Claude Dinaro	Grafton, MA, United States	2016-08-30
Ashley Weber	Grafton, MA, United States	2016-08-30
Vikash Sharma	West Newton, MA, United States	2016-08-30
John Brennan	North Grafton, MA, United States	2016-08-31

<b>Name</b>	<b>Location</b>	<b>Date</b>
John Farrell	Southborough, MA, United States	2016-08-31
Scott Lubell	Ashland, MA, United States	2016-08-31
Josh Weiss	Ashland, MA, United States	2016-08-31
Karen Pietropaoli	North Grafton, MA, United States	2016-08-31
Honghuang Lin	Natick, MA, United States	2016-08-31
Jay Herold	Northborough, MA, United States	2016-08-31
Amy Kennedy	Ashland, MA, United States	2016-08-31
hailei zhang	Natick, MA, United States	2016-08-31
Xiaowen Liu	Natick, MA, United States	2016-08-31
Christopher Chute	Ashland, MA, United States	2016-08-31
Ella Fishman	Natick, MA, United States	2016-08-31
Laks Suga	Hopkinton, MA, United States	2016-08-31
Margaret Stone	Holden, MA, United States	2016-08-31
Matt Osber	Framingham, MA, United States	2016-09-01
Duy Nguyen	Shrewsbury, MA, United States	2016-09-01
Matthew Cirillo	Holliston, MA, United States	2016-09-01
Willem Kuhlreiber	Shrewsbury, MA, United States	2016-09-01
Nadya Makenko	Natick, MA, United States	2016-09-01
Justin Berkee	Brookline, MA, United States	2016-09-01
Zaino debra.zaino@gmail.com	Holliston, MA, United States	2016-09-01
Cara Lousararian	Natick, MA, United States	2016-09-01
Keith Nelson	Framingham, MA, United States	2016-09-02
Priscilla Patterson	Worcester, MA, United States	2016-09-02
Karen Phillips	Ashland, MA, United States	2016-09-02
Kendra Bradner	Natick, MA, United States	2016-09-02
Corrina Leatherman	Worcester, MA, United States	2016-09-02
Samantha O'Neil	Ashland, MA, United States	2016-09-02
Daniel Hart	Marlborough, MA, United States	2016-09-02
Li Cao	Shrewsbury, MA, United States	2016-09-02
Michael Wilson	Framingham, MA, United States	2016-09-03
gene mcdonough	Natick, MA, United States	2016-09-05
Emmanuel Hausseguy	Holliston, MA, United States	2016-09-05

<b>Name</b>	<b>Location</b>	<b>Date</b>
Laurel Terry	Framingham, MA, United States	2016-09-05
Brittany Peters	Natick, MA, United States	2016-09-06
Janelle Gonzalez	Southborough, MA, United States	2016-09-06
Nicholas Bailey	Natick, MA, United States	2016-09-06
Gabriel Gronemeier	Ashland, MA, United States	2016-09-06
Lori Schroth	Framingham, MA, United States	2016-09-06
Lawson Glidden	Worcester, MA, United States	2016-09-06
Geraldine Zang	Northborough, MA, United States	2016-09-06
Ken Dufresne	Worcester, MA, United States	2016-09-07
Andrew Clayton	Natick, MA, United States	2016-09-07
Gopal Shenoy	Grafton, MA, United States	2016-09-07
Jay Kennedy	Holliston, MA, United States	2016-09-07
Susanne McFee	Boylston, MA, United States	2016-09-07
Kathy Soldi	Ashland, MA, United States	2016-09-07
Fillipe Oliveira	Marlborough, MA, United States	2016-09-08
Mike DiFranza	Hopkinton, MA, United States	2016-09-08
Joseph Yannone	Ashland, MA, United States	2016-09-08
Chris Wilson	Auburndale, MA, United States	2016-09-08
Vittal Perumbol	Shrewsbury, MA, United States	2016-09-08
David Jacobson	Framingham, MA, United States	2016-09-08
Matthew Liposky	Westborough, MA, United States	2016-09-08
Ryan Saliga	Westborough, MA, United States	2016-09-08
Jaclyn bastarache	Shrewsbury, MA, United States	2016-09-08
Lisa Schwenker	Framingham, MA, United States	2016-09-08
Sheela Mullur	Millbury, MA, United States	2016-09-08
Charlotte Castillo	Ashland, MA, United States	2016-09-08
Jim Killelea	Natick, MA, United States	2016-09-08
christopher roleke	Hopkinton, MA, United States	2016-09-08
John Powers	Boston, MA, United States	2016-09-08
Jeremy Smith	Leicester, MA, United States	2016-09-08
Heather O'Donnell	Framingham, MA, United States	2016-09-08
Jennifer Goodhope	Framingham, MA, United States	2016-09-08

<b>Name</b>	<b>Location</b>	<b>Date</b>
Scott Bauer	Ashland, MA, United States	2016-09-08
Ben McNamee	Framingham, MA, United States	2016-09-08
Sharon Tomlinson	Ashland, MA, United States	2016-09-09
Rodrigo Scaldaferrri	Hopkinton, MA, United States	2016-09-09
Peter Moores	Sherborn, MA, United States	2016-09-09
Sean Fullerton	Natick, MA, United States	2016-09-09
Vaidya Chandrasekhar	Natick, MA, United States	2016-09-09
Timothy Glavin	Natick, MA, United States	2016-09-09
Balaji Subramanian	Framingham, MA, United States	2016-09-09
Jennifer Kennedy	Hopkinton, MA, United States	2016-09-09
Kevin Hill	Ashland, MA, United States	2016-09-09
Doris Cahill	Southborough, MA, United States	2016-09-09
Marissa Welch	Westborough, MA, United States	2016-09-09
Caitlin Condon	Hopkinton, MA, United States	2016-09-09
Andrea Bellemare	Ashland, MA, United States	2016-09-09
Alexey Leshiner	Ashland, MA, United States	2016-09-09
Christopher Ballesteros	Marlborough, MA, United States	2016-09-09
Richard Condon	Hopkinton, MA, United States	2016-09-09
Andrew Degon	Southborough, MA, United States	2016-09-09
Denis Murphy	Hopkinton, MA, United States	2016-09-09
Zubing Qin	Southborough, MA, United States	2016-09-09
Lauren Drago	Framingham, MA, United States	2016-09-09
Jean Muto	Worcester, MA, United States	2016-09-09
Steven Anderson	Northborough, MA, United States	2016-09-09
Marina Stepanets	Ashland, MA, United States	2016-09-09
rads yera	Hopkinton, MA, United States	2016-09-09
eric devine	Northborough, MA, United States	2016-09-09
Ravi Vijay	Ashland, MA, United States	2016-09-09
Savannah Renaud	Northborough, MA, United States	2016-09-09
Anu Gorur	Southborough, MA, United States	2016-09-09
Nora Brown	Ashland, MA, United States	2016-09-09
Joe Skelly	Hopkinton, MA, United States	2016-09-09



<b>Name</b>	<b>Location</b>	<b>Date</b>
Christina DiSegna	Southborough, MA, United States	2016-09-09
Adam Bokon	Natick, MA, United States	2016-09-09
Betty Eng	Ashland, MA, United States	2016-09-10
Patrick Brown	Ashland, MA, United States	2016-09-10
David James	Northborough, MA, United States	2016-09-10
Anna Geheran	Natick, MA, United States	2016-09-10
Dirk Hofschire	Framingham, MA, United States	2016-09-11
Nomi Sofer	Framingham, MA, United States	2016-09-11
Hannah Chapel	Northborough, MA, United States	2016-09-12
Stella Shen	Framingham, MA, United States	2016-09-12
Jill Lund	Shrewsbury, MA, United States	2016-09-12
Crystal Slason	Grafton, MA, United States	2016-09-12
Abhijeet Nadkarni	Southborough, MA, United States	2016-09-12
Christina Sidell	Hinesburg, VT, United States	2016-09-12
Vladimir Bolkhovsky	Natick, MA, United States	2016-09-12
Timothy Hawkins	Hopkinton, MA, United States	2016-09-12
Nicole St.Pierre	Hopkinton, MA, United States	2016-09-12
James Van Dyk	Ashland, MA, United States	2016-09-12
Siva Perraju	Southborough, MA, United States	2016-09-13
Adam Connell	Framingham, MA, United States	2016-09-13
Tom Kies	Auburn, MA, United States	2016-09-13
Susan Condon	Hopkinton, MA, United States	2016-09-13
Richard Perron	Holliston, MA, United States	2016-09-13
Lindsey Scott	Natick, MA, United States	2016-09-13
Utkarsh Vipul	Hopkinton, MA, United States	2016-09-13
Pete Brown	Ashland, MA, United States	2016-09-13
Meghann Clark	Natick, MA, United States	2016-09-13
Liza Brown	Framingham, MA, United States	2016-09-13
Saloni Parikh	Ashland, MA, United States	2016-09-13
James Lee	Oak Bluffs, MA, United States	2016-09-13
Stephen K	Wellesley, MA, United States	2016-09-13
Robert Tosti	Ashland, MA, United States	2016-09-13

<b>Name</b>	<b>Location</b>	<b>Date</b>
Jessica Lopez	Westborough, MA, United States	2016-09-14
Andrea Lalinde	Framingham, MA, United States	2016-09-14
Mike Watson	Westborough, MA, United States	2016-09-14
Chris Horton	Natick, MA, United States	2016-09-14
Lincoln Merrihew	Northborough, MA, United States	2016-09-14
Andrew McDowell	Framingham, MA, United States	2016-09-14
Padraig Harvey	Worcester, MA, United States	2016-09-14
Robert Lopez	Ashland, MA, United States	2016-09-14
Mark Flinn	Hopkinton, MA, United States	2016-09-14
Jeff Taft	Brighton, MA, United States	2016-09-14
Luke McDowell	Waltham, MA, United States	2016-09-14
Shannon Hawley	Natick, MA, United States	2016-09-14
Liam Vesely	Sudbury, MA, United States	2016-09-14
Matt Smith	Upton, MA, United States	2016-09-14
Gregory Stott	Westborough, MA, United States	2016-09-15
Hari Soin	Shrewsbury, MA, United States	2016-09-15
Kayla Forgrave	Webster, MA, United States	2016-09-15
Tracey Wickham	Framingham, MA, United States	2016-09-15
girish bettadpur	Westborough, MA, United States	2016-09-15
Adam Willinger	New York, NY, United States	2016-09-15
Stephen Sofoul	Holliston, MA, United States	2016-09-15
Brenden Picard	Worcester, MA, United States	2016-09-15
Irina Scanlon	Ashland, MA, United States	2016-09-15
Michael Giannetto	Northborough, MA, United States	2016-09-15
Franklin Russell	Grafton, MA, United States	2016-09-15
Peter Finn	North Grafton, MA, United States	2016-09-15
Wayne Hart	Worcester, MA, United States	2016-09-15
Bill Lee	Hopkinton, MA, United States	2016-09-15
Garrett Winslow	Natick, MA, United States	2016-09-15
Michael Johnson	Worcester, MA, United States	2016-09-15
Eric Hammond	Westborough, MA, United States	2016-09-15
Carmen Popovici	Boston, MA, United States	2016-09-15

<b>Name</b>	<b>Location</b>	<b>Date</b>
Christopher Remsen	Hopkinton, MA, United States	2016-09-15
Edward Popovici	North Grafton, MA, United States	2016-09-15
Jennifer Webb	Northborough, MA, United States	2016-09-15
Donna Whitmore	Uxbridge, MA, United States	2016-09-15
Jason Frigiani	Sherborn, MA, United States	2016-09-15
Victor TAUBINGER	Shrewsbury, MA, United States	2016-09-15
Joy Nduati	Worcester, MA, United States	2016-09-15
Barbara Hale	milford, MA, United States	2016-09-15
Sandra Intinarelli	Ashland, MA, United States	2016-09-15
Mark Boucher	Auburn, MA, United States	2016-09-15
doug burger	Stoughton, MA, United States	2016-09-15
Nabil Hafez	Northborough, MA, United States	2016-09-15
Joseph Mackey	Shrewsbury, MA, United States	2016-09-15
Susan Russell	Grafton, MA, United States	2016-09-15
Jeremy Barrett	Worcester, MA, United States	2016-09-15
Kelley Murphy	State College, PA, United States	2016-09-15
Olivia Holmes	Upton, MA, United States	2016-09-15
David Fishman	Natick, MA, United States	2016-09-15
Beata nowak	Shrewsbury, MA, United States	2016-09-15
Ken Deveaux	Hopkinton, MA, United States	2016-09-15
Kathleen Jones	Holden, MA, United States	2016-09-15
Jay McLaughlin	Shrewsbury, MA, United States	2016-09-15
Mehdi Pourali	Westborough, MA, United States	2016-09-15
Ed Tache	Shrewsbury, MA, United States	2016-09-15
Octavio Melo	Grafton, MA, United States	2016-09-15
Stefan Dalan	Grafton, MA, United States	2016-09-15
Casey McHugh	Holden, MA, United States	2016-09-15
Chris DeGrace	Westborough, MA, United States	2016-09-15
Kim Auen	Shrewsbury, MA, United States	2016-09-15
Angela Tornblom	Grafton, MA, United States	2016-09-15
Kartik Shankar	Shrewsbury, MA, United States	2016-09-15
Manuela Arango-Restrepl	Worcester, MA, United States	2016-09-15

<b>Name</b>	<b>Location</b>	<b>Date</b>
Patricia Curley	Westborough, MA, United States	2016-09-15
Hanna Gazda	Sutton, MA, United States	2016-09-15
Tristan Tay	North Grafton, MA, United States	2016-09-15
Amir Hanif	Shrewsbury, MA, United States	2016-09-15
Francis Sowa	Westborough, MA, United States	2016-09-16
Arron Joseph	Millbury, MA, United States	2016-09-16
Cynthia McCabe	Westborough, MA, United States	2016-09-16
Susan Ellbeg	Grafton, MA, United States	2016-09-16
Diana Quecano	North Grafton, MA, United States	2016-09-16
Harish Maruvada	Natick, MA, United States	2016-09-16
Christine Jackman	Whitinsville, MA, United States	2016-09-16
Rish Patel	Shrewsbury, MA, United States	2016-09-16
Carl Shimer	Westborough, MA, United States	2016-09-16
Dan Helmes	North Grafton, MA, United States	2016-09-16
Marie M	Grafton, MA, United States	2016-09-16
Arun Anand	Southborough, MA, United States	2016-09-16
Karen Terry	Hopkinton, MA, United States	2016-09-16
Jeremy Bennett	Attleboro, MA, United States	2016-09-16
Lucio Silvestri	Westborough, MA, United States	2016-09-16
Ida Davidson	North Grafton, MA, United States	2016-09-16
Subhashini Kodali	Westborough, MA, United States	2016-09-16
Beth Fiore	Shrewsbury, MA, United States	2016-09-16
Abhijit Bhagat	Shrewsbury, MA, United States	2016-09-16
Paul Kelley	Westborough, MA, United States	2016-09-16
Kim Herter	Ashland, MA, United States	2016-09-16
Jennifer English	Marlborough, MA, United States	2016-09-16
Smith Robert	North Grafton, MA, United States	2016-09-16
Tom Brennan	Upton, MA, United States	2016-09-16
Erik Stedman	Grafton, MA, United States	2016-09-16
Deborah Rand	Westborough, MA, United States	2016-09-16
Shailesh Salgar	Shrewsbury, MA, United States	2016-09-16
Michael Feltman	Shrewsbury, MA, United States	2016-09-16

<b>Name</b>	<b>Location</b>	<b>Date</b>
Vinitha Krishnan	Shrewsbury, MA, United States	2016-09-16
Deborah McMeekin	Boylston, MA, United States	2016-09-16
RAJESH KHARE	Westborough, MA, United States	2016-09-16
Harshal Mulay	Framingham, MA, United States	2016-09-16
Steven Borges	Grafton, MA, United States	2016-09-16
Fadi Kalach	Shrewsbury, MA, United States	2016-09-16
Alexandria Mimms	Worcester, MA, United States	2016-09-17
Lauren Mastrianni	North Grafton, MA, United States	2016-09-17
Julia Osborn	Natick, MA, United States	2016-09-17
Ajay Jaisingh	Shrewsbury, MA, United States	2016-09-17
Milind Kanitkar	Shrewsbury, MA, United States	2016-09-17
Krishnan Vaidyanathan	Hopkinton, MA, United States	2016-09-17
John Scibelli	Shrewsbury, MA, United States	2016-09-17
John Tiso	Northborough, MA, United States	2016-09-17
Russell Aney	Sterling, MA, United States	2016-09-17
Sarah Deneault	Northbridge, MA, United States	2016-09-17
Emily Pun	Upton, MA, United States	2016-09-17
Christine Kenneally	Natick, MA, United States	2016-09-17
Shalian Aponte	Framingham, MA, United States	2016-09-17
Dennis Lindenberg	Northborough, MA, United States	2016-09-17
Stephani Smith	South Grafton, MA, United States	2016-09-18
Dennis Smith	Grafton, MA, United States	2016-09-18
Lee Robertson	Holliston, MA, United States	2016-09-18
Jim Robertson	Holliston, MA, United States	2016-09-18
Kristi Lutjelusche	Grafton, MA, United States	2016-09-18
Chris Cousineau	Marlborough, MA, United States	2016-09-18
ryan henry	Westborough, MA, United States	2016-09-18
Sangeeta Iyer	Northborough, MA, United States	2016-09-19
Jennifer Rose	Ashland, MA, United States	2016-09-19
Cherno Jallow	Shrewsbury, MA, United States	2016-09-19
Richard Hamel	Southborough, MA, United States	2016-09-19
James Doyle	Worcester, MA, United States	2016-09-19

<b>Name</b>	<b>Location</b>	<b>Date</b>
wendy cleveland	Brookfield, MA, United States	2016-09-19
krishnaswamy venkataraman	Northborough, MA, United States	2016-09-19
Douglas Pollard	Westborough, MA, United States	2016-09-19
Abdeljaber Razzaq	Worcester, MA, United States	2016-09-19
mary casey	Westborough, MA, United States	2016-09-19
Lee T	Shrewsbury, MA, United States	2016-09-19
Sabin Thomas	Hopkinton, MA, United States	2016-09-19
Lavanya D	Northborough, MA, United States	2016-09-19
Vikram Shanmugasundaram	Shrewsbury, MA, United States	2016-09-19
Jocelyn Barone	Grafton, MA, United States	2016-09-19
Matthew Ronn	Boylston, MA, United States	2016-09-19
Lisa Robertson	Shrewsbury, MA, United States	2016-09-19
Kieran Stone	Sutton, MA, United States	2016-09-19
Jessica Campbell	Grafton, MA, United States	2016-09-19
Lisa Murphy	Westborough, MA, United States	2016-09-20
Peter Welland	Shrewsbury, MA, United States	2016-09-20
Brent Crouch	Grafton, MA, United States	2016-09-20
Dana Carroll	Worcester, MA, United States	2016-09-20
Paul Connors	Westborough, MA, United States	2016-09-20
Elizabeth Alvarez-Nyante	Framingham, MA, United States	2016-09-20
Mark Frazier	Upton, MA, United States	2016-09-20
Jessica Leroy	Ashland, MA, United States	2016-09-20
Dan Guarracino	Worcester, MA, United States	2016-09-20
Matthew Meehan	Westborough, MA, United States	2016-09-20
Deepa Padmakurup	Shrewsbury, MA, United States	2016-09-20
Per Abrahamsen	Natick, MA, United States	2016-09-20
Michael Guertin	Uxbridge, MA, United States	2016-09-20
Suresh Sundaram	Shrewsbury, MA, United States	2016-09-20
Megan Brophy	Ashland, MA, United States	2016-09-20
Kyriakos Papadopoulos	Westborough, MA, United States	2016-09-20
Chetan Sharma	Westborough, MA, United States	2016-09-20
Raj Malik	Westborough, MA, United States	2016-09-20



<b>Name</b>	<b>Location</b>	<b>Date</b>
Richard Loftus	Holden, MA, United States	2016-09-20
Ben Gold	Westborough, MA, United States	2016-09-20
Shikha Srivastava	Westborough, MA, United States	2016-09-20
Erin Kandamar	Newton, MA, United States	2016-09-20
Aaron Vandesteen	Grafton, MA, United States	2016-09-20
Kenneth Martin	North Grafton, MA, United States	2016-09-20
seshu konathan	Westborough, MA, United States	2016-09-20
sujatha goriparthi	Westborough, MA, United States	2016-09-20
Subrahmanya PENMETSA	Westborough, MA, United States	2016-09-20
Craig Richov	Westborough, MA, United States	2016-09-20
Robert Kraus	Westborough, MA, United States	2016-09-20
Kiran Adunutala	Westborough, MA, United States	2016-09-20
Joanne Nutting	Ashland, MA, United States	2016-09-20
Karl Pfeil	Boston, MA, United States	2016-09-20
Mamatha Chilumuthuru	Shrewsbury, MA, United States	2016-09-20
Kevin Doherty	Northborough, MA, United States	2016-09-20
Jared Peterson	Upton, MA, United States	2016-09-20
David Schumacher	Auburndale, MA, United States	2016-09-20
Joanna Weibe	Hopkinton, MA, United States	2016-09-20
Anne Mondesir	Roslindale, MA, United States	2016-09-20
David Weibe	Hopkinton, MA, United States	2016-09-20
Joyce Coll	Westborough, MA, United States	2016-09-20
Keerthi Jay	Framingham, MA, United States	2016-09-20
Bhaskara Kovvada	Northborough, MA, United States	2016-09-21
Ramesh Balasubramanian	Shrewsbury, MA, United States	2016-09-21
Jennifer Emmaline	Everett, MA, United States	2016-09-21
Benjamin Lee	Natick, MA, United States	2016-09-21
Janice Vanselow	Marlborough, MA, United States	2016-09-21
Phillip Garner	South Glastonbury, CT, United States	2016-09-21
Rob Williams	Grafton, MA, United States	2016-09-21
Venkat Mandala	Ashland, MA, United States	2016-09-21
Anil Kumar	Westborough, MA, United States	2016-09-21

<b>Name</b>	<b>Location</b>	<b>Date</b>
Kevin Lin	Upton, MA, United States	2016-09-21
Janet Kilbride	Millbury, MA, United States	2016-09-22
William Stoner	Shrewsbury, MA, United States	2016-09-22
Jim Desrochers	Hopkinton, MA, United States	2016-09-22
Liz Desrochers	Hopkinton, MA, United States	2016-09-22
Ji Li	Chestnut Hill, MA, United States	2016-09-22
kim brennan	Hopkinton, MA, United States	2016-09-22
Anusha Sagi	Woburn, MA, United States	2016-09-22
Lawrence Townley	Ashland, MA, United States	2016-09-22
Kavitha Krishnan	Westborough, MA, United States	2016-09-22
swapna Anantha	Westborough, MA, United States	2016-09-22
Janet Peters	Shrewsbury, MA, United States	2016-09-22
David Santom	Westborough, MA, United States	2016-09-22
Michael Meehl	Northborough, MA, United States	2016-09-22
Linda Ronan	Hopkinton, MA, United States	2016-09-22
Himanshu Shekhar	Grafton, MA, United States	2016-09-22
Susan Rousseau	Southborough, MA, United States	2016-09-22
Bryan Vought	Framingham, MA, United States	2016-09-22
Ravi A	Northborough, MA, United States	2016-09-22
Madhuri Chennupati	Northborough, MA, United States	2016-09-22
Carmen Goodrich	Boston, MA, United States	2016-09-22
Andrew McDougale	Hopedale, MA, United States	2016-09-22
satyashree satyavolu	Hopkinton, MA, United States	2016-09-22
Sharon Mackay	Marlborough, MA, United States	2016-09-22
phil robidoux	Northbridge, MA, United States	2016-09-22
Zhonggang Hou	Shrewsbury, MA, United States	2016-09-22
Sreeni Yalamarthi	Marlborough, MA, United States	2016-09-22
Julie Miranda	Hudson, MA, United States	2016-09-23
Brian Miranda	Hudson, MA, United States	2016-09-23
Sathish Mallegowda	Westborough, MA, United States	2016-09-23
Hari Teneti	Natick, MA, United States	2016-09-23
Caitlin Horgan	Princeton, MA, United States	2016-09-23

<b>Name</b>	<b>Location</b>	<b>Date</b>
das s	Shrewsbury, MA, United States	2016-09-24
Dawn Mercier	Hopkinton, MA, United States	2016-09-25
Jonathan Garcia	Marlborough, MA, United States	2016-09-25
M Feraco	Grafton, MA, United States	2016-09-25
Noreen Harrington	Southborough, MA, United States	2016-09-25
Steve Ray	Westborough, MA, United States	2016-09-26
Linda StJohn	North Grafton, MA, United States	2016-09-26
Jim Hourihan	Marlborough, MA, United States	2016-09-26
Ram K Reddy	Shrewsbury, MA, United States	2016-09-26
Lisha Li	Ashland, MA, United States	2016-09-26
Beth Perry	Ashland, MA, United States	2016-09-27
Stan Poreda	Southborough, MA, United States	2016-09-27
Fred Tabung	Boston, MA, United States	2016-09-27
James O'Hearn	Southborough, MA, United States	2016-09-27

# Comments

Name	Location	Date	Comment
Brian Dewhirst	Framingham, MA	2016-08-21	We appreciate the Governor hasn't taken a train in decades, and feel he should listen to those who have.
Chris Cakebread	Natick, MA	2016-08-21	#hearttohub is an ill conceived idea that disrupts mbta_cr travel on Worc/Fram line for many to serve a few.
erin bowles	ashland, MA	2016-08-22	i need more FHam train options for getting to boston before 9 after getting the kiddo to school
Lee Kaufman	Grafton, MA	2016-08-22	P508 is currently a cattle car.
Susanne Shays	Oakham, MA	2016-08-22	Something needs to be done to alleviate unsafe overcrowding and improve on time performance. Thank you to Dave Perry for all of his hard work and advocacy for the Fram/Worc commuters.
maggie Locher	North Grafton, MA	2016-08-22	P508 overcrowding is unacceptable.
Amy P	Framingham, MA	2016-08-22	Commuter Rail is the biggest stress point in my day. Let's get this fixed!
Sathya Jaganathan	Shrewsbury, MA	2016-08-22	A meaningful schedule outside of I95
Christopher Ryan	Framingham, MA	2016-08-22	Change will also encourage commuters to take the rail instead of the Mass Pike.
Carl Underhill	Wellesley, MA	2016-08-22	We need much more capacity and a more efficient schedule on this line!
Samantha Gross	Framingham, MA	2016-08-22	I am a frequent traveler on this train and haven't been happy with the overcrowding. Something needs to change.
phyllis Kaplan	Boston, MA	2016-08-22	I'm tired of standing room only, and squishing in trains when something can be done about it.
Ravi Dashnamoorthy	Shrewsbury, MA	2016-08-22	This is a smart solution that will truly benefit majority of the riders, making this happen will be the wisest decision that elected officials could do.
Meghan Murdock	Hopkinton, MA	2016-08-23	This schedule would be significantly more efficient for the most number of riders and would alleviate the overcrowding on 508 that will only get worse in the fall. I fully support this schedule.
Seth Mennillo	Natick, MA	2016-08-23	Tired of standing room only on this train
Eruch Mody	Southborough, MA	2016-08-23	I don't believe in the value of the Heart to Hub service. This new schedule will help more than just the P508 passengers.
Jessica P	Ashland, MA	2016-08-24	We need a better schedule to accommodate all the riders, not just those coming from Worcester.
Adam Luter	Framingham, MA	2016-08-24	More trains and bigger trains. The bullet is an expensive dream we don't have resources for. Passengers should have frequent timely trains and not have to pay and stand.
Priyanka Tiwari	Natick, MA	2016-08-24	I never get seat on the P508 and I'm tired of standing
Alisa De Santis	Natick, MA	2016-08-24	I'm a regular commuter and there is never enough seats on the train for everyone. The commute is overcrowded and we need more train options/services going into town from this location during this busy work schedule to accommodate everyone.
Henry Jackson	Boston, MA	2016-08-24	The new schedule stinks. Who exactly benefits from the Worcester "bullet"?
Pankaj Anghan	Ashland, MA	2016-08-24	I take this train everyday and newly praposed timetable suits much better to me.
Chandra Rana	Shrewsbury, MA	2016-08-24	Please improve the quality if you want to call this country USA.

Name	Location	Date	Comment
John L	Framingham, MA	2016-08-24	sick and tired of overcrowding on Framingham rush-hour commuter rail.
Dave Ray	Ashland, MA	2016-08-24	P508 is too crowded. I have to stand every day.
Autumn Hassett	Grafton, MA	2016-08-24	The MBTA needs improvement!!
Amy Hull	Natick, MA	2016-08-24	This makes much more sense!
Chad Kaminski	Marlborough, MA	2016-08-24	Sourthboro train is over crowded
Ron Gagnon	North Grafton, MA	2016-08-25	Common sense action to increase efficiency and safety on the Worcester/Framingham Line
Benjamin Daigle	Newton, MA	2016-08-25	Something needs to change.
Robert Power	Westborough, MA	2016-08-25	I fully agree that the super express was a well intentioned, but poorly executed idea serving a small number of people. I work with people from Worcester while they love the idea, in practice the timing doesn't work for them either.  Reallocating those trains & conductors to serve more people is the right thing to do.
Anil Gupta	Shrewsbury, MA	2016-08-25	Proposal by Dave is common sense.
Wilson St.Pierre	Hopkinton, MA	2016-08-25	I ride this train everyday. This is a well researched proposal with sound conclusions, and it deserves an audience with Governor Baker's Transportation Secretary. Dave is the kind of citizen we need more of. At the end of the day, Gateway Cities will not be made great again by express trains to Boston that no one uses. Let's use our resources where they count.
Chris Kasmarzyk	South Windsor, CT	2016-08-25	I have not been able to get a seat on the commuter rail for the past 6 months. Every day I stand from West Natick to South Station. Sometimes the aisles become overcrowded and it can even be hard to find a place to stand. This overcrowding started around the time the schedules were changed. Its especially upsetting because fares were increased, yet service has deteriorated significantly.
Katherine Arnone	Marlborough, MA	2016-08-25	I ride this train daily and after reviewing the proposal, the new schedule would be beneficial. Reallocating trains and conductors to benefit the commuters, is the right thing to do. Additionally, it would be great to have more express trains on the evening commute for after 6pm.
irene vincent	Ashland, MA	2016-08-25	I have not been able to get a seat on the commuter rail for the past 6 months. Most days I stand from Framingham to South Station. Sometimes the aisles become overcrowded and it can even be hard to find a place to stand. This overcrowding started around the time the schedules were changed. Its especially upsetting because fares were increased, yet service has deteriorated significantly. Increase the cars to accommodate increased passengers.
r w	Natick, MA	2016-08-25	A voice of reason!
Thomas Aney	Sterling, MA	2016-08-25	I totally agree that we need more express trains during the peak commuting times and that the Worcester – Boston express is totally inefficient and not necessary.
david macintosh	Hopkinton, MA	2016-08-25	P508 is overcrowded and there are not enough express options from Ashland at reasonable times in the morning
Richard Boccuzzi	Ashland, MA	2016-08-25	This overcrowded train has all middle seats full and people standing EVERY day. It's a safety hazard and untenable state, and about to get worse.
Kenneth Cote	Ashland, MA	2016-08-25	The bullet train nonsense was strictly a PR move and as predicted, is an abject failure. The schedule as is have left the majority of the ridership out to dry.

Name	Location	Date	Comment
Matt Probst	Southborough, MA	2016-08-25	The current P508 is very overcrowded and as a daily commuter I have few alternatives to its schedule. It is very frustrating that more express options aren't available to AM commuters into Boston on the Worcester MBTA line.
Amy Sayed	Ashland, MA	2016-08-25	As a Current P508 rider from Ashland, I would welcome additional express trains that would not require me to leave the house before dawn.
keith getchell	boston, MA	2016-08-25	I don't ride anymore because it's too crowded by the time it gets to ashland
Jennifer Syrmis	Ashland, MA	2016-08-25	Something needs to be done to fix the overcrowding on the train.
David Gyure	Ellington, CT	2016-08-25	I ride the 508 4 days a week and the current schedule really does not provide alternatives from Grafton. I drive an extra 25 miles into Framingham if I must as a last resort due to the increase in traffic around that area. Having 3 express trains arrive well before 9am would be great.
Jenn Gerber	Ashland, MA	2016-08-25	I'm signing this petition because the train schedule so far has been full of delays, cancelations, and over crowding. Prices keep going up but no changes are made that actually benefit the commuters.
Benjamin Gerber	Ashland, MA	2016-08-25	I ride the train.
Flo Wagner	Ashland, MA	2016-08-26	There needs to be better options for Ashland commuters. The rail disproportionately caters to towns closer to Boston (i.e. Before Framingham)
Rebekah Carter	Ashland, MA	2016-08-26	Essential to reduce traffic, improve infrastructure....too many reasons to count!
anil dosapati	Woburn, MA	2016-08-26	We definitely need more trains as the current schedule is not customer friendly
Vaishnavi Sampath	Hopkinton, MA	2016-08-26	Lot of commuters from residential community like legacy farms,american boulevard
Nancy Stevens	Marlborough, MA	2016-08-26	P508 is extremely overcrowded and more options need to be available.
Peg Grimes	Ashland, MA	2016-08-26	Service and overcrowding on this train is horrendous! I've been riding this line every day for 25 years and the new schedule simply is not working and I shouldnt have to stand when boarding in Framingham.
Karthik Nichenametla	Hopkinton, MA	2016-08-26	We need more express trains from Ashland and Framingham.
Terrence Curley	Westborough, MA	2016-08-27	More frequent west-of-Framingham express service was promoted by Lieutenant Governor Karyn Polito at her October 2015 press conference, and Dave's proposed schedule proves that such service IS possible. Let's do what's right for the maximum number of passengers by implementing Dave's schedule as soon as possible.
Steve Soltys	Ashland, MA	2016-08-29	I am a rider boarding in Ashland and have been negatively affected by the service changes that have catered to only a few vocal and influential groups. The line needs to return to a schedule that makes sense for all riders, specifically noting how unnecessary fully local service from Worcester to Boston
Ben Welch	Southborough, MA	2016-08-29	Someone is actually proposing positive change to a poorly managed public service.
Tim Phaneuf	Milford, MA	2016-08-29	Train reliability and crowding is going downhill. Current options make no sense
Westley Drury	Natick, MA	2016-08-29	The 508 train is extremely overcrowded, with barely enough room to stand. Something has to be done.
Yolanda Greaves	Ashland, MA	2016-08-29	I think it is important that those most affected get their voices heard. Also, a good solution is a good solution.
Eric Chilton	Auburn, MA	2016-08-30	Paying for a ride on a crowded standing room only train is a terrible way to begin the workday.

Name	Location	Date	Comment
Nabeel Sheikh	North Attleborough, MA	2016-08-30	Thanks for doing this. Living in Worcester I can testify the bullet train is extremely empty. I took it for two weeks and frankly everyone can lay down and sleep comfortably. I would love to see changes made to 506 and 510 as proposed by Dave.
Michael Baird	Marlborough, MA	2016-08-30	Since the May schedule changes the train rides have been brutally packed and slow.
Andrew Smith	North Grafton, MA	2016-08-30	I want the MBTA to be great again.
Shuyan Wang	Ashland, MA	2016-08-30	Something definitely needs to be done as the current morning schedule made the ride worse!
Ravi Shanmugasundaram	Natick, MA	2016-08-30	The proposed timing will be convenient to handle the big crowd in West Natick
Michael Sorenson	Natick, MA	2016-08-30	great idea that promotes maximum benefit for the largest possible number of commuters
Claude Dinaro	Grafton, MA	2016-08-30	Dave's Schedule makes more sense.
Scott Lubell	Ashland, MA	2016-08-31	Dave's idea of repurposing underutilized equipment makes sense. The heart to hub was doomed from the start. A Worcester Boston express would need to arrive in Boston at a peak time, 7:45 AM and depart at the heart of the homebound commute to be viable. This is likely impossible since these train would have to compete for track with all of the locals and expresses. I doubt that a viable heart to hub is possible. Therefore replacing that service makes sense. Personally, I could use the proposed train as an alternative to the 504 from Ashland at 6:25 AM. The proposed train from Framingham makes sense.
Josh Weiss	Ashland, MA	2016-08-31	This approach actually thinks about outcomes that make the most sense based on the evidence. It's like moneyball. But with commuter trains.
Hailei Zhang	Natick, MA	2016-08-31	P508 is really too crowd. It is hard to find seat when we get on west natick
Xiaowen Liu	Natick, MA	2016-08-31	I'm signing in because the 508 express is too crowded to take and the 816 is a good timing for my schedule
Ella Fishman	Natick, MA	2016-08-31	The P508 is incredibly overcrowded and there are no alternatives that make sense with the current schedule. The heart to hub has minimal ridership and minimal time advantage over a typical express train
Laks Suga	Hopkinton, MA	2016-08-31	I take the very crowded P508 and would love having some of the congestion diverted.
Duy Nguyen	Shrewsbury, MA	2016-09-01	I currently ride the P506 to avoid the mess that is the P508. Making the P506 an express would be better for the system and spread out ridership
Thomas Miller	Holden, MA	2016-09-01	I take the train from Worcester and the schedule of the "bullet train" is completely useless. Nice try but it's not working. I have a super long commute and the train is ALWAYS late. Heaven help us when they squeeze in another stop at Boston Landing.
Nadya Makenko	Natick, MA	2016-09-01	I have no choice but to take Train 508 now because I drop off my daughter at school. Previous schedule had a local train leaving West Natick at 7:24, which was sufficient time for me to drop off my daughter and make the train. Now the local train leave West Natick at 7:16 and those it is only a few minutes earlier, I cannot make it most days due to the drop off schedule. The new schedule will have a lot more options for me and I am likely to take Train 584 most days.



Name	Location	Date	Comment
Priscilla Patterson	Worcester, MA	2016-09-02	I'm a 26-year-old working in advertising and commuting daily to South Station from Worcester; I've been doing this commute for a little over a year now. The Heart To Hub train is rarely an option for me, as I need to be at work by 9am and on a good day it arrives to South Station at 9:15am. I would much rather forgo this train for a morning train (even if it's not direct) that would get me to South Station by 8:50am (Dave's proposed P510 would be perfect). I completely support the goal of trying to get more Worcester college graduates to stay in Worcester and commute into Boston for work, however instead of focusing on the marketing message of "to Boston in under an hour" (which, by the way, we didn't even accomplish on day 1), the MBTA should focus it's efforts more on consistency and intelligent scheduling to attract these young adult riders. The peak Framingham/Worcester line trains are late almost daily (some times upwards of 30 minutes by the time we hit Union Station). I no longer make any plans on weeknights because of this. If I could be guaranteed my train would be on time and have access to service at key times (i.e. getting people to work at 9, leaving Boston around 6), I wouldn't need the "bullet" option. I think some customer research in the Worcester area would go a long way to informing these decisions in the future.
Karen Phillips	West Roxbury, MA	2016-09-02	I rarely get a seat on the train.
Li Cao	Shrewsbury, MA	2016-09-02	Li Cao
Emmanuel Hausseguy	Holliston, MA	2016-09-05	I agree with Dave's proposal. The 508 is too crowded. It would also be great if we can have on time arrival/departure more consistently.
Janelle Gonzalez	Southborough, MA	2016-09-06	because i can never get to work on time- and i cant afford to be late everyday. With the overcrowding, its bad enough that tensions run high, but it'd be nice to sit and decompress before a long day that usually ends with me being late for work or late getting home- or both. MBTA HAS to do better for the folks who pay for a fairly expensive commuter pass and parking fees for such a poorly executed, inconsistent schedule.
Jay Kennedy	Holliston, MA	2016-09-07	I strongly agree with the proposal. The revised schedule has not improved the operations and customer experience. To the contrary, it has gotten worse.
Joseph Yannone	Ashland, MA	2016-09-08	We need more express trains. People paying inflated train rates deserve to sit!
Christopher Wilson	Lansing, MI	2016-09-08	Proposed schedule is also better for me!
David Jacobson	Framingham, MA	2016-09-08	We need another express option between the 6:36 and 7:42 from Framingham to Boston. Also, these trains are too crowded.
Sheela Mullur	Millbury, MA	2016-09-08	I like the schedule and agree we need more express from Worcester to get into BOS before 9am
Charlotte Castillo	Ashland, MA	2016-09-08	overcrowding
Jim Killelea	Natick, MA	2016-09-08	Overcrowded and unsafe in the event of an emergency
christopher roleke	Hopkinton, MA	2016-09-08	I support this cause.
Sharon Tomlinson	Ashland, MA	2016-09-09	The overcrowding is dangerous! The service is unreliable and yet prices increase.
Rodrigo Scaldaferrri	Hopkinton, MA	2016-09-09	I take the P508 from Ashland to South Station. The passengers that get on at West Natick usually have to stand all the way to Boston. It is not safe.
Timothy Glavin	Natick, MA	2016-09-09	I thought this was America...Where's the justice?
Balaji Subramanian	Framingham, MA	2016-09-09	I feel heart to hub non stop train is useless and can be converted to something useful.
Jennifer Kennedy	Hopkinton, MA	2016-09-09	An express train scheduled for arrival prior to 8 am would be wonderful!

Name	Location	Date	Comment
Kevin Hill	Ashland, MA	2016-09-09	I agree completely with Dave. Right now 508 is the only train that makes sense for a lot of people and therefore it is packed. It is only going to get worse.
Doris Cahill	Southborough, MA	2016-09-09	I am for train schedules that promote a better commute for the majority. Safety first.
Marissa Welch	Westborough, MA	2016-09-09	The trains are all over crowded and something needs to be done. I pay way to much to not be guaranteed a seat every day
Caitlin Condon	Hopkinton, MA	2016-09-09	Something needs to be done about the morning schedule. As it stands, the current schedule is not conducive to commuting hours and results in overcrowding on the 508 train.
Alexey Leshiner	Ashland, MA	2016-09-09	Terrible morning schedule, constant delays make me late for work everyday. Overcrowding is getting out of control.
Christopher Ballesteros	Marlborough, MA	2016-09-09	I want more and better train options.
Richard Condon	Hopkinton, MA	2016-09-09	Overcrowding
Denis Murphy	Hopkinton, MA	2016-09-09	I want better express train options.
Lauren Drago	Framingham, MA	2016-09-09	I take this train and I feel that the proposed solution is a viable and reasonable solution to alleviate the MAJOR overcrowding problem that occurs on P508.
Jean Muto	Worcester, MA	2016-09-09	Even though I live in Worcester and the current schedule would probably benefit myself, reading the reasoning here, it makes no sense to keep things as is. This is not providing the best possible customer service and it seems insane to me that one train needs to have 1,600 passengers when there is another only holding 150.
Marina Stepanets	Ashland, MA	2016-09-09	absolutely agree with Dave's proposed new schedule. that would be the best solution. and hope it gets approved.
Savannah Renaud	Northborough, MA	2016-09-09	This plan is well thought out and will help everyone reach their designation in a timely and safe manner.
Adam Bokon	Natick, MA	2016-09-09	The 508 train is too congested.
Betty Eng	Ashland, MA	2016-09-10	The Worcester commuter rail has gotten more crowded and a practical assessment linking ridership needs to equipment and frequency is sorely needed rather than dedicating money and equipment to a pithy slogan like"Heart to Hub."
Patrick Brown	Ashland, MA	2016-09-10	The overcrowding on this line is a real issue, and this is a simple, elegant fix. I can't imagine why the MBTA wouldn't adopt this change.
Dirk Hofschire	Framingham, MA	2016-09-11	I'm signing because of the horrible overcrowding on morning trains I take that routinely force me and many other passengers to stand in aisles or other places for 35-45 minutes each day. The origin of this petition was apparently train 508, but I have experienced even worse overcrowding on # 504. This petition should mollify these pressures for many trains and people, while apparently disposing of an underutilized bullet train for Worcester. We can't afford an empty train with overcrowding everywhere else, this petition makes sense on every level from financial to fairness.
Nomi Sofer	Framingham, MA	2016-09-11	The current situation is unsustainable, and if we want to encourage people to use public transportation, we need to give them reasonable options for doing so.
Stella Shen	Framingham, MA	2016-09-12	increasingly overcrowded
Christina Sidell	Hinesburg, VT	2016-09-12	Dave is always right
Nicole St.Pierre	Hopkinton, MA	2016-09-12	This schedule makes perfect sense... And accommodates the majority of users

Name	Location	Date	Comment
Adam Connell	Framingham, MA	2016-09-13	Service on this line is terrible.
Tom Kies	Auburn, MA	2016-09-13	This makes sense. Heart To Hub doesn't.
Richard Perron	Holliston, MA	2016-09-13	Fare is Fair! HeartToHub doesn't make sense. Over 10,000 riders inbound on a typical weekday on this line. Less than 200 of them ride the HeartToHub.
Meghann Clark	Natick, MA	2016-09-13	All the reasons listed in the petition!
Jessica Lopez	Westborough, MA	2016-09-14	The MBTA is in desperate need of change. Even with the adjusted time changes as of recent the MBTA still can't make the scheduled times. The new rails were suppose to "fix" these issues. Positive change would be a welcomed change. Looking forward to whats ahead...or dreading the upcoming winter.....
Chris Horton	Natick, MA	2016-09-14	I commute on the train every day, and it makes sense.
Lincoln Merrihew	Northborough, MA	2016-09-14	The new proposal is more cost effective for the Mbta and more convenient for commuters. Further, there is a lot of residential growth west of Framingham so the problems the proposed new schedule will address will only get worse without a new schedule
Padraig Harvey	Worcester, MA	2016-09-14	I'm late for work on the current express schedule.
Mark Flinn	Hopkinton, MA	2016-09-14	506 proposal makes complete sense.
Liam Vesely	Sudbury, MA	2016-09-14	The rush-hour trains are overcrowded and frequently run late. The number of cars assigned to certain train runs are inadequate for the number of passengers who take the train, resulting in inadequate seating and standing passengers crammed in the aisles, which is both dangerous and makes the job of conductors who are collecting/checking tickets very difficult (which only contributes to delays). The proposed schedule would seem to eliminate many of those problems.
Kayla Forgrave	Webster, MA	2016-09-15	This new proposed train schedule would allow me to be able to spend time with my child in the morning instead of rushing out the door. The morning train schedule now is shitty. I totally support this new proposed schedule. I'm an 8 to 4 worker and the P504 is my only option right now to get in in time. I'd love to have a 2nd option and this schedule would allow that to happen! Glad someones come up with a solution!
Irina Scanlon	Ashland, MA	2016-09-15	the train is late EVERY SINGLE morning
Michael Giannetto	Northborough, MA	2016-09-15	We need better time options in metro West. Thanks Dave
Franklin Russell	Grafton, MA	2016-09-15	Public transportation needs to me more efficient.
Peter Finn	North Grafton, MA	2016-09-15	This make sense and is fair to all riders.
Bill Lee	Hopkinton, MA	2016-09-15	Better schedule. I need the 506 to be express because of my work hours.
Michael Johnson	Worcester, MA	2016-09-15	It's ridiculous that the "heart to hub" continues to sap resources while real gaps in service to riders remain.
Jennifer Webb	Northborough, MA	2016-09-15	I ride 506 because 508 is way too crowded but the arrival time is almost the same as 508. More expresses west of Framingham will make the trains less crowded and therefor safer.
Nabil Hafez	Rockland, MA	2016-09-15	This makes a whole lot of sense.
Ken Deveaux	Hopkinton, MA	2016-09-15	It shouldn't always take an hour or more to get from Southborough to Boston
Kathleen Jones	Holden, MA	2016-09-15	I want better and more am trains
Mehdi Pourali	Westborough, MA	2016-09-15	I agree with Dave's proposed schedule. Thanks :)
Stefan Dalan	Grafton, MA	2016-09-15	things need to change

Name	Location	Date	Comment
Kartik Shankar	Shrewsbury, MA	2016-09-15	This will immensely help in providing alternate timed trains in the morning. Currently 508 is the only viable option for me.
Manuela Arango-Restrep	Worcester, MA	2016-09-15	I live in Worcester and commute to Boston for work and I don't use the morning heart to hub train. The addition of express trains would benefit me more than the morning heart to hub.
Arron Joseph	Millbury, MA	2016-09-16	Great idea ... current schedule is whack .. and the HeartToHub non-stop train has been nothing but a sham ....
Christine Jackman	Whitinsville, MA	2016-09-16	The 7:13 out of Grafton each weekday morning is like riding in a cattle car. Too many people-lined up in the isles.
Carl Shimer	Westborough, MA	2016-09-16	The Worcester line needs significant investment to enhance service (new signals, more cross overs, etc). Before the improvements are made this is the most workable solution to improve service on the line.
Dan Rodriguez	Northborough, MA	2016-09-16	Thoughtful reallocation of existing resources
Marie M	Grafton, MA	2016-09-16	Im signing because we definitely need more express service in the AM between Grafton & Back Bay. This is a great suggested schedule and I completed support it as a weekday traveler to/from BackBay on a daily basis for work.
Beth Fiore	Shrewsbury, MA	2016-09-16	I am a working mom who lives in Shrewsbury and commutes to/from downtown Boston via Commuter Rail/Westborough station. Since the new schedule has taken effect, Ashland-Worcester commuters have experienced a deterioration of service by 1) increasing commuter rail times by adding Natick stops to the express trains . Additonally, the trains are at least 10 minutes behind, especially going home which makes childcare plans very difficult. 2) less convenient times for express trains and less express trains than advertised by the administration. The "Heart to Hub" train does not benefit the working families of Ashland-Worcester as it does not run during typical commuting hours and only includes one stop.
Abhijit Bhagat	Shrewsbury, MA	2016-09-16	I would like to see more train services b/w West borough and Boston(that includes Framing ham) for better commuter options to reach office. Thank you!
Kim Herter	Ashland, MA	2016-09-16	i find this schedule much more beneficial as an Ashland commuter to reduce overcrowding and delays
Jennifer English	Marlborough, MA	2016-09-16	I am a commuter on the Framingham-Worcester line.
RAJESH KHARE	Westborough, MA	2016-09-16	The commute from Westborough to Boston is painful.
Ajay Jaisingh	Shrewsbury, MA	2016-09-17	I agree with Dave's proposal. It will alleviate commuting stress in the AM.
Milind Kanitkar	Shrewsbury, MA	2016-09-17	We need better schedule to be able make work life balance work for people living in suburbs.
Krishnan Vaidyanathan	Hopkinton, MA	2016-09-17	The previous schedule was better. This one makes no sense. Many trains run empty. Some express trains are excessively full.
John Scibelli	Shrewsbury, MA	2016-09-17	We need improved service on the Framingham-Worcester Commuter Rail line. I don't mind paying the fees we do, but we have to have consistently good to excellence service.  Keolis and the MBTA is not there yet.
John Tiso	Northborough, MA	2016-09-17	improvement in scheduling (and overall service) is needed. what we have now does not seem to be well thought out or optimal.

Name	Location	Date	Comment
Russell Aney	Sterling, MA	2016-09-17	The times and routes of the P506 and P510 trains would be a vast improvement to the current default option of the overcrowded P508, the much earlier P504, or the slower trains (or trains requiring a congested car commute to catch a train in Framingham).
Shalian Aponte	Framingham, MA	2016-09-17	overcrowding, particularly when riders do not want to share seats is problematic
Dennis Lindenberg	Northborough, MA	2016-09-17	Currently, only the 508 is a viable train for me. I want to the flexibility of the 506 and 510, as well as less crowded 508
Stephani Smith	South Grafton, MA	2016-09-18	The options for Grafton to Boston in the morning for those critical morning hours are so bad that I am working from home instead of my Boston office frequently because of 8:00 or 8:30 am meetings. I used to purchase a monthly pass. Now I only travel into Boston once a week.
Jennifer Rose	Ashland, MA	2016-09-19	I think these are solid recommendations and the trains ate crowded.
James Doyle	Worcester, MA	2016-09-19	Good schedule upgrade; the Heart2Hub rail arrives in Boston past 9AM, quite a ludicrous "upgrade" in service which only clogs the railways for the peak commuting hours for people that work before 9AM.
wendy cleveland	Brookfield, MA	2016-09-19	The heart to hub train makes no sense for most commuters and other trains are overcrowded.
Lee T	Shrewsbury, MA	2016-09-19	it is a great idea. i use the grafton station.
Lavanya D	Northborough, MA	2016-09-19	I am signing this I take this train every day and I agree with proposed changes
Matthew Ronn	Boylston, MA	2016-09-19	The rush hour overcrowding makes life very difficult, and Dave's analysis makes sense.
Jessica Campbell	Grafton, MA	2016-09-19	I support the changes that Dave would like to make. They look pretty solid. I'm super fed up with the MBTA, but our concerns are never paid any attention. Maybe a petition will work.
Peter Welland	Shrewsbury, MA	2016-09-20	It simply makes sense!
Dana Carroll	Worcester, MA	2016-09-20	In support of any initiative to improve services between Worcester and Boston
Elizabeth Alvarez-Nyante	Marlborough, MA	2016-09-20	I would like ridership be distributed more evenly among the morning trains in order to relieve overcrowding.
Mark Frazier	Upton, MA	2016-09-20	Service throughout the rush hour needs to improve
Jessica Leroy	Waltham, MA	2016-09-20	overcrowding on 508 and the 13 min difference for arrival to back bay if you take the 506 a full 30 minutes prior to the 508. And thanks Dave!
Dan Guarracino	Worcester, MA	2016-09-20	I'm signing this petition to eliminate the Heart to Hub while riding the Heart to Hub -- really! It would be great to keep, but I've also ridden the 7:00am from Worcester and it is far too overcrowded. This proposed schedule seems, to me, to be a way to provide more options to folks west of Framingham.
Matthew Meehan	Westborough, MA	2016-09-20	I would like more express service in the morning for travelers from Ashland, Southborough, Westborough, Grafton and Worcester.
Deepa Padmakurup	Shrewsbury, MA	2016-09-20	I commute to Boston everyday and this change will help me save some time and give me more option in the morning
Kyriakos Papadopoulos	Westborough, MA	2016-09-20	Current schedule has no thought put into it and it is extremely inconvenient
Shikha Srivastava	Westborough, MA	2016-09-20	I agree
Erin Kandamar	Newton, MA	2016-09-20	I take this train
Robert Kraus	Westborough, MA	2016-09-20	I agree that there are too few good options in the morning - the local trains are just too long to consider from Westboro to South Station.
Kevin Doherty	Northborough, MA	2016-09-20	Horrible experiences with new schedule.

Name	Location	Date	Comment
anne mondesir	Hyde Park, MA	2016-09-20	Happier commuters. :)
Joyce Coll	Westborough, MA	2016-09-20	Signer number 500!!!
Keerthi Jay	Framingham, MA	2016-09-20	I am signing because as a commuter, I am disgusted with the commuter rail service between Framingham and South Station
Bhaskara Kovvada	Northborough, MA	2016-09-21	I need more options in the peak schedule
Ramesh Balasubramanian	Shrewsbury, MA	2016-09-21	Pl increase the train frequency in Worcester line
Jennifer Emmaline	Everett, MA	2016-09-21	We need an expanded schedule. Period.
Phillip Garner	South Glastonbury, CT	2016-09-21	I ride from Grafton 3 days per week this schedule would definitely be better.
robert williams	Grafton, MA	2016-09-21	I'm sick of always being late to work. They need to better serve people who don't live in metrowest.
Kevin Lin	Upton, MA	2016-09-21	I take this line daily for commuting to and from work. I will benefit from this schedule.
William Stoner	Shrewsbury, MA	2016-09-22	I am a new commuter rail passenger and support changes which would reduce the overcrowding and improve service. The recommendations just make sense, period.
David Santom	Westborough, MA	2016-09-22	This option is great....more alternatives which will reduce overcrowding
Linda Ronan	Hopkinton, MA	2016-09-22	I am lucky I get a seat... others are not so lucky and some of these folks are not physically fit to stand for the duration of the ride. Also, I believe that getting cars off the MassPike during rush hour is related to good train service. MBTA has improved service under Pollack and this modification suggested by Dave is outstanding - let's keep making this better. Dave, thank you for taking the lead on this. Now, on to our local leaders, please help.
Himanshu Shekhar	Grafton, MA	2016-09-22	Train is overcrowded everyday and it is very inconvenient for everyone.
Bryan Vought	Framingham, MA	2016-09-22	Every rush hour train in from Framingham is overcrowded with people standing the entire way in. Either offer more trains, or more coaches per train. Why are the trains shorter now that school has started? We need more double-deckers to increase capacity safely. The commuter rail is becoming unridable.
Andrew McDougale	Hopedale, MA	2016-09-22	1 hour and 45 minutes to commute each way to/from Boston from Hopedale Ma.... there has to be a better way!
Julie Miranda	Hudson, MA	2016-09-23	Current express trains are over an hour apart. For those workers who start at 8:00am, there is no express service that will get them into South Station closer to 8:00.
Brian Miranda	Hudson, MA	2016-09-23	I agree with his proposal..
Sheela Mullur	Millbury, MA	2016-09-23	I have few friends that would like to sign the petition all I see link to your proposal where is the actual link to sign? Thanks.
Dawn Mercier	Hopkinton, MA	2016-09-25	I agree that the current configuration is too crowded and the Dave's proposal (or another that is similar) would benefit commuters.
Jonathan Garcia	Marlborough, MA	2016-09-25	I'm signing this so that I will not be able to wake up too early and worrying about missing the train.
Noreen Harrington	Southborough, MA	2016-09-25	Service between Southborough and Boston needs to improve!!!
Beth Perry	Ashland, MA	2016-09-27	I support you in your mission to change this schedule! Good luck! -,
Beth Perry	Ashland, MA	2016-09-27	I support you in your mission to change this schedule! Good luck! -,
James O'Hearn	Southborough, MA	2016-09-27	It would be great if there was 1 express train in the morning west of Framingham, say Ashland.

Name	Location	Date	Comment
Jason Interrante	Hopkinton, MA	2016-09-28	As someone who takes the CR from Ashland, this would offer more possible departure times that arrive in Boston before 9am. Good idea.



Recipient: Massachusetts Governor

Letter: Greetings,

Do not change the Framingham-Worcester Schedule

# Signatures

Name	Location	Date
Aniket Joshi	Natick, MA, United States	2016-08-22
Daniel Rees	Worcester, MA, United States	2016-08-22
Emma Watson	Worcester, MA, United States	2016-09-19
JOe Obrien	Worcester, MA, United States	2016-09-19

The redaction above removes David Perry from the signatures. Since I created the petition, change.org automatically assumed I supported it and added me as the first signatory. I don't support this petition - I added this "counter-petition" so that those who DON'T want the schedule changed could have a voice in the process.

# Comments

Name	Location	Date	Comment
Emma Watson	Worcester, MA	2016-09-19	I am a cancer researcher working in Boston and living in Worcester; HeartToHub has greatly improved my commute and it should absolutely stay in place

# Dave's Proposed New AM Schedule for Framingham-Worcester Commuter Rail

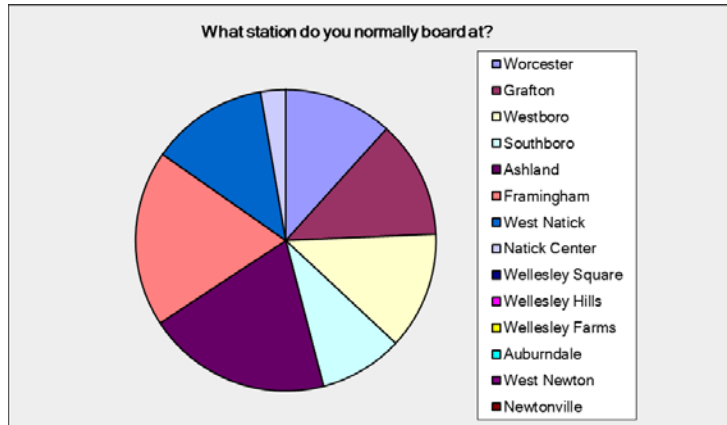
## Analysis of SurveyMonkey results

Results collected from: 8/21/2016 to 9/27/2016

Total responses: 111

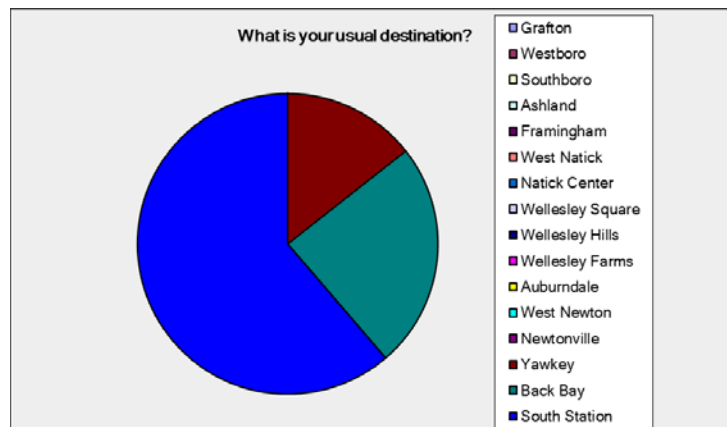
### Question 1:

What station do you normally board at?		
Answer Options	Response Percent	Response Count
Worcester	11.7%	13
Grafton	12.6%	14
Westboro	12.6%	14
Southboro	9.0%	10
Ashland	19.8%	22
Framingham	18.9%	21
West Natick	12.6%	14
Natick Center	2.7%	3
Wellesley Square	0.0%	0
Wellesley Hills	0.0%	0
Wellesley Farms	0.0%	0
Auburndale	0.0%	0
West Newton	0.0%	0
Newtonville	0.0%	0
<i>answered question</i>		111
<i>skipped question</i>		0



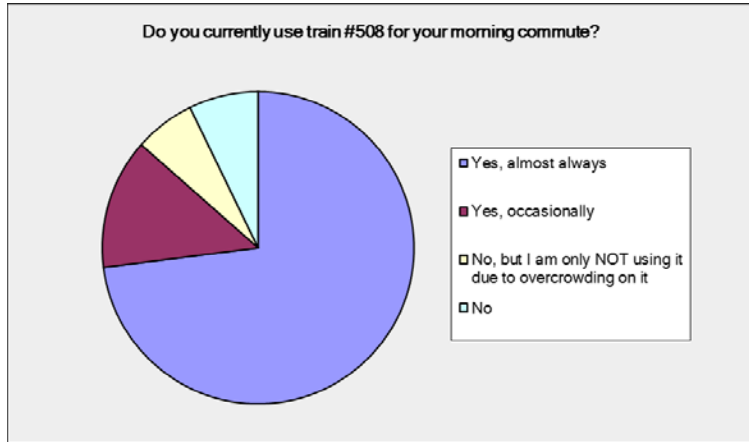
### Question 2:

What is your usual destination?		
Answer Options	Response Percent	Response Count
Grafton	0.0%	0
Westboro	0.0%	0
Southboro	0.0%	0
Ashland	0.0%	0
Framingham	0.0%	0
West Natick	0.0%	0
Natick Center	0.0%	0
Wellesley Square	0.0%	0
Wellesley Hills	0.0%	0
Wellesley Farms	0.0%	0
Auburndale	0.0%	0
West Newton	0.0%	0
Newtonville	0.0%	0
Yawkey	14.4%	16
Back Bay	24.3%	27
South Station	61.3%	68
<i>answered question</i>		111
<i>skipped question</i>		0



**Question 3:**

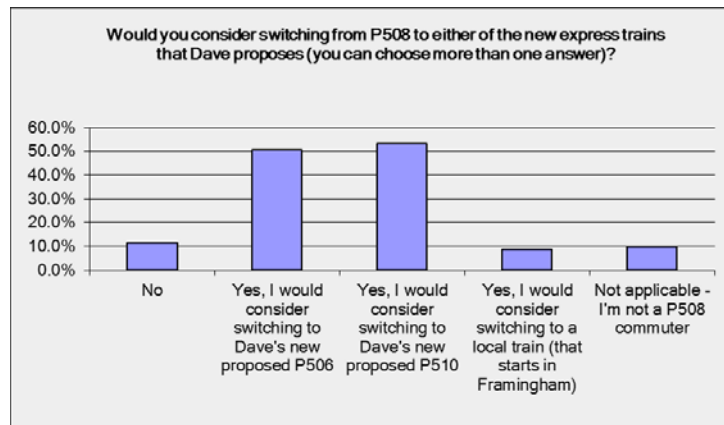
Do you currently use train #508 for your morning commute?		
Answer Options	Response Percent	Response Count
Yes, almost always	73.0%	81
Yes, occasionally	13.5%	15
No, but I am only NOT using it due to overcrowding on it	6.3%	7
No	7.2%	8
<b>answered question</b>		<b>111</b>
<b>skipped question</b>		<b>0</b>



**Question 4:**

Note: Since respondents were allowed to choose more than one answer, the percentages exceed 100% and the total number of answers exceed 111. The percentages are calculated for each answer individually (i.e. number of respondents choosing an answer / total respondents (111))

Would you consider switching from 508 to either of the new express trains that Dave proposes (you can choose more than one answer)?		
Answer Options	Response Percent	Response Count
No	11.7%	13
Yes, I would consider switching to Dave's new proposed P506	50.5%	56
Yes, I would consider switching to Dave's new proposed P510	53.2%	59
Yes, I would consider switching to a local train (that starts in Framingham)	9.0%	10
Not applicable - I'm not a P508 commuter	9.9%	11
<b>answered question</b>		<b>111</b>
<b>skipped question</b>		<b>0</b>

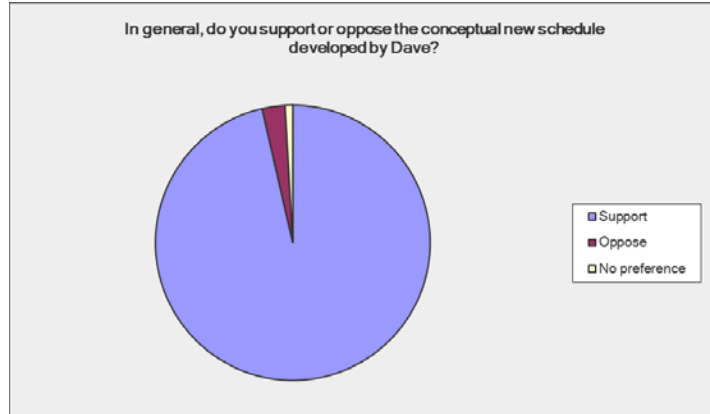


A total of 87 respondents indicated they would consider switching to one of the possible alternate trains. Of those 87:

- 54 chose only 1 alternate
- 28 chose 2 alternates
- 5 chose all 3 alternates

### Question 5:

In general, do you support or oppose the conceptual new schedule developed by Dave?		
Answer Options	Response Percent	Response Count
Support	96.4%	107
Oppose	2.7%	3
No preference	0.9%	1
<b>answered question</b>		<b>111</b>
<b>skipped question</b>		<b>0</b>



### Question 6 (open response comments):

18 respondents provided comments:

1. the proposed schedule seems like it would hurt the people of Worcester (often it seems younger, lower-income people who can't afford to live in the suburbs) to help out the people living between Worcester and Framingham. The HeartToHub makes the Worcester-Boston commute feasible and is really helpful for many couples who are split jobs-wise between Worcester and Boston.
2. The new schedule provides fabulous options, we NEED this change.
3. The benefits of this proposal far outweigh any shortcomings. Kudos for taking this up.
4. yes, absolutely agree with Dave's proposed new schedule.
5. I would switch to the 510, except that I NEED to be at work (in the Seaport) at 9AM. 8:45 arrival at SS is too close, especially given those trains run a 3-5 minutes late on average. That being said, I fully support your new schedule!
6. I ride on current P510 a fair amount due to P508 overcrowding, but need to get to South Station before 9 often enough and think the schedule changes are a huge improvement. With the new schedule I'd probably never take the P508.
7. Dave, the New Balance station will probably be opening soon, this will obviously impact the train ridership. Would the MBTA survey about potential ridership when that station is opened. Also, your schedules all have W. Natick still being a stop in the AM. Wouldn't it make more sense to have P508 switch tracks after Framingham and head into Boston. It would eliminate the people getting on at W. Natick, thus reducing some of the over crowding, plus P508 would arrive sooner. As far as the Hub to Hub, the T should probably go back to stopping in Framingham and/or move the time it leaves from Worcester back 2 hours or so.
8. great ideas!
9. It seems like since the schedule changes in may we lost a viable option for inbound service in the mornings. It is becoming hard to find a parking spot in Southborough when I arrive at 7:20, even.

10. Even if this isn't the best solution (not saying it is or isn't), it's imperative that something is done about the overcrowding on train 508. At this point there is barely standing room.
11. We need more cars on P504 too!
12. I like Dave's new schedule, but have concern P510 can really run as true express. I used take the local train 586, it looked never arrival at south station as scheduled. There was about 5 to 10 mins delay. If the express P510 runs just behind P586 , it may not able to arrival on time as well.
13. The overcrowding on 508 is unbelievable. There are no middle seats and people are standing EVERY day. This schedule is broken and needs addressing.
14. This is damn brilliant. I work for a market research company if you need volunteer help analyzing or visualizing data please contact me. Bendaig9@gmail.com
15. Please make this happen!
16. I'm sick and tired of getting on the train, when I pay a fortune for a monthly pass, to almost never get a seat or to be squished because there are others around me that are practically sitting on top of me, because they don't have a seat! I agree, that it's going to get worse after the summer. Also to mention, I would love to take an earlier time, but unfort I can not due to child drop off. And I would love to take a later train, but unfort. If I take an earlier train, then I won't get parking.
17. This is excellent and very well thought out. Thank you very much for taking the time to write all of this information on the blog. I really hope a change is made to improve the p508.
18. I love the idea of a heart to hub, but 8:00 is too damn late. Consider having the express start BEFORE the more local trains, eliminating the need to wait for the tracks to clear. Have the Heart to hub leave at 6:15 or 6:30 and arrive by 7:30 would make a LOT more sense and i'm sure it would grow ridership.