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**CRITERIA  
PROGRAM**

# **PATRONAGE PROFILES: San Fernando Valley Lines**

Prepared by.

**Southern California  
Rapid Transit District**

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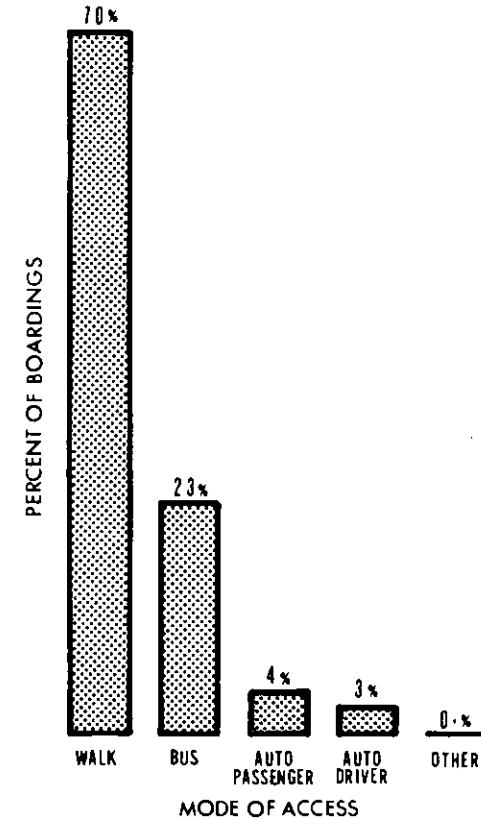
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# PATRONAGE

## Mode of Access to Bus Line

Almost 70% of all riders walk to the bus. Under 3% drive and just over 4% are driven to the bus. 23% transfer from another line whereas under 1% use another means of access (e.g. bicycle, skateboard, etc.).

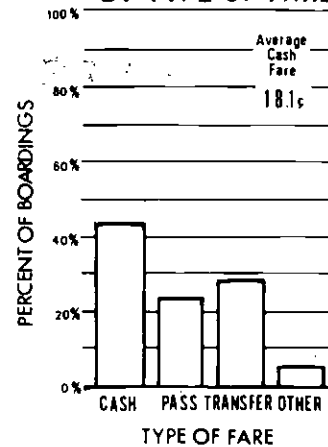
## BOARDINGS BY MODE OF ACCESS



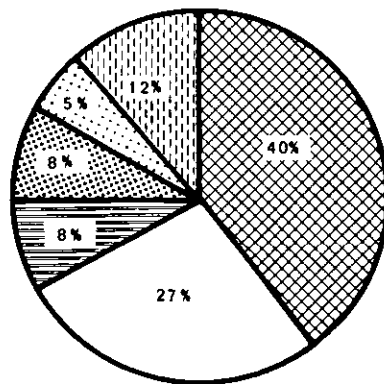
## Type of Fare

Nearly 44% of all Valley riders pay cash fare. Just under 28% of the trips involve the use or purchase of a transfer. Nearly 23% of all trips involve the use of a monthly pass. Slightly over 5% of the trips are paid for by other means (e.g. blind, senior citizens, etc.).

## BOARDINGS BY TYPE OF FARE



## PERSON-TRIPS BY PURPOSE



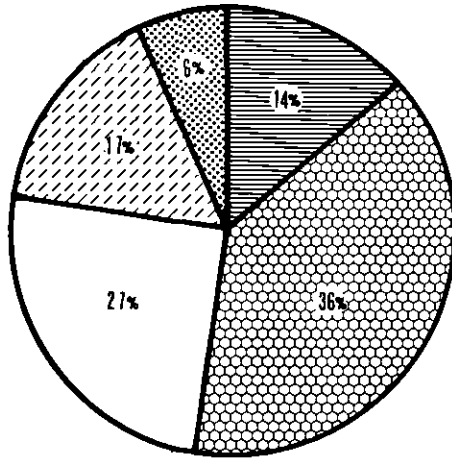
### PURPOSE

- WORK
- SCHOOL
- SHOPPING
- SOCIAL-RECREATIONAL
- MEDICAL
- OTHER

## Trip Purpose

Over 40% of all trips are work trips. Nearly 8% are shopping trips. School trips account for almost 27% of all transit trips in the Valley. 8% of transit trips are social/recreational and just over 5% are medical. Slightly over 12% of all trips fall into none of the above categories.

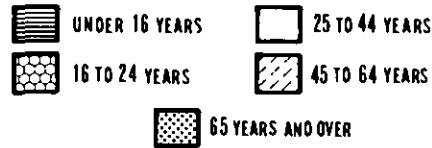
## RIDERS BY AGE LEVEL



## Age Distribution

Just over 14% of all riders are under 16 years of age. Approximately 36% are in the 16-24 year category and nearly 30% in the 25-44 year group. Nearly 17% fall into the 45-64 year category and slightly over 6% of all riders are over 64 years of age.

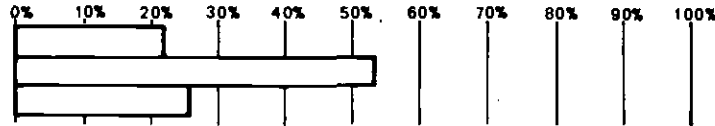
### AGE LEVEL



## Educational Attainment

RIDERS BY EDUCATION COMPLETED

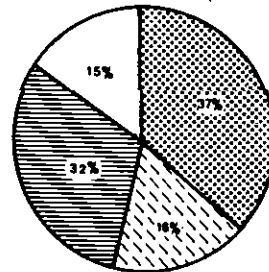
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



## Position in Household

Just under 37% of all riders are heads of household. Nearly 16% are spouses of the head and 32% are children in the household. Almost 5% of all riders are other relatives in a household and slightly over 6% are boarders or friends. A little over 4% of all riders fall into none of the above categories.

## RIDERS BY HOUSEHOLD POSITION

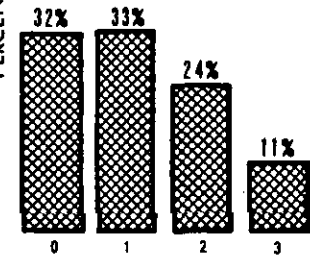


### POSITION



## HOUSEHOLDS BY AUTOMOBILES AVAILABLE

PERCENT OF HOUSEHOLDS

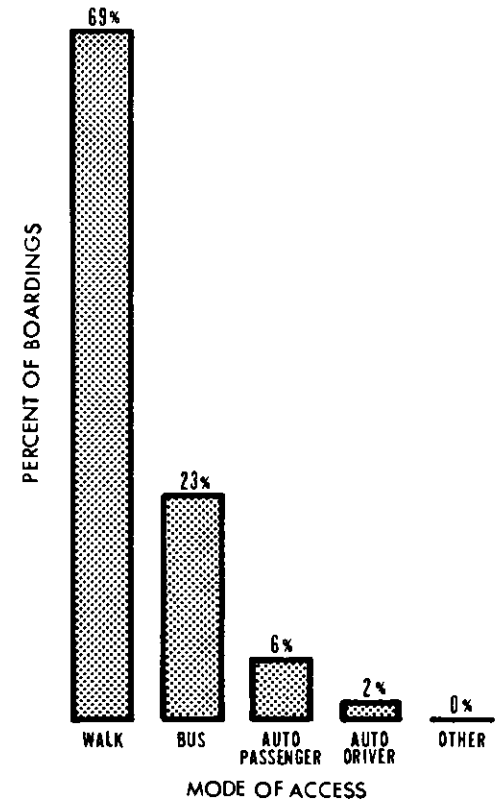


NUMBER OF AUTOMOBILES

**Mode of Access to Bus Line**

The distribution of modes of access to the 24 Line is very similar to the overall distribution of mode of access for the entire San Fernando Valley. Over two-thirds of the riders to the 24 Line walk to the bus and nearly a quarter of the riders transfer from another bus line.

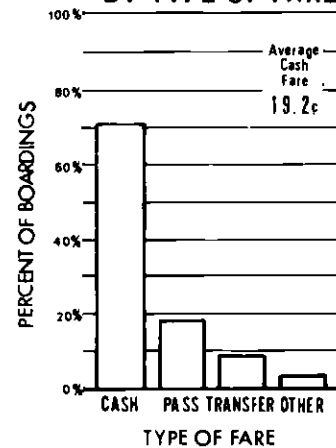
BOARDINGS BY MODE OF ACCESS



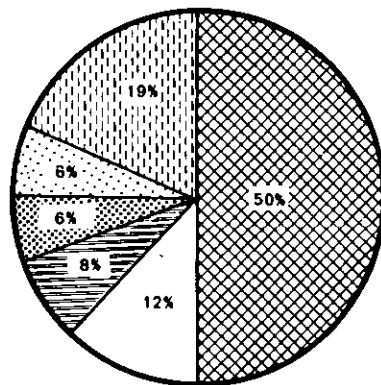
**Type of Fare**

The proportion of trips on this line paid for with straight cash is very nearly 50 per cent, which is slightly higher than the Valley average. The proportion of trips involving transfers is almost exactly the same as the Valley average, at slightly over 29 per cent. Monthly pass usage accounts for 18 per cent of the trips, which is somewhat less than the Valley average.

BOARDINGS BY TYPE OF FARE



PERSON-TRIPS BY PURPOSE

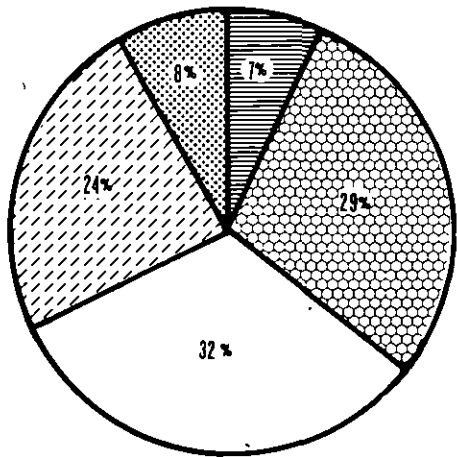


- PURPOSE
- WORK
  - SCHOOL
  - SHOPPING
  - SOCIAL-RECREATIONAL
  - MEDICAL
  - OTHER

**Trip Purpose**

The predominant trip purpose on this line is the work trip, which accounts for nearly 50 per cent of the trips made on this line. The school trips account for less than 12 per cent of the trip purposes and is one of the lowest proportions for any line in the San Fernando Valley. The shopping trip, social/recreational trip and medical trip purposes do not differ significantly from the overall Valley averages.

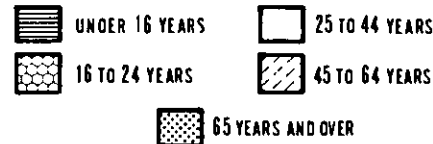
**RIDERS BY AGE LEVEL**



## Age Distribution

The proportion of riders in the under-16 and 16 to 24 age year groups are each somewhat below the Valleywide average for these groups. The proportions in the 25 to 44 and the 45 to 64 year age groups are significantly above the Valley norm. This distribution of ages correlates with the high proportion of riders making work trips and the low proportion making school trips on this line. Eight per cent of the riders on this line fall into the 65 year or over age group, which is somewhat above the Valley average.

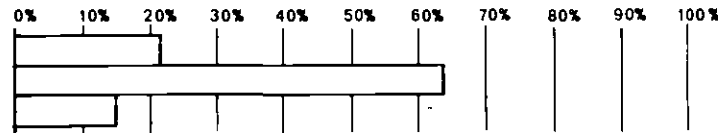
**AGE LEVEL**



## Educational Attainment

**RIDERS BY EDUCATION COMPLETED**

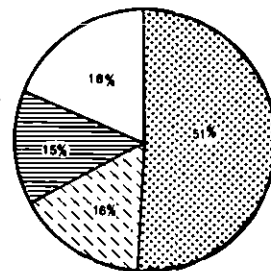
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



## Position in Household

Nearly 51 per cent of the riders on this line are heads of households. This is significantly above the Valley average and is clearly reflected in the high proportion of work trips made on this particular line. The proportion of trips made by the spouse in the household is almost exactly equal to the Valley norm, at just under 16 percent of the total trips. Less than 15 percent of the trips are made by children in the household, which reflects the low proportion of school trips on this line. The trips made by relatives in the household account for nearly 9 percent of all the trips on this line. This is considerably above the Valley average.

**RIDERS BY HOUSEHOLD POSITION**

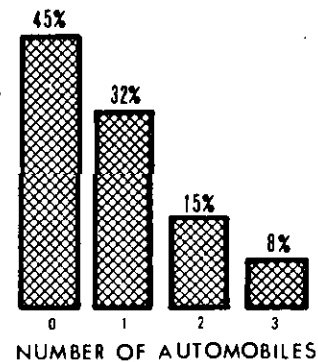


**POSITION**



**HOUSEHOLDS BY AUTOMOBILES AVAILABLE**

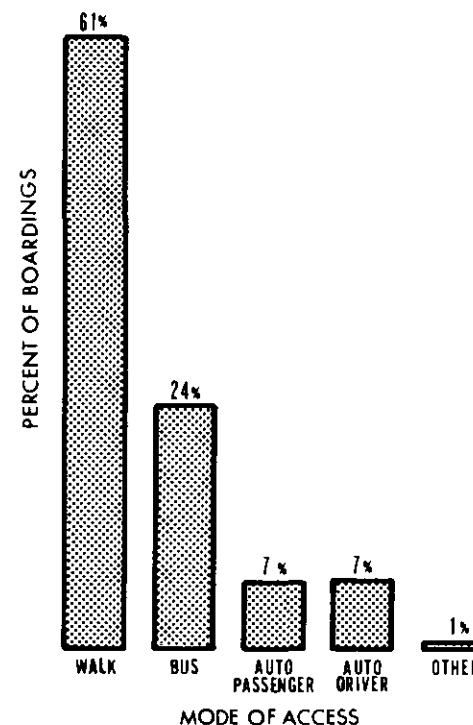
PERCENT OF HOUSEHOLDS



## Mode of Access to Bus Line

The 35 Line displays characteristics somewhat different from the overall average distribution of mode of access. There is a significantly greater number of people accessing the 35 Line by an automobile mode (either driving or being driven) than is the case for most other lines in the Valley. Nearly 14 percent of the riders access this line by an automobile mode, about evenly split between drivers and passengers.

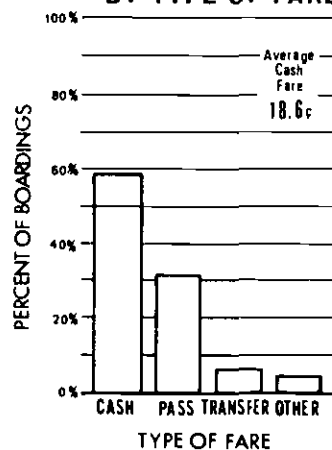
BOARDINGS BY MODE OF ACCESS



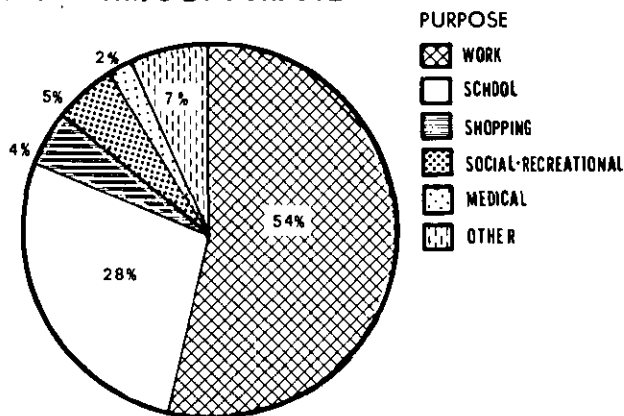
## Type of Fare

Slightly over 41 per cent of the trips on this line are paid for in cash. This is slightly less than the Valley average for this type of fare. Trips involving transfers accounted for approximately 23 per cent of the total, which is somewhat less than the Valley average. A high proportion of trips, nearly 32 per cent, involved use of a monthly pass. This is a significantly higher proportion than for the entire Valley.

BOARDINGS BY TYPE OF FARE



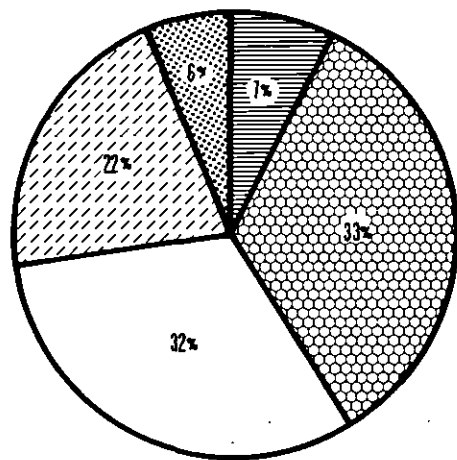
PERSON-TRIPS BY PURPOSE



## Trip Purpose

This line exhibits a high proportion of work trips which accounts for nearly 54 per cent of all the trips made on this line. The proportion of school trips, nearly 28 per cent is only slightly higher than the overall Valley average. Shopping trips, social/recreational trips and medical trips account for proportionately less on this line than for the Valley as a whole.

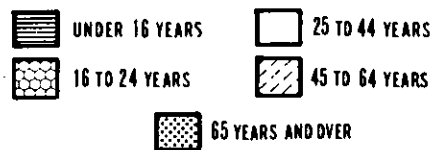
## RIDERS BY AGE LEVEL



## Age Distribution

Significantly smaller proportions of under-16 year olds ride this line than is the norm for the entire Valley. This can be correlated with the small proportion of school trips made on this line. The proportion of people in the 16 to 24 year age group is only slightly lower than that of the entire Valley. The proportion of riders in the 25 to 44 and the 45 to 64 year age groups are both greater than the Valley norm. This is reflected in the trip purpose distribution where the work trips are somewhat higher than the Valley norm. Slightly under 6 per cent of the riders are 65 years or over which is a little under the Valley average for this age group.

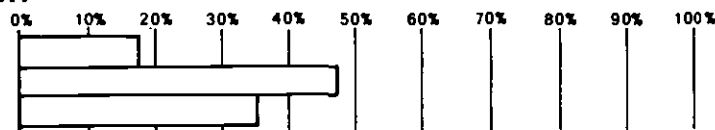
### AGE LEVEL



## Educational Attainment

### RIDERS BY EDUCATION COMPLETED

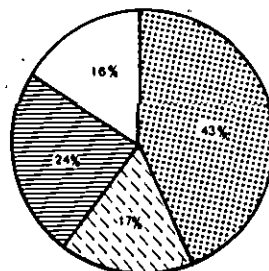
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



## Position in Household

Nearly 43 per cent of the trips on this line are made by heads of households, which is somewhat above the Valley norm. This is reflected in the reasonably high proportion of work trips on this line. The proportion of trips made by the spouse in the household, at just under 17 per cent, is very close to the Valley norm. Just over 24 per cent of the trips on this line are made by children in the households, which is significantly below the Valley norm and is reflected in the low proportion of school trips made on this line. The other categories of trips do not differ significantly from their respective norms for the Valley.

## RIDERS BY HOUSEHOLD POSITION

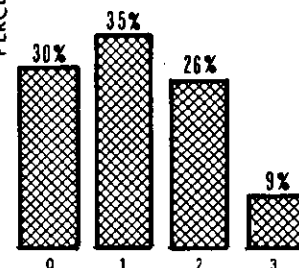


### POSITION



## HOUSEHOLDS BY AUTOMOBILES AVAILABLE

PERCENT OF HOUSEHOLDS



NUMBER OF AUTOMOBILES

## Mode of Access to Bus Line

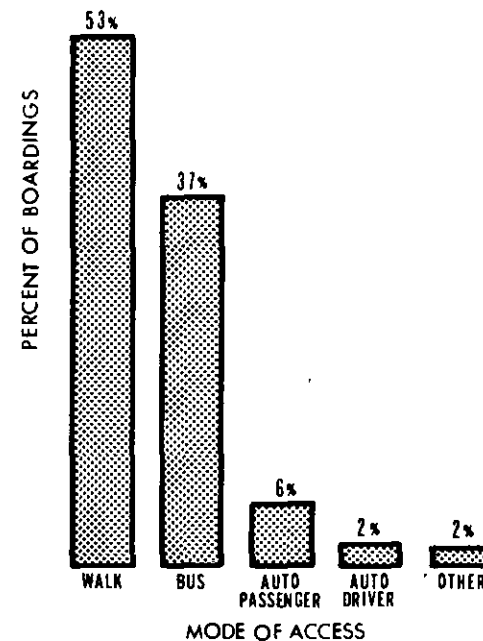
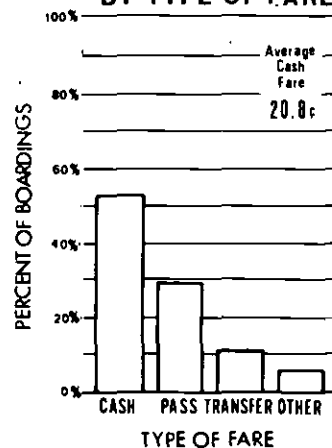
The most significant feature about the access mode distribution for this line is that the transfer mode accounts for nearly 37 per cent of all modes of access. The proportion of riders being driven to the line is also higher than the Valley average and the walk access is just under 53 per cent of the total for the line.

## BOARDINGS BY MODE OF ACCESS

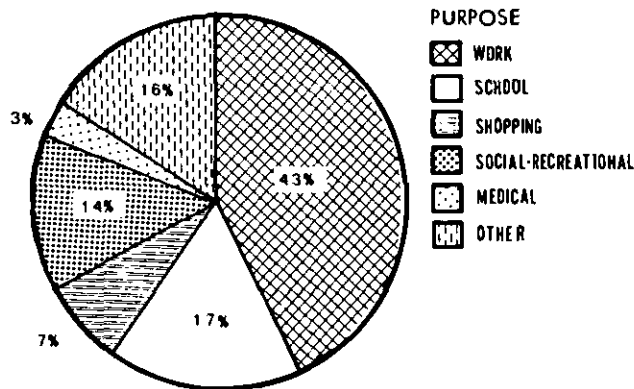
## Type of Fare

Slightly less than 32 per cent of the trips on this line are cash fare. This is significantly lower than the San Fernando average for this category. Nearly 33 per cent of the trips involve a transfer. This is somewhat higher than the proportion for the Valley. Monthly pass usage on this line was very nearly 30 per cent of the total trips. This is significantly higher than the overall pass usage proportion for the Valley.

## BOARDINGS BY TYPE OF FARE



## PERSON-TRIPS BY PURPOSE

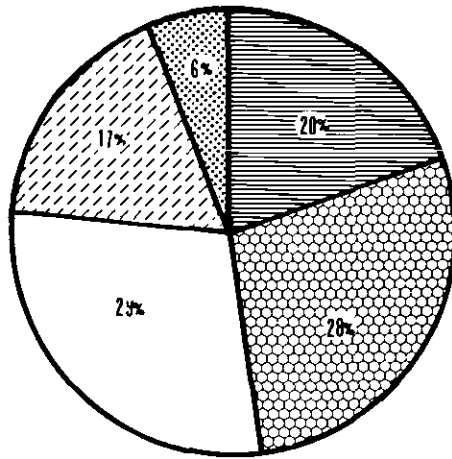


## Trip Purpose

The proportion of work trips on this line at 43 per cent is just slightly over the Valley average. Shopping trips account for about 7 per cent of the trips on this line which is very similar to the overall Valley figure. The school trips make up a low proportion of trips compared to the entire Valley, 17 per cent of trips falling in this category. A higher proportion, at 14 per cent, of social/recreational trips is possibly accounted for by the fact that the 81 Line serves Universal City, a major recreation attraction.



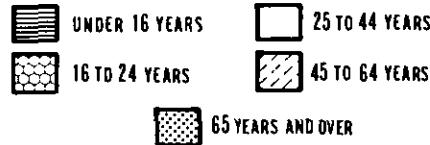
**RIDERS BY AGE LEVEL**



## Age Distribution

Nearly 20 per cent of the trips on this line are made by persons under the age of 16. This is a higher proportion than the Valley norm and is reflected in the school trips made on this line and also the social-recreational trips. The 16 to 24 year old age group makes a somewhat lower proportion of trips on this line than in the Valley as a whole. The proportion of the riders in the middle age categories are slightly higher than the Valley norm but not significantly so. The riders over 65 account for nearly 6 per cent of the trips, which is close to the Valley norm for this age group.

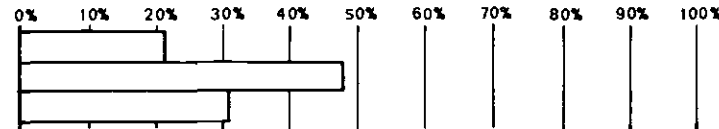
**AGE LEVEL**



## Educational Attainment

**RIDERS BY EDUCATION COMPLETED**

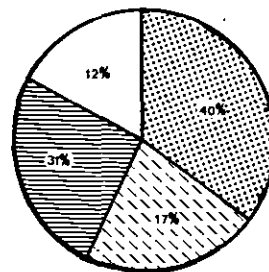
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



## Position in Household

Nearly 40 per cent of the trips on this line are made by heads of households, which is slightly above the Valley norm. Trips made by the spouse account for just over 17 per cent of the total trips on the line, which is not significantly different from the Valley norm. Just over 31 per cent of the trips on this line are made by children in the household, which is very close to the Valley norm. Relatives in the household account for only just over 2 per cent of the trips on this line.

**RIDERS BY HOUSEHOLD POSITION**

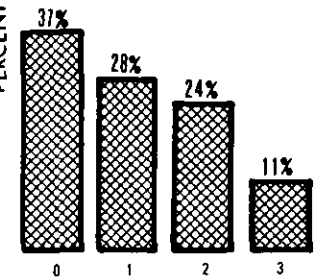


**POSITION**



**HOUSEHOLDS BY AUTOMOBILES AVAILABLE**

**PERCENT OF HOUSEHOLDS**

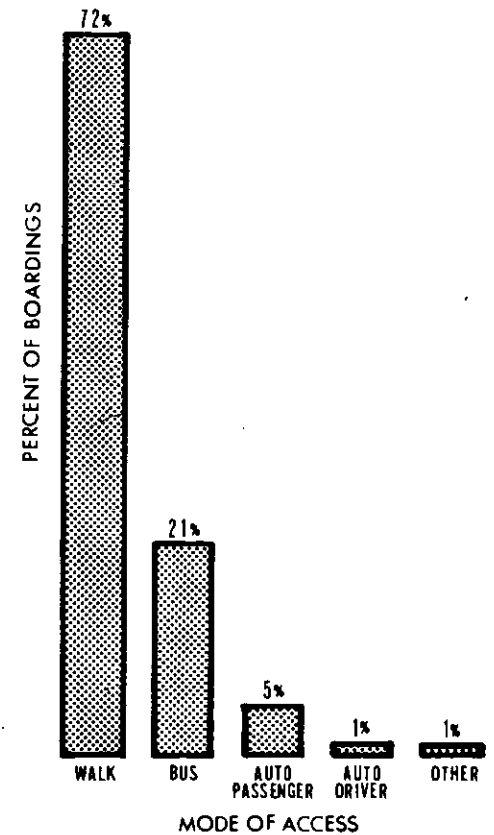


**NUMBER OF AUTOMOBILES**

## Mode of Access to Bus Line

The access mode distribution for this line is very similar to the distribution of mode of access for the entire Valley. A somewhat higher proportion of people, nearly 72 per cent, access this line by walking than is the case for the entire Valley. The transfer mode accounts for somewhat less than the Valley average, being just over 21 per cent.

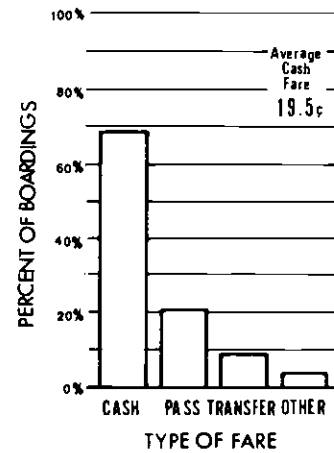
BOARDINGS BY MODE OF ACCESS



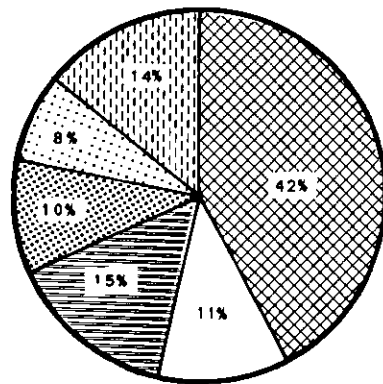
## Type of Fare

Nearly 46 percent of the trips on this line involved cash fares. This is only slightly above the Valley average. Nearly 30 percent of the trips on this line involved a transfer. This is also slightly in excess of the Valley average. Nearly 21 percent of the trips involved the use of a monthly pass, which is slightly below the proportion for the entire Valley.

BOARDINGS BY TYPE OF FARE



PERSON-TRIPS BY PURPOSE

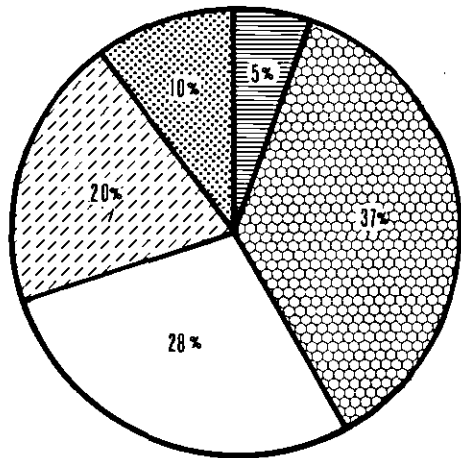


- PURPOSE
- WORK
  - SCHOOL
  - SHOPPING
  - SOCIAL-RECREATIONAL
  - MEDICAL
  - OTHER

## Trip Purpose

Just over 42 per cent of the trips on this line are work trips. This is slightly in excess of the overall Valley average. The shopping trips, at nearly 15 per cent of the total trips on this line, is significantly higher than the Valley average. Only 11 per cent of the trips were school trips, which compares with the Valley average of nearly 27 per cent. The social/recreational and medical trips made up the same proportion of trips on this line as the Valley as whole.

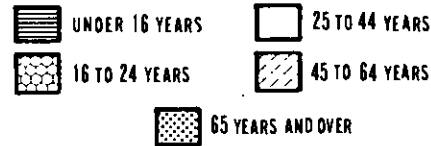
## RIDERS BY AGE LEVEL



## Age Distribution

Only just over 5 per cent of the trips on this line are made by riders under 16 years of age. This is well below the Valley norm for this age group. Reference to the trip purpose distribution reveals that this is tied to the low proportion of school trips made on this line. None of the other age groups differs significantly from the Valley norm except for the 65 year old or over age group. This group accounts for over 10 per cent of the trips made on this line which is significantly higher than the Valley norm for this age group.

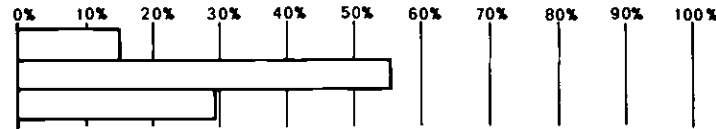
### AGE LEVEL



## Educational Attainment

RIDERS  
BY  
EDUCATION  
COMPLETED

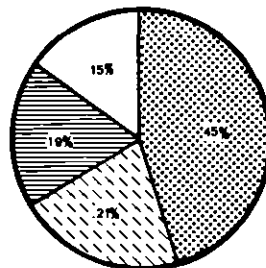
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



## Position in Household

Just over 45 per cent of the trips on this line are made by the head of household. This is significantly higher than the Valley average and is reflected in the work trips and, to a lesser extent, in the shopping trips made on this line. The proportion of trips made by the spouse in the household is just over 21 per cent which is significantly higher than the Valley average. This is clearly reflected in the number of shopping trips made on this line. Only 19 per cent of the riders on this line are children, which is well below the Valley norm for this category and is clearly reflected in the very low proportion of school trips made on this line. All other trip categories are very similar to the Valley norm.

## RIDERS BY HOUSEHOLD POSITION

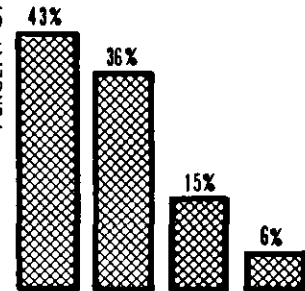


### POSITION



## HOUSEHOLDS BY AUTOMOBILES AVAILABLE

PERCENT OF HOUSEHOLDS



NUMBER OF AUTOMOBILES

## Mode of Access to Bus Line

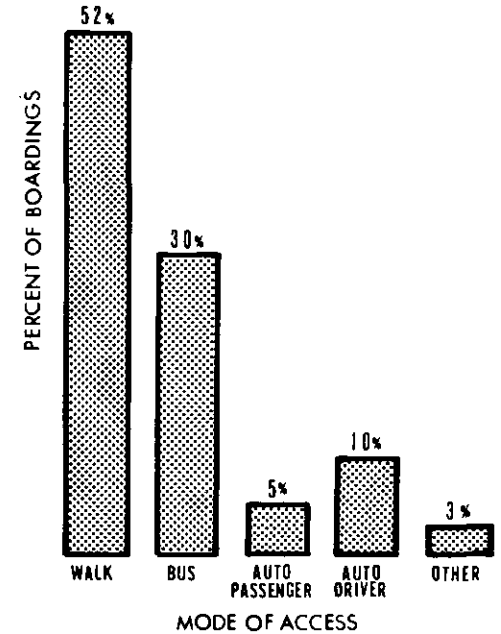
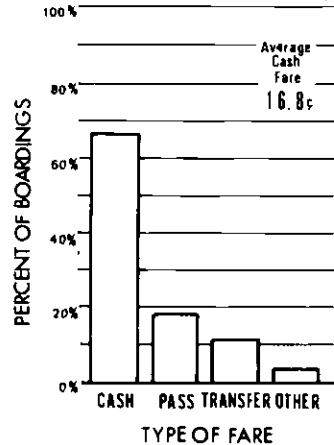
Nearly 52 per cent of the riders who access this line utilize the walking mode. The automobile access modes and the transfers are all significantly higher than the Valley average with a particularly high proportion of transfers on this line. Also, nearly 10 per cent of the riders drive to the line.

## BOARDINGS BY MODE OF ACCESS

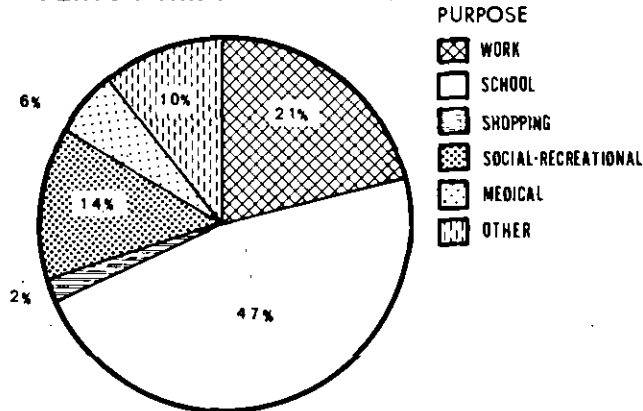
## Type of Fare

Just over 46 per cent of the trips on this line involved cash fares. This is slightly higher than the overall Valley proportion for this fare category. Over 33 per cent of the trips made on this line involved a transfer. This is somewhat higher than the Valley average for this class of fare. Only 18 per cent of the trips on this line utilized a monthly pass, which is lower than the Valley average.

## BOARDINGS BY TYPE OF FARE



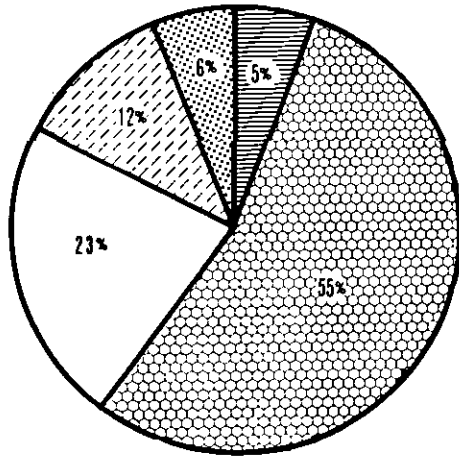
## PERSON-TRIPS BY PURPOSE



## Trip Purpose

Only 21 per cent of all the trips on this line were work trips. This is the lowest proportion of work trips for any line in the San Fernando Valley. The proportion of school trips, however, at nearly 47 per cent is the highest of any line in the Valley. This line serves the Valley on the San Diego Freeway to UCLA and most of the school trips are, in fact, destined for UCLA. An insignificant proportion of the trips are for shopping, whereas the social/recreational trips make up nearly 14 per cent of the total riders on this line. Again, this is largely accounted for by the service to UCLA where there are theatres and sporting and other social and cultural events. The proportion of medical trips made on this line is very similar to the Valley average.

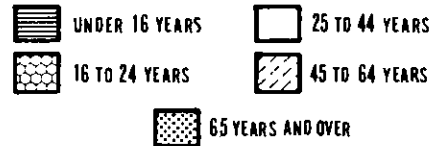
## RIDERS BY AGE LEVEL



## Age Distribution

Just over 5 per cent of the trips on this line are made by riders under 16 years of age. Reference to the trip purpose distribution will reveal that a major proportion of the riders on this line are making school trips. However, the school trip purpose in this instance is predominantly at the college level and this is reflected in the proportion of riders aged 16 to 24 on the line, which accounts for nearly 55 per cent of the total trips. Each of the three age groups from 25 years of age upwards is slightly below the Valley norm.

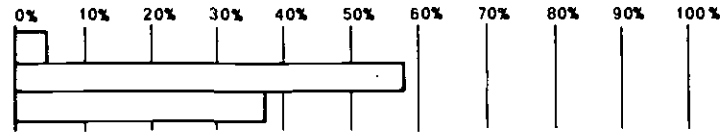
### AGE LEVEL



## Educational Attainment

RIDERS  
BY  
EDUCATION  
COMPLETED

ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE

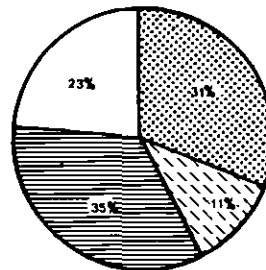


## Position in Household

Just over 31 per cent of the trips on this line are made by heads of household, which is somewhat less than the Valley norm for this category. This is reflected in the low proportion of work trips on this line. Similarly, the trips by the spouse account for only 11 percent of the total trips on this line, which is significantly under the Valley norm and is reflected in the low percentage of work trips and shopping trips made on the 88 Line. This is particularly true of the very small proportion of shopping trips. Nearly 35 percent of the trips made on this line are made by children in the household. This is clearly reflected in the very high proportion of school trips made on this line which includes trips to UCLA by persons in the 16 to 24 year old age category. Board-

ers and others each account for over 8 per cent of the total trips on the line, both of which are in excess of the Valley norm for each respective category.

## RIDERS BY HOUSEHOLD POSITION

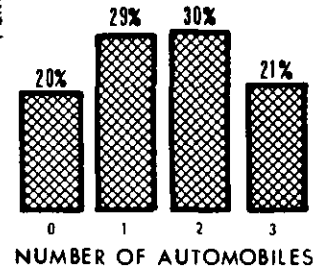


### POSITION



## HOUSEHOLDS BY AUTOMOBILES AVAILABLE

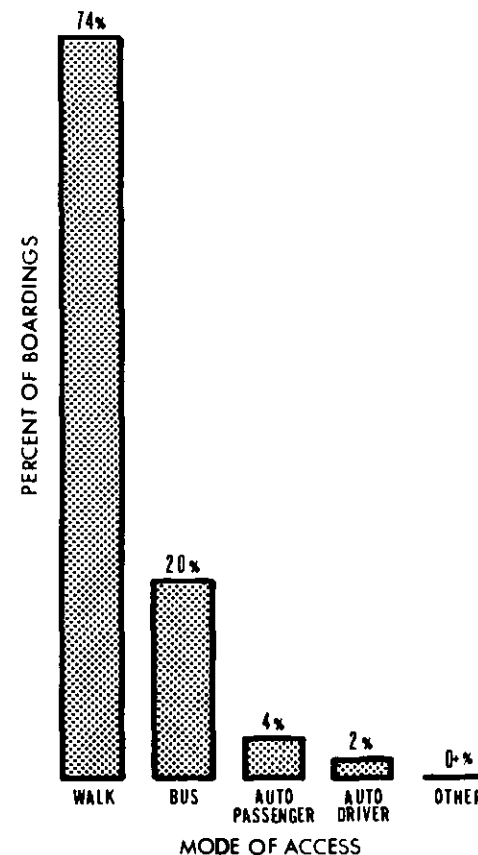
PERCENT OF HOUSEHOLDS



## Mode of Access to Bus Line

The proportion of riders walking to this line is very nearly 75 per cent, which is somewhat higher than the Valley average. Consequently, all other access modes are somewhat under the Valley average, but not significantly so. Less than 2 per cent of the riders drive to this bus line.

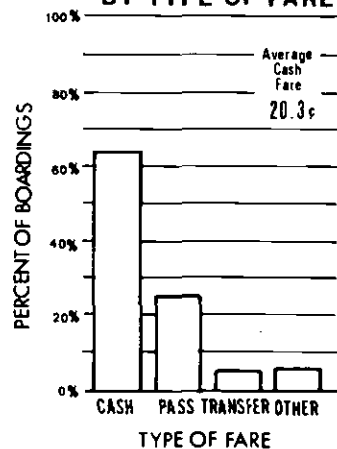
BOARDINGS BY MODE OF ACCESS



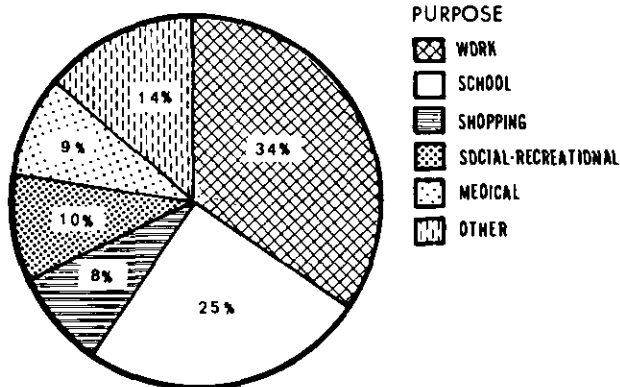
## Type of Fare

Nearly 45 per cent of the trips on this line involved payment of a cash fare. This is only slightly higher than the Valley average. Nearly 25 per cent of the trips involved a transfer. This is somewhat below the Valley average. Nearly 25 per cent of the trips used a monthly pass, which is only a slightly higher proportion than the Valley average for this fare category.

BOARDINGS BY TYPE OF FARE



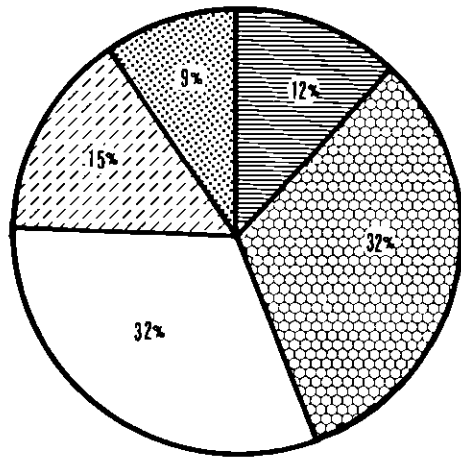
PERSON-TRIPS BY PURPOSE



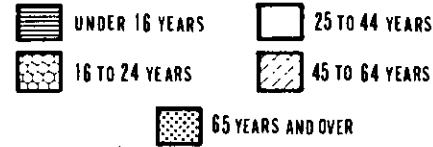
## Trip Purpose

Just over 34 percent of the trips on this line are work trips. This is less than the overall Valley average. Shopping trips make up just over 8 percent of the trips on this line. This is slightly higher than the overall Valley average. School trips make up 25 percent of the trips on this line, which is just lower than the overall Valley average. Social/recreational, medical and other trips are each somewhat above the overall Valley average.

**RIDERS BY AGE LEVEL**



**AGE LEVEL**



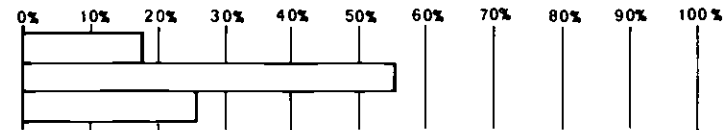
## Age Distribution

The under-16 year and the 16 to 24 year age groups are both somewhat lower than the Valley norm. The 25 to 44 year age group is slightly higher than the Valley norm and the 45 to 64 year age group is just below the Valley norm. Nearly 10 per cent of the riders on this line are 65 years of age or over which significantly higher than the Valley average for this age group.

## Educational Attainment

**RIDERS BY EDUCATION COMPLETED**

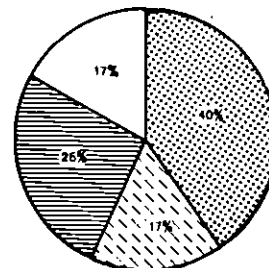
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



## Position in Household

Nearly 40 percent of the riders on this line are heads of household, which is not significantly different from the Valley norm. The percentage of spouses riding this line is 17 percent, not significantly different from the Valley norm. The proportion of children riding the line is only slightly lower than the Valley average for this category. All other categories are very close to their respective norms for the Valley.

**RIDERS BY HOUSEHOLD POSITION**

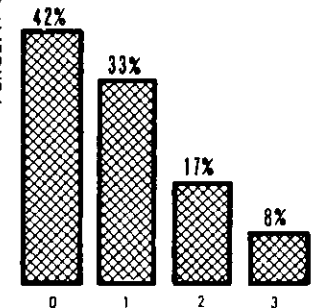


**POSITION**



**HOUSEHOLDS BY AUTOMOBILES AVAILABLE**

PERCENT OF HOUSEHOLDS



NUMBER OF AUTOMOBILES

## Mode of Access to Bus Line

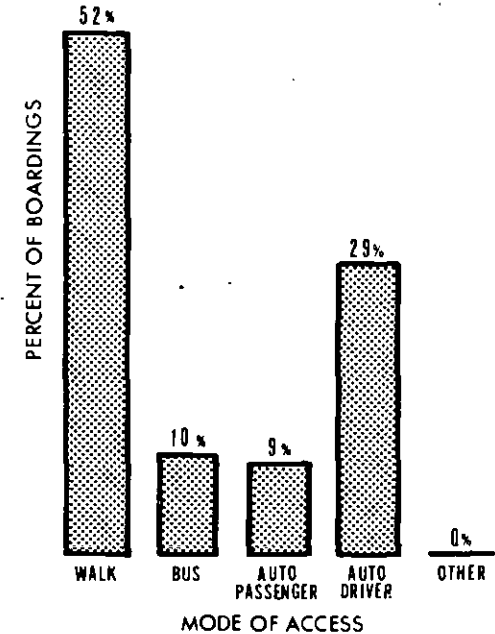
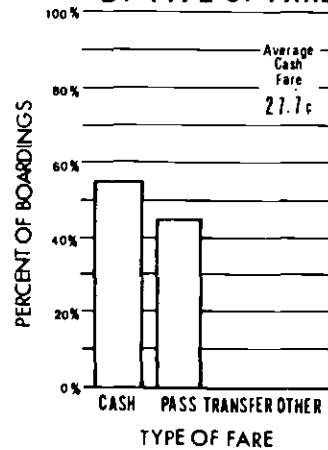
This is a commuter bus line and runs only during peak periods. The distribution of access modes reflects this fact. Particularly note the fact that nearly 29 per cent of the riders drive to this bus line. The proportion of riders accessing the line by walking and transferring are significantly below the Valley average. The proportion of people that are driven to the line as passengers in automobiles is about twice the Valley average.

## BOARDINGS BY MODE OF ACCESS

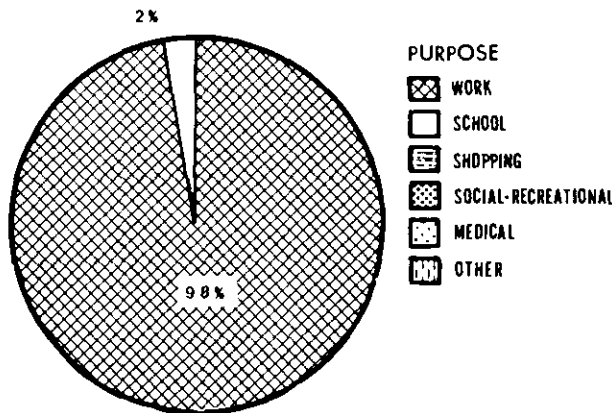
## Type of Fare

Slightly over 52 per cent of the trips on this line were paid for with cash. This is significantly higher than the overall proportion for the Valley. Just over 2 per cent of the trips involved transfers. This is the lowest proportion of transfer usage on any line in the San Fernando Valley. Just over 45 per cent of all the trips involved the use of a monthly pass. This figure is twice as large as the average for the whole Valley.

## BOARDINGS BY TYPE OF FARE



## PERSON-TRIPS BY PURPOSE

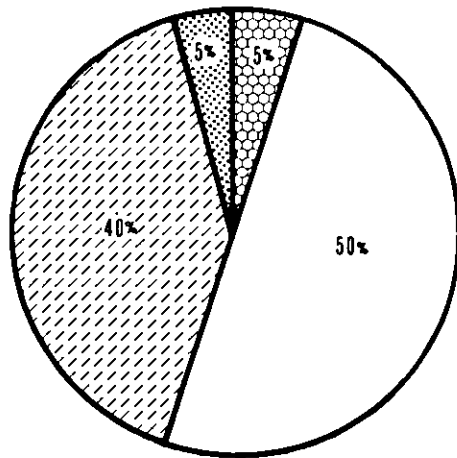


## Trip Purpose

Nearly 98 per cent of all the riders surveyed on this line were making a work trip. The only other trip purpose mentioned was social-recreational and this accounted for only just over 2 per cent of the trips. It must be noted that the 121 Line is in operation only during the peak periods and its commuter orientation is reflected in the trip purpose distribution.



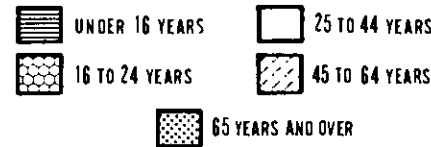
**RIDERS BY AGE LEVEL**



## Age Distribution

Nobody in the sample on this bus line was under 16. Less than 5 per cent were between 16 and 24 years old. Over 90 per cent of the riders were in the 25 to 44 and the 45 to 64 year old age groups. This is accounted for by the type of service provided which is a commuter service operating only in the a.m. and p.m. peaks and is also reflected in the trip purpose distribution where the major proportion of riders are going to or from work. Less than 5 per cent of the riders on this line are 65 years of age or over, which is slightly under the Valley norm.

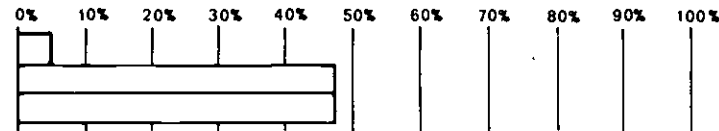
**AGE LEVEL**



## Educational Attainment

**RIDERS BY EDUCATION COMPLETED**

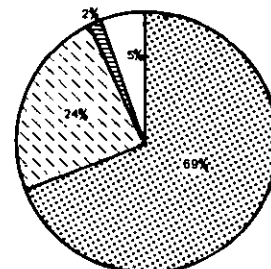
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



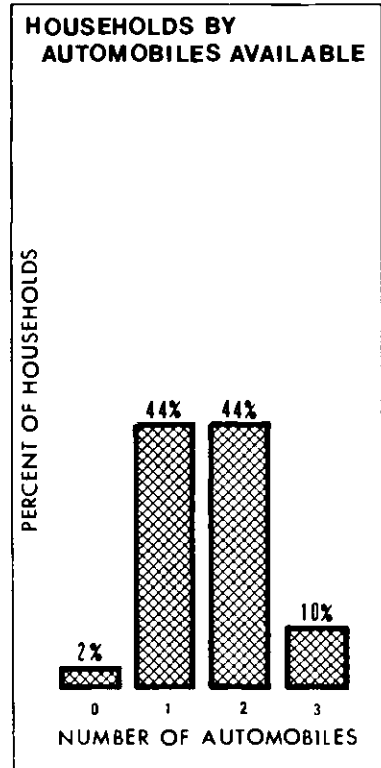
## Position in Household

Sixty-nine percent of the riders on this line are heads of households. This very high proportion is clearly reflected in the proportion of work trips on the line which is a result of the type of service provided on this line. The proportion of spouses riding this line at 24 percent is somewhat higher than the Valley norm which is reflective of the very small proportion of non-work trips made on this line. Again, the proportion of children in the household, at just over 2 percent, is extremely low because virtually no school trips are made on this line. The proportion of relatives and boarders making trips on this line is insignificant.

**RIDERS BY HOUSEHOLD POSITION**



**POSITION**



## Mode of Access to Bus Line

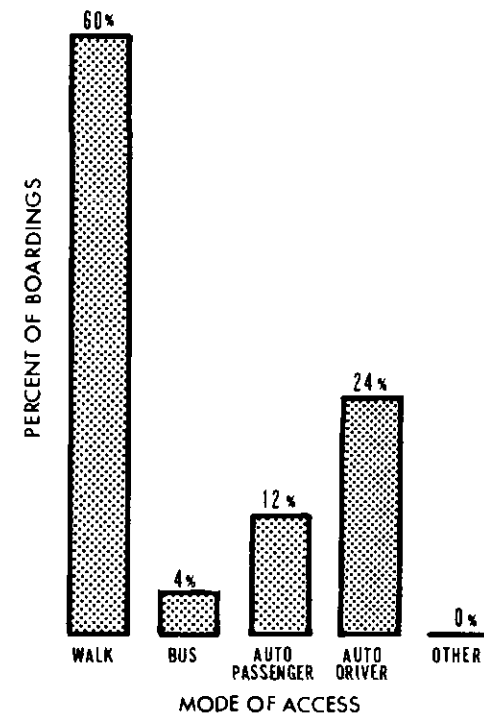
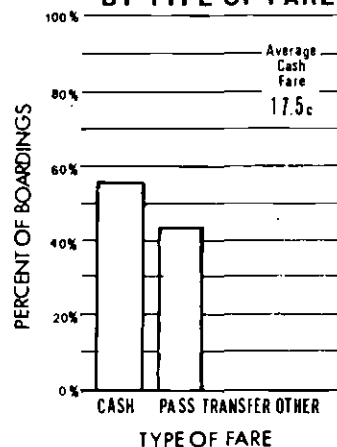
60% of the riders on this line walk to the bus. This is very much lower than the Valley average. 24% of the riders drive to the bus and a further 12% are driven. Both of these proportions are significantly higher than the Valley norms for these respective categories. Only 4% of the riders transfer from another bus.

## BOARDINGS BY MODE OF ACCESS

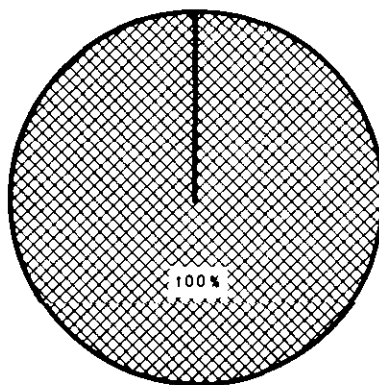
## Type of Fare

52% of the riders on this line pay cash fare, significantly higher than the Valley average. Only 4% of the trips involve the use or purchase of a transfer, which is the next to lowest proportion in these categories of any line in the Valley. 44% of the riders use a monthly pass which is twice the Valley average.

## BOARDINGS BY TYPE OF FARE



## PERSON-TRIPS BY PURPOSE

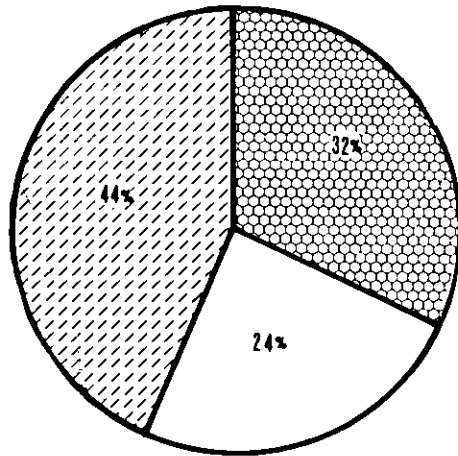


- WORK
- SCHOOL
- SHOPPING
- SOCIAL-RECREATIONAL
- MEDICAL
- OTHER

## Trip Purpose

The entire sample on Line 122 consisted of riders who were making a work trip. Line 122 is a commuter line which only operates in the a.m. and p.m. peak periods and the commuter orientation of this line is clearly reflected in the sample distribution of trip purposes.

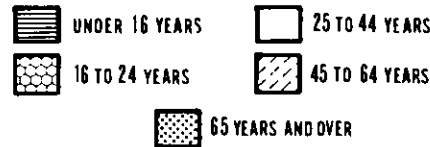
**RIDERS BY AGE LEVEL**



## Age Distribution

No riders were sampled under the age of 16 on this line. 32 per cent of the riders were 16 to 24 which is slightly under the Valley average. Similarly the proportion of riders in the 25 to 44 year old age group was slightly below the Valley norm. 44 per cent of the riders were in the 45 to 64 year old age group. This is nearly three times the proportion of riders in this age group in the entire Valley. Nobody was sampled on this line who was over 65 years of age.

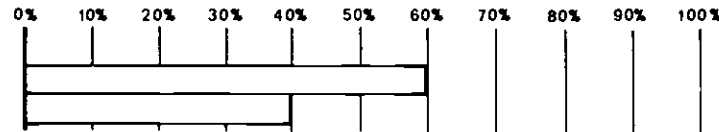
**AGE LEVEL**



## Educational Attainment

**RIDERS BY EDUCATION COMPLETED**

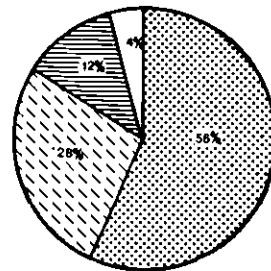
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



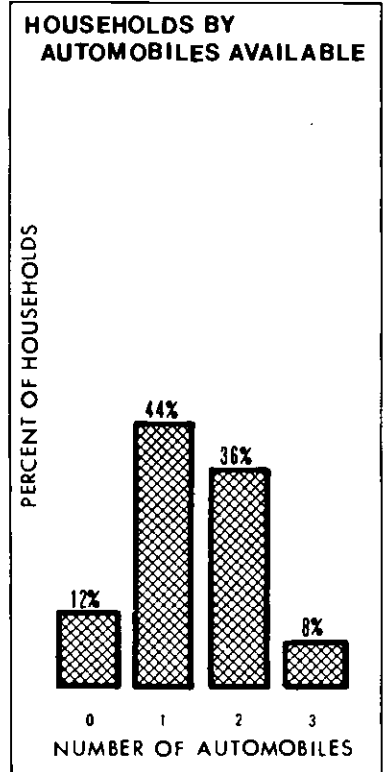
## Position in Household

Fifty-six percent of the riders on this line are heads of households which is significantly higher than the Valley norm and is reflected in the high proportion of work trips on the line. Twenty-eight percent of the riders on this line are spouses, which is significantly above the Valley norm and is a result of the high proportion of work trips on the line. Similarly, children in the household account for only 12 percent of the trips made on this line which is significantly below the Valley norm. An insignificant number of trips is made on this line by relatives, boarders, or others.

**RIDERS BY HOUSEHOLD POSITION**



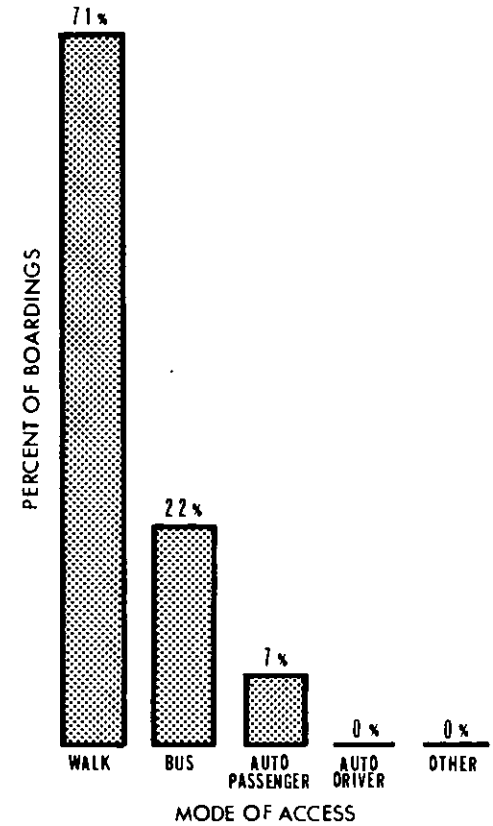
**POSITION**



**Mode of Access to Bus Line**

The proportion of people accessing the line by the various modes does not differ significantly from the Valley average. There is a slightly higher proportion of walkers and a lower proportion of riders transferring than is the case for the entire Valley. The sample resulted in nobody who drove to the line. However, care must be taken in interpreting these small sample statistics.

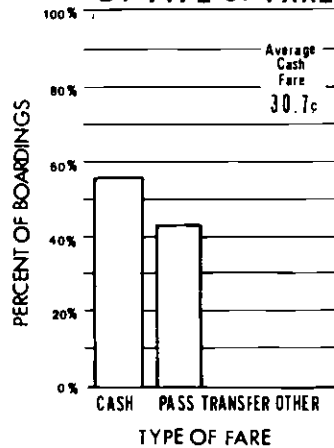
BOARDINGS BY MODE OF ACCESS



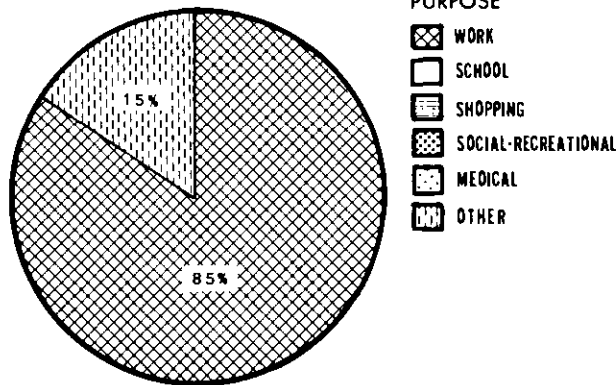
**Type of Fare**

Just over 21 percent of the trips on this line involved the payment of a cash fare. This is only half as large as the Valley average proportion for this fare type. Nearly 36 percent of the fares involved a transfer. Nearly 43 percent of the trips on this line involved the use of a monthly pass. This is nearly twice the proportion for this type of fare in the entire Valley. This high proportion of monthly pass usage is accounted for by the commuter service provided by this bus line.

BOARDINGS BY TYPE OF FARE



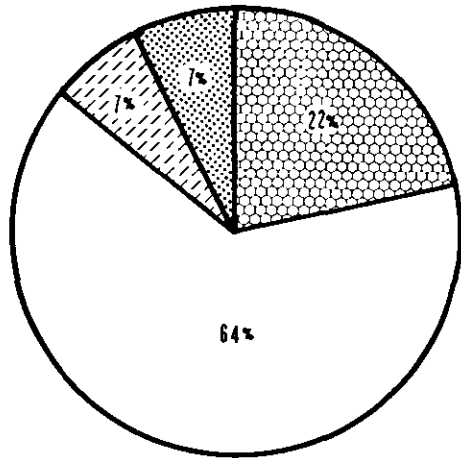
PERSON-TRIPS BY PURPOSE



**Trip Purpose**

Nearly 85 per cent of the riders on this line are making a work trip. This line operates from the Valley to the Mid-Wilshire district and then to the LA CBD. It operates only in the a.m. and p.m. peak periods. The preponderance of work trips is reflective of the type of service provided by the 144 Line.

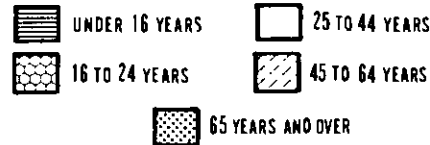
**RIDERS BY AGE LEVEL**



## Age Distribution

None of the riders sampled on this line fell into the under 16 age group. Just over 21 percent of the riders were in the age group 16 to 24, which is significantly below the Valley norm for this age group. The bulk of the riders on this line fell into the 25 to 44 year old age group, which accounted for over 64 percent of the trips on this line. This is well over twice the Valley norm for this age group. Just over 7 percent of the trips were made by riders in the 45 to 64 year old category. The same proportion of riders fell into the over 65 year old category.

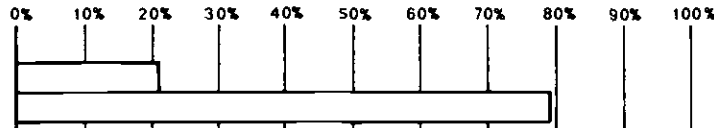
**AGE-LEVEL**



## Educational Attainment

**RIDERS BY EDUCATION COMPLETED**

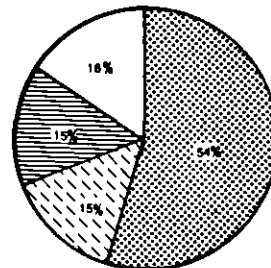
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



## Position in Household

Nearly 44 per cent of the riders on this line are heads of households, which is reflective of the high proportion of work trips made on this line. The proportion of trips made by spouses is 15 per cent, which is very close to the Valley norm. Children in the household account for only just over 15 per cent of the trips on this line, which is significantly lower than the Valley norm and is a result of the type of commuter service provided by this line, resulting in very few school trips. The proportion of trips made by relatives is somewhat higher than the Valley norm for this category.

**RIDERS BY HOUSEHOLD POSITION**

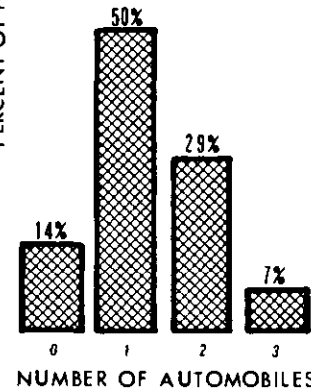


**POSITION**



**HOUSEHOLDS BY AUTOMOBILES AVAILABLE**

PERCENT OF HOUSEHOLDS

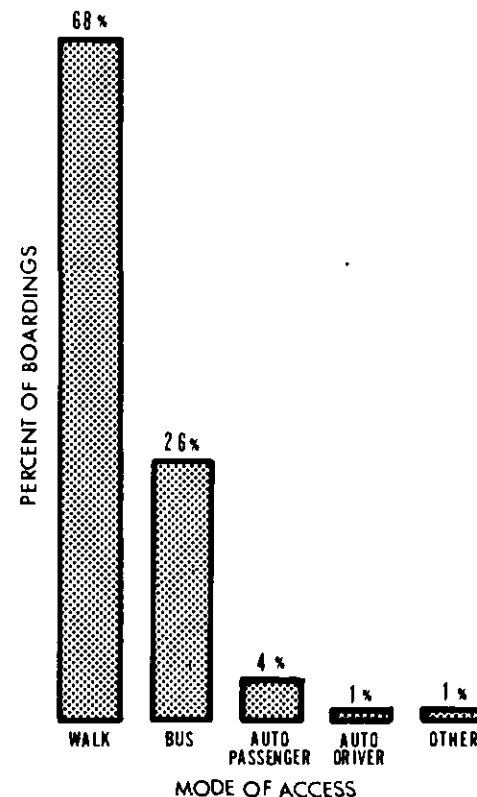


NUMBER OF AUTOMOBILES

## Mode of Access to Bus Line

Over 69 percent of the people accessing this line do so by walking. Over 26 percent of the riders access the line by transferring from another bus and just over 4 percent of the riders access the line by automobile.

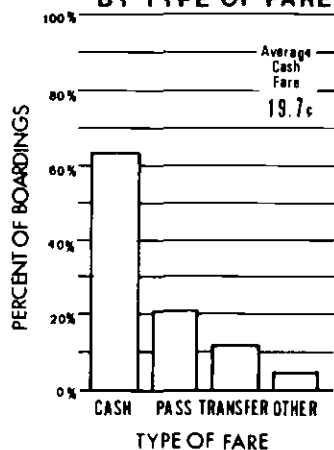
BOARDINGS BY MODE OF ACCESS



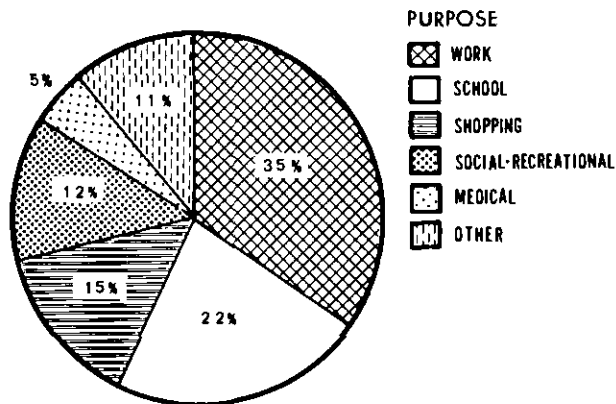
## Type of Fare

Nearly 43 per cent of the trips on this line involve cash fare. This is slightly below the Valley average for this fare category. The percentage of trips involving a transfer is 32 per cent. This is somewhat higher than the Valley average. Nearly 21 per cent of the trips involve a monthly pass, which is very close to the Valley norm for monthly pass usage.

BOARDINGS BY TYPE OF FARE



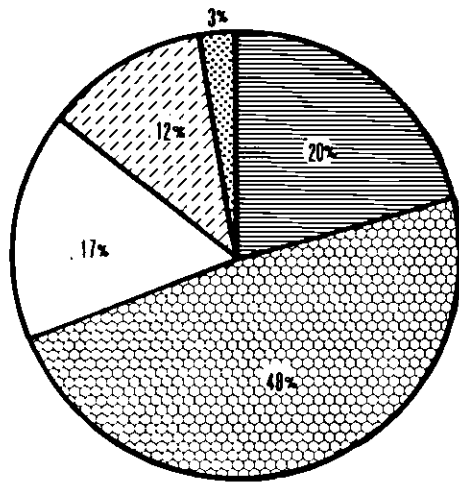
PERSON-TRIPS BY PURPOSE



## Trip Purpose

Just over 34 per cent of the trips on this line are work trips. This is less than the overall Valley average. Nearly 15 per cent of the trips on the line are shopping trips which is nearly twice the Valley average for this trip purpose. School trips at 22 per cent make up a somewhat lower proportion of trips on this line than is the case for the entire Valley. Social/recreational trips at 12 per cent account for a somewhat higher proportion of trips than is the case for the entire Valley. Medical and other trip purposes are very close to the overall Valley proportions.

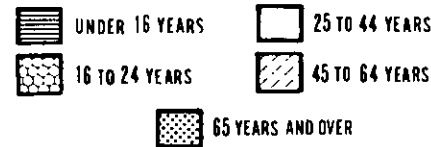
**RIDERS BY AGE LEVEL**



## Age Distribution

Just over 20 per cent of the riders on this line fall into the under 16 year old category which is significantly higher than the Valley norm. This may be partially accounted for by the fact that a high proportion of trips on this line fall into the social/recreational category. Just over 48 per cent of the riders on this line fall into the 16 to 24 year old age group which is significantly higher than the Valley norm. Both the 25 to 44 and the 45 to 64 year old age groups are lower than the Valley norms for these groups. Less than 3 per cent of the trips on this line were made by people aged 65 or over, which is significantly lower than the Valley norm.

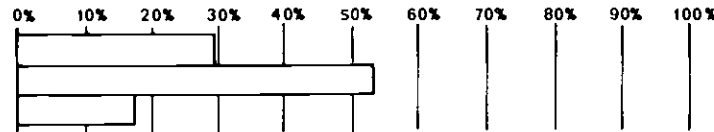
**AGE LEVEL**



## Educational Attainment

**RIDERS BY EDUCATION COMPLETED**

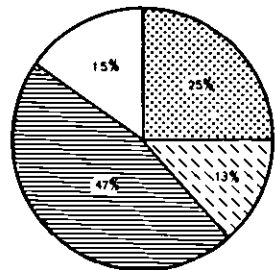
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



## Position in Household

Nearly 25 percent of the trips on this line are made by heads of households, which is significantly below the Valley norm for this category. Similarly, only 13 percent of the trips are made by a spouse in the household which is somewhat less than the Valley norm. Over 47 percent of the trips on this line are made by children in the households. This is significantly above the Valley norm and is reflected in the very high proportion of school trips made on this line. Other categories do not differ significantly from the Valley norm.

**RIDERS BY HOUSEHOLD POSITION**

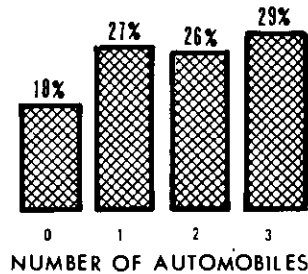


**POSITION**



**HOUSEHOLDS BY AUTOMOBILES AVAILABLE**

PERCENT OF HOUSEHOLDS

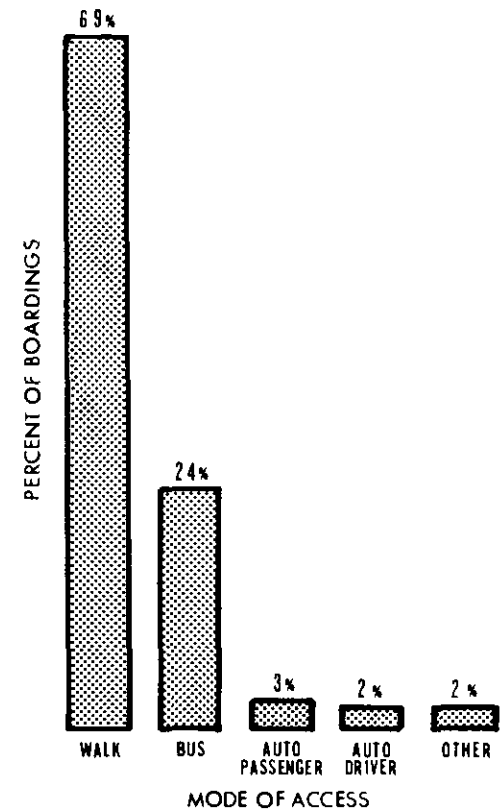


NUMBER OF AUTOMOBILES

## Mode of Access to Bus Line

Nearly 70 percent of the riders accessing this line do so by walking. The proportion of people transferring to this bus line is very close to the Valley average and the automobile access modes do not differ significantly from their respective Valley averages.

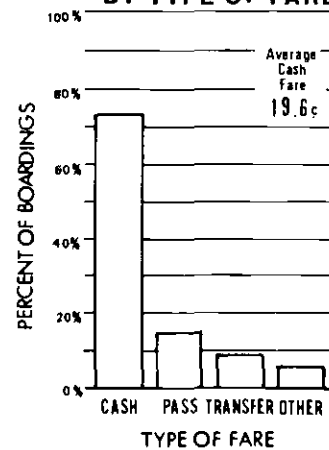
BOARDINGS BY MODE OF ACCESS



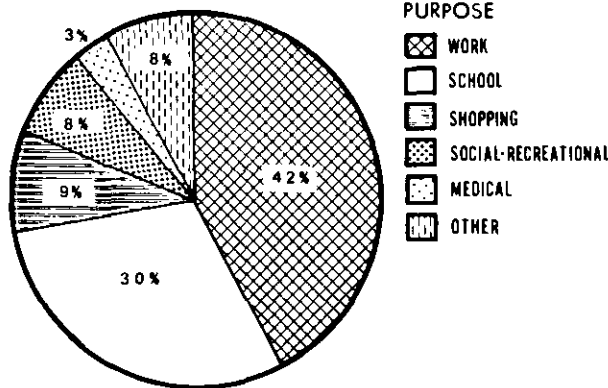
## Type of Fare

Nearly 47 per cent of the trips on this line are paid for by a straight cash fare. This is greater than the Valley average for the proportion of trips in this fare category. Just over 34 per cent of the trips on this line involve the use of a transfer. This exceeds the Valley average for this fare category. Monthly pass usage on this line is accounted for by only 14 per cent of the trips, which is significantly smaller than the Valley average.

BOARDINGS BY TYPE OF FARE



PERSON-TRIPS BY PURPOSE

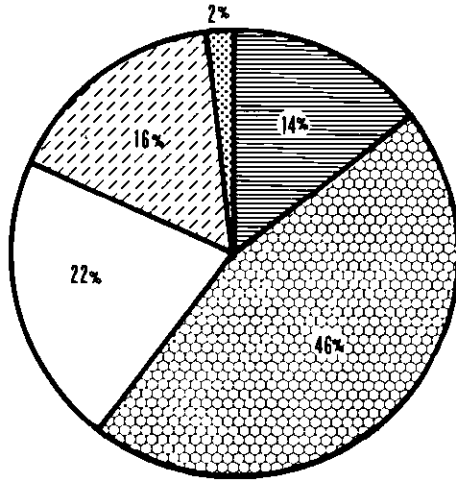


## Trip Purpose

Just over 42 per cent of the trips on this line are work trips. This is slightly above the Valley average. Nearly 9 per cent of the trips are shopping trips. This is only slightly higher than the Valley average for this trip purpose. Thirty per cent of the trips on this line are school trips which is somewhat higher than the Valley average. Social/recreational trips account for nearly 8 per cent of the trips on this line, which is the same as the average for the whole Valley. Medical trips account for only 3 per cent of the trips on the line which is somewhat less than the Valley average.



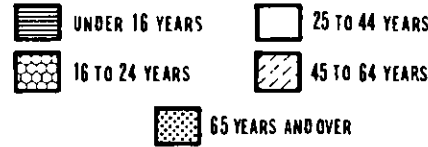
**RIDERS BY AGE LEVEL**



## Age Distribution

Over 14 per cent of this line's riders are under 16, nearly equal to the Valley norm for this age group. The line serves a high proportion of school trips, so nearly 46 per cent of the riders are 16 to 24 years old, significantly above the Valley norm. The proportion of riders in the 25 to 44 age group is somewhat below the norm, but the 45 to 64 age group is very close to the norm. About 2 per cent of the trips on the line are made by riders 65 or older, which is significantly lower than the norm.

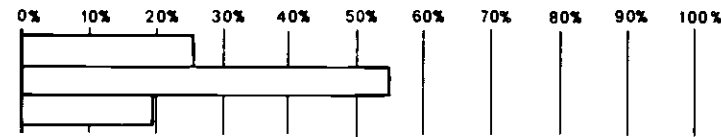
**AGE LEVEL**



## Educational Attainment

**RIDERS BY EDUCATION COMPLETED**

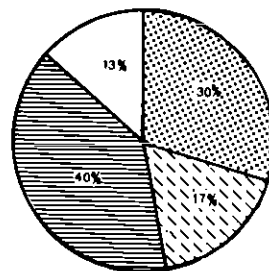
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



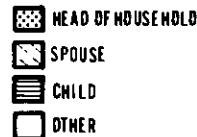
## Position in Household

Nearly 30 per cent of the riders on this line are heads of households. This is somewhat below the Valley norm. Over 17 per cent of the riders on the line are spouses, which is only slightly above the Valley norm for this category. Over 40 per cent of the riders on this line are children and this is reflected in the high proportion of school trips made on this line. Other trip categories are not significantly different from the Valley norms.

**RIDERS BY HOUSEHOLD POSITION**

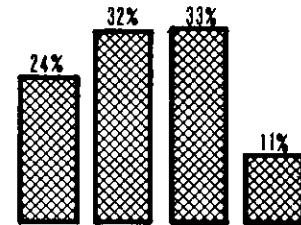


**POSITION**



**HOUSEHOLDS BY AUTOMOBILES AVAILABLE**

PERCENT OF HOUSEHOLDS



NUMBER OF AUTOMOBILES

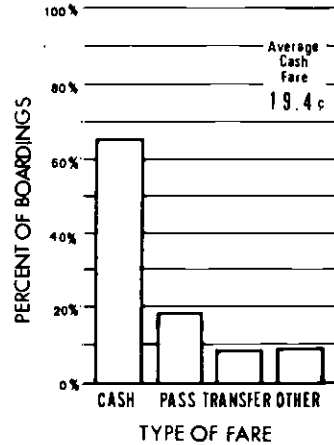
## Mode of Access to Bus Line

A very high proportion of riders, nearly 80 per cent, walk to this bus line. Only just over 15 per cent transfer from another bus, which is significantly below the Valley average. Only 4 per cent of the riders access the line by an automobile mode.

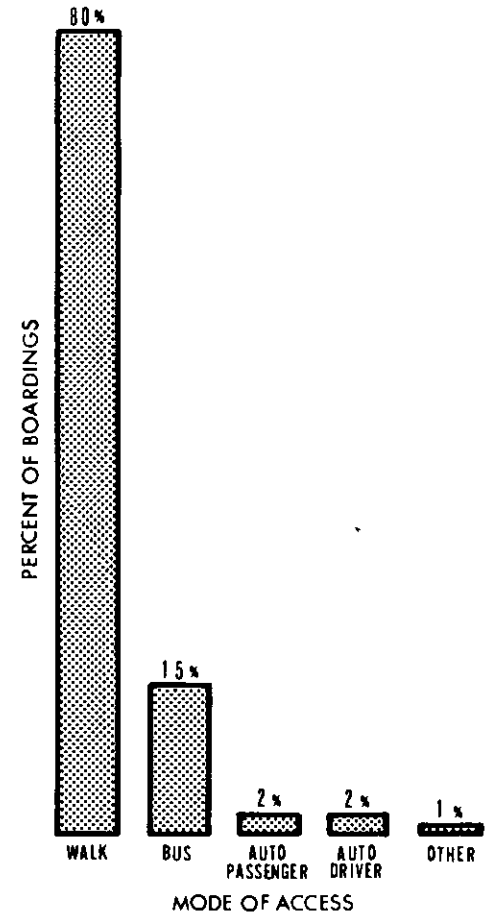
## Type of Fare

Nearly 49 per cent of the trips on this line are paid for by a straight cash fare. This is significantly higher than the Valley average for this fare category. Nearly 25 per cent of the trips involve a transfer which is somewhat lower than the Valley average for this fare category. Monthly pass usage accounts for only just under 18 per cent of the trips made on this line. This is significantly below the Valley average for this fare category.

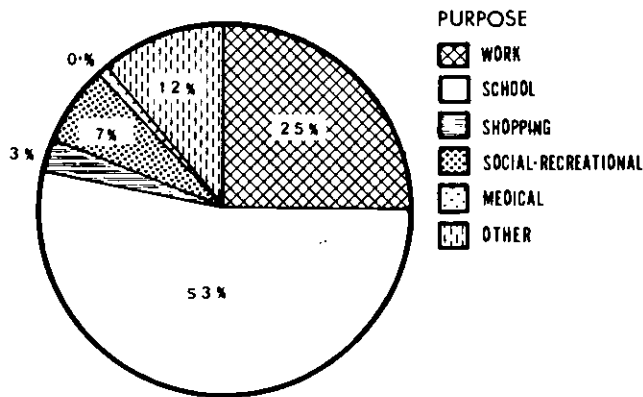
BOARDINGS  
BY TYPE OF FARE



BOARDINGS BY MODE OF ACCESS



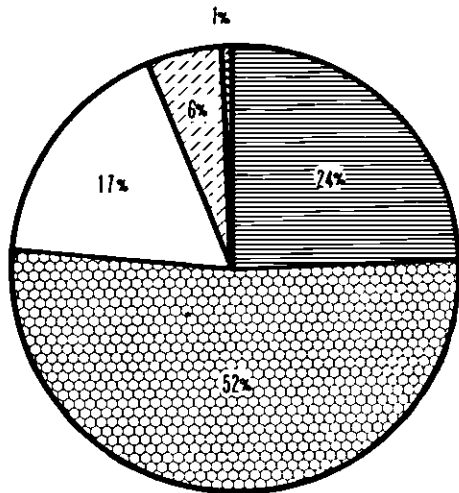
PERSON-TRIPS BY PURPOSE



## Trip Purpose

Only 25 per cent of the trips on this line are work trips. This is significantly less than the Valley average. Similarly, the shopping trips account for less than 3 per cent of the trips on the line, which is less than half of the proportion exhibited for the whole Valley. By far the predominant trip purpose on this line is the school trip at nearly 53 per cent of all trips. This is nearly twice as large a proportion as the overall Valley average for this trip purpose. Virtually no medical trips seem to be made on this line and other trip purposes are very close to the overall Valley average.

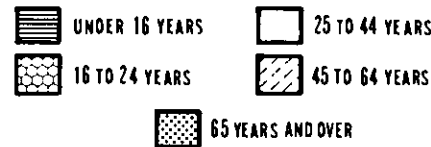
**RIDERS BY AGE LEVEL**



## Age Distribution

Just over 24 per cent of the trips on this line are made by riders in the under 16 year old age group. This is significantly higher than the Valley norm and is reflected in the very high proportion of school trips made on this line. The 16 to 24 year old age group accounts for 52 per cent of the trips made on this line. Again, this is reflected in the number of high school students using the line for school trips. All of the other age groups are significantly below the Valley norm, particularly the 65 years or over age group which accounts for less than 1 per cent of the trips made on the line.

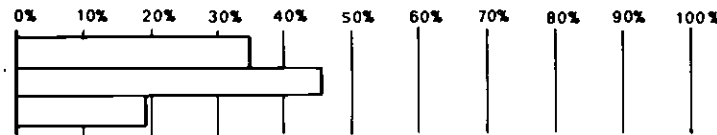
**AGE LEVEL**



## Educational Attainment

**RIDERS BY EDUCATION COMPLETED**

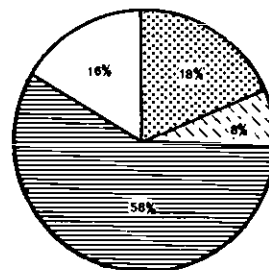
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



## Position in Household

The proportion of heads of households riding this line is just over 18 per cent and the proportion of spouses riding this line is just over 8 per cent. Each of these categories is only about half of the Valley norm. This is reflected in the low proportion of work trips made on this line. Nearly 58 per cent of the riders on this line are children in the household which is reflected in the very high proportion of school trips made on this line. None of the other categories is significantly different from the Valley norm.

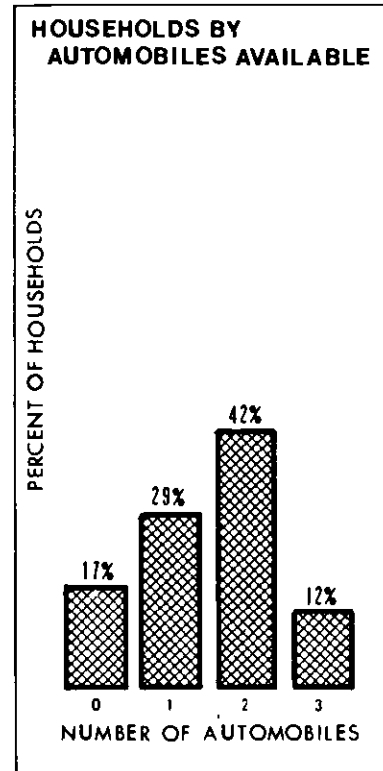
**RIDERS BY HOUSEHOLD POSITION**



**POSITION**



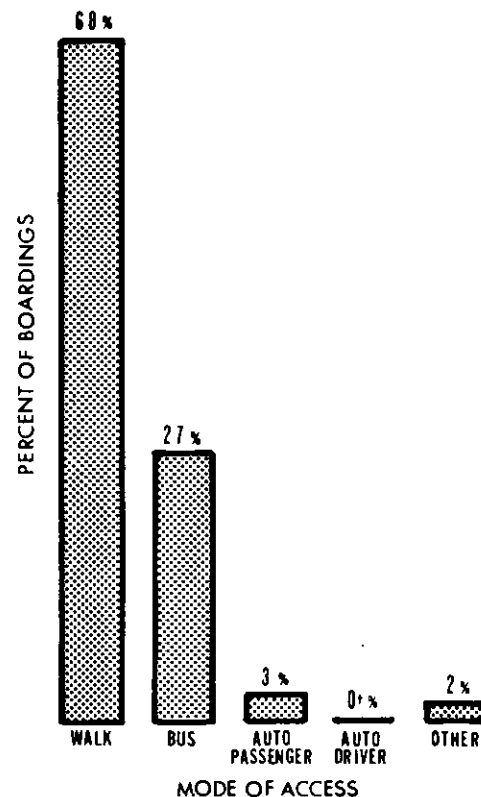
**HOUSEHOLDS BY AUTOMOBILES AVAILABLE**



## Mode of Access to Bus Line

The proportion of riders accessing this line by walking is very close to the Valley average at 68 per cent. Nearly 27 per cent of the riders access by transferring from another bus. Less than 4 per cent of the riders use an automobile to access the line.

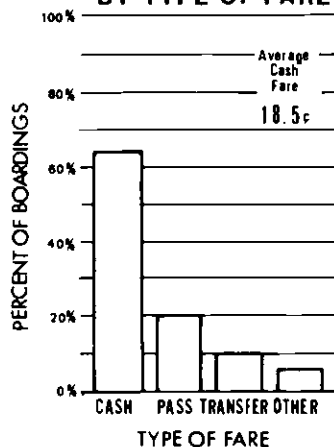
BOARDINGS BY MODE OF ACCESS



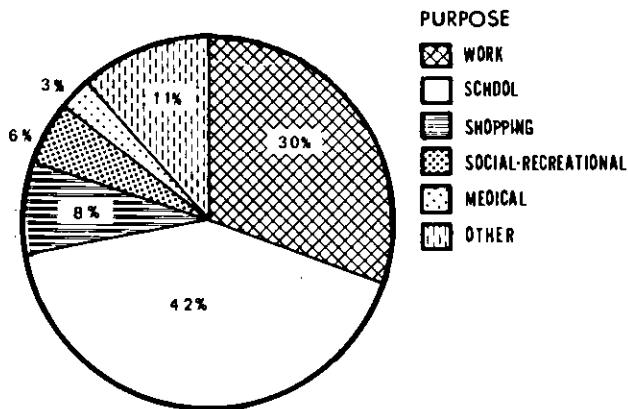
## Type of Fare

Nearly 41 per cent of the trips on this line are straight cash fare trips. This is slightly lower than the overall Valley proportion for this type of trip. 33 per cent of the trips on this line involve a transfer, which is significantly higher than the Valley average proportion for this type of trip. Monthly passes are involved in less than 21 per cent of the trips on this line which is slightly lower than the average for this fare category for the entire Valley.

BOARDINGS BY TYPE OF FARE



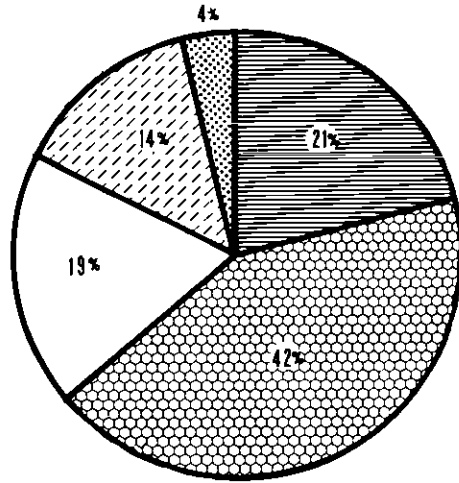
PERSON-TRIPS BY PURPOSE



## Trip Purpose

Slightly over 30 percent of the trips on this line are work trips which is significantly lower than the proportion for the entire Valley. 8 percent of the trips on the line are shopping trips which is very similar to the Valley average. Nearly 42 percent of the trips on this line are school trips which is significantly higher than the Valley average for this trip purpose. Social/recreational, medical and other trip purposes are all slightly lower in proportion than the proportions for these categories of trip purpose in the entire Valley.

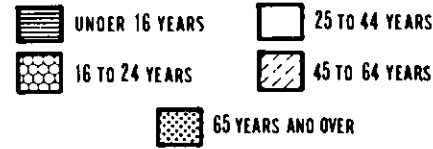
### RIDERS BY AGE LEVEL



### Age Distribution

Nearly 21 percent of the riders on this line fall into the under 16 years of age category and just over 42 percent fall into the 16 to 24 year old category. This correlates with the very high proportion of school trips made on this line. All other age group categories for this line are less than the corresponding proportion for the entire Valley. The over 65 year olds make up only about 4 percent of the trips on this line.

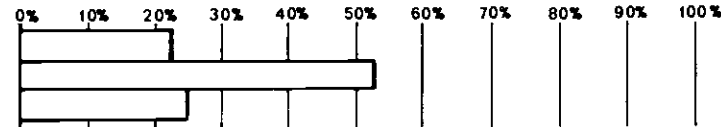
### AGE LEVEL



### Educational Attainment

### RIDERS BY EDUCATION COMPLETED

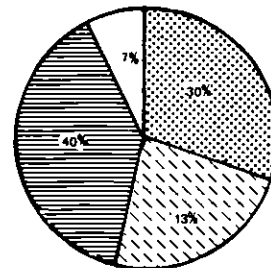
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



### Position in Household

Nearly 30 percent of the riders on this line are heads of household, which is slightly under the Valley norm for this category. Trips made by spouses account for just over 13 percent of the trips which is slightly under the Valley norm. Children in the household account for over 40 percent of the trips made on this line. This high proportion is reflected in the proportion of school trips made on this line. None of the other categories vary significantly from their respective Valley norms.

### RIDERS BY HOUSEHOLD POSITION

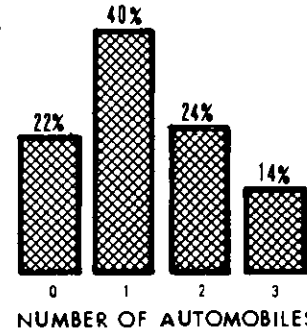


### POSITION



### HOUSEHOLDS BY AUTOMOBILES AVAILABLE

PERCENT OF HOUSEHOLDS

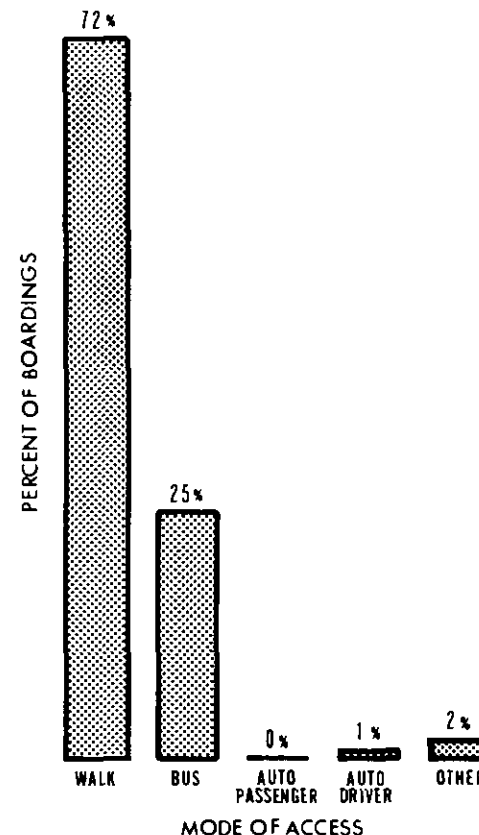


NUMBER OF AUTOMOBILES

## Mode of Access to Bus Line

The walk access mode and the transfer mode are only slightly in excess of their respective Valley averages. Only just over 1 percent of all riders use an automobile to access this line.

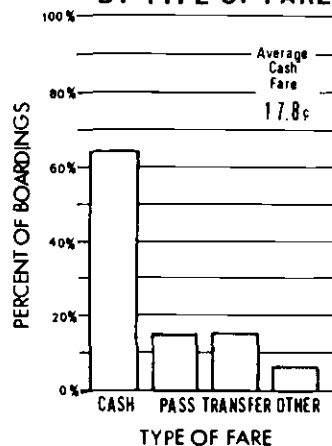
BOARDINGS BY MODE OF ACCESS



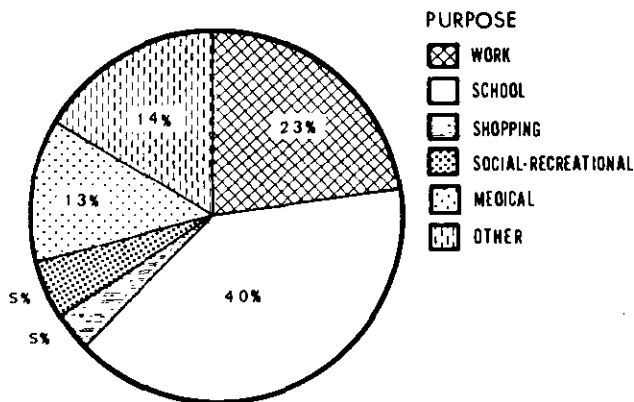
## Type of Fare

Slightly over 31 per cent of the fares on this line were paid in cash. This is a significantly lower proportion than the Valley average. Nearly 48 per cent of the trips on this line involved the use of a transfer. This is the highest proportional transfer usage in the entire Valley. The monthly pass usage proportion of slightly over 14 per cent is significantly lower than the Valley average.

BOARDINGS BY TYPE OF FARE



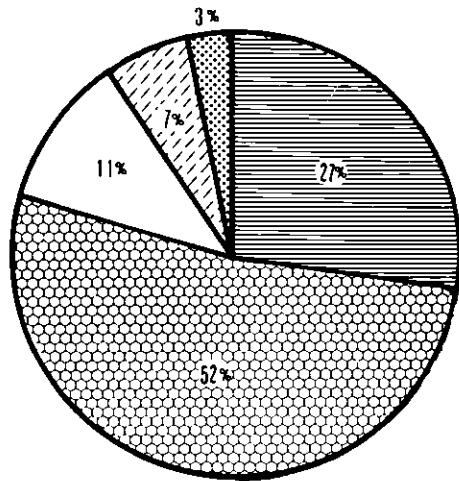
PERSON-TRIPS BY PURPOSE



## Trip Purpose

Only 23 per cent of the trips on this line are work trips. This is significantly lower than the proportion of work trips exhibited on the total Valley lines. Shopping trips account for slightly in excess of 5 per cent of the trips on this line, which is less than the Valley average. Thirty-nine per cent of the trips on this line are school trips, which is very much higher than the proportion for the entire Valley. Social-recreational trips at 5 per cent account for somewhat less than is the case in the entire Valley. There is a high proportion of medical trips on this line at nearly 13 per cent which is significantly higher than the Valley average for this trip purpose.

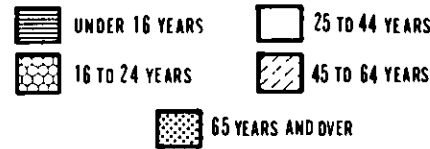
**RIDERS BY AGE LEVEL**



## Age Distribution

Just over 27 per cent of the trips on this line are made by riders under 16 and over 52 per cent are made by riders in the 16 to 24 year old category. This is clearly reflected in the number of school trips made on this line. All other age groups are significantly lower than their corresponding Valley norms. The trips made by persons over 65 years of age amount to only one-half of the Valley norm.

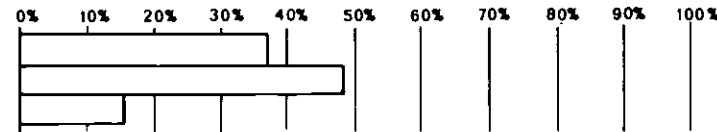
**AGE LEVEL**



## Educational Attainment

**RIDERS BY EDUCATION COMPLETED**

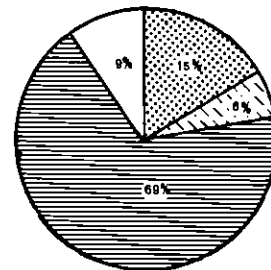
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



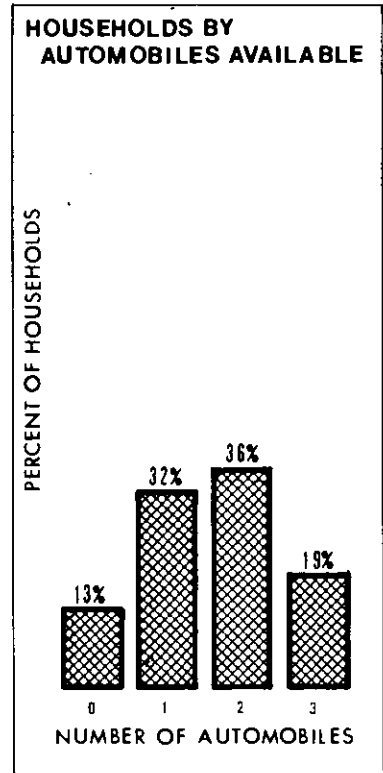
## Position in Household

Just under 16 per cent of the trips on this line are made by heads of households. This is significantly below the Valley norm for this category. Similarly, trips by spouses account for just over 6 per cent of the line total, which is significantly under the Valley norm for this category. The bulk of the trips on this line, nearly 69 per cent, is made by children in the household. This is clearly reflected in the very high proportion of school trips on this line. None of the other categories varies significantly from the Valley norm.

**RIDERS BY HOUSEHOLD POSITION**



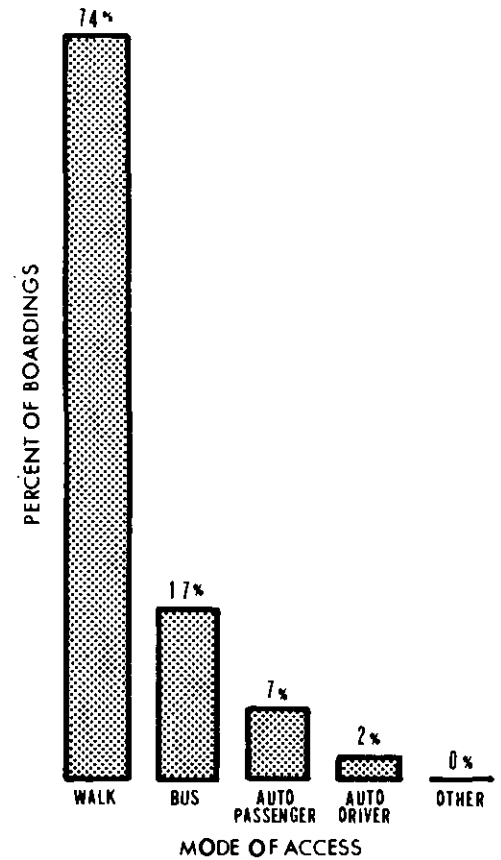
**POSITION**



## Mode of Access to Bus Line

The proportion of riders walking to this line is in excess of the Valley average, as is the proportion of riders being driven to the line. Only 17 per cent of the riders access the line from another bus.

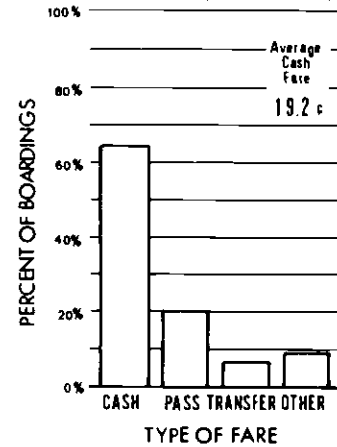
BOARDINGS BY MODE OF ACCESS



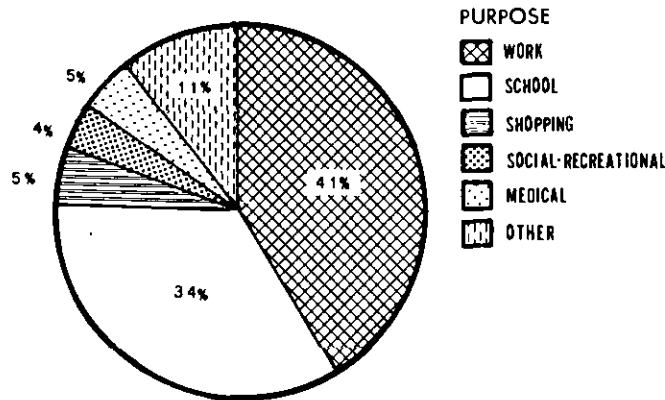
## Type of Fare

Nearly 47 per cent of the fares on this line were paid for with cash. This is slightly higher than the Valley average for this fare category. Nearly 25 per cent of the trips on this line involved the use of a transfer. This is somewhat lower than the Valley average. Nearly 20 per cent of the trips involved the use of a monthly pass. This proportion is slightly lower than the proportion for this trip category in the Valley as a whole.

BOARDINGS BY TYPE OF FARE



PERSON-TRIPS BY PURPOSE

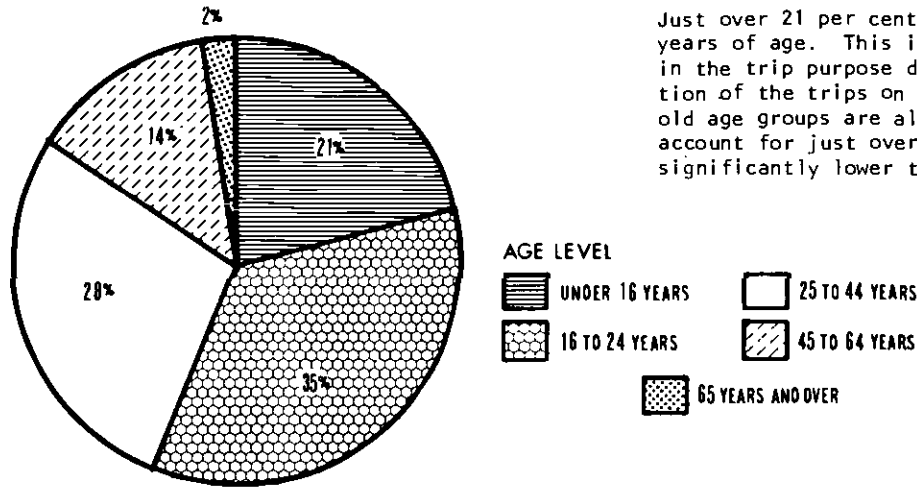


## Trip Purpose

Just over 41 per cent of the trips on this line are work trips which is very similar to the Valley average for this trip purpose. At 5 per cent of the total trips, the proportion of shopping trips on this line is less than the Valley average. Nearly 34 per cent of the trips on the line are school trips which is somewhat higher than the Valley average for this trip purpose. Social-recreational trips account for just over 4 per cent of the entire Valley ridership. Medical trips account for nearly 5 per cent of the trips on this line and this is very similar to the overall Valley figure.



**RIDERS BY AGE LEVEL**



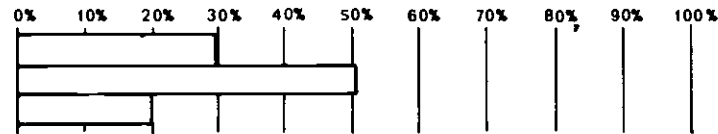
## Age Distribution

Just over 21 per cent of the trips on this line are made by riders under 16 years of age. This is considerably above the Valley norm and is reflected in the trip purpose distribution, where school trips are a very high proportion of the trips on this line. The 16 to 24, the 25 to 44 and 45 to 64 year old age groups are all similar to the Valley norm. The over 65 year olds account for just over 2 per cent of the trips made on this line, which is significantly lower than the Valley norm for this age group.

## Educational Attainment

**RIDERS BY EDUCATION COMPLETED**

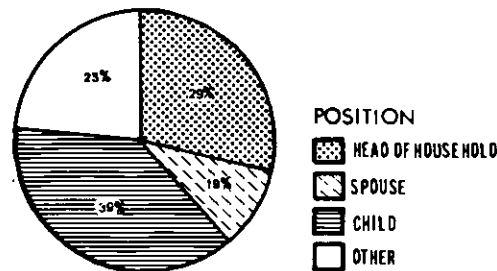
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



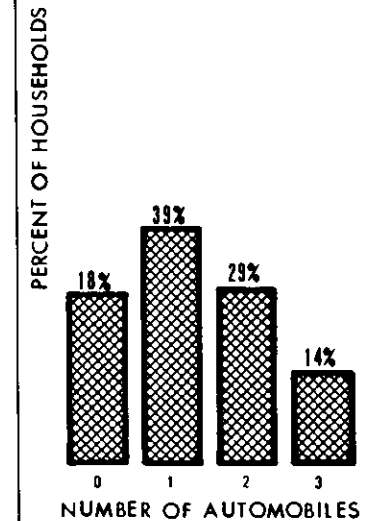
## Position in Household

Just over 29 per cent of the trips on this line are made by heads of household, which is slightly under the Valley norm for this category. Trips made by spouses in the household account for nearly 19 per cent of the trips, which is somewhat higher than the Valley norm for this category. Trips made by children in the household make up nearly 39 per cent of the trips on this line which is reflected in a high proportion of school trips on this line. None of the other trip categories differs significantly from the Valley norm.

**RIDERS BY HOUSEHOLD POSITION**



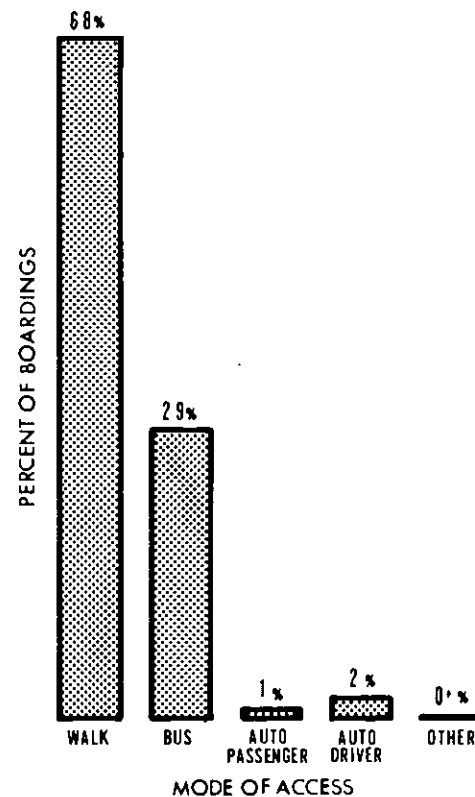
**HOUSEHOLDS BY AUTOMOBILES AVAILABLE**



## Mode of Access to Bus Line

The proportion of walkers to this line is almost exactly the same as the Valley average at 68 per cent. The proportion of people accessing the line by automobile is lower than the Valley average. A large proportion, nearly 29 per cent of the riders on this line access by transferring from another bus.

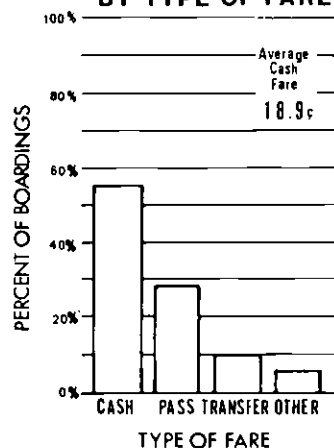
BOARDINGS BY MODE OF ACCESS



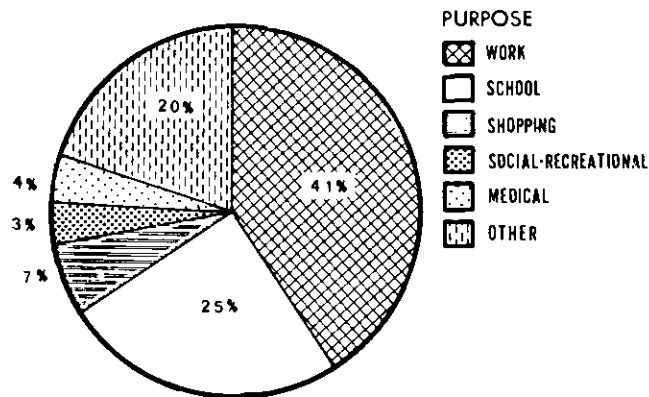
## Type of Fare

The proportion of trips paid for with cash on this line is nearly 33 per cent, which is significantly lower than the Valley average for this fare category. Nearly 34 per cent of the trips involved the use of a transfer. This is significantly higher than the Valley average for this fare category. Monthly pass usage accounted for over 28 per cent of the trips which is significantly greater than is the case for the entire Valley.

BOARDINGS BY TYPE OF FARE



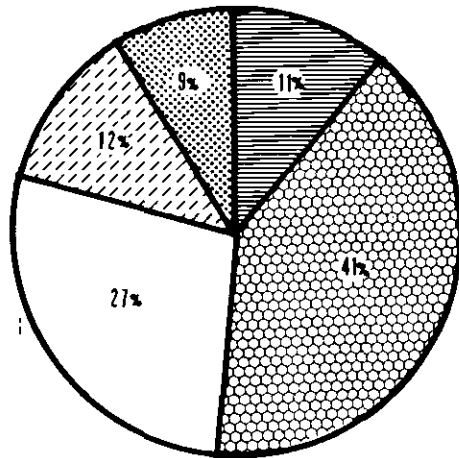
PERSON-TRIPS BY PURPOSE



## Trip Purpose

Nearly 41 per cent of the trips on this line are work trips which is very similar to the Valley average for this trip purpose. Shopping trips account for nearly 7 per cent of the trips on the line which again is very close to the average figure for the entire Valley. Nearly 25 per cent of the trips on this line are school trips. This is only very slightly lower than the overall proportion of school trips in the San Fernando Valley. The social/recreational trips account for less than 4 per cent of the total trips on this line. This is less than half the proportion exhibited by the total Valley ridership. Medical trips at 4 per cent account for only a slightly lower proportion than is the average Valley proportion.

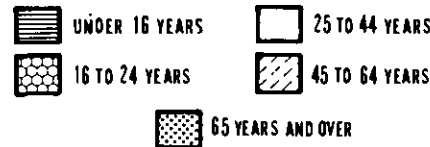
### RIDERS BY AGE LEVEL



### Age Distribution

Nearly 11 per cent of the trips on this line are made by riders under the age of 16. Almost 41 per cent of the trips are made by riders in the 16 to 24 year old age group. This is only slightly above the Valley norm for this age group. The 25 to 44 year old age group is precisely the same as the Valley norm. Nearly 13 per cent of the riders fall into the 45 to 64 year old age group. This is somewhat lower than the Valley norm for this age group. Nine per cent of the trips on this line are made by riders 65 years of age or over, which is significantly higher than the Valley norm for this age group.

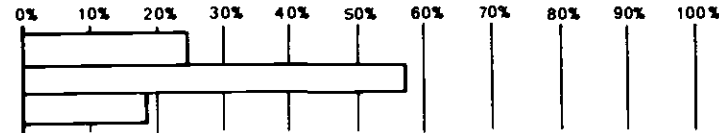
#### AGE LEVEL



### Educational Attainment

#### RIDERS BY EDUCATION COMPLETED

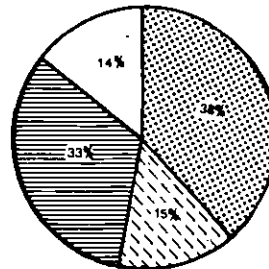
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



### Position in Household

Nearly 38 per cent of the riders on this line are heads of household, which is very similar to the Valley norm for this category. Trips made by spouses account for just over 15 per cent of the total trips on the line which is very similar to the Valley norm. Trips made by children in the household account for nearly 33 per cent of the trips made on the line, which is only slightly over the Valley norm for this category. Comparisons with the trip purpose table will show that the trip purpose distribution and household relationship distribution are very similar to their respective norms for the entire Valley. In fact, if any single line were to be considered a representative line in terms of trip purpose, age and relationship in the household, the 159 Line would probably be the most representative line.

### RIDERS BY HOUSEHOLD POSITION

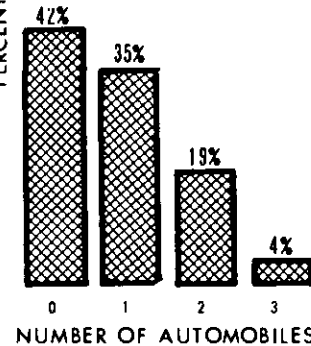


#### POSITION



### HOUSEHOLDS BY AUTOMOBILES AVAILABLE

#### PERCENT OF HOUSEHOLDS

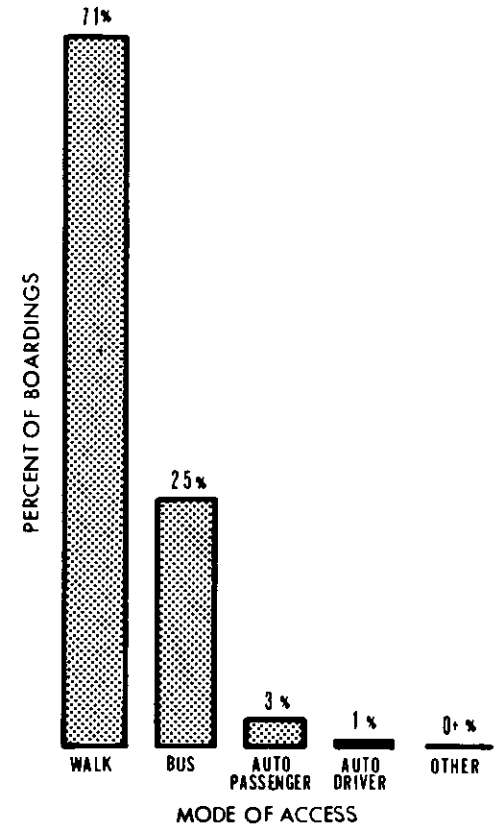


#### NUMBER OF AUTOMOBILES

## Mode of Access to Bus Line

Just under 71 per cent of the riders on this line access by walking. This is slightly higher than the Valley average. Just over 3 per cent of the riders access the line using an automobile and just over 25 per cent of the riders access by transferring from another bus line.

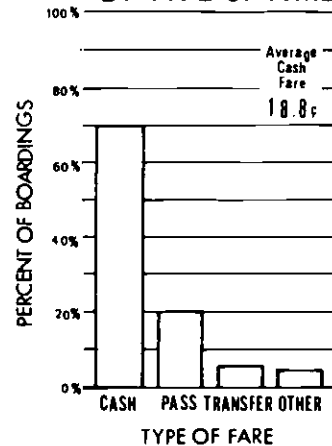
BOARDINGS BY MODE OF ACCESS



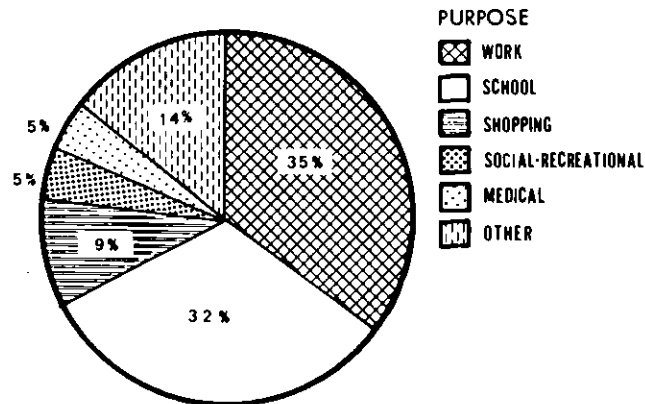
## Type of Fare

Just over 45 per cent of the trips on this line were paid for with a straight cash fare. This is slightly higher than the Valley average for this fare category. Slightly over 30 per cent of the trips on this line involved the use of a transfer. This is only a little above the Valley average for this fare type. Just over 20 per cent of the trips involved the use of a monthly pass which is somewhat lower than the Valley average for this fare category.

BOARDINGS BY TYPE OF FARE



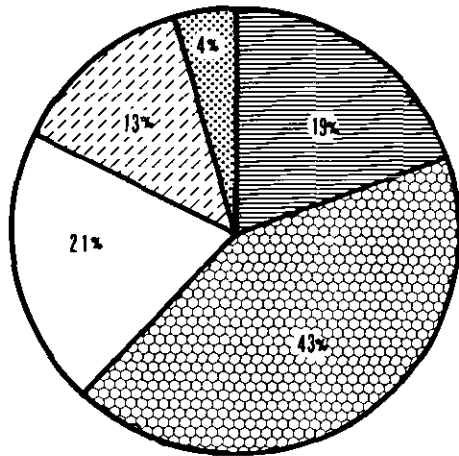
PERSON-TRIPS BY PURPOSE



## Trip Purpose

25 per cent of the trips on this line are work trips which is somewhat less than the Valley average proportion for this type of trip. Nearly 10 per cent of the trips on this line are shopping trips which is somewhat higher than the Valley average for this trip purpose. Over 32 per cent of the trips on the line are school trips. This is only slightly higher than the Valley average. Social/recreational trips only account for just over 4 per cent of the trips on this line, which is somewhat lower than the Valley average proportion for this type of trip. Medical trips at nearly 5 per cent of the total do not differ significantly in proportion to the ridership in the entire San Fernando Valley for this trip purpose.

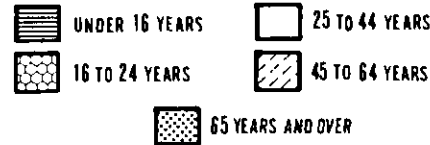
**RIDERS BY AGE LEVEL**



## Age Distribution

Nearly 19 per cent of the riders on this line are under 16 years of age. Nearly 43 per cent of the riders fall into the 16 to 24 year old category. The high proportions in these two categories are reflected in the fact that there is a large proportion of school trips made on this line. The 25 to 44, the 45 to 64 and the 65 years or over categories are all somewhat lower than the Valley norm for each category.

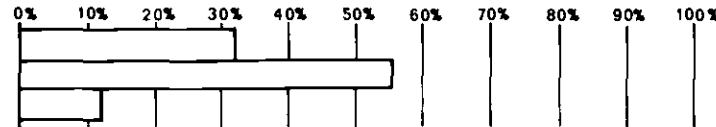
**AGE LEVEL**



## Educational Attainment

**RIDERS BY EDUCATION COMPLETED**

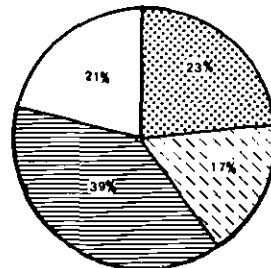
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



## Position in Household

Nearly 23 per cent of the riders on this line are heads of household, which is significantly below the Valley norm. This compares with the low proportion of work trips made on this line. Trips made by spouses account for nearly 17 per cent of the trips on this line, which is not significantly different from the Valley norm. Nearly 39 per cent of the trips are made by a child in the household which is somewhat higher than the Valley norm and compares to the school trip purpose which is also somewhat higher than the norm. Trips made by relatives, boarders and friends of the household are both somewhat higher than the Valley average for their respective categories.

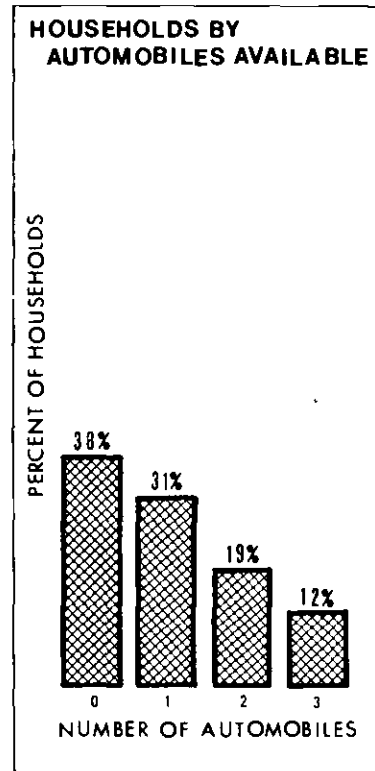
**RIDERS BY HOUSEHOLD POSITION**



**POSITION**



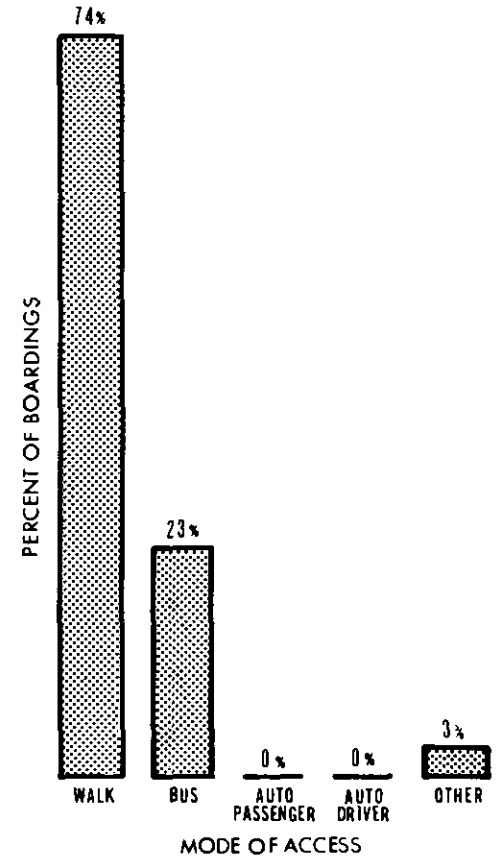
**HOUSEHOLDS BY AUTOMOBILES AVAILABLE**



## Mode of Access to Bus Line

74 per cent of the riders on this line access by means of walking. This is somewhat higher than the Valley average. Nobody in the sample accesses this line using an automobile. The percentage of transfers, 23 per cent, is the same as the Valley average.

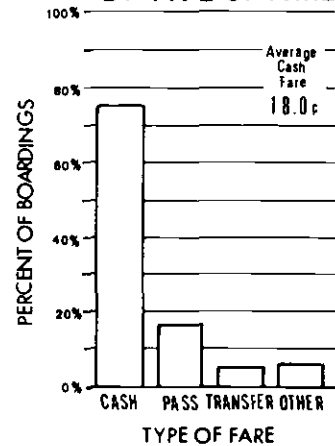
BOARDINGS BY MODE OF ACCESS



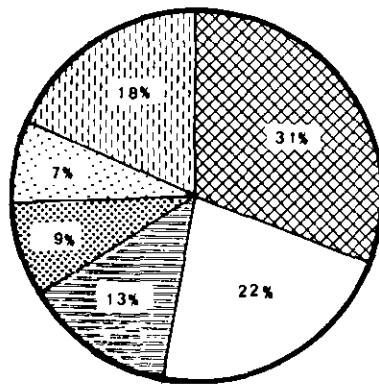
## Type of Fare

Nearly 41 per cent of the trips on this line involved the payment of a cash fare. This is somewhat lower than the Valley average for this fare category. Nearly 38 per cent of the trips on this line involved a transfer. This is significantly higher than the overall Valley proportion for this fare category. The monthly pass usage on this line accounts for only 16 per cent of the trips. This is significantly lower than the proportion of monthly pass usage in the Valley as a whole.

BOARDINGS BY TYPE OF FARE



PERSON-TRIPS BY PURPOSE

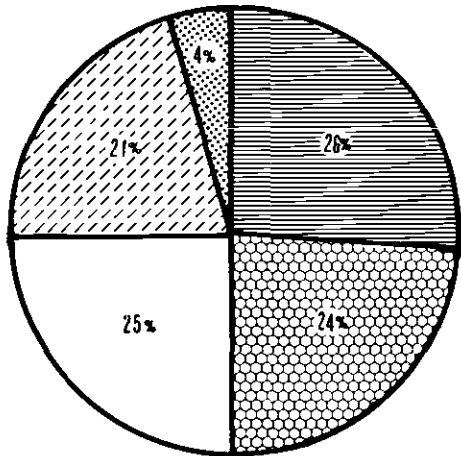


- WORK
- SCHOOL
- SHOPPING
- SOCIAL-RECREATIONAL
- MEDICAL
- OTHER

## Trip Purpose

Nearly 31 percent of the trips on this line are work trips. This is significantly lower than is the case for the entire Valley. Shopping trips at over 13 percent of the total trips on this line account for nearly twice the proportion of trips than the Valley average. School trips at 22 percent of the total on the line reflect a slightly lower proportion of this trip type than the San Fernando Valley average. Social/recreational and medical trips are each in the same proportion to total trips as the overall trips for the Valley.

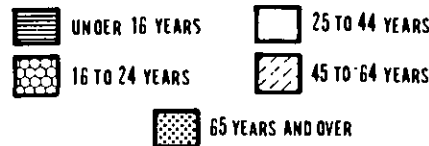
**RIDERS BY AGE LEVEL**



## Age Distribution

Just over 26 per cent of the trips on this line are made by riders under the age of 16. Most of these trips are accounted for by school trips. The proportion of trips in the 16 to 24 year old category is significantly less than the Valley norm for this age group. 25 per cent of the riders fall into the 25 to 44 year old category which is similar to the overall Valley proportion in this age group. The proportion of trips made by riders within the 45 to 64 year old age group is somewhat higher than the Valley norm for this group. This is probably reflected in the high proportion of shopping trips made on this line. The proportion of trips made by people 65 years of age or over is slightly less than the Valley average for this age group.

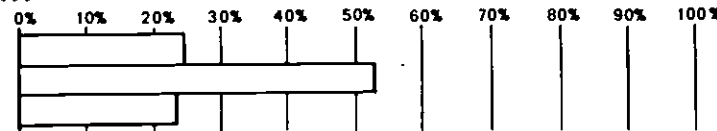
**AGE LEVEL**



## Educational Attainment

**RIDERS BY EDUCATION COMPLETED**

ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE

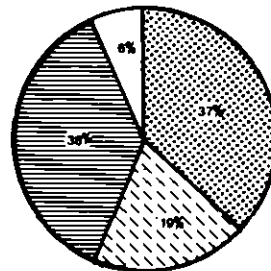


## Position in Household

Nearly 37 percent of the trips on this line are made by heads of household which is almost exactly equal to the Valley norm for this category. Spouses account for 19 percent of the trips on this line which is slightly higher than the Valley norm. Nearly 38 percent of the trips on the line are made by a child in the household which is again, somewhat above the norm for the Valley for this trip category. Nobody in the sample claimed to be a relative in the household, which is significantly below the Valley norm. However, the small total ridership on this line makes the precision of the estimates somewhat less than is the case with most other lines. This means that the proportion of riders disco-

vered in the relative category is not significantly different from the norm.

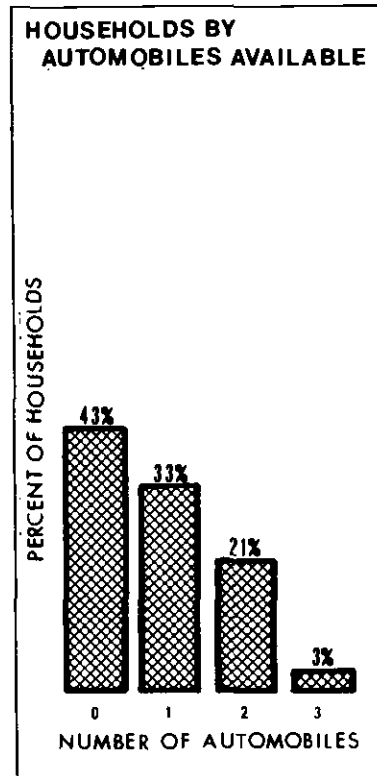
**RIDERS BY HOUSEHOLD POSITION**



**POSITION**



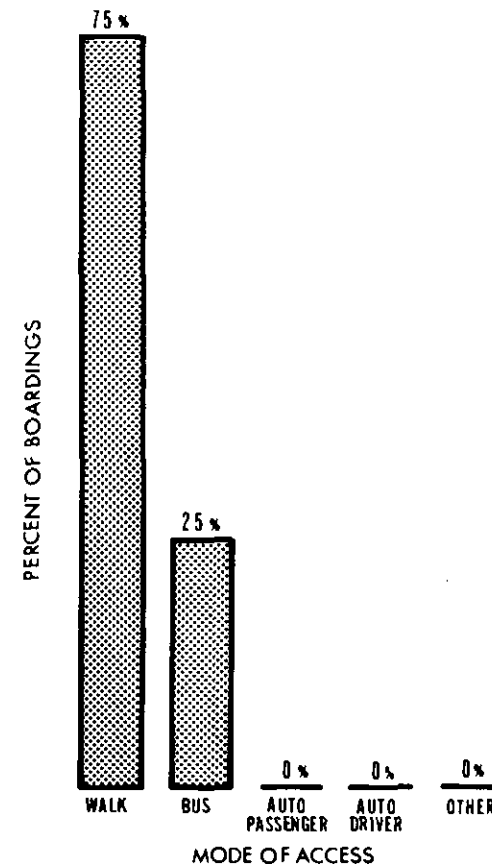
**HOUSEHOLDS BY AUTOMOBILES AVAILABLE**



## Mode of Access to Bus Line

Nearly 75 per cent of the riders on this line access by means of walking. This is higher than the Valley average. Nobody in the sample accesses the line by means of automobile. Just over 25 per cent of the riders access by transferring from another bus line, which is slightly higher than the Valley average for this mode.

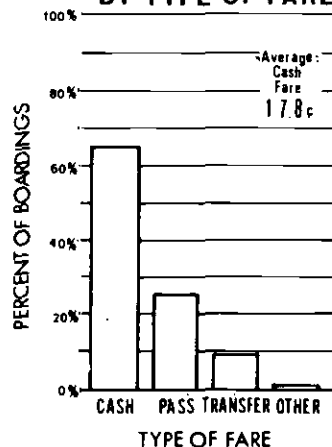
BOARDINGS BY MODE OF ACCESS



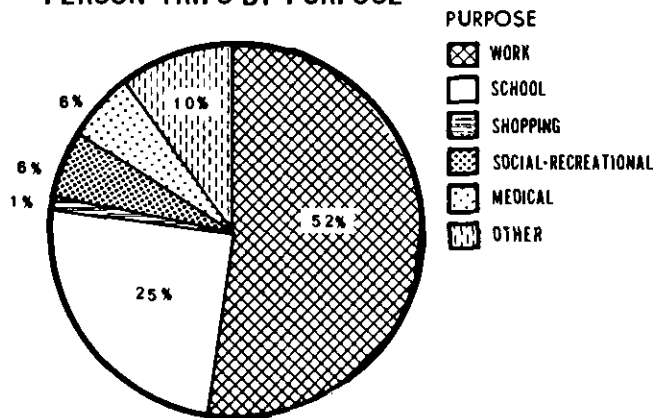
## Type of Fare

38 per cent of the trips on this line involved the payment of a cash fare. This is significantly lower than the Valley average. Nearly 37 per cent of the trips on this line involved the use of a transfer which is significantly higher than the Valley average for this fare type. Over 25 per cent of the trips on this line make use of a monthly pass. This is slightly higher than the Valley average monthly pass usage.

BOARDINGS BY TYPE OF FARE



PERSON-TRIPS BY PURPOSE

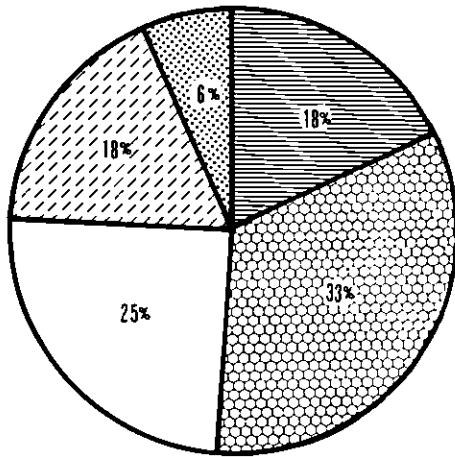


## Trip Purpose

Nearly 52% of trips on this line are work trips, which is significantly above the Valley average for this category. Just over 1% of the trips are shopping trips which is significantly below the Valley norm. Nearly 25% of the trips are school trips which is similar to the Valley average for this trip purpose. Approximately 7% of the trips are social/recreational and a further 7% are medical trips. Slightly over 9% of the trips fall into none of the above categories.



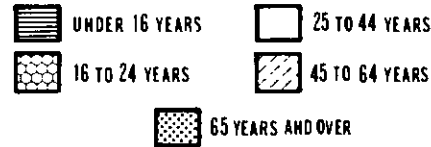
**RIDERS BY AGE LEVEL**



## Age Distribution

Nearly 18 per cent of the trips on this line are made by riders under 16 years of age. This is similar to the norm for the Valley for this age group. Nearly 33 per cent of the trips made on the line are made by people in the 16 to 24 year old age group which, again, is very similar to the Valley norm for this age group. In fact, the three remaining age groups are remarkably close to the proportions in those categories for the entire Valley.

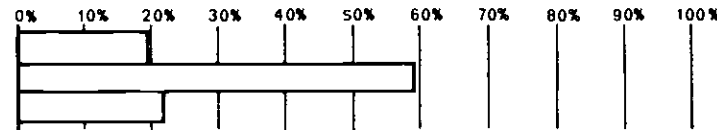
**AGE LEVEL**



## Educational Attainment

**RIDERS BY EDUCATION COMPLETED**

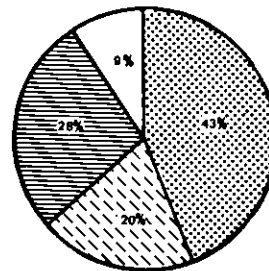
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



## Position in Household

Just over 43 per cent of the trips on this line are made by heads of households. This is somewhat higher than the norm and is reflected in the high proportion of work trips on this line. Spouses account for nearly 20 per cent of the trips on this line, which is slightly over the Valley norm for this category. Children account for nearly 28 per cent of the trips on this line, which is slightly lower than the Valley norm and is reflective of the low proportion of school trips on this line. No other trip categories are significantly different from their respective Valley norms.

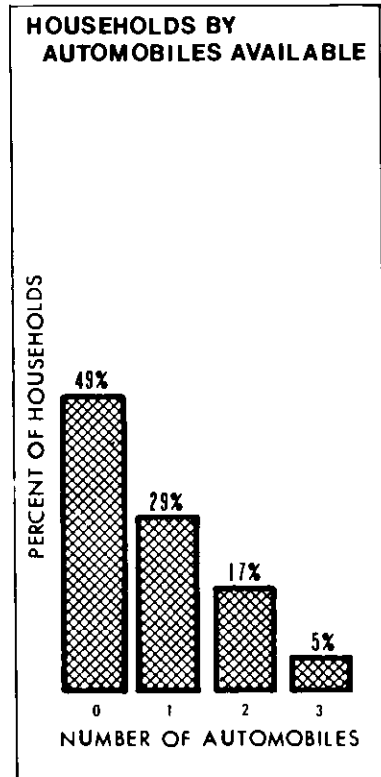
**RIDERS BY HOUSEHOLD POSITION**



**POSITION**



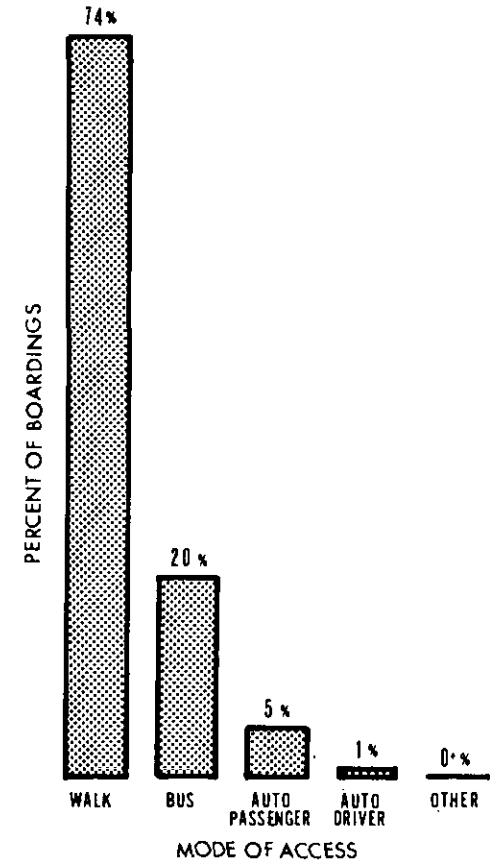
**HOUSEHOLDS BY AUTOMOBILES AVAILABLE**



**Mode of Access to Bus Line**

Nearly 74 per cent of the riders on this line access by means of walking. Just over 6 per cent of the riders use an automobile to access the line, which is slightly less than the overall Valley average for this mode. Just under 25 per cent of the riders transferred to this line from another bus line. This is somewhat less than the overall Valley average.

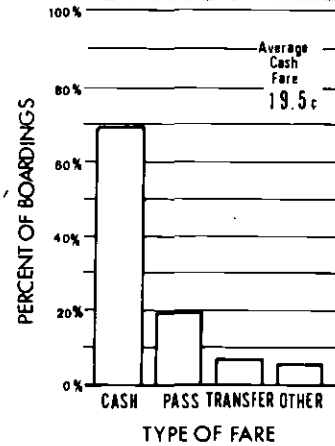
BOARDINGS BY MODE OF ACCESS



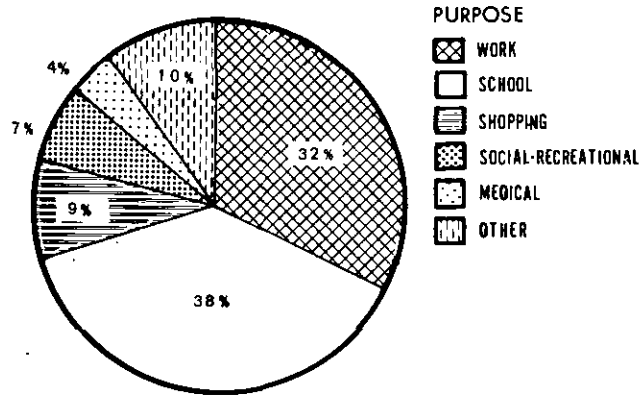
**Type of Fare**

Nearly 47 percent of the trips on this line involved the payment of a cash fare. This is somewhat higher than the Valley average. Nearly 29 percent of the trips on this line involved the use of a transfer which is similar to the Valley average for this fare type. Just over 19 percent of the riders on this line use a monthly pass. This is slightly lower than the Valley average monthly pass usage.

BOARDINGS BY TYPE OF FARE



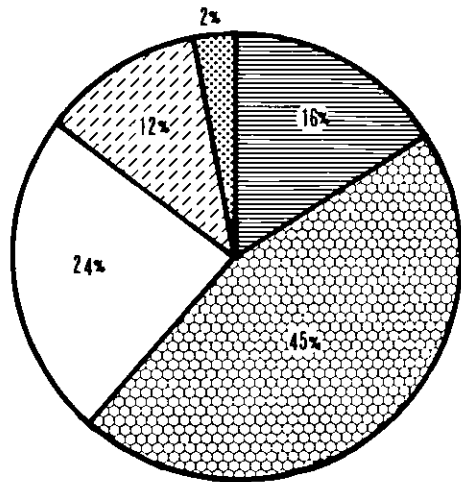
PERSON-TRIPS BY PURPOSE



**Trip Purpose**

32 per cent of the trips on this bus line are work trips. This proportion is significantly lower than the average proportion for the Valley. 9 per cent of the trips are shopping trips which is slightly higher than the overall Valley figure. The school trips on this line account for 38 per cent of the total trips made on this line which is significantly in excess of the Valley average proportion of trips for this purpose. The proportion of social/recreational, medical and other trips made on this line are very similar to the Valley averages for these purposes.

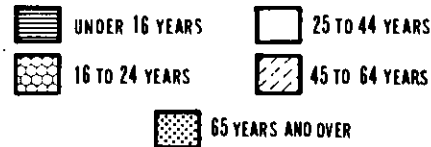
**RIDERS BY AGE LEVEL**



## Age Distribution

Nearly 16 per cent of the riders on this line fall into the under 16 year old category which is very similar to the Valley norm. Forty-five per cent of the trips are made by riders in the 16 to 24 year old age group which is significantly higher than the Valley norm and is reflected in the number of school trips made on this line. Both the 25 to 44 and the 45 to 64 year age groups are somewhat under-represented on this line compared to the Valley total proportions. The over 65's account for less than 3 per cent of the trips made on this line, which is less than half the Valley norm for this age group.

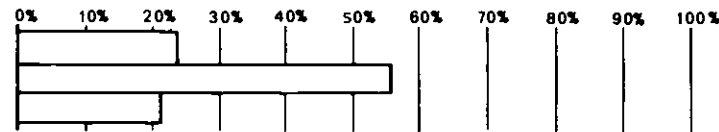
**AGE LEVEL**



## Educational Attainment

**RIDERS BY EDUCATION COMPLETED**

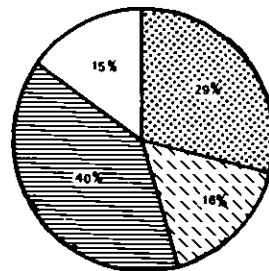
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



## Position in Household

Nearly 29 per cent of the trips on this line are made by heads of households, which is below the Valley norm for this category. Just over 16 per cent of the trips on this line are made by spouses in the household, which is slightly over the Valley norm for this category. Children account for nearly 40 per cent of the trips made on this line which is above the Valley norm and is reflected in the high proportion of school trips. The other categories do not differ significantly from the Valley norms.

**RIDERS BY HOUSEHOLD POSITION**

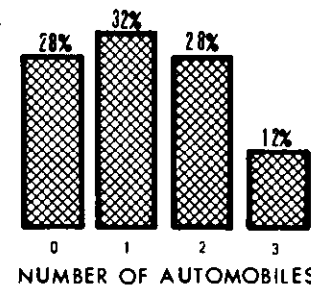


**POSITION**



**HOUSEHOLDS BY AUTOMOBILES AVAILABLE**

PERCENT OF HOUSEHOLDS

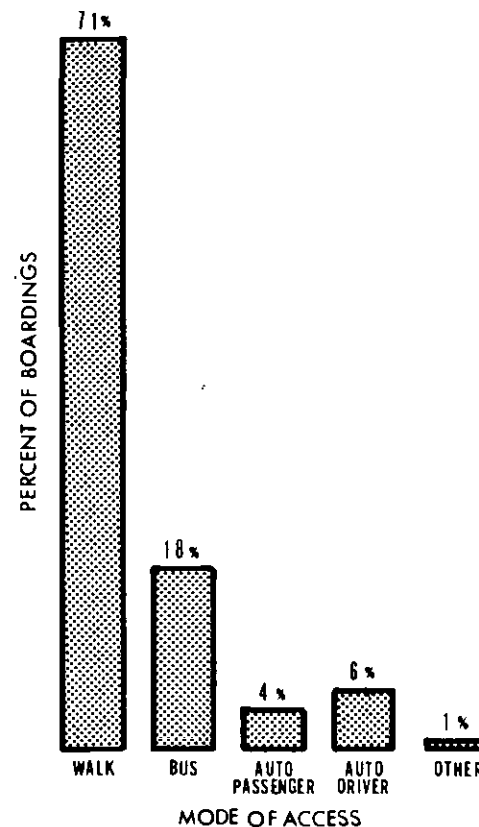


NUMBER OF AUTOMOBILES

## Mode of Access to Bus Line

Nearly 71 per cent of the riders on this line access by walking. Only 10 per cent use an automobile to access the line, which is significantly higher than the Valley average proportion for this mode. 18 per cent of the riders access the line by transferring from another bus line. This is less than the overall Valley average.

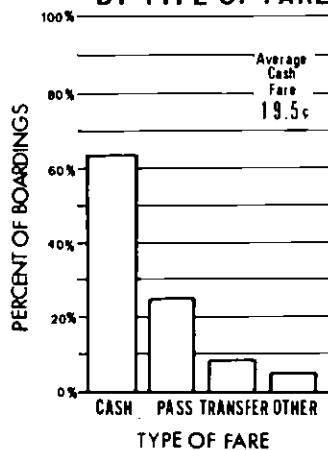
BOARDINGS BY MODE OF ACCESS



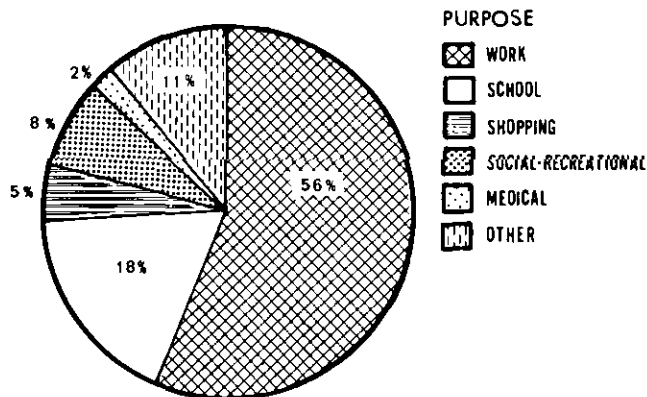
## Type of Fare

Nearly 46 per cent of the trips on this line involve the payment of a cash fare. This is slightly higher than the Valley average. Nearly 26 per cent of the trips involved the use of a transfer which is slightly lower than the Valley average for this type of fare. Nearly 25 per cent of the trips on this line utilized a monthly pass, which is slightly higher than the Valley average monthly pass usage.

BOARDINGS BY TYPE OF FARE



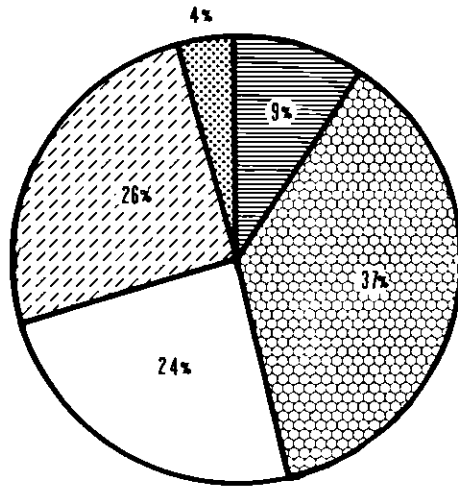
PERSON-TRIPS BY PURPOSE



## Trip Purpose

Nearly 56 per cent of the trips on this line are work trips which is significantly higher than the Valley average for this trip purpose. Shopping trips account for just over 5 per cent of the trips made on this line, which is somewhat lower than the average. Only 18 per cent of the trips on this line are school trips which is significantly lower than the proportion of school trips in the entire Valley. Medical trips account for just over 2 per cent of the trips made on this line, which is significantly lower than the Valley average. Social/recreational and other trip purposes are very similar to the Valley averages.

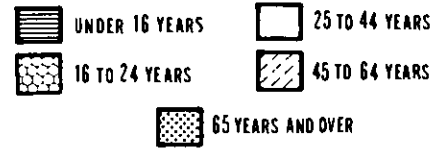
**RIDERS BY AGE LEVEL**



## Age Distribution

Just over 9 per cent of the trips on this line are made by riders under 16 years of age. This is somewhat less than the Valley norm for this age group and is reflected in the low proportion of school trips made on this line. The proportion of trips made by riders in the 16 to 24 year old age group is almost exactly the same as the Valley norm for this age group. This is clearly reflected in the extremely high proportion of school trips made on this line. The proportion of trips made by riders in the 16 to 24 year old age group is very similar to the Valley norm for this age group.

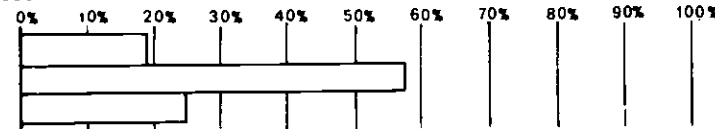
**AGE LEVEL**



## Educational Attainment

**RIDERS BY EDUCATION COMPLETED**

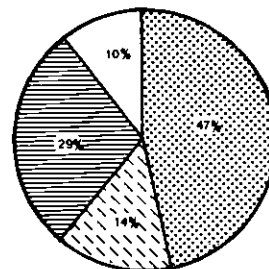
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



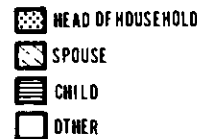
## Position in Household

Nearly 47 per cent of the riders on this line are heads of households, which is significantly higher than the Valley norm for this category. This is reflected in the high proportion of work trips on this line. Spouses account for nearly 14 per cent of the trips on this line, which is not significantly different from the Valley norm. Children in the household make up 29 per cent of the total trips on this line which is only slightly lower than the Valley average for this category. None of the other categories differ significantly from their respective norms.

**RIDERS BY HOUSEHOLD POSITION**

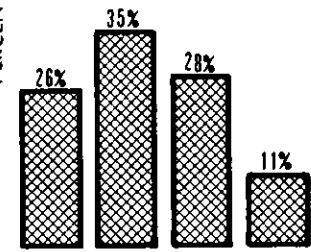


**POSITION**



**HOUSEHOLDS BY AUTOMOBILES AVAILABLE**

PERCENT OF HOUSEHOLDS

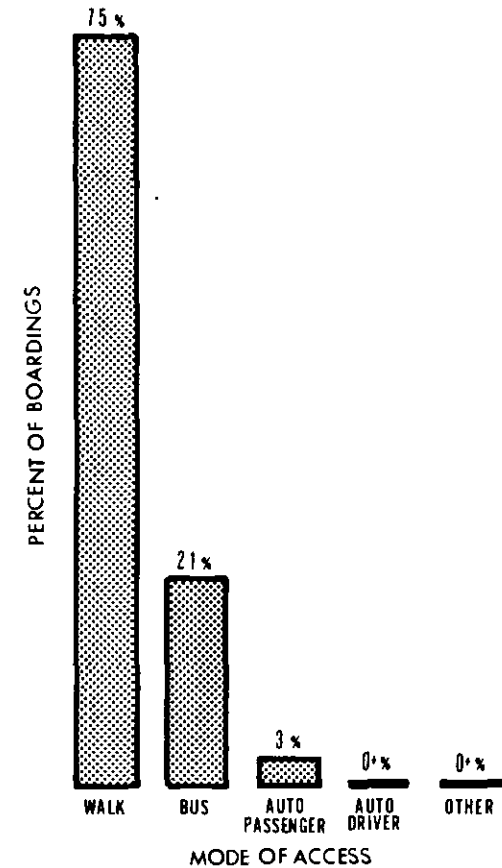


NUMBER OF AUTOMOBILES

## Mode of Access to Bus Line

Nearly 75 per cent of the riders on this line access by means of walking. Nearly 4 per cent of the riders use an automobile to access the line. This is somewhat less than the Valley average. 21 per cent of the riders access by means of another bus. This is only slightly different from the overall Valley average.

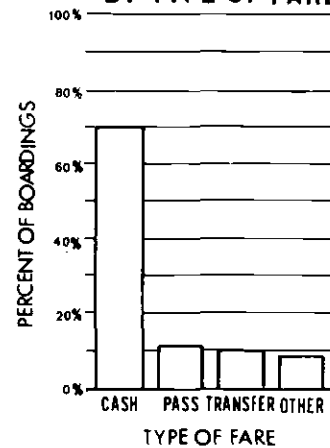
BOARDINGS BY MODE OF ACCESS



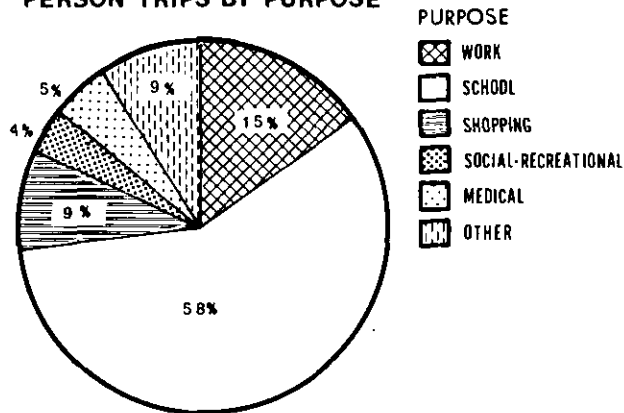
## Type of Fare

Nearly 55 per cent of the trips on this line involve the payment of a cash fare, which is significantly higher than the Valley average for this type of fare. Over 25 per cent of the trips on this line involved a transfer, slightly less than the Valley average proportion for this fare type. Less than 12 per cent of the trips on this line utilized a monthly pass, which is about half the Valley average proportion.

BOARDINGS BY TYPE OF FARE



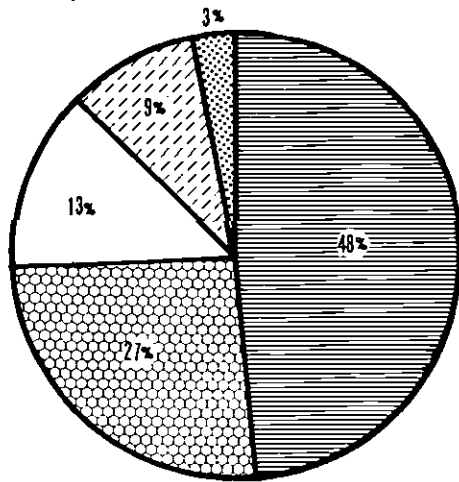
PERSON-TRIPS BY PURPOSE



## Trip Purpose

Only 15 per cent of the trips made on this line are work trips. This is the lowest proportion of work trips for any line in the San Fernando Valley. The shopping trips at nearly 9 per cent of the total for the line is very similar to the Valley average. Over 58 per cent of the trips on this line are school trips which is more than twice the proportion of school trips over the entire Valley. Social/recreational, medical and other trips are all slightly less than the Valley average for these trip purposes.

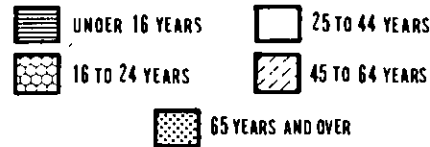
**RIDERS BY AGE LEVEL**



## Age Distribution

Just over 48 percent of the riders on this line are under 16 years of age. This very high proportion is reflected in the high proportion of school trips made on this line. All other age group categories are proportionately less than the corresponding Valley norm. The 65 year or over category is less than one-half of the Valley norm for this age group.

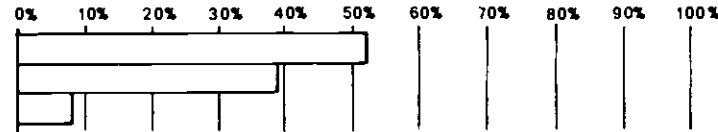
**AGE LEVEL**



## Educational Attainment

**RIDERS BY EDUCATION COMPLETED**

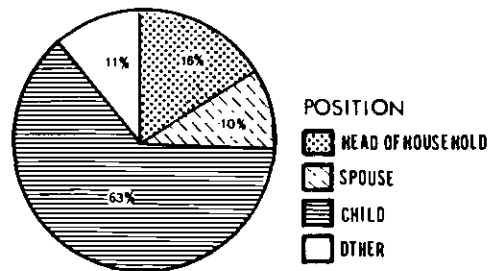
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



## Position in Household

Nearly 16 percent of the trips on this line are made by heads of households. This is less than half of the Valley norm proportion for this category. Only 10 percent of the trips on this line are made by spouse in the household, which is somewhat lower than the Valley norm. Over 63 percent of the trips on this line are made by children in the household, which is over twice the Valley norm for this category and is clearly reflected in the high proportion of school trips made on this line. Other categories do not differ significantly from their respective averages.

**RIDERS BY HOUSEHOLD POSITION**

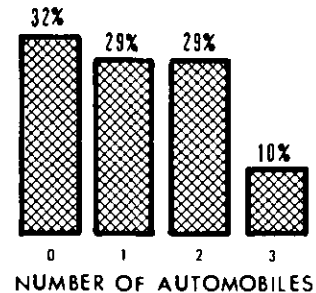


**POSITION**



**HOUSEHOLDS BY AUTOMOBILES AVAILABLE**

**PERCENT OF HOUSEHOLDS**

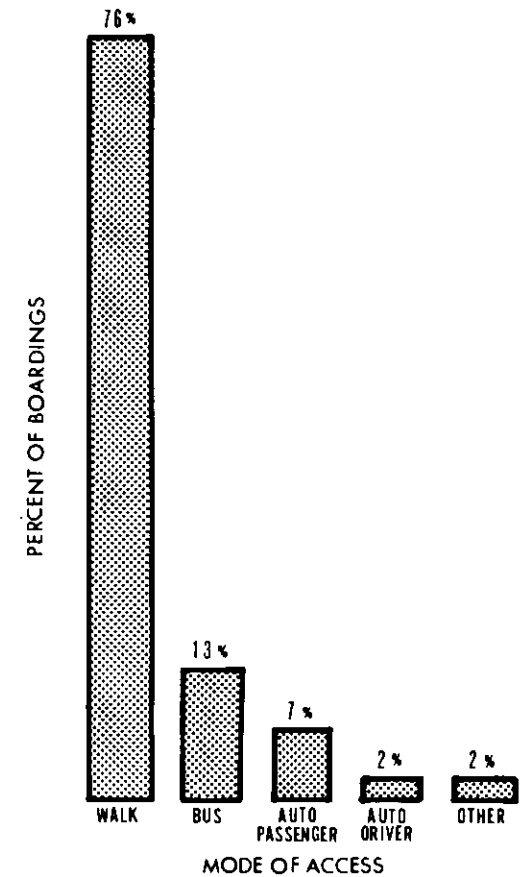


**NUMBER OF AUTOMOBILES**

**Mode of Access to Bus Line**

Over 76 percent of the riders on this line access by means of walking. This is one of the highest proportions of walk access for any line in the San Fernando Valley. Over 8 percent of the riders access the line by means of an automobile. This is significantly higher than the Valley average. Only 13 percent of the riders access this line by means of transferring from another bus. This is much lower than the overall Valley average.

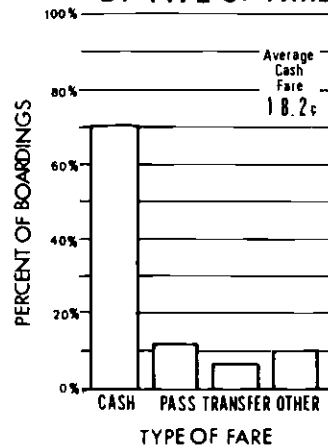
BOARDINGS BY MODE OF ACCESS



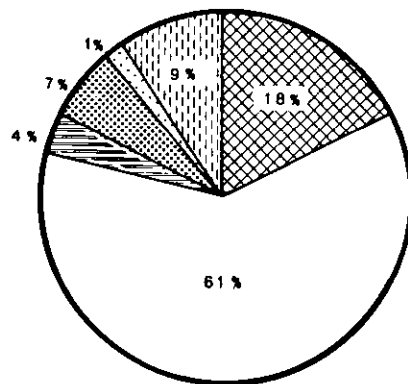
**Type of Fare**

Sixty per cent of the trips on this line involved payment of a cash fare, which is the highest proportion of cash fares on any line in the San Fernando Valley. Nearly 18 per cent of the trips involved a transfer, which is significantly less than the Valley average proportion for this fare type. Just under 12 per cent of the trips on this line involved the use of a monthly pass. This is approximately half the Valleywide proportion for this fare type.

BOARDINGS BY TYPE OF FARE



PERSON-TRIPS BY PURPOSE



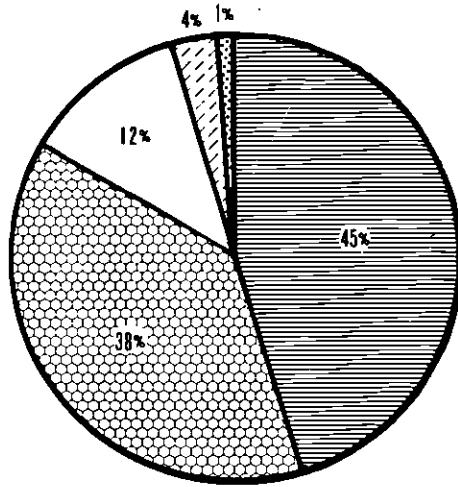
- PURPOSE
- WORK
  - SCHOOL
  - SHOPPING
  - SOCIAL-RECREATIONAL
  - MEDICAL
  - OTHER

**Trip Purpose**

Only slightly over 17 per cent of the trips on this line are work trips which is significantly less than the overall Valley proportion for this trip purpose. Slightly less than 4 per cent of the trips are shopping trips which is less than the proportion for the entire Valley. School trips make up over 61 per cent of the total trips on this line. This is over twice the proportion of school trips in the Valley. Social/recreational trips account for nearly 7 per cent of the total trips on the line, which is very similar to the overall Valley figure. Only slightly in excess of 1 per cent of the trips on this line are medical trips which is very much less than the proportion of medical trips for the Valley.



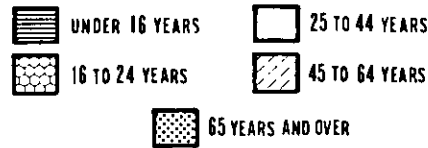
**RIDERS BY AGE LEVEL**



## Age Distribution

Forty-five percent of the riders on this line are under 16 years of age. This is clearly reflected in the number of school trips made on this line. The 16-24 year age group proportion is slightly above the Valley average for this category but all other age groups are significantly less than their respective Valley norms. Only 1 percent of all riders are over 65 years of age.

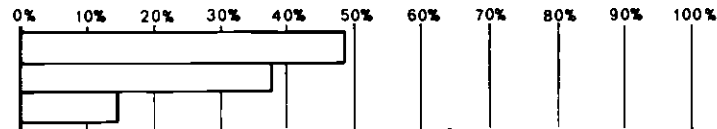
**AGE LEVEL**



## Educational Attainment

**RIDERS BY EDUCATION COMPLETED**

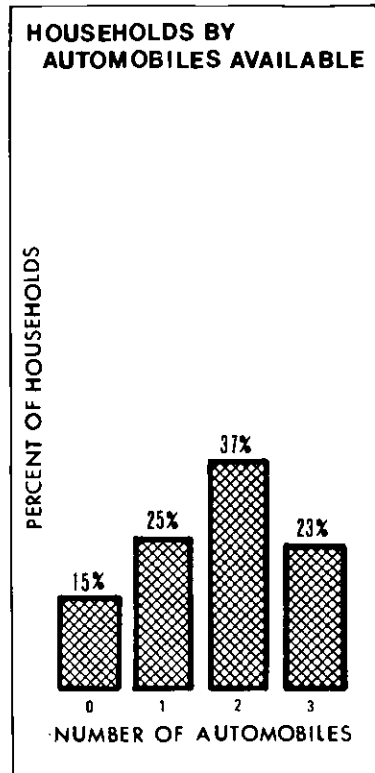
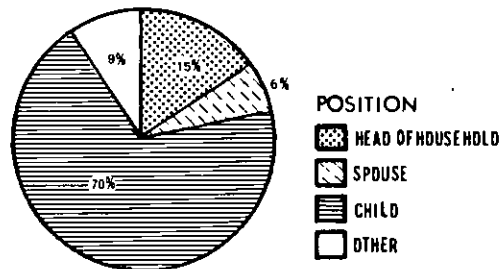
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



## Position in Household

Nearly 15 per cent of the riders on this line are heads of households. This is less than half the Valley norm. Only just over 6 per cent of the trips are made by a spouse in the household, which again is much less than half the Valley norm proportion for this category. Nearly 70 per cent of the riders on this line are children in the household, which is reflected in the very high proportion of school trips made on this line.

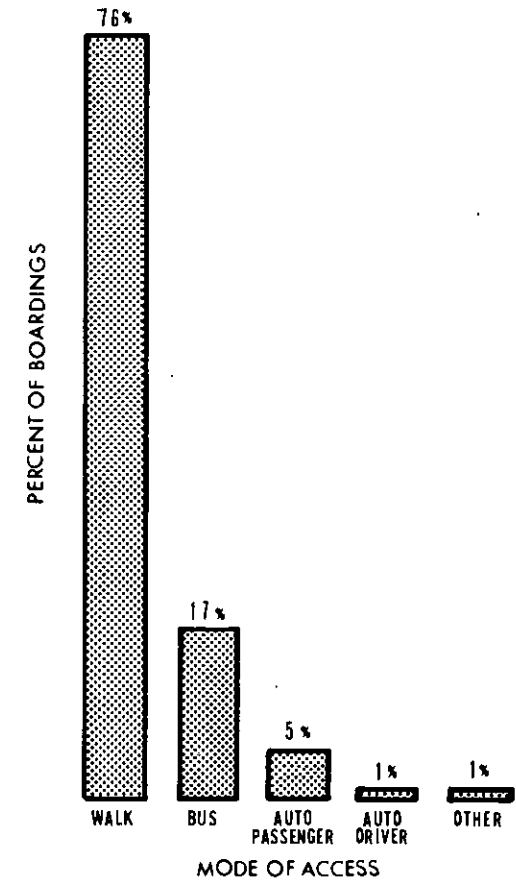
**RIDERS BY HOUSEHOLD POSITION**



## Mode of Access to Bus Line

Over 76 per cent of the riders on this line access the line by means of walking. This is one of the highest proportions of walk access of all the San Fernando Valley lines. Just under 6 per cent of the riders access by means of an automobile. 17 per cent of the riders access by transferring from another bus line, which is significantly lower than the overall Valley average for this mode.

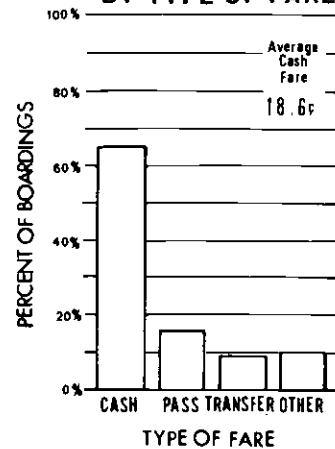
BOARDINGS BY MODE OF ACCESS



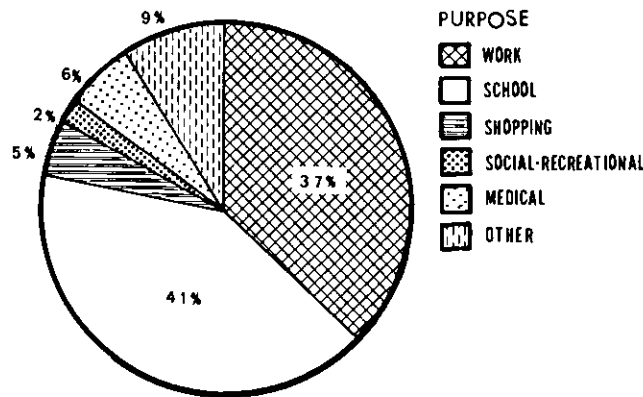
## Type of Fare

Nearly 47 per cent of the trips on this line were paid for by a cash fare, which is slightly in excess of the Valley average for this fare type. 27 per cent of the trips on this line involved a transfer. This is only slightly less than the Valley average for this fare type. Less than 16 per cent of the trips involved the use of a monthly pass which is significantly lower than the Valleywide proportional usage of monthly passes.

BOARDINGS BY TYPE OF FARE



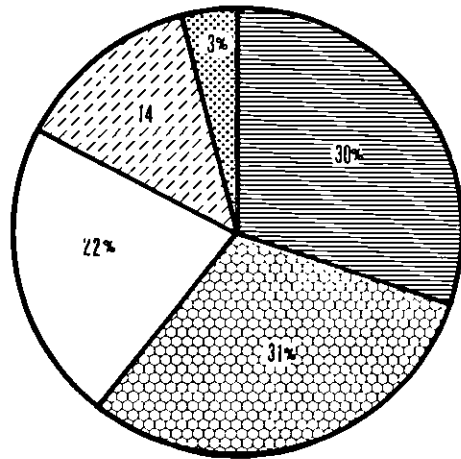
PERSON-TRIPS BY PURPOSE



## Trip Purpose

Over 36 per cent of the trips on this line are work trips. This is only slightly below the Valley average for this trip purpose. Just over 5 per cent of the trips on this line are shopping trips. This is somewhat lower than the Valley average for this trip purpose. School trips account for nearly 41 per cent of the total trips made on this line which is significantly above the Valley average. Social/recreational trips account for just over 2 per cent of the trips on this line which is very much lower than the proportion for the entire Valley. The medical trips on this line at just under 6 per cent account for a very similar proportion of trips to that of the entire Valley for this trip purpose.

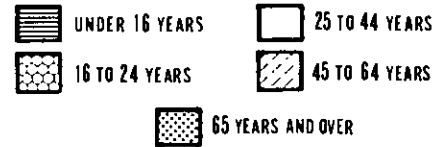
**RIDERS BY AGE LEVEL**



## Age Distribution

Just over 30 per cent of the riders on this line are under 16 years of age. This is clearly reflected in the proportion of school trips on this line. All other age group categories are proportionately less than the corresponding Valley norm. The 65 years or over category is only one-half of the Valley norm for this age group.

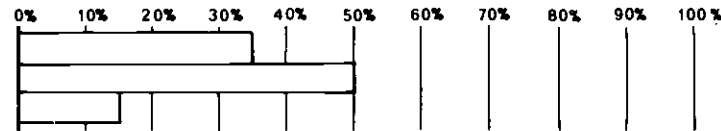
**AGE LEVEL**



## Educational Attainment

**RIDERS BY EDUCATION COMPLETED**

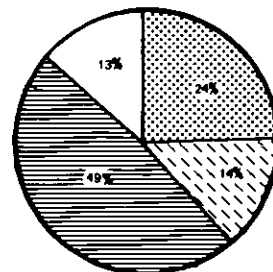
ELEMENTARY SCHOOL  
HIGH SCHOOL  
COLLEGE



## Position in Household

Just over 24 per cent of the trips on this line are made by heads of households which is significantly lower than the Valley norm for this category. Just over 14 per cent of the trips on the line are made by spouses in the household and this is only slightly lower than the Valley norm for this category. Nearly 49 per cent of the trips on the line are made by children in the household. This is significantly higher than the Valley norm and is clearly reflected in the proportion of school trips made on this line. The other trip categories did not differ significantly from the Valley averages for these categories.

**RIDERS BY HOUSEHOLD POSITION**

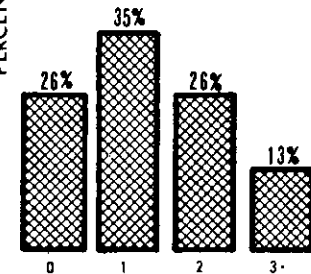


**POSITION**



**HOUSEHOLDS BY AUTOMOBILES AVAILABLE**

PERCENT OF HOUSEHOLDS



NUMBER OF AUTOMOBILES