

SURVEY OF WEEKEND RIDERSHIP

Summer 1980

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MAJOR FINDINGS

1. RTD service has never achieved the high levels of 1976. The decline in weekend service levels has been more precipitous than the decline in weekday service.
2. The average daily cost of providing weekday service in 1980 was 62% higher than in 1976. The average cost of weekend service was between 31% and 35% higher than it was in 1976.
3. Since 1976 the number of weekend boardings has increased at a faster rate than weekday boardings. As a result, the proportion of weekend boardings to weekday boardings has tended to increase.
4. The median age of weekend riders is about 28 years, just slightly higher than the 26 year median age of weekday riders.
5. The proportion of male riders on Sunday tends to be higher than on Saturday or on a weekday.
6. The increasing proportion of minority residents in the Los Angeles area is underscored by the results of the weekend survey. Overall 78 to 82% of the weekend riders are minorities.
7. The ethnic mix varies widely by bus line, depending on area served.

8. A majority of the Latino respondents to the weekend survey answered the Spanish-language version of the questionnaire -- 56% on Saturday and 84% on Sunday.
9. The median household income level of weekend riders is at or below the poverty level. Sunday riders report the lowest median income, at less than \$6000. Saturday riders report a median income of \$7250, within the \$7200 to \$8400 range previously reported by weekday riders, but still below the 1979 poverty level of \$7400 for a family of four.
10. Median household income varies widely by bus line and area served, ranging from less than \$5000 to over \$13,000 among Saturday riders. The range among Sunday riders was narrower, from \$5000 to \$9400.
11. Median household income also tends to vary by ethnic background. Among Saturday riders, American Indians and Asians report the highest median incomes, followed by Anglos, Blacks and Latinos, in that order. The order changes somewhat among Sunday riders -- with blacks reporting the highest median income, followed in order by Asians, Anglos, Latinos and American Indians.
12. A majority of weekend riders--51% of Saturday riders and 60% of Sunday riders--live in households that do not own a car, as compared to only 37% of weekday riders in this category.

13. Automobile ownership tends to vary by ethnic background, but the most direct relationship occurs between household income and car ownership. At the lower end of the income scale there is less likelihood that the household will own a car. As income rises, so does the number of cars.
14. Although the percentage of cash boardings on Saturday does not vary significantly from the weekday level, cash boardings decline significantly on Sunday. Conversely, all types of passes show a proportionate increase in boardings on Sunday. There are indications that the proportion of pass boardings has been increasing steadily during the last five years.
15. Over half the weekend riders who pay cash fares do so because they do not ride the bus often enough to make the purchase of a monthly pass worthwhile.
16. Up to a quarter of the weekend riders paying cash fares say they cannot afford a monthly pass, suggesting a potential market for a weekly pass of over 50,000 riders.
17. About 8% of the weekend cash riders claim they don't know where to buy a pass and 5% say there is no convenient outlet where they might buy a pass.
18. Saturday riders average about five days per week of transit use, about the same as weekday riders. Sunday riders tend to ride more frequently--about six days a week.

19. The frequency of transit use by weekend riders also tends to vary by different fare-type category. Among weekend riders who pay cash fares, the median frequency of transit use is five days per week. Saturday riders using a pass (except senior citizen or tourist passes) average six days of bus riding per week. Sunday riders using a pass (except express or tourist passes) average seven days on the buses.
20. Weekend pass users are the heaviest users of transit. They average more boardings per month than do pass users surveyed during a weekday. Weekend pass users average 97 to 100 boardings a month, as opposed to 87 boardings reported by weekday pass users.
21. The average number of monthly boardings varies by type of pass. Among Saturday riders, those using a handicap pass report about 80 boardings per month, and those using a college and vocational pass report about 114. Each of the other pass categories average between 98 and 100 uses per month. Among Sunday riders senior citizen pass riders report 75 boardings per month, and a small sample of handicap pass users report a median average of 148 boardings. Other pass users average between 83 and 105 boardings a month.
22. On weekends the mix of transit trip purposes shifts from the weekday work trip orientation (when 50% of the riders are traveling to or from work) toward increased shopping and social/recreational trips. On Saturday shopping trips

account for 28% of the trips and social/recreational trips for another 18%. Work trips account for 37%. Sunday trip purposes are 26% social/recreational, 20% shopping, 13% church, and 35% work. Trip purpose mix on both Saturday and Sunday vary by bus line.

23. The percentage of riders who walk to the bus is higher on Saturday than on a weekday (65% versus 60%) and higher still on Sunday (70%). The percentage who transfer from another bus is correspondingly lower -- 28% on Saturday as opposed to 35% during the week and 26% on Sunday.
24. Most weekend riders have a favorable impression of RTD service, with 69% of the Saturday riders and 77% of the Sunday riders giving the service a rating of "somewhat favorable" or "very favorable."
25. The average weekend rider has been riding the RTD for about three years. Up to 28% have been riding less than a year, and another 28% have been riding for at least ten years.

BACKGROUND AND OBJECTIVES

Weekend service has always been considered RTD's poor stepchild. Whenever economic conditions forced service cuts during the last five years, Saturday and Sunday services were the first to be cut, and they were cut more drastically than weekday services. Any measure of service which is examined shows that RTD service has never regained the levels enjoyed in 1976. The average number of buses in service, vehicle miles, vehicle hours and driver pay hours in 1980 were all at levels substantially lower than during comparable periods of 1976, and Table I shows that the rate of decline in weekend service has been substantially more precipitous than the decline in weekday service.

On an average weekday during the summer of 1980, RTD was operating 2000 peak-hour buses and 1214 base-period buses. The decline from summer 1976 levels was 2.9% and 11.4%, respectively. The 968 buses operated during peak Saturday hours in 1980 and the 926 operated during the Saturday base represented respective declines of 20.3% and 23.8%, however. The number of buses run on Sundays in 1980--726 peak and 678 base--had also declined since 1976, by 19.9% and 25.3% respectively.

The decrease in average vehicle miles on weekdays and weekends showed equally dramatic differences. The 335,200 vehicle miles operated on an average weekday in the last quarter of 1980 were only 4.3% less

than the number of miles operated in 1976. Saturday's 198,400 miles were 17.5% off the level achieved in 1976, however, and Sunday's 151,600 miles were 21.2% off.

At 23,500, scheduled vehicle hours on an average weekday in 1980 were 5.6% less than in 1976. Vehicle hours on Saturday had declined 21.6%, and on Sunday the number of vehicle hours was down 20.1%. Driver pay hours showed similar decreases, with 1980 weekday levels off 9.7% from 1976. Saturday levels decreased 22.1% since 1976, and the number of driver pay hours on an average Sunday in 1980 was 23% lower than the number in 1976.

Table I also shows a vast difference in the rate of change in total operating costs. In 1980 the average daily cost of operating weekday services was over one million dollars, up 61.8% over the cost in 1976. Service operated on an average Saturday in 1980 cost \$607,000 per day, only 30.5% more than in 1976. Sunday service cost only \$464,800 per day in 1980, 34.5% higher than 1976 costs.

Service levels from 1976 through 1980 are presented on a quarterly basis in Tables A-I through A-V in the Appendix.

In spite of the more severe service cuts made in weekend service over the last five years, the number of Saturday and Sunday boardings increased at a significantly faster rate than did

weekday boardings. The average number of weekday boardings during the final quarter of 1980 was 1,330,000, 37.1% higher than the 970,000 boardings recorded in 1976. Saturday and Sunday boardings were up more than 44% during that time, however. Table II shows the steady increase in boardings experienced by RTD. The table also shows how weekend boardings have tended to increase as a proportion of weekday boardings. Overall during the last five years, boardings on an average Saturday comprised just over 54% of average weekday boardings. In 1980 the average Saturday boarding figure ranged from 56.4% to nearly 60%. Sunday boardings in 1980 also tended to gain in relation to weekday boardings, ranging from 35.8% to 39.4%.

Over the past five years Market Research has conducted several surveys of RTD riders. With the exception of one 1979 survey of Sunday riders, all the surveys have been conducted on weekdays. RTD has a thorough knowledge of the trip patterns and demographic profiles of weekday riders, but virtually none about weekend riders. Weekend service has remained the poor stepchild. A survey of over 4,000 weekend riders on 38 bus lines was conducted by Market Research during the summer of 1980 to provide benchmark data on this important segment of the market for public transit. The analyses in this report strive to attain four main objectives:

- 1) Comparison between Saturday and Sunday riders
in terms of demographic profile,

- 2) Comparison between Saturday and Sunday riders in terms of trip patterns,
- 3) Comparison between weekend and weekday riders in terms of demographic profile,
- 4) Comparison between weekend and weekday riders in terms of trip patterns.

TABLE I

1980 Service Levels Compared to 1976-1979 Levels

Service Variable	Weekday				Saturday				Sunday			
	1976	% Change from 1977	1978	1979	1976	% Change from 1977	1978	1979	1976	% Change from 1977	1978	1979
No. of Buses-Peak	- 2.9%	+ 2.5%	+ 9.2%	- .3%	-20.3%	- 1.9%	+ 4.4%	+ .7%	-19.9%	- 1.2%	+ 3.9%	+ 1.3%
No. of Buses-Base	-11.4	- 6.8	+ 2.4	-1.7	-23.8	- 5.7	+ 5.4	- 3.0	-25.3	- 7.4	- 2.4	- 5.0
Actual Vehicle Miles	- 4.3	+ 2.3	+ 5.0	-1.7	-17.5	- 4.7	- .9	- 1.1	-21.2	- 5.1	- .3	- 1.4
Scheduled Vehicle Hours	- 5.6	+ 1.3	+ 4.9	0	-21.6	- 3.3	+ 1.4	0	-20.1	- 6.1	+ .9	0
Driver Pay Hours	- 9.7	- 3.4	+ 5.7	-3.1	-22.1	- 9.3	+ 2.3	- 1.1	-23.0	-12.7	+ 8.3	- 4.0
Operating Cost	+61.8	+62.0	+53.2	+6.9	+30.5	+43.2	+42.2	+10.8	+34.5	+47.8	+45.0	+ 7.9
Boardings	+37.1	+27.9	+20.9	+12.7	+44.2	+44.2	+31.6	+23.0	+44.1	+40.0	+32.4	+25.6

Source: Statistical Digest, RTD Service Analysis Section

TABLE II

RTD System-Wide
Average Estimated Boardings

<u>Year</u>	<u>Quarter</u>	<u>Per Weekday</u>	<u>Per Saturday</u>	<u>% of Weekday</u>	<u>Per Sunday</u>	<u>% of Weekday</u>	<u>Total</u>
1976	Winter	NA	NA	NA	NA	NA	NA
	Spring	NA	NA	NA	NA	NA	NA
	Summer*	990,000	550,000	55.5%	390,000	39.4%	48,000,000
	Fall	970,000	520,000	53.6	340,000	35.1	73,800,000
1977	Winter	1,050,000	570,000	54.3	390,000	37.1	79,300,000
	Spring	1,060,000	580,000	54.7	390,000	36.8	81,000,000
	Summer	1,020,000	540,000	52.9	360,000	35.3	77,900,000
	Fall	1,040,000	520,000	50.0	350,000	33.7	77,300,000
1978	Winter	1,020,000	540,000	52.9	370,000	36.3	77,800,000
	Spring	1,090,000	570,000	52.3	410,000	37.6	83,000,000
	Summer	1,090,000	580,000	53.2	380,000	34.9	81,900,000
	Fall	1,100,000	570,000	51.8	370,000	33.6	82,300,000
1979	Winter	1,100,000	590,000	53.6	380,000	34.5	83,600,000
	Spring	1,280,000	670,000	52.3	450,000	35.2	97,000,000
	Summer*	1,210,000	610,000	50.4	440,000	36.4	68,700,000
	Fall	1,180,000	610,000	51.7	390,000	33.1	88,100,000
1980	Winter	1,230,000	700,000	56.9	440,000	35.8	93,700,000
	Spring	1,320,000	790,000	59.8	520,000	39.4	101,800,000
	Summer	1,220,000	730,000	59.8	480,000	39.3	93,400,000
	Fall	1,330,000	750,000	56.4	490,000	36.8	100,800,000
	Mean	1,128,000	611,000	54.2%	408,000	36.2%	82,744,000

Source: Statistical Digest, Service Analysis Section

*Strike

DEMOGRAPHIC CHARACTERISTICS OF
WEEKEND RIDERS

Age of Riders

Overall, there is no apparent significant difference in the age distribution of Saturday patrons and those who use the RTD service on Sunday. Table III profiles Saturday riders by age and Table IV does the same for Sunday riders. On either day approximately 56% of the riders are under 30 years old.

The median age of Saturday riders is 27.9, not significantly different than the 28.1 median age of Sunday riders. A 1979 survey of 900 Sunday riders on nine bus lines found that the median age was 27.8.

Major studies of weekday ridership in 1978 and 1979 analyzed the responses of nearly 12,300 riders on 56 regular-service lines and found that the median age was about 26. Weekend riders do not appear to be significantly older or younger than weekday riders.

TABLE III

Age of Saturday Riders by Bus Line

<u>Line</u>	<u>Under 19</u>	<u>19-29</u>	<u>30-39</u>	<u>40-49</u>	<u>50-61</u>	<u>62+</u>	<u>Total</u>	<u>Median</u>	<u>No. of Respondents</u>
2	17.9%	35.7%	17.9%	3.6%	10.7%	14.3%	100.1%	28.9	28
8	14.3	38.1	19.0	19.0	9.5	--	99.9	28.4	21
17	20.0	25.0	17.5	15.0	15.0	7.5	100.0	32.9	40
18	28.4	32.4	14.7	11.8	5.9	6.9	100.1	26.3	102
25	24.4	25.6	14.6	15.9	8.5	11.0	100.0	29.9	82
28	16.4	26.9	10.4	14.9	10.4	20.9	99.9	36.4	66
34	25.8	39.2	16.5	5.2	11.3	2.1	100.1	25.8	97
49	24.8	43.1	15.0	7.8	5.9	3.3	99.9	25.4	150
73	23.6	49.1	12.7	5.5	3.6	5.5	100.0	24.9	55
75	14.5	43.6	20.0	5.5	7.3	9.1	100.0	28.0	165
81	25.8	46.0	8.9	5.6	4.8	8.9	100.0	24.8	123
88	23.7	42.3	13.4	6.2	7.2	7.2	100.0	25.8	96
94	9.6	43.0	23.0	5.9	9.6	8.9	100.0	29.3	135
142	30.2	22.4	23.3	6.0	9.5	8.6	100.0	28.7	115
151	31.7	36.5	11.1	4.8	6.3	9.5	99.9	24.5	62
155	25.0	50.0	16.7	8.3	--	--	100.0	24.5	12
160	22.0	29.3	9.8	9.8	7.3	22.0	100.2	29.5	41
163	18.8	40.2	13.4	9.8	7.1	10.7	100.0	27.5	112
432	25.5	28.3	14.2	11.3	12.3	8.5	100.1	28.5	106
435	31.8	31.8	7.1	2.4	8.2	18.8	100.1	25.3	85
440	20.7	42.2	12.1	6.0	6.9	12.1	100.0	25.9	116
488	10.0	50.0	10.0	10.0	16.7	3.3	100.0	27.8	30
490	10.1	38.8	14.0	7.8	9.3	20.2	100.2	30.8	129
493	30.0	30.0	20.0	--	--	20.0	100.0	22.6	20
810	25.6	39.5	11.6	4.7	7.0	11.6	100.0	25.8	43
813	27.0	27.8	23.8	5.6	5.6	10.3	100.1	28.1	126
826	28.4	34.3	11.9	7.5	13.4	4.5	100.0	25.9	67
832	32.4	36.6	16.9	5.6	2.8	5.6	99.9	24.3	71
836	20.9	39.6	19.8	12.1	4.4	3.3	100.1	27.1	91
860	28.0	46.0	4.0	10.0	4.0	8.0	100.0	24.3	50
871	15.9	35.2	20.5	9.1	6.8	12.5	100.0	29.7	88
OVERALL	20.4%	36.5%	15.5%	9.0%	8.0%	10.5%	99.9%	27.9	2524

35.1% Response Rate

TABLE IV

Age of Sunday Riders by Bus Line

<u>Line</u>	<u>Under 19</u>	<u>19-29</u>	<u>30-39</u>	<u>40-49</u>	<u>50-61</u>	<u>62+</u>	<u>Total</u>	<u>Median</u>	<u>No. of Respondents</u>
8	16.7%	29.0%	13.3%	6.7%	18.6%	15.7%	100.0%	33.2	210
25	19.1	23.5	19.1	11.8	5.9	20.6	100.0	33.8	68
26	21.6	41.6	15.2	4.8	8.8	8.0	100.0	26.5	125
28	17.6	43.9	14.2	4.7	6.8	12.8	100.0	27.1	148
86	15.3	43.9	16.3	6.1	5.1	13.3	100.0	27.7	98
93	6.5	30.4	15.2	17.4	8.7	21.7	99.9	38.6	46
487	18.2	36.4	4.5	9.1	22.7	9.1	100.0	28.6	22
491	11.1	44.4	33.3	--	--	11.1	99.9	28.6	9
496	19.6	25.0	19.6	16.1	7.1	12.5	99.9	32.7	56
828	26.7	38.2	9.2	6.0	6.9	12.9	99.9	25.7	348
871	9.3	38.9	18.5	5.6	9.3	18.5	100.1	31.0	54
OVERALL	18.6%	37.8%	14.2%	7.2%	8.6%	13.5%	100.0%	28.1	1184

37.2% Response Rate

Gender

Surveyors who distributed questionnaires during the weekend survey were instructed to provide data on three observable variables whenever a rider refused to answer a questionnaire. Surveyors recorded the rider's gender, ethnic group and boarding point. Because of its position at the top of the questionnaire, it was more convenient for the surveyor to answer the rider gender question than the other two variables, so the "response rate" on the gender question was nearly 90%. In the future the questionnaire will be revised so that these three observable variables are conveniently grouped together to increase frequency of response.

There is a significant difference in the gender mix on RTD buses on Saturdays and Sundays. A significantly larger proportion of the riders on a Sunday are male. Males represent only 45.7% of the riders on Saturday, and 50.5% of the riders on Sunday. Findings of the 1979 Sunday survey were not significantly different than those of the 1980 survey of Sunday riders.

In terms of gender mix, Saturday riders do not appear to be significantly different than weekday riders on regular-service lines, where roughly 42% of the riders are male. Sunday riders, however, do display a significantly different gender mix than do weekday riders.

Table V shows gender mix by line on Saturday and Table VI imparts this information for the Sunday sample.

TABLE V

Gender of Saturday Riders

<u>Line</u>	<u>Male</u>	<u>Female</u>	<u>Total</u>	<u>No. of Respondents</u>
2	41.4%	58.6%	100.0%	399
8	35.9	64.1	100.0	64
17	41.9	58.1	100.0	129
18	44.5	55.5	100.0	191
25	42.2	57.8	100.0	490
28	45.7	54.3	100.0	429
34	47.8	52.2	100.0	159
49	45.1	54.9	100.0	266
73	45.5	54.5	100.0	134
75	49.0	51.0	100.0	447
81	47.5	52.5	100.0	257
88	46.0	54.0	100.0	150
94	54.0	46.0	100.0	504
142	40.2	59.8	100.0	122
151	35.2	64.8	100.0	71
155	36.0	64.0	100.0	25
160	39.8	60.2	100.0	88
163	45.8	54.2	100.0	297
432	47.5	52.5	100.0	179
435	33.8	66.2	100.0	157
440	56.1	43.9	100.0	230
488	46.9	53.1	100.0	81
490	43.8	56.2	100.0	153
493	30.2	69.8	100.0	43
810	51.9	48.1	100.0	189
813	31.7	68.3	100.0	186
826	47.3	52.7	100.0	349
832	45.0	55.0	100.0	151
836	50.0	50.0	100.0	222
860	51.1	48.9	100.0	94
871	45.3	54.7	100.0	161
OVERALL	45.7%	54.3%	100.0%	6417

89.2% Response Rate

Precision = .015 at 95% Confidence Level

TABLE VI
Gender of Sunday Riders

<u>Line</u>	<u>Male</u>	<u>Female</u>	<u>Total</u>	<u>No. of Respondents</u>
8	56.7%	43.3%	100.0%	300
25	49.9	50.1	100.1	417
26	43.3	56.7	100.0	457
28	54.3	45.7	100.0	455
86	49.1	50.9	100.0	230
93	51.2	48.8	100.0	244
487	56.0	44.0	100.0	50
491	16.7	83.3	100.0	12
496	52.2	47.8	100.0	92
828	49.4	50.6	100.0	356
871	54.3	45.7	100.0	127
OVERALL	50.5%	49.5%	100.0%	2740

86.2% Response Rate

Precision = .02 at 95% Confidence Level

Ethnic Background

The 1980 Survey of Weekend Ridership confirms the effects of minority predominance in Los Angeles County. Overall, at least 77.5% of the Saturday riders are members of a minority. A significantly higher proportion of Sunday riders--81.6%--are minorities.

The largest group of weekend riders by far is the Latinos. They comprise 52.6% of the Saturday ridership and an astounding 61.7% of the Sunday riders. In comparison to their 30% representation among Los Angeles population, Latinos provide a vastly disproportionate share of weekend transit patronage.

Black patronage of Saturday transit service, on the other hand, appears to be nearly proportionate with their overall representation in the population. Sunday patronage by blacks appears to be somewhat lower than their distribution among the population would suggest, possibly indicating a reluctance to respond to surveys.

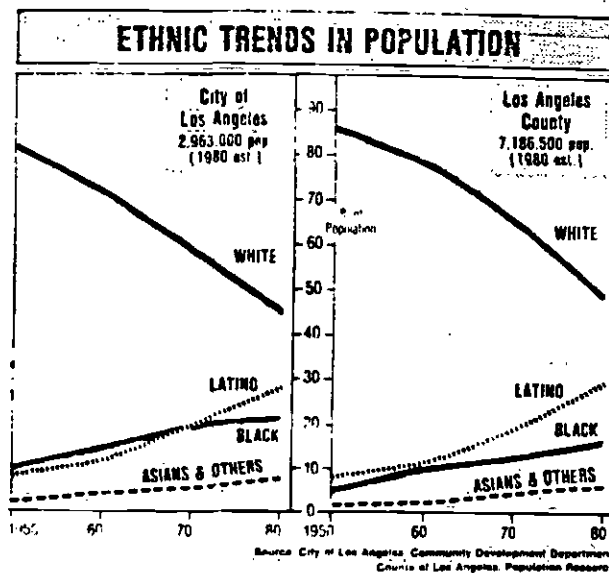
Asians' and Pacific Islanders' share of weekend ridership remains fairly constant on Saturday and Sunday at between 3.6% and 3.9%. This is lower than would be expected from the Asian share of city and county population--7% and 5.5% respectively.

Tables VII and VIII show clearly the influence of service area on the ridership patterns of individual bus lines. Minority

ridership varies greatly by line. Black ridership on San Fernando Valley lines on Saturday is virtually nil, but as high as 82% on the 73 line. Latino ridership on Saturday ranges from only 3.2% on the 73 line, but up to 78.2% on the 28 line. That the majority of RTD's Latino riders prefer to communicate in Spanish is irrefutable considering the evidence in Tables A-VI and A-VII in the appendix. Over 56% of the Latino riders surveyed on Sunday, and nearly 84% of those surveyed on Saturday, answered the Spanish-language version of the questionnaire.

The question of ethnic background has not yet been addressed on surveys of weekday service, but it has been included on the 1981 survey of 50 bus lines.

In the best tradition of 1984's Newspeak, a headline in the Los Angeles Times of April 13, 1980, said that "Minorities Take Over This Year as Majority." While a majority of minorities may pose a conundrum to confound language purists, demographers explain that Los Angeles is in transition "from a predominantly white population to a conglomeration of whites, black, Latinos, Asians and others." The following graph illustrates ethnic trends in the population of Los Angeles City and County over the last thirty years.



Times graph by Russ Arasmith

Hispanics have been increasing the most in absolute numbers and now comprise nearly 30% of the city and county population. By 1984 city demographers expect that Latinos will be a full third--35.5%--of the people in Los Angeles.

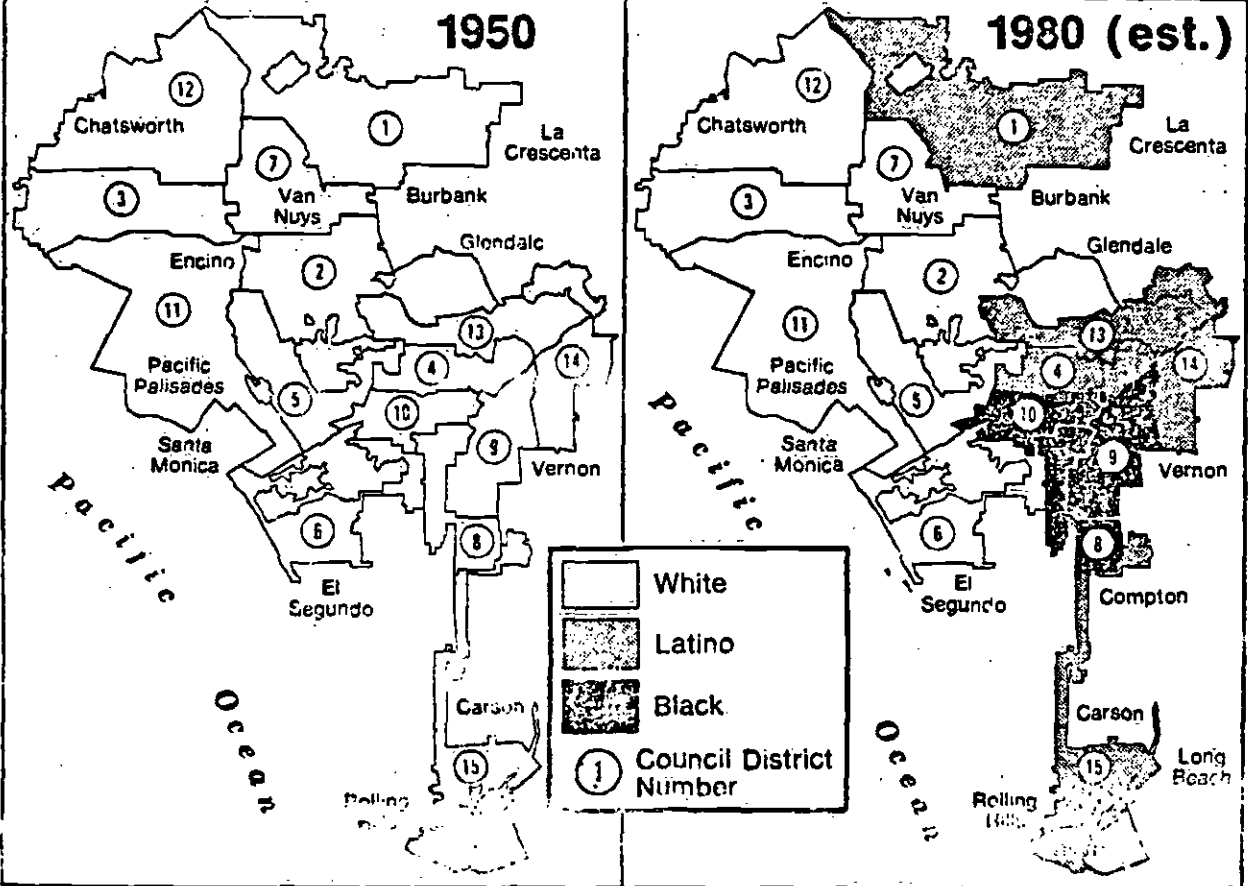
Blacks comprise the next largest minority group in Los Angeles, but their rate of growth has been slower. In 1980 blacks accounted for 21.5% of the city population and 16% of the county population.

Although Asians have been in California since Gold Rush days, their rate of growth in Los Angeles was relatively slow until the mid-1960's. By 1980 Asians represented about 7% of the city population and 5.5% of the county.

The result of the large increase in minority populations is that concentrations of Latinos, blacks and others have become evident over vast areas of Los Angeles. Minority dominance has continued to spread until the percentage of predominantly Anglo communities has been reduced from 88% to 41%. Continuance of current trends will ensure that in the near future only the San Fernando Valley and West Los Angeles will have substantial Anglo populations. The following maps illustrate shifts in Los Angeles population since the 1950's.

A POTENTIAL SHIFT IN POLITICAL POWER

Dominant Ethnic Group in Each Los Angeles City Council District



Times chart by Don Clement

TABLE VI

Ethnic Background of Saturday Riders

<u>Line</u>	<u>White</u>	<u>Black</u>	<u>Latino</u>	<u>Asian & Pacific Islanders</u>	<u>Indian</u>	<u>Other</u>	<u>Total</u>	<u>No. of Respondents</u>
2	6.9%	48.3%	44.8%	--	--	---	100.0%	29
8	7.7	23.1	61.5	3.8	--	3.8	99.9	26
17	22.0	2.0	68.0	8.0	--	--	100.0	50
18	1.0	78.1	14.3	6.7	--	--	100.1	105
25	24.7	6.7	51.7	10.1	5.6	1.1	99.9	89
28	12.7	5.6	78.2	1.4	1.4	.7	100.0	142
34	10.0	37.3	43.6	2.7	.9	5.5	100.0	110
49	6.8	43.2	43.8	4.0	1.7	.6	100.1	176
73	1.6	82.3	3.2	1.6	4.8	6.5	100.0	62
75	15.3	19.9	57.4	6.0	.5	.9	100.0	216
81	48.4	4.4	43.4	1.3	1.9	.6	100.0	159
88	48.7	11.5	31.0	5.3	1.8	1.8	100.1	113
94	33.3	9.6	49.4	7.1	--	.6	100.0	156
142	5.1	50.0	44.1	.8	--	--	100.0	118
151	49.3	4.3	40.6	5.8	--	--	100.0	69
155	41.2	--	52.9	5.9	--	--	100.0	17
160	26.2	3.1	64.6	3.1	1.5	1.5	100.0	65
163	50.8	8.2	34.4	4.1	2.5	--	100.0	122
432	37.9	2.6	49.1	9.5	.9	--	100.0	116
435	38.6	37.5	19.3	1.1	3.4	--	99.9	88
440	45.2	16.3	32.6	3.0	3.0	--	100.1	135
488	40.0	8.6	40.0	5.7	2.9	2.9	100.1	35
490	41.4	2.7	49.5	5.4	.9	--	99.9	111
493	33.3	12.5	50.0	4.2	--	--	100.0	24
810	18.0	40.0	32.0	8.0	2.0	--	100.0	50
813	40.7	10.0	42.7	6.7	--	--	100.1	150
826	23.0	8.1	64.9	2.7	1.4	--	100.1	74
832	19.2	55.1	21.8	1.3	2.6	--	100.0	78
836	18.0	59.0	20.0	3.0	--	--	100.0	100
860	72.5	5.9	13.7	2.0	2.0	3.9	100.0	51
871	45.0	15.0	36.0	--	2.0	2.0	100.0	100
OVERALL	21.6%	19.9%	52.6%	3.6%	1.4%	.9%	100.0%	2,936

40.8% Response Rate

TABLE VIII

Ethnic Background of Sunday Riders

<u>Line</u>	<u>White</u>	<u>Black</u>	<u>Latino</u>	<u>Asian & Pacific Islanders</u>	<u>Indian</u>	<u>Other</u>	<u>Total</u>	<u>No. of Respondents</u>
8	4.0%	35.2%	56.4%	4.0%	--	.3%	99.9%	298
25	25.4	2.8	56.3	4.2	8.5%	2.8	100.0	71
26	9.1	10.4	73.4	4.5	1.3	1.3	100.0	154
28	8.7	2.2	84.0	3.9	.4	.9	100.1	231
86	40.9	4.3	48.7	6.1	--	--	100.0	115
93	52.7	5.5	34.5	5.5	1.8	--	100.0	55
487	29.6	7.4	33.3	14.8	11.1	3.7	99.9	27
491	66.7	--	22.2	--	--	11.1	100.0	9
496	33.9	23.7	32.2	3.4	5.1	1.7	100.0	59
828	14.1	49.6	34.0	.3	--	2.0	100.0	347
871	51.9	24.1	22.2	--	1.9	--	100.1	54
OVERALL	17.3%	14.5%	61.7%	3.9%	1.5%	1.2%	100.0%	1365

42.9% Response Rate

Household Income

The 1980 Survey of Weekend Ridership confirms findings of previous surveys of RTD riders with regard to household income. RTD riders tend to be from low income households. The 1978 Service Awareness Study and on-board surveys of nearly 10,000 bus riders in 1978 and 1979 estimated that the median household income of RTD regular-service riders was in the \$7200 to \$8400 range. By way of comparison, the 1979 median household effective buying income throughout Los Angeles County was estimated to be \$18,680.* A study in 45 cities around the world by Union Bank of Switzerland estimated the Los Angeles average income to be \$19,127. In 1979, the income in the US was \$19,684.

Table IX shows that the median household income of Saturday riders--at \$7250--still falls within the low income range. The median household income of Sunday riders, seen in Table X, is significantly lower--\$5970. In 1979 the poverty line for a

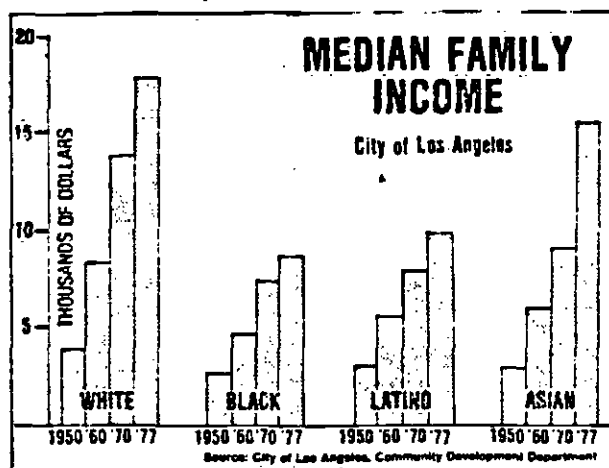
*Median Household Effective Buying Income: Personal income less personal tax and nontax payments. Personal income is the aggregate of wages and salaries, other labor income (such as employer contributions to private pension funds), proprietors' income, rental income, dividends paid by corporations, personal interest income from all sources, and transfer payments (such as pensions and welfare assistance). Deducted from this total are personal taxes (federal, state, and local), nontax payments (such as fines, fees, penalties), and personal contributions for social insurance. Source: Survey of Buying Power, Sales and Marketing Management.

family of four was set by the Census Bureau at \$7412. A majority of RTD riders have household incomes which place them below or near the poverty line.

Of course, median income varies by bus line, probably as a reflection of area served. The survey of Saturday ridership found median incomes of less than \$5000 on the 2 and 49 lines and incomes of \$12,500 to more than \$13,000 on the 860 line and on four San Fernando Valley lines--the 81, 88, 151 and 155.

The range of incomes reported by Sunday riders was much narrower--from \$5000 on the 491 line to only \$9380 on the 871.

Median family income in Los Angeles varies by ethnic background, and this variation can also be seen among RTD weekend riders. The following graph, which appeared in the Los Angeles Times on April 13, 1980, shows how income varied by ethnic background from 1950 through 1977.



In 1977, according to the most recent estimate by the Los Angeles Community Development Department, the median income of Anglo families was \$17,834, followed by Asian families at \$15,256. Latinos and blacks did not fare nearly as well.

"The median family income for Latinos was \$9969 and for blacks \$8430. . . . Between 1970 and 1977, income levels of Anglo families increased more than twice as fast as those of Latino and black families. A quarter of all Latino and black families are in poverty. Latino families in poverty doubled between 1970 and 1977.

"(In 1977) 45.7% of all those on welfare were black. The County Department of Social Services estimated that 243,900 blacks and 157,532 Latinos were receiving Aid to Families with Dependent Children in April, 1979--(as compared to 122,921 Anglos). . . .

"The City Community Analysis and Planning Division says black South Central Los Angeles, including Watts, 'is experiencing the greatest economic deterioration in any city community.' Between 1970 and 1977 population fell by 40,000; the labor force dropped by 20,000; the unemployment rate climbed by 11.1%. In 1977, the area had a shortage of 33,730 jobs. Purchasing power dropped by as much as 35%. More than half the people--56.4%--

earned less than \$10,000 a year. Median family income northwest of Watts fell to \$5887--almost \$8140 below the city-wide median and \$2540 below the city median for blacks. The area had the lowest income per household of any in the city. The housing supply declined; yet vacancy rates stayed the highest in the city. 'These vacancy rates,' the division reports, 'are certainly related to the deteriorating housing stock! Nonetheless, home construction showed a steady decline. 'The increasing gap between this and other communities in progress toward reducing poverty is alarming;' the division reports. 'It shows the least encouraging economic picture of any in the city.'

"One Latino area, too, is particularly poor. It is eight square miles of East Los Angeles, only four miles from the Civic Center and at the heart of what is believed to be the heaviest Latino concentration--91%--in the United States. The East Los Angeles Community Union. . . found in a 1976 study that unemployment in the area hit 17%, twice the overall county average and 4% higher than the city's Latino average; 100,000 hours of employment per week were needed to take care of underemployment alone; 78% of the workers had to find jobs outside the area; workers were so low-skilled that only 10% could handle managerial or professional jobs; 25% of the households had no salaried income at all; nearly 70% had no savings at all; . . . 75% of the residents said the biggest need was low and moderate-income housing.

"Despite all this, the area received less from the government in services, welfare and housing (\$56.3 million)."*

This depressing picture of poverty in the midst of plenty has a direct bearing on RTD, for a majority of the weekend transit riders belong to disadvantaged minority groups. Table XI shows that median family incomes does indeed vary by the ethnic background of Saturday riders. Asian and American Indian respondents report median family incomes considerably above those reported by all other groups, including Anglos. Among Anglo riders the median is nearly \$9500, as compared to \$8135 among blacks and only \$5138 among Latino respondents.

As shown in Table XII the survey of Sunday riders shows some significant changes in the income picture. Overall, the median income drops significantly, from \$7519 to only \$5942. Significant drops also occur among Anglo, Asian and American Indian riders. A significant rise occurs in median family income reported by black riders--from \$8135 to \$9472. The median income among Latinos remains virtually unchanged.

*Richard E. Meyer, "New Middle Class Emerging in City-- Persevering Asians," L.A. Times, April 13, 1980.

TAB IX

Household Income of Saturday Riders

<u>Line</u>	<u>Under \$5000</u>	<u>\$5000-\$9999</u>	<u>\$10000-\$14999</u>	<u>\$15000-\$19999</u>	<u>\$20000-\$24999</u>	<u>\$25000+</u>	<u>Total</u>	<u>Median</u>	<u>No. of Respondents</u>
2	57.1%	28.6%	9.5%	4.8%	--	--	100.0%	\$ 4,645	21
8	45.0	25.0	--	5.0	20.0	5.0	100.0	6,000	20
17	40.9	27.3	18.2	4.5	9.1	--	100.0	6,665	22
18	26.9	20.5	20.5	14.1	10.3	7.7	100.0	10,634	78
25	38.2	30.9	14.7	10.3	2.9	2.9	99.9	6,909	68
28	35.2	37.0	13.0	7.4	3.7	3.7	100.0	7,000	54
34	36.7	17.7	22.8	13.9	2.5	6.3	99.9	8,755	79
49	55.8	22.5	7.0	7.0	3.9	3.9	100.1	4,480	129
73	19.1	25.5	17.0	6.4	17.0	14.9	99.9	11,588	47
75	38.1	31.0	16.7	4.8	5.6	4.0	100.2	6,920	126
81	24.3	20.4	9.7	9.7	9.7	26.2	100.0	12,732	103
88	27.8	17.7	7.6	15.2	7.6	24.1	100.0	12,960	79
94	32.8	20.7	22.4	10.3	8.6	5.2	100.0	9,155	116
142	46.4	28.6	21.4	3.6	--	--	100.0	5,630	28
151	17.8	26.7	8.9	8.9	22.2	15.6	100.1	13,090	45
155	18.2	9.1	45.5	9.1	9.1	9.1	100.1	12,495	11
160	39.1	30.4	8.7	13.0	8.7	--	99.9	6,793	23
163	28.7	21.8	21.8	12.6	9.2	5.7	99.8	9,885	87
432	27.8	25.3	21.5	6.3	7.6	11.4	99.9	9,387	79
435	40.9	12.1	13.6	9.1	10.6	13.6	99.9	8,760	66
440	33.3	17.2	17.2	15.1	10.8	6.5	100.1	9,855	93
488	30.0	25.0	15.0	10.0	5.0	15.0	100.0	9,000	20
490	30.3	27.6	11.8	11.8	10.5	7.9	99.9	8,569	76
493	40.0	30.0	10.0	5.0	--	15.0	100.0	6,665	20
810	25.6	28.2	10.3	10.3	10.3	15.4	100.1	9,326	39
813	41.7	4.6	11.1	5.6	8.3	28.7	100.0	11,665	108
826	47.1	25.5	13.7	5.9	5.9	2.0	100.1	5,569	51
832	37.3	20.3	16.9	8.5	6.8	10.2	100.0	8,128	59
836	32.5	16.9	23.4	10.4	5.2	11.7	100.1	10,128	77
860	15.4	23.1	23.1	12.8	7.7	17.9	100.0	12,489	39
871	33.3	20.5	12.8	10.3	9.0	14.1	100.0	9,073	78
OVERALL	37.2%	25.6%	14.3%	8.6%	6.7%	7.7%	100.1%	\$ 7,250	1,941

-31-

27.0% Response Rate

TABLE X

Household Income of Sunday Riders

<u>Line</u>	<u>Under \$5000</u>	<u>\$5000- \$9999</u>	<u>\$10000- \$14999</u>	<u>\$15000- \$19999</u>	<u>\$20000- \$24999</u>	<u>\$25000+</u>	<u>Total</u>	<u>Median</u>	<u>No. of Respondents</u>
8	39.5%	28.4%	13.6%	6.2%	7.4%	4.9%	100.0%	\$6,850	81
25	44.4	29.6	14.8	1.9	7.4	1.9	100.0	5,940	54
26	45.5	33.0	11.4	2.3	2.3	5.7	100.2	5,690	88
28	47.2	30.2	12.3	4.7	3.8	1.9	100.1	5,470	106
86	39.0	33.8	15.6	6.5	5.2	--	100.1	6,640	77
93	47.8	26.1	15.2	2.2	2.2	6.5	100.0	5,420	46
487	44.4	27.8	11.1	11.1	5.6	--	100.0	6,000	18
491	50.0	16.7	--	33.3	--	--	100.0	5,000	6
496	31.8	25.0	13.6	13.6	11.4	4.5	99.9	8,180	44
828	40.8	15.8	13.2	10.5	10.5	9.2	100.0	7,920	76
871	18.2	36.4	15.9	6.8	11.4	11.4	100.1	9,380	44
OVERALL	44.3%	29.4%	13.0%	4.5%	4.5%	4.4%	100.1%	\$5,970	640

20.1% Response Rate

TABLE XI

Household Income of Saturday Riders
By Ethnic Background

	<u>Under</u> <u>\$5000</u>	<u>\$5000-</u> <u>9999</u>	<u>\$10000-</u> <u>14999</u>	<u>\$15000-</u> <u>19999</u>	<u>\$20000-</u> <u>24999</u>	<u>\$25000</u> <u>& Over</u>	<u>Total</u>	<u>Median</u>	<u>No. of</u> <u>Respondents</u>
White	27.7%	24.8%	15.5%	10.8%	7.5%	13.7%	100.0%	\$ 9,496	656
Black	34.7	24.4	17.4	9.6	6.1	7.8	100.0	8,135	494
Latino	49.2	28.9	11.2	3.8	4.8	2.1	100.0	5,138	588
Asian & Pacific Islanders	23.7	16.0	18.6	16.6	13.2	12.0	100.1	12,769	98
American Indian	19.8	20.6	4.3	37.6	6.7	11.0	100.0	15,705	33
Other	17.3	23.1	2.5	--	52.5	4.6	100.0	20,676	14
OVERALL	37.0%	25.8%	14.2%	8.7%	6.7%	7.7%	100.1%	\$ 7,519	1,883

26.2% Response Rate

TABLE XII

Household Income of Sunday Riders
By Ethnic Background

	<u>Under</u> <u>\$5000</u>	<u>\$5000-</u> <u>9999</u>	<u>\$10000-</u> <u>14999</u>	<u>\$15000-</u> <u>19999</u>	<u>\$20000-</u> <u>24999</u>	<u>\$25000+</u>	<u>Total</u>	<u>Median</u>	<u>No. of</u> <u>Respondents</u>
White	44.1%	21.5%	14.9%	9.0%	4.3%	6.2%	100.0%	\$6,372	175
Black	30.5	21.8	14.6	11.1	9.8	12.3	100.1	9,472	122
Latino	48.7	35.5	11.0	1.3	2.1	1.5	100.1	5,183	283
Asian & Pacific Islanders	33.6	21.6	19.2	4.5	10.5	10.7	100.1	8,796	29
American Indian	61.8	17.4	8.5	--	12.3	--	100.0	4,045	13
Other	15.2	39.0	16.6	--	29.2	--	100.0	9,462	8
OVERALL	44.5%	29.2%	12.9%	4.5%	4.5%	4.4%	100.0%	\$5,942	630

19.8% Response Rate

Household Size

Table XIII shows the household size of Saturday riders. Overall, 15% of the riders live alone, and another 22% live with one other person. Just over 28% live in households of five or more persons. These figures are not significantly different from those pertaining to regular-service weekday riders surveyed in 1979.

Table XIV shows that the household size of Sunday riders does not vary from the findings for Saturday. Approximately 17% live alone, and 24% live with one other person. Another 29% live in households of five or more persons.

TABLE XIII

Household Size of Saturday Riders

Line	Number of Persons per Household										Ten or More	Total	Median	No. of Respondents
	One	Two	Three	Four	Five	Six	Seven	Eight	Nine	More				
2	10.7%	14.3%	17.9%	21.4%	14.3%	--	3.6%	3.6%	3.6%	10.6%	100.0%	4	28	
8	4.0	28.0	28.0	8.0	16.0	--	4.0	12.0	--	--	100.0	3	25	
17	11.8	23.5	8.8	29.4	11.8	2.9%	5.9	2.9	--	3.0	100.0	4	34	
18	13.0	26.0	17.0	12.0	15.0	8.0	2.0	2.0	2.0	3.0	100.0	3	100	
25	16.7	23.1	19.2	11.5	9.0	9.0	6.4	2.6	1.3	1.2	100.0	3	78	
28	17.7	29.0	16.1	17.7	8.1	3.2	4.8	1.6	1.6	.2	100.0	3	62	
34	7.5	11.8	14.0	23.7	10.8	10.8	8.6	6.5	4.3	2.0	100.0	4	93	
49	9.6	11.5	25.6	17.3	11.5	6.4	1.9	5.1	2.6	8.5	100.0	4	156	
73	13.8	13.8	19.0	27.6	6.9	10.3	3.4	1.7	--	3.5	100.0	4	58	
75	16.3	27.1	18.1	10.2	10.8	9.6	4.2	1.8	1.2	.7	100.0	3	166	
81	12.5	20.0	24.2	21.7	11.7	6.7	1.7	--	.8	.7	100.0	3	120	
88	22.6	18.9	16.0	15.1	10.4	6.6	6.6	1.9	--	1.9	100.0	3	106	
94	15.0	30.1	20.3	15.0	8.3	6.0	.8	1.5	1.5	1.5	100.0	3	133	
142	11.4	11.4	8.6	22.9	14.3	20.0	5.7	--	2.9	2.8	100.0	4	35	
151	10.7	23.2	16.1	17.9	19.6	7.1	1.8	1.8	--	1.8	100.0	3	56	
155	7.7	23.1	30.8	--	15.4	7.7	7.7	7.7	--	--	100.0	3	13	
160	17.1	28.6	11.4	20.0	17.1	--	--	--	5.7	--	100.0	3	35	
163	21.8	25.5	16.4	14.5	9.1	6.4	2.7	--	2.7	.9	100.0	3	110	
432	21.7	17.9	16.0	18.9	12.3	3.8	4.7	2.8	1.9	--	100.0	3	106	
435	17.0	19.3	13.6	12.5	15.9	9.1	6.8	3.4	--	2.2	100.0	4	88	
440	19.3	25.4	10.5	20.2	8.8	3.5	4.4	7.9	--	--	100.0	3	114	
488	12.5	18.8	18.8	6.3	12.5	9.4	6.3	3.1	3.1	9.2	100.0	3	32	
490	17.3	18.4	16.3	17.3	10.2	8.2	2.0	7.1	2.0	1.2	100.0	3	98	
493	26.1	13.0	17.4	17.4	4.3	8.7	8.7	--	--	--	100.0	3	23	
810	14.6	19.5	9.8	22.0	9.8	12.2	2.4	4.9	2.4	2.4	100.0	4	41	
813	16.3	21.5	14.8	21.5	14.8	5.2	3.7	.7	.7	.7	100.0	3	135	
826	12.7	15.9	27.0	14.3	9.5	9.5	3.2	1.6	--	6.4	100.0	3	63	
832	16.9	14.1	9.9	14.1	15.5	16.9	1.4	5.6	4.2	1.4	100.0	4	71	
836	11.0	19.8	22.0	15.4	16.5	5.5	4.4	3.3	1.1	1.1	100.0	3	91	
860	13.5	30.8	11.5	11.5	11.5	7.7	1.9	1.9	3.8	5.8	99.9	3	52	
871	21.6	23.9	21.6	12.5	8.0	11.4	--	1.1	--	--	100.0	3	88	
OVERALL	15.0%	22.3%	18.5%	15.9%	11.2%	6.6%	3.5%	2.9%	1.7%	2.3%	99.9%	3	2,410	

33.5% Response Rate

TABLE XIV
Household Size of Sunday Riders

<u>Line</u>	<u>One</u>	<u>Two</u>	<u>Three</u>	<u>Four</u>	<u>Five</u>	<u>Six</u>	<u>Seven</u>	<u>Eight</u>	<u>Nine</u>	<u>Ten or More</u>	<u>Total</u>	<u>Median</u>	<u>No. of Respondents</u>
8	22.9%	21.9%	16.2%	12.4%	10.5%	6.7%	4.8%	1.0%	1.9%	1.7%	100.0%	3	105
25	12.9	19.4	9.7	17.7	9.7	11.3	4.8	1.6	1.6	11.3	100.0	4	62
26	9.6	19.1	17.4	17.4	7.0	5.2	10.4	7.8	3.5	2.6	100.0	4	115
28	17.2	20.1	17.9	12.7	10.4	9.7	2.2	3.0	2.2	4.6	100.0	3	134
86	24.3	31.1	10.7	11.7	11.7	6.8	1.9	1.9	--	--	100.1	2	103
93	26.0	44.0	12.0	8.0	6.0	2.0	--	2.0	--	--	100.0	2	50
487	40.9	4.5	18.2	9.1	4.5	4.5	--	18.2	--	--	99.9	3	22
491	25.0	50.0	12.5	12.5	--	--	--	--	--	--	100.0	2	8
496	28.8	13.5	19.2	15.4	13.5	9.6	--	--	--	--	100.0	3	52
828	11.0	22.0	21.0	14.0	9.0	9.0	6.0	5.0	1.0	2.0	100.0	3	100
871	25.9	24.1	18.5	16.7	7.4	5.6	1.9	--	--	--	100.1	2	54
OVERALL	17.3%	23.6%	16.1%	13.9%	8.5%	6.9%	4.6%	4.3%	1.9%	2.9%	100.0%	3	805

25.3% Response Rate

Number of Cars in Household

Table XV indicates that 51% of the Saturday riders live in households that do not own an automobile. This figure is significantly higher than was found among regular-service weekday riders in 1978. Only about 37% of weekday riders said they had no car in their household.

The percentage of no-car households is even higher among Sunday riders, as shown in Table XVI. Nearly 60% of the riders on Sunday report having no car in the household. This percentage is not significantly different than the 58.5% found in the 1979 Survey of Sunday riders.

Automobile ownership tends to vary with the ethnic background of the bus rider's household. Among Saturday riders, Anglos have the highest percentage of no-car households--53.6%--followed by Latinos at 52% and Blacks at 48.8%. Significantly smaller percentages of Asians and Pacific Islanders and American Indians report having no car in the household. Among Asians and Pacific Islanders 42.5% say there is no car. Only 36.2% of American Indian riders say their household has no car. Table XVII provides detail by line.

Among Sunday riders all ethnic groups except Blacks report a significant increase in the percentage of households with no car, as

seen in Table XVIII. Nearly 80% of the small sample of American Indians have no car, and 60.8% of the Latino riders are in the same situation. The Asian and Pacific Islander group report that 59.6% live in a household without cars, and 59% of the White respondents have no car. Among Blacks there is no significant change in the percentage of no-car households.

As might be expected, the primary determinant of automobile ownership seems to be household income. Tables XIX and XX show the strong relationship between income and the number of cars in a household. Among Saturday riders, the median income of households without a car is only about \$5000. Households with one car claim a median income of nearly \$8900, while the figure for those with two or three cars is \$13,050 and \$19,160, respectively. A similar relationship between income and cars exists among Sunday riders. No-car households have a median income of only about \$4700, while one car households earn an average of \$8500. Households with two cars show a \$10,400 median income. The median income of households with three or more cars, however, drops back into the \$8900 range.

TABLE XV

Number of Cars in Households of Saturday Riders
By Bus Line

<u>Line</u>	<u>None</u>	<u>One</u>	<u>Two</u>	<u>Three+</u>	<u>Total</u>	<u>No. of Respondents</u>
2	63.6%	21.2%	6.1%	9.1%	100.0%	33
8	42.3	34.6	15.4	7.7	100.0	26
17	42.5	27.5	22.5	7.5	100.0	40
18	46.8	22.0	22.9	8.3	100.0	109
25	49.4	28.1	14.6	7.9	100.0	89
28	56.0	28.0	8.0	8.0	100.0	75
34	47.3	31.3	15.2	6.3	100.1	112
49	65.9	22.4	8.8	2.9	100.0	170
73	41.3	20.6	23.8	14.3	100.0	63
75	54.9	25.3	14.8	4.9	99.9	182
81	40.6	24.8	21.1	13.5	100.0	133
88	44.1	31.5	15.3	9.0	99.9	111
94	53.3	32.7	10.7	3.3	100.0	150
142	64.4	22.2	6.7	6.7	100.0	45
151	37.7	32.8	14.8	14.8	100.1	61
155	57.1	28.6	7.1	7.1	99.9	14
160	40.9	34.1	15.9	9.1	100.0	44
163	46.6	28.8	15.3	9.3	100.0	118
432	44.6	27.7	19.6	8.0	99.9	112
435	41.9	29.0	18.3	10.8	100.0	93
440	53.1	25.0	14.1	7.8	100.0	128
488	32.3	32.3	19.4	16.1	100.1	31
490	51.5	24.6	18.5	5.4	100.0	130
493	54.5	22.7	18.2	4.5	99.9	22
810	47.9	18.8	20.8	12.5	100.0	48
813	47.0	15.7	16.4	20.9	100.0	134
826	38.9	40.3	16.7	4.2	100.1	72
832	44.9	29.5	17.9	7.7	100.0	78
836	44.4	36.4	13.1	6.1	100.0	99
860	30.8	38.5	21.2	9.6	100.1	52
871	45.4	32.0	13.4	9.3	100.1	97
OVERALL	51.0%	28.2%	13.2%	7.5%	99.9%	2,671

37.1% Response Rate

TABLE XVI

Number of Cars in Households of Sunday Riders
By Bus Line

<u>Line</u>	<u>None</u>	<u>One</u>	<u>Two</u>	<u>Threet+</u>	<u>Total</u>	<u>No. of Respondents</u>
8	69.7%	21.1%	6.3%	2.8%	99.9%	142
25	63.9	25.0	6.9	4.2	100.0	72
26	53.2	28.8	12.2	5.8	100.0	139
28	64.5	23.9	5.8	5.8	100.0	155
86	56.8	27.9	11.7	3.6	100.0	111
93	64.8	29.6	3.7	1.9	100.0	54
487	47.8	34.8	13.0	4.3	99.9	23
491	57.1	14.3	14.3	14.3	100.0	7
496	35.0	36.7	20.0	8.3	100.0	60
828	53.8	28.5	14.6	3.1	100.0	130
871	58.2	20.0	18.2	3.6	100.0	55
OVERALL	59.5%	26.7%	9.1%	4.7%	100.0%	948

29.8% Response Rate

TABLE XVII

Number of Cars in Households of Saturday Riders
By Ethnic Background

<u>Ethnic Background</u>	<u>None</u>	<u>One</u>	<u>Two</u>	<u>Three+</u>	<u>Total</u>	<u>No. of Respondents</u>
White	53.6%	26.9%	11.3%	8.2%	100.0%	796
Black	48.8	26.4	17.0	7.8	100.0	618
Latino	52.0	29.6	11.4	6.9	99.9	880
Asian & Pacific Islander	42.5	33.6	15.7	8.2	100.0	119
American Indian	36.2	32.3	19.3	12.2	100.0	38
Other	20.0	48.3	28.8	2.9	100.0	24
OVERALL	50.7%	28.5%	13.3%	7.6%	100.1%	2,475

34.4% Response Rate

TABLE XVIII

Number of Cars in Households of Sunday Riders
By Ethnic Background

<u>Ethnic Background</u>	<u>None</u>	<u>One</u>	<u>Two</u>	<u>Three+</u>	<u>Total</u>	<u>No. of Respondents</u>
White	59.0%	31.7%	7.5%	1.9%	100.1%	216
Black	46.5	34.5	13.5	5.5	100.0	191
Latino	60.8	26.1	8.6	4.5	100.0	437
Asian & Pacific Islander	59.6	16.4	12.1	11.8	99.9	36
American Indian	79.9	4.2	5.0	10.9	100.0	17
Other	66.2	10.1	16.1	7.6	100.0	13
OVERALL	59.0%	27.2%	9.2%	4.6%	100.0%	910

28.6% Response Rate

TABLE XIX

Number of Cars in Saturday Rider Households
By Income Group

<u>Household Income</u>	<u>Number of Cars</u>				<u>Total</u>
	<u>None</u>	<u>One</u>	<u>Two</u>	<u>Threet+</u>	
Under \$5,000	71.7%	21.4%	4.6%	2.3%	100.0%
\$5,000-\$9,999	55.8%	28.9	11.2	4.1	100.0
\$10,000-\$14,999	49.9	26.0	16.8	7.2	99.9
\$15,000-\$19,999	27.9	41.8	19.0	11.3	100.0
\$20,000-\$24,999	27.4	35.0	21.5	16.2	100.1
\$25,000 or More	11.4	30.1	26.0	32.6	100.1
OVERALL	53.0%	27.4%	12.1%	7.5%	100.0%
MEDIAN INCOME	\$5,055	\$8,897	\$13,050	\$19,160	\$7,558

TABLE XX

Number of Cars in Sunday Rider Households
By Income Group

<u>Household</u> <u>Income</u>	<u>None</u>	<u>One</u>	<u>Two</u>	<u>Three+</u>	<u>Total</u>
Under \$5,000	74.1%	18.4%	4.8%	2.7%	100.0%
\$5,000-\$9,999	61.4	28.4	6.4	3.8	100.0
\$10,000-\$14,999	47.5	41.9	10.6	--	100.0
\$15,000-\$19,999	27.7	53.9	17.2	1.3	100.1
\$20,000-\$24,999	31.8	28.1	28.1	12.0	100.0
\$25,000 or More	13.0	44.2	15.3	27.6	100.1
OVERALL	60.0%	27.7%	8.2%	4.1%	100.0%
MEDIAN INCOME	\$4,673	\$8,526	\$10,400	\$8,897	\$6,136

Marital Status

Table XXI indicates that only 28.3% of Saturday riders are married. Table XXII shows that 24.9% of Sunday riders are married.

TABLE XXI

Marital Status of Saturday Riders
By Bus Line

<u>Line</u>	<u>Married</u>	<u>Divorced</u>	<u>Widowed</u>	<u>Single</u>	<u>Total</u>	<u>No. of Respondents</u>
2	27.6%	6.9%	3.4%	62.1%	100.0%	29
8	34.6	19.2	3.8	42.3	99.9	26
17	37.8	13.5	2.7	45.9	99.9	37
18	22.9	14.7	5.5	56.9	100.0	109
25	21.3	16.9	2.2	59.6	100.0	89
28	40.3	12.5	6.9	40.3	100.0	72
34	29.4	14.7	3.7	52.3	100.1	109
49	22.8	12.0	6.6	58.7	100.1	167
73	15.9	12.7	6.3	65.1	100.0	63
75	28.1	11.2	2.2	58.4	99.9	178
81	23.4	11.7	4.4	60.6	100.1	137
88	23.8	9.5	8.6	58.1	100.0	105
94	30.3	10.3	4.1	55.2	99.9	145
142	10.4	14.6	6.3	68.8	100.1	48
151	20.7	17.2	5.2	56.9	100.0	58
155	--	18.2	--	81.8	100.0	11
160	35.1	10.8	10.8	43.2	99.9	37
163	28.6	8.9	8.9	53.6	100.0	112
432	30.3	6.4	5.5	57.8	100.0	109
435	22.7	6.8	9.1	61.4	100.0	88
440	24.8	8.0	6.4	60.8	100.0	125
488	36.7	3.3	10.0	50.0	100.0	30
490	31.5	13.9	8.3	46.3	100.0	108
493	22.7	13.6	9.1	54.5	99.9	22
810	16.3	14.3	2.0	67.3	99.9	49
813	27.3	12.2	7.9	52.5	99.9	139
826	35.3	10.3	4.4	50.0	100.0	68
832	21.1	14.5	3.9	60.5	100.0	76
836	25.3	13.2	6.6	54.9	100.0	91
860	21.6	13.7	11.8	52.9	100.0	51
871	22.4	10.2	4.1	63.3	100.0	98
OVERALL	28.3%	12.0%	5.2%	54.5%	100.0%	2,586

35.9% Response Rate

TABLE XXII

Marital Status of Sunday Riders
By Bus Line

<u>Line</u>	<u>Married</u>	<u>Divorced</u>	<u>Widowed</u>	<u>Single</u>	<u>Total</u>	<u>No. of Respondents</u>
8	37.1%	6.3%	4.2%	52.4%	100.0%	143
25	27.1	15.7	4.3	52.9	100.0	70
26	20.1	17.3	2.9	59.7	100.0	139
28	31.4	13.7	5.2	49.7	100.0	153
86	26.1	8.1	8.1	57.7	100.0	111
93	18.9	9.4	11.3	60.4	100.0	53
487	12.0	20.0	20.0	48.0	100.0	25
491	--	11.1	11.1	77.8	100.0	9
496	24.6	14.8	14.8	45.9	100.1	61
828	23.1	9.2	2.3	65.4	100.0	130
871	29.6	11.1	3.7	55.6	100.0	54
OVERALL	24.9%	13.5%	5.6%	56.0%	100.0%	948

29.8% Response Rate

TRIP-RELATED CHARACTERISTICS
OF WEEKEND RIDERS

Type of Fare

Previous on-board surveys taken among regular-service riders on weekdays indicated that between 62% and 69% of the riders paid cash fares. Table XXIII shows that 61.1% of Saturday riders pay cash fares also, a percentage that is not significantly different than that found on some weekday surveys.

Table XXIV shows a significant drop in the percentage of cash-paying riders on Sundays--to 53.8%. The percentage of pass boardings rises significantly on Sunday--from Saturday's level of 37.8% to 45.8%, a full eight percentage points. The percentage of boardings is higher on Sunday for every type of pass. Senior Citizen pass use accounts for 10.8% of the Sunday boardings, up from 7.5% on Saturday. Base pass use rises from 20.4% on Saturday to 22.2% on Sunday. The Student Pass for riders under 19 years of age accounts for 4.0% of the Sunday boardings, up from only 2.9% on Saturday.

The cash boarding figure of 53.8% found by the 1980 Survey of Sunday riders is significantly lower than the 59.9% found over a year earlier. This result may reflect a trend towards increased pass use already seen in weekday boardings.

Table A-VIII in the Appendix illustrates the trend to increased pass use. In 1976 passes were used for an average of 34.1% of the weekday boardings. This average percentage increased steadily every year, until it had reached 41.5% by 1980, with every indication that pass boardings would continue to grow in proportion to cash boardings.

A majority of the riders paying cash fares probably would never buy a pass. Tables XXV and XXVI show that over 50% of the Saturday and Sunday cash riders say they don't ride the bus often enough to make the purchase of a pass economically worthwhile.

Between 22% and 24% of the cash riders claim that they cannot afford to purchase a monthly pass. This finding suggests that there could be a market for a low-price pass issued more frequently. For example, a weekly pass selling for a fraction of the price of a monthly pass might tap a large market of low-income bus riders who cannot otherwise afford to buy a pass. Based on 1980 boarding and fare mix figures the size of the potential market for a weekly pass could be over 50,000 riders. (See page 96 in the Appendix).

An additional potential market for a weekly pass would be comprised of riders who usually buy a monthly pass, except during their vacation periods or other periods when their bus riding frequency during a given month is less than normal. The potential market for a weekly pass would warrant more thorough investigation if RTD were seeking to expand its base of pass users.

The third most frequent reason given by weekend riders for not buying a monthly pass is that they do not know where to buy a pass. That there is a large group of about 8% of weekend riders who do not know the locations of RTD's 300+ pass sales outlets can only present a challenge to the Marketing and Communications Department.

A full 5% of the cash riders claim that they do not buy a pass because there is no convenient place for them to do so. Further study of this groups, along with an analysis of the location of current pass sales outlets, might reveal significant gaps in the pass distribution and promotion network.

TABLE XXIII

Type of Fare Paid By Saturday Riders
By Bus Line

PASSES

Line	Cash/ Transfer	Regular	Express	College	Under 19	Senior Citizen	Handi- capped	Tourist	Other	Total	No. of Respondents
2	66.6%	16.7%	--	3.3%	--	10.0%	--	--	3.3%	99.9%	30
8	56.7	26.7	6.7%	10.0	--	--	--	--	--	100.1	30
17	53.0	23.5	--	5.9	3.9%	9.8	3.9%	--	--	100.0	51
18	49.6	26.1	--	4.3	6.1	7.0	4.3	--	2.6	100.0	115
25	61.4	22.7	--	5.7	--	8.0	2.3	--	--	100.1	88
28	45.8	34.9	1.2	1.2	2.4	14.5	--	--	--	100.0	83
34	76.8	15.2	--	2.7	.9	2.7	1.8	--	--	100.1	112
49	68.0	15.8	1.1	3.3	4.3	3.8	2.7	.5%	.5	100.0	184
73	50.0	16.7	--	7.6	16.7	4.5	3.0	--	1.5	100.0	66
75	62.3	18.8	4.2	3.7	3.7	3.1	2.1	2.1	--	100.0	191
81	70.7	14.3	2.9	2.1	2.1	5.0	.7	--	2.1	99.9	140
88	69.3	8.5	.9	3.4	4.3	6.8	2.6	1.7	2.6	100.1	117
94	59.0	24.5	.7	3.3	3.3	7.9	1.3	--	--	100.0	151
142	60.8	10.9	--	4.3	10.9	6.5	4.3	--	2.2	99.9	46
151	61.8	7.3	5.5	3.6	9.1	9.1	--	--	3.6	100.0	55
155	85.7	7.1	--	--	--	7.1	--	--	--	99.9	14
160	60.0	7.5	5.0	--	2.5	20.0	2.5	--	2.5	100.0	40
163	64.7	17.6	4.2	--	.8	10.9	--	--	1.7	99.9	119
432	61.1	22.1	2.7	3.5	.9	5.3	.9	.9	2.7	100.1	113
435	61.6	13.1	--	5.1	2.0	15.2	2.0	1.0	--	100.0	99
440	71.4	13.5	.8	3.8	--	7.5	1.5	.8	.8	100.1	133
488	80.0	5.7	5.7	8.6	--	--	--	--	--	100.0	35
490	62.6	8.4	4.7	1.9	.9	13.1	2.8	--	5.6	100.0	107
493	69.2	7.7	3.8	7.7	--	7.7	3.8	--	--	99.9	26
810	72.5	3.9	3.9	3.9	--	9.8	--	2.0	3.9	99.9	51
813	65.2	6.5	10.1	3.6	.7	10.1	.7	.7	2.2	99.8	138
826	65.3	20.8	1.4	2.8	2.8	5.6	--	--	1.4	100.1	72
832	60.5	19.8	--	4.9	7.4	1.2	2.5	--	3.7	100.0	81
836	77.4	11.8	--	2.9	4.9	1.0	1.0	--	1.0	100.0	102
860	90.8	3.7	--	1.9	1.9	--	--	--	1.9	100.2	54
871	59.2	15.5	2.9	3.9	1.9	8.7	2.9	4.9	--	99.9	103
OVERALL	61.1%	20.4%	1.8%	3.4%	2.9%	7.5%	1.3%	.5%	1.1%	100.0%	2,746

38.2% Response Rate

TABLE XXIV

Type of Fare Paid by Sunday Riders
By Bus Line

PASSES

<u>Line</u>	<u>Cash/ Transfer</u>	<u>Regular</u>	<u>Express</u>	<u>College</u>	<u>Under 19</u>	<u>Senior Citizen</u>	<u>Handi- capped</u>	<u>Tourist</u>	<u>Other</u>	<u>Total</u>	<u>Respondents</u>
8	41.9%	28.2%	1.5%	4.6%	7.6%	9.9%	3.1%	.8%	2.3%	99.9%	131
25	50.0	17.1	--	2.9	2.9	25.7	--	--	1.4	100.0	70
26	58.4	26.8	.7	2.1	4.2	5.6	1.4	.7	--	99.9	142
28	57.2	22.7	.6	2.6	3.2	9.7	1.3	2.6	--	99.9	154
86	51.2	19.4	1.8	4.3	5.8	13.3	--	1.7	2.5	100.0	119
93	38.9	20.5	7.5	9.4	1.9	16.8	5.7	--	--	100.0	54
487	52.0	8.0	4.0	16.0	--	12.0	4.0	--	4.0	100.0	25
491	42.9	14.3	--	--	14.3	--	28.6	--	--	100.1	7
496	81.3	1.7	1.7	1.7	1.7	8.5	1.7	--	1.7	100.0	59
828	60.0	17.6	1.6	1.6	8.8	8.8	1.6	--	--	100.0	125
871	52.7	23.6	5.5	--	3.6	10.9	1.8	1.8	--	99.9	55
OVERALL	53.8%	22.2%	1.9%	3.7%	4.0%	10.8%	2.1%	1.1%	.5%	100.1%	941

29.6% Response Rate

TABLE XXI

Reasons Given By Saturday Riders for Not Using Pass

<u>Line</u>	<u>Don't Ride Enough</u>	<u>Can't Afford Pass</u>	<u>Don't Know Where To Buy Pass</u>	<u>No Convenient Pass Outlet</u>	<u>Might Lose Pass</u>	<u>Other</u>	<u>Total</u>	<u>No. of Respondents</u>
2	52.9%	17.6%	5.9%	5.9%	5.9%	11.8%	100.0%	17
8	53.3	26.7	--	--	20.0	--	100.0	15
17	75.0	12.5	6.3	6.3	--	--	100.1	16
18	49.0	15.7	5.9	7.8	9.8	11.8	100.0	51
25	46.8	19.1	14.9	10.6	--	8.5	99.9	47
28	58.6	20.7	6.9	--	6.9	6.9	100.0	29
34	52.5	23.7	7.5	6.3	2.5	7.5	100.0	80
49	45.4	25.9	13.0	3.7	4.6	7.4	100.0	108
73	41.4	17.2	3.4	6.9	10.3	20.7	99.9	29
75	56.1	21.4	6.1	6.1	2.0	8.2	99.9	98
81	59.3	12.3	8.6	9.9	1.2	8.6	99.9	81
88	58.8	10.3	11.8	4.4	2.9	11.8	100.0	68
94	45.1	31.7	6.1	4.9	4.9	7.3	100.0	82
142	66.7	23.8	--	4.8	--	4.8	100.1	21
151	71.4	7.1	3.6	10.7	--	7.1	99.9	28
155	27.3	36.4	36.4	--	--	--	100.1	11
160	55.0	15.0	10.0	15.0	--	5.0	100.0	20
163	56.3	17.2	10.9	6.3	3.1	6.3	100.1	64
432	71.2	18.6	3.4	1.7	--	5.1	100.0	59
435	55.1	18.4	8.2	8.2	6.1	4.1	100.1	49
440	51.9	24.1	5.1	8.9	2.5	7.6	100.1	79
488	64.7	17.6	5.9	5.9	--	5.9	100.0	17
490	51.1	28.9	4.4	2.2	2.2	11.1	99.9	45
493	70.0	10.0	10.0	--	10.0	--	100.0	10
810	55.9	17.6	11.8	8.8	2.9	2.9	99.9	34
813	61.7	21.0	11.1	3.7	--	2.5	100.0	81
826	51.4	31.4	5.7	2.9	5.7	2.9	100.0	35
832	50.0	32.5	5.0	2.5	2.5	7.5	100.0	40
836	51.7	23.3	3.3	5.0	5.0	11.7	100.0	60
860	69.8	9.3	11.6	4.7	--	4.7	100.1	43
871	60.3	17.2	5.2	10.3	--	6.9	99.9	58
OVERALL	53.3%	22.0%	7.7%	5.1%	4.4%	7.6%	100.1%	1,475

83.6% Response Rate (Percent of 1,765 Cash Riders)

TABLE XXVI

Reasons Given By Sunday Riders For Not Using Pass

<u>Line</u>	<u>Don't Ride Enough</u>	<u>Can't Afford Pass</u>	<u>Don't Know Where To Buy Pass</u>	<u>No Convenient Pass Outlet</u>	<u>Might Lose Pass</u>	<u>Other</u>	<u>Total</u>	<u>No. of Respondents</u>
8	45.8%	20.8%	12.5%	--	4.2%	16.7%	100.0%	24
25	59.3	25.9	3.7	--	7.4	3.7	100.0	27
26	50.6	22.1	10.4	6.5	2.6	7.8	100.0	77
28	45.2	28.6	3.6	6.0	8.3	8.3	100.0	84
86	61.4	15.9	20.5	--	2.3	--	100.1	44
93	55.6	22.2	16.7	--	--	5.6	100.1	18
487	50.0	30.0	10.0	--	--	10.0	100.0	10
491	66.7	33.3	--	--	--	--	100.0	3
496	70.6	5.9	11.8	8.8	--	2.9	100.0	34
828	38.1	33.3	4.8	11.9	2.4	9.5	100.0	42
871	72.4	3.4	13.8	6.9	--	3.4	99.9	29
OVERALL	50.8%	23.9%	8.5%	5.1%	4.3%	7.2%	99.9%	392

76.0% Response Rate (Percent of 516 Cash Riders)

Frequency of Bus Use

The frequency of bus use by Saturday riders does not seem to vary significantly from that of weekday riders. Surveys of weekday riders in 1978 indicated that 71 to 75% of the riders used the bus five or more days a week. Table XXVII shows that nearly 68% of the Saturday riders ride the bus that often. On average, most bus riders ride five days a week, although there are some variations by bus line. The most aberrant line in this regard is the 860 line whose Saturday riders average only two days of bus riding per week. Running in local service from Long Beach to Orange via Disneyland and then express to Riverside, the 860 line serves an extraordinarily high proportion of social/recreational trips on Saturday.

The frequency of bus use by Sunday riders, shown in Table XXVIII, exceeds that of weekday and Saturday riders by one day per week. On average, Sunday riders are more likely to ride the bus six days a week. Nearly 72% ride the bus five or more days a week. The survey of Sunday riders conducted in 1979 had found that 70% rode at least five days a week.

Again, the riders on one line stand out as atypical in regard to frequency of bus use. The average use by riders on the 496 line is only two days per week. The 496 line is similar to the 860 in that it operates over a large portion of its route in express service. It runs from Los Angeles to Riverside and

San Bernardino, mostly on the freeway. This line also serves an extremely high proportion of social/recreational trips on the weekend.

Frequency of bus use does vary by type of fare. Tables XXIX and XXX show that pass users tend to ride the bus more often than cash riders. Cash riders surveyed on either Saturday or Sunday average five days of bus riding per week, whereas pass users surveyed on Saturday average six days of riding, (except for Senior Citizen and Tourist Pass users).

Table XXXI shows the average number of boardings per month made by riders in each fare type category. The figures in this table echo the finding that pass users tend to ride the bus more frequently than cash riders.

The table also shows that the Saturday and Sunday cash riders account for 70 to 84% as many boardings as pass users. The table shows further that there is a variation in the average number of monthly boardings made by riders using different kinds of passes. For example, Handicap pass users on Saturday account for about 80 boardings

per month, as compared to 114 boardings by College and Vocational Pass users. There is also some variation between average monthly boardings made by Saturday and Sunday riders. Senior Citizen Pass users surveyed on Saturday, for example, account for 100 boardings a month. Those surveyed on Sunday account for only 75%.

Table XXXI also compares average monthly boarding figures obtained during the 1980 Weekend Survey with weekday figures calculated from a 1979 Market Research Survey. The number of boardings made by weekend cash riders tends to be somewhat lower than the number made by weekday cash riders, while the reverse is true of pass riders. Weekend pass users tend to account for more monthly boardings than weekday pass riders. Overall, however, the total number of monthly boardings made by all riders regardless of the type of fare, is remarkably similar for weekday and weekend riders.

TABLE XXVII

Frequency of Bus Use by Saturday Riders

Line	DAYS PER WEEK							Less Than 1	Total	Median	No. of Respondents
	7	6	5	4	3	2	1				
2	40.6%	12.5%	15.6%	--	12.5%	6.3%	6.3%	6.3%	100.1%	6	32
8	19.4	45.2	19.4	6.5%	9.7	--	--	--	100.2%	6	31
17	31.1	13.3	26.7	8.9	4.4	8.9	4.4	2.2	99.9	5	45
18	33.0	22.9	19.3	4.6	3.7	10.1	9	5.5	100.0	6	109
25	27.3	26.1	19.3	9.1	5.7	6.8	3.4	2.3	100.0	6	88
28	36.2	22.5	16.2	2.5	2.5	8.8	5.0	6.3	100.0	6	80
34	19.8	16.0	18.9	3.8	11.3	7.5	8.5	14.2	100.0	5	106
49	31.6	15.8	19.2	3.4	6.8	7.3	4.5	11.3	99.9	5	177
73	31.3	13.4	22.4	4.5	10.4	10.4	1.5	6.0	99.9	5	67
75	28.5	18.1	19.2	5.2	5.7	6.2	9.3	7.8	100.0	5	193
81	17.8	20.0	20.7	8.1	8.9	6.7	5.2	12.6	100.0	5	135
88	20.9	21.7	19.1	4.3	7.0	5.2	4.3	17.4	99.9	5	115
94	38.3	17.4	20.8	8.7	5.4	4.0	2.0	3.4	100.0	6	149
142	28.9	6.7	13.3	24.4	6.7	6.7	4.4	8.9	100.0	4	45
151	21.1	14.0	22.8	10.5	8.8	14.0	1.8	7.0	100.0	5	57
155	7.1	28.6	28.6	--	--	35.7	--	--	100.0	5	14
160	18.4	15.8	21.1	7.9	10.5	7.9	5.3	13.2	100.1	5	38
163	27.0	16.7	23.0	4.8	4.8	11.9	5.6	6.3	100.1	5	126
432	14.3	17.9	22.3	2.7	5.4	12.5	8.9	16.1	100.1	5	112
435	20.4	20.4	14.6	5.8	10.7	7.8	4.9	15.5	100.1	5	103
440	21.6	20.9	15.7	3.7	6.7	12.7	13.4	5.2	99.9	5	134
488	9.7	16.1	32.3	3.2	6.5	6.5	9.7	16.1	100.1	5	31
490	21.3	22.2	19.4	6.5	8.3	9.3	7.4	5.6	100.0	5	108
493	19.2	23.1	3.8	11.5	19.2	3.8	--	19.2	99.8	4	26
810	17.3	7.7	17.3	13.5	13.5	3.8	9.6	17.3	100.0	4	52
813	10.6	17.0	22.0	9.2	6.4	10.6	7.1	17.0	99.9	4	141
826	24.0	22.7	17.3	8.0	9.3	13.3	4.0	1.3	99.9	5	75
832	30.0	16.2	25.0	5.0	5.0	2.5	6.3	10.0	100.0	5	80
836	21.0	21.0	21.9	11.4	3.8	8.6	4.8	7.6	100.1	5	105
860	7.8	9.8	11.8	3.9	2.0	9.8	17.6	37.3	100.0	2	51
871	19.8	13.9	19.8	11.9	5.9	5.0	6.9	16.8	100.0	5	101
OVERALL	28.6%	19.9%	19.2%	5.8%	6.4%	7.1%	5.2%	7.8%	100.0%	5	2,723

37.8% Response Rate

TABLE XXVIII

Frequency of Bus Use by Sunday Riders

<u>Line</u>	<u>DAYS PER WEEK</u>								<u>Total</u>	<u>Median</u>	<u>No. of Respondents</u>
	<u>7</u>	<u>6</u>	<u>5</u>	<u>4</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>Less Than 1</u>			
8	63.4%	10.6%	9.8%	3.3%	3.3%	4.9%	2.4%	2.4%	100.1%	7	123
25	40.6	13.0	11.6	5.8	7.2	13.0	7.2	1.4	99.8	6	69
26	47.9	8.6	12.9	3.6	4.3	12.9	7.9	2.1	100.2	6	140
28	43.8	15.0	20.0	2.5	5.0	6.9	3.8	3.1	100.1	6	160
86	26.9	17.6	18.5	6.7	5.0	10.9	9.2	5.0	99.8	5	119
93	30.2	20.8	18.9	7.5	3.8	7.5	7.5	3.8	100.0	6	53
487	32.0	8.0	28.0	--	12.0	12.0	8.0	--	100.0	5	25
491	75.0	--	--	25.0	--	--	--	--	100.0	7	8
496	17.5	5.3	14.0	7.0	1.8	5.3	8.8	40.4	100.1	2	57
828	44.6	12.4	21.5	4.1	4.1	6.6	4.1	2.5	99.9	6	121
871	20.0	16.4	20.0	3.6	5.5	16.4	3.6	14.5	100.0	5	55
OVERALL	42.2%	13.0%	16.6%	4.2%	4.8%	9.5%	6.0%	3.6%	100.0%	6	930

29.2% Response Rate

TABLE XXIX

Frequency of Bus Use by Saturday Riders
by Type of Fare

	<u>7 Days</u>	<u>6</u>	<u>5</u>	<u>4</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>Less Than 1</u>	<u>Total</u>	<u>Median</u>	<u>No. of Respondents</u>
Cash/Transfer	17.2%	14.8%	19.4%	7.4%	8.4%	10.9%	8.0%	14.0%	100.1%	5	1685
Regular Pass	40.3	30.0	19.8	1.7	2.1	2.1	1.9	2.1	100.0	6	424
Express Pass	27.9	36.1	24.6	6.6	1.6	--	1.6	1.6	100.0	6	61
College Pass	34.8	27.2	20.7	6.5	3.3	2.2	1.1	4.3	100.1	6	92
Under 19 Pass	39.0	18.3	25.6	6.1	2.4	4.9	2.4	1.2	99.9	6	82
Senior Citizen Pass	30.5	16.9	24.3	10.2	9.0	5.1	1.1	2.8	99.9	5	177
Handicapped Pass	43.2	18.2	6.8	11.4	6.8	2.3	4.5	6.8	100.0	6	44
Tourist Pass	40.0	6.7	6.7	--	6.7	6.7	6.7	26.7	100.2	5	15
Other	27.0	8.1	40.5	5.4	8.1	2.7	2.7	5.4	99.9	5	37
OVERALL	24.1	18.3	20.2	6.5	6.9	8.0	5.8	10.1	100.0	5	2617

36.4% Response Rate

TABLE XXX

Frequency of Bus Use by Sunday Riders
by Type of Fare

	<u>7 Days</u>	<u>6</u>	<u>5</u>	<u>4</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>Less Than 1</u>	<u>Total</u>	<u>Median</u>	<u>No. of Respondents</u>
Cash/Transfer	36.2%	9.9%	15.6	3.9%	6.7%	11.5%	6.7%	9.4%	99.9%	5	436
Regular Pass	56.2	16.6	17.8	1.8	.6	3.6	2.4	1.2	100.2	7	169
Express Pass	40.0	10.0	40.0	--	10.0	--	--	--	100.0	6	10
College Pass	50.0	17.9	14.3	3.6	3.6	3.6	3.6	3.6	100.2	7	28
Under 19 Pass	50.0	21.4	11.9	7.1	2.4	4.8	2.4	--	100.0	7	42
Senior Citizen Pass	51.2	7.5	11.2	10.0	2.5	6.3	11.2	--	99.9	7	80
Handicapped Pass	50.0	7.1	28.6	--	7.1	--	7.1	--	99.9	7	14
Tourist Pass	20.0	--	80.0	--	--	--	--	--	100.0	5	5
Other	33.3	33.3	16.7	--	--	--	--	16.7	100.0	6	6
OVERALL	43.3	12.0	16.3	4.2	4.5	8.2	5.8	5.7	100.0	6	790

24.8% Response Rate

TABLE XXXI

Mean Number of Boardings Per Month
By Type of Fare

<u>Type of Fare</u>	<u>Weekday Riders</u>	<u>Saturday Riders</u>	<u>Sunday Riders</u>
Cash & Transfer	75.9	70.8	71.4
All Passes	87.3	100.0	96.7
Regular Pass	89.4	99.3	104.4
Express Pass	82.8	98.4	100.1
College Pass	NA	113.7	93.5
Pre-College Student Pass	89.6 NA	99.9	82.9
Senior Citizen Pass	77.1	99.8	74.8
Handicap Pass	82.3	79.8	147.7
Other Fares	71.8	93.4	104.6
All Fares	80.5	82.1	82.9

Trip Purpose

Weekend transit trips are significantly different than weekday trips in regard to their purpose. In addition, there are significant differences between Saturday and Sunday riders' trip purposes.

Table XXXII displays the trip purpose mix among Saturday riders. Over 37% are found to be engaged in travel to or from work, a significant decrease from the 50% proportion of work trips encountered on weekday surveys. School trips, as high as 31% of the weekday trips, are down to 4% on Saturday. The percentage of medical trips on Saturday is not significantly different than during the week. Shopping trips on Saturday represent 28% of the total, significantly higher than the 6% level found on weekday surveys. Social and recreational trips also take a significant jump on Saturday, up to 18% of the total, as opposed to between 8 and 9% on weekdays.

The Sunday trip purpose mix shown in Table XXXIII exhibits some changes from Saturday. The most notable changes are the decrease in shopping trips and the increase in social/recreational and church trips. Weekend trip purpose can vary widely by line. For example, the 860 and 496 lines both show an extremely high proportion of recreational trips.

TABLE XXXII

Trip Purpose of Saturday Riders

<u>Line</u>	<u>Work</u>	<u>School</u>	<u>Shopping</u>	<u>Medical</u>	<u>Social/ Recreational</u>	<u>Church</u>	<u>Other</u>	<u>Total</u>	<u>No. of Respondents</u>
2	24.1%	10.3%	20.7%	10.3%	27.5%	3.4%	3.6%	99.9%	29
8	46.4	--	21.4	--	17.8	7.1	7.1	99.8	28
17	33.3	4.8	35.7	2.4	11.9	--	11.9	100.0	42
18	37.0	4.6	32.4	3.7	17.6	1.9	2.8	100.0	108
25	37.0	2.5	43.2	2.5	12.3	--	2.5	100.0	81
28	37.5	3.8	32.5	10.0	10.1	2.5	3.7	100.1	80
34	31.2	3.7	27.5	3.7	23.0	.9	10.1	100.0	109
49	35.2	9.5	26.3	5.0	14.6	3.4	6.1	100.1	179
73	30.0	8.3	36.7	--	16.7	5.0	3.3	100.0	60
75	46.4	4.5	15.6	3.4	18.5	2.8	8.9	100.1	179
81	43.3	2.1	21.3	1.4	23.4	2.1	6.4	100.0	141
88	31.8	3.6	25.5	7.3	23.6	1.8	6.4	100.0	110
94	38.1	2.0	29.9	2.7	19.7	5.4	2.1	99.9	147
142	19.6	8.7	41.3	2.2	28.2	--	--	100.0	46
151	32.7	7.7	26.9	3.8	26.9	--	1.9	99.9	52
155	42.9	--	42.9	--	14.2	--	--	100.0	14
160	29.3	4.9	43.9	4.9	9.7	2.4	4.9	100.0	41
163	35.0	.8	26.7	5.0	21.6	5.8	5.0	99.9	120
432	37.3	1.8	36.4	.9	18.2	2.7	2.7	100.0	110
435	27.5	2.9	31.4	3.9	24.5	5.9	3.9	100.0	102
440	34.1	.8	19.8	1.6	32.6	2.4	8.7	100.0	126
488	40.0	6.7	20.0	--	23.3	--	10.0	100.0	30
490	37.9	1.9	32.0	1.9	21.4	3.9	1.0	100.0	103
493	26.9	--	30.8	--	30.7	3.8	7.7	99.9	26
810	36.7	--	28.6	4.1	24.4	--	6.1	99.9	49
813	53.2	.7	20.9	--	23.7	--	1.4	99.9	139
826	44.9	1.4	29.0	2.9	15.9	2.9	2.9	99.9	69
832	35.1	7.8	26.0	--	18.2	1.3	11.7	100.1	77
836	38.8	3.1	28.6	7.1	16.3	1.0	5.1	100.0	98
860	18.9	3.8	15.1	1.9	52.9	--	7.5	100.1	53
871	40.8	1.9	27.2	1.9	21.4	1.0	5.8	100.0	103
OVERALL	37.3%	4.1%	27.9%	4.8%	18.0%	2.8%	5.2%	100.1%	2,651

36.8% Response Rate

TABLE XXXIII
Trip Purpose of Sunday Riders

<u>Line</u>	<u>Work</u>	<u>School</u>	<u>Shopping</u>	<u>Medical</u>	<u>Social/ Recreational</u>	<u>Church</u>	<u>Other</u>	<u>Total</u>	<u>No. of Respondents</u>
8	29.7%	1.7%	29.7%	1.7%	14.4%	21.2%	1.7%	100.1%	118
25	34.3	1.4	12.9	1.4	21.5	27.1	1.4	100.0	70
26	39.6	1.5	18.7	2.2	21.7	13.4	3.0	100.1	134
28	29.5	2.6	23.1	.6	28.2	12.2	3.8	100.0	156
86	30.5	.8	24.6	--	28.8	11.0	4.2	99.9	118
93	42.3	--	11.5	--	30.8	11.5	3.8	99.9	52
487	35.0	25.0	15.0	--	20.0	5.0	--	100.0	20
491	10.0	10.0	10.0	--	40.0	--	30.0	100.0	10
496	13.3	3.3	10.0	3.3	56.6	5.0	8.3	99.8	60
828	37.2	.8	33.9	.8	18.2	5.0	4.1	100.0	121
871	43.9	1.8	7.0	--	33.3	10.5	3.5	100.0	57
OVERALL	35.0%	2.1%	19.5%	1.1%	25.5%	13.2%	3.6%	100.0%	916

-99-

28.8% Response Rate

Mode of Access

Surveys of weekday ridership have indicated that 60% of the respondents get to the bus on foot. Similarly, 65% of the Saturday riders surveyed walk to the bus as indicated in Table XXXIV. During the week 35% of the riders transferred from another bus. The percentage on Saturday is 28%. A small percentage of weekday regular-service riders, 4.1%, get to the bus by car. Saturday riders report that a correspondingly low 5.5% drove or were driven to the bus.

As seen in Table XXXV, 69.6% of the Sunday riders surveyed also walk to the bus. Another 25.5% transfer from another bus, and only 4% use a car to get to the bus.

TABLE XXXIV

Mode of Access Used by Saturday Riders

<u>Line</u>	<u>Walked</u>	<u>Bus</u>	<u>Drove</u>	<u>Was Driven</u>	<u>Other</u>	<u>Total</u>	<u>No. of Respondents</u>
2	85.7%	14.3%	--	--	--	100.0%	35
8	77.4	22.6	--	--	--	100.0	31
17	74.5	25.5	--	--	--	100.0	55
18	79.5	18.2	--	2.3%	--	100.0	132
25	69.1	27.8	--	3.1	--	100.0	97
28	65.6	24.4	5.6%	2.2	2.2%	100.0	90
34	63.6	26.4	3.3	5.0	1.7	100.0	121
49	71.7	22.0	2.9	2.9	.5	100.0	205
73	63.0	34.2	1.4	1.4	--	100.0	73
75	60.6	33.2	3.4	1.0	1.9	100.1	208
81	42.9	44.9	2.7	8.8	.7	100.0	147
88	55.3	36.4	1.5	6.8	--	100.0	132
94	63.3	32.0	2.4	1.8	.6	100.1	169
142	81.7	11.7	1.7	5.0	--	100.1	60
151	58.2	39.2	--	2.5	--	99.9	79
155	62.5	25.0	--	12.5	--	100.0	16
160	57.8	33.3	--	6.7	2.2	100.0	45
163	66.9	28.9	.7	1.4	2.1	100.0	142
432	54.8	33.9	4.8	5.6	.8	99.9	124
435	75.9	18.1	4.3	.9	.9	100.1	116
440	66.2	27.5	1.4	4.2	.7	100.0	142
488	54.1	35.1	10.8	--	--	100.0	37
490	73.2	24.6	.7	1.4	--	99.9	138
493	67.9	25.0	--	7.1	--	100.0	28
810	63.2	28.1	1.8	5.3	1.8	100.1	57
813	50.0	35.6	4.8	8.9	.7	100.0	146
826	73.5	14.5	2.4	7.2	2.4	100.0	83
832	58.6	37.9	2.3	1.1	--	99.9	87
836	61.4	32.5	2.6	2.6	.9	100.0	114
860	36.8	38.6	7.0	15.8	1.8	100.0	57
871	52.3	39.4	5.5	2.8	--	100.0	109
OVERALL	65.1%	28.4	2.6	2.9	1.0	100.0	3,075

42.7% Response Rate

TABLE XXXV

Mode of Access Used by Sunday Riders

<u>Line</u>	<u>Walked</u>	<u>Bus</u>	<u>Drove</u>	<u>Was Driven</u>	<u>Other</u>	<u>Total</u>	<u>No. of Respondents</u>
8	89.5%	8.8%	.6%	1.1%	--	100.0%	181
25	77.6	18.4	1.3	1.3	1.3%	99.9	76
26	66.0	30.2	1.9	.6	1.3	100.0	159
28	70.5	24.6	2.2	2.2	.5	100.0	183
86	69.0	26.4	2.3	1.6	.8	100.1	129
93	65.5	29.3	1.7	1.7	1.7	99.9	58
487	73.1	23.1	--	3.8	--	100.0	26
491	16.7	83.3	--	--	--	100.0	12
496	32.8	18.0	11.5	36.1	1.6	100.0	61
828	77.0	21.1	.7	1.3	--	100.1	152
871	66.1	20.3	8.5	3.4	1.7	100.0	59
OVERALL	69.6%	25.5%	2.0%	2.0%	.9%	100.0%	1,096

34.5% Response Rate

Mode of Egress

Tables XXXVI and XXXVII show a distribution of egress modes similar to that encountered among access modes. Over 61% of the riders walk from the bus, and about 35% transfer to another bus. Only 3% drive a car or are passengers in a car after they leave the bus.

TABLE XXXVI

Mode of Egress Used by Saturday Riders

<u>Line</u>	<u>Walked</u>	<u>Bus</u>	<u>Drove</u>	<u>Was Driven</u>	<u>Other</u>	<u>Total</u>	<u>No. of Respondents</u>
2	54.5%	42.4%	--	--	3.0%	99.9%	33
8	54.8	45.2	--	--	--	100.0	31
17	64.0	34.0	--	2.0	--	100.0	50
18	54.2	44.1	--	.8	.8	99.9	118
25	63.7	34.1	2.2%	--	--	100.0	91
28	60.7	34.5	1.2	2.4	1.2	100.0	84
34	59.6	34.9	2.8	1.8	.9	100.0	109
49	68.6	26.6	1.6	1.6	1.6	100.0	188
73	45.3	51.6	3.1	--	--	100.0	64
75	64.1	31.8	2.1	1.0	1.0	100.0	192
81	48.9	39.3	5.2	5.9	.7	100.0	135
88	55.9	37.0	1.6	5.5	--	100.0	127
94	56.7	39.5	1.9	--	1.9	100.0	157
142	79.1	20.9	--	--	--	100.0	43
151	58.8	33.8	--	1.5	5.9	100.0	68
155	68.8	31.3	--	--	--	100.1	16
160	70.5	27.3	2.3	--	--	100.1	44
163	60.8	33.1	.8	1.5	3.8	100.0	130
432	75.4	20.3	--	2.5	1.7	99.9	118
435	70.5	24.8	--	2.9	1.9	100.1	105
440	71.1	24.4	.7	3.0	.7	99.9	135
488	70.6	26.5	--	2.9	--	100.0	34
490	62.4	24.8	4.6	4.6	3.7	100.1	109
493	52.0	44.0	4.0	--	--	100.0	25
810	80.4	11.8	3.9	2.0	2.0	100.1	51
813	64.0	27.2	1.5	4.4	2.9	100.0	136
826	56.0	41.7	1.2	--	1.2	100.1	84
832	71.4	25.0	1.2	--	2.4	100.0	84
836	53.2	45.0	--	.9	.9	100.0	109
860	54.9	23.5	7.8	11.8	2.0	100.0	51
871	64.6	28.3	2.0	2.0	3.0	99.9	99
OVERALL	61.0%	34.5%	1.5%	1.5%	1.4%	99.9%	2,820

39.2% Response Rate

TABLE XXXVII

Mode of Egress Used by Sunday Riders

<u>Line</u>	<u>Walk</u>	<u>Bus</u>	<u>Drive</u>	<u>Be Driven</u>	<u>Other</u>	<u>Total</u>	<u>No. of Respondents</u>
8	80.1%	18.4%	.7%	.7%	--	99.9%	136
25	58.7	38.7	1.3	--	1.3%	100.0	75
26	54.9	43.7	--	--	1.4	100.0	142
28	61.1	35.9	.6	1.2	1.2	100.0	167
86	70.0	27.5	--	--	2.5	100.0	120
93	57.4	37.0	--	3.7	1.9	100.0	54
487	65.2	34.8	--	--	--	100.0	23
491	25.0	50.0	--	--	25.0	100.0	4
496	26.8	28.6	5.4	39.3	--	100.1	56
828	77.1	19.5	1.7	--	1.7	100.0	118
871	75.4	21.1	1.8	1.8	--	100.1	57
OVERALL	60.6%	35.7%	.8%	1.5%	1.4%	99.9%	952

29.9% Response Rate

Length of Experience as RTD Rider

Between 26 and 28 percent of the weekend riders began to ride the RTD within the last year. Between 15 and 18 percent began to ride within the last six months. Between 26 and 28% have been riding ten years or more.

Overall, the average Saturday rider has been riding RTD buses 2.8 years, and the average Sunday rider has been riding slightly longer -- 3.3 years.

TABLE XXXVIII

Length of Saturday Riders' Experience on RTD

<u>Line</u>	<u>Less Than One Month</u>	<u>One-Six Months</u>	<u>Six Months- One Year</u>	<u>One-Two Years</u>	<u>Two-Five Years</u>	<u>Five-Ten Years</u>	<u>Ten Years or More</u>	<u>Total</u>	<u>Median Years</u>	<u>No. of Respondents</u>
2	7.4%	3.7%	14.8%	18.5%	18.5%	3.7%	33.3%	99.9%	2.9	27
8	--	--	4.2	16.7	12.5	16.7	50.0	100.1	9.9	24
17	2.7	13.5	5.4	10.8	21.6	8.1	37.8	99.9	4.4	37
18	9.6	10.6	9.6	16.3	16.3	9.6	27.9	99.9	2.7	104
25	9.2	4.6	8.0	13.8	24.1	6.9	33.3	99.9	3.8	87
28	9.9	8.5	7.0	18.3	19.7	4.2	32.4	100.0	3.0	71
34	9.6	8.7	5.8	18.3	18.3	10.6	28.8	100.1	3.2	104
49	11.5	8.3	7.0	12.1	22.9	8.3	29.9	100.0	3.5	157
73	3.1	1.6	10.9	14.1	23.4	9.4	37.5	100.0	4.6	64
75	10.0	11.2	15.9	15.9	20.6	10.0	16.5	100.1	1.8	170
81	9.5	10.3	7.9	22.2	24.6	10.3	15.1	99.9	2.0	126
88	17.9	8.9	14.3	17.9	19.6	5.4	16.1	100.1	1.5	112
94	5.5	10.3	9.6	14.4	24.7	4.1	31.5	100.1	3.2	146
142	2.3	7.0	4.7	16.3	32.6	14.0	23.3	100.2	3.8	43
151	7.4	7.4	11.1	25.9	25.9	11.1	11.1	99.9	1.9	54
155	8.3	--	16.7	16.7	41.7	8.3	8.3	100.0	2.6	12
160	6.1	12.1	12.1	24.2	24.2	12.1	9.1	99.9	1.8	33
163	8.2	13.6	10.9	20.9	21.8	6.4	18.2	100.0	1.8	110
432	15.1	6.6	16.0	14.2	16.0	12.3	19.8	100.0	1.9	106
435	6.2	9.9	9.9	16.0	18.5	11.1	28.4	100.0	3.3	81
440	15.7	13.9	4.3	18.3	10.4	6.1	31.3	100.0	1.9	115
488	8.3	16.7	12.5	25.0	12.5	4.2	20.8	100.0	1.5	24
490	6.1	13.1	10.1	24.2	17.2	8.1	21.2	100.0	1.9	99
493	9.1	9.1	9.1	9.1	18.2	13.6	31.8	100.0	4.2	22
810	12.0	12.0	6.0	22.0	22.0	10.0	16.0	100.0	1.9	50
813	9.7	9.7	13.4	24.6	25.4	4.5	12.7	100.0	1.7	134
826	7.6	9.1	7.6	15.2	25.8	12.1	22.7	100.1	3.2	66
832	12.3	11.0	5.5	16.4	27.4	4.1	23.3	100.0	2.5	73
836	12.1	7.7	11.0	9.9	27.5	9.9	22.0	100.1	3.0	91
860	32.7	17.3	19.2	9.6	9.6	1.9	9.6	99.9	.5	52
871	12.6	7.4	12.6	12.6	25.3	7.4	22.1	100.0	2.6	95
OVERALL	9.5%	8.6%	9.6%	16.6%	21.9%	7.3%	26.5%	100.0%	2.8	2,489

34.6% Response Rate

TABLE XXXIX

Length of Sunday Riders' Experience on RTD

<u>Line</u>	<u>Less Than One Month</u>	<u>One-Six Months</u>	<u>Six Months- One Year</u>	<u>One-Two Years</u>	<u>Two-Five Years</u>	<u>Five-Ten Years</u>	<u>Ten Years or More</u>	<u>Total</u>	<u>Median Years</u>	<u>No. of Respondents</u>
8	4.8%	1.0%	8.6%	13.3%	31.4%	6.7%	34.3%	100.1%	4.1	105
25	3.2	12.7	14.3	11.1	19.0	6.3	33.3	99.9	3.4	63
26	6.5	12.2	6.5	16.3	17.1	12.2	29.3	100.1	3.5	123
28	5.6	8.4	11.9	18.9	21.0	9.8	24.5	100.1	2.8	143
86	9.6	8.7	9.6	14.4	26.9	8.7	22.1	100.0	2.9	104
93	3.8	5.8	13.5	15.4	15.4	13.5	32.7	100.1	4.3	52
487	8.0	8.0	8.0	4.0	28.0	12.0	32.0	100.0	4.4	25
491	--	--	12.5	--	62.5	12.5	12.5	100.0	3.8	8
496	22.0	1.7	8.5	5.1	28.8	6.8	27.1	100.0	3.3	59
828	8.0	8.9	7.1	19.6	20.5	7.1	28.6	99.8	2.9	112
871	13.0	16.7	13.0	16.7	13.0	9.3	18.5	100.2	1.5	54
OVERALL	6.2%	9.2%	10.1%	15.8%	20.1%	10.3%	28.2%	99.9%	3.3	848

26.7% Response Rate

Rider Evaluation of RTD Service

When asked their impression of RTD service, most weekend riders gave a positive answer. Tables XL and XLI provide the results of their evaluation. Saturday riders gave RTD service a "somewhat favorable" or "very favorable" rating 69% of the time. Over 77% of the Sunday riders gave the service favorable ratings.

Eight percent of the Saturday riders and 5.8% of the Sunday riders said they have a "very unfavorable" impression of RTD service.

During previous surveys weekday riders were asked to rate RTD as an agency providing public transportation. Although this question was somewhat different than that asked of weekend riders, similar results were obtained. Nearly 63% rated RTD as "good" or "excellent," and 7.7% rated RTD as "poor."

TABLE XL

Saturday Riders Rate RTD Service

<u>Line</u>	<u>Very Favorable</u>	<u>Somewhat Favorable</u>	<u>Somewhat Unfavorable</u>	<u>Very Unfavorable</u>	<u>Total</u>	<u>No. of Respondents</u>
2	42.9%	28.6%	28.6%	--	100.1	28
8	26.1	39.1	34.8	--	100.0	23
17	31.4	54.3	8.6	5.7	100.0	35
18	15.2	47.8	20.7	16.3	100.0	92
25	28.4	46.9	21.0	3.7	100.0	81
28	32.3	40.0	20.0	7.7	100.0	65
34	29.4	46.1	18.6	5.9	100.0	102
49	21.6	45.3	27.0	6.1	100.0	148
73	6.3	47.6	30.2	15.9	100.0	63
75	30.1	33.7	24.5	11.7	100.0	163
81	26.6	36.7	25.8	10.9	100.0	128
88	27.6	48.6	17.1	6.7	100.0	105
94	23.6	33.3	25.7	17.4	100.0	144
142	66.7	20.8	10.4	2.1	100.0	48
151	27.5	41.2	25.5	5.9	100.1	51
155	9.1	36.4	45.5	9.1	100.1	11
160	26.5	29.4	32.4	11.8	100.1	34
163	25.0	36.5	30.8	7.7	100.0	104
432	25.2	50.5	16.5	7.8	100.0	103
435	34.6	40.7	16.0	8.6	99.9	81
440	31.3	46.1	17.4	5.2	100.0	115
488	59.1	22.7	--	18.2	100.0	22
490	41.8	48.4	8.8	1.1	100.1	91
493	33.3	47.6	19.0	--	99.9	21
810	26.5	59.2	8.2	6.1	100.0	49
813	38.8	45.5	11.2	4.5	100.0	134
826	33.8	36.9	24.6	4.6	99.9	65
832	16.7	51.5	21.2	10.6	100.0	66
836	26.8	45.1	20.7	7.3	99.9	82
860	39.6	39.6	14.6	6.3	100.1	48
871	32.2	44.4	18.9	4.4	99.9	90
OVERALL	28.5%	40.5%	23.0%	8.0%	100.0%	2,392

33.2% Response Rate

TABLE XLI

Sunday Riders Rate RTD Service

<u>Line</u>	<u>Very Favorable</u>	<u>Somewhat Favorable</u>	<u>Somewhat Unfavorable</u>	<u>Very Unfavorable</u>	<u>Total</u>	<u>No. of Respondents</u>
8	47.9%	29.4%	14.3%	8.4%	100.0%	119
25	34.9	34.9	25.4	4.8	100.0	63
26	37.7	41.8	16.4	4.1	100.0	122
28	39.5	39.5	17.0	4.1	100.1	147
86	34.3	46.7	12.4	6.7	100.1	105
93	27.5	49.0	15.7	7.8	100.0	51
487	22.7	54.5	22.7	--	99.9	22
491	42.9	14.3	14.3	28.6	100.1	7
496	30.8	42.3	11.5	15.4	100.0	52
828	41.9	30.2	17.1	10.9	100.1	129
871	25.0	57.7	9.6	7.7	100.0	52
OVERALL	36.5%	40.8%	16.8%	5.8%	100.0%	869

27.3% Response Rate

METHODOLOGY

In order to establish benchmark information about RTD's weekend ridership, on-board surveys were conducted on 31 randomly-selected bus lines operating on Saturday and on 11 lines operating on Sunday. The Survey of Saturday service was conducted on three dates--August 23, September 6 and September 13, 1980. The survey of Sunday service was conducted on August 24 and September 7, 1980.

The usual on-board survey methodology was employed. A market research surveyor was assigned to ride one randomly-selected bus run throughout the day. Surveyors handed questionnaires in numerical order to every boarding passenger and collected completed questionnaires from disembarking passengers. If a boarding passenger refused to take a questionnaire, the surveyor was instructed to note that passenger's gender, ethnic background and boarding point on the questionnaire and file the questionnaire with the completed questionnaires. At the end of each trip, the interviewer filled out a Trip Record which indicates the bus line number, run number, beginning and ending points of the trip, scheduled and actual time at those points, and the beginning and ending serial numbers of all questionnaires distributed during that trip.

The Trip Record is one means by which questionnaires are attributed to their correct source. A second means of correctly attributing the questionnaires to specific trips serves as a back-up system in case the surveyor neglects to fill out a trip record or the trip record is lost. At the end of each trip the surveyors put all questionnaires collected on that trip into a large manila envelope which has been labeled previously with the line number, bus run number, trip number and date of survey.

Overall, surveyors distributed 7,195 questionnaires on Saturday, receiving 3,077 responses. The response rate for all 31 lines in total was 43%. Response rate did vary widely by bus line--from a low of only 8% on the 2 line to a high of 74% on both the 88 and 813 lines. Table XLII summarizes questionnaire distribution and response by bus line.

The number of questionnaires distributed on Sunday was 3,180. The response rate was somewhat lower than on Saturday, 35%. A total of 1,096 questionnaires was returned. The response rate varied from 18% on the 25 line to 80% on the 491 line. Sunday's questionnaire distribution and response by line are shown in Table XLIII.

The questionnaire used was RTD's newly-revised standard on-board instrument which collects data on 22 demographic, attitudinal and trip-related variables:

MODE OF ACCESS
MODE OF EGRESS
BOARDING POINT
ALIGHTING POINT
TRIP ORIGIN
TRIP DESTINATION
TRANSFERS
FREQUENCY OF BUS USE
TYPE OF FARE
TRIP PURPOSE
RESIDENCE ADDRESS
GENDER
AGE
NUMBER OF CARS IN HOUSEHOLD
NUMBER OF PERSONS IN HOUSEHOLD
ANNUAL HOUSEHOLD INCOME
ETHNIC GROUP
MARITAL STATUS
PHYSICAL HANDICAPS
LENGTH OF EXPERIENCE AS RTD RIDER
IMPRESSION OF RTD SERVICE
REASONS FOR NOT USING RTD PASS

A copy of the on-board questionnaire follows Table XLIII.

After the surveyors returned their completed assignments to SCRTD headquarters, the assignments were logged in and the trip records checked for accuracy and completeness. The process of manually geo-coding the origin/destination and boarding/alighting questions was then begun. Assistance on this task was provided by temporary employees acquired through a temporary employment agency. Their main functions were to code trip origins and destinations in terms of zip codes as shown in the Thomas Brothers Popular Street Atlas, to code boarding and alighting stops according to stop code lists used by SCRTD checkers for ride checks, and to edit the questionnaire.

Previously-written standard computer programs were used to combine data from each respondent into one case, to arrange the cases sequentially according to questionnaire number, to fill in gaps in questionnaire sequence so that all boarding passengers could be accounted for, and to check cash fares for accuracy.

Standard analytical computer programs, previously developed by Market Research, use the Statistical Package for the Social Sciences (SPSS). This software package provides a comprehensive set of procedures for data transformation and file manipulation and offers a large number of statistical routines commonly used in the social sciences and survey research. These SPSS programs can be used whenever the

standard on-board questionnaire is employed for a survey and are easily adaptable for use with other questionnaire formats.

The basic SPSS analyses performed were crosstabulations of each of four major variables by each of the other variables on the questionnaire. Each variable on the questionnaire was crosstabbed with Bus Line, Respondent Age, Ethnic Background, and Household Income. Special three-way crosstabs were performed to assist in the calculation of average number of boardings per month by type of fare.

TABLE II
 Saturday Sample - Summer 1980
 Questionnaire Distribution and Response

Line	Latest Check	Adjusted to Summer 1980	Questionnaires Distributed	Responses	Response Rate	Expansion Factor To Line Level	Incidents
2	9855	10249	425	35	8%	292.829	
8	4556	6059	69	31	45	195.452	Last 2 trips NOT surveyed**
17	830	996	141	55	39	18.109	
18	1369	1428	190	132	69	10.818	One trip NOT surveyed-bus late
25	7776	8476	500	97	19	87.381	Ran out of Q's
28	26245	27374	704	90	13	304.156	Ran out of Q's
34	692	858	195	121	62	7.091	
49	10042	10474	351	205	58	51.093	
73	2023	2110	143	73	51	28.904	
75*	14562	13397	470	208	44	64.409	
81	7147	6575	278	147	53	44.728	
88	6209	7451	179	132	74	56.447	
94	11833	14673	525	169	32	86.822	Ran out of Q's***
142	844	1080	124	60	48	18.000	
151	1043	1043	166	79	48	13.203	
155	587	781	26	16	62	48.813	
160	2050	2727	94	45	48	60.600	
163	3154	4416	316	143	45	30.881	
432	1458	1589	186	124	67	12.815	
435	1119	1432	167	116	69	12.345	
440	2079	2661	237	142	60	18.739	
488	411	510	83	37	45	13.784	
490	814	1042	156	138	88	7.551	
493	357	389	52	28	54	13.893	
810	2870	3444	191	57	30	60.421	
813	1270	1626	197	146	74	11.137	
826	5249	5475	367	84	23	65.179	
832	10028	9226	151	87	58	106.046	
836	5841	7009	226	114	50	61.482	
860	491	476	99	57	58	8.351	
871	2113	2705	170	109	64	24.817	
TOTAL	144917	157751	7195	3077	43%	51.268	

*No Saturday ride check data available for Line 75; boarding estimates based on 60% of weekday ridership.

**Surveyor ill

***Last trip not surveyed

Precision = .02 at 95% confidence level

TABLE XLIII

Sunday Sample - Summer 1980
Questionnaire Distribution and Response

<u>Line</u>	<u>Latest Check</u>	<u>Adjusted to Summer 1980</u>	<u>Questionnaires Distributed</u>	<u>Responses</u>	<u>Response Rate</u>	<u>Expansion Factor to Line Level</u>
8	3566	4493	303	181	60%	24.823
25	4378	5385	425	76	18	70.855
26*	21874	20124	490	159	32	126.566
28	17756	19354	809	183	23	105.760
86	2736	2517	227	129	57	19.512
93	6919	8510	253	58	23	146.724
487* } 491* }	2117	2265	{ 51	26	51	59.605
			{ 15	12	80	59.605
496	888	1092	103	61	59	17.902
828	3411	4673	362	152	42	30.743
871	1607	1880	130	59	45	31.864
TOTAL	65252	70293	3180	1096	35%	64.136

*No Sunday ride check data available for Lines 26, 487, 491. Boarding estimates based on 40% of weekday ridership. Ride check data not available separately for Lines 487 and 491 because lines are combined operationally.

Precision = .03 at 95% confidence level

PASSENGER SURVEY

The RTD is surveying passengers on this bus line in order to find out what your transit needs are and how we can best respond to your needs. All replies are completely confidential, so please answer all the questions as accurately as possible. Thank you for your help.

PLEASE ANSWER ALL THE QUESTIONS AND RETURN THIS FORM TO THE RTD REPRESENTATIVE

<p>1. How did you get to this bus?</p> <p style="text-align: center;"> Drove <input type="checkbox"/> 6-1 Was Driven <input type="checkbox"/> 6-4 Walked <input type="checkbox"/> -2 Other <input type="checkbox"/> -3 </p> <p>Rode bus line number _____ (SPECIFY) (7-9) (PLEASE SPECIFY)</p>	<p>12. You are: Male <input type="checkbox"/> 44-1 Female <input type="checkbox"/> 44-2</p>										
<p style="text-align: center;">QUESTIONS 2 AND 3 DEAL WITH YOUR RIDE ON THE BUS YOU ARE ON NOW.</p> <p>2. Where did you get on this bus? (Indicate nearest cross-streets)</p> <p>_____ and _____ (10-10) (Major Street) (Nearest Cross-Street)</p> <p>3. Where will you get off this bus? (Indicate nearest cross-streets)</p> <p>_____ and _____ (17-23) (Major Street) (Nearest Cross-Street)</p>	<p>13. What is your age? _____ (PLEASE SPECIFY) (45-48)</p> <p>14. How many automobiles in running condition are there in your household?</p> <p style="text-align: center;"> No Cars <input type="checkbox"/> 47-1 Two Cars <input type="checkbox"/> 47-3 One Car <input type="checkbox"/> -2 Three or more Cars <input type="checkbox"/> -4 </p>										
<p>4. After you get off this bus, you will:</p> <p style="text-align: center;"> Drive <input type="checkbox"/> 24-1 Be Driven <input type="checkbox"/> 24-4 Walk <input type="checkbox"/> -2 Other <input type="checkbox"/> -5 </p> <p>Transfer to bus line number _____ (SPECIFY) (25-27) (PLEASE SPECIFY)</p>	<p>15. What is the total number of persons living in your household? (Count yourself.) _____ (PLEASE SPECIFY) (48-49)</p> <p>16. What is the total annual income of your household?</p> <p style="text-align: center;"> Under \$5000 <input type="checkbox"/> 50-1 \$15,000 to \$19,999 <input type="checkbox"/> 50-4 \$5,000 to \$9,999 <input type="checkbox"/> -2 \$20,000 to \$24,999 <input type="checkbox"/> -5 \$10,000 to \$14,999 <input type="checkbox"/> -3 \$25,000 and over <input type="checkbox"/> -6 </p>										
<p style="text-align: center;">QUESTIONS 5, 6 AND 7 DEAL WITH YOUR ENTIRE TRIP, NOT JUST THE RIDE ON THIS BUS. THESE QUESTIONS DEFINE YOUR ONE-WAY TRIP FROM START TO FINISH.</p> <p>5. Where did you start this trip? (28-32)</p> <p>_____ and _____ (Major Street) (Nearest Cross-Street)</p> <p>6. Where are you going on this trip? (33-37)</p> <p>_____ and _____ (Major Street) (Nearest Cross-Street)</p> <p>7. Please write the numbers of all the bus lines you must ride to take this trip from start to finish. (Include the bus you are on now.)</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; width: 20%; height: 20px;"></td> <td style="border: 1px solid black; width: 20%; height: 20px;"></td> <td style="border: 1px solid black; width: 20%; height: 20px;"></td> <td style="border: 1px solid black; width: 20%; height: 20px;"></td> <td style="border: 1px solid black; width: 20%; height: 20px;"></td> </tr> <tr> <td style="text-align: center; font-size: small;">First Bus (38-40)</td> <td style="text-align: center; font-size: small;">Second Bus (41-43)</td> <td style="text-align: center; font-size: small;">Third Bus (44-46)</td> <td style="text-align: center; font-size: small;">Fourth Bus (47-49)</td> <td style="text-align: center; font-size: small;">Fifth Bus (50-52)</td> </tr> </table>						First Bus (38-40)	Second Bus (41-43)	Third Bus (44-46)	Fourth Bus (47-49)	Fifth Bus (50-52)	<p>17. To which ethnic group do you belong?</p> <p style="text-align: center;"> White <input type="checkbox"/> 51-1 Black or Negro <input type="checkbox"/> -2 Latino or Hispanic <input type="checkbox"/> -3 Asian or Pacific Islander <input type="checkbox"/> -4 American Indian <input type="checkbox"/> -5 Other _____ <input type="checkbox"/> -6 (PLEASE SPECIFY) </p> <p>18. What is your marital status?</p> <p style="text-align: center;"> Married <input type="checkbox"/> 52-1 Widowed <input type="checkbox"/> 52-3 Divorced or Separated <input type="checkbox"/> -2 Single <input type="checkbox"/> -4 </p> <p>19. Do you have a handicap which makes it difficult for you to get to or use the bus?</p> <p style="text-align: center;"> No <input type="checkbox"/> 53-1 I am in a wheelchair <input type="checkbox"/> -2 I have difficulty getting on or off the bus <input type="checkbox"/> -3 I have a visual impairment <input type="checkbox"/> -4 I have a hearing impairment <input type="checkbox"/> -5 I have an emotional disturbance <input type="checkbox"/> -6 Other _____ <input type="checkbox"/> -7 (PLEASE SPECIFY) </p>
First Bus (38-40)	Second Bus (41-43)	Third Bus (44-46)	Fourth Bus (47-49)	Fifth Bus (50-52)							
<p>8. How many days a week do you usually ride the bus?</p> <p style="text-align: center;"> Seven <input type="checkbox"/> 53-1 Three <input type="checkbox"/> 53-5 Six <input type="checkbox"/> -2 Two <input type="checkbox"/> -6 Five <input type="checkbox"/> -3 One <input type="checkbox"/> -7 Four <input type="checkbox"/> -4 Less Than One <input type="checkbox"/> -8 </p>	<p>20. When did you start using the RTD?</p> <p style="text-align: center;"> Within the past month <input type="checkbox"/> 54-1 Within the past six months <input type="checkbox"/> -2 Within the past year <input type="checkbox"/> -3 Within the past two years <input type="checkbox"/> -4 Within the past five years <input type="checkbox"/> -5 Within the past ten years <input type="checkbox"/> -6 More than ten years ago <input type="checkbox"/> -7 </p>										
<p>9. What type of fare did you use to get on this bus?</p> <p style="text-align: center;"> Cash Fare of _____ \$ <input type="checkbox"/> (50-51)-1 (SPECIFY AMOUNT) (54-56) Ticket Fare of _____ \$ <input type="checkbox"/> -2 (SPECIFY AMOUNT) (57-59) Used a Transfer <input type="checkbox"/> -3 \$6 Senior Citizen Pass <input type="checkbox"/> -4 \$6 Handicapped Pass <input type="checkbox"/> -5 \$16 Student Pass <input type="checkbox"/> -6 \$20 Student Pass <input type="checkbox"/> -7 \$26 Regular Monthly Pass <input type="checkbox"/> -8 \$ _____ Monthly Express Pass <input type="checkbox"/> -9 (52-63) \$ _____ Tourist Pass <input type="checkbox"/> -10 (64-65) Other _____ <input type="checkbox"/> -11 (PLEASE SPECIFY) </p>	<p>21. What is your impression of RTD service?</p> <p style="text-align: center;"> Very favorable <input type="checkbox"/> 55-1 Somewhat unfavorable <input type="checkbox"/> 55-3 Somewhat favorable <input type="checkbox"/> -2 Very unfavorable <input type="checkbox"/> -4 </p> <p style="text-align: center;">IF YOU USED CASH FARE, TICKETS OR A TRANSFER TO BOARD THE BUS, PLEASE ANSWER QUESTION 22.</p> <p>22. Why didn't you use an RTD pass to board the bus?</p> <p style="text-align: center;"> I don't ride the bus often enough to make a pass worthwhile <input type="checkbox"/> 56-1 I can't afford the price of a pass <input type="checkbox"/> -2 I don't know where to buy a pass <input type="checkbox"/> -3 There is no convenient place for me to buy a bus pass <input type="checkbox"/> -4 I am afraid I would lose a pass or it would be stolen from me <input type="checkbox"/> -5 Other _____ <input type="checkbox"/> -6 (PLEASE SPECIFY) </p>										
<p>10. What is the purpose of this trip? Are you going to or from:</p> <p style="text-align: center;"> Work <input type="checkbox"/> 66-1 Visiting <input type="checkbox"/> 66-5 School <input type="checkbox"/> -2 Recreation <input type="checkbox"/> -6 Shopping or Errands <input type="checkbox"/> -3 Church <input type="checkbox"/> -7 Doctor or Dentist <input type="checkbox"/> -4 Other _____ <input type="checkbox"/> -8 (PLEASE SPECIFY) </p>	<p style="text-align: center; font-size: 24pt; font-weight: bold;">N^o 57077</p>										
<p>11. What is your home address?</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-bottom: 1px solid black; width: 15%;">Number <small>(6-10)</small></td> <td style="border-bottom: 1px solid black; width: 15%;">Street <small>(11-20)</small></td> <td style="border-bottom: 1px solid black; width: 15%;">Apartment Number <small>(21-23)</small></td> <td style="border-bottom: 1px solid black; width: 15%;">City <small>(24-38)</small></td> <td style="border-bottom: 1px solid black; width: 15%;">Zip Code <small>(39-43)</small></td> </tr> </table>	Number <small>(6-10)</small>	Street <small>(11-20)</small>	Apartment Number <small>(21-23)</small>	City <small>(24-38)</small>	Zip Code <small>(39-43)</small>	<p>2 (80)</p>					
Number <small>(6-10)</small>	Street <small>(11-20)</small>	Apartment Number <small>(21-23)</small>	City <small>(24-38)</small>	Zip Code <small>(39-43)</small>							

CUESTIONARIO PARA PASAJEROS

El RTD está conduciendo unos estudios abordo de este autobús, para determinar lo que sus clientes más precisan al viajar y lo que debemos hacer para cumplir con sus deseos. Ya que las respuestas se considerarán confidencialmente, le rogamos que llene el cuestionario detalladamente si es posible. Le agradecemos su ayuda.

<p>1. ¿Como llegó a este autobús?</p> <p>Conduje un auto <input type="checkbox"/> 6-1 Me Trajeron por Auto <input type="checkbox"/> 6-4 Caminando <input type="checkbox"/> -2 Otro Modo <input type="checkbox"/> -6 Transbordó de otra línea, numero _____ -3 (por favor especifique) (7-9)</p>	<p>12. Ud. es: Hombre <input type="checkbox"/> 44-1 Mujer <input type="checkbox"/> 44-2</p>										
<p>LAS PREGUNTAS NUMERO 2 Y 3 SE RELACIONAN CON EL AUTOBUS EN QUE UD. VIAJA AHORA</p>	<p>13. ¿Que edad tiene Ud.? _____ (por favor especifique) (48-46)</p>										
<p>2. ¿Donde abordó este autobús en particular? (Indique la Intersección más cercana)</p> <p>_____ y _____ (10-18) calle o carretera mayor calle más cercana que la cruza</p>	<p>14. ¿Cuántos automóviles operables se usan en su hogar?</p> <p>Ninguno <input type="checkbox"/> 47-1 Dos autos <input type="checkbox"/> 47-3 Uno <input type="checkbox"/> -2 Tres o más <input type="checkbox"/> -4</p>										
<p>3. ¿Donde se bajará de este autobús? (Indique la Intersección mas cercana)</p> <p>_____ y _____ (17-23) calle o carretera mayor calle más cercana que la cruza</p>	<p>15. ¿Cual es el numero total de personas que viven en su hogar? (Incluyendose a si mismo) _____ (favor de especificar) (48-48)</p>										
<p>4. Al apearse de este autobús, Ud:</p> <p>Conducirá auto <input type="checkbox"/> 24-1 Le llevarán por auto <input type="checkbox"/> 24-4 Caminará <input type="checkbox"/> -2 Otro Modo <input type="checkbox"/> -5 Usará transbordo a otra línea _____ -3 (por favor especifique) (25-27)</p>	<p>16. Total de ingresos en su hogar al año:</p> <p>Menos de \$5000 <input type="checkbox"/> 50-1 \$15,000 a \$19,999 <input type="checkbox"/> 50-4 \$5,000 a \$9,999 <input type="checkbox"/> -2 \$20,000 a \$24,999 <input type="checkbox"/> -5 \$10,000 a \$14,999 <input type="checkbox"/> -3 \$25,000 o más <input type="checkbox"/> -6</p>										
<p>PREGUNTAS 5, 6 Y 7 SE RELACIONAN CON EL VIAJE ENTERO, NO SOLO LA PARTE ABORDO ESTE AUTOBUS EN PARTICULAR. ESTAS PREGUNTAS DETALLAN SU VIAJE DE PRINCIPIO A FIN.</p>	<p>17. ¿A que grupo étnico pertenece Ud.?</p> <p>Blanco <input type="checkbox"/> 51-1 Negro <input type="checkbox"/> -2 Latino <input type="checkbox"/> -3 Asia o Islas de Pacifico <input type="checkbox"/> -4 Indio Americano o relacionado <input type="checkbox"/> -6 Otro _____ <input type="checkbox"/> -6 (por favor especifique)</p>										
<p>5. ¿Donde inició este viaje? (¿Cual es la esquina más cercana a donde comenzó su viaje?)</p> <p>_____ y _____ (28-32) (calle o carretera mayor) (calle más cercana que la cruza)</p>	<p>18. ¿Es Ud:</p> <p>Casado(a) <input type="checkbox"/> 52-1 Viudo(a) <input type="checkbox"/> 52-3 Divorciado(a) o separado(a) <input type="checkbox"/> -2 Soltero(a) <input type="checkbox"/> -4</p>										
<p>6. ¿A donde se dirige (¿Cual es la esquina más cercana a donde finaliza su viaje?)</p> <p>_____ y _____ (33-37) (calle o carretera mayor) (calle más cercana que la cruza)</p>	<p>19. ¿Sufrir Ud. de algun mal que le incapacita, y le hace difícil llegar a, o usar el autobus?</p> <p>No <input type="checkbox"/> 53-1 Si; uso silla de ruedas <input type="checkbox"/> -2 Si, tengo dificultad en abordar o apearme de un autobús <input type="checkbox"/> -3 Si, estoy incapacitado de la vista <input type="checkbox"/> -4 Si, soy incapacitado de oidos <input type="checkbox"/> -6 Estoy incapacitado emocionalmente <input type="checkbox"/> -8 Other _____ <input type="checkbox"/> -7 (por favor especifique)</p>										
<p>7. Por favor, escriba el numero de las lineas que precisa usar para hacer el viaje de principio a fin (inclusive el autobus en que esta ahora).</p> <table style="width: 100%; text-align: center;"> <tr> <td style="border: 1px solid black; width: 20px; height: 20px;"></td> <td style="border: 1px solid black; width: 20px; height: 20px;"></td> <td style="border: 1px solid black; width: 20px; height: 20px;"></td> <td style="border: 1px solid black; width: 20px; height: 20px;"></td> <td style="border: 1px solid black; width: 20px; height: 20px;"></td> </tr> <tr> <td>Primér Autobús (38-40)</td> <td>Segundo Autobús (41-43)</td> <td>Tercero Autobús (44-46)</td> <td>Cuarto Autobús (47-49)</td> <td>Quinto Autobús (50-52)</td> </tr> </table>						Primér Autobús (38-40)	Segundo Autobús (41-43)	Tercero Autobús (44-46)	Cuarto Autobús (47-49)	Quinto Autobús (50-52)	<p>20. ¿Cuando comenzó Ud. a usar el servicio de la RTD?</p> <p>Adentro del último mes <input type="checkbox"/> 54-1 Adentro de los últimos 6 meses <input type="checkbox"/> -2 Adentro del último año <input type="checkbox"/> -3 Durante los últimos 2 años <input type="checkbox"/> -4 Durante los últimos 5 años <input type="checkbox"/> -6 Durante los últimos 10 años <input type="checkbox"/> -6 Hace más de 10 años <input type="checkbox"/> -7</p>
Primér Autobús (38-40)	Segundo Autobús (41-43)	Tercero Autobús (44-46)	Cuarto Autobús (47-49)	Quinto Autobús (50-52)							
<p>8. ¿Cuántos días de la semana usa Ud. el autobús?</p> <p>siete <input type="checkbox"/> 53-1 tres <input type="checkbox"/> 53-5 seis <input type="checkbox"/> -2 dos <input type="checkbox"/> -6 cinco <input type="checkbox"/> -3 uno <input type="checkbox"/> -7 cuatro <input type="checkbox"/> -4 menos de uno por semana <input type="checkbox"/> -6</p>	<p>21. ¿Cual es su impresión del servicio de la RTD?</p> <p>Muy favorable <input type="checkbox"/> 55-1 algo desfavorable <input type="checkbox"/> 55-3 favorable <input type="checkbox"/> -2 adversa <input type="checkbox"/> -4</p>										
<p>9. ¿Que tipo de tarifa pagó Ud. al abordar este autobús?</p> <p>Tarifa en efectivo de _____ € <input type="checkbox"/> (60-61)-1 (54-56) Tarifa por boleto de _____ € <input type="checkbox"/> -2 (57-59) Use boleto de transbordo <input type="checkbox"/> -3 Pase de Persona Mayor de Edad, de \$6 <input type="checkbox"/> -4 Pase de Persona Incapacitada, de \$6 <input type="checkbox"/> -6 Pase Estudiantil de \$16 (18 años o menos) <input type="checkbox"/> -6 Pase Estudiantil de \$20 (19 años o mayor) <input type="checkbox"/> -7 Pase Mensual Regular de \$26 <input type="checkbox"/> -6 Pase Mensual, Expreso de Autopista, de \$ _____ <input type="checkbox"/> -6 (62-63) Pase Turístico de \$ _____ <input type="checkbox"/> -10 (64-65) Otro _____ <input type="checkbox"/> -11 (por favor especifique)</p>	<p>22. ¿Por que no usa el pase mensual RTD para viajar por autobus?</p> <p>No uso el autobus suficiente veces para necesitar el pase mensual <input type="checkbox"/> 56-1 El precio del pase es demasiado y no puedo comprarlo <input type="checkbox"/> -2 No sé donde comprar el pase mensual. <input type="checkbox"/> -3 No hay un sitio conveniente donde yo pueda comprar el pase <input type="checkbox"/> -4 Temo perder el pase, o que me lo roben <input type="checkbox"/> -6 Otro _____ <input type="checkbox"/> -6 (por favor especifique)</p>										
<p>10. ¿Cual es el proposito de este viaje? (Indique uno):</p> <p>trabajo <input type="checkbox"/> 66-1 Social <input type="checkbox"/> 66-5 escuela <input type="checkbox"/> -2 Recreación <input type="checkbox"/> -6 de compras <input type="checkbox"/> -3 la iglesia <input type="checkbox"/> -7 Razones médicas <input type="checkbox"/> -4 Otro _____ <input type="checkbox"/> -6 (favor de especificar)</p>	<p>11. ¿Donde vive Ud.?</p> <table style="width: 100%; text-align: center;"> <tr> <td style="border: 1px solid black; width: 20px; height: 20px;"></td> <td style="border: 1px solid black; width: 20px; height: 20px;"></td> <td style="border: 1px solid black; width: 20px; height: 20px;"></td> <td style="border: 1px solid black; width: 20px; height: 20px;"></td> <td style="border: 1px solid black; width: 20px; height: 20px;"></td> </tr> <tr> <td>Numero (6-10)</td> <td>Calle (11-20)</td> <td>Apartamento (21-23)</td> <td>Ciudad (24-38)</td> <td>Zona de Zip (39-43)</td> </tr> </table>						Numero (6-10)	Calle (11-20)	Apartamento (21-23)	Ciudad (24-38)	Zona de Zip (39-43)
Numero (6-10)	Calle (11-20)	Apartamento (21-23)	Ciudad (24-38)	Zona de Zip (39-43)							

APPENDIX

TABLE A-I

RTD System-Wide
Number of Buses in Service
Peak/Base

<u>Year</u>	<u>Quarter</u>	<u>Average Weekday</u>		<u>Average Saturday</u>		<u>Average Sunday</u>	
		<u>Peak</u>	<u>Base</u>	<u>Peak</u>	<u>Base</u>	<u>Peak</u>	<u>Base</u>
1976	Winter	NA	NA	NA	NA	NA	NA
	Spring (June only)	2028	1329	1185	1186	872	873
	Summer*	2060	1370	1215	1216	906	908
	Fall	2027	1364	1260	1260	885	885
1977	Winter	1958	1345	1181	1181	875	872
	Spring	1929	1320	1149	1148	857	852
	Summer	1952	1302	987	982	735	732
	Fall	1845	1207	967	962	726	723
1978	Winter	1848	1219	972	967	728	724
	Spring	1799	1181	926	921	695	691
	Summer	1832	1185	927	921	699	695
	Fall	1897	1194	941	935	701	697
1979	Winter	1990	1224	943	935	701	697
	Spring	1962	1221	957	952	721	717
	Summer*	2006	1235	961	955	717	714
	Fall	2006	1235	961	955	717	714
1980	Winter	2006	1235	961	955	717	714
	Spring	1999	1224	971	926	731	694
	Summer	2000	1214	968	926	726	678
	Fall						

Source: Statistical Digest, Service Analysis Section

*Strike

TABLE A-II

RTD System-Wide
Actual Vehicle Miles

<u>Year</u>	<u>Quarter</u>	<u>Average Weekday</u>	<u>Average Saturday</u>	<u>Average Sunday</u>	<u>Average Month Total</u>	<u>Quarter Total</u>
1976	Winter	NA	NA	NA	NA	NA
	Spring (June only)	349,000	257,000	195,700	9,490,000	NA
	Summer*	355,160	265,950	197,500	9,420,000	26,206,000
	Fall	350,300	240,600	192,470	9,592,000	28,776,000
1977	Winter	350,333	261,633	196,500	9,438,000	28,314,000
	Spring	343,100	254,367	189,833	9,308,000	27,925,000
	Summer	338,800	229,800	170,500	9,153,000	27,458,000
	Fall	327,700	208,100	159,700	8,583,000	25,750,000
1978	Winter	320,900	208,600	159,000	8,491,000	25,473,000
	Spring	321,500	210,000	159,600	8,514,000	25,541,000
	Summer	315,300	204,000	153,100	8,271,000	24,813,000
	Fall	319,200	200,300	152,000	8,332,000	24,997,000
1979	Winter	330,300	201,900	152,200	8,631,000	25,893,000
	Spring	334,400	200,000	151,600	8,708,000	26,124,000
	Summer*	340,000	196,900	154,600	6,612,000	19,836,000
	Fall	341,100	200,700	153,700	8,800,000	26,401,000
1980	Winter	337,200	203,000	160,000	8,820,000	26,459,000
	Spring	335,800	201,800	158,200	8,776,000	26,329,000
	Summer ¹	330,400	198,400	151,600	8,557,000	25,671,000
	Fall	335,200	198,400	151,600	8,656,000	25,969,000

Source: Statistical Digest, Service Analysis Section

*Strike

¹Beginning Summer 1980, scheduled mileage figures from 4-24 Report are used. Previous actual vehicle miles were from Hub Mileage Report and averaged approximately 2% over scheduled miles.

TABLE A-III

RTD System-Wide
Number of Scheduled Vehicle Hours

<u>Year</u>	<u>Quarter</u>	<u>Average Weekday</u>	<u>Average Saturday</u>	<u>Average Sunday</u>	<u>Average Month Total</u>	<u>Quarter Total</u>
1976	Winter	NA	NA	NA	NA	NA
	Spring (June only)	24,400	18,200	13,200	NA	NA
	Summer*	25,070	18,800	13,700	615,600	1,846,900
	Fall	24,900	18,500	13,400	682,000	2,045,000
1977	Winter	24,500	18,300	13,300	656,000	1,969,000
	Spring	24,000	17,800	13,000	649,000	1,948,000
	Summer	23,600	15,800	11,600	634,000	1,903,000
	Fall	23,200	15,000	11,400	607,000	1,821,000
1978	Winter	22,500	14,900	11,100	596,000	1,787,000
	Spring	22,400	15,000	11,000	592,000	1,775,000
	Summer	21,800	14,300	10,600	573,000	1,720,000
	Fall	22,400	14,300	10,600	584,000	1,753,000
1979	Winter	23,000	14,400	10,600	603,000	1,808,000
	Spring	23,400	14,500	10,700	612,000	1,835,000
	Summer*	23,300	14,700	10,800	458,000	1,374,000
	Fall	23,500	14,500	10,700	610,000	1,829,000
1980	Winter	23,500	14,500	10,700	614,000	1,842,000
	Spring	23,500	14,500	10,700	614,000	1,843,000
	Summer*	23,200	14,500	10,700	603,000	1,809,000
	Fall*	23,500	14,500	10,700	603,000	1,809,000

Source: Statistical Digest, Service Analysis Section

*Strike

TABLE A-IV

RTD System-Wide
Actual Driver Pay Hours

<u>Year</u>	<u>Quarter</u>	<u>Average Weekday</u>	<u>Average Saturday</u>	<u>Average Sunday</u>	<u>Average Month Total</u>	<u>Quarter Total</u>
1976	Winter	NA	NA	NA	NA	NA
	Spring (June only)	30,700	21,700	16,400	827,000	NA
	Summer*	31,000	22,600	18,700	767,100	2,301,000
	Fall	30,900	21,500	18,500	848,000	2,543,000
1977	Winter	29,800	21,300	17,100	802,000	2,407,000
	Spring	29,300	21,000	16,700	796,000	2,388,000
	Summer	29,000	19,400	16,500	792,000	2,375,000
	Fall	29,000	17,400	15,200	761,000	2,284,000
1978	Winter	27,000	17,100	14,300	717,000	2,152,000
	Spring	27,300	17,500	13,500	721,000	2,162,000
	Summer	26,500	17,200	13,300	697,000	2,091,000
	Fall	27,200	17,300	13,300	713,000	2,139,000
1979	Winter	28,300	17,200	14,200	745,000	2,234,000
	Spring	28,900	17,700	14,600	761,000	2,284,000
	Summer*	28,900	17,800	15,000	572,000	1,716,000
	Fall	28,700	16,700	14,400	746,000	2,239,000
1980	Winter	28,000	17,000	14,100	736,000	2,209,000
	Spring	28,000	17,200	14,100	737,000	2,212,000
	Summer	28,000	17,600	14,400	736,000	2,208,000
	Fall					

Source: Statistical Digest, Service Analysis Section

*Strike

TABLE A-V

RTD System-Wide
Total Operating Cost

<u>Year</u>	<u>Quarter</u>	<u>Average Weekday</u>	<u>Average Saturday</u>	<u>Average Sunday</u>	<u>Average Month Total</u>	<u>Quarter Total</u>
1976	Winter	NA	NA	NA	NA	NA
	Spring (June only)	\$657,000	\$466,000	\$350,000	\$17,720,000	NA
	Summer*	625,000	465,000	345,000	14,400,000	NA
	Fall	601,000	447,000	330,000	16,470,000	\$49,400,000
1977	Winter	602,000	450,000	338,000	16,230,000	48,700,000
	Spring	587,000	435,000	325,000	16,000,000	47,900,000
	Summer	624,000	424,000	314,000	16,870,000	50,600,000
	Fall	612,000	389,000	298,000	16,030,000	48,100,000
1978	Winter	629,000	409,000	312,000	16,630,000	49,900,000
	Spring	650,000	424,000	323,000	17,205,000	51,614,000
	Summer	660,000	427,000	320,000	17,310,000	51,922,000
	Fall	646,000	406,000	308,000	16,870,000	50,598,000
1979	Winter	757,000	463,000	349,000	19,780,000	59,340,000
	Spring	890,000	532,000	404,000	23,180,000	69,539,000
	Summer*	946,000	548,000	430,000	18,400,000	55,200,000
	Fall	866,000	509,000	390,000	22,340,000	67,018,000
1980	Winter	907,000	546,000	430,000	23,730,000	71,178,000
	Spring	958,000	576,000	451,000	25,045,000	75,135,000
	Summer	1,011,000	607,000	464,000	26,185,000	78,555,000
	Fall				28,235,000 (Est.)	84,705,000 (Est.)

Source: Statistical Digest, Service Analysis Section

*Strike

TABLE A-VI

Response to Spanish-Language Questionnaire
by Saturday Riders

<u>Line</u>	<u>Number of Latino Respondents</u>	<u>Number of Spanish-Language Questionnaires</u>	<u>% of Latinos Replying in Spanish</u>
2	13	7	53.8%
8	16	9	56.3
17	34	26	76.5
18	15	10	66.7
25	46	33	71.7
28	111	90	81.1
34	48	49	100.0
49	77	108	100.0
73	2	0	--
75	124	111	89.5
81	69	65	94.2
88	35	30	85.7
94	77	74	96.1
142	52	3	5.8
151	28	26	92.9
155	9	7	77.8
160	42	38	90.5
163	42	42	100.0
432	57	38	66.7
435	17	13	76.5
440	44	34	77.3
488	14	13	92.9
490	55	38	69.1
493	12	6	50.0
810	16	14	87.5
813	64	57	89.1
826	48	39	81.3
832	17	10	58.8
836	20	16	42.9
860	7	3	42.9
871	36	34	94.4
OVERALL	1,247	1,043	83.6%

TABLE A-VII

Response to Spanish-Language Questionnaire
by Sunday Riders

<u>Line</u>	<u>Number of Latino Respondents</u>	<u>Number of Spanish-Language Questionnaires</u>	<u>% of Latinos Replying in Spanish</u>
8	168	24	14.3%
25	40	31	77.5
26	113	101	89.4
28	194	163	84.0
86	56	47	83.9
93	19	14	73.7
487	9	6	66.7
491	2	1	50.0
496	19	11	57.9
828	118	15	12.7
871	12	8	66.7
OVERALL	750	421	56.1%

TABLE A-VIII

Type of Fare Paid on Weekdays
1976-1980

<u>Year</u>	<u>Quarter</u>	<u>Cash Ticket/ Transfer</u>	<u>All Passes</u>	<u>Other</u>	<u>Free</u>
1976	Winter	NA	NA	NA	--
	Spring	68.50%	31.50%	--	--
	Summer	63.50%	35.40%	1.10%	--
	Fall	63.50%	35.40%	1.10%	--
	Mean	65.17%	34.10%	1.10%	--
1977	Winter	64.00%	34.20%	1.80%	--
	Spring	63.30%	35.10%	1.60	--
	Summer	67.30%	30.60%	2.20%	--
	Fall	60.60%	39.40%	--	--
	Mean	63.80%	34.83%	1.87%	--
1978	Winter	NA	NA	NA	--
	Spring	61.40%	38.00%	.60%	--
	Summer	67.00%	32.80%	.20%	--
	Fall	65.50%	34.10%	.40%	--
	Mean	64.63%	34.97%	.40%	--
1979	Winter	64.30%	35.40%	.30%	--
	Spring	63.50%	36.30%	.30%	--
	Summer	62.70%	37.10%	.20%	--
	Fall	61.40%	38.40%	.20%	--
	Mean	62.98%	36.80%	.25%	--
1980	Winter	57.30%	39.10%	.30%	3.30%
	Spring	57.30%	39.10%	.30%	3.30%
	Summer	49.71%	46.20%	.10%	3.99%
	Fall	NA	NA	NA	NA
	Mean	54.77%	41.47%	.23%	3.53%

Source: Statistical Digest, Service Analysis Section

FORMULA TO ESTIMATE
POTENTIAL MARKET FOR WEEKLY PASSES

The estimate of the size of the potential market for weekly passes is calculated as follows:

$$\frac{[(1,330,000 \times 49.7\%) \times 73\%]}{2} \times 22\% = 53,079$$

where 1,330,000 = Average number of Boardings per Weekday

49.7% = Proportion of Cash and Transfer Boardings

73% = Proportion of Cash and Transfer Boardings
by Riders who Ride the Bus five more more
days per week

22% = Proportion of Cash Riders who "can't
afford" a monthly pass