1981 RIDERSHIP TRACKING STUDY

PEAK-HOUR EXPRESS LINES

RTD

SCRTD MARKET RESEARCH

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BACKGROUND AND OBJECTIVES

The market for public transit in Los Angeles is made up of widely diverse elements -- different types of people with different trip needs. In order to meet the demands of the fragmented market for transit services, the SCRTD operated 226 bus lines in 1981. These lines fell into eight different categories descriptive of the type of service provided:

1) 124 Local lines

2) 8 Local lines providing some express trips during peak hours

3) 24 Local lines providing day-long express service over a portion of their routes

4) 9 Park and Ride lines

5) 17 Express lines operating only during peak hours

6) 10 Subscription lines

7) 11 Local lines operating only during peak hours (the BEEP lines), and

8) 23 Special service lines providing service to the Hollywood Bowl, Greek Theater, Dodger Stadium, race tracks, etc.

Table A-I in the Appendix contains boarding data by type of service.

This report is one of a series of four reports to be issued by Market Research under the umbrella of the 1981 Ridership Tracking Study. The reports in this series analyze the demographic, attitudinal and transit trip characteristics of riders on:

1) The RTD system overall,

2) Regular-Service lines (essentially local lines, some of which offer a few express trips or day-long express service over a small portion of their routes),

3) Subscription lines, and

4) Peak-Hour Express lines.

The purpose of this report is to examine the demographic, attitudinal, and trip characteristics of Peak-Hour Express line riders in comparison with the characteristics of riders on other types of RTD lines. The 17 Peak-Hour Express lines represent 7.5% of the RTD lines in existence in 1981. These lines account for approximately 6.4% of the daily boardings. The number of boardings per bus hour on Peak-Hour Express lines is 13.6, 47% to 77% lower than the boarding figures on Park and Ride or any of the three categories of Regular-Service lines. As a group, then, the Peak-Hour Express lines appear to be among the least efficient in terms of riders per bus hour. Table 1 provides more detailed data by bus line. The number of riders per bus hour on Peak-Hour Express lines ranges from 8.2 to 25.5.

The Peak-Hour Express lines are among the most expensive to operate. According to data obtained from the Line Performance Trends Report the subsidy per boarding on these lines ranges from $2.43 to 6:34. The median subsidy is $4.69 per boarding, 93% higher than the subsidy for each Park and Ride line boarding and nearly five times the subsidy on the 50 Regular-Service lines which were surveyed in 1981. Tables A-II and A-III in the Appendix provide comparative ridership and subsidy data for Park and Ride and Regular-Service lines.

TABLE 1
RIDERSHIP AND SUBSIDIES BY LINE
FY '82 VALUES

Line No.	Daily Boardings	Percent of Category	Riders Per Bus Hour	Revenue Per Boarding	Subsidy Per Boarding	Date of Fare Check
34X	63	.8%	NA	NA	NA	-
122	279	3.5	25.5	$ .81	$4.94	2/24/81
123	70	.9	13.6	1.56	4.52	10/09/80
144	964	12.2	23.3	.76	3.56	4/15/81
176	1149	14.5	23.7	.47	2.43	1/26/81
410	196	2.5	NA	NA	NA	-
481	1229	15.5	NA	NA	NA	-
489	946	11.9	NA	NA	NA	-
492	323	4.1	16.1	1.02	3.95	4/3/81
494	340	4.3	19.4	.79	4.92	4/3/81
601	146	1.8	11.8	1.46	4.88	2/22/80
602	320	4.0	11.3	1.01	5.35	2/22/80
604	624	7.9	16.1	.79	4.35	2/13/80
605	237	3.0	9.5	1.50	6.34	2/13/80
606	324	4.1	14.8	1.01	4.39	2/13/80
608	163	2.1	8.2	.88	4.85	5/14/80
814	550	6.9	12.7	.44	5.39	2/2/81
OVER-ALL	7923	100.0%				
MEDIAN	321.5		13.6	$ .845	$ 4.685	

Source: Line Performance Trends Report, Service Analysis Section

MAJOR FINDINGS

1. RIDER AGE

The median age of RTD Peak-Hour Express line riders is 35.6, over 8 years older than the average Regular-Service weekday rider, but about the same as the average Park and Ride patron.

Median rider age varies by bus line, from less than 30 years old to nearly 42.

The median age of Peak-Hour Express line riders varies by residence sector.

Male riders on Peak-Hour Express lines are 1.5 years older than the females, on average.

At 36.9, White riders on Peak-Hour Express lines are the oldest, on average. Latino riders, at an average age of 31 years, are the youngest.

2. RIDER GENDER

Overall, women constitute 65% of the Peak-Hour Express line ridership. On Regular-Service lines they account for about 54% of the ridership.

The gender mix varies by bus line from 86% female to only 45% female.

Gender mix varies by residence sector.

3. ETHNIC BACKGROUND

Unlike Regular-Service lines, on which up to 63% of the riders are members of a minority, Peak-Hour Express lines carry 60% to 70% White riders (depending on whether the atypical 176 line is included in the calculations). Ethnic mix varies by bus line, from 6% White to 90% White riders.

Ethnic mix varies by residence sector.

4. ANNUAL HOUSEHOLD INCOME

The median annual household income reported by Peak-Hour Express line riders is about $22,000 or more, at least twice as high as that reported by Regular-Service weekday riders.

Household income varies by line. The lowest figure is reported by riders on the 176 line, only $6,547. The income on other Peak-Hour Express lines ranges from $14,050 to $26,633.

Annual household income varies by residence sector. Income also varies by ethnic background, from about $11,000 in Black households to over $25,000 among Whites.

5. HOUSEHOLD SIZE

Peak-Hour Express riders live in somewhat less populous households than do Regular-Service riders. Express riders average 3.1 persons per household, and the Regular-Service riders average 3.6.

6. TYPE OF FARE

The proportion of cash riders on Peak-Hour Express lines is about 32% overall, as compared to 48% of Regular-Service riders.

The percentage of Peak-Hour Express line riders paying cash fares varies by bus line, from 18% to 59%.

Use of the express pass accounts for 44% of the Peak-Hour Express line boardings, as opposed to only 4% of Regular-Service boardings.

Fare mix varies by residence sector.

Riders using an express pass or "other" type of fare have the highest median household incomes, $24,000 to over $26,000. The lowest median income is reported by riders using a regular pass to board Peak-Hour Express lines.

Only 3% of the cash riders on Peak-Hour Express lines say they don't know where to buy a pass, as opposed to nearly 7% of the cash riders on Regular-Service lines. Up to 10% of the former, and only 7% of the latter, however say there is no convenient outlet at which they may purchase a pass.

7. FREQUENCY OF BUS USE

Only about 10% of Peak-Hour Express line riders use the bus more than five days a week, as opposed to 35% of Regular-Service weekday riders who ride more than five days.

Nearly three-quarters of the express line riders ride five days a week. Only 41% of Regular-Service riders are in this category.

Bus use frequency varies by bus line.

Bus use frequency also varies by type of fare. Larger than average proportions of cash riders and Senior Citizen pass riders ride less than five days a week.The frequency of bus use varies by residence sector.

Frequency of bus use tends to decline with age -- highest among riders under 19 years old and lowest among those over 62.

Latino riders on Peak-Hour Express lines are most likely to ride more than five days a week. White riders are least likely.

There is a relationship between household income and frequency of bus use. The proportion of express riders riding five days a week increases from only 52% among low-income riders to 80% among those in the upper income brackets. The proportion of Express line patrons riding more than five days a week declines as income increases - from over 20% of low-income patrons to only 3% of high-income patrons.

8. BOARDINGS PER LINKED TRIP

Peak-Hour Express line riders tend to ride fewer buses than do Regular-Service riders -- 1.7 buses, on average, as opposed to 1.8. Nearly 60% of express line riders ride just one bus to complete their trips from origin to destination.

The number of linked trip buses varies by bus line.

The number of buses ridden also varies by type of fare. Nearly 70% of the cash riders take just one bus.

The number of buses also varies by trip purpose. Riders on work trips tend to ride the fewest buses; 61% of them ride just one bus to get to or from work.

The number of linked trip buses varies by residence sector.

Riders under 19 years of age tend to ride more buses to complete their linked trips than do older riders.

White riders are more likely than minority riders to ride just one bus to complete their linked trips; 70% of Whites, as opposed to 40% of Blacks or Latinos and 53% of Asian/ Pacific Islanders, ride just one bus.

The number of buses ridden on a linked trip tends to decline as household income rises.

9. MODE OF ACCESS TO RTD

Only 63% of Peak-Hour Express line riders get to the bus on foot. At least 90% of Regular-Service riders walk to the bus. Conversely, 36% of express riders, but only 9% of Regular-Service riders, get to the bus by car.

Access patterns vary by bus line and by residence sector.

Male express line riders are more likely to walk to the bus than are females.

As household income rises, express line riders are less likely to access the RTD system on foot and more likely to access by car.

10. TRIP PURPOSE

Over 90% of the Peak-Hour Express line riders are on work trips, as opposed to roughly half of Regular-Service riders.

Trip purpose patterns vary somewhat by bus line, but work and school trips predominate, accounting for at least 92% of the trips on any express line.

School trips account for 73% of the express line boardings made by riders under 19 years old and 11% of the boardings made by those between 19 and 29.

11. RIDER ATTITUDE ABOUT RTD SERVICE

Overall, 83% of Peak-Hour Express line riders rate RTD service "somewhat" or "very" favorably; 76% of Regular-Service riders gave comparable ratings.

DEMOGRAPHIC CHARACTERISTICS OF PEAK-HOUR EXPRESS LINE RIDERS

AGE OF RIDERS

The clientele of RTD's Peak-Hour Express lines tend to be older than Regular-Service riders. The median age of Peak-Hour Express riders is 35.6, a full 8.2 years higher than the median age of Regular-Service riders. Peak-Hour Express line patrons are most like Park and Ride patrons in terms of average age. The 1980 on-board survey of Park and Ride patrons ascertained their median age to be 35.1. Compared to Regular-Service lines, neither Peak-Hour Express line nor Park and Ride lines carry large proportions of young riders. Over 21% of the riders on Regular-Service lines are under 19 years of age, whereas only 4.2% of the Express line riders and 1% of the Park and Ride riders are in that age group. Senior citizen ridership is also lower on Express and Park and Ride lines, 5.9% and 4.0%, respectively, as compared to 8.5% on Regular-Service lines.

Table 2 shows that the age distribution of Express line riders varies by bus line - from a median age of 29.6 on the 601 line up to over 41.5 on the 410 and 34 lines. It is noteworthy that six of the Peak-Hour Express lines surveyed recorded no boardings by riders under 19 years of age. Young riders accounted for 35% of the boardings on the 601 line, on the other hand.

Although the Express lines surveyed have been classified as peak hour, a small proportion of trips fall outside the narrow definition of peak service hours. In-bound trips were categorized into time periods according to when their mid-point occurred. A trip whose mid-point occurs before 6 AM, then, would be in the pre-AM peak period, while one whose mid-point occurs between 8:30 AM and noon would be in the morning base period. Table A-IV in the Appendix shows that only 8% of the trips surveyed, or 7 out of 86 trips, were not classified as peak hour trips. The table also shows that the number of respondents per trip varies by time period, from 13.9 on inbound trips during the afternoon peak period up to 30.7 on trips before the morning peak period.

Table 3 shows that age distribution of riders on inbound trips varies by time period. About 4% of the Express line riders take the 122 or 144 line in-bound before the morning peak. These riders tend to be the oldest of the Express line riders, with a median age of 43. The youngest riders are those on line 489 or 814 who

ride in-bound trips during the afternoon base period. Their median age is 29.8, 13.2 years less than the median age of the pre-AM peak Express riders. Among weekday Regular-Service riders the oldest and youngest riders are also those riding during the pre-AM peak and PM base periods, but the range is only 2.5 years. The pre-AM peak riders have a median age of 28.6 and the PM base riders average 26.1.

The effects of residence sector on rider age distribution are seen in Table 4. The highest median age, 43.7 is recorded by riders the North Central sector. Riders from the San Gabriel Valley are the youngest Express line riders, with a median age of 34.9.

The men riding Peak Hour Express lines tend to be somewhat older than the women. The median age of the men is 36.5 and of the women 35.0. Among weekday Regular Service riders, the median age of male and female riders is nearly the same - 27.1 and 27.5, respectively.

The oldest Regular-Service riders are White. Table 6 shows that Whites also constitute the oldest ethnic group among Express line riders. With an average of 36.9, Whites are 1.2 years older than the average Black Express rider and 5.9 years older than the average Latino.

TABLE 2
RIDER AGE
BY BUS LINE

Bus Line	Under 19	19 to 29	30 to 39	40 to 49	50 to 61	62 or older	Total	Median Age	Number of Respondents
34 X	-	40%	5%	30%	15%	10%	100%	41.7	20
122	-	26	28	17	17	13	100	38.7	54
123	-	7	50	25	11	7	100	38.6	28
144	1%	29	25	17	22	6	100	37.9	242
176	9	27	19	17	20	7	100	37.1	202
410	6	27	15	18	29	6	100	41.6	34
481	1	32	32	17	16	3	100	35.4	397
489	9	38	23	11	14	4	100	31.3	215
492	-	24	26	24	22	6	100	40.4	51
494	6	31	32	11	12	8	100	34.0	65
601	35	16	20	16	7	6	100	29.6	81
602	2	44	23	13	13	6	100	32.1	124
604	2	32	32	9	15	11	100	35.1	185
605	3	29	26	20	20	3	100	36.9	107
606	-	47	28	10	10	6	100	31.1	51
608	5	26	33	21	13	3	100	35.8	39
814	-	30	31	16	18	6	100	36.5	173
OVER-ALL	4%	31%	26%	15%	17%	6%	100%	35.6	2068

Response Rate: 73%

TABLE 3
RIDER AGE
BY TIME OF DAY

Time Period	Under 19	19 - 29	30 - 39	40 - 49	50 - 61	62 or Older	Total	Median Age	Number of Respondents
Pre-AM Peak	-	21%	23%	21%	22%	14%	100%	43.0	86
AM Peak	4	32	27	16	17	6	100	35.5	1771
AM Base	12	26	21	12	27	2	100	35.6	50
PM Base	18	33	21	7	7	14	100	29.8	28
PM Peak	9	35	25	13	12	5	100	32.2	133
OVER-ALL	4%	31%	26%	15%	17%	6%	100%	35.6	2068

Response Rate: 73%

TABLE 4
RIDER AGE
BY RESIDENCE SECTOR

Residence Sector	Under 19	19 - 29	30 - 39	40 - 49	50 - 61	62 or Older	Total	Median Age	Number of Respondents
San Fernando Valley	2%	28%	26%	17%	21%	7%	100%	38.1	258
North Central	-	17	28	12	37	5	100	43.7	25
San Gabriel Valley	4	33	27	16	17	4	100	34.9	566
West Los Angeles	6	30	28	14	15	9	100	35.1	403
South Central	6	25	20	15	23	11	100	39.5	154
East Central	-	-	-	-	-	-	-	-*	7
East Los Angeles	-	-	-	-	-	-	-	-*	8
Mid-Cities	-	-	-	-	-	-	-	-*	11
South Bay	-	35	28	13	19	6	100	35.6	166
Downtown Los Angeles	-	-	-	-	-	-	-	-*	9
Long Beach	-	-	-	-	-	-	-	-*	3
North Los Angeles County	-	-	-	-	-	-	-	-*	4
Orange County	-	-	-	-	-	-	-	-*	1
San Bernardino County	-	-	-	-	-	-	-	-*	8
Ventura County	-	-	-	-	-	-	-	-*	9
OVERALL	4%	31%	26%	15%	17%	6%	100%	35.6	1632

Response Rate: 58%

*Sample size too small to allow valid statistical comparison

TABLE 5
RIDER AGE
BY GENDER

Gender	Under 19	19 - 29	30 - 39	40 - 49	50 - 61	62 or Older	Total	Median Age	Number of Respon-dents
Male	5%	27%	29%	14%	18%	8%	100%	36.5	774
Female	4	34	25	17	16	5	100	35.0	1276
OVER-ALL	4%	31%	26%	15%	17%	6%	100%	35.6	2050

Response Rate: 73%

TABLE 6
RIDER AGE
BY ETHNIC BACKGROUND

Ethnic Background	Under 19	19 - 29	30 - 39	40 - 49	50 - 61	62 or Older	Total	Median Age	Number of Respondents
White	4%	29%	26%	15%	20%	7%	100%	36.9	1290
Black	8	29	22	15	18	8	100	35.7	235
Latino	4	43	29	17	7	1	100	31.0	303
Asian or Pacific Islander	4	28	33	18	15	3	100	35.4	186
American Indian	-	-	-	-	-	-	-	-*	3
Other	-	-	-	-	-	-	-	-*	16
OVER-ALL	4%	31%	26%	15%	17%	6%	100%	35.6	2033

Response Rate: 72%

*Sample size too small to allow valid statistical comparison

RIDER GENDER

Table 7 shows that gender mix varies by bus line, from over 86% female on the 176 line to 55% male on the 606 and 608 lines. Overall, 65% of Express line riders are women. The proportion of women riding the Peak-Hour Express line is significantly higher than the 54% proportion riding Regular-Service lines and the 51% proportion riding Park and Ride lines.

Table 8 shows that the proportion of women riding the express lines is highest on in-bound trips classified as morning base and afternoon base period, when they comprise up to 75% of the riders.

Rider gender mix also varies by residence sector, as seen in Table 9. Three-quarters of the Express riders from the South Central sector are women, but women comprise only a little more than half the Express line riders from the West Los Angeles and South Bay sectors.

TABLE 7
RIDER GENDER
BY BUS LINE

Bus Line	Male	Female	Total	Number of Respondents
34 X	29%	71%	100%	24
122	42	58	100	62
123	55	45	100	31
144	35	65	100	258
176	14	86	100	253
410	40	61	100	38
481	29	71	100	423
489	35	65	100	231
492	35	65	100	54
494	37	63	100	68
601	41	59	100	81
602	44	56	100	129
604	51	49	100	203
605	44	54	98	114
606	55	45	100	56
608	55	45	100	40
814	47	53	100	184
OVERALL	35%	65%	100%	2249

Response Rate: 80%

TABLE 8
RIDER GENDER
BY TIME OF DAY

Time Period	Male	Female	Total	Number of Respondents
Pre-AM Peak	40%	60%	100%	94
AM Peak	36	64	100	1918
AM Base	25	75	100	59
PM Base	27	73	100	30
PM Peak	32	68	100	147
OVERALL	35%	65%	100%	2248

Response Rate: 80%

TABLE 9
RIDER GENDER
BY RESIDENCE SECTOR

Residence Sector	Male	Female	Total	Number of Respondents
San Fernando Valley	37%	63%	100%	266
North Central	35	66	100	28
San Gabriel Valley	31	70	100	584
West Los Angeles	49	51	100	425
South Central	11	89	100	171
East Central	-	-	-	7*
East Los Angeles	-	-	-	7*
Mid-Cities	-	-	-	13*
South Bay	47	53	100	171
Downtown Los Angeles	-	-	-	9*
Long Beach	-	-	-	3*
North Los Angeles County	-	-	-	5*
Orange County	-	-	-	1*
San Bernardino County	-	-	-	8*
Ventura County	-	-	-	9*
OVERALL	35%	65%	100%	1707
Response rate:	60%			

*Sample size too small to allow valid statistical comparison

ETHNIC BACKGROUND

Table 10 shows that ethnic mix on Express lines varies by line, but that on all except one of the lines surveyed, White riders are in the majority. The atypical line is the 176, the so-called "maids' line" which is reputed to transport domestic workers from their homes in South Central Los Angeles to the homes of their employers in Beverly Hills, Brentwood and Pacific Palisades. Over 65% of the riders on the 176 are Black and nearly 26% are Latino. Only 6% are White. Excluding data from the 176 line, nearly 70% of Peak-Hour Express line riders are White, while 13% are Latino, 10% are Asian or Pacific Islander and only 6% are Black. The ethnic mix on Regular-Service lines is quite different; well over 60% of the riders on those lines are members of a minority group.

Table 11 makes the point that ethnic mix on Express line in-bound trips tends to vary by time of day. The highest proportion of White riders on in-bound trips occurs before and during the morning peak - 78% and 60%, respectively. The lowest proportion of White riders is found on in-bound trips during the morning base period - only 32%. During the morning base, over 40% of the riders are Black. This high proportion of Black riders during this time period results from the fact that only two lines make in-bound trips during this period - the 489 and the 176.

The ethnic mix of Express line riders varies by residence location as depicted in Table 12. The majority of riders from the San Gabriel Valley, North Central, West Los Angeles Sector, the San Fernando Valley, and South Bay are White. The majority of South Central riders are Black.

TABLE 10
ETHNIC BACKGROUND
BY BUS LINE

Bus Line	White	Black	Latino	Asian or Pacific Islander	American Indian	Other	Total	Number of Respondents
34X	71%	8%	8%	13%	-	-	100%	24
122	78	-	12	9	-	2	100	59
123	80	-	-	13	-	7	100	30
144	81	4	4	9	-	1	100	252
176	6	65	26	2	-	-	100	248
410	69	3	23	5	-	-	100	39
481	59	8	16	16	-	1	100	412
489	57	4	22	15	-	1	100	227
492	63	2	17	19	-	-	100	54
494	51	6	30	13	-	-	100	70
601	63	5	29	4	-	-	100	83
602	80	5	9	5	-	1	100	129
604	75	10	5	8	1%	2	100	198
605	72	8	16	4	-	-	100	110
606	83	9	2	6	-	-	100	54
608	90	3	3	5	-	-	100	40
814	81	3	12	4	-	1	100	181
OVER-ALL	60%	15%	15%	9%	-	1	100%	2210
Excl. Line 176	70%	6%	13%	10%	-	1%	100%	1962

Response Rate: 78%

TABLE 11
ETHNIC BACKGROUND
BY TIME OF DAY

Time Period	White	Black	Latino	Asian or Pacific Islander	American Indian	Other	Total	Number of Respondents
Pre-AM Peak	78%	-	9%	12%	-	1%	100%	91
AM Peak	60	15%	15	9	-	1	100	1890
AM Base	32	41	14	14	-	-	100	54
PM Base	51	3	36	10	-	-	100	30
PM Peak	52	11	25	11	1%	1	100	145
OVER-ALL	60%	15%	15%	9%	-	1%	100%	2210

Response Rate: 78%

TABLE 12
ETHNIC BACKGROUND
BY RESIDENCE SECTOR

Residence Sector	White	Black	Latino	Asian or Pacific Islander	American Indian	Other	Total	Number of Respondents
San Fernando Valley	79%	2%	8%	10%	-	1%	100%	263
North Central	69	15	16	-	-	-	100	28
San Gabriel Valley	57	5	20	17	-	1	100	578
West Los Angeles	72	9	11	7	-	1	100	420
South Central	1	80	18	1	-	1	100	167
East Central	-	-	-	-	-	-	-	7*
East Los Angeles	-	-	-	-	-	-	-	8*
Mid-Cities	-	-	-	-	-	-	-	13*
South Bay	84	3	8	4	-	1	100	171
Downtown Los Angeles	-	-	-	-	-	-	-	9*
Long Beach	-	-	-	-	-	-	-	3*
North Los Angeles County	-	-	-	-	-	-	-	5*
Orange County	-	-	-	-	-	-	-	1*
San Bernardino County	-	-	-	-	-	-	-	7*
Ventura County	-	-	-	-	-	-	-	8*
OVERALL	60%	15%	15%	9%	.2%	.8%	100%	1688

Response Rate: 60%

*Sample size too small to allow valid statistical comparison

ANNUAL HOUSEHOLD INCOME

Peak-Hour Express line patrons tend to be relatively affluent, although median income does vary by bus line as shown in Table 13. With the exception of the 176 line, median income figures are between $14,050 and $26,633. The riders on the 176 line report a median income equal to only 47% of the median income on the next lowest ranking line, the 410. If the 176 line data are included in the calculation of overall Express line median income, the figure is $21,812. If line 176 data are excluded, the median income leaps $1,600 to $23,412.

The average household income of Peak-Hour Express line riders is approximately twice that of Regular-Service weekday riders and about 85% to 90% as high as the median income of Park and Ride patrons.

Table 14 shows that household size tends to decline as income increases to the $25,000 level. At that point average household size rises again. Table 15 shows the relationship between the poverty levels for different size households and median income by type of service. The table also points out the relationship between the median household income of Express and Regular-Service riders by size of household. The average household income of Express line riders is 64% to 116% higher than that of Regular-Service riders living in comparable size households. As among Regular-Service rider households, there is a tendency for Express rider average incomes to be closer to poverty levels as household size increases. Unlike the situation among Regular-Service riders, however, the median income of Express riders does not descend below poverty levels among large households. The average income of Express riders living in households of seven or more persons is 23% above poverty levels. Among express riders living in smaller households, average income is two to four times higher than the poverty level.

According to the Survey of Buying Power, the median household effective buying income (EBI) for Los Angeles County is $21,231. Whereas the median household income of RTD Regular-Service weekday riders is equivalent to only 52% of the EBI, the income of Express line riders is 3% to 10% higher than the EBI (depending upon whether line 176 income data are included in calculations of Express rider median income).

Average Express rider income does vary according to time of day during which the in-bound trip is made. The highest incomes are reported by riders before and during the morning peak - $25,040 before the peak and $21,838 during the peak. In-bound trips made during the base or afternoon peak periods carry less affluent riders with median household incomes between $14,034 and $19,152. More detail is provided in Table 16.

Income distribution by residence sector is shown in Table 17. Median income of Express riders ranges from $5,425 among those from South Central Los Angeles to nearly $25,000 among those from the South Bay or West Los Angeles sectors.

Household income distribution also varies by ethnic background, as demonstrated in Table 18. Black express riders have the lowest average income, $10,987. Latinos also report a relatively low median household income, $12,217. White riders are the most affluent, with an average household income of over $25,000.

TABLE 13
ANNUAL HOUSEHOLD INCOME
BY BUS LINE

Bus Line	Under $5000	$5000-$9999	$10000-$14999	$15000-$19999	$20000-$24999	$25000 or More	Total	Median Income	Number of Respondents
34 X	5%	11%	26%	26%	5%	26%	100%	$16,502	19
122	2	6	15	11	26	40	100	23,030	53
123	4	4	-	23	8	62	100	25,943	26
144	4	3	17	21	12	44	100	22,336	237
176	41	28	18	4	5	4	100	6,547	133
410	10	19	26	7	16	23	100	14,050	31
481	2	5	16	12	16	49	100	24,780	384
489	7	7	19	12	17	37	100	21,301	191
492	4	7	13	20	13	42	100	22,105	45
494	3	7	23	21	7	39	100	19,014	61
601	18	6	16	2	10	49	100	24,490	51
602	8	5	12	14	14	48	100	24,338	118
604	4	6	20	14	14	43	100	22,246	167
605	14	6	5	5	8	61	100	25,933	99
606	4	-	14	12	16	55	100	25,446	51
608	8	-	-	10	8	74	100	26,633	39
814	4	6	10	11	22	47	100	24,332	166
OVER-ALL	9%	8%	16%	13%	14%	41%	100%	$21,812	1871
Excluding Line 176	5%	5%	16%	14%	15%	45%	100%	$23,412	1738

Response Rate: 66%

TABLE 14
NUMBER OF PERSONS IN HOUSEHOLD
BY ANNUAL HOUSEHOLD INCOME

Annual Household Income	Number of Persons in Household								Median Number of Persons	Number of Respondents
	One	Two	Three	Four	Five	Six	Seven or More	Total		
Under $5000	26%	21%	13%	18%	10%	6%	6%	100%	3.3	136
$5000-$9999	24	23	15	15	15	3	6	100	3.2	126
$10000-$14999	31	26	21	12	6	2	3	100	2.8	281
$15000-$19999	29	28	22	10	6	2	3	100	2.8	240
$20000-$24999	17	37	19	15	6	4	2	100	2.9	260
$25000 or more	8	36	22	18	8	4	3	100	3.3	803
OVER-ALL	18	31	20	16	8	4	3	100	3.1	1846

Median Income:

$15561 $24337 $23256 $24403 $21741 $24075 $18857 $21812

Response Rate: 65%

TABLE 15
COMPARISON BETWEEN BUS RIDER
MEDIAN HOUSEHOLD INCOME AND POVERTY LEVELS
BY HOUSEHOLD SIZE AND TYPE OF SERVICE

Number of Persons in Household	1981 Poverty Level*	1981 Bus Rider Median Household Income		Relation of Express Rider Income to Regular-Service Rider Income	Relation of Household Income to Poverty Level	
		Regular-Service Riders	Peak-Hour Express Riders		Regular-Service Riders	Peak-Hour Express Riders
	$	$	$			
ONE	4,655	9,464	15,561	+64%	+103%	+234%
TWO	5,958	12,366	24,337	+97%	+108%	+309%
THREE	7,294	11,411	23,256	+104%	+56%	+219%
FOUR	9,347	12,180	24,403	+100%	+30%	+161%
FIVE	11,072	12,931	21,741	+68%	+17%	+96%
SIX	12,519	11,173	24,075	+116%	-11%	+92%
SEVEN OR MORE	15,504	11,371	19,040	+67%	-27%	+23%

*1981 Poverty Levels are estimates based on 11.1% annual increase in Consumer Price Index in Los Angeles area as of August, 1981. Official Census Bureau poverty level figures for 1981 will be released in 1982.

TABLE 16
ANNUAL HOUSEHOLD INCOME
BY TIME OF DAY

Time Period	Under $5000	$5000 $9999	$10000 $14999	$15000 $19999	$20000 $24999	$25000 or More	Total	Median Income	Number of Respondents
Pre-AM Peak	1%	4%	14%	9%	22%	50%	100%	$25,040	82
AM Peak	8	7	16	14	14	41	100	21,838	1610
AM Base	20	14	21	5	12	29	100	14,034	39
PM Base	8	14	9	23	14	32	100	19,152	22
PM Peak	17	11	19	5	11	38	100	18,235	118
OVER-ALL	9	8	16	13	14	41	100	$21,812	1871

Response Rate: 66%

TABLE 17
HOUSEHOLD INCOME
BY RESIDENCE

Residence Sector	Under $5000	$5000 to $9999	$10000 to $14999	$15000 to $19999	$20000 to $24999	$25000 or More	Total	Median Income $	Number of Respondents
San Fernando Valley	3%	2%	18%	19%	16%	42%	100%	22,500	254
North Central	19	27	5	14	8	27	100	14,388	25
San Gabriel Valley	4	6	16	14	15	45	100	23,268	532
West Los Angeles	7	7	14	12	11	50	100	24,775	373
South Central	48	26	17	3	4	2	100	5,425	103
East Central	-	-	-	-	-	-	-	-*	4
East Los Angeles	-	-	-	-	-	-	-	-*	5
Mid-Cities	-	-	-	-	-	-	-	-*	12
South Bay	2	4	11	11	22	50	100	24,933	158
Downtown Los Angeles	-	-	-	-	-	-		-*	3
Long Beach	-	-	-	-	-	-	-	-*	3
North Los Angeles County	-	-	-	-	-	-	-	-*	2
Orange County	-	-	-	-	-	-	-	-*	1
San Bernardino County	-	-	-	-	-	-	-	-*	8
Ventura County	-	-	-	-	-	-	-	-*	9
OVERALL	9%	8%	16%	13%	14%	41%	100%	$21,812	1492

Response Rate: 53%

*Sample size too small to allow valid statistical comparison

TABLE 18
ANNUAL HOUSEHOLD INCOME
BY ETHNIC BACKGROUND

Ethnic Background	Under $5000	$5000 to $9999	$10000 to $14999	$15000 to $19999	$20000 to $24999	$25000 or More	Total	Median Income	Number of Respondents
White	3%	4%	13%	15%	15%	51%	100%	$25,079	1219
Black	27	18	23	9	8	15	100	10,987	191
Latino	20	21	20	9	12	18	100	12,217	230
Asian or Pacific Is.	6	4	19	12	15	44	100	22,914	177
Amer. Indian	-	-	-	-	-	-	-	-*	2
Other	-	-	-	-	-	-	-	-*	16
OVERALL	9%	8%	16%	13%	14%	41%	100%	$21,812	1835

Response Rate: 65%

*Sample size too small to allow valid statistical comparison

HOUSEHOLD SIZE

Table 19 shows that the average household size among Peak-Hour Express line riders is 3.1 persons. Regular-Service riders report a higher average household size of 3.6 persons. Nearly 18% of Express line riders live alone, and another 31% live with one other persons (only 22% of Regular-Service riders live in two-person households). About 16% of express line riders live in households of five or more persons (as opposed to Regular-Service riders, more than 25% of whom live in households of five or more).

Household size does vary by bus line, ranging from 2.3 persons on the 606 line to 4 persons on the 601.

TABLE 19
HOUSEHOLD SIZE
BY BUS LINE

Bus Line	Number of Persons in Household								Median Number of Persons	Number of Respondents
	One	Two	Three	Four	Five	Six	Seven or More	Total		
34 X	19%	29%	19%	14%	10%	5%	5%	100%	3.1	21
122	15	38	21	10	7	7	3	100	2.9	61
123	-	39	11	39	11	-	-	100	3.9	28
144	20	35	20	14	7	3	1	100	2.9	252
176	15	24	15	17	14	9	7	100	3.7	208
410	30	22	22	16	3	-	8	100	2.9	37
481	11	24	25	20	10	5	5	100	3.6	415
489	11	28	25	19	8	4	6	100	3.4	222
492	10	26	35	16	8	2	4	100	3.4	51
494	11	26	28	14	8	9	5	100	3.5	65
601	14	9	27	24	19	5	3	100	4.0	79
602	29	42	10	10	3	2	4	100	2.5	127
604	29	39	14	10	6	1	2	100	2.5	195
605	28	42	14	10	3	-	4	100	2.5	110
606	40	30	11	8	6	2	4	100	2.3	53
608	10	39	8	31	8	3	3	100	3.2	39
814	23	41	18	11	6	-	1	100	2.7	177
OVER-ALL	18%	31%	20%	16%	8%	4%	4%	100%	3.1	2140

Response Rate: 75.8%

TRIP RELATED CHARACTERISTICS

TYPE OF FARE

Overall, more than 44% of the Express line riders use an express pass, and another 11% use a regular pass. Among Regular-Service riders only 4% use an express pass and 23% use the regular pass. Express line riders are less likely to pay a cash fare than are Regular-Service riders. Less than a third of Express riders pay cash, whereas nearly half of Regular-Service riders do.

Student pass use is considerably less on Express lines that it is on Regular-Service lines. Only 2% of Express line riders use the student pass, as opposed to 11% on Regular-Service lines. At 5% of boardings, college/vocational pass is of equal proportion on Express and Regular-Service lines.

Senior citizen pass use accounts for only 5% of Express line boardings, versus 7% of Regular-Service boardings.

Table 20 shows that the fare mix varies by bus line. The proportion of cash riders, for example, ranges from 18% to 59%. (The range of cash riders on the surveyed Regular-Service lines was from 30% to 75%).

Fare mix tends to vary by time of day during which in-bound trip is made as shown in Table 21. Only 25% of the boarding passengers before the morning peak period pay cash fares, whereas 32% to 33% of the passengers during the morning and afternoon peak and the morning base periods pay cash. Over half the riders on in-bound express trips during the afternoon base period pay cash fares.

Table 21 shows that use of the express pass declines throughout the day, from 60% of the boardings before the morning peak to 18% during the afternoon base period and 23% during the afternoon peak.

Where an express rider lives has an effect on the type of fare, as demonstrated in Table 22. Riders from the San Fernando and San Gabriel Valleys are least likely to pay cash fares. Riders from the West Los Angeles sector are most likely to pay cash fares.

In view of the myriad of age-linked fare options available, a relationship is expected between type of fare and rider's age. Student pass users riding express lines average 14.6 years old, approximately similar to the age of Regular-Service riders using this pass. College/vocational pass users on Express lines are a bit older than Regular-Service college pass users, on average - 25.5 versus 24.7. Senior citizen pass users average 67 and 67.7, respectively on Express and Regular-Service lines. Regular pass users on Express lines have a median age of 38.9, while those on Regular-Service lines have an average of 29.9. Express pass users on Express lines are somewhat older, too - 36.8 versus 33.1. Cash riders on Express lines are also older (33.6) than Regular-Service cash riders (26.1). Table 23 provides a detailed breakdown of rider age by type of fare paid on Express lines.

Gender mix also tends to vary by type of fare paid. Overall, men account for only 35% of the ridership on Express lines, but they account for 40% to 45% of the riders using a student, college/ vocational or senior citizen pass. They account for only 24% of the regular pass users on Express lines. Table 24 provides details.

Ethnic mix also varies by type of fare, as seen in Table 25. Black riders account for 15% of the boardings on the lines surveyed (including the 176 line), but they account for 26% of the regular and senior citizen pass boardings and 35% of the student pass boardings. Latinos, too, account for only 15% of all boardings, but 36% of regular pass boardings. Asian and Pacific Islanders account for 9% of the Express line boardings, but over 23% of the college/vocational pass users. White riders represent 60% of the Express line riders, overall, but between 64% and 66% of the riders using cash fares or a senior citizen or express pass are White.

Type of fare varies by household income, according to Table 26. Regular pass users report the lowest income, $11,759, followed closely by student pass users at $12,063. College/vocational and senior citizen pass users report median incomes of $13,640 and $13,783, respectively. Cash riders say their average income is $22,968. The most affluent riders use an express pass. This group reports a median income of $24,114.

TABLE 20
TYPE OF FARE
BY BUS LINE

Bus Line	Cash, Ticket or Trans-fer	Reg-ular Pass	Exprs Pass	Stdnt Pass (Udr 19)	College/ Voc. Pass	Sr. Cit. Pass	Handi-cap Pass	Tour-ist Pass	Other	Total	Number of Respon-dents
34 X	26%	4%	52%	-	4%	9%	4%	-	-	100%	23
122	29	5	52	-	2	7	2	-	5%	100	62
123	48	3	36	-	3	7	-	-	3	100	31
144	28	4	59	-	4	4	1	-	1	100	255
176	30	34	17	4%	6	8	-	-	1	100	233
410	37	18	32	-	3	5	3	-	3	100	38
481	18	7	65	-	5	2	1	-	1	100	418
489	34	6	40	4	9	4	1	-	2	100	227
492	32	9	52	-	2	6	-	-	-	100	54
494	28	5	52	2	9	3	2	-	-	100	67
601	37	18	15	19	4	5	-	-	3	100	83
602	46	10	31	-	6	6	-	2%	1	100	128
604	33	7	42	1	6	8	2	1	2	100	203
605	53	5	30	4	4	3	-	1	-	100	115
606	42	4	51	-	2	2	-	-	-	100	55
608	59	-	36	-	-	3	-	3	-	100	39
814	30	4	55	-	5	4	1	1	1	100	183
OVER-ALL	32%	11%	44%	2%	5%	5%	1%	-	1.%	100%	2214

Response Rate: 78%

TABLE 21
TYPE OF FARE
BY TIME OF DAY

Time Period	Cash, Ticket, Transfer	Regular Pass	Express Pass	Stdnt Pass (Udr 19)	Coll/ Voc. Pass	Sr. Cit. Pass	Handicap Pass	Tourist Pass	Other	Total	Number of Respondents
Pre-AM Peak	25%	3%	60%	-	1%	7%	1%	-	3%	100%	94
AM Peak	32	11	46	1%	4	4	1	-	1	100	1887
AM Base	33	8	31	9	12	7	-	-	-	100	57
PM Base	51	6	18	4	7	11	-	-	4	100	28
PM Peak	33	19	23	6	13	3	1	1	2	100	148
OVER-ALL	32%	11%	44%	2%	5%	5%	1%	-	1%	100%	2214

Response Rate: 78.4%

TABLE 22
TYPE OF FARE
BY RESIDENCE SECTOR

Residence Sector	Cash, Ticket or Transfer	Regular Pass	Exprs Pass	Stdnt Pass (Udr 19)	College/ Voc. Pass	Sr. Cit. Pass	Handicap Pass	Tourist Pass	Other	Total	Number of Respondents	
San Fernando Valley	28%	5%	58%	-	3%	4%	1%	-	2%	100%	264	
North Central	35	17	39	-	-	9	-	-	-	100	27	
San Gabriel Valley	28	6	54	2	5	2	1	-	2	100	580	
West Los Angeles	40	12	33	3	6	6	1	-	1	100	422	
South Central	32	27	19	5	5	10	-	-	2	100	168	
East Central	-	-	-	-	-	-	-	-	-	-	7	*
East Los Angeles	-	-	-	-	-	-	-	-	-	-	8	*
Mid-Cities	-	-	-	-	-	-	-	-	-	-	12	*
South Bay	32	3	55	-	5	4	1	1	1	100	169	
Downtown Los Angeles	-	-	-	-	-	-	-	-	-	-	7	*
Long Beach	-	-	-	-	-	-	-	-	-	-	3	*
North Los Angeles County	-	-	-	-	-	-	-	-	-	-	5	*
Orange County	-	-	-	-	-	-	-	-	-	-	1	*
San Bernardino County	-	-	-	-	-	-	-	-	-	-	8	*
Ventura County	-	-	-	-	-	-	-	-	-	-	9	*
OVERALL	32%	11%	44%	2%	5%	5%	1%	-	1%	100%	1690	
Response Rate:	60%											

* Sample size too small to allow valid statistical comparison.

TABLE 23
RIDER AGE
BY TYPE OF FARE

Type of Fare	Under 19	19 - 29	30 - 39	40 - 49	50 - 61	62 or Older	Total	Median Age	Number of Respondents
Cash, Ticket or Transfer	5%	35%	27%	14%	15%	4%	100%	33.6	655
Regular Pass	3	27	23	22	23	3	100	38.9	181
Express Pass	.3	29	30	19	21	1	100	36.8	916
Student Pass (Under 19)	83	12	1	3	-	-	100	14.6	42
College/ Vocational Pass	8	72	19	1	1	-	100	25.5	106
Senior Citizen Pass	-	-	-	-	4	96	100	67.0	85
Handicap Pass	-	-	-	-	-	-	-	-*	15
Tourist Pass	-	-	-	-	-	-	-	-*	5
Other	2	29	40	17	12	-	100	34.8	28
OVERALL	4%	31%	26%	15%	17%	6%	100	35.6	2033

Response Rate: 72%

* Sample size too small to allow valid statistical comparison

TABLE 24
RIDER GENDER
BY TYPE OF FARE

Type of fare	Male	Female	Total	Number of Respondents
Cash, Ticket or Transfer	39%	61%	100%	691
Regular Pass	24	76	100	200
Express Pass	33	67	100	986
Student Pass (Under 19)	40	60	100	43
College/ Vocational Pass	45	55	100	110
Senior Citizen Pass	45	55	100	95
Handicap Pass	-	-	-	15*
Tourist Pass	-	-	-	5*
Other	40	60	100	30
OVERALL	35%	65%	100%	2175

Response Rate: 77%

*Sample size too small to allow valid statistical comparison.

TABLE 25
ETHNIC BACKGROUND
BY TYPE OF FARE

Type of Fare	White	Black	Latino	Asian or Pacific Islander	American Indian	Other	Total	Number of Respondents
Cash, Ticket or Transfer	64%	16%	14%	5%	-	1%	100%	682
Regular Pass	32	26	36	4	1%	1	100	201
Express Pass	66	9	12	12	-	1	100	957
Student Pass (Under 19)	40	35	20	5	-	-	100	42
College/Vocational Pass	48	19	9	23	-	-	100	108
Senior Citizen Pass	65	26	3	5	-	1	100	92
Handicap Pass	-	-	-	-	-	-	-	15*
Tourist Pass	-	-	-	-	-	-	-	5*
Other	57	14	17	12	-	-	100	30
OVERALL	60%	15%	15%	9%	-%	1%	100	2132

Response Rate: 75.5%

*Sample size too small to allow valid statistical comparison

TABLE 26
TYPE OF FARE
BY ANNUAL HOUSEHOLD INCOME

Annual Household Income	Cash, Ticket or Trf.	Regular Pass	Express Pass	Stdnt Pass (Udr 19)	Coll/ Voc Pass	Sr. Cit. Pass	Handicap Pass	Tourist Pass	Other	Total	Number of Respondents
Under $5000	24%	27%	22%	5%	10%	10%	1%	1%	-	100%	140
$5000-$9999	39	18	21	3	9	7	2	-	1	100	126
$10000-$14999	31	7	46	1	9	6	-	-	-	100	282
$15000-$19999	29	7	55	1	4	3	-	-	1	100	238
$20000-$24999	27	6	55	1	7	3	1	-	1	100	259
$25000 or more	34	4	55	1	2	2	-	-	2	100	800
OVER-ALL	32	11	44	2	5	5	1	-	1	100	1845
MEDIAN INCOME	$22968	$11759	$24114	12063	$13640	$13783	*	*	*	$21812	

Response Rate: 65%

* Sample size too small to allow valid statistical comparison

REASON FOR NOT USING RTD PASS

Nearly 53% of Express riders and 46% of Regular-Service riders who pay cash fares say they do not ride the bus often enough to justify purchase of a pass. The 13% proportion of Express riders who say they cannot afford a pass is ten percentage points less than the proportion of Regular-Service riders who give this reason. Only 3% of Express cash riders say they don't know where to buy a pass, but 7% of Regular-Service cash riders give this as a reason. Express riders are more likely to say there is no convenient sales outlet at which they can buy a pass; 10% give this reason, but only 7% of Regular-Service riders do. Fear of losing their pass is much lower among Express riders than among Regular-Service riders -- 4% versus 7%. Table 27 shows that the reason for not using a bus pass varies by bus line.

Relatively infrequent bus riding prevents 51% to 59% of the Express line cash riders from buying a pass. The proportion of cash riders unable to afford a monthly pass ranges from 12% to 14%. The largest proportion of cash riders who don't know where to purchase a monthly pass are to be found on afternoon peak in-bound trips. Lack of a convenient pass sales outlet affected the largest proportion of riders, 11%, during the morning peak period. Table 28 provides additional detail of reasons for use of cash fares given by cash riders during different time periods.

Table 29 shows variation by residence sector in reasons for not using an RTD pass. The proportion of cash riders who cannot afford a pass ranges from 7% to 22%. The largest proportion of riders who say there is no convenient pass sales outlet is from the San Fernando Valley - 18%.

Table 30 shows that riders in the 30 to 39 age group are most likely to indicate that they don't ride the bus often enough to use a monthly pass. The 19 to 29 age group has the largest proportion of riders who don't use a pass because they can't afford it (15%) or don't know where to buy a pass (6%).

Table 31 shows significant differences in the reasons given by men and women for not using a monthly pass for their Express line trip. Sixty-one percent of the men, but only 47% of the women say they don't ride the bus often enough to justify purchase of a pass. Among Regular-Service riders there are only slight differences by gender; 45% of the women and 48% of the men said they don't ride the bus often enough. Another significant difference between the reasons given by men and women for not buying a pass is seen in the fact that only 6% of the men riding an Express line say they can't afford a pass, but 18% of the women give this as a reason. Among Regular-Service riders there was a large proportion of both men and women who said they can't afford a pass - 22% and 23%, respectively.

Table 32 shows that reasons for not using a pass do vary by ethnic background. The proportion of White and Asian Pacific Islander cash riders who say they can't afford a pass is only 7% and 10%, respectively, whereas the proportion of Black and Latino riders is 26% and 28%, respectively. Latinos are most likely to say they don't know where to buy a pass, and Whites or Asian/Pacific Islanders are most likely to say there is no convenient outlet at which they may purchase a pass.

Differences by household income level are shown in Table 33. The highest median income, $25,471, is reported by Express riders who say they don't ride the bus often enough to buy a pass. The lowest median income, $9,942, is reported by riders who say fear of losing a pass prevents them from buying one. The median income of Express line cash riders who say they can't afford a pass is also relatively low, $11,284.

TABLE 27
REASON FOR NOT USING RTD PASS
BY BUS LINE

Bus Line	Don't Ride Enough	Can't Afford Pass	Don't Know Where to Buy	No Convenien Outlet	Might Lose Pass	Other	Total	Number of Respondents
34X	50%	-	13%	13%	13%	13%	100%	8
122	47	-	-	6	6	41	100	17
123	42	25%	-	-	8	25	100	12
144	40	13	-	24	5	18	100	67
176	46	24	4	9	13	6	100	55
410	43	-	29	-	-	29	100	7
481	48	19	-	11	1	21	100	83
489	60	15	6	6	5	8	100	65
492	53	18	-	18	-	12	100	17
494	36	21	-	14	-	29	100	14
601	55	14	-	-	14	18	100	22
602	65	6	4	4	4	18	100	51
604	52	11	5	8	3	22	100	64
605	67	2	2	4	4	22	100	51
606	67	5	5	5	-	19	100	21
608	63	-	4	4	-	29	100	24
814	60	10	4	10	2	13	100	48
OVER-ALL	53%	13%	3%	10%	4%	17%	100%	626

Response Rate: 90% of respondents paying cash fares

TABLE 28
REASON FOR NOT USING RTD PASS
BY TIME OF DAY

Time Period	Don't Ride Enough	Can't Afford Pass	Don't Know Where to Buy	No Convenient Outlet	Might Lose Pass	Other	Total	Number of Respondents
Pre-AM Peak	-	-	-	-	-	-	-	20*
AM Peak	51	14%	3%	11	4	17	100	533
AM Base	-	-	-	-	-	-	-	16*
PM Base	-	-	-	-	-	-	-	11*
PM Peak	59	12	9	3	5	12	100	46
OVERALL	53%	13%	3%	10%	4%	17%	100%	626

Response Rate: 90% of respondents paying cash fares

*Sample size too small to allow valid statistical comparison

TABLE 29
REASON FOR NOT USING RTD PASS
BY RESIDENCE SECTOR

Residence Sector	Don't Ride Enough	Can't Afford Pass	Don't Know Where to Buy	No Convenient Outlet	Might Lose Pass	Other	Total	Number of Respondents
San Fernando Valley	41%	8%	4%	18%	4%	25%	100%	71
North Central	-	-	-	-	-	-	-	7*
San Gabriel Valley	53	17	2	9	3	16	100	140
West Los Angeles	59	7	1	7	3	22	100	162
South Central	46	22	6	6	17	3	100	37
East Central	-	-	-	-	-	-	-	2*
East Los Angeles	-	-	-	-	-	-	-	2*
Mid-Cities	-	-	-	-	-	-	-	6*
South Bay	59	7	6	9	2	18	100	44
Downtown Los Angeles	-	-	-	-	-	-	-	-
Long Beach	-	-	-	-	-	-	-	-
North Los Angeles County	-	-	-	-	-	-	-	1*
Orange County	-	-	-	-	-	-	-	-
San Bernardino County	-	-	-	-	-	-	-	-
Ventura County	-	-	-	-	-	-	-	5*
OVERALL	53%	13%	3%	10%	4%	17%	100%	477

Response Rate: 68% of respondents paying cash fares

* Sample size too small to allow valid statistical comparison

TABLE 30
REASON FOR NOT USING RTD PASS
BY RIDER AGE

Age	Don't Ride Enough	Can't Afford Pass	Don't Know Where to Buy	No Convenient Outlet	Might Lose Pass	Other	Total	Number of Respondents
Under 19	-	-	-	-	-	-	-	25*
19 to 29	46	15	6	11	3	19	100	211
30 to 39	63	12	3	8	2	12	100	164
40 to 49	52	10	2	8	5	23	100	79
50 to 61	58	9	-	9	5	19	100	84
62 or Older	-	-	-	-	-	-	-	22*
OVERALL	53%	13%	3%	10%	4%	17%	100%	585
MEDIAN AGE	35.0	30.0	26.9	29.9	32.8	33.2	35.6	

Response Rate: 84% of respondents paying cash fares

* Sample size too small to allow valid statistical comparison

TABLE 31
REASON FOR NOT USING RTD PASS
BY GENDER

Gender	Don't Ride Enough	Can't Afford Pass	Don't Know Where to Buy	No Convenient Outlet	Might Lose Pass	Other	Total	Number of Respondents
Male	61%	6%	4%	9%	3%	17%	100%	260
Female	47	18	3	10	5	18	100	359
OVERALL	53%	13%	3%	10%	4%	17%	100%	619

Response Rate: 89% of respondents paying cash fares

TABLE 32
REASON FOR NOT USING RTD PASS
BY ETHNIC BACKGROUND

Ethnic Background	Don't Ride Enough	Can't Afford Pass	Don't Know Where to Buy	No Convenient Outlet	Might Lose Pass	Other	Total	Number of Respondents
White	56%	7%	3%	11%	3%	20%	100%	410
Black	40	26	2	9	7	16	100	77
Latino	43	28	8	4	9	9	100	69
Asian or Pacific Islander	62	10	3	10	3	13	100	44
American Indian	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	6*
OVERALL	53%	13%	3%	10%	4%	17%	100%	606

Response Rate: 87% of respondents paying cash fares

* Sample size too small to allow valid statistical comparison

TABLE 33
REASON FOR NOT USING RTD PASS
BY ANNUAL HOUSEHOLD INCOME

Annual Household Income	Don't Ride Enough	Can't Afford Pass	Don't Know Where to Buy	No Convenient Outlet	Might Lose Pass	Other	Total	Number of Respondents
Under $5000	28%	29%	7%	10%	17%	10%	100%	35
$5000-$9999	42	36	-	9	8	6	100	41
$10000-$14999	35	19	11	19	6	11	100	71
$15000-$19999	56	10	3	13	-	19	100	63
$20000-$24999	52	4	5	9	4	26	100	67
$25000 or more	65	5	2	7	2	21	100	260
OVERALL	53%	13%	3%	10%	4%	17%	100%	537
MEDIAN INCOME	$25471	$11284	$14453	$17727	$9942	$25957	$21812	

Response Rate: 77% of respondents paying cash fares

FREQUENCY OF BUS USE

The largest component of Express line patrons, 73%, rides the bus five days a week. Only 41% of Regular-Service riders say they ride five days a week. Whereas about 11% of Express line riders say they ride more than five days a week, up to 35% of Regular-Service riders say they ride that frequently. It appears that the bus use frequency pattern of express line riders is nearly similar to that of Park and Ride patrons. About 83% of the respondents on each type of service report riding five or more days per week, and the proportion riding at each frequency level declines until only about 1% report riding less than one day a week.

Table 34 shows that the patterns of bus use by Express line patrons vary by line. The proportion of riders using the bus five days a week varies from 50% on the 176 line to 88% on the 34 line. The proportion riding more than five days a week varies from none on the 34 and 608 lines to about 24% on the 176 and 601 lines. Overall, the average frequency of bus use by Express line riders is 4.8 days per week, as compared to an average of 5.0 days among Regular-Service patrons.

That Express riders on in-bound trips at different times of the day tend to vary in their frequency of bus use is shown in Table 35. Riders on in-bound trips during the afternoon base and peak periods tend to use the bus more frequently. Between 14% and 22% ride more than five days a week, as opposed to riders during other periods, of whom only 8% to 10% ride that often. Whereas 69% to 77% of the inbound Express riders in the morning ride five days a week, only 51% to 57% of the afternoon riders limit their riding to five days.

Table 36 indicates that of all Express line riders, pass users in general tend to ride the bus more frequently than cash riders. Cash riders use the bus 4.5 days per week, on average, as opposed to an average of about 5.1 days among pass users. Senior Citizen pass users are the exception, riding an average of 4.5 days a week. On both Express lines and Regular-Service lines, the lightest users of transit are cash riders.

In Table 37 there is evidence that transit use frequency does depend somewhat upon where a rider lives. About 18% of the Express riders living in the South Central sector ride the bus more than five days a week. Among residents of other sectors, the percentage riding the bus more than five days a week ranges from 4% to 12%.

Frequency of bus use tends to decline as age increases. Table 38 shows that, on average Express riders under 19 years of age ride 5.1 days a week, riders between 19 and 61 ride 4.8 to 4.9 days and riders 62 or older ride only 4.3 days.

There is no real difference in frequency of bus use by gender; females average 4.9 days of bus use per week, males 4.8 Table 39 shows that 9% of male Express line patrons ride the bus more than five days a week, as opposed to nearly 12% of the female Express patrons. This pattern is much different than that found among Regular-Service riders. Over 38% of the male and 32% of the female riders in the latter category ride more than five days a week.

Table 40 shows that White Express line patrons tend to use transit less frequently than riders who are members of other ethnic groups. Among Regular-Service riders, too, it is true that Whites ride least often, on average. The heaviest transit users tend to be Latinos, over 19% of whom ride the bus more than five days a week, as opposed to 18% of Blacks, 11% of Asians and Pacific Islanders and only 7% of Whites.

Frequency of bus use is shown in Table 41 to decline as household income increases. Nearly 23% of the group of Express line riders earning under $5000 per year report riding the bus more than five days a week, as opposed to 20% of those earning $5000 to $10,000, 15% of those in the $10,000 to $15,000 bracket, 10% of those in the $15,000 to $20,000 bracket, 8% of the $20,000 to $25,000 group and only 3% of the over $25,000 group. Among Regular-Service riders, too, the frequency of bus use tends to decline as household income increases.

TABLE 34
FREQUENCY OF BUS USE
BY BUS LINE

Bus Line	Number of Days: Seven	Six	Five	Four	Three	Two	One	Less Than One	Total	Mean Number of Days	Number of Respondents
34X	-	-	88%	4%	-	-	4%	4%	100%	4.6	25
122	2%	9%	73	7	3	2	-	5	100	4.7	59
123	3	-	77	7	13	-	-	-	100	4.7	30
144	4	5	82	6	2	1	-	-	100	5.0	256
176	10	14	50	10	5	6	4	1	100	4.8	230
410	11	3	84	3	-	-	-	-	100	5.2	38
481	1	5	83	6	3	1	-	1	100	4.9	413
489	6	6	72	7	5	1	1	1	100	4.9	229
492	2	2	89	7	-	-	-	-	100	5.0	55
494	2	6	88	2	2	-	-	2	100	5.0	68
601	6	18	54	9	4	6	3	-	100	4.8	79
602	4	5	69	13	4	1	4	1	100	4.7	129
604	6	6	74	7	5	1	-	2	100	4.9	201
605	4	2	65	15	7	4	1	4	100	4.5	114
606	-	6	70	9	9	6	-	-	100	4.6	54
608	-	-	60	20	8	8	3	3	100	4.2	40
814	2	6	75	11	4	3	-	-	100	4.8	183
OVER-ALL	4%	6%	73%	8%	4%	2%	1%	1%	100%	4.8	2203

Response Rate: 78%

TABLE 35
FREQUENCY OF BUS USE
BY TIME OF DAY

Time Period	Number of Days Per Week: Seven	Six	Five	Four	Three	Two	One	Less Than One	Total	Mean Number of Days	Number of Respondents
Pre-AM Peak	2%	6%	77%	8%	3%	1%	-	3%	100%	4.8	91
AM Peak	4	6	74	8	4	2	1%	1	100	4.8	1878
AM Base	3	7	69	12	3	2	5	-	100	4.7	59
PM Base	10	4	51	10	14	7	4	-	100	4.5	29
PM Peak	12	10	57	9	6	3	1	3	100	4.9	146
OVERALL	4%	6%	73%	8%	4%	2%	1%	1%	100%	4.8	2203

Response Rate: 78%

TABLE 36
FREQUENCY OF BUS USE
BY TYPE OF FARE

Type of Fare	Number of Days: Seven	Six	Five	Four	Three	Two	One	Less Than One	Total	Mean Number of Days	Number of Respondents
Cash, Ticket or Trf.	2%	5%	61%	14%	8%	5%	2%	3%	100%	4.5	689
Regular Pass	15	11	58	7	3	3	2	1	100	5.1	201
Express Pass	3	6	86	4	1	-	-	-	100	5.1	982
Student Pass (udr 19)	5	12	77	-	6	-	-	-	100	5.1	43
College/ Vocational Pass	12	10	71	6	2	-	-	-	100	5.2	110
Senior Citizen Pass	4	3	63	8	13	7	2	1	100	4.5	88
Handicap Pass	-	-	-	-	-	-	-	-	-	-*	15
Tourist Pass	-	-	-	-	-	-	-	-	-	-*	6
Other	-	-	-	-	-	-	-	-	-	-*	30
OVERALL	4%	6%	73%	8%	4%	2%	1%	1%	100%	4.8	2164

Response Rate: 77%

*Sample size too small to allow valid statistical comparison

TABLE 37
FREQUENCY OF BUS USE
BY RESIDENSE SECTOR

Residence Sector	Number of Days: Seven	Six	Five	Four	Three	Two	One	Less Than One	Total	Mean Number of Days	Number of Respondents
San Fernando Valley	6%	5%	82%	5%	1%	-	-	1%	100%	5.0	262
North Central	4%	-	85	9	2	-	-	-	100	5.0	27
San Gabriel Valley	2	5	82	5	4	1%	1%	1	100	4.9	580
West Los Angeles	7	5	67	11	5	3	2	1	100	4.8	419
South Central	6	12	53	13	6	5	4	1	100	4.6	165
East Central	-	-	-	-	-	-	-	-	-	-*	7
East Los Angeles	-	-	-	-	-	-	-	-	-	-*	8
Mid-Cities	-	-	-	-	-	-	-	-	-	-*	13
South Bay	1	5	75	9	7	3	-	-	100	4.8	169
Downtown Los Angeles	-	-	-	-	-	-	-	-	-	-*	7
Long Beach	-	-	-	-	-	-	-	-	-	-*	3
North Los Angeles County	-	-	-	-	-	-	-	-	-	-*	5
Orange County	-	-	-	-	-	-	-	-	-	-*	1
San Bernardino County	-	-	-	-	-	-	-	-	-	-*	8
Ventura County	-	-	-	-	-	-	-	-	-	-*	9
OVERALL	4%	6%	73%	8%	4%	2%	1%	1%	100%	4.8	1683

Response Rate: 60%

*Sample size too small to allow valid statistical comparison

TABLE 38
FREQUENCY OF BUS USE
BY RIDER AGE

Age	Number of Days Per Week: Seven	Six	Five	Four	Three	Two	One	Less Than One	Total	Mean Number of Days	Number of Respondents
Under 19	12%	13%	66%	3%	3%	1%	1%	2%	100%	5.1	89
19 to 29	3	7	75	7	5	1	1	1	100	4.9	631
30 to 39	4	6	73	9	3	4	-	1	100	4.8	541
40 to 49	4	5	75	8	4	2	1	1	100	4.8	312
50 to 61	5	5	76	7	2	1	1	2	100	4.8	339
62 or Older	2	4	60	10	11	7	3	3	100	4.3	109
OVERALL	4%	6%	73%	8%	4%	2%	1%	1%	100%	4.8	2021
MEDIAN AGE	34.9	32.3	35.4	36.4	35.2	37.8	45.1	43.4	35.6		

Response Rate: 72%

TABLE 39
FREQUENCY OF BUS USE
BY GENDER

Gender	Number of Days Per Week: Seven	Six	Five	Four	Three	Two	One	Less Than One	Total	Mean Number of Days	Number of Respondents
Male	5%	4%	72%	10%	5%	3%	1%	1%	100%	4.8	789
Female	4	8	74	7	4	2	1	1	100	4.9	1372
OVERALL	4%	6%	73%	8%	4%	2%	1%	1%	100%	4.8	2161

Response Rate: 77%

TABLE 40
FREQUENCY OF BUS USE
BY ETHNIC BACKGROUND

Ethnic Background	Number of Days: Seven	Six	Five	Four	Three	Two	One	Less Than One	Total	Mean Number of Days	Number of Respondents
White	3%	4%	76%	9%	4%	2%	1%	2%	100%	4.8	1347
Black	7	11	61	9	5	4	2	1	100	4.8	258
Latino	9	11	67	5	5	2	2	-	100	5.0	299
Asian or Pacific Islander	2	9	84	3	1	1	-	-	100	5.0	198
American Indian	-	-		-	-	-	-	-		-*	4
Other	-	-		-	-		-	-		-*	16
OVERALL	4%	6%	73%	8%	4%	2%	1%	1%	100%	4.8	2122

Response Rate: 75%

*Sample size too small to allow valid statistical comparison

TABLE 41
FREQUENCY OF BUS USE
BY ANNUAL HOUSEHOLD INCOME

Annual Household Income	Number of Days Per Week: Seven	Six	Five	Four	Three	Two	One	Less Than One	Total	Mean Number of Days	Number of Residents
Under $5000	7%	16%	52%	10%	6%	6%	1%	2%	100%	4.8	136
$5000-$9999	10	11	58	10	4	3	4	1	100	4.8	126
$10000-$14999	5	10	74	4	3	2	1	1	100	4.9	280
$15000-$19999	5	5	77	5	4	1	-	2	100	4.9	236
$20000-$24999	3	5	82	7	2	-	-	1	100	4.9	261
$25000 or more	1	2	80	10	4	2	1	1	100	4.7	801
OVERALL	4%	6	73%	8%	4%	2%	1%	1%	100%	4.8	1840
MEDIAN INCOME	$12898	$12565	$23084	$25020	$22126	$15071	$13324	$18619	$21812		

Response Rate: 65%

NUMBER OF BUSES TO COMPLETE LINKED TRIP

Over 76% of Park and Ride patrons take only one bus to travel from origin to destination, whereas 59% of Express line patrons and only 45% of Regular-Service patrons require just one bus to complete their linked trips. Only 19% of the Park and Ride patrons, but 32% of Express line patrons and 39% of Regular-Service patrons, ride two buses.

Overall, the average number of buses required to complete a one-way linked trip varies from 1.3 among Park and Ride patrons to 1.5 among Express line patrons and 1.8 among Regular-Service patrons.

Table 42 shows that the average number of buses ridden by Express line patrons varies by bus line, from 1.2 to 2.1 buses.

The number of buses used to complete a linked trip also tends to vary by type of fare as shown in Table 43. Cash riders and express pass users ride the fewest buses, on average -- only 1.4. Senior citizen pass users ride 1.6 buses. college/vocational pass users ride an average of 1.8 buses, while student pass users ride 2.4 and regular pass users average 2.0 buses per linked trip.

Table 44 shows how the number of buses ridden varies by trip purpose. Riders on work trips average 1.5 buses per linked trip, and those on school trips average 1.8 buses.

Table 45 illustrates that the number of linked trip buses varies by time of day the in-bound express trip is taken. Before and during the morning peak period the average is 1.4 to 1.5 buses. During the base period, the average is 1.8 buses per linked trip. Express line riders on in-bound trips during the afternoon peak period ride an average of 2.0 buses.

The number of linked trip buses also tends to vary by where a rider lives. Those Express riders living in the West Los Angeles sector ride the fewest buses, on average -- 1.4. Those from South Central ride 1.9 buses. Riders from other sectors ride an average of 1.5 to 1.6 buses to complete a linked trip. Detail is provided in Table 46.

Overall, younger riders tend to use more buses to complete a linked trip. Express line riders under 19 years of age average 1.7 buses, but all older groups average 1.5. Table 47 shows that the median age tends to decrease as the number of buses ridden increases. Among riders using one or two buses, the median age is nearly 36, while the median age of those who ride three or four buses is around 33.

TABLE A-IV

SURVEY ACTIVITY BY TIME PERIOD

Time Period	Hours	Number of Trips Surveyed	Percent of Trips Surveyed	Number of Respondents	Percent of Respondents	Respondents Per Trip
Pre-AM Peak	Midnight-5:59 AM	3	3.5%	92	4.1%	30.7
AM Peak	6:00 AM - 8:29 AM	68	79.1	1921	85.2	28.3
AM Base	8:30 AM-11:59 AM	2	2.3	59	2.6	29.5
PM Base	Noon - 3:29 PM	2	2.3	30	1.3	15
PM Peak	3:30 PM-6:29	11	12.8	153	6.8	13.9
Evening	6:30 PM-11:59 PM	0	0	0	0	0
OVERALL		86	100.0%	2255	100.0%	26.2

TABLE 42

NUMBER OF BUSES REQUIRED TO COMPLETE TRIP FROM ORIGIN TO DESTINATION BY BUS LINE

Bus Line	One	Two	Three	Four	Five or More	Total	Mean Number of Buses	Number of Respondents
34X	12%	68%	20%	-	-	100%	2.1	25
122	77	18	2	3%	-	100	1.3	60
123	77	19	3	-	-	100	1.3	31
144	58	34	6	1	-	100	1.5	257
176	30	47	18	3	2%	100	2.0	247
410	63	32	5	-	-	100	1.4	38
481	62	33	5	-	-	100	1.4	422
489	55	36	8	-	1	100	1.6	233
492	42	56	2	-	-	100	1.6	55
494	63	30	4	1	1	100	1.5	71
601	42	45	7	2	4	100	1.8	85
602	74	14	8	2	3	100	1.5	132
604	74	23	3	1	-	100	1.3	204
605	74	18	5	2	1	100	1.4	115
606	87	7	4	2	-	100	1.2	55
608	80	18	3	-	-	100	1.2	40
814	76	21	2	1	-	100	1.3	185
OVER-ALL	59%	32%	7%	1%	1%	100%	1.5	2255

Response Rate: 80%

Table 48 shows that there is a tendency for women to ride more buses on a linked trip. Over 66% of the men ride just one bus, as opposed to only 55% of the women.

Table 49 shows variation by ethnic background in the number of linked trip buses ridden. White Express line patrons ride the fewest buses, only 1.4. Latino and Black patrons ride the most, 1.8 and 1.9 buses, respectively.

Table 50 indicates a relationship between annual household income and the number of linked trip buses ridden. Generally, the number of buses ridden decreases as income levels increase. Riders whose household incomes are below $10,000 ride an average of 1.8 to 2.0 buses. Those in the $10,000 to $20,000 category ride 1.5 buses, while those earning $20,000 to $25,000 ride 1.4 buses. The fewest number of buses - 1.3 - is reported by riders earning the highest incomes. The median income can be seen to decline steadily as the number of buses increases, from $25,040 among riders using only one bus, down to $7,500 among those riding five or more.

TABLE 44

NUMBER OF BUSES REQUIRED FOR TRIP FROM ORIGIN TO DESTINATION BY TRIP PURPOSE

Trip Purpose	Number of Buses						Mean Number of Buses	Number of Respondents
	One	Two	Three	Four	Five or More	Total		
Work	61%	31%	6%	1%	1%	100%	1.5	1988
School	41	43	12	3	1	100	1.8	163
Shopping	-	-	-	-	-	-	-*	11
Medical	-	-	-	-	-	-	-*	6
Social/ Recreational	-	-	-	-	-	-	-*	9
Other	-	-	-	-	-	-	-*	15
OVERALL	59%	32%	7%	1%	1%	100%	1.5	2192

Response Rate: 78%

*Sample size too small to allow valid statistical comparison

TABLE 43

NUMBER OF BUSES REQUIRED TO COMPLETE TRIP FROM ORIGIN TO DESTINATION BY TYPE OF FARE

Type of Fare	One	Two	Three	Four	Five or More	Total	Mean Number of Buses	Number of Respondents
Cash, Ticket Transfer	69%	25%	4%	1%	1%	100%	1.4	700
Regular Pass	27	49	19	4	2	100	2.0	207
Express Pass	65	30	4	1	-	100	1.4	991
Student Pass (Udr 19)	36	35	20	3	6	100	2.0	44
College/ Vocational Pass	38	44	15	3	-	100	1.8	112
Senior Citizen Pass	51	40	9	1	-	100	1.6	95
Handicap Pass	-	-	-	-	-	100	-*	16
Tourist Pass	-	-	-	-	-	-	-*	6
Other	-	-	-	-	-	-	-*	30
OVERALL	59	32	7	1	1	100	1.5	2201

Response Rate: 78%

*Sample size too small to allow valid statistical comparison

TABLE 46

NUMBER OF BUSES REQUIRED TO COMPLETE TRIP FROM ORIGIN TO DESTINATION BY RESIDENCE SECTOR

Residence Sector	One	Two	Three	Four	Five or More	Total	Mean Number of Buses	Number of Respondents
San Fernando Valley	60%	32%	5%	2%		100%	1.5	264
North Central	55	35	10	-	-	100	1.6	28
San Gabriel Valley	59	35	5	-	1%	100	1.5	587
West Los Angeles	70	24	5	1	-	100	1.4	427
South Central	33	49	13	2	3	100	1.9	174
East Central	-	-	-	-	-	-	-*	7
East Los Angeles	-	-	-	-	-	-	-*	8
Mid-Cities	-	-	-	-	-	-	-*	13
South Bay	79	17	2	2		100	1.5	168
Downtown Los Angeles	-	-	-	-	-	-	-*	8
Long Beach	-	-	-	-	-	-	-*	3
North Los Angeles County	-	-	-	-	-	-	-*	5
Orange County	-	-	-	-	-	-	-*	1
San Bernardino County	-	-	-	-	-	-	-*	8
Ventura County	-	-	-	-	-	-	-*	9
OVERALL	59%	33%	7%	1%	1%	100	1.5	1710

Response Rate: 61%

*Sample size too small to allow valid statistical comparison

TABLE 45

NUMBER OF BUSES RIDDEN TO COMPLETE TRIP FROM ORIGIN TO DESTINATION BY TIME OF DAY

Time Period	Number of Buses: One	Two	Three	Four	Five or More	Total	Mean Number of Buses	Number of Respondents
Pre-AM Peak	72%	21%	4%	2%	1%	100%	1.4	92
AM Peak	61	31	6	1	1	100	1.5	1921
AM Base	35	56	6	4	-	100	1.8	59
PM Base	50	24	24	3	-	100	1.8	30
PM Peak	30	50	15	2	4	100	2.0	153
OVERALL	59	32	7	1	1	100	1.5	2255

Response Rate: 80%

TABLE 48
NUMBER OF BUSES RIDDEN TO COMPLETE TRIP FROM ORIGIN TO DESTINATION BY GENDER

	Number of Buses							
Gender	One	Two	Three	Four	Five	Total	Mean	Number of Respondents
Male	66%	28%	5%	1%	1%	100%	1.4	801
Female	55	35	8	1	1	100	1.6	1406
OVERALL	59%	32%	7%	1%	1%	100%	1.5	2207

Response Rate: 78%

TABLE 47
NUMBER OF BUSES RIDDEN TO COMPLETE TRIP FROM ORIGIN TO DESTINATION BY RIDER AGE

Age	One	Two	Three	Four	Five or More	Total	Mean Number of Buses	Number of Respondents
Under 19	45%	41%	13%	1%	-	100%	1.7	89
19 to 29	60	31	7	1	-	100	1.5	636
30 to 39	60	32	6	1	2%	100	1.5	554
40 to 49	60	33	6	1	-	100	1.5	318
50 to 61	62	33	4	-	1	100	1.5	340
62 or Older	59	32	8	1	-	100	1.5	117
OVERALL	59%	32%	7%	1%	1%	100%	1.5	2054
MEDIAN AGE	35.8	35.6	33.1	33.6	*	35.6		

Response Rate: 73%

* Sample size too small to allow valid statistical comparison.

TABLE 50
NUMBER OF BUSES RIDDEN TO COMPLETE TRIP FROM ORIGIN TO DESTINATION BY ANNUAL HOUSEHOLD INCOME

Annual Household Income	One	Two	Three	Four	Five or More	Total	Mean Number of Buses	Number of Respondents
Under $5000	33%	46%	15%	5%	2%	100%	2.0	142
$5000-$9999	36	50	13	1	-	100	1.8	127
$10000-$14999	58	35	6	1	-	100	1.5	285
$15000-$19999	57	35	6	1	1	100	1.5	240
$20000-$24999	62	33	5	.3	-	100	1.4	260
$25000 or More	75	23	2	1	-	100	1.3	808
OVERALL	59%	32%	7%	2%	1%	100%	1.5	1862
MEDIAN INCOME	$25040	$17966	$12881	$11726	$7500	$21812		

Response Rate: 66%

TABLE 49
NUMBER OF BUSES RIDDEN TO COMPLETE TRIP FROM ORIGIN TO DESTINATION BY ETHNIC BACKGROUND

Ethnic Background	One	Two	Three	Four	Five or More	Total	Mean Number of Buses	Number of Respondents
White	70%	25%	4%	-	-	100%	1.4	1365
Black	38	46	13	2%	2%	100	1.9	272
Latino	40	42	13	4	1	100	1.8	311
Asian or Pacific Islander	53	37	8	1	1	100	1.6	200
American Indian	-	-	-	-	-	-	-*	4
Other	-	-		-	-	-	-*	17
OVERALL	59%	32%	7%	1%	1%	100%	1.5	2169

Response Rate: 77%

* Sample size too small to allow valid statistical comparison

TABLE 51
MODE OF ACCESS TO RTD SYSTEM
BY BUS LINE

Bus Line	Drove	Was Driven	Walked	Other	Total	Number of Respondents
34 X	29%	29%	46%	-	100%	24
122	22	11	65	2	100	63
123	43	27	30	-	100	30
144	29	13	56	2	100	250
176	3	10	86	2	100	227
410	11	5	84	-	100	38
481	59	18	22	2	100	411
489	15	13	71	1	100	227
492	36	20	44	-	100	55
494	31	9	60	-	100	67
601	5	13	80	1	100	76
602	18	5	75	2	100	129
604	15	6	79	1	100	204
605	12	5	84	-	100	110
606	4	4	93	-	100	56
608	46	8	46	-	100	39
814	19	10	71	1	100	184
OVER-ALL	24%	12%	63%	1%	100%	2190

Response Rate: 78%

MODE OF ACCESS

Most Regular-Serevice riders, 90% or more, gain initial access to the RTD system on foot, whereas only 63% of the Express line patrons and 14% of the Park and Ride patrons walk to the bus. At least 81% of the Park and Ride Patrons, 36% of the Express line patrons and only about 5% of the Regular-Service riders access the RTD system by car, either as driver or passenger.

Table 51 shows how mode of access patterns can vary by bus line. The percentage of riders walking to the bus ranges from 22% of line 481 riders to 93% of line 606 riders. Conversely, the percentage who drive to the bus ranges from only 3% of line 176 riders to 59% of line 481 riders.

Mode of system access also varies according to residence sector of Express line patrons. Pedestrian access ranges from less than half to 90% or more of the riders. Table 52 shows that access by automobile also varies over a broad range, from about 11% of the riders from the South Central Sector to 54% of the riders from the San Gabriel Valley.

Table 53 shows that there is a slight difference in system access patterns by age of the rider. The median age of riders who access by walking is lowest, 34.5. The riders who access as passengers in a car are oldest, 38. Those who say they drive to the bus average about 36.5 years old.

The figures in Table 54 suggest that male Express line riders are more likely to walk to the RTD system than female riders are. Only 60% of the women walk, as opposed to 70% of the men. Women are somewhat more likely to drive, however; over a quarter of the women say they drive, but only 21% of the men say they access by car. Women are twice as likely, too, to say they get to the RTD system as passengers in a car; 14% report being driven to the bus, as opposed to 7% of the men who use this mode.

Table 55 indicates that mode of access patterns vary by ethnic background. Only 21% of Black Express line patrons get to the bus by car, whereas 36% to 47% of other patrons say they drive or ride in a car.

Mode of system access patterns by income group are detailed in Table 56. The proportion of Express line riders who drive to the bus tends to increase as annual household income increases. Fewer than 8% of the riders from low income household drive to the bus, whereas a third of those from high income households do. Conversely, the percentage of riders who walk to the bus decreases as income increases, from 83% of the low income riders to 53% of the high income riders. The median income of Express line riders who get to the bus by car, either as drivers or passengers, is over $25,000. The median income of those who walk to the bus is under $20,000.

TABLE 53
MODE OF ACCESS TO RTD
BY RIDER AGE

Age	Drove	Was Driven	Walked	Other	Total	Number of Respondents
Under 19	4%	21%	76%	-	100%	88
19 to 29	22	10	67	1%	100	623
30 to 39	30	10	59	1	100	544
40 to 49	29	15	54	2	100	305
50 to 61	24	12	64	1	100	324
62 or Older	20	9	70	1	100	115
OVERALL	24%	12%	63%	1%	100%	1999
MEDIAN AGE	36.5	38.0	34.5	36.6	35.6	

Response Rate: 71%

OVER-
ALL

TABLE 52
MODE OF ACCESS TO RTD SYSTEM
BY RESIDENCE SECTOR

Residence Sector	Drove	Was Driven	Walked	Other	Total	Number of Respondents
San Fernando Valley	27%	12%	60%	2%	100%	261
North Central	14	9	73	4	100	26
San Gabriel Valley	38	16	45	1	100	574
West Los Angeles	14	6	79	-	100	414
South Central	2	9	88	1	100	161
East Central	-	-	-	-	-	5*
East Los Angeles	-	-	-	-	-	8*
Mid-Cities	-	-	-	-	-	12*
South Bay	18	7	75	1	100	168
Downtown Los Angeles	-	-	-	-	-	5*
Long Beach	-	-	-	-	-	3*
North Los Angeles County	-	-	-	-	-	5*
Orange County	-	-	-	-	-	1*
San Bernardino County	-	-	-	-	-	8*
Ventura County	-	-	-	-	-	9*
OVERALL	24%	12%	63%	1%	100%	1660

Response Rate: 59%

* Sample size too small to allow valid statistical comparison

TABLE 55
MODE OF ACCESS TO RTD
BY ETHNIC BACKGROUND

Ethnic Background	Drove	Was Driven	Walked	Other	Total	Number of Respondents
White	28%	10%	62%	1%	100%	1346
Black	9	12	79	1	100	262
Latino	22	14	63	2	100	285
Asian or Pacific Islander	24	23	51	1	100	196
American Indian	-	-	-	-	-	4*
Other	-	-	-	-	-	18*
OVERALL	24%	12%	63%	1%	100%	2111

Response Rate: 75%

*Sample size too small to allow valid statistical comparison

TABLE 54
MODE OF ACCESS TO RTD
BY GENDER

Gender	Drove	Was Driven	Walked	Other	Total	Number of Respondents
Male	21%	7%	70%	1%	100%	796
Female	25	14	60	1	100	1350
OVERALL	24%	12%	63%	1%	100%	2146

Response Rate: 76%

TRIP PURPOSE

About half the Regular-Service riders are on trips to or from work, but over 90% of the Express line riders and 98% of the Park and Ride riders are on work trips. School trips are an important component of Regular-Service ridership, accounting for 21% of the trips, but are less apparent on Express and Park and Ride lines. Only 7% of Express line patrons and 1% of Park and Ride patrons are on trips to or from school. On Regular-Service lines, nearly 29% of the riders are on shopping, medical, social/recreational or "other" trips. On Express lines, only 2% of the riders state these trip purposes and on Park and Ride lines, only about 1%.

Table 57 shows how trip purpose patterns can vary by bus line. The proportion of work trips ranges from 67% to 100%, school trips from none to 33%.

Trip purpose also varies by type of fare. Most notable of Table 58's findings are that 75% of college/vocational pass users and 86% of student pass users are on school trips. With the exception of these two fare types, most other riders are on work trips, ranging from 88% of senior citizen pass users to 100% of express pass users.

Trip purpose mix varies by time of day during which an in-bound trip is made on an Express line, as shown in Table 59. Before and during the morning peak period, 93% of the trips are work trips. Only 57% of afternoon base period trips are to or from work and 74% of afternoon peak period trips. The proportion of school trips is between 18% and 24% after the morning peak period, significantly higher than the 6% proportion recorded during the peak.

Table 60 shows trip purpose by residence sector. Work predominates as the primary trip purpose among Express line riders from all sectors, ranging from 89% to 95%.

Table 61 shows trip purpose mix by rider age. School trips account for 73% of the Express line travel by riders under 19 and 11% of the travel by those between 19 and 29. Work accounts for 85% to over 98% of the trips by express line riders over 18 years of age. Senior citizens account for the largest proportion of shopping trips (5%) and social/recreational trips (5%).

Table 62 indicates that male Express line riders are somewhat more likely to be on school trips; 9% of the males and 6% of the females say they are travelling to or from school.

TABLE 56
MODE OF ACCESS TO RTD
BY ANNUAL HOUSEHOLD INCOME

Annual Household Income	Drove	Was Driven	Walked	Other	Total	Number of Respondents
Under $5000	8%	8%	83%	2%	100%	128
$5000-$9999	10	10	77	3	100	126
$10000-$14999	26	9	65	1	100	279
$15000-$19999	26	9	63	2	100	238
$20000-$24999	29	11	60	1	100	255
$25000 or more	33	14	53	1	100	793
OVERALL	24%	12%	63%	1%	100%	1819
MEDIAN INCOME	$25164	$25088	$19778	$16801	$21812	

Response Rate: 64%

TABLE 57
TRIP PURPOSE
BY BUS LINE

Bus Line	Work	School	Shopping	Medical	Social/ Recreational	Other	Total	Number Of Respondents
34 X	92%	4%	-	4%	-	-	100%	25
122	90	2	2%	2	-	5%	100	61
123	100	-	-	-	-	-	100	30
144	97	3	-	-	-	-	100	256
176	88	10	-	-	1%	-	100	230
410	90	10	-	-	-	-	100	39
481	95	4	-	-	-	-	100	414
489	75	18	3	-	1	3	100	228
492	98	2	-	-	-	-	100	56
494	87	9	2	-	3	-	100	68
601	67	33	-	-	-	-	100	81
602	95	3	-	1	-	1	100	128
604	91	7	1	1	-	1	100	198
605	89	8	-	-	1	3	100	113
606	98	2	-	-	-	-	100	55
608	93	5	-	-	-	3	100	40
814	96	3	-	-	1	-	100	187
OVER-ALL	91%	7%	1%	-	1%	1%	100%	2209

Response Rate: 78%

The largest proportion of school trips can be found among Blacks (11%) and Asian/Pacific Islanders (13%). Only about 6% of White or Latino Express line riders are on school trips. Table 63 provides detail.

Table 64 shows that the proportion of work trips tends to increase as household income increases, from 82% among riders from low income households to 96% among those from high income households. School trips are most prevalent among riders from households earning less than $10,000 per year. Between 12% and 16% of these riders are on school trips. The lowest median incomes are reported by riders on medical ($5,915) and social/recreational trips ($7,833). The highest income is reported by riders on work trips ($22,591).

TABLE 59
TRIP PURPOSE
BY TIME OF DAY

Time Period	Work	School	Shopping	Medical	Social/ Recrea- tional	Other	Total	Number of Respon- dents
Pre-AM Peak	93%	1%	1%	1%	-	3%	100%	93
AM Peak	93	6	-	-	-	-	100	1885
AM Base	72	24	2	-	-	2	100	56
PM Base	57	18	14	4	4	4	100	28
PM Peak	74	19	2	1	2	3	100	147
OVERALL	91%	7%	1%	-	1%	1%	100%	2209

Response Rate: 78%

TABLE 58
TRIP PURPOSE
BY TYPE OF FARE

Type of Fare	Work	School	Shopping	Medical	Social/ Recreational	Other	Total	Number of Respondents
Cash, Ticket or Transfer	91%	5%	1%	1%	1%	2%	100%	695
Regular Pass	95	3	1	-	-	1	100	202
Express Pass	100	-	-	-	-	-	100	981
Student Pass (Under 19)	12	86	-	2	-	-	100	44
College/ Vocational Pass	25	75	-	-	-	-	100	104
Senior Citizen Pass	88	2	2	3	4	2	100	93
Handicap Pass	-	-	-	-	-	-	-	16*
Tourist Pass	-	-	-	-	-	-	-	4*
Other								30
OVERALL	91%	7%	1%	-	1%	1%	100	2169

Response Rate: 77%

* Sample size too small to allow valid statistical comparison

TABLE 61
TRIP PURPOSE
BY RIDER AGE

Age	Work	School	Shopping	Medical	Social/ Recreational	Other	Total	Number of Respondents
Under 19	21%	73%	1%	1%	-	4%	100%	88
19 to 29	88	11	-	-	-	1	100	628
30 to 39	95	4	-	-	-	-	100	545
40 to 49	98	1	-	-	-	-	100	314
50 to 61	98	-	-	-	1%	-	100	338
62 or Older	85	2	5	1	5	3	100	114
OVERALL	91%	7%	1%	-	1%	1%	100%	2027
MEDIAN AGE	36.7	21.6	62.0	35.4	63.0	28.4	35.6	

Response Rate: 72%

TABLE 60
TRIP PURPOSE
BY RESIDENCE SECTOR

Residence Sector	Work	School	Shopping	Medical	Social/ Recreational	Other	Total	Numb of R dent
San Fernando Valley	95%	4%	-	-	-	1%	100%	26
North Central	93	4	4%	-	-	-	100	2
San Gabriel Valley	89	8	1	1%	1%	1	100	58
West Los Angeles	91	8	-	-	-	1	100	42
South Central	89	9	1	1	1	-	100	16
East Central	-	-	-	-	-	-	-	
East Los Angeles	-	-	-	-	-	-	-	
Mid-Cities	-	-	-	-	-	-	-	
South Bay	96	3	-	-	1	-	100	1
Downtown Los Angeles	-	-	-	-	-	-	-	
Long Beach	-	-	-	-	-	-	-	
North Los Angeles County	-	-	-	-	-	-	-	
Orange County	-	-	-	-	-	-	-	
San Bernardino County	-	-	-	-	-	-	-	
Ventura County	-	-	-	-	-	-	-	
OVERALL	91%	7%	1%	-	1%	1%	100%	16

Response Rate: 60%

* Sample size too small to allow valid statistical comparison

TABLE 63
TRIP PURPOSE
BY ETHNIC BACKGROUND

Ethnic Background	Work	School	Shopping	Medical	Social/ Recreational	Other	Total	Number of Respondents
White	92%	6%	1%	-	-	1%	100%	1349
Black	86	11	1	1%	1%	1	100	259
Latino	92	7	-	-	1	-	100	307
Asian or Pacific Islander	86	13	-	-	-	1	100	199
American Indian	-	-	-	-	-	-	-	3 *
Other	-	-	-	-	-	-	-	17 *
OVERALL	91%	7%	1%	-	1%	1%	100%	2134

Response Rate: 76%

* Sample size too small to allow valid statistical comparison

TABLE 62
TRIP PURPOSE
BY GENDER

Gender	Work	School	Shopping	Medical	Social/ Recrea- tional	Other	Total	Number of Respon- dents
Male	89%	9%	1%	-	1%	1%	100%	791
Female	92	6	1	-	1	1	100	1382
OVERALL	91%	7%	1%	-	1%	1%	100	2173

Response Rate: 77%

TABLE 64
TRIP PURPOSE
BY ANNUAL HOUSEHOLD INCOME

Annual Household Income	Work	School	Shopping	Medical	Social/ Recreational	Other	Total	Number of Respondents
Under $5000	82%	16%	-	1%	1%	-	100%	137
$5000-$9999	84	12	-	1	3	1%	100	124
$10000-$14999	91	8	1%	-	-	-	100	278
$15000-$19999	93	4	1	1	-	2	100	239
$20000-$24999	91	7	1	-	-	1	100	255
$25000 or more	96	3	-	-	-	1	100	803
OVERALL	91%	7%	1%	-	1%	1%	100%	1836
MEDIAN INCOME	$22591	$14011	$19017	$5915	$7833	$20219	$21812	

Response Rate: 65%

RIDERS RATE RTD SERVICE

The proportion of Express line riders rating RTD service as somewhat or very favorable is over 6 percentage point higher than the proportion of Regular-Service riders giving similar ratings -- 82.6% versus 76.3%.

A measure called the "satisfaction index" has been developed to measure relative ratings of service made by RTD patrons. The index number ranges from 1 to 4. A satisfaction index of 1 would indicate that respondents have "very unfavorable" opinions about RTD service; an index of 2 would indicate a rating in the "somewhat unfavorable" range.; 3 would denote "somewhat favorable", and 4 would indicate "very favorable."

The overall "satisfaction index", however, is the same for riders on both Regular-Service and Peak-Hour Express lines - 3.0. Table 65 indicates how service ratings vary by bus line. Positive ratings range from 65% of the riders on the 34 line to 95% on the 601 line, and the satisfaction index ranges from 2.6 to 3.4,

Table 66 shows how service ratings vary by type of fare. The range in satisfaction index level extends from 3.0 among Express pass users to 3.2 among senior citizen pass users.

Table 67 shows that opinions of Express line riders vary by time of day the in-bound trip is made. Clearly, the most satisfied with RTD is the group of riders during the afternoon base period. Their satisfaction index is 3.7. The lowest index, 2.9, is reported by riders before the morning peak period.

Table 68 shows ratings of RTD service made by Express line patrons by residence sector. The lowest ratings are from respondents living in the San Fernando Valley.The highest are given by those from the South Central and South Bay sectors.

Table 69 shows that the satisfaction index does not vary much by age. Generally, however, riders giving RTD service a "very unfavorable" rating tend to be the oldest group with a median age of 39.9. The next oldest group, with a median age of 37.2, consists of riders who rate RTD service as "somewhat unfavorable". The youngest riders, averaging 34.3, give the service a "somewhat favorable" rating.

Males and females do not differ in their rating of RTD service, as shown in Table 70.

Table 71 indicates that there are only small differences in levels of satisfaction by ethnic group. White and Black Express riders tend to be least satisfied with the service. Their satisfaction index is 3.1. Latinos and Asian Pacific Islanders, with a 3.2 index, are most satisfied of the major ethnic groups.

Table 72 shows that the satisfaction index tends to decline somewhat as household income increases. Riders from households earning under $10,000 have a satisfaction index of 3.2. Those earning above $10,000 have an index of 3.0 to 3.1. Riders who give RTD service a "very unfavorable" rating are likely to have the lowest income. Their median household income is only $18,036. The highest incomes are reported by riders who rate RTD service in the middle range, either "somewhat favorable" ($22,550) or "somewhat unfavorable" ($22,797).

TABLE 65
RIDERS RATE RTD SERVICE
BY BUS LINE

Bus Line	Very Favorable	Somewhat Favorable	Somewhat Unfavorable	Very Unfavorable	Total	Satisfaction Index	Number of Respondents
34 X	22%	44%	22%	13%	100%	2.6	23
122	20	51	20	9	100	2.8	59
123	45	45	10	-	100	3.4	31
144	18	53	22	6	100	2.8	250
176	40	43	10	8	100	3.1	209
410	25	64	11	-	100	3.2	36
481	27	53	16	3	100	3.0	411
489	34	54	10	2	100	3.2	221
492	26	56	13	6	100	3.0	55
494	33	52	12	3	100	3.1	67
601	38	57	5	-	100	3.3	79
602	26	61	11	2	100	3.1	126
604	24	63	10	4	100	3.1	198
605	45	38	16	1	100	3.3	110
606	19	59	22	-	100	3.0	54
608	38	55	8	-	100	3.3	40
814	38	52	8	2	100	3.3	181
OVERALL	30%	53%	14%	4%	100%	3.0	2150

Response Rate: 76%

TABLE 66
RIDERS RATE RTD SERVICE
BY TYPE OF FARE

Type of Fare	Very Favorable	Somewhat Favorable	Somewhat Unfavorable	Very Unfavorable	Total	Satisfaction Index	Number of Respondents
Cash, Ticket or Transfer	31%	54%	12%	3%	100%	3.1	686
Regular Pass	37	44	14	5	100	3.1	191
Express Pass	26	55	15	5	100	3.0	964
Student Pass (Under 19)	28	63	3	7	100	3.1	42
College/ Vocational Pass	28	56	13	4	100	3.1	100
Senior Citizen Pass	34	53	11	2	100	3.2	88
Handicap Pass	45	31	19	5	100	-*	16
Tourist Pass	-	-	-	-	-	-*	5
Other	-	-	-	-	-	-*	28
OVERALL	30%	53%	14%	4%	100%	3.0	2120

Response Rate: 75%

* Sample size too small for valid statistical comparison

TABLE 67
RIDERS RATE RTD SERVICE
BY TIME OF DAY

Time Period	Very Favorable	Somewhat Favorable	Somewhat Unfavorable	Very Unfavorable	Total	Satisfaction Index	Number of Respondents
Pre-AM Peak	22%	49%	22%	8%	100%	2.9	91
AM Peak	29	53	14	4	100	3.1	1835
AM Base	40	53	6	2	100	3.3	53
PM Base	65	35	-	-	100	3.7	29
PM Peak	32	52	15	2	100	3.1	142
OVERALL	30%	53%	14%	4%	100%	3.0	2150

Response Rate: 76%

TABLE 68
RIDERS RATE RTD SERVICE
BY RESIDENCE SECTOR

Residence Sector	Very Favorable	Somewhat Favorable	Somewhat Unfavorable	Very Unfavorable	Total	Satisfaction Index	Number of Respondents
San Fernando Valley	21%	53%	19%	7%	100%	2.9	257
North Central	30	52	15	4	100	3.1	28
San Gabriel Valley	31	55	12	2	100	3.1	572
West Los Angeles	30	55	12	2	100	3.1	415
South Central	45	39	9	8	100	3.2	154
East Central	-	-	-	-	-	-*	7
East Los Angeles	-	-	-	-	-	-*	8
Mid-Cities	-	-	-	-	-	-*	12
South Bay	34	56	9	1	100	3.2	168
Downtown Los Angeles	-	-	-	-	-	-*	7
Long Beach	-	-	-	-	-	-*	2
North Los Angeles County	-	-	-	-	-	-*	5
Orange County	-	-	-	-	-	-*	1
San Bernardino County	-	-	-	-	-	-*	8
Ventura County	-	-	-	-	-	-*	9
OVERALL	30%	53%	14%	4%	100%	3.0	1653

Response Rate: 59%

*Sample size too small to allow valid statistical comparison

TABLE 69
RIDERS RATE RTD SERVICE
BY RIDER AGE

Age	Very Favorable	Somewhat Favorable	Somewhat Unfavorable	Very Unfavorable	Total	Satisfaction Index	Number of Respondents
Under 19	33%	59%	5%	3%	100%	3.2	82
19 to 29	26	59	14	2	100	3.1	622
30 to 39	32	53	12	3	100	3.1	531
40 to 49	30	50	16	5	100	3.0	309
50 to 61	30	50	17	4	100	3.1	328
62 or Older	37	48	10	5	100	3.2	113
OVER-ALL	30	53	14	4	100	3.0	1985
MEDIAN AGE	36.4	34.3	37.2	39.9	35.6		

Response Rate: 70%

TABLE 70
RIDERS RATE RTD SERVICE
BY GENDER

Gender	Very Favorable	Somewhat Favorable	Somewhat Unfavorable	Very Unfavorable	Total	Satisfaction Index	Number of Respondents
Male	26%	56%	14%	4%	100%	3.0	782
Female	32	51	13	4	100	3.0	1337
OVERALL	30%	53%	14%	4%	100%	3.0	2119

Response Rate: 75%

TABLE 71
RIDERS RATE RTD SERVICE
BY ETHNIC BACKGROUND

Ethnic Background	Very Favorable	Somewhat Favorable	Somewhat Unfavorable	Very Unfavorable	Total	Satisfaction Index	Number of Respondents
White	26%	56%	15%	3%	100%	3.1	1326
Black	34	46	12	8	100	3.1	249
Latino	38	48	12	2	100	3.2	297
Asian or Pac. Islander	34	54	10	3	100	3.2	192
American Indian			-	-		-*	3
Other				-		-*	15
OVERALL	30%	53%	14%	4%	100%	3.0	2082

Response Rate: 74%

*Sample size too small to allow valid statistical comparison

TABLE 72
RIDERS RATE RTD SERVICE
BY ANNUAL HOUSEHOLD INCOME

Annual Household Income	Very Favorable	Somewhat Favorable	Somewhat Unfavorable	Very Unfavorable	Total	Satisfaction Index	Number of Respondents
Under $5000	43%	40%	11%	6%	100%	3.2	133
$5000-$9999	37	50	11	2	100	3.2	125
$10000-$14999	24	59	14	3	100	3.0	279
$15000-$19999	27	53	16	5	100	3.0	232
$20000-$24999	25	60	12	3	100	3.1	254
$25000 or more	27	56	15	2	100	3.1	790
OVERALL	30%	53%	14%	4%	100%	3.0	1813
MEDIAN INCOME	$20685	$22550	$22797	$18036	$21812		

Response Rate:

APPENDIX

FIGURE 1 (Cont'd)

CUESTIONARIO PARA PASAJEROS

La 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.

(1-4)

1. ¿Como llegó al primer autobus que abordo hoy?

Condujo un auto	☐	7-1	*Me Trajeron por Auto*	☐	7-3
Caminando	☐	-2	*Otro Modo*	☐	-4

(por favor especifique)

¿Como llegó a este autobus?

Condujo un auto	☐	8-1	*Me Trajeron por Auto*	☐	8-4
Caminando	☐	-2	*Otro Modo*	☐	-5
*Transbordo de otra linea, numero*_____		-3	(por favor especifique)		

LAS PREGUNTAS NUMERO 2 Y 3 SE RELACIONAN CON EL AUTOBUS EN QUE Ud. VIAJA AHORA

2. ¿Donde abordó este autobús en particular? (indique la intersección más cercana)

_____ (calle o carretera mayor) y _____ (calle mas cercana que la cruza) (10-16)

3. ¿Donde se bajará de este autobús? (indique la interseccion mas cercana)

_____ (calle o carretera mayor) y _____ (calle mas cercana que la cruza) (17-23)

4. Al apearse de este autobús, Ud.

Conducirá auto	☐	24-1	*Le llevarán por auto*	☐	24-4
Caminará	☐	-2	*Otro Modo*	☐	-5
*Usará transbordo a otra linea*_____ (especifique)		-3	(por favor especifique)		

PREGUNTAS 5, 6 Y 7 SE RELACIONAN CON EL VIAJE ENTERO, NO SOLO LA PARTE ABORDO ESTE AUTOBÚS EN PARTICULAR. ESTAS PREGUNTAS DETALLAN SU VIAJE DE PRINCIPIO A FIN.

5. ¿Donde inició este viaje? (¿Cual es la esquina mas cercana a donde comenzó su viaje?) (28-32)

_____ (calle o carretera mayor) y _____ (calle mas cercana que la cruza)

6. ¿A donde se dirije (¿Cual es la esquina más cercana a donde finaliza su viaje?) (33-37)

_____ (calle o carretera mayor) y _____ (calle mas cercana que la cruza)

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).

Primer Autobús (38-40)	Segundo Autobús (41-43)	Tercero Autobús (44-46)	Cuarto Autobús (47-49)	Quinto Autobús (50-52)

8. ¿Cuantos dias de la semana usa Ud. el autobús?

uno	☐	53-1	*tres*	☐	53-3
dos	☐	-2	*cinco*	☐	-5
cuatro	☐	-4	*seis*	☐	-6
			siete	☐	-7

9. *¿Que tipo de tarifa pagó Ud. al abordar este autobús?*

*Tarifa en efectivo de*_____ (54-56)	☐	(60-61) -1
*Tarifa por boleto de*_____ (57-59)	☐	-2
Un boleto de transbordo	☐	-3
Pase de Persona Mayor de Edad, de $6	☐	-4
Pase de Persona Incapacitada, de $6	☐	-5
Pase Estudiantil de $16 (18 años o menos)	☐	-6
Pase Estudiantil de $20 (19 años o mayor)	☐	-7
Pase Mensual Regular de $26	☐	-8
*Pase Mensual, Express de Autopista, de $*_____ (62-63)	☐	-9
*Pase Turistico de $*_____ (64-65)	☐	-10
*Otro*_____ (favor de especificar)	☐	-11

10. ¿Cual es el proposito de este viaje? (indique uno):

trabajo	☐	66-1	*Social*	☐	66-5
escuela	☐	-2	*Recreacion*	☐	-6
de compras	☐	-3	*de iglesia*	☐	-7
Razones medicas	☐	-4	*Otro*_____ (favor de especificar)	☐	-8

11. ¿Cual es su impresión del servicio de la RTD?

Muy favorable	☐	67-1	*algo desfavorable*	☐	67-3
favorable	☐	-2	*adverso*	☐	-4

12. ¿Donde vive Ud.?

Numero (7-11)	Calle (12-21)	Apartamento (22-24)	Ciudad (25-38)	Zona de Zip (39-43)

13. Ud. es: *Hombre* ☐ 44-1 *Mujer* ☐ 44-2

14. ¿A que grupo étnico pertenece Ud.?

Blanco	☐	45-1	*Asia o islas de Pacifico*	☐	45-4
Negro	☐	-2	*Indio Americano o relacionado*	☐	-5
Latino	☐	-3	*Otro*_____ (por favor especifique)	☐	-6

15. ¿Que edad tiene Ud.?_____ (por favor especifique; 46-47)

16. ¿Cuantos automobiles operables se usan en su hogar?

_____ (48)

17. ¿Cual es el numero total de personas que viven en su hogar? (incluyendose a si mismo)

_____ (favor de especificar; 49-50)

18. Total de ingresos en su hogar al año:

Menos de $5,000	☐	51-1	*$15,000 a $19,999*	☐	51-4
$5,000 a $9,999	☐	-2	*$20,000 a $24,999*	☐	-5
$10,000 a $14,999	☐	-3	*$25,000 o mas*	☐	-6

19. ¿Cual es más importante para Ud.:

Que se mantenga el servicio de autobuses tal como es ahora?	☐	52-1
Que se mantengan las tarifas tal como son ahora?	☐	-2

20. ¿En su opinión, cual método debe la RTD usar para conseguir mas dinero y combatir el aumento de costos:

Cortando la frecuencia de autobuses	☐	53-1			
Reduciendo servicio después de las 6 p.m. durante dias de la semana?	☐	54-1			
Reduciendo el servicio de los sábados?	☐	55-1			
Reduciendo servicio de los domingos?	☐	56-1			
Aumentando la tarifa de los autobuses?	☐	57-1			
Eliminando boletos de transbordo (transfer)?	☐	58-1			
Cobrando tarifa completa a estudiantes colegiales?	☐	59-1			
Cobrando tarifa completa a estudiantes de escuela superior?	☐	60-1			
Cobrando tarifa más alta a los ancianos (Sr. Citizens)?	☐	61-1			
Aumentando tarifa del servicio "Park 'n' Ride"	☐	62-1			
(Servicio de estacionamiento gratis en punto limitrofe con viaje por express de autopista)?					

21. ¿En su opinión, cual descuento debe la RTD darle a cada uno de los siguientes grupos?

Ancianos (Sr. Citizens)		**Estudiantes de Escuela Superior**		**Estudiantes de Colegios**	
Ninguno	☐ 63-1	*Ninguno*	☐ 64-1	*Ninguno*	☐ 65-1
10%	☐ -2	*10%*	☐ -2	*10%*	☐ -2
25%	☐ -3	*25%*	☐ -3	*25%*	☐ -3
50%	☐ -4	*50%*	☐ -4	*50%*	☐ -4
75%	☐ -5	*75%*	☐ -5	*75%*	☐ -5
100%	☐ -6	*100%*	☐ -6	*100%*	☐ -6

22. La tarifa básica corriente es 65¢. ¿Qué haría Ud. si cambiara la tarifa a los siguientes precios?

	50¢		**70¢**		**75¢**		**80¢**	
Dejaría de usar autobús	☐	66-1	☐	67-1	☐	68-1	☐	69-1
Usaría el autobús menos	☐	-2	☐	-2	☐	-2	☐	-2
Usaría el autobús igual que lo uso ahora	☐	-3	☐	-3	☐	-3	☐	-3
Usaría autobuses más a menudo	☐	-4	☐	-4	☐	-4	☐	-4

EL NÚMERO TOTAL DE VECES QUE Ud. USA UN AUTOBÚS AL DIA SE DEBE USAR PARA CONTESTAR PREGUNTAS 23, 24 Y 25. AÑADA LAS VECES QUE USA EL SERVICIO EN UN DIA CORRIENTE: O SEA, SI USA DOS AUTOBUSES PARA IR AL TRABAJO Y DOS PARA VOLVER A SU HOGAR, EL TOTAL DEBE DE SER CUATRO AUTOBUSES, (Y NO DOS VIAJES).

23. ¿Cuantas veces aborda Ud. un autobús RTD en un dia de la semana?

_____ (70-71)

24. ¿Cuantas veces aborda Ud. un autobús RTD en un sábado corriente?

_____ (72-73)

25. ¿Cuantas veces aborda autobuses RTD en un domingo corriente?

_____ (74-75)

SI ABORDÓ CON TARIFA EN EFECTIVO, CON "TICKET" (BOLETO DE TARIFA) O BOLETO DE TRANSBORDO, POR FAVOR CONTESTE LA SIGUIENTE PREGUNTA:

26. ¿Por que no usa el pase mensual RTD para viajar por autobús?

No uso el autobús suficiente veces para necesitar el pase mensual	☐	76-1
El precio del pase es demasiado y no puedo comprarlo	☐	-2
No sé donde comprar el pase mensual	☐	-3
No hay un sitio conveniente donde yo puedo comprar el pase	☐	-4
Temo perder el pase, o que me lo roben	☐	-5
*Otro*_____ (por favor especifique)	☐	-6

1(79)
2 (80)

FIGURE 1

PASSENGER SURVEY

0361

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

№ 073692 (1-6)

1. How did you get to the first RTD bus you boarded today?

Drove	☐	7-1	*Was Driven*	☐	7-3
Walked	☐	-2	*Other*	☐	-4

(PLEASE SPECIFY)

How did you get to this bus?

Drove	☐	8-1	*Was Driven*	☐	8-3
Walked	☐	-2	*Other*	☐	-5
Rode bus line number _____ (SPECIFY)	☐	-3	_____ (PLEASE SPECIFY)		

QUESTIONS 2 AND 3 DEAL WITH YOUR RIDE ON THE BUS YOU ARE ON NOW.

2. Where did you get on this bus? (Indicate nearest cross-streets)

_____ (Major Street) and _____ (Nearest Cross-Street) (10-16)

3. Where will you get off this bus? (Indicate nearest cross-streets)

_____ (Major Street) and _____ (Nearest Cross-Street) (17-23)

4. After you get off this bus, you will:

Drive	☐	24-1	*Be Driven*	☐	24-4
Walk	☐	-2	*Other*	☐	-5
Transfer to bus line number _____ (SPECIFY)		-3	_____ (PLEASE SPECIFY)		

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.

5. Where did you start this trip? (28-32)

_____ (Major Street) and _____ (Nearest Cross-Street)

6. Where are you going on this trip? (33-37)

_____ (Major Street) and _____ (Nearest Cross-Street)

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.)

First Bus	Second Bus	Third Bus	Fourth Bus	Fifth Bus
(38-40)	(41-43)	(44-46)	(47-49)	(50-52)

8. How many days a week do you usually ride the bus?

Seven	☐	53-1	*Three*	☐	53-5
Six	☐	-2	*Two*	☐	-6
Five	☐	-3	*One*	☐	-7
Four	☐	-4	*Less Than One*	☐	-8

9. What type of fare did you use to get on this bus? (60-61)

Cash Fare of _____¢ (SPECIFY AMOUNT) (54-56)	☐	-1
Ticket Fare of _____¢ (SPECIFY AMOUNT) (57-59)	☐	-2
Used a Transfer	☐	-3
$6 Senior Citizen Pass	☐	-4
$6 Handicapped Pass	☐	-5
$16 Student Pass	☐	-6
$20 Student Pass	☐	-7
$26 Regular Monthly Pass	☐	-8
$_____ *Monthly Express Pass* (62-63)	☐	-9
$_____ *Tourist Pass* (64-65)	☐	-10
Other _____ (PLEASE SPECIFY)	☐	-11

10. What is the purpose of this trip? Are you going to or from:

Work	☐	66-1	*Visiting*	☐	66-5
School	☐	-2	*Recreation*	☐	-6
Shopping or Errands	☐	-3	*Church*	☐	-7
Doctor or Dentist	☐	-4	*Other* _____ (PLEASE SPECIFY)	☐	-8

11. What is your impression of RTD service?

Very favorable	☐	67-1	*Somewhat unfavorable*	☐	67-3
Somewhat favorable	☐	-2	*Very unfavorable*	☐	-4

12. What is your home address?

Number	Street	Apartment Number	City	Zip Code
(7-11)	(12-21)	(22-24)	(25-38)	(39-43)

13. You are: *Male* ☐ 44-1 *Female* ☐ -2

14. To which ethnic group do you belong?

White	☐	45-1	*Asian or Pacific Islander*	☐	45-4
Black or Negro	☐	-2	*American Indian*	☐	-5
Latino or Hispanic	☐	-3	*Other* _____	☐	-6

15. What is your age? _____ (PLEASE SPECIFY) (46-47)

16. How many automobiles in running condition are there in your household? _____ (48)

17. What is the total number of persons living in your household? (Count yourself.) _____ (PLEASE SPECIFY) (49-50)

18. What is the total annual income of your household?

Under $5,000	☐	51-1	*$15,000 to $19,999*	☐	51-4
$5,000 to $9,999	☐	-2	*$20,000 to $24,999*	☐	-5
$10,000 to $14,999	☐	-3	*$25,000 and over*	☐	-6

19. Which is more important to you?

Keeping bus service as it is now	☐	52-1
Keeping fares as they are now	☐	-2

20. What do you think RTD should do to raise money for increased costs?

Increase the time between buses	☐ 53-1
Decrease service after 6 P.M. during the week	☐ 54-1
Decrease Saturday service	☐ 55-1
Decrease Sunday service	☐ 56-1
Increase all bus fares	☐ 57-1
Eliminate transfers	☐ 58-1
Charge full fare for college students	☐ 59-1
Charge full fare for high school students	☐ 60-1
Charge senior citizens a higher fare	☐ 61-1
Charge higher fares on Park 'n' Ride lines	☐ 62-1

21. How much of a discount on bus fares do you think RTD should give to each of these groups?

Senior Citizens		High School Students		College Students	
None	☐ 63-1	*None*	☐ 64-1	*None*	☐ 65-1
10%	☐ -2	*10%*	☐ -2	*10%*	☐ -2
25%	☐ -3	*25%*	☐ -3	*25%*	☐ -3
50%	☐ -4	*50%*	☐ -4	*50%*	☐ -4
75%	☐ -5	*75%*	☐ -5	*75%*	☐ -5
100%	☐ -6	*100%*	☐ -6	*100%*	☐ -6

22. The basic bus fare is now 65¢. What do you think you would do if fares changed to each of the following prices?

	50¢		70¢		75¢		80¢	
I'd stop riding	☐	66-1	☐	67-1	☐	68-1	☐	69-1
I'd ride less	☐	-2	☐	-2	☐	-2	☐	-2
I'd ride about as often as I do now	☐	-3	☐	-3	☐	-3	☐	-3
I'd ride more	☐	-4	☐	-4	☐	-4	☐	-4

QUESTIONS 23,24 AND 25 DEAL WITH THE TOTAL NUMBER OF TIMES YOU BOARD ANY RTD BUS DURING AN AVERAGE DAY. ADD UP ALL THE TIMES YOU USUALLY GET ON A BUS ON A TYPICAL DAY AND WRITE THE TOTAL IN THE SPACE PROVIDED. FOR EXAMPLE, IF YOU RIDE TWO BUSES TO WORK AND TWO BUSES HOME FROM WORK, THE TOTAL WOULD BE FOUR.

23. How many times do you board an RTD bus on an average weekday? _____ (70-71)

24. How many times do you board an RTD bus on an average Saturday? _____ (72-73)

25. How many times do you board an RTD bus on an average Sunday? _____ (74-75)

IF YOU USED CASH FARE, TICKETS OR A TRANSFER TO BOARD THE BUS, PLEASE ANSWER QUESTION 26.

26. Why didn't you use an RTD pass to board the bus?

I don't ride the bus often enough to make a pass worthwhile	☐	76-1
I can't afford the price of a pass	☐	-2
I don't know where to buy a pass	☐	-3
There is no convenient place for me to buy a bus pass	☐	-4
I am afraid I would lose a pass or it would be stolen from me	☐	-5
Other _____	☐	-6

2 (6-

TABLE 73
SURVEY COVERAGE
PEAK-HOUR EXPRESS LINE

Line	Number of Inbound Trips	Number of Trips Surveyed	Percent of Trips Surveyed	Number of Daily Boardings	Number of Riders*	Number of Questionnaires Distributed	Percent of Riders Surveyed
34	1	1	100%	63	32	28	88%
122	3	3	100	279	140	79	56
123	1	1	100	70	35	41	100
144	12	9	75	964	482	347	72
176	8	8	100	1149	575	300	52
410	2	2	100	196	98	43	44
481	14	11	79	1229	615	563	92
489	12	9	75	946	473	322	68
492	4	2	50	323	162	81	50
494	4	2	50	340	170	89	52
601	4	3	75	146	73	99	75
602	8	7	88	320	160	161	88
604	9	7	78	624	312	225	72
605	8	6	75	237	119	130	75
606	4	3	75	324	162	65	40
608	3	2	67	163	82	45	55
814	11	9	82	550	275	207	75
OVER-ALL	108	85	85%	7923	3962	2825	71%

*1/2 Daily Boardings

METHODOLOGY

The 1981 Survey of Peak-Hour Express Line Ridership examines the demographic, attitudinal and trip-related characteristics of just one segment of the market served by RTD. After the 226 lines operated by RTD in 1981 had been stratified by type, as shown in Table A-I in the Appendix, it became obvious that all the peak-hour express lines could be surveyed in one day and that all in-bound trips could be surveyed. The key to achieving these goals was to obtain the cooperation of RTD drivers. On the day of the survey, division dispatchers gave each driver a package of questionnaires to be distributed to each boarding passenger on in-bound trips. Table 73 shows that 85% of the in-bound trips on the peak-hour express lines were surveyed. (The remainder of the trips were surveyed by CALTRANS, using a different questionnaire). The RTD survey reached about 71% of the riders on these lines.

The questionnaire used is the basic standard bi-lingual on-board instrument developed by Market Research in 1977. In order to gauge the effects of the 1981 fare increase, however, four attitudinal questions were added to the questionnaire. A copy of the questionnaire is included in this section of the report.

Because of the cooperation of drivers in distributing questionnaires, no additional labor costs were incurred.

TABLE A-I
BOARDINGS BY TYPE OF LINE
(Ranked by boardings per bus hour)

Type of Line	Number of Lines	Total Number of Boardings	Number of Riders Per Bus Hour		
			Median	Low	High
Local	124	965,813+	37.6	10.3	110.6
Local with Peak Hour Express	8	159,679	58.3	20.1	94.9
Local with Day Long Express	24	90,535	25.4	12.5	44.3
SubTotal	156	1,216,027+			
Park & Ride	9	8,240	33.1	27.8	48.5
Express--Peak Hour Only	17	7,923	13.6	8.2	25.5
Subscription	10	1,217	NA	NA	NA
Local--Peak Hour Only (Beep)	11	417	NA	NA	NA
Special Services	23	NA	NA	NA	NA
Total	226	1,233,824	--	-	-

TABLE A-II
RIDERSHIP AND SUBSIDIES BY LINE
PARK AND RIDE LINES

Line	Daily Boardings	Riders Per Bus Hour	Revenue $	Subsidy $	Date of Fare Check
716	398	27.8	1.58	4.26	2/17/81
721	968	33.3	1.16	3.28	3/12/81
737	360	34.8	1.48	2.82	1/15/80
755	1066	32.8	1.62	2.47	1/30/80
757	1591	48.5	1.14	2.38	1/30/80
758	567	32.8	1.36	3.34	1/31/80
760	1361	37.2	1.59	2.09	12/18/79
762	1192	31.9	1.43	2.28	3/18/81
764	737	39.2	1.90	1.59	1/31/80
OVER-ALL	8240	-	-	-	-
MEDIAN	915.5	33.05	$1.455	$2.425	

Source: Line Performance Trends Report, Service Analysis Section

TABLE A-III
RIDERSHIP AND SUBSIDIES BY LINE
RANDOM SAMPLE OF REGULAR-SERVICE LINES

Type of Line	Line Number	Daily Boardings	Percent of Category	Riders Per Bus Hour	Revenue Per Boarding $	Subsidy Per Boarding $
LOCAL	29	28,879	3.0%	106.3	.40	.17
	12	17,235	1.8	79.5	.38	.29
	89	19,820	2.1	79.5	.24	.35
	96	32,755	3.4	69.7	.38	.19
	32	5,553	.6	67.2	.41	.37
	47	11,441	1.2	58.1	.35	.30
	210	17,809	1.8	58.1	.38	.29
	826	7,943	.8	55.2	.48	.49
	354	1,356	.1	50.4	.37	.81
	157	4,196	.4	50.0	.48	.38
	81	8,055	.8	49.2	.36	.52
	840	4,989	.5	47.7	.42	1.88
	18	2,822	.3	45.0	.43	.41
	164/165	9,859	1.0	43.6	.49	.50
	152	5,648	.6	40.0	.49	.48
	155/160	5,583	.6	39.1	.46	.97
	73	3,390	.4	31.5	.25	.78
	166/168	3,529	.4	30.3	.53	1.15
	425	3,720	.4	30.0	.40	.83
	169	2,825	.3	29.5	.48	1.16
	175	1,246	.1	27.7	.29	.41
	424	1,887	.2	27.3	.46	1.29
	435	2,469	.3	27.2	.47	1.44
	114	1,029	.1	27.0	.52	.95
	156	1,740	.2	24.6	.48	1.06
	872	704	.1	24.5	.31	.73
	846	1,448	.1	24.3	.52	1.31
	871	3,436	.4	23.1	.44	1.52
	822	1,010	.1	22.8	.51	1.44
	844	989	.1	22.5	.55	2.08
	867	627	.1	22.0	.55	1.52
	869	2,032	.2	18.9	.49	1.66
	431	1,052	.1	18.5	.48	1.86
	821/831	1,014	.1	18.0	.53	1.89
	861	506	.1	17.3	.51	1.83
	451/453	1,216	.1	15.0	.50	2.10
	452/454	779	.1	11.5	.50	4.50
	Sub-Total	220,591	22.8%			
	Median	2,823		30.2	.465	.89
Local Peak Express	44	38,385	24.0%	94.9	.40	.13
	91	38,990	24.4	79.7	.26	.25
	86	7,594	4.8	42.4	.42	.88
	Sub-Total	84,969	53.2%			
	Median	38,385		79.7	.40	.25
Local-Day Long Express	88	10,476	11.6%	44.3	.51	.41
	484	6,603	7.3	30.0	.63	.87
	488	1,968	2.2	23.6	.64	2.27
	813	2,529	2.8	23.1	.77	1.37
	Sub-Total	21,576	23.8%			
	Median	4,566		26.8	.635	1.12
	TOTAL	327,136	26.9%			
	MEDIAN				$ .47	$ .95

Source: Line Performance Trends Report, Service Analysis Section

TABLE A-IV

SURVEY ACTIVITY BY TIME PERIOD

Time Period	Hours	Number of Trips Surveyed	Percent of Trips Surveyed	Number of Respondents	Percent of Respondents	Respondents Per Trip
Pre-AM Peak	Midnight-5:59 AM	3	3.5%	92	4.1%	30.7
AM Peak	6:00 AM - 8:29 AM	68	79.1	1921	85.2	28.3
AM Base	8:30 AM-11:59 AM	2	2.3	59	2.6	29.5
PM Base	Noon - 3:29 PM	2	2.3	30	1.3	15
PM Peak	3:30 PM-6:29	11	12.8	153	6.8	13.9
Evening	6:30 PM-11:59 PM	0	0	0	0	0
OVERALL		86	100.0%	2255	100.0%	26.2