

ATTITUDES AND AWARENESS
REGARDING
THE PROBLEMS OF GRAFFITI AND VANDALISM
AS THEY PERTAIN TO THE R.T.D.

CONDUCTED AMONG
R.T.D. BUS RIDERS

PREPARED FOR
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

JULY/AUGUST 1989



A FACTS CONSOLIDATED STUDY

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I. INTRODUCTION

In order to determine the awareness and attitudes of RTD bus riders as they pertain to the problems of graffiti and vandalism, FACTS CONSOLIDATED was commissioned by the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT to conduct a survey among bus riders. In the course of conducting this project, A total of 3,624 interviews were conducted at specific bus stops within each of RTD's nine sectors throughout Los Angeles County. At least 400 interviews were conducted within each sector.

The survey questionnaire was pre-tested in the field, under actual field conditions, for workability by five senior interviewers. Over 100 test interviews were made. Structural changes suggested by the pretest were approved by RTD, and incorporated into the survey instrument.

Two briefings for interviewers were held at the Los Angeles office of FACTS CONSOLIDATED. These briefings were attended by RTD personnel, and FACTS CONSOLIDATED staff, as well as all interviewers who were to participate in the field portion of the project. Twenty-two interviewers, trained to the specifics of the questionnaire, took part in this project. Interviewing was conducted over a three week period, from June 8 - 30, 1989.

Using RTD transit maps, which divide the county into nine sectors, bus stops were selected by RTD personnel within each sector. A "team", consisting of 2 to 4 interviewers, was sent to each bus stop location, and each interviewer randomly selected respondents to participate in the survey, among those boarding or disembarking buses at that location.

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The interview could be completed within an 8 to 10 minute time frame; however, in at least 1/3 of the interviews, this was too long a time to allow for completion of the interview before the respondent had to board the bus. In these cases, the interviewer arranged to complete the interview by telephone later that day or the next, or boarded the bus with the respondent in order to complete the interview. If the interview was completed on board the bus, the interviewer would disembark at the next stop, and board a bus returning to the original sample point. In this case, the interviewer would sometimes begin another interview on board. Nearly 99% (98.7%) of the interviews were begun at a bus stop. Only 1.3% were initiated on board.

A Spanish language version of the survey document was made, and at least one bilingual interviewer was present within each of the nine sectors during the course of the interviewing.

In the course of conducting the interviews, it was learned that approximately ten percent among potential respondents could not be interviewed, because they spoke only a language other than English or Spanish. These languages included Armenian, Czechoslovakian, Russian and various Asian languages.

Respondents are asked what they consider to be the advantages and disadvantages of riding RTD buses. They are read a series of statements about RTD and riding the buses, and are asked to tell the extent to which they agree or disagree with each statement. Riders are then asked to tell their level of agreement with statements pertaining specifically to vandalism and graffiti on RTD buses. Respondents are asked about their awareness regarding funds spent by RTD on clean-up and prevention of vandalism and graffiti. Riders are then asked about their feelings regarding things that the RTD is doing now, or could be doing, in order to deal with the problems caused by vandalism and graffiti on the buses. Lastly, riders are asked for their own suggestions on how to deal with these problems.

A sample size of 3,624 has a margin for statistical error of plus or minus 1.7% at the .95 confidence level. What this means is that the chances are 95 out of 100 that the results obtained from this survey would not differ more than 1.7% in either direction from results that would have been obtained had all bus riders present, at the designated stops during the three weeks, been interviewed.

Following this summary are the 46 statistical tables which analyze the findings of the questionnaire. In addition to the total, the findings are analyzed by the following:

HOW FARE IS PAID

CASH
MONTHLY PASS
TOKEN/TICKET

SEX

MALE
FEMALE

FREQUENCY USE RTD

DAILY
WEEKLY
INFREQUENTLY

EMPLOYMENT STATUS

STUDENT
WORKING
RETIRED
OTHER NON-WORKING
DISABLED/NOT IN WORK FORCE

INCOME

UNDER \$10K
\$10K - \$24K
\$25K - \$50K
OVER \$50K

USE OF OTHER TRANSIT

NO USE OF OTHER LINES
USE OTHER PUBLIC TRANSIT LINE
USE PRIVATE TRANSIT LINE
PRIVATE COMPANY WITH PUBLIC
CONTRACT

SECTOR

1
2
3
4
5
6
7
8
9

RACE

CAUCASIAN
BLACK
HISPANIC
ASIAN

TRANSIT DEPENDENT

YES
NO

TRANSFERS

YES
NO

AGE

UNDER 18
18 - 34
35 - 59
60 PLUS

A copy of the questionnaire used is appended to this report.

II. PRINCIPAL FINDINGS AND CONCLUSIONS

1. RIDERS ARE NOT AS SATISFIED WITH RTD SERVICE AS THEY SHOULD BE.

On a 10 point rating scale, overall satisfaction with RTD receives a score of 6.44. Any score below 5.00 would be in an area that is not only negative, but that can also be considered to indicate that the perceived level of service is unacceptable. As it is, 6.44, while certainly in the positive ranks, is dangerously close to 5.00, and can therefore be interpreted as an indication that service is not perceived to be as good as it should be.

2. PERCEPTIONS OF SERVICE RELATED ENTITIES ARE NOT STRONGLY VISIBLE WHEN RIDERS ARE ASKED WHAT THEY LIKE ABOUT RTD.

When riders are asked to tell us what they like about RTD; what they consider to be advantages of riding the buses, nearly half (47.3%) make specific references to the fact that riding the buses is an acceptable or necessary alternative to driving and 26% indicate that the buses go everywhere one would need or want to go. Only 6% make a direct reference to service, while 9% mention service related attributes. When the fact that 38% make negative references to service is also considered, then this further supports the assertion that perceptions of good service are not a strong area for RTD.

3. IN ADDITION TO PERCEPTIONS OF SERVICE DEFICIENCIES, ATTITUDES, BEHAVIOR AND DRIVING SKILLS OF BUS DRIVERS ARE SOURCES OF DISSATISFACTION.

When riders are asked if there is anything about RTD, the buses, drivers or service that ever cause them to ride less often, use other transit services, or to feel uncomfortable riding the buses, 30% say they have no dislikes, but at least one in four mention driver related negatives, and 38% mention things related to perceptions of service deficiencies.

References are made to such things as "rude drivers", "reckless driving behaviors", "drivers lack of concern for passengers", and "unresponsiveness of drivers to needs of passengers".

In the area of service related dissatisfactions, riders mention schedule deficiencies, service reductions, late arrivals, equipment malfunctions and breakdowns, and nonspecific service complaints.

When riders are asked whether they agree or disagree with various statements regarding RTD, there are further indications that some areas of service are sources of dissatisfaction. These include promptness, ease of reaching RTD by telephone, and the receptiveness of RTD to complaints.

4. THE LEVEL OF AGREEMENT/DISAGREEMENT WITH SPECIFIC STATEMENTS GIVES IMPORTANT CLUES REGARDING ATTITUDES.

Riders generally feel safe riding the buses, and feel that RTD drivers are well-groomed, neat and clean.

They feel strongly that RTD buses go everywhere, and that scheduling information can be found easily in timetables.

To a lesser degree, riders feel that RTD buses run often enough to suit one's needs, and that RTD does a good job of keeping the public informed of schedule changes.

RTD is thought to be hard to reach by telephone, and not as responsive to questions and complaints as riders would like for them to be.

Perceptions are that drivers are not usually courteous and polite, and that the buses are not usually prompt and on time.

Neither the outside nor the inside condition and appearance of the buses is acceptable to riders.

5. CLEANING GRAFFITI AND REPAIRING VANDALISM ARE IMPORTANT PRIORITIES TO RIDERS.

Riders indicate that the clean-up of graffiti and repair of vandalism are important priorities. They do not like to ride buses that bear visible signs of graffiti or vandalism in and on them. In fact, it is probably safe to assume that at least some negative perceptions of RTD's service are influenced by graffiti in and on the buses.

Better than nine in ten (93.7%) feel that it is important that graffiti and vandalism in and on RTD buses be cleaned and repaired.

6. RTD IS NOT PERCEIVED TO BE DOING ALL IT CAN OR SHOULD ABOUT VANDALISM AND GRAFFITI.

When it comes to clean-up of graffiti, repair of vandalism and prevention of these acts, it is the perception of riders that RTD is not doing all it can do or should do. There are indications that riders perceive there is more lacking in the area of prevention than in the area of clean-up. Put another way, riders are more likely to feel that RTD is cleaning graffiti and repairing vandalism, than to feel that RTD has an adequate program of prevention. Forty-two percent feel that RTD does not do enough in the area of clean-up and repair, while 50% feel that prevention programs are inadequate.

7. THERE IS LITTLE AWARENESS OF SPECIFIC EFFORTS DIRECTED TOWARD CLEAN-UP AND PREVENTION OF GRAFFITI.

Over half have no awareness that RTD spends \$350,000 a year for transit police activities to prevent acts of vandalism and graffiti and to apprehend perpetrators, and 22% are under the impression that less is being spent. This means that 73% are unaware of what RTD is doing in the area of prevention.

Forty-four percent have no awareness that clean-up of graffiti and repair of vandalism involves expenditure of \$8.5 million a year, and 36.4% are under the impression that clean-up involves a lesser sum of money. This means that over 80% are unaware of what RTD is doing in the area of clean-up.

8. RIDERS APPROVE THE SPENDING OF FUNDS FOR CLEAN-UP AND PREVENTION.

Only 20% feel that less should be spent on clean-up and prevention of vandalism and graffiti. In all, 82% approve the expenditure of funds for clean-up and prevention activities. In fact, 40% feel that more should be spent, particularly in the area of prevention.

9. RIDERS STRONGLY SUPPORT RTD'S PRACTICE OF REVOKING STUDENT BUS PASSES OF JUVENILES CAUGHT VANDALIZING RTD BUSES.

Nearly 90% approve taking away student bus passes from juveniles caught vandalizing RTD buses, but a majority also feel that this practice in and of itself does not go far enough toward disciplining or punishing perpetrators of these acts.

10. REVOKING STUDENT ID'S OF REPEAT OFFENDERS ALSO RECEIVES STRONG SUPPORT FROM RIDERS.

A very significant majority of 87.5% also approve RTD's practice of revoking student ID's of repeat offenders. But here again, most view this as only a step in the right direction. If this is the only thing that happens to the perpetrator, it is simply not enough.

11. THERE WILL BE VERY LITTLE SUPPORT FOR ANY METHOD OF DEALING WITH THE PROBLEMS CAUSED BY VANDALISM AND GRAFFITI IF ONE OF THE RESULTS IS DISRUPTION, CURTAILMENT OR ELIMINATION OF SERVICES.

Riders will not support RTD's efforts to deal with vandalism and graffiti if as a result, service is disrupted, curtailed, eliminated or adversely affected in any way. Feelings appear to be very strong, with the incidence of those who disapprove actions of this type being at least three times greater than the incidence of those approving them.

12. INDICATIONS ARE THAT RIDERS WOULD LIKE TO SEE THE COUNTY AND INDIVIDUAL CITIES PARTICIPATE IN THE PROVISION OF ADDITIONAL POLICE PROTECTION OF TRANSIT SERVICES, BUT TEND TO GRANT ONLY MINIMAL SUPPORT TO REQUIRING LOCAL CITIES TO BEAR COSTS OF DAMAGES THAT OCCUR IN THAT CITY.

At least three out of every four riders (75.1%) approve the concept of having the county and local cities provide additional police protection of transit services.

Only half feel that local cities should be required to pay for the cost of repairing vandalism that occurs within that city.

Nearly 60% (57.4%) feel that there should be a tax on spray paint, with the money to be used for repair of vandalism.

13. NEARLY TWO OUT OF EVERY THREE RIDERS HAVE SUGGESTIONS REGARDING HOW TO DEAL WITH VANDALISM AND GRAFFITI.

Most of the suggestions have to do with punishing the vandal or requiring acts of retribution from the vandal (61.6%). Mentions include such things as requiring vandals to serve time in jail, to pay fines, to clean buses, to provide community service, and to be permanently banned from the buses.

Nearly 27% have suggestions that involve using/having more law enforcement personnel, more funding for law enforcement or more visible law enforcement on the buses.

14. SOME CONCLUDING OBSERVATIONS:

- It is clear that riders are concerned about graffiti and that they support clean-up activities.
- It is also clear that awareness is low regarding RTD's participation in programs of clean-up and prevention.
- When dealing with the problems of graffiti and vandalism, any actions on the part of RTD that could cause inconvenience to riders, will not be favorably received.
- There are indications to support contentions that riders would like to see visible efforts in the areas of prevention and apprehension.
- The presence of graffiti on and in the buses diminishes perceptions regarding good service, and heightens negative impressions about the drivers.

III. SUMMARY, HIGHLIGHTS AND DETAILED FINDINGS

When respondents are asked to rate their overall satisfaction with RTD services, the average rating on a 10 point scale is 6.44. Among those rating services higher than this are riders from sectors one (6.97), eight (6.83), Hispanics (6.88), those under 18 (6.69), students (6.60), disabled (6.72), and those with household incomes over \$50,000 (6.74).

Among those who give RTD services lower ratings are riders from sectors two (6.02), six (6.16), seven (6.15), Blacks (6.19), those who use other public transit (6.11), those who use private transit lines (6.00) and those who use private transit with public contracts (5.86). (Table 1)

The following tables will recap the response when riders are asked what they like about RTD, or what they consider to be advantages of riding the buses, and what they dislike, or consider to be disadvantages. (Tables 2 and 3)

LIKES/ADVANTAGES OF RIDING RTD

	<u>TOTAL</u>
	<u>3624</u>
	%
TAKES ME WHERE I NEED OR WANT TO GO/GOES EVERYWHERE ...	26.0
DON'T OWN CAR/ONLY TRANSPORTATION I HAVE	17.1
INEXPENSIVE/CHEAPER THAN DRIVING OR KEEPING CAR	14.4
DON'T LIKE TO OR CAN'T DRIVE	7.1
O.K./GOOD SERVICE (NON-SPECIFIC)	6.3
BUSES ARE USUALLY ON TIME	5.0
NO PARKING HASSLES/PROBLEMS	4.9
DRIVERS ARE NICE/COURTEOUS/HELPFUL	3.6
AVOIDS TRAFFIC	3.4
CAN RELAX, READ, ETC.	2.5
NOTHING LIKED/NO ADVANTAGES	10.1
DON'T KNOW	3.1

DISLIKES ABOUT RTD, THE BUSES, DRIVERS OR SERVICE

	<u>TOTAL</u>
	<u>3624</u>
	%
NET REFERENCES REGARDING SERVICE	38.0
NET REFERENCES TO NEGATIVES REGARDING DRIVERS	26.5
DRIVERS ARE RUDE/UNCOOPERATIVE	15.3
BUSES ARE OVERCROWDED	9.5
BUSES ARE LATE	8.1
BUSES RUN TOO INFREQUENTLY	7.8
OTHER NEGATIVE REGARDING SCHEDULING	5.9
BUSES ARE DIRTY	5.3
BUSES ARE SLOW	4.9
BUSES PASS WITHOUT STOPPING	4.8
GRAFFITI ON BUSES	4.1
TOO EXPENSIVE	3.8
SCHEDULES NOT ADHERED TO	3.3
POOR/BAD DRIVERS	2.9
OTHER NEGATIVE REGARDING DRIVERS	5.7
NEGATIVE REGARDING "UNDESIRABLE PASSENGERS" ...	2.8
ROWDY PASSENGERS IGNORED BY DRIVERS	2.6
POOR SERVICE (UNSPECIFIED)	2.4
INSIDE OF BUS IS DIRTY	2.1
NOTHING DISLIKED	30.2
DON'T KNOW	3.1

Riders are read a series of statements about RTD and riding the buses, and they are asked to tell the extent to which they agree or disagree with each statement. The responses are assigned weights in the computer as follows:

AGREE STRONGLY .. = 4
AGREE SOMEWHAT .. = 3
DISAGREE SOMEWHAT = 2
DISAGREE STRONGLY = 1

This type of weighting provides a score that becomes a common denominator which can be used to evaluate and compare each statement. A score of 4.00 would mean that everyone strongly agrees with that statement. Any score below 3.00 would indicate at least some disagreement, and 1.00 would mean that everyone strongly disagrees with that statement. The following table will recap the response: (Tables 4 - 18)

LEVEL OF AGREE/DISAGREE WITH STATEMENTS

	<u>TOTAL</u>
	<u>3624</u>
	<u># RATING</u>
I FEEL SAFE WHEN I RIDE RTD BUSES	3.18
RTD BUSES ARE USUALLY PROMPT AND ON TIME	2.71
RTD BUSES RUN OFTEN ENOUGH TO SUIT MY NEEDS	3.03
I CAN GET TO AND FROM THE PLACES I NEED TO GO BY RIDING RTD BUSES	3.61
THE OUTSIDE CONDITION AND APPEARANCE OF RTD BUSES IS ACCEPTABLE TO ME	2.39
THE INSIDE CONDITION AND APPEARANCE OF RTD BUSES IS ACCEPTABLE TO ME	2.16
RTD DRIVERS ARE USUALLY COURTEOUS AND POLITE	2.91
I AM USUALLY ABLE TO REACH RTD BY TELEPHONE	2.84
RTD DRIVERS ARE USUALLY WELL GROOMED, NEAT AND CLEAN	3.52
WHEN I CONTACT RTD, I'M ABLE TO GET QUESTIONS OR COMPLAINTS TAKEN CARE OF ...	2.89
I'M ABLE TO FIND THE INFORMATION I NEED ABOUT SCHEDULES IN RTD TIMETABLES ...	3.34
RTD IS GOOD ABOUT KEEPING ME INFORMED OF SCHEDULE CHANGES	3.03

The following table will recap the response when riders are asked if they agree or disagree with statements regarding graffiti and vandalism: (Tables 16 - 18)

LEVEL OF AGREEMENT WITH STATEMENTS REGARDING VANDALISM AND GRAFFITI

	<u>TOTAL</u>
	<u>3624</u>
	<u># RATING</u>
IT IS IMPORTANT TO ME THAT GRAFFITI AND VANDALISM IN AND ON RTD BUSES BE CLEANED AND REPAIRED ...	3.69
I FEEL THAT RTD IS DOING ALL IT CAN TO CLEAN AND REPAIR THE GRAFFITI AND VANDALISM	2.66
I FEEL THAT RTD IS DOING ALL IT CAN TO STOP OR PREVENT GRAFFITI AND VANDALISM	2.42

Riders are told that RTD spends \$8.5 million a year cleaning graffiti and repairing vandalism, and that they spend \$350,000 a year for transit police to provide undercover activities to prevent and apprehend. They are then asked questions to determine awareness and approval levels regarding these activities. The following tables will recap the response: (Tables 19 - 22)

AWARENESS OF MONIES SPENT BY RTD FOR PROBLEMS CAUSED BY GRAFFITI AND VANDALISM

	<u>\$8.5 MILLION A YEAR</u>	<u>\$350,000 A YEAR</u>
	<u>ON CLEAN-UP AND REPAIR</u>	<u>ON TRANSIT POLICE</u>
	<u>3624</u>	<u>3624</u>
	<u>%</u>	<u>%</u>
THOUGHT THEY WERE SPENDING MORE	8.3	14.3
THOUGHT THEY WERE SPENDING THIS MUCH ...	11.1	13.0
THOUGHT THEY WERE SPENDING LESS	36.4	22.3
DIDN'T KNOW THEY HAD THIS PROGRAM	43.8	49.4
DON'T KNOW4	1.0

LEVEL OF APPROVAL REGARDING FUNDS USED FOR CLEAN-UP, REPAIR AND TRANSIT POLICE ACTIVITIES

	<u>TOTAL</u>
	<u>3624</u>
	#
APPROVAL RATING	3.35
	%
MORE SHOULD BE SPENT	39.9
THIS IS ENOUGH TO SPEND ...	36.1
LESS SHOULD BE SPENT	20.2
DON'T KNOW	3.8

Riders are asked about their feelings regarding things that RTD is doing, or could be doing in order to deal with the problems caused by vandalism and graffiti on the buses. The following tables will illustrate the response: (Tables 23 - 29)

LEVEL OF APPROVAL REGARDING SPECIFIC WAYS OF DEALING WITH VANDALISM AND GRAFFITI

	APPROVAL	
	<u>RATING</u>	<u>APPROVING</u>
	<u>3624</u>	<u>3624</u>
	#	%
TAKING AWAY STUDENT BUS PASSES FROM JUVENILES CAUGHT VANDALIZING ...	3.59	87.6
TAKING AWAY STUDENT ID FROM REPEAT OFFENDERS	3.57	87.5
REDUCING SERVICE TO FUND CLEAN-UP	1.85	27.3
BYPASSING STOPS WHERE VANDALISM IS TAKING PLACE	1.84	27.4
IMMEDIATE REMOVAL OF VANDALIZED BUS FROM SERVICE	1.59	16.8
ELIMINATION OF BUS STOPS, BUS LINES, OR DISCONTINUED SERVICE	1.78	24.3

APPROPRIATENESS OF SPECIFIC ACTIONS

	TAKING STUDENT <u>PASSES FROM VANDALS</u>	REVOKING STUDENT ID <u>OF REPEAT OFFENDERS</u>
	<u>3624</u>	<u>3624</u>
	%	%
YES, THIS IS SUITABLE	29.4	31.4
NO, THIS IS NOT STRICT ENOUGH ...	54.7	51.8
NO, THIS IS TOO STRICT	4.3	4.5
NO, THIS IS NOT SUITABLE	10.4	11.3
DON'T KNOW	1.2	1.0

Riders are asked how they feel about some other things that could help with the problems that graffiti and vandalism cause. The following table will illustrate the response: (Tables 31 - 33)

LEVEL OF APPROVAL REGARDING SPECIFIC SUGGESTIONS TO HELP WITH COSTS OF DEALING WITH VANDALISM AND GRAFFITI

	APPROVAL	
	<u>RATING</u>	<u>APPROVING</u>
	<u>3624</u>	<u>3624</u>
	#	%
LOCAL CITIES SHOULD BE REQUIRED TO PAY FOR COST OF REPAIRING VANDALISM THAT OCCURS IN THAT CITY	2.48	50.1
THERE SHOULD BE A TAX ON SPRAY PAINT WITH MONEY TO BE USED FOR REPAIR OF VANDALISM	2.68	57.4
ADDITIONAL POLICE PROTECTION OF TRANSIT SERVICES SHOULD BE PROVIDED BY COUNTY AND LOCAL CITIES	3.23	75.1

When riders are asked for suggestions or ideas about how to deal with vandalism and graffiti on the buses, two out of every three have something to offer. The following will illustrate: (Table 34)

SUGGESTIONS/IDEAS ABOUT HOW TO DEAL WITH VANDALISM AND GRAFFITI ON THE BUSES OR ABOUT PUNISHING VANDALS

	<u>TOTAL</u>
	<u>3624</u>
	%
NET - SUGGESTIONS THAT PUT BURDEN OF PUNISHMENT/RETRIBUTION ON VANDAL	61.6
NET - SUGGESTIONS THAT INVOLVE MORE LAW ENFORCEMENT PERSONNEL, MORE FUNDING FOR LAW ENFORCEMENT ACTIVITIES, OR MORE VISIBLE LAW ENFORCEMENT ON BUSES	26.8
VANDALS SHOULD CLEAN/REPAIR	14.1
VANDALS SHOULD BE PUT IN JAIL	9.5
VANDALS SHOULD BE PROSECUTED	8.4
SPEND MORE ON POLICE; LESS ON CLEAN-UP	7.9
VANDALS SHOULD PAY FOR DAMAGES	7.7
MAKE POLICE ON BOARD VISIBLE/CONSPICUOUS	7.6
VANDALS SHOULD PAY THE FINES	6.7
VANDALS SHOULD BE ARRESTED	6.4
MORE UNDERCOVER POLICE ON BOARD	5.7
PARENTS/FAMILY SHOULD PAY FOR DAMAGES	5.6
MORE TRANSIT POLICE	3.9
MORE POLICE/PROTECTION AT BUS STOPS	3.2
VANDALS/REPEAT OFFENDERS SHOULD BE BANNED FROM BUSES	2.9
SENTENCE VANDALS TO COMMUNITY SERVICE	2.8
CLASSES/LECTURES IN SCHOOLS TO TEACH TRUE COSTS OF VANDALISM	2.8
MORE TRANSIT POLICE ON BOARD DURING HEAVY STUDENT RIDING TIMES	2.6
VANDALS SHOULD BE PUNISHED	2.0
NONE/NO SUGGESTIONS	29.4
DON'T KNOW	4.9

CHARACTERISTICS OF THE SAMPLE

	<u>TOTAL</u>
	<u>3624</u>
	%
SEX	
MALE	49.0
FEMALE	51.0
RACE	
CAUCASIAN	47.6
BLACK	24.4
HISPANIC	22.7
ASIAN	5.2
OTHER1
FREQUENCY RIDE BUSES	
NEARLY EVERY DAY	74.1
3 DAYS A WEEK	13.6
1 OR 2 DAYS A WEEK	7.1
LESS THAN ONCE A WEEK	5.0

CHARACTERISTICS OF THE SAMPLE (CONT.)

		<u>TOTAL</u>
		<u>3624</u>
		%
OTHER MEANS OF TRANSPORTATION	YES: AUTO	21.5
	OTHER IN HOUSEHOLD HAS AUTO	19.4
	TAXI	2.2
	CARPOOL	1.9
	ANY MULTIPLE	1.9
	MOTORCYCLE	1.2
	WALKING2
	OTHER6
	NO, NONE:	51.1
PRESENT USE OF OTHER TRANSIT SYSTEM . . .	USE OTHER PUBLIC	12.3
	USE PRIVATE TRANSIT5
	USE PRIVATE COMPANY WITH PUBLIC CONTRACT . . .	3.1
	NO USE OF OTHER	86.1
AGE	MEAN NUMBER	39.8
	MEDIAN NUMBER	34.8

CHARACTERISTICS OF THE SAMPLE (CONT.)

		<u>TOTAL</u>
		<u>3624</u>
		%
EMPLOYMENT STATUS	EMPLOYED FULL-TIME	53.1
	EMPLOYED PART-TIME	12.7
	RETIRED	11.5
	FULL TIME STUDENT	6.7
	HOUSEWIFE	4.1
	UNEMPLOYED, LOOKING FOR WORK	4.5
	DISABLED - NOT IN WORK FORCE	3.9
	PART-TIME WORKER/STUDENT	2.8
HOW PAY FOR FARE	CASH	35.6
	MONTHLY PASS	57.8
	TOKEN/TICKET	5.4
	CASH/PASS5
	CASH/TOKEN2
	PASS/TOKEN2
USE OF TRANSFER	YES	67.9
	NO	31.8
INCOME	MEAN DOLLARS	24,000
	MEDIAN DOLLARS	20,900

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TABLE 1
Q.1 - RATING OF OVERALL SATISFACTION WITH RTD SERVICES

	HOW FARE IS PAID										EMPLOYMENT STATUS										USE OF OTHER TRANSIT			
	MONTHLY TICKET			SEX		FREQUENCY USE RTD					DIS ABLED					INCOME					NO USE OF OTHER	USE OTHER TRNST	USE PRI TRNST	PRVTE WITH PBLIC CNTRT
	TOTAL	CASH	PASS	MALE	FE-MALE	DAILY	WEEKLY	INFRE	QNTLY	STU-DENT	WORK-ING	RETIR-ED	NON-WRKNG	WORK FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	LINES	LINE	LINE	LINE		
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111		
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1		
BEST	+10	260	84	162	14	121	139	191	54	15	16	169	40	19	18	68	100	69	12	229	25	3	7	
		7.2	6.4	7.7	6.7	6.8	7.5	7.1	7.2	8.2	4.7	6.8	9.6	6.1	12.6	10.3	6.7	5.5	11.5	7.3	5.6	16.7	6.3	
		100.0	32.3	62.3	5.4	46.5	53.5	73.5	20.8	5.8	6.2	65.0	15.4	7.3	6.9	26.2	38.5	26.5	4.6	88.1	9.6	1.2	2.7	
	+9	190	65	115	10	96	94	143	39	8	23	117	25	21	6	47	72	58	6	164	22	1	7	
		5.2	5.0	5.4	4.8	5.4	5.1	5.3	5.2	4.4	6.7	4.7	6.0	6.7	4.2	7.1	4.9	4.6	5.8	5.3	5.0	5.6	6.3	
		100.0	34.2	60.5	5.3	50.5	49.5	75.3	20.5	4.2	12.1	61.6	13.2	11.1	3.2	24.7	37.9	30.5	3.2	86.3	11.6	0.5	3.7	
	+8	784	308	429	44	404	380	592	151	41	69	558	85	56	29	142	328	270	24	691	84	-	15	
		21.6	23.5	20.3	21.1	22.8	20.6	22.1	20.1	22.4	20.2	22.4	20.4	17.9	20.3	21.5	22.1	21.6	23.1	22.2	18.9	-	13.5	
		100.0	39.3	54.7	5.6	51.5	48.5	75.5	19.3	5.2	8.8	71.2	10.8	7.1	3.7	18.1	41.8	34.4	3.1	88.1	10.7	-	1.9	
	+7	750	289	431	38	371	379	553	162	35	81	532	76	56	32	117	321	268	22	657	82	2	20	
		20.7	22.0	20.4	18.2	20.9	20.5	20.6	21.5	19.1	23.7	21.4	18.3	17.9	22.4	17.7	21.7	21.4	21.2	21.1	18.5	11.1	18.0	
		100.0	38.5	57.5	5.1	49.5	50.5	73.7	21.6	4.7	10.8	70.9	10.1	7.5	4.3	15.6	42.8	35.7	2.9	87.6	10.9	0.3	2.7	
	+6	506	168	303	36	235	271	373	113	20	61	350	59	41	15	84	212	182	12	445	54	3	13	
		14.0	12.8	14.3	17.2	13.2	14.7	13.9	15.0	10.9	17.8	14.1	14.2	13.1	10.5	12.7	14.3	14.5	11.5	14.3	12.2	16.7	11.7	
		100.0	33.2	59.9	7.1	46.4	53.6	73.7	22.3	4.0	12.1	69.2	11.7	8.1	3.0	16.6	41.9	36.0	2.4	87.9	10.7	0.6	2.6	
	+5	586	213	344	34	272	314	434	120	29	63	370	70	65	22	101	246	211	13	482	92	7	25	
		16.2	16.2	16.2	16.3	15.3	17.0	16.2	15.9	15.8	18.4	14.9	16.8	20.8	15.4	15.3	16.6	16.9	12.5	15.5	20.7	38.9	22.5	
		100.0	36.3	58.7	5.8	46.4	53.6	74.1	20.5	4.9	10.8	63.1	11.9	11.1	3.8	17.2	42.0	36.0	2.2	82.3	15.7	1.2	4.3	
	+4	211	80	118	15	104	107	151	47	13	15	154	17	22	9	39	84	74	8	178	32	-	3	
		5.8	6.1	5.6	7.2	5.9	5.8	5.6	6.2	7.1	4.4	6.2	4.1	7.0	6.3	5.9	5.7	5.9	7.7	5.7	7.2	-	2.7	
		100.0	37.9	55.9	7.1	49.3	50.7	71.6	22.3	6.2	7.1	73.0	8.1	10.4	4.3	18.5	39.8	35.1	3.8	84.4	15.2	-	1.4	
	+3	131	41	83	8	70	61	99	23	8	8	100	10	14	4	21	56	44	2	109	21	-	4	
		3.6	3.1	3.9	3.8	3.9	3.3	3.7	3.1	4.4	2.3	4.0	2.4	4.5	2.8	3.2	3.8	3.5	1.9	3.5	4.7	-	3.6	
		100.0	31.3	63.4	6.1	53.4	46.6	75.6	17.6	6.1	6.1	76.3	7.6	10.7	3.1	16.0	42.7	33.6	1.5	83.2	16.0	-	3.1	
	+2	67	19	46	3	34	33	52	10	5	2	49	9	3	4	6	29	24	1	55	7	1	6	
		1.8	1.4	2.2	1.4	1.9	1.8	1.9	1.3	2.7	0.6	2.0	2.2	1.0	2.8	0.9	2.0	1.9	1.0	1.8	1.6	5.6	5.4	
		100.0	28.4	68.7	4.5	50.7	49.3	77.6	14.9	7.5	3.0	73.1	13.4	4.5	6.0	9.0	43.3	35.8	1.5	82.1	10.4	1.5	9.0	

TABLE 1
 Q.1 - RATING OF OVERALL SATISFACTION WITH RTD SERVICES

	HOW FARE IS PAID				EMPLOYMENT STATUS											INCOME				USE OF OTHER TRANSIT			
	TOTAL	CASH	PASS	TICKET	SEX		FREQUENCY USE RTD			STUDENT	WORKING	RETIRED	NON-WORKING	DISABLED	NOT WORKING	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	OTHER LINES	USE OF PUBLIC TRNST LINE	USE PRIVATE TRNST LINE	PRIVATE WITH CNTRT
					MALE	FE-MALE	DAILY	WEEK-LY	INFRE QNTLY														
					MONTHLY	TICKET	MALE	FE-MALE	DAILY														
+1	91	30	56	5	50	41	63	23	5	3	62	15	9	1	22	23	33	4	72	17		7	
	2.5	2.3	2.6	2.4	2.8	2.2	2.3	3.1	2.7	0.9	2.5	3.6	2.9	0.7	3.3	1.6	2.6	3.8	2.3	3.8		6.3	
	100.0	33.0	61.5	5.5	54.9	45.1	69.2	25.3	5.5	3.3	68.1	16.5	9.9	1.1	24.2	25.3	36.3	4.4	79.1	18.7		7.7	
WORST	+0	34	10	22	2	15	19	24	7	3	1	18	8	6	1	13	6	12		26	6	1	2
		0.9	0.8	1.0	1.0	0.8	1.0	0.9	0.9	1.6	0.3	0.7	1.9	1.9	0.7	2.0	0.4	1.0		0.8	1.4	5.6	1.8
		100.0	29.4	64.7	5.9	44.1	55.9	70.6	20.6	8.8	2.9	52.9	23.5	17.6	2.9	38.2	17.6	35.3		76.5	17.6	2.9	5.9
DON'T KNOW		14	6	8		3	11	9	4	1		9	2	1	2	2	5	7		11	2		2
		0.4	0.5	0.4		0.2	0.6	0.3	0.5	0.5		0.4	0.5	0.3	1.4	0.3	0.3	0.6		0.4	0.5		1.8
		100.0	42.9	57.1		21.4	78.6	64.3	28.6	7.1		64.3	14.3	7.1	14.3	14.3	35.7	50.0		78.6	14.3		14.3
MEAN		6.44	6.50	6.41	6.36	6.44	6.44	6.46	6.42	6.32	6.60	6.44	6.45	6.20	6.72	6.55	6.50	6.35	6.74	6.50	6.11	6.00	5.86
STD DEV		2.12	2.04	2.17	2.09	2.14	2.10	2.11	2.12	2.30	1.74	2.10	2.32	2.22	2.13	2.32	1.99	2.08	2.17	2.09	2.22	2.63	2.49
STD ERROR		0.035	0.056	0.047	0.145	0.051	0.049	0.041	0.077	0.171	0.094	0.042	0.114	0.126	0.180	0.090	0.052	0.059	0.213	0.038	0.106	0.621	0.238

TABLE 2
Q.2 - LIKES/ADVANTAGES OF RIDING THE RTD

	HOW FARE IS PAID				EMPLOYMENT STATUS											USE OF OTHER TRANSIT						
	TOTAL	CASH	PASS	TICKET	SEX		FREQUENCY USE RTD			STUDENT	WORKING	RETIRED	OTHER NON-WORKING	DIS ABLED	INCOME				NO OTHER LINES	USE OTHER TRNST LINE	USE PRIVATE TRNST LINE	PRVTE WITH PBLIC CNTRT
					MALE	FE-MALE	DAILY	WEEKLY	INFRE QNTLY						UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K				
					MONTHLY	TICKET	MALE	FE-MALE	DAILY						WEEKLY	INFRE QNTLY	STUDENT	WORKING				
100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1
TAKES ME WHERE I NEED/WANT TO GO/GOES EVERYWHERE	944	355	526	63	434	510	716	188	39	94	665	93	84	28	140	406	347	21	848	90	2	18
	26.0	27.0	24.8	30.1	24.5	27.6	26.7	25.0	21.3	27.5	26.7	22.4	26.8	19.6	21.1	27.4	27.7	20.2	27.2	20.3	11.1	16.2
	100.0	37.6	55.7	6.7	46.0	54.0	75.8	19.9	4.1	10.0	70.4	9.9	8.9	3.0	14.8	43.0	36.8	2.2	89.8	9.5	0.2	1.9
DON'T OWN A CAR/IT'S THE ONLY TRANSPORTATION I HAVE	618	232	364	28	288	330	492	104	22	69	392	71	68	37	136	245	191	18	502	101	4	27
	17.1	17.7	17.2	13.4	16.2	17.8	18.3	13.8	12.0	20.2	15.8	17.1	21.7	25.9	20.5	16.5	15.3	17.3	16.1	22.7	22.2	24.3
	100.0	37.5	58.9	4.5	46.6	53.4	79.6	16.8	3.6	11.2	63.4	11.5	11.0	6.0	22.0	39.6	30.9	2.9	81.2	16.3	0.6	4.4
IT'S INEXPENSIVE/CHEAPER THAN DRIVING/KEEPING A CAR	522	171	323	31	286	236	390	106	25	45	375	54	42	20	71	236	184	22	459	54	4	12
	14.4	13.0	15.3	14.8	16.1	12.8	14.5	14.1	13.7	13.2	15.1	13.0	13.4	14.0	10.7	15.9	14.7	21.2	14.7	12.2	22.2	10.8
	100.0	32.8	61.9	5.9	54.8	45.2	74.7	20.3	4.8	8.6	71.8	10.3	8.0	3.8	13.6	45.2	35.2	4.2	87.9	10.3	0.8	2.3
DON'T LIKE TO/CAN'T DRIVE/ALTERNATIVE TO DRIVING	259	101	144	14	127	132	186	60	12	16	179	43	14	11	44	103	90	15	218	33	1	13
	7.1	7.7	6.8	6.7	7.2	7.1	6.9	8.0	6.6	4.7	7.2	10.3	4.5	7.7	6.6	7.0	7.2	14.4	7.0	7.4	5.6	11.7
	100.0	39.0	55.6	5.4	49.0	51.0	71.8	23.2	4.6	6.2	69.1	16.6	5.4	4.2	17.0	39.8	34.7	5.8	84.2	12.7	0.4	5.0
IT'S OK/SERVICE IS GOOD (UNSPECIFIC)	229	68	150	11	113	116	164	52	13	19	153	32	20	11	48	94	81	3	204	23	1	3
	6.3	5.2	7.1	5.3	6.4	6.3	6.1	6.9	7.1	5.6	6.1	7.7	6.4	7.7	7.3	6.3	6.5	2.9	6.5	5.2	5.6	2.7
	100.0	29.7	65.5	4.8	49.3	50.7	71.6	22.7	5.7	8.3	66.8	14.0	8.7	4.8	21.0	41.0	35.4	1.3	89.1	10.0	0.4	1.3
BUSES ARE USUALLY ON TIME	182	59	106	17	91	91	137	35	10	16	126	21	13	10	43	72	50	4	153	28	-	5
	5.0	4.5	5.0	8.1	5.1	4.9	5.1	4.6	5.5	4.7	5.1	5.0	4.2	7.0	6.5	4.9	4.0	3.8	4.9	6.3	-	4.5
	100.0	32.4	58.2	9.3	50.0	50.0	75.3	19.2	5.5	8.8	69.2	11.5	7.1	5.5	23.6	39.6	27.5	2.2	84.1	15.4	-	2.7
DON'T HAVE TO LOOK FOR/PAY FOR PARKING/NO PARKING HASSLE	177	72	97	10	102	75	134	31	11	12	140	14	9	3	28	65	71	7	145	29	-	8
	4.9	5.5	4.6	4.8	5.7	4.1	5.0	4.1	6.0	3.5	5.6	3.4	2.9	2.1	4.2	4.4	5.7	6.7	4.6	6.5	-	7.2
	100.0	40.7	54.8	5.6	57.6	42.4	75.7	17.5	6.2	6.8	79.1	7.9	5.1	1.7	15.8	36.7	40.1	4.0	81.9	16.4	-	4.5
(MOST) DRIVERS ARE NICE/HELPFUL/COURTEOUS	129	42	81	7	61	68	91	34	4	12	87	22	13	3	34	46	38	2	106	21	1	1
	3.6	3.2	3.8	3.3	3.4	3.7	3.4	4.5	2.2	3.5	3.5	5.3	4.2	2.1	5.1	3.1	3.0	1.9	3.4	4.7	5.6	0.9
	100.0	32.6	62.8	5.4	47.3	52.7	70.5	26.4	3.1	9.3	67.4	17.1	10.1	2.3	26.4	35.7	29.5	1.6	82.2	16.3	0.8	0.8
AVOID TRAFFIC	122	44	70	9	66	56	94	20	8	4	106	7	6	1	13	45	49	12	98	20	1	6
	3.4	3.4	3.3	4.3	3.7	3.0	3.5	2.7	4.4	1.2	4.3	1.7	1.9	0.7	2.0	3.0	3.9	11.5	3.1	4.5	5.6	5.4
	100.0	36.1	57.4	7.4	54.1	45.9	77.0	16.4	6.6	3.3	86.9	5.7	4.9	0.8	10.7	36.9	40.2	9.8	80.3	16.4	0.8	4.9

TABLE 2
Q.2 - LIKES/ADVANTAGES OF RIDING THE RTD

	HOW FARE IS PAID				EMPLOYMENT STATUS										USE OF OTHER TRANSIT								
	TOTAL	CASH	PASS	TICKET	SEX		FREQUENCY USE RTD				STUDENT	WORKING	RETIRED	OTHER NON-WORKING	DIS ABLED	INCOME				OTHER OF LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE CMPNY WITH CNTRT
					MALE	FE-MALE	DAILY	WEEK -LY	INFRE QNTLY	UNDER \$10K						\$10K-\$24K	\$25K-\$50K	OVER \$50K					
CAN RELAX/REST/READ/WRITE/STUDY	89	31	55	4	50	39	78	10	1	2	67	12	3	5	17	35	31	4	74	14	1	3	
	2.5	2.4	2.6	1.9	2.8	2.1	2.9	1.3	0.5	0.6	2.7	2.9	1.0	3.5	2.6	2.4	2.5	3.8	2.4	3.2	5.6	2.7	
	100.0	34.8	61.8	4.5	56.2	43.8	87.6	11.2	1.1	2.2	75.3	13.5	3.4	5.6	19.1	39.3	34.8	4.5	83.1	15.7	1.1	3.4	
BUS PASSES	70	15	54	2	40	30	54	16	-	11	37	12	3	12	16	29	22	1	63	6	-	3	
	1.9	1.1	2.6	1.0	2.3	1.6	2.0	2.1		3.2	1.5	2.9	1.0	8.4	2.4	2.0	1.8	1.0	2.0	1.4		2.7	
	100.0	21.4	77.1	2.9	57.1	42.9	77.1	22.9		15.7	52.9	17.1	4.3	17.1	22.9	41.4	31.4	1.4	90.0	8.6		4.3	
BUSES ARE EASY TO USE	68	29	36	4	34	34	49	16	3	7	42	9	9	3	17	28	20	1	61	4	-	4	
	1.9	2.2	1.7	1.9	1.9	1.8	1.8	2.1	1.6	2.0	1.7	2.2	2.9	2.1	2.6	1.9	1.6	1.0	2.0	0.9		3.6	
	100.0	42.6	52.9	5.9	50.0	50.0	72.1	23.5	4.4	10.3	61.8	13.2	13.2	4.4	25.0	41.2	29.4	1.5	89.7	5.9		5.9	
SENIOR CITIZEN PASSES	60	4	53	3	27	33	45	13	2	2	22	36	-	1	12	28	17	-	49	9	1	3	
	1.7	0.3	2.5	1.4	1.5	1.8	1.7	1.7	1.1	0.6	0.9	8.7		0.7	1.8	1.9	1.4		1.6	2.0	5.6	2.7	
	100.0	6.7	88.3	5.0	45.0	55.0	75.0	21.7	3.3	3.3	36.7	60.0		1.7	20.0	46.7	28.3		81.7	15.0	1.7	5.0	
PLENTY OF LINES/GOOD TRANSFER POINTS	57	27	25	5	27	30	36	16	5	3	45	3	3	3	7	24	20	3	47	9	-	2	
	1.6	2.1	1.2	2.4	1.5	1.6	1.3	2.1	2.7	0.9	1.8	0.7	1.0	2.1	1.1	1.6	1.6	2.9	1.5	2.0		1.8	
	100.0	47.4	43.9	8.8	47.4	52.6	63.2	28.1	8.8	5.3	78.9	5.3	5.3	5.3	12.3	42.1	35.1	5.3	82.5	15.8		3.5	
AIR CONDITIONING	52	22	26	4	28	24	39	9	4	5	35	4	6	2	7	21	22	-	46	6	-	-	
	1.4	1.7	1.2	1.9	1.6	1.3	1.5	1.2	2.2	1.5	1.4	1.0	1.9	1.4	1.1	1.4	1.8		1.5	1.4			
	100.0	42.3	50.0	7.7	53.8	46.2	75.0	17.3	7.7	9.6	67.3	7.7	11.5	3.8	13.5	40.4	42.3		88.5	11.5			
BUSES RUN 24 HOURS	51	19	26	5	27	24	37	12	2	3	39	4	3	2	5	27	16	-	42	9	1	-	
	1.4	1.4	1.2	2.4	1.5	1.3	1.4	1.6	1.1	0.9	1.6	1.0	1.0	1.4	0.8	1.8	1.3		1.3	2.0	5.6		
	100.0	37.3	51.0	9.8	52.9	47.1	72.5	23.5	3.9	5.9	76.5	7.8	5.9	3.9	9.8	52.9	31.4		82.4	17.6	2.0		
(GOOD) TRANSPORTATION WHEN MY CAR ISN'T RUNNING/BEING REPAIRED	49	33	14	3	27	22	21	13	15	3	37	3	4	2	7	14	22	2	42	7	-	1	
	1.4	2.5	0.7	1.4	1.5	1.2	0.8	1.7	8.2	0.9	1.5	0.7	1.3	1.4	1.1	0.9	1.8	1.9	1.3	1.6		0.9	
	100.0	67.3	28.6	6.1	55.1	44.9	42.9	26.5	30.6	6.1	75.5	6.1	8.2	4.1	14.3	28.6	44.9	4.1	85.7	14.3		2.0	
BUSES ARE FAST	38	15	22	2	16	22	29	5	3	4	31	3	2	-	7	14	15	-	34	3	1	-	
	1.0	1.1	1.0	1.0	0.9	1.2	1.1	0.7	1.6	1.2	1.2	0.7	0.6		1.1	0.9	1.2		1.1	0.7	5.6		
	100.0	39.5	57.9	5.3	42.1	57.9	76.3	13.2	7.9	10.5	81.6	7.9	5.3		18.4	36.8	39.5		89.5	7.9	2.6		
SAFE WAY TO TRAVEL	37	14	23	1	14	23	26	9	2	6	20	3	7	3	2	17	16	-	32	5	-	2	
	1.0	1.1	1.1	0.5	0.8	1.2	1.0	1.2	1.1	1.8	0.8	0.7	2.2	2.1	0.3	1.1	1.3		1.0	1.1		1.8	
	100.0	37.8	62.2	2.7	37.8	62.2	70.3	24.3	5.4	16.2	54.1	8.1	18.9	8.1	5.4	45.9	43.2		86.5	13.5		5.4	

TABLE 2
Q.2 - LIKES/ADVANTAGES OF RIDING THE RTD

	HOW FARE IS PAID				EMPLOYMENT STATUS										USE OF OTHER TRANSIT							
	TOTAL	CASH	PASS	TICKET	SEX		FREQUENCY USE RTD			STUDENT	WORKING	RETIRED	OTHER WORKING	DISABLED	INCOME				NO USE OF OTHER LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE CMPNY WITH PBLIC CNTRT
					MALE	FE-MALE	DAILY	WEEK-LY	INFRE QNTLY						UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K				
COMFORTABLE SEATS	34	14	19	1	26	8	30	3	1	1	22	6	4	-	9	12	10	1	30	4	-	-
	0.9	1.1	0.9	0.5	1.5	0.4	1.1	0.4	0.5	0.3	0.9	1.4	1.3	-	1.4	0.8	0.8	1.0	1.0	0.9	-	-
	100.0	41.2	55.9	2.9	76.5	23.5	88.2	8.8	2.9	2.9	64.7	17.6	11.8	-	26.5	35.3	29.4	2.9	88.2	11.8	-	-
POSITIVE-REGARDING PASSENGERS/FRIENDLY/MEET NEW PEOPLE	34	11	19	3	20	14	25	6	3	5	23	3	3	3	5	19	10	-	28	6	-	1
	0.9	0.8	0.9	1.4	1.1	0.8	0.9	0.8	1.6	1.5	0.9	0.7	1.0	2.1	0.8	1.3	0.8	-	0.9	1.4	-	0.9
	100.0	32.4	55.9	8.8	58.8	41.2	73.5	17.6	8.8	14.7	67.6	8.8	8.8	8.8	14.7	55.9	29.4	-	82.4	17.6	-	2.9
GOOD FOR SHORT TRIPS/EASIER THAN A CAR	22	8	14	-	13	9	15	5	1	3	11	5	3	-	5	11	2	3	17	4	-	1
	0.6	0.6	0.7	-	0.7	0.5	0.6	0.7	0.5	0.9	0.4	1.2	1.0	-	0.8	0.7	0.2	2.9	0.5	0.9	-	0.9
	100.0	36.4	63.6	-	59.1	40.9	68.2	22.7	4.5	13.6	50.0	22.7	13.6	-	22.7	50.0	9.1	13.6	77.3	18.2	-	4.5
BUSES ARE CLEAN	16	7	9	-	9	7	12	4	-	1	14	-	1	-	1	9	4	1	14	2	-	-
	0.4	0.5	0.4	-	0.5	0.4	0.4	0.5	-	0.3	0.6	-	0.3	-	0.2	0.6	0.3	1.0	0.4	0.5	-	-
	100.0	43.8	56.3	-	56.3	43.8	75.0	25.0	-	6.3	87.5	-	6.3	-	6.3	56.3	25.0	6.3	87.5	12.5	-	-
IT'S A WAY TO FIGHT POLLUTION/HELP REDUCE SMOG	15	6	8	1	9	6	11	3	1	2	13	1	-	-	2	6	6	1	10	4	-	3
	0.4	0.5	0.4	0.5	0.5	0.3	0.4	0.4	0.5	0.6	0.5	0.2	-	-	0.3	0.4	0.5	1.0	0.3	0.9	-	2.7
	100.0	40.0	53.3	6.7	60.0	40.0	73.3	20.0	6.7	13.3	86.7	6.7	-	-	13.3	40.0	40.0	6.7	66.7	26.7	-	20.0
AVOID GETTING TICKETS	13	6	6	1	9	4	9	4	-	1	11	2	-	-	4	7	2	-	7	5	-	2
	0.4	0.5	0.3	0.5	0.5	0.2	0.3	0.5	-	0.3	0.4	0.5	-	-	0.6	0.5	0.2	-	0.2	1.1	-	1.8
	100.0	46.2	46.2	7.7	69.2	30.8	69.2	30.8	-	7.7	84.6	15.4	-	-	30.8	53.8	15.4	-	53.8	38.5	-	15.4
LIKE RIDING NEW BUSES	13	3	10	-	10	3	9	2	2	-	8	4	-	-	7	3	2	-	8	4	1	-
	0.4	0.2	0.5	-	0.6	0.2	0.3	0.3	1.1	-	0.3	1.0	-	-	1.1	0.2	0.2	-	0.3	0.9	5.6	-
	100.0	23.1	76.9	-	76.9	23.1	69.2	15.4	15.4	-	61.5	30.8	-	-	53.8	23.1	15.4	-	61.5	30.8	7.7	-
GOOD FOR ELDERLY/DISABLED PEOPLE	13	4	7	1	6	7	11	2	-	1	6	5	-	1	5	3	5	-	10	2	-	1
	0.4	0.3	0.3	0.5	0.3	0.4	0.4	0.3	-	0.3	0.2	1.2	-	0.7	0.8	0.2	0.4	-	0.3	0.5	-	0.9
	100.0	30.8	53.8	7.7	46.2	53.8	84.6	15.4	-	7.7	46.2	38.5	-	7.7	38.5	23.1	38.5	-	76.9	15.4	-	7.7
SCHEDULE INFORMATION/KEEPS YOU UP TO DATE	10	5	3	2	7	3	7	3	-	-	7	1	2	-	2	5	3	-	7	2	-	1
	0.3	0.4	0.1	1.0	0.4	0.2	0.3	0.4	-	-	0.3	0.2	0.6	-	0.3	0.3	0.2	-	0.2	0.5	-	0.9
	100.0	50.0	30.0	20.0	70.0	30.0	70.0	30.0	-	-	70.0	10.0	20.0	-	20.0	50.0	30.0	-	70.0	20.0	-	10.0
AVOID ACCIDENTS	5	2	3	-	2	3	4	1	-	-	3	1	1	-	2	3	-	-	4	-	-	1
	0.1	0.2	0.1	-	0.1	0.2	0.1	0.1	-	-	0.1	0.2	0.3	-	0.3	0.2	-	-	0.1	-	-	0.9
	100.0	40.0	60.0	-	40.0	60.0	80.0	20.0	-	-	60.0	20.0	20.0	-	40.0	60.0	-	-	80.0	-	-	20.0

TABLE 2
Q.2 - LIKES/ADVANTAGES OF RIDING THE RTD

	HOW FARE IS PAID				SEX		FREQUENCY USE RTD				EMPLOYMENT STATUS										USE OF OTHER TRANSIT			
	TOTAL	CASH	PASS	TICKET	MALE	FEMALE	DAILY	WEEKLY	INFREQUENTLY	STUDENT	WORKING	RETIRED	NON-WORKING	DISABLED	OTHER	NOT WORKING	INCOME			OVER \$50K	OTHER OF PUBLIC USE	TRNST LINE	PRI TRNST LINE	PRVTE WITH CMPNY
																	UNDER \$10K	\$10K-\$24K	\$25K-\$50K					
STUDENT PASSES	4	-	4	-	1	3	4	-	-	1	3	-	-	-	-	-	2	1	1	-	4	-	-	-
	0.1		0.2		0.1	0.2	0.1			0.3	0.1					0.3	0.1	0.1		0.1				
	100.0		100.0		25.0	75.0	100.0			25.0	75.0					50.0	25.0	25.0		100.0				
BUSES ARE QUIET	3	-	3	-	2	1	3	-	-	-	3	-	-	-	-	-	1	2	-	3	-	-	-	
	0.1		0.1		0.1	0.1	0.1			0.1						0.1	0.2		0.1					
	100.0		100.0		66.7	33.3	100.0			100.0						33.3	66.7		100.0					
NOTHING LIKED/NO ADVANTAGES	365	122	220	24	171	194	273	73	19	30	253	27	36	18	64	150	124	11	328	34	1	10		
	10.1	9.3	10.4	11.5	9.6	10.5	10.2	9.7	10.4	8.8	10.2	6.5	11.5	12.6	9.7	10.1	9.9	10.6	10.5	7.7	5.6	9.0		
	100.0	33.4	60.3	6.6	46.8	53.2	74.8	20.0	5.2	8.2	69.3	7.4	9.9	4.9	17.5	41.1	34.0	3.0	89.9	9.3	0.3	2.7		
DON'T KNOW	114	41	66	7	47	67	76	31	7	12	72	16	10	3	29	46	35	2	105	8	-	1		
	3.1	3.1	3.1	3.3	2.6	3.6	2.8	4.1	3.8	3.5	2.9	3.8	3.2	2.1	4.4	3.1	2.8	1.9	3.4	1.8		0.9		
	100.0	36.0	57.9	6.1	41.2	58.8	66.7	27.2	6.1	10.5	63.2	14.0	8.8	2.6	25.4	40.4	30.7	1.8	92.1	7.0		0.9		

TABLE 3
Q.3 - DISLIKES ABOUT RTD, THE BUSES, DRIVERS OR SERVICE

	HOW FARE IS PAID				SEX		FREQUENCY USE RTD				EMPLOYMENT STATUS							INCOME				USE OF OTHER TRANSIT			
	MONTHLY		TICKET		MALE	FE-MALE	DAILY	WEEKLY	INFRE-QUENTLY	STU-DENT	WORK-ING	RETIR-ED	OTHER NON-WRKNG	DIS-ABLED	NOT WORK FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	NO USE OF OTHER	USE OTHER TRNST	USE PRI TRNST	PRVTE CMPNY WITH PBLIC CNTRT		
	TOTAL	CASH	PASS	KET	MALE	MALE	DAILY	WEEKLY	INFRE-QUENTLY	STU-DENT	WORK-ING	RETIR-ED	OTHER NON-WRKNG	DIS-ABLED	NOT WORK FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	OTHER LINES	TRNST LINE	TRNST LINE	WITH PBLIC CNTRT		
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111			
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1			
DRIVERS ARE RUDE/SURLY/UNCOOPERATIVE	556	205	325	31	274	282	434	94	28	58	405	38	52	20	117	230	170	16	457	87	5	21			
	15.3	15.6	15.4	14.8	15.4	15.3	16.2	12.5	15.3	17.0	16.3	9.1	16.6	14.0	17.7	15.5	13.6	15.4	14.7	19.6	27.8	18.9			
	100.0	36.9	58.5	5.6	49.3	50.7	78.1	16.9	5.0	10.4	72.8	6.8	9.4	3.6	21.0	41.4	30.6	2.9	82.2	15.6	0.9	3.8			
BUSES ARE OVERCROWDED	345	125	194	27	162	183	239	86	19	44	231	41	24	8	87	123	108	9	295	47	2	5			
	9.5	9.5	9.2	12.9	9.1	9.9	8.9	11.4	10.4	12.9	9.3	9.9	7.7	5.6	13.1	8.3	8.6	8.7	9.5	10.6	11.1	4.5			
	100.0	36.2	56.2	7.8	47.0	53.0	69.3	24.9	5.5	12.8	67.0	11.9	7.0	2.3	25.2	35.7	31.3	2.6	85.5	13.6	0.6	1.4			
BUSES ARE LATE	295	104	173	21	120	175	227	55	13	26	228	21	20	6	61	104	108	12	256	36	2	8			
	8.1	7.9	8.2	10.0	6.8	9.5	8.5	7.3	7.1	7.6	9.2	5.0	6.4	4.2	9.2	7.0	8.6	11.5	8.2	8.1	11.1	7.2			
	100.0	35.3	58.6	7.1	40.7	59.3	76.9	18.6	4.4	8.8	77.3	7.1	6.8	2.0	20.7	35.3	36.6	4.1	86.8	12.2	0.7	2.7			
BUSES RUN INFREQUENTLY/HAVE TO WAIT TOO LONG	282	104	166	14	140	142	218	55	9	30	193	34	20	8	52	111	99	9	213	64	-	22			
	7.8	7.9	7.8	6.7	7.9	7.7	8.1	7.3	4.9	8.8	7.8	8.2	6.4	5.6	7.9	7.5	7.9	8.7	6.8	14.4	-	19.8			
	100.0	36.9	58.9	5.0	49.6	50.4	77.3	19.5	3.2	10.6	68.4	12.1	7.1	2.8	18.4	39.4	35.1	3.2	75.5	22.7	-	7.8			
NEGATIVE REGARDING SCHEDULING	213	80	124	9	109	104	159	39	15	13	158	27	16	3	34	86	77	12	173	39	-	6			
	5.9	6.1	5.9	4.3	6.1	5.6	5.9	5.2	8.2	3.8	6.4	6.5	5.1	2.1	5.1	5.8	6.2	11.5	5.5	8.9	-	5.4			
	100.0	37.6	58.2	4.2	51.2	48.8	74.6	18.3	7.0	6.1	74.2	12.7	7.5	1.4	16.0	40.4	36.2	5.6	81.2	18.3	-	2.8			
BUSES ARE FILTHY/DIRTY	191	46	129	16	86	105	143	38	10	22	135	16	17	3	26	87	62	5	164	26	1	8			
	5.3	3.5	6.1	7.7	4.8	5.7	5.3	5.0	5.5	6.4	5.4	3.8	5.4	2.1	3.9	5.9	5.0	4.8	5.3	5.9	5.6	7.2			
	100.0	24.1	67.5	8.4	45.0	55.0	74.9	19.9	5.2	11.5	70.7	8.4	8.9	1.6	13.6	45.5	32.5	2.6	85.9	13.6	0.5	4.2			
BUSES ARE SLOW	178	57	110	11	79	99	125	47	6	19	124	18	21	5	19	79	70	7	172	5	-	1			
	4.9	4.3	5.2	5.3	4.5	5.4	4.7	6.2	3.3	5.6	5.0	4.3	6.7	3.5	2.9	5.3	5.6	6.7	5.5	1.1	-	0.9			
	100.0	32.0	61.8	6.2	44.4	55.6	70.2	26.4	3.4	10.7	69.7	10.1	11.8	2.8	10.7	44.4	39.3	3.9	96.6	2.8	-	0.6			
BUSES PASS BY WITHOUT STOPPING	174	54	114	9	76	98	136	37	1	16	118	23	14	5	42	68	51	4	144	25	2	7			
	4.8	4.1	5.4	4.3	4.3	5.3	5.1	4.9	0.5	4.7	4.7	5.5	4.5	3.5	6.3	4.6	4.1	3.8	4.6	5.6	11.1	6.3			
	100.0	31.0	65.5	5.2	43.7	56.3	78.2	21.3	0.6	9.2	67.8	13.2	8.0	2.9	24.1	39.1	29.3	2.3	82.8	14.4	1.1	4.0			
GRAFFITI ON BUSES	148	48	87	12	79	69	107	26	14	15	99	14	15	4	30	55	49	4	121	26	-	10			
	4.1	3.7	4.1	5.7	4.5	3.7	4.0	3.5	7.7	4.4	4.0	3.4	4.8	2.8	4.5	3.7	3.9	3.8	3.9	5.9	-	9.0			
	100.0	32.4	58.8	8.1	53.4	46.6	72.3	17.6	9.5	10.1	66.9	9.5	10.1	2.7	20.3	37.2	33.1	2.7	81.8	17.6	-	6.8			

TABLE 3
Q.3 - DISLIKES ABOUT RTD, THE BUSES, DRIVERS OR SERVICE

	HOW FARE IS PAID										EMPLOYMENT STATUS							USE OF OTHER TRANSIT				
	MONTHLY TICKET			SEX		FREQUENCY USE RTD			STUDENT	WORKING	RETIRED	OTHER NON-WORKING	DIS ABLED NOT WORKING	INCOME				NO USE OF OTHER TRNST LINE	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE CMPNY WITH PBLIC CNTRT	
	TOTAL	CASH	PASS	MALE	FE-MALE	DAILY	WEEKLY	INFRE QNTLY						UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K					
	137	64	64	12	68	69	106	21	9	18	104	3	15	4	35	48	44	6	107	27	2	8
TOO EXPENSIVE	3.8	4.9	3.0	5.7	3.8	3.7	3.9	2.8	4.9	5.3	4.2	0.7	4.8	2.8	5.3	3.2	3.5	5.8	3.4	6.1	11.1	7.2
	100.0	46.7	46.7	8.8	49.6	50.4	77.4	15.3	6.6	13.1	75.9	2.2	10.9	2.9	25.5	35.0	32.1	4.4	78.1	19.7	1.5	5.8
SCHEDULES ARE NOT ADHERED TO	120	38	80	4	54	66	98	21	1	20	85	9	6	3	26	49	38	4	100	20	-	2
	3.3	2.9	3.8	1.9	3.0	3.6	3.7	2.8	0.5	5.8	3.4	2.2	1.9	2.1	3.9	3.3	3.0	3.8	3.2	4.5	-	1.8
	100.0	31.7	66.7	3.3	45.0	55.0	81.7	17.5	0.8	16.7	70.8	7.5	5.0	2.5	21.7	40.8	31.7	3.3	83.3	16.7	-	1.7
POOR/BAD DRIVERS (STOMP ON BRAKES/SURGE FORWARD/RECKLESS)	105	28	72	5	58	47	87	13	4	9	74	10	9	7	23	42	33	4	82	22	1	5
	2.9	2.1	3.4	2.4	3.3	2.5	3.2	1.7	2.2	2.6	3.0	2.4	2.9	4.9	3.5	2.8	2.6	3.8	2.6	5.0	5.6	4.5
	100.0	26.7	68.6	4.8	55.2	44.8	82.9	12.4	3.8	8.6	70.5	9.5	8.6	6.7	21.9	40.0	31.4	3.8	78.1	21.0	1.0	4.8
NEGATIVE REGARDING 'UNDESIRABLE PASSENGERS'	103	32	59	13	44	59	77	18	8	11	80	9	5	4	7	47	41	2	89	12	-	3
	2.8	2.4	2.8	6.2	2.5	3.2	2.9	2.4	4.4	3.2	3.2	2.2	1.6	2.8	1.1	3.2	3.3	1.9	2.9	2.7	-	2.7
	100.0	31.1	57.3	12.6	42.7	57.3	74.8	17.5	7.8	10.7	77.7	8.7	4.9	3.9	6.8	45.6	39.8	1.9	86.4	11.7	-	2.9
ROWDY RIDERS (DRIVERS IGNORE THEM)	95	30	58	9	45	50	65	29	1	7	63	13	9	7	24	38	26	3	78	14	1	3
	2.6	2.3	2.7	4.3	2.5	2.7	2.4	3.9	0.5	2.0	2.5	3.1	2.9	4.9	3.6	2.6	2.1	2.9	2.5	3.2	5.6	2.7
	100.0	31.6	61.1	9.5	47.4	52.6	68.4	30.5	1.1	7.4	66.3	13.7	9.5	7.4	25.3	40.0	27.4	3.2	82.1	14.7	1.1	3.2
OTHER NEGATIVE REGARDING DRIVER	88	32	49	9	36	52	63	21	4	7	57	9	15	3	21	36	27	3	71	16	1	2
	2.4	2.4	2.3	4.3	2.0	2.8	2.3	2.8	2.2	2.0	2.3	2.2	4.8	2.1	3.2	2.4	2.2	2.9	2.3	3.6	5.6	1.8
	100.0	36.4	55.7	10.2	40.9	59.1	71.6	23.9	4.5	8.0	64.8	10.2	17.0	3.4	23.9	40.9	30.7	3.4	80.7	18.2	1.1	2.3
POOR SERVICE	87	28	53	6	37	50	67	17	3	7	64	8	7	3	8	40	35	4	82	5	-	1
	2.4	2.1	2.5	2.9	2.1	2.7	2.5	2.3	1.6	2.0	2.6	1.9	2.2	2.1	1.2	2.7	2.8	3.8	2.6	1.1	-	0.9
	100.0	32.2	60.9	6.9	42.5	57.5	77.0	19.5	3.4	8.0	73.6	9.2	8.0	3.4	9.2	46.0	40.2	4.6	94.3	5.7	-	1.1
INSIDE OF BUS IS DIRTY/DIRTY ATMOSPHERE	77	18	56	3	34	43	58	15	3	12	59	3	7	1	10	31	30	3	67	9	-	1
	2.1	1.4	2.6	1.4	1.9	2.3	2.2	2.0	1.6	3.5	2.4	0.7	2.2	0.7	1.5	2.1	2.4	2.9	2.1	2.0	-	0.9
	100.0	23.4	72.7	3.9	44.2	55.8	75.3	19.5	3.9	15.6	76.6	3.9	9.1	1.3	13.0	40.3	39.0	3.9	87.0	11.7	-	1.3
CONNECTION BUSES ARE SCHEDULED TOO CLOSE/MISS CONNECTING BUSES	56	17	33	5	31	25	42	12	2	3	39	7	2	5	14	18	21	2	41	12	-	5
	1.5	1.3	1.6	2.4	1.7	1.4	1.6	1.6	1.1	0.9	1.6	1.7	0.6	3.5	2.1	1.2	1.7	1.9	1.3	2.7	-	4.5
	100.0	30.4	58.9	8.9	55.4	44.6	75.0	21.4	3.6	5.4	69.6	12.5	3.6	8.9	25.0	32.1	37.5	3.6	73.2	21.4	-	8.9
DON'T FEEL SAFE ON BUSES	56	24	27	5	30	26	41	11	4	7	39	2	5	3	12	21	21	1	46	8	-	3
	1.5	1.8	1.3	2.4	1.7	1.4	1.5	1.5	2.2	2.0	1.6	0.5	1.6	2.1	1.8	1.4	1.7	1.0	1.5	1.8	-	2.7
	100.0	42.9	48.2	8.9	53.6	46.4	73.2	19.6	7.1	12.5	69.6	3.6	8.9	5.4	21.4	37.5	37.5	1.8	82.1	14.3	-	5.4

TABLE 3
Q.3 - DISLIKES ABOUT RTD, THE BUSES, DRIVERS OR SERVICE

	HOW FARE IS PAID				SEX		FREQUENCY USE RTD				EMPLOYMENT STATUS										USE OF OTHER TRANSIT			
	TOTAL	CASH	PASS	TICKET	MALE	FE-MALE	DAILY	WEEK-LY	INFRE QNTLY	STUDENT	WORK-ING	RETIR-ED	OTHER NON-WRKNG	DIS ABLED NOT WORK FORCE	INCOME				NO USE OF OTHER LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE CMPNY WITH PBLIC CNTRT		
															UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K						
	56	17	37	2	30	26	47	6	3	7	37	3	7	1	10	24	19	1	44	11	-	3		
1.5	1.3	1.7	1.0	1.7	1.4	1.8	0.8	1.6	2.0	1.5	0.7	2.2	0.7	1.5	1.6	1.5	1.0	1.4	2.5	-	2.7			
NO AIR CONDITIONING/AIR CONDITIONING IS BROKEN	100.0	30.4	66.1	3.6	53.6	46.4	83.9	10.7	5.4	12.5	66.1	5.4	12.5	1.8	17.9	42.9	33.9	1.8	78.6	19.6	-	5.4		
VANDALS/CRIMINALS	52	12	37	3	20	32	37	13	2	3	37	10	3	1	6	26	14	3	45	6	-	1		
	1.4	0.9	1.7	1.4	1.1	1.7	1.4	1.7	1.1	0.9	1.5	2.4	1.0	0.7	0.9	1.8	1.1	2.9	1.4	1.4	-	0.9		
	100.0	23.1	71.2	5.8	38.5	61.5	71.2	25.0	3.8	5.8	71.2	19.2	5.8	1.9	11.5	50.0	26.9	5.8	86.5	11.5	-	1.9		
TAKES TOO LONG TO GET WHERE YOU ARE GOING	50	17	33	3	20	30	35	10	5	4	36	5	5	-	8	22	16	4	43	7	-	-		
	1.4	1.3	1.6	1.4	1.1	1.6	1.3	1.3	2.7	1.2	1.4	1.2	1.6	-	1.2	1.5	1.3	3.8	1.4	1.6	-	-		
	100.0	34.0	66.0	6.0	40.0	60.0	70.0	20.0	10.0	8.0	72.0	10.0	10.0	-	16.0	44.0	32.0	8.0	86.0	14.0	-	-		
DRIVERS HAVE NO CONSIDERATION FOR ELDERLY/DISABLED	50	14	33	4	21	29	37	11	2	2	25	14	5	3	15	19	13	1	39	10	-	1		
	1.4	1.1	1.6	1.9	1.2	1.6	1.4	1.5	1.1	0.6	1.0	3.4	1.6	2.1	2.3	1.3	1.0	1.0	1.3	2.3	-	0.9		
	100.0	28.0	66.0	8.0	42.0	58.0	74.0	22.0	4.0	4.0	50.0	28.0	10.0	6.0	30.0	38.0	26.0	2.0	78.0	20.0	-	2.0		
PICKPOCKETS	38	10	27	1	13	25	27	8	3	2	18	13	-	5	11	16	10	-	32	6	-	-		
	1.0	0.8	1.3	0.5	0.7	1.4	1.0	1.1	1.6	0.6	0.7	3.1	-	3.5	1.7	1.1	0.8	-	1.0	1.4	-	-		
	100.0	26.3	71.1	2.6	34.2	65.8	71.1	21.1	7.9	5.3	47.4	34.2	-	13.2	28.9	42.1	26.3	-	84.2	15.8	-	-		
DRIVERS DO NOT STOP WHEN I RING TO LET ME OFF	37	10	24	3	21	16	24	10	3	2	25	9	2	-	11	7	16	1	32	5	-	1		
	1.0	0.8	1.1	1.4	1.2	0.9	0.9	1.3	1.6	0.6	1.0	2.2	0.6	-	1.7	0.5	1.3	1.0	1.0	1.1	-	0.9		
	100.0	27.0	64.9	8.1	56.8	43.2	64.9	27.0	8.1	5.4	67.6	24.3	5.4	-	29.7	18.9	43.2	2.7	86.5	13.5	-	2.7		
VIOLENCE ON BOARD	32	12	17	3	12	20	19	12	1	1	22	6	4	-	6	15	11	-	29	2	-	1		
	0.9	0.9	0.8	1.4	0.7	1.1	0.7	1.6	0.5	0.3	0.9	1.4	1.3	-	0.9	1.0	0.9	-	0.9	0.5	-	0.9		
	100.0	37.5	53.1	9.4	37.5	62.5	59.4	37.5	3.1	3.1	68.8	18.8	12.5	-	18.8	46.9	34.4	-	90.6	6.3	-	3.1		
DRIVER COVERS PARTITION WITH NEWSPAPER	32	12	18	2	19	13	23	6	3	-	26	5	-	1	2	15	15	-	26	4	2	-		
	0.9	0.9	0.9	1.0	1.1	0.7	0.9	0.8	1.6	-	1.0	1.2	-	0.7	0.3	1.0	1.2	-	0.8	0.9	11.1	-		
	100.0	37.5	56.3	6.3	59.4	40.6	71.9	18.8	9.4	-	81.3	15.6	-	3.1	6.3	46.9	46.9	-	81.3	12.5	6.3	-		
SOME BUS LINE DON'T GO FAR ENOUGH	30	12	19	-	14	16	22	5	3	-	25	2	2	-	2	15	11	1	24	6	-	1		
	0.8	0.9	0.9	-	0.8	0.9	0.8	0.7	1.6	-	1.0	0.5	0.6	-	0.3	1.0	0.9	1.0	0.8	1.4	-	0.9		
	100.0	40.0	63.3	-	46.7	53.3	73.3	16.7	10.0	-	83.3	6.7	6.7	-	6.7	50.0	36.7	3.3	80.0	20.0	-	3.3		
BUSES BREAK DOWN OFTEN	27	9	16	2	10	17	19	6	2	2	19	2	4	-	4	8	12	2	22	5	-	1		
	0.7	0.7	0.8	1.0	0.6	0.9	0.7	0.8	1.1	0.6	0.8	0.5	1.3	-	0.6	0.5	1.0	1.9	0.7	1.1	-	0.9		
	100.0	33.3	59.3	7.4	37.0	63.0	70.4	22.2	7.4	7.4	70.4	7.4	14.8	-	14.8	29.6	44.4	7.4	81.5	18.5	-	3.7		

FACTS CONSOLIDATED RTD SURVEY STUDY #6006 JULY, 1989

TABLE 3
Q.3 - DISLIKES ABOUT RTD, THE BUSES, DRIVERS OR SERVICE

	HOW FARE IS PAID			EMPLOYMENT STATUS										USE OF OTHER TRANSIT								
	MONTH TICKET			SEX		FREQUENCY USE RTD			STU- DENT	WORK -ING	RETIR -ED	OTHER WRKNG	DIS ABLED NOT WORK FORCE	INCOME				NO USE OF OTHER TRNST LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE CMPNY WITH PBLIC CNTRT	
	CASH	PASS	KEY	MALE	FE- MALE	DAILY	WEEK -LY	INFRE QNTLY						UNDER \$10K	\$10K- \$24K	\$25K- \$50K	OVER \$50K					
	TOTAL																					
OUTSIDE OF BUS IS DIRTY	27 0.7 100.0	10 0.8 37.0	17 0.8 63.0	-	10 0.6 37.0	17 0.9 63.0	19 0.7 70.4	5 0.7 18.5	2 1.1 7.4	3 0.9 11.1	22 0.9 81.5	3 0.7 11.1	1 0.3 3.7	-	4 0.6 14.8	13 0.9 48.1	9 0.7 33.3	-	23 0.7 85.2	3 0.7 11.1	-	3 2.7 11.1
UNCOMFORTABLE SEATS	26 0.7 100.0	11 0.8 42.3	13 0.6 50.0	2 1.0 7.7	10 0.6 38.5	16 0.9 61.5	14 0.5 53.8	10 1.3 38.5	2 1.1 7.7	3 0.9 11.5	15 0.6 57.7	4 1.0 15.4	2 0.6 7.7	2 1.4 7.7	2 0.3 7.7	2 0.1 7.7	19 1.5 73.1	1 1.0 3.8	19 0.6 73.1	1 0.2 3.8	1 5.6 3.8	5 4.5 19.2
SOME BUSES SMELL	25 0.7 100.0	6 0.5 24.0	18 0.9 72.0	1 0.5 4.0	9 0.5 36.0	16 0.9 64.0	23 0.2 92.0	2 0.3 8.0	-	2 0.6 8.0	19 0.8 76.0	4 1.0 16.0	1 0.3 4.0	1 0.7 4.0	5 0.8 20.0	12 0.8 48.0	7 0.6 28.0	-	23 0.7 92.0	1 0.2 4.0	-	1 0.9 4.0
PHONE SERVICE IS BAD	23 0.6 100.0	8 0.6 34.8	15 0.7 65.2	-	11 0.6 47.8	12 0.6 52.2	17 0.6 73.9	5 0.7 21.7	1 0.5 4.3	1 0.3 4.3	16 0.6 69.6	4 1.0 17.4	1 0.3 4.3	2 1.4 8.7	5 0.8 21.7	8 0.5 34.8	7 0.6 30.4	-	21 0.7 91.3	1 0.2 4.3	1 5.6 4.3	-
POLLUTION EMITTING	22 0.6 100.0	6 0.5 27.3	15 0.7 68.2	1 0.5 4.5	13 0.7 59.1	9 0.5 40.9	15 0.6 68.2	2 0.3 9.1	5 2.7 22.7	2 0.6 9.1	18 0.7 81.8	3 0.7 13.6	-	-	4 0.6 18.2	10 0.7 45.5	8 0.6 36.4	-	19 0.6 86.4	3 0.7 13.6	-	-
SCHEDULES ARE (SOMETIMES) CONFUSING	17 0.5 100.0	8 0.6 47.1	9 0.4 52.9	1 0.5 5.9	8 0.5 47.1	9 0.5 52.9	12 0.4 70.6	4 0.5 23.5	1 0.5 5.9	2 0.6 11.8	11 0.4 64.7	1 0.2 5.9	2 0.6 11.8	-	1 0.2 5.9	12 0.2 70.6	2 0.2 11.8	1 1.0 5.9	13 0.4 76.5	4 0.9 23.5	-	-
BACK OF BUS NOT SAFE	15 0.4 100.0	6 0.5 40.0	8 0.4 53.3	1 0.5 6.7	5 0.3 33.3	10 0.5 66.7	13 0.5 86.7	2 0.3 13.3	-	-	12 0.5 80.0	1 0.2 6.7	1 0.3 6.7	-	5 0.8 33.3	6 0.4 40.0	4 0.3 26.7	-	12 0.4 80.0	2 0.5 13.3	-	2 1.8 13.3
NEGATIVE REGARDING RTD'S 'EXACT CHANGE' POLICY	15 0.4 100.0	8 0.6 53.3	7 0.3 46.7	-	5 0.3 33.3	10 0.5 66.7	10 0.4 66.7	3 0.4 20.0	1 0.5 6.7	1 0.3 6.7	11 0.4 73.3	1 0.2 6.7	2 0.6 13.3	-	3 0.5 20.0	7 0.5 46.7	4 0.3 26.7	-	13 0.4 86.7	2 0.5 13.3	-	-
COMPLAINT REGARDING EMBARKING/DISEMBARKING SYSTEM	14 0.4 100.0	7 0.5 50.0	6 0.3 42.9	1 0.5 7.1	9 0.5 64.3	5 0.3 35.7	9 0.3 64.3	5 0.7 35.7	-	-	8 0.3 57.1	4 1.0 28.6	1 0.3 7.1	1 0.7 7.1	3 0.5 21.4	4 0.3 28.6	7 0.6 50.0	-	10 0.3 71.4	3 0.7 21.4	-	2 1.8 14.3
CAN'T GET SCHEDULES/BUSES NEVER HAVE ANY	13 0.4 100.0	9 0.7 69.2	4 0.2 30.8	1 0.5 7.7	12 0.7 92.3	1 0.1 7.7	8 0.3 61.5	5 0.7 38.5	-	1 0.3 7.7	9 0.4 69.2	1 0.2 7.7	2 0.6 15.4	-	2 0.3 15.4	7 0.5 53.8	2 0.2 15.4	2 1.9 15.4	9 0.3 69.2	4 0.9 30.8	-	-

TABLE 3
Q.3 - DISLIKES ABOUT RTD, THE BUSES, DRIVERS OR SERVICE

	HOW FARE IS PAID										EMPLOYMENT STATUS										USE OF OTHER TRANSIT			
	MONTHLY TICKET				SEX		FREQUENCY USE RTD				DIS ABLED				INCOME				NO USE OF	USE OTHER PUBLIC TRNST	USE PRIVATE TRNST	PRVTE CMPNY WITH PUBLIC CNTRT		
	TOTAL	CASH	PASS	TICKET	MALE	FEMALE	DAILY	WEEKLY	INFREQUENTLY	STUDENT	WORKING	RETIRED	NON-WORKING	OTHER	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	OTHER LINES	TRNST LINE	TRNST LINE	PUBLIC CNTRT		
DON'T FEEL SAFE AT BUS STOPS	13	6	5	2	9	4	7	6	1	8	1	3	-	2	4	6	1	10	3	-	-	-		
	0.4	0.5	0.2	1.0	0.5	0.2	0.3	0.8	0.3	0.3	0.2	1.0	-	0.3	0.3	0.5	1.0	0.3	0.7	-	-	-		
	100.0	46.2	38.5	15.4	69.2	30.8	53.8	46.2	7.7	61.5	7.7	23.1	-	15.4	30.8	46.2	7.7	76.9	23.1	-	-	-		
TRANSFER COST IS TOO HIGH	8	5	2	1	2	6	7	1	1	5	-	2	-	5	3	-	-	7	1	-	-	-		
	0.2	0.4	0.1	0.5	0.1	0.3	0.3	0.1	0.3	0.2	-	0.6	-	0.8	0.2	-	-	0.2	0.2	-	-	-		
	100.0	62.5	25.0	12.5	25.0	75.0	87.5	12.5	12.5	62.5	-	25.0	-	62.5	37.5	-	-	87.5	12.5	-	-	-		
DIFFICULTY IN EMBARKING AND DISEMBARKING (DOORS DIFFICULT/STEPS STEEP)	7	4	3	-	3	4	6	1	1	3	3	-	-	1	3	2	-	6	1	-	-	-		
	0.2	0.3	0.1	-	0.2	0.2	0.2	0.1	0.3	0.1	0.7	-	-	0.2	0.2	0.2	-	0.2	0.2	-	-	-		
	100.0	57.1	42.9	-	42.9	57.1	85.7	14.3	14.3	42.9	42.9	-	-	14.3	42.9	28.6	-	85.7	14.3	-	-	-		
INCREASED FARE/SERVICE REDUCED	7	3	4	-	2	5	5	2	-	5	-	-	-	1	1	2	4	5	2	-	1	-		
	0.2	0.2	0.2	-	0.1	0.3	0.2	0.3	-	0.2	-	-	-	0.7	0.2	0.1	0.3	0.2	0.5	-	0.9	-		
	100.0	42.9	57.1	-	28.6	71.4	71.4	28.6	-	71.4	-	-	-	14.3	14.3	28.6	57.1	71.4	28.6	-	14.3	-		
BUSES ARE NOISY	7	2	5	-	4	3	6	1	1	3	1	-	-	2	2	3	2	5	2	-	-	-		
	0.2	0.2	0.2	-	0.2	0.2	0.2	0.1	0.3	0.1	0.2	-	-	1.4	0.3	0.2	0.2	0.2	0.5	-	-	-		
	100.0	28.6	71.4	-	57.1	42.9	85.7	14.3	14.3	42.9	14.3	-	-	28.6	28.6	42.9	28.6	71.4	28.6	-	-	-		
DRUG DEALING ON BUS	2	-	1	1	1	1	1	1	-	1	-	1	-	-	-	1	1	-	2	-	-	-		
	0.1	-	0.5	0.5	0.1	0.1	-	0.1	-	-	-	0.3	-	-	-	0.1	0.1	-	0.1	-	-	-		
	100.0	-	50.0	50.0	50.0	50.0	50.0	50.0	-	50.0	-	50.0	-	-	-	50.0	50.0	-	100.0	-	-	-		
OTHER DISLIKES	8	3	5	-	2	6	4	4	-	8	-	-	-	1	2	4	-	6	2	-	-	-		
	0.2	0.2	0.2	-	0.1	0.3	0.1	0.5	-	0.3	-	-	-	0.2	0.1	0.3	-	0.2	0.5	-	-	-		
	100.0	37.5	62.5	-	25.0	75.0	50.0	50.0	-	100.0	-	-	-	12.5	25.0	50.0	-	75.0	25.0	-	-	-		
NOTHING DISLIKED	1094	425	612	56	552	542	813	227	53	78	732	146	104	53	192	454	382	28	993	84	4	24		
	30.2	32.4	28.9	26.8	31.1	29.3	30.3	30.1	29.0	22.8	29.4	35.1	33.2	37.1	29.0	30.6	30.5	26.9	31.8	18.9	22.2	21.6		
	100.0	38.8	55.9	5.1	50.5	49.5	74.3	20.7	4.8	7.1	66.9	13.3	9.5	4.8	17.6	41.5	34.9	2.6	90.8	7.7	0.4	2.2		
DON'T KNOW	111	43	65	3	50	61	76	25	10	7	72	16	8	9	16	49	42	2	104	6	1	1		
	3.1	3.3	3.1	1.4	2.8	3.3	2.8	3.3	5.5	2.0	2.9	3.8	2.6	6.3	2.4	3.3	3.4	1.9	3.3	1.4	5.6	0.9		
	100.0	38.7	58.6	2.7	45.0	55.0	68.5	22.5	9.0	6.3	64.9	14.4	7.2	8.1	14.4	44.1	37.8	1.8	93.7	5.4	0.9	0.9		

TABLE 4
 Q.4A - LEVEL OF AGREEMENT WITH STATEMENT -- I FEEL SAFE WHEN I RIDE RTD BUSES

	HOW FARE IS PAID										EMPLOYMENT STATUS										USE OF OTHER TRANSIT			
	MONTH TICKET				SEX		FREQUENCY USE RTD				DIS ABLED		INCOME						NO USE OF OTHER TRANSIT					
	TOTAL	CASH	PASS	KET	MALE	FE-MALE	DAILY	WEEK-LY	INFRE	ONTLY	STU-DENT	WORK-ING	RETIR-ED	NON-WRKNG	NOT WORK FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	OTHER LINES	TRNST LINE	USE PRI TRNST	PRTE WITH PBLIC	
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111		
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1		
AGREE STRONGLY	+4 1754	635	1019	108	887	867	1271	393	88	161	1172	229	162	74	339	731	596	51	1545	183	6	37		
	48.4	48.4	48.1	51.7	50.0	46.9	47.4	52.2	48.1	47.1	47.1	55.0	51.8	51.7	51.2	49.3	47.6	49.0	49.5	41.2	33.3	33.3		
	100.0	36.2	58.1	6.2	50.6	49.4	72.5	22.4	5.0	9.2	66.8	13.1	9.2	4.2	19.3	41.7	34.0	2.9	88.1	10.4	0.3	2.1		
AGREE SOMEWHAT	+3 1091	394	650	51	547	544	841	196	53	101	776	120	83	36	168	455	386	33	912	154	8	44		
	30.1	30.0	30.7	24.4	30.8	29.4	31.3	26.0	29.0	29.5	31.2	28.8	26.5	25.2	25.4	30.7	30.8	31.7	29.2	34.7	44.4	39.6		
	100.0	36.1	59.6	4.7	50.1	49.9	77.1	18.0	4.9	9.3	71.1	11.0	7.6	3.3	15.4	41.7	35.4	3.0	83.6	14.1	0.7	4.0		
DISAGREE SOMEWHAT	+2 432	156	250	29	189	243	321	89	22	48	303	39	33	13	81	158	157	15	367	60	2	19		
	11.9	11.9	11.8	13.9	10.6	13.1	12.0	11.8	12.0	14.0	12.2	9.4	10.5	9.1	12.2	10.7	12.5	14.4	11.8	13.5	11.1	17.1		
	100.0	36.1	57.9	6.7	43.8	56.3	74.3	20.6	5.1	11.1	70.1	9.0	7.6	3.0	18.8	36.6	36.3	3.5	85.0	13.9	0.5	4.4		
DISAGREE STRONGLY	+1 344	128	196	20	151	193	249	74	20	32	235	27	35	20	74	137	111	5	292	47	2	11		
	9.5	9.7	9.3	9.6	8.5	10.4	9.3	9.8	10.9	9.4	9.4	6.5	11.2	14.0	11.2	9.2	8.9	4.8	9.4	10.6	11.1	9.9		
	100.0	37.2	57.0	5.8	43.9	56.1	72.4	21.5	5.8	9.3	68.3	7.8	10.2	5.8	21.5	39.8	32.3	1.5	84.9	13.7	0.6	3.2		
DON'T KNOW	3	-	2	1	1	2	2	1	-	-	2	1	-	-	-	1	2	-	3	-	-	-		
	0.1	-	0.1	0.5	0.1	0.1	0.1	0.1	-	-	0.1	0.2	-	-	-	0.1	0.2	-	0.1	-	-	-		
	100.0	-	66.7	33.3	33.3	66.7	66.7	33.3	-	-	66.7	33.3	-	-	-	33.3	66.7	-	100.0	-	-	-		
MEAN	3.18	3.17	3.18	3.19	3.22	3.13	3.17	3.21	3.14	3.14	3.16	3.33	3.19	3.15	3.17	3.20	3.17	3.25	3.19	3.07	3.00	2.96		
STD DEV	0.98	0.98	0.97	1.01	0.95	1.00	0.97	1.00	1.01	0.98	0.97	0.89	1.02	1.07	1.03	0.96	0.96	0.88	0.98	0.98	0.97	0.95		
STD ERROR	0.016	0.027	0.021	0.070	0.022	0.023	0.019	0.036	0.075	0.053	0.020	0.044	0.058	0.090	0.040	0.025	0.027	0.086	0.017	0.047	0.229	0.090		

TABLE 5
 Q.4B - LEVEL OF AGREEMENT WITH STATEMENT -- RTD BUSES ARE USUALLY PROMPT AND ON TIME

	EMPLOYMENT STATUS														USE OF OTHER TRANSIT															
	HOW FARE IS PAID				SEX		FREQUENCY USE RTD				DIS ABLED				INCOME				NO USE OF OTHER TRNST				USE OTHER TRNST				USE PRVTE CNTRT			
	MONTHLY		TICKET		MALE	FE-MALE	DAILY	WEEKLY	INFRE-QUENTLY	STUDENT	WORKING	RETIRED	NON-WORKING	WORK FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	OTHER TRNST	TRNST	TRNST	PRVTE	PRVTE	PRVTE	PRVTE					
	TOTAL	CASH	PASS	KEY															OF	LINE	LINE	LINE	LINE	LINE	LINE					
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111								
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0					
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1								
AGREE STRONGLY	+4 929	331	548	53	488	441	697	184	46	79	629	120	72	49	180	384	315	22	806	107	6	20								
	25.6	25.2	25.9	25.4	27.5	23.9	26.0	24.4	25.1	23.1	25.3	28.8	23.0	34.3	27.2	25.9	25.2	21.2	25.8	24.1	33.3	18.0								
	100.0	35.6	59.0	5.7	52.5	47.5	75.0	19.8	5.0	8.5	67.7	12.9	7.8	5.3	19.4	41.3	33.9	2.4	86.8	11.5	0.6	2.2								
AGREE SOMEWHAT	+3 1317	466	778	74	660	657	961	285	70	121	937	145	103	47	201	577	469	38	1144	147	6	43								
	36.3	35.5	36.8	35.4	37.2	35.5	35.8	37.8	38.3	35.4	37.7	34.9	32.9	32.9	30.4	38.9	37.5	36.5	36.7	33.1	33.3	38.7								
	100.0	35.4	59.1	5.6	50.1	49.9	73.0	21.6	5.3	9.2	71.1	11.0	7.8	3.6	15.3	43.8	35.6	2.9	86.9	11.2	0.5	3.3								
DISAGREE SOMEWHAT	+2 704	261	401	48	315	389	527	146	30	84	463	77	76	25	140	280	230	21	605	91	2	21								
	19.4	19.9	18.9	23.0	17.7	21.0	19.6	19.4	16.4	24.6	18.6	18.5	24.3	17.5	21.1	18.9	18.4	20.2	19.4	20.5	11.1	18.9								
	100.0	37.1	57.0	6.8	44.7	55.3	74.9	20.7	4.3	11.9	65.8	10.9	10.8	3.6	19.9	39.8	32.7	3.0	85.9	12.9	0.3	3.0								
DISAGREE STRONGLY	+1 636	238	371	32	288	348	475	131	30	54	438	66	58	22	135	223	226	22	532	93	4	26								
	17.5	18.1	17.5	15.3	16.2	18.8	17.7	17.4	16.4	15.8	17.6	15.9	18.5	15.4	20.4	15.0	18.1	21.2	17.1	20.9	22.2	23.4								
	100.0	37.4	58.3	5.0	45.3	54.7	74.7	20.6	4.7	8.5	68.9	10.4	9.1	3.5	21.2	35.1	35.5	3.5	83.6	14.6	0.6	4.1								
DON'T KNOW	38	17	19	2	24	14	24	7	7	4	21	8	4	-	6	18	12	1	32	6	-	1								
	1.0	1.3	0.9	1.0	1.4	0.8	0.9	0.9	3.8	1.2	0.8	1.9	1.3		0.9	1.2	1.0	1.0	1.0	1.4		0.9								
	100.0	44.7	50.0	5.3	63.2	36.8	63.2	18.4	18.4	10.5	55.3	21.1	10.5		15.8	47.4	31.6	2.6	84.2	15.8		2.6								
MEAN	2.71	2.69	2.72	2.71	2.77	2.65	2.71	2.70	2.75	2.67	2.71	2.78	2.61	2.86	2.65	2.77	2.70	2.58	2.72	2.61	2.78	2.52								
STD DEV	1.04	1.05	1.04	1.01	1.03	1.04	1.04	1.03	1.03	1.01	1.03	1.04	1.04	1.06	1.09	1.00	1.04	1.05	1.03	1.07	1.17	1.05								
STD ERROR	0.017	0.029	0.023	0.071	0.025	0.024	0.020	0.038	0.078	0.055	0.021	0.052	0.059	0.089	0.043	0.026	0.030	0.104	0.019	0.051	0.275	0.100								

TABLE 6
Q.4C - LEVEL OF AGREEMENT WITH STATEMENT -- RTD BUSES RUN OFTEN ENOUGH TO SUIT MY NEEDS

	HOW FARE IS PAID										EMPLOYMENT STATUS										USE OF OTHER TRANSIT			
	MONTH TICKET				SEX		FREQUENCY USE RTD				STU- DENT	WORK -ING	RETIR -ED	OTHER WRKNG	DIS ABLED WORK FORCE	INCOME				NO USE OF LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE CMPNY WITH CNTRT	
	CASH	PASS	KET	TIC-	MALE	FE-	DAILY	WEEK -LY	INFRE QNTLY	UNDER \$10K						\$10K- \$24K	\$25K- \$50K	OVER \$50K						
	TOTAL				MALE																			
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111		
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1		
AGREE STRONGLY	+4	1574	574	913	90	796	778	1168	330	73	158	1057	199	133	61	308	647	538	38	1380	165	7	43	
		43.4	43.7	43.1	43.1	44.8	42.1	43.5	43.8	39.9	46.2	42.5	47.8	42.5	42.7	46.5	43.7	43.0	36.5	44.2	37.2	38.9	38.7	
		100.0	36.5	58.0	5.7	50.6	49.4	74.2	21.0	4.6	10.0	67.2	12.6	8.4	3.9	19.6	41.1	34.2	2.4	87.7	10.5	0.4	2.7	
AGREE SOMEWHAT	+3	994	340	599	56	471	523	741	199	54	88	712	89	81	43	135	439	363	25	868	111	3	27	
		27.4	25.9	28.3	26.8	26.5	28.3	27.6	26.4	29.5	25.7	28.6	21.4	25.9	30.1	20.4	29.6	29.0	24.0	27.8	25.0	16.7	24.3	
		100.0	34.2	60.3	5.6	47.4	52.6	74.5	20.0	5.4	8.9	71.6	9.0	8.1	4.3	13.6	44.2	36.5	2.5	87.3	11.2	0.3	2.7	
DISAGREE SOMEWHAT	+2	510	179	309	27	254	256	374	115	21	54	346	60	42	22	94	204	169	20	441	65	3	11	
		14.1	13.6	14.6	12.9	14.3	13.8	13.9	15.3	11.5	15.8	13.9	14.4	13.4	15.4	14.2	13.8	13.5	19.2	14.1	14.6	16.7	9.9	
		100.0	35.1	60.6	5.3	49.8	50.2	73.3	22.5	4.1	10.6	67.8	11.8	8.2	4.3	18.4	40.0	33.1	3.9	86.5	12.7	0.6	2.2	
DISAGREE STRONGLY	+1	483	192	267	27	233	250	356	95	31	37	329	64	47	16	109	164	168	17	373	98	4	30	
		13.3	14.6	12.6	12.9	13.1	13.5	13.3	12.6	16.9	10.8	13.2	15.4	15.0	11.2	16.5	11.1	13.4	16.3	12.0	22.1	22.2	27.0	
		100.0	39.8	55.3	5.6	48.2	51.8	73.7	19.7	6.4	7.7	68.1	13.3	9.7	3.3	22.6	34.0	34.8	3.5	77.2	20.3	0.8	6.2	
DON'T KNOW		63	28	29	9	21	42	45	14	4	5	44	4	10	1	16	28	14	4	57	5	1		
		1.7	2.1	1.4	4.3	1.2	2.3	1.7	1.9	2.2	1.5	1.8	1.0	3.2	0.7	2.4	1.9	1.1	3.8	1.8	1.1	5.6		
		100.0	44.4	46.0	14.3	33.3	66.7	71.4	22.2	6.3	7.9	69.8	6.3	15.9	1.6	25.4	44.4	22.2	6.3	90.5	7.9	1.6		
MEAN		3.03	3.01	3.03	3.04	3.04	3.01	3.03	3.03	2.94	3.09	3.02	3.03	2.99	3.05	2.99	3.08	3.03	2.84	3.06	2.78	2.76	2.75	
STD DEV		1.06	1.09	1.05	1.06	1.06	1.06	1.06	1.06	1.11	1.03	1.05	1.12	1.10	1.02	1.14	1.02	1.06	1.12	1.04	1.17	1.25	1.23	
STD ERROR		0.018	0.030	0.023	0.075	0.025	0.025	0.021	0.039	0.083	0.056	0.021	0.055	0.063	0.086	0.045	0.027	0.030	0.112	0.019	0.056	0.304	0.117	

TABLE 7
 Q.4D - LEVEL OF AGREEMENT WITH STATEMENT -- I CAN GET TO AND FROM THE PLACES I NEED TO GO BY RIDING RTD BUSES

	HOW FARE IS PAID				EMPLOYMENT STATUS										INCOME				USE OF OTHER TRANSIT				
	TOTAL	CASH	PASS	TICKET	SEX		FREQUENCY USE RTD			STUDENT	WORKING	RETIRED	OTHER NON-WORKING	DISABLED	WORK FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	NO OTHER LINES	USE OTHER TRNST	USE PRI TRNST	PRVTE WITH PBLIC CNTRT
					MALE	FE-MALE	DAILY	WEEKLY	INFRE-QUENTLY														
					MALE	DAILY	WEEKLY	INFRE-QUENTLY	STUDENT														
MONTHLY	TICKET	MONTHLY	TICKET	MONTHLY	TICKET	MONTHLY	TICKET	MONTHLY	TICKET	MONTHLY	TICKET	MONTHLY	TICKET	MONTHLY	TICKET	MONTHLY	TICKET	MONTHLY	TICKET	MONTHLY	TICKET	MONTHLY	TICKET
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111	
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1	
AGREE STRONGLY	+4	2578	926	1517	139	1242	1336	1959	509	107	223	1740	320	231	106	485	1077	881	64	2247	288	11	67
		71.1	70.5	71.7	66.5	70.0	72.3	73.0	67.6	58.5	65.2	69.9	76.9	73.8	74.1	73.3	72.7	70.4	61.5	72.0	64.9	61.1	60.4
		100.0	35.9	58.8	5.4	48.2	51.8	76.0	19.7	4.2	8.7	67.5	12.4	9.0	4.1	18.8	41.8	34.2	2.5	87.2	11.2	0.4	2.6
AGREE SOMEWHAT	+3	745	259	442	53	382	363	524	165	55	77	544	70	50	27	119	310	253	25	624	110	5	28
		20.6	19.7	20.9	25.4	21.5	19.6	19.5	21.9	30.1	22.5	21.9	16.8	16.0	18.9	18.0	20.9	20.2	24.0	20.0	24.8	27.8	25.2
		100.0	34.8	59.3	7.1	51.3	48.7	70.3	22.1	7.4	10.3	73.0	9.4	6.7	3.6	16.0	41.6	34.0	3.4	83.8	14.8	0.7	3.8
DISAGREE SOMEWHAT	+2	190	75	105	11	98	92	126	51	13	30	127	17	21	7	38	63	71	10	156	27	2	13
		5.2	5.7	5.0	5.3	5.5	5.0	4.7	6.8	7.1	8.8	5.1	4.1	6.7	4.9	5.7	4.3	5.7	9.6	5.0	6.1	11.1	11.7
		100.0	39.5	55.3	5.8	51.6	48.4	66.3	26.8	6.8	15.8	66.8	8.9	11.1	3.7	20.0	33.2	37.4	5.3	82.1	14.2	1.1	6.8
DISAGREE STRONGLY	+1	94	46	45	4	48	46	63	24	7	11	65	6	11	3	18	25	41	4	76	18	-	3
		2.6	3.5	2.1	1.9	2.7	2.5	2.3	3.2	3.8	3.2	2.6	1.4	3.5	2.1	2.7	1.7	3.3	3.8	2.4	4.1	-	2.7
		100.0	48.9	47.9	4.3	51.1	48.9	67.0	25.5	7.4	11.7	69.1	6.4	11.7	3.2	19.1	26.6	43.6	4.3	80.9	19.1	-	3.2
DON'T KNOW		17	7	8	2	5	12	12	4	1	1	12	3	-	-	2	7	6	1	16	1	-	-
		0.5	0.5	0.4	1.0	0.3	0.6	0.4	0.5	0.5	0.3	0.5	0.7	-	-	0.3	0.5	0.5	1.0	0.5	0.2	-	-
		100.0	41.2	47.1	11.8	29.4	70.6	70.6	23.5	5.9	5.9	70.6	17.6	-	-	11.8	41.2	35.3	5.9	94.1	5.9	-	-
MEAN		3.61	3.58	3.63	3.58	3.59	3.63	3.64	3.55	3.44	3.50	3.60	3.70	3.60	3.65	3.62	3.65	3.58	3.45	3.62	3.51	3.50	3.43
STD DEV		0.71	0.76	0.68	0.68	0.72	0.70	0.68	0.76	0.79	0.79	0.71	0.62	0.77	0.67	0.72	0.64	0.74	0.83	0.69	0.79	0.71	0.80
STD ERROR		0.012	0.021	0.015	0.048	0.017	0.016	0.013	0.028	0.059	0.043	0.014	0.030	0.043	0.056	0.028	0.017	0.021	0.081	0.012	0.037	0.167	0.076

TABLE 8

Q.4E - LEVEL OF AGREEMENT WITH STATEMENT -- THE OUTSIDE CONDITION AND APPEARANCE OF RTD BUSES IS ACCEPTABLE TO ME

	HOW FARE IS PAID										EMPLOYMENT STATUS										USE OF OTHER TRANSIT			
	MONTH TIC-				SEX		FREQUENCY USE RTD				DIS ABLED		INCOME						NO USE OF OTHER LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE WITH CMPNY		
	TOTAL	CASH	PASS	KET	MALE	FE- MALE	DAILY	WEEK -LY	INFRE QNTLY	STU- DENT	WORK -ING	RETIR -ED	OTHER WRKNG	NON- WORK FORCE	UNDER \$10K	\$10K- \$24K	\$25K- \$50K	OVER \$50K	OTHER LINES	TRNST LINE	VATE TRNST LINE	WITH CMPNY CNTRT		
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====		
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111		
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1		
AGREE STRONGLY	+4	735	278	424	40	388	347	530	155	49	69	480	104	55	38	186	267	232	23	620	97	4	25	
		20.3	21.2	20.0	19.1	21.9	18.8	19.7	20.6	26.8	20.2	19.3	25.0	17.6	26.6	28.1	18.0	18.5	22.1	19.9	21.8	22.2	22.5	
		100.0	37.8	57.7	5.4	52.8	47.2	72.1	21.1	6.7	9.4	65.3	14.1	7.5	5.2	25.3	36.3	31.6	3.1	84.4	13.2	0.5	3.4	
AGREE SOMEWHAT	+3	944	384	506	58	490	454	705	183	55	90	637	100	100	38	179	382	314	33	800	127	3	37	
		26.0	29.2	23.9	27.8	27.6	24.6	26.3	24.3	30.1	26.3	25.6	24.0	31.9	26.6	27.0	25.8	25.1	31.7	25.6	28.6	16.7	33.3	
		100.0	40.7	53.6	6.1	51.9	48.1	74.7	19.4	5.8	9.5	67.5	10.6	10.6	4.0	19.0	40.5	33.3	3.5	84.7	13.5	0.3	3.9	
DISAGREE SOMEWHAT	+2	915	323	539	55	405	510	665	215	34	80	655	86	87	38	126	395	339	25	822	88	2	15	
		25.2	24.6	25.5	26.3	22.8	27.6	24.8	28.6	18.6	23.4	26.3	20.7	27.8	26.6	19.0	26.7	27.1	24.0	26.4	19.8	11.1	13.5	
		100.0	35.3	58.9	6.0	44.3	55.7	72.7	23.5	3.7	8.7	71.6	9.4	9.5	4.2	13.8	43.2	37.0	2.7	89.8	9.6	0.2	1.6	
DISAGREE STRONGLY	+1	1016	322	640	56	484	532	773	197	45	102	708	124	69	29	167	432	363	23	865	131	8	32	
		28.0	24.5	30.2	26.8	27.3	28.8	28.8	26.2	24.6	29.8	28.5	29.8	22.0	20.3	25.2	29.1	29.0	22.1	27.7	29.5	44.4	28.8	
		100.0	31.7	63.0	5.5	47.6	52.4	76.1	19.4	4.4	10.0	69.7	12.2	6.8	2.9	16.4	42.5	35.7	2.3	85.1	12.9	0.8	3.1	
DON'T KNOW		14	6	8	-	8	6	11	3	-	1	8	2	2	-	4	6	4	-	12	1	1	2	
		0.4	0.5	0.4		0.5	0.3	0.4	0.4		0.3	0.3	0.5	0.6		0.6	0.4	0.3		0.4	0.2	5.6	1.8	
		100.0	42.9	57.1		57.1	42.9	78.6	21.4		7.1	57.1	14.3	14.3		28.6	42.9	28.6		85.7	7.1	7.1	14.3	
MEAN		2.39	2.47	2.34	2.39	2.44	2.33	2.37	2.39	2.59	2.37	2.36	2.44	2.45	2.59	2.58	2.33	2.33	2.54	2.38	2.43	2.18	2.50	
STD DEV		1.10	1.08	1.11	1.08	1.11	1.08	1.10	1.09	1.13	1.11	1.09	1.16	1.02	1.09	1.15	1.08	1.08	1.07	1.09	1.13	1.29	1.14	
STD ERROR		0.018	0.030	0.024	0.075	0.026	0.025	0.021	0.040	0.084	0.060	0.022	0.057	0.058	0.091	0.045	0.028	0.031	0.105	0.020	0.054	0.312	0.110	

TABLE 9

Q.4F - LEVEL OF AGREEMENT WITH STATEMENT -- THE INSIDE CONDITION AND APPEARANCE OF RTD BUSES IS ACCEPTABLE TO ME

	HOW FARE IS PAID										EMPLOYMENT STATUS										USE OF OTHER TRANSIT			
	MONTH TICKET				SEX		FREQUENCY USE RTD				DIS ABLED		INCOME						OTHER TRANSIT					
	CASH	PASS	KEY	TICKET	MALE	FEMALE	DAILY	WEEKLY	INFRE	STUDENT	WORKING	RETIRED	NON-WRKNG	WORK FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	OTHER LINES	USE PUBLIC TRNST	USE PRIVATE TRNST	USE WITH PBLIC CNTRT		
	TOTAL																							
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111		
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1		
AGREE STRONGLY	+4	485	192	269	24	232	253	348	108	28	39	318	65	36	30	123	164	161	16	435	38	3	12	
		13.4	14.6	12.7	11.5	13.1	13.7	13.0	14.3	15.3	11.4	12.8	15.6	11.5	21.0	18.6	11.1	12.9	15.4	13.9	8.6	16.7	10.8	
		100.0	39.6	55.5	4.9	47.8	52.2	71.8	22.3	5.8	8.0	65.6	13.4	7.4	6.2	25.4	33.8	33.2	3.3	89.7	7.8	0.6	2.5	
AGREE SOMEWHAT	+3	885	372	473	48	436	449	646	185	53	74	584	114	92	39	175	352	297	31	768	102	2	33	
		24.4	28.3	22.3	23.0	24.6	24.3	24.1	24.6	29.0	21.6	23.5	27.4	29.4	27.3	26.4	23.8	23.7	29.8	24.6	23.0	11.1	29.7	
		100.0	42.0	53.4	5.4	49.3	50.7	73.0	20.9	6.0	8.4	66.0	12.9	10.4	4.4	19.8	39.8	33.6	3.5	86.8	11.5	0.2	3.7	
DISAGREE SOMEWHAT	+2	958	334	566	62	467	491	715	204	38	86	694	90	83	29	144	400	360	28	850	102	2	18	
		26.4	25.4	26.7	29.7	26.3	26.6	26.6	27.1	20.8	25.1	27.9	21.6	26.5	20.3	21.8	27.0	28.8	26.9	27.3	23.0	11.1	16.2	
		100.0	34.9	59.1	6.5	48.7	51.3	74.6	21.3	4.0	9.0	72.4	9.4	8.7	3.0	15.0	41.8	37.6	2.9	88.7	10.6	0.2	1.9	
DISAGREE STRONGLY	+1	1283	411	801	74	633	650	966	255	61	141	884	145	102	44	218	560	430	29	1053	202	11	48	
		35.4	31.3	37.8	35.4	35.7	35.2	36.0	33.9	33.3	41.2	35.5	34.9	32.6	30.8	32.9	37.8	34.3	27.9	33.8	45.5	61.1	43.2	
		100.0	32.0	62.4	5.8	49.3	50.7	75.3	19.9	4.8	11.0	68.9	11.3	8.0	3.4	17.0	43.6	33.5	2.3	82.1	15.7	0.9	3.7	
DON'T KNOW		13	4	8	1	7	6	9	1	3	2	8	2	-	1	2	6	4	-	13	-	-	-	
		0.4	0.3	0.4	0.5	0.4	0.3	0.3	0.1	1.6	0.6	0.3	0.5		0.7	0.3	0.4	0.3		0.4				
		100.0	30.8	61.5	7.7	53.8	46.2	69.2	7.7	23.1	15.4	61.5	15.4		7.7	15.4	46.2	30.8		100.0				
MEAN		2.16	2.26	2.10	2.11	2.15	2.17	2.14	2.19	2.27	2.03	2.14	2.24	2.20	2.39	2.31	2.08	2.15	2.33	2.19	1.95	1.83	2.08	
STD DEV		1.05	1.06	1.05	1.02	1.05	1.06	1.05	1.06	1.09	1.05	1.04	1.10	1.02	1.14	1.12	1.03	1.04	1.05	1.05	1.01	1.20	1.08	
STD ERROR		0.018	0.029	0.023	0.071	0.025	0.025	0.020	0.039	0.081	0.057	0.021	0.054	0.058	0.095	0.043	0.027	0.029	0.103	0.019	0.048	0.283	0.102	

TABLE 10
 Q.4G - LEVEL OF AGREEMENT WITH STATEMENT -- RTD DRIVERS ARE USUALLY COURTEOUS AND POLITE

	HOW FARE IS PAID										EMPLOYMENT STATUS										USE OF OTHER TRANSIT					
	MONTHLY TICKET				SEX		FREQUENCY USE RTD				STUDENT		WORKING		RETIRED		NON-WORKING		INCOME				NO USE OF OTHER TRNST		USE PRI TRNST WITH PRVTE CMPNY	
	TOTAL	CASH	PASS	NET	MALE	FE-MALE	DAILY	WEEK-LY	INFRE-QNTLY	DENT	WORK-ING	RETIR-ED	OTHER WRKNG	DIS ABLED NOT FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	OTHER LINES	TRNST LINE	VATE LINE	PRVTE CNTRT				
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====			
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111				
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0				
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1				
AGREE STRONGLY	+4	1275	474	731	74	665	610	953	254	66	102	839	187	99	61	275	539	391	36	1116	134	5	38			
		35.2	36.1	34.5	35.4	37.5	33.0	35.5	33.7	36.1	29.8	33.7	45.0	31.6	42.7	41.5	36.4	31.2	34.6	35.8	30.2	27.8	34.2			
		100.0	37.2	57.3	5.8	52.2	47.8	74.7	19.9	5.2	8.0	65.8	14.7	7.8	4.8	21.6	42.3	30.7	2.8	87.5	10.5	0.4	3.0			
AGREE SOMEWHAT	+3	1186	411	706	72	566	620	874	244	66	118	845	121	96	40	171	484	454	30	987	179	4	44			
		32.7	31.3	33.3	34.4	31.9	33.5	32.6	32.4	36.1	34.5	34.0	29.1	30.7	28.0	25.8	32.7	36.3	28.8	31.6	40.3	22.2	39.6			
		100.0	34.7	59.5	6.1	47.7	52.3	73.7	20.6	5.6	9.9	71.2	10.2	8.1	3.4	14.4	40.8	38.3	2.5	83.2	15.1	0.3	3.7			
DISAGREE SOMEWHAT	+2	669	234	398	42	289	380	494	148	27	65	461	69	72	23	118	267	242	22	590	74	3	15			
		18.5	17.8	18.8	20.1	16.3	20.6	18.4	19.7	14.8	19.0	18.5	16.6	23.0	16.1	17.8	18.0	19.3	21.2	18.9	16.7	16.7	13.5			
		100.0	35.0	59.5	6.3	43.2	56.8	73.8	22.1	4.0	9.7	68.9	10.3	10.8	3.4	17.6	39.9	36.2	3.3	88.2	11.1	0.4	2.2			
DISAGREE STRONGLY	+1	463	179	268	19	236	227	338	104	21	54	325	32	42	19	89	181	156	15	400	52	6	13			
		12.8	13.6	12.7	9.1	13.3	12.3	12.6	13.8	11.5	15.8	13.1	7.7	13.4	13.3	13.4	12.2	12.5	14.4	12.8	11.7	33.3	11.7			
		100.0	38.7	57.9	4.1	51.0	49.0	73.0	22.5	4.5	11.7	70.2	6.9	9.1	4.1	19.2	39.1	33.7	3.2	86.4	11.2	1.3	2.8			
DON'T KNOW		31	15	14	2	19	12	25	3	3	3	18	7	4	-	9	11	9	1	26	5	-	1			
		0.9	1.1	0.7	1.0	1.1	0.6	0.9	0.4	1.6	0.9	0.7	1.7	1.3		1.4	0.7	0.7	1.0	0.8	1.1		0.9			
		100.0	48.4	45.2	6.5	61.3	38.7	80.6	9.7	9.7	9.7	58.1	22.6	12.9		29.0	35.5	29.0	3.2	83.9	16.1		3.2			
MEAN		2.91	2.91	2.90	2.97	2.95	2.88	2.92	2.86	2.98	2.79	2.89	3.13	2.82	3.00	2.97	2.94	2.87	2.84	2.91	2.90	2.44	2.97			
STD DEV		1.02	1.04	1.02	0.96	1.04	1.01	1.02	1.04	0.99	1.04	1.02	0.96	1.03	1.06	1.07	1.02	1.00	1.06	1.03	0.97	1.25	0.98			
STD ERROR		0.017	0.029	0.022	0.067	0.025	0.024	0.020	0.038	0.074	0.057	0.021	0.048	0.059	0.089	0.042	0.027	0.028	0.105	0.019	0.046	0.294	0.094			

TABLE 11
 Q.4H - LEVEL OF AGREEMENT WITH STATEMENT -- I AM USUALLY ABLE TO REACH RTD BY TELEPHONE

	HOW FARE IS PAID				EMPLOYMENT STATUS														USE OF OTHER TRANSIT					
	MONTHLY TICKET				SEX		FREQUENCY USE RTD				DIS ABLED				INCOME				NO USE OF OTHER TRNST				PRVTE WITH CMPNY	
	TOTAL	CASH	PASS	KET	MALE	FE-MALE	DAILY	WEEK-LY	INFRE QNTLY	STU-DENT	WORK-ING	RETIR-ED	NON-WRKNG	DIS ABLED	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	OTHER LINES	TRNST LINE	VATE TRNST LINE	PBLIC CNTRT		
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====		
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111		
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1		
AGREE STRONGLY	+4	1271	489	711	73	603	668	956	244	70	93	864	158	105	69	252	549	415	32	1133	118	7	32	
		35.1	37.2	33.6	34.9	34.0	36.1	35.6	32.4	38.3	27.2	34.7	38.0	33.5	48.3	38.1	37.0	33.1	30.8	36.3	26.6	38.9	28.8	
		100.0	38.5	55.9	5.7	47.4	52.6	75.2	19.2	5.5	7.3	68.0	12.4	8.3	5.4	19.8	43.2	32.7	2.5	89.1	9.3	0.6	2.5	
AGREE SOMEWHAT	+3	703	242	417	44	332	371	516	153	31	58	490	75	71	29	99	295	264	26	596	97	2	23	
		19.4	18.4	19.7	21.1	18.7	20.1	19.2	20.3	16.9	17.0	19.7	18.0	22.7	20.3	15.0	19.9	21.1	25.0	19.1	21.8	11.1	20.7	
		100.0	34.4	59.3	6.3	47.2	52.8	73.4	21.8	4.4	8.3	69.7	10.7	10.1	4.1	14.1	42.0	37.6	3.7	84.8	13.8	0.3	3.3	
DISAGREE SOMEWHAT	+2	456	164	275	25	226	230	336	102	18	53	341	39	40	10	65	208	156	11	379	71	3	17	
		12.6	12.5	13.0	12.0	12.7	12.4	12.5	13.5	9.8	15.5	13.7	9.4	12.8	7.0	9.8	14.0	12.5	10.6	12.2	16.0	16.7	15.3	
		100.0	36.0	60.3	5.5	49.6	50.4	73.7	22.4	3.9	11.6	74.8	8.6	8.8	2.2	14.3	45.6	34.2	2.4	83.1	15.6	0.7	3.7	
DISAGREE STRONGLY	+1	652	229	391	37	325	327	487	139	26	68	447	65	58	21	146	224	238	15	543	92	3	26	
		18.0	17.4	18.5	17.7	18.3	17.7	18.1	18.5	14.2	19.9	18.0	15.6	18.5	14.7	22.1	15.1	19.0	14.4	17.4	20.7	16.7	23.4	
		100.0	35.1	60.0	5.7	49.8	50.2	74.7	21.3	4.0	10.4	68.6	10.0	8.9	3.2	22.4	34.4	36.5	2.3	83.3	14.1	0.5	4.0	
DON'T KNOW		542	189	323	30	289	253	389	115	38	70	346	79	39	14	100	206	179	20	468	66	3	13	
		15.0	14.4	15.3	14.4	16.3	13.7	14.5	15.3	20.8	20.5	13.9	19.0	12.5	9.8	15.1	13.9	14.3	19.2	15.0	14.9	16.7	11.7	
		100.0	34.9	59.6	5.5	53.3	46.7	71.8	21.2	7.0	12.9	63.8	14.6	7.2	2.6	18.5	38.0	33.0	3.7	86.3	12.2	0.6	2.4	
MEAN		2.84	2.88	2.81	2.85	2.82	2.86	2.85	2.79	3.00	2.65	2.83	2.97	2.81	3.13	2.81	2.92	2.80	2.89	2.87	2.64	2.87	2.62	
STD DEV		1.18	1.18	1.18	1.17	1.18	1.17	1.18	1.17	1.15	1.19	1.17	1.17	1.16	1.12	1.25	1.14	1.17	1.11	1.17	1.16	1.25	1.20	
STD ERROR		0.021	0.035	0.028	0.087	0.031	0.029	0.025	0.046	0.096	0.072	0.025	0.064	0.070	0.099	0.053	0.032	0.036	0.121	0.023	0.060	0.322	0.121	

TABLE 12

Q.41 - LEVEL OF AGREEMENT WITH STATEMENT -- RTD DRIVERS ARE USUALLY WELL GROOMED, NEAT AND CLEAN IN APPEARANCE

	HOW FARE IS PAID										EMPLOYMENT STATUS										USE OF OTHER TRANSIT			
	MONTHLY TICKET				SEX		FREQUENCY USE RTD				STUDENT	WORKING	RETIRED	NON-WORKING	DISABLED	NOT WORKING FORCE	INCOME				NO OTHER OF LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE CMPNY WITH CNTRT
	TOTAL	CASH	PASS	KET	MALE	FE-MALE	DAILY	WEEKLY	INFRE QNTLY	UNDER \$10K							\$10K-\$25K	\$25K-\$50K	OVER \$50K					
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111		
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1		
AGREE STRONGLY	+4	2378	870	1389	129	1156	1222	1815	453	108	219	1620	292	183	104	512	974	743	63	2011	319	12	83	
		65.6	66.3	65.6	61.7	65.1	66.1	67.6	60.2	59.0	64.0	65.1	70.2	58.5	72.7	77.3	65.7	59.3	60.6	64.5	71.8	66.7	74.8	
		100.0	36.6	58.4	5.4	48.6	51.4	76.3	19.0	4.5	9.2	68.1	12.3	7.7	4.4	21.5	41.0	31.2	2.6	84.6	13.4	0.5	3.5	
AGREE SOMEWHAT	+3	823	278	495	53	396	427	568	197	56	72	583	85	77	27	94	335	343	27	721	89	5	22	
		22.7	21.2	23.4	25.4	22.3	23.1	21.2	26.2	30.6	21.1	23.4	20.4	24.6	18.9	14.2	22.6	27.4	26.0	23.1	20.0	27.8	19.8	
		100.0	33.8	60.1	6.4	48.1	51.9	69.0	23.9	6.8	8.7	70.8	10.3	9.4	3.3	11.4	40.7	41.7	3.3	87.6	10.8	0.6	2.7	
DISAGREE SOMEWHAT	+2	280	101	158	22	140	140	202	68	10	35	189	21	39	10	32	123	109	7	259	21	1	2	
		7.7	7.7	7.5	10.5	7.9	7.6	7.5	9.0	5.5	10.2	7.6	5.0	12.5	7.0	4.8	8.3	8.7	6.7	8.3	4.7	5.6	1.8	
		100.0	36.1	56.4	7.9	50.0	50.0	72.1	24.3	3.6	12.5	67.5	7.5	13.9	3.6	11.4	43.9	38.9	2.5	92.5	7.5	0.4	0.7	
DISAGREE STRONGLY	+1	114	53	57	5	64	50	74	33	7	12	81	10	13	2	16	40	49	6	103	11	-	3	
		3.1	4.0	2.7	2.4	3.6	2.7	2.8	4.4	3.8	3.5	3.3	2.4	4.2	1.4	2.4	2.7	3.9	5.8	3.3	2.5	-	2.7	
		100.0	46.5	50.0	4.4	56.1	43.9	64.9	28.9	6.1	10.5	71.1	8.8	11.4	1.8	14.0	35.1	43.0	5.3	90.4	9.6	-	2.6	
DON'T KNOW		29	11	18	-	19	10	25	2	2	4	15	8	1	-	8	10	8	1	25	4	-	1	
		0.8	0.8	0.9		1.1	0.5	0.9	0.3	1.1	1.2	0.6	1.9	0.3		1.2	0.7	0.6	1.0	0.8	0.9		0.9	
		100.0	37.9	62.1		65.5	34.5	86.2	6.9	6.9	13.8	51.7	27.6	3.4		27.6	34.5	27.6	3.4	86.2	13.8		3.4	
MEAN		3.52	3.51	3.53	3.46	3.51	3.53	3.55	3.42	3.46	3.47	3.51	3.62	3.38	3.63	3.69	3.52	3.43	3.43	3.50	3.63	3.61	3.68	
STD DEV		0.77	0.81	0.75	0.78	0.79	0.75	0.75	0.83	0.77	0.82	0.77	0.70	0.86	0.68	0.68	0.76	0.81	0.86	0.79	0.69	0.61	0.65	
STD ERROR		0.013	0.022	0.016	0.054	0.019	0.018	0.015	0.030	0.057	0.045	0.016	0.035	0.049	0.057	0.027	0.020	0.023	0.085	0.014	0.033	0.143	0.062	

TABLE 13

Q.4J - LEVEL OF AGREEMENT WITH STATEMENT -- WHEN I CONTACT RTD, I'M ABLE TO GET QUESTIONS OR COMPLAINTS TAKEN CARE OF

	HOW FARE IS PAID										EMPLOYMENT STATUS										USE OF OTHER TRANSIT							
	MONTHLY TICKET				SEX		FREQUENCY USE RTD				STUDENT		WORKING		RETIRED		NON-WORKING		INCOME				NO USE OF OTHER		USE PUBLIC		USE PRIVATE	
	TOTAL	CASH	PASS	KEY	MALE	FEMALE	DAILY	WEEKLY	MONTHLY	QUARTLY	DENT	ING	ED	WRKNG	FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	OTHER LINES	TRNST LINE	TRNST LINE	PBLIC CNTRT	PRTE WITH				
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====			
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111						
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0						
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1						
AGREE STRONGLY	+4	1176	468	648	67	586	590	886	231	58	99	785	138	113	61	217	505	393	34	1015	138	7	41					
		32.5	35.6	30.6	32.1	33.0	31.9	33.0	30.7	31.7	28.9	31.6	33.2	36.1	42.7	32.8	34.1	31.4	32.7	32.5	31.1	38.9	36.9					
		100.0	39.8	55.1	5.7	49.8	50.2	75.3	19.6	4.9	8.4	66.8	11.7	9.6	5.2	18.5	42.9	33.4	2.9	86.3	11.7	0.6	3.5					
AGREE SOMEWHAT	+3	875	301	516	58	409	466	632	200	41	79	607	104	68	41	137	387	306	21	754	105	2	32					
		24.1	22.9	24.4	27.8	23.0	25.2	23.5	26.6	22.4	23.1	24.4	25.0	21.7	28.7	20.7	26.1	24.4	20.2	24.2	23.6	11.1	28.8					
		100.0	34.4	59.0	6.6	46.7	53.3	72.2	22.9	4.7	9.0	69.4	11.9	7.8	4.7	15.7	44.2	35.0	2.4	86.2	12.0	0.2	3.7					
DISAGREE SOMEWHAT	+2	437	151	271	18	199	238	338	86	13	44	320	38	42	13	77	157	170	19	379	52	4	11					
		12.1	11.5	12.8	8.6	11.2	12.9	12.6	11.4	7.1	12.9	12.9	9.1	13.4	9.1	11.6	10.6	13.6	18.3	12.2	11.7	22.2	9.9					
		100.0	34.6	62.0	4.1	45.5	54.5	77.3	19.7	3.0	10.1	73.2	8.7	9.6	3.0	17.6	35.9	38.9	4.3	86.7	11.9	0.9	2.5					
DISAGREE STRONGLY	+1	528	184	317	30	249	279	387	114	27	48	383	45	48	13	123	191	186	7	468	53	3	7					
		14.6	14.0	15.0	14.4	14.0	15.1	14.4	15.1	14.8	14.0	15.4	10.8	15.3	9.1	18.6	12.9	14.9	6.7	15.0	11.9	16.7	6.3					
		100.0	34.8	60.0	5.7	47.2	52.8	73.3	21.6	5.1	9.1	72.5	8.5	9.1	2.5	23.3	36.2	35.2	1.3	88.6	10.0	0.6	1.3					
DON'T KNOW		608	209	365	36	332	276	441	122	44	72	393	91	42	15	108	242	197	23	503	96	2	20					
		16.8	15.9	17.2	17.2	18.7	14.9	16.4	16.2	24.0	21.1	15.8	21.9	13.4	10.5	16.3	16.3	15.7	22.1	16.1	21.6	11.1	18.0					
		100.0	34.4	60.0	5.9	54.6	45.4	72.5	20.1	7.2	11.8	64.6	15.0	6.9	2.5	17.8	39.8	32.4	3.8	82.7	15.8	0.3	3.3					
MEAN		2.89	2.95	2.85	2.94	2.92	2.87	2.90	2.87	2.94	2.85	2.86	3.03	2.91	3.17	2.81	2.97	2.86	3.01	2.89	2.94	2.81	3.18					
STD DEV		1.11	1.11	1.11	1.09	1.11	1.10	1.11	1.10	1.14	1.11	1.11	1.05	1.13	0.98	1.18	1.07	1.10	1.01	1.11	1.07	1.22	0.93					
STD ERROR		0.020	0.033	0.026	0.083	0.029	0.028	0.023	0.044	0.096	0.067	0.024	0.058	0.069	0.087	0.050	0.030	0.034	0.112	0.022	0.058	0.306	0.097					

FACTS CONSOLIDATED

RTD SURVEY

STUDY #6006

JULY, 1989

TABLE 14

Q.4K - LEVEL OF AGREEMENT WITH STATEMENT -- I'M ABLE TO FIND THE INFORMATION I NEED ABOUT SCHEDULES IN RTD TIMETABLES

	HOW FARE IS PAID				EMPLOYMENT STATUS																	USE OF OTHER TRANSIT					
	=====				SEX		FREQUENCY USE RTD			DIS ABLED										INCOME				=====			
	MONTHLY		TICKET		MALE	FE-MALE	DAILY	WEEKLY	INFRE- QNTLY	STU- DENT	WORK- ING	RETIR- ED	NON- WRKNG	WORK FORCE	UNDER \$10K	\$10K- \$24K	\$25K- \$50K	OVER \$50K	OTHER OF LINES	USE OTHER PUBLIC TRNST LINE	USE VATE TRNST LINE	PRVTE CMPNY WITH CNTRT					
	TOTAL	CASH	PASS	NET	MALE	FE-MALE	DAILY	WEEKLY	INFRE- QNTLY	STU- DENT	WORK- ING	RETIR- ED	NON- WRKNG	WORK FORCE	UNDER \$10K	\$10K- \$24K	\$25K- \$50K	OVER \$50K	OTHER OF LINES	USE OTHER PUBLIC TRNST LINE	USE VATE TRNST LINE	PRVTE CMPNY WITH CNTRT					
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111					
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0					
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1					
AGREE STRONGLY	+4	2038	708	1218	121	1028	1010	1565	380	92	191	1382	235	170	96	399	810	705	56	1740	259	11	66				
		56.2	53.9	57.5	57.9	57.9	54.6	58.3	50.5	50.3	55.8	55.5	56.5	54.3	67.1	60.3	54.7	56.3	53.8	55.8	58.3	61.1	59.5				
		100.0	34.7	59.8	5.9	50.4	49.6	76.8	18.6	4.5	9.4	67.8	11.5	8.3	4.7	19.6	39.7	34.6	2.7	85.4	12.7	0.5	3.2				
AGREE SOMEWHAT	+3	828	283	493	52	381	447	580	201	46	75	588	100	65	23	107	387	279	27	718	97	3	28				
		22.8	21.6	23.3	24.9	21.5	24.2	21.6	26.7	25.1	21.9	23.6	24.0	20.8	16.1	16.2	26.1	22.3	26.0	23.0	21.8	16.7	25.2				
		100.0	34.2	59.5	6.3	46.0	54.0	70.0	24.3	5.6	9.1	71.0	12.1	7.9	2.8	12.9	46.7	33.7	3.3	86.7	11.7	0.4	3.4				
DISAGREE SOMEWHAT	+2	381	155	206	23	161	220	266	95	19	41	273	32	36	16	78	138	144	13	340	40	-	3				
		10.5	11.8	9.7	11.0	9.1	11.9	9.9	12.6	10.4	12.0	11.0	7.7	11.5	11.2	11.8	9.3	11.5	12.5	10.9	9.0	-	2.7				
		100.0	40.7	54.1	6.0	42.3	57.7	69.8	24.9	5.0	10.8	71.7	8.4	9.4	4.2	20.5	36.2	37.8	3.4	89.2	10.5	-	0.8				
DISAGREE STRONGLY	+1	233	107	119	9	125	108	173	46	14	20	158	25	28	5	56	90	77	1	195	31	4	11				
		6.4	8.1	5.6	4.3	7.0	5.8	6.4	6.1	7.7	5.8	6.4	6.0	8.9	3.5	8.5	6.1	6.2	1.0	6.3	7.0	22.2	9.9				
		100.0	45.9	51.1	3.9	53.6	46.4	74.2	19.7	6.0	8.6	67.8	10.7	12.0	2.1	24.0	38.6	33.0	0.4	83.7	13.3	1.7	4.7				
DON'T KNOW		144	60	81	4	80	64	100	31	12	15	87	24	14	3	22	57	47	7	126	17	-	3				
		4.0	4.6	3.8	1.9	4.5	3.5	3.7	4.1	6.6	4.4	3.5	5.8	4.5	2.1	3.3	3.8	3.8	6.7	4.0	3.8	-	2.7				
		100.0	41.7	56.3	2.8	55.6	44.4	69.4	21.5	8.3	10.4	60.4	16.7	9.7	2.1	15.3	39.6	32.6	4.9	87.5	11.8	-	2.1				
MEAN		3.34	3.27	3.38	3.39	3.36	3.32	3.37	3.27	3.26	3.34	3.33	3.39	3.26	3.50	3.33	3.35	3.34	3.42	3.34	3.37	3.17	3.38				
STD DEV		0.92	0.98	0.89	0.85	0.93	0.91	0.92	0.92	0.96	0.92	0.92	0.89	1.00	0.84	1.00	0.89	0.92	0.76	0.92	0.93	1.25	0.95				
STD ERROR		0.016	0.028	0.020	0.060	0.023	0.022	0.018	0.034	0.073	0.051	0.019	0.045	0.058	0.071	0.039	0.024	0.027	0.077	0.017	0.045	0.294	0.092				

TABLE 15

Q.4L - LEVEL OF AGREEMENT WITH STATEMENT -- RTD IS GOOD ABOUT KEEPING ME INFORMED OF SCHEDULE CHANGES

	HOW FARE IS PAID				EMPLOYMENT STATUS										INCOME				USE OF OTHER TRANSIT				
	TOTAL	CASH	PASS	TICKET	SEX		FREQUENCY USE RTD			STUDENT	WORKING	RETIRED	OTHER WORKING	DISABLED	NOT WORKING	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	OTHER LINES	USE OTHER PUBLIC TRNST LINE	USE PRIVATE TRNST LINE	PRIVATE WITH CNTRT
					MALE	FE-MALE	DAILY	WEEK-LY	INFRE QNTLY														
					MALE	MALE	DAILY	WEEK-LY	INFRE QNTLY														
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111	
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1	
AGREE STRONGLY	+4	1526	567	887	72	750	776	1191	274	60	125	1009	194	146	75	339	613	477	46	1304	201	6	41
		42.1	43.2	41.9	34.4	42.3	42.0	44.4	36.4	32.8	36.5	40.6	46.6	46.6	52.4	51.2	41.4	38.1	44.2	41.8	45.3	33.3	36.9
		100.0	37.2	58.1	4.7	49.1	50.9	78.0	18.0	3.9	8.2	66.1	12.7	9.6	4.9	22.2	40.2	31.3	3.0	85.5	13.2	0.4	2.7
AGREE SOMEWHAT	+3	905	297	538	70	419	486	633	222	48	72	646	107	80	28	125	415	322	20	803	88	3	29
		25.0	22.6	25.4	33.5	23.6	26.3	23.6	29.5	26.2	21.1	26.0	25.7	25.6	19.6	18.9	28.0	25.7	19.2	25.7	19.8	16.7	26.1
		100.0	32.8	59.4	7.7	46.3	53.7	69.9	24.5	5.3	8.0	71.4	11.8	8.8	3.1	13.8	45.9	35.6	2.2	88.7	9.7	0.3	3.2
DISAGREE SOMEWHAT	+2	527	170	328	36	251	276	400	104	23	65	382	42	35	18	86	197	216	14	462	61	-	16
		14.5	12.9	15.5	17.2	14.1	14.9	14.9	13.8	12.6	19.0	15.4	10.1	11.2	12.6	13.0	13.3	17.3	13.5	14.8	13.7	-	14.4
		100.0	32.3	62.2	6.8	47.6	52.4	75.9	19.7	4.4	12.3	72.5	8.0	6.6	3.4	16.3	37.4	41.0	2.7	87.7	11.6	-	3.0
DISAGREE STRONGLY	+1	455	183	257	22	229	226	319	107	29	54	309	51	35	16	85	181	157	11	378	62	8	17
		12.6	13.9	12.1	10.5	12.9	12.2	11.9	14.2	15.8	15.8	12.4	12.3	11.2	11.2	12.8	12.2	12.5	10.6	12.1	14.0	44.4	15.3
		100.0	40.2	56.5	4.8	50.3	49.7	70.1	23.5	6.4	11.9	67.9	11.2	7.7	3.5	18.7	39.8	34.5	2.4	83.1	13.6	1.8	3.7
DON'T KNOW		211	96	107	9	126	85	141	46	23	26	142	22	17	6	27	76	80	13	172	32	1	8
		5.8	7.3	5.1	4.3	7.1	4.6	5.3	6.1	12.6	7.6	5.7	5.3	5.4	4.2	4.1	5.1	6.4	12.5	5.5	7.2	5.6	7.2
		100.0	45.5	50.7	4.3	59.7	40.3	66.8	21.8	10.9	12.3	67.3	10.4	8.1	2.8	12.8	36.0	37.9	6.2	81.5	15.2	0.5	3.8
MEAN		3.03	3.03	3.02	2.96	3.02	3.03	3.06	2.94	2.87	2.85	3.00	3.13	3.14	3.18	3.13	3.04	2.95	3.11	3.03	3.04	2.41	2.91
STD DEV		1.07	1.10	1.06	0.99	1.08	1.05	1.06	1.07	1.11	1.13	1.06	1.05	1.03	1.06	1.09	1.04	1.06	1.07	1.05	1.11	1.42	1.10
STD ERROR		0.018	0.031	0.024	0.070	0.027	0.025	0.021	0.040	0.088	0.063	0.022	0.053	0.060	0.090	0.043	0.028	0.031	0.112	0.019	0.055	0.344	0.109

TABLE 16

Q.5A - LEVEL OF AGREEMENT WITH STATEMENTS ABOUT VANDALISM AND GRAFFITI -- IT IS IMPORTANT TO ME THAT GRAFFITI AND VANDALISM IN AND ON RTD BUSES BE CLEANED AND R

	HOW FARE IS PAID										EMPLOYMENT STATUS							USE OF OTHER TRANSIT					
	MONTH TICKET				SEX		FREQUENCY USE RTD				STU- DENT	WORK -ING	RETIR -ED	OTHER WRKNG	DIS ABLED	NOT WORK FORCE	INCOME			NO USE OF OTHER TRNST	USE OTHER PUBLIC TRNST	USE PRI VATE TRNST	PRVTE CMPNY WITH CNTRT
	TOTAL	CASH	PASS	RET	MALE	FE- MALE	DAILY	WEEK -LY	INFRE QNTLY	UNDER \$10K							\$10K- \$24K	\$25K- \$50K	OVER \$50K				
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111	
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1	
AGREE STRONGLY	+4	2811	1022	1647	152	1364	1447	2137	545	126	247	1940	320	242	110	543	1144	959	74	2416	345	13	91
		77.6	77.8	77.8	72.7	76.8	78.3	79.6	72.4	68.9	72.2	78.0	76.9	77.3	76.9	82.0	77.2	76.6	71.2	77.5	77.7	72.2	82.0
		100.0	36.4	58.6	5.4	48.5	51.5	76.0	19.4	4.5	8.8	69.0	11.4	8.6	3.9	19.3	40.7	34.1	2.6	85.9	12.3	0.5	3.2
AGREE SOMEWHAT	+3	585	197	344	48	291	294	389	155	41	63	400	68	50	24	78	251	210	24	504	74	3	16
		16.1	15.0	16.2	23.0	16.4	15.9	14.5	20.6	22.4	18.4	16.1	16.3	16.0	16.8	11.8	16.9	16.8	23.1	16.2	16.7	16.7	14.4
		100.0	33.7	58.8	8.2	49.7	50.3	66.5	26.5	7.0	10.8	68.4	11.6	8.5	4.1	13.3	42.9	35.9	4.1	86.2	12.6	0.5	2.7
DISAGREE SOMEWHAT	+2	126	58	64	5	59	67	92	29	4	18	79	17	12	7	19	51	47	4	110	14	1	3
		3.5	4.4	3.0	2.4	3.3	3.6	3.4	3.9	2.2	5.3	3.2	4.1	3.8	4.9	2.9	3.4	3.8	3.8	3.5	3.2	5.6	2.7
		100.0	46.0	50.8	4.0	46.8	53.2	73.0	23.0	3.2	14.3	62.7	13.5	9.5	5.6	15.1	40.5	37.3	3.2	87.3	11.1	0.8	2.4
DISAGREE STRONGLY	+1	94	31	59	4	56	38	61	23	10	13	63	11	9	1	19	34	35	2	83	9	1	1
		2.6	2.4	2.8	1.9	3.2	2.1	2.3	3.1	5.5	3.8	2.5	2.6	2.9	0.7	2.9	2.3	2.8	1.9	2.7	2.0	5.6	0.9
		100.0	33.0	62.8	4.3	59.6	40.4	64.9	24.5	10.6	13.8	67.0	11.7	9.6	1.1	20.2	36.2	37.2	2.1	88.3	9.6	1.1	1.1
DON'T KNOW		8	5	3	-	5	3	5	1	2	1	6	-	-	1	3	2	1	-	6	2	-	-
		0.2	0.4	0.1		0.3	0.2	0.2	0.1	1.1	0.3	0.2			0.7	0.5	0.1	0.1		0.2	0.5		
		100.0	62.5	37.5		62.5	37.5	62.5	12.5	25.0	12.5	75.0			12.5	37.5	25.0	12.5		75.0	25.0		
MEAN		3.69	3.69	3.69	3.67	3.67	3.71	3.72	3.63	3.56	3.60	3.70	3.68	3.68	3.71	3.74	3.69	3.67	3.63	3.69	3.71	3.56	3.77
STD DEV		0.66	0.67	0.66	0.62	0.69	0.64	0.64	0.70	0.79	0.76	0.65	0.68	0.69	0.59	0.65	0.65	0.68	0.65	0.67	0.63	0.86	0.53
STD ERROR		0.011	0.018	0.014	0.043	0.016	0.015	0.012	0.026	0.059	0.041	0.013	0.033	0.039	0.050	0.025	0.017	0.019	0.064	0.012	0.030	0.202	0.051

TABLE 17

Q.5B - LEVEL OF AGREEMENT WITH STATEMENTS ABOUT VANDALISM AND GRAFFITI -- I FEEL THAT RTD IS DOING ALL THAT IT CAN TO CLEAN AND REPAIR THE GRAFFITI AND VANDALIS

	HOW FARE IS PAID				EMPLOYMENT STATUS										USE OF OTHER TRANSIT									
	MONTH TICKET				SEX		FREQUENCY USE RTD				DIS ABLED						INCOME				NO USE OF OTHER TRANSIT			
	TOTAL	CASH	PASS	KET	MALE	FE-MALE	DAILY	WEEK-LY	INFRE QNTLY	STU-DENT	WORK-ING	RETIR-ED	NON-WRKNG	NOT-FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	OTHER LINES	USE OF PUBLIC TRNST	USE PRIVATE TRNST	PRI WITH PBLIC CNTRT		
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111		
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1		
AGREE STRONGLY	+4	1043	376	618	52	515	528	790	198	54	109	665	141	82	59	248	412	323	27	891	135	3	30	
		28.8	28.6	29.2	24.9	29.0	28.6	29.4	26.3	29.5	31.9	26.7	33.9	26.2	41.3	37.5	27.8	25.8	26.0	28.6	30.4	16.7	27.0	
		100.0	36.0	59.3	5.0	49.4	50.6	75.7	19.0	5.2	10.5	63.8	13.5	7.9	5.7	23.8	39.5	31.0	2.6	85.4	12.9	0.3	2.9	
AGREE SOMEWHAT	+3	970	362	548	62	464	506	716	218	35	78	679	117	86	34	143	403	365	28	856	99	2	26	
		26.8	27.6	25.9	29.7	26.1	27.4	26.7	29.0	19.1	22.8	27.3	28.1	27.5	23.8	21.6	27.2	29.2	26.9	27.4	22.3	11.1	23.4	
		100.0	37.3	56.5	6.4	47.8	52.2	73.8	22.5	3.6	8.0	70.0	12.1	8.9	3.5	14.7	41.5	37.6	2.9	88.2	10.2	0.2	2.7	
DISAGREE SOMEWHAT	+2	773	270	451	54	362	411	551	173	48	73	547	69	78	31	116	331	280	22	674	90	2	24	
		21.3	20.6	21.3	25.8	20.4	22.2	20.5	23.0	26.2	21.3	22.0	16.6	24.9	21.7	17.5	22.3	22.4	21.2	21.6	20.3	11.1	21.6	
		100.0	34.9	58.3	7.0	46.8	53.2	71.3	22.4	6.2	9.4	70.8	8.9	10.1	4.0	15.0	42.8	36.2	2.8	87.2	11.6	0.3	3.1	
DISAGREE STRONGLY	+1	738	255	451	37	375	363	556	148	33	76	527	72	62	17	134	306	254	18	620	101	10	27	
		20.4	19.4	21.3	17.7	21.1	19.6	20.7	19.7	18.0	22.2	21.2	17.3	19.8	11.9	20.2	20.6	20.3	17.3	19.9	22.7	55.6	24.3	
		100.0	34.6	61.1	5.0	50.8	49.2	75.3	20.1	4.5	10.3	71.4	9.8	8.4	2.3	18.2	41.5	34.4	2.4	84.0	13.7	1.4	3.7	
DON'T KNOW		100	50	49	4	59	41	71	16	13	6	70	17	5	2	21	30	30	9	78	19	1	4	
		2.8	3.8	2.3	1.9	3.3	2.2	2.6	2.1	7.1	1.8	2.8	4.1	1.6	1.4	3.2	2.0	2.4	8.7	2.5	4.3	5.6	3.6	
		100.0	50.0	49.0	4.0	59.0	41.0	71.0	16.0	13.0	6.0	70.0	17.0	5.0	2.0	21.0	30.0	30.0	9.0	78.0	19.0	1.0	4.0	
MEAN		2.66	2.68	2.64	2.63	2.65	2.66	2.67	2.63	2.65	2.65	2.61	2.82	2.61	2.96	2.79	2.63	2.62	2.67	2.66	2.63	1.88	2.55	
STD DEV		1.11	1.10	1.12	1.05	1.12	1.10	1.12	1.08	1.12	1.15	1.11	1.10	1.08	1.06	1.17	1.11	1.09	1.09	1.10	1.16	1.22	1.15	
STD ERROR		0.019	0.031	0.025	0.073	0.027	0.026	0.022	0.040	0.086	0.063	0.022	0.055	0.062	0.089	0.046	0.029	0.031	0.111	0.020	0.056	0.296	0.111	

TABLE 18

Q.5C - LEVEL OF AGREEMENT WITH STATEMENTS ABOUT VANDALISM AND GRAFFITI -- I FEEL THAT RTD IS DOING ALL THAT IT CAN TO STOP OR PREVENT GRAFFITI AND VANDALISM

	HOW FARE IS PAID										EMPLOYMENT STATUS										USE OF OTHER TRANSIT			
	MONTH TICKET				SEX		FREQUENCY USE RTD				DIS ABLED		INCOME						NO USE USE USE PRVTE					
	CASH		PASS		MALE	FE-MALE	DAILY	WEEK -LY	INFRE QNTLY	STU- DENT	WORK -ING	RETIR -ED	NON- WRKNG	WORK FORCE	UNDER \$10K	\$10K- \$24K	\$25K- \$50K	OVER \$50K	OTHER LINES	USE OF TRNST LINE	USE PRI TRNST LINE	PRVTE WITH PBLIC CNTRT		
	TOTAL																							
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111		
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1		
AGREE STRONGLY	+4	836	313	475	52	412	424	621	175	39	86	519	111	79	50	228	320	237	21	717	103	2	26	
		23.1	23.8	22.4	24.9	23.2	22.9	23.1	23.2	21.3	25.1	20.9	26.7	25.2	35.0	34.4	21.6	18.9	20.2	23.0	23.2	11.1	23.4	
		100.0	37.4	56.8	6.2	49.3	50.7	74.3	20.9	4.7	10.3	62.1	13.3	9.4	6.0	27.3	38.3	28.3	2.5	85.8	12.3	0.2	3.1	
AGREE SOMEWHAT	+3	825	306	480	39	378	447	604	180	38	82	558	114	66	31	126	352	298	23	709	101	4	26	
		22.8	23.3	22.7	18.7	21.3	24.2	22.5	23.9	20.8	24.0	22.4	27.4	21.1	21.7	19.0	23.8	23.8	22.1	22.7	22.7	22.2	23.4	
		100.0	37.1	58.2	4.7	45.8	54.2	73.2	21.8	4.6	9.9	67.6	13.8	8.0	3.8	15.3	42.7	36.1	2.8	85.9	12.2	0.5	3.2	
DISAGREE SOMEWHAT	+2	755	278	441	38	371	384	563	150	42	63	525	80	78	25	114	304	290	25	671	73	3	25	
		20.8	21.2	20.8	18.2	20.9	20.8	21.0	19.9	23.0	18.4	21.1	19.2	24.9	17.5	17.2	20.5	23.2	24.0	21.5	16.4	16.7	22.5	
		100.0	36.8	58.4	5.0	49.1	50.9	74.6	19.9	5.6	8.3	69.5	10.6	10.3	3.3	15.1	40.3	38.4	3.3	88.9	9.7	0.4	3.3	
DISAGREE STRONGLY	+1	1046	342	641	70	530	516	783	216	47	98	775	88	77	33	163	449	371	25	893	141	7	27	
		28.9	26.0	30.3	33.5	29.9	27.9	29.2	28.7	25.7	28.7	31.1	21.2	24.6	23.1	24.6	30.3	29.6	24.0	28.6	31.8	38.9	24.3	
		100.0	32.7	61.3	6.7	50.7	49.3	74.9	20.7	4.5	9.4	74.1	8.4	7.4	3.2	15.6	42.9	35.5	2.4	85.4	13.5	0.7	2.6	
DON'T KNOW		162	74	80	10	84	78	113	32	17	13	111	23	13	4	31	57	56	10	129	26	2	7	
		4.5	5.6	3.8	4.8	4.7	4.2	4.2	9.3	3.8	4.5	5.5	4.2	2.8	4.7	3.8	4.5	9.6	4.1	5.9	11.1	6.3		
		100.0	45.7	49.4	6.2	51.9	48.1	69.8	19.8	10.5	8.0	68.5	14.2	8.0	2.5	19.1	35.2	34.6	6.2	79.6	16.0	1.2	4.3	
MEAN		2.42	2.48	2.39	2.37	2.40	2.44	2.41	2.44	2.42	2.47	2.35	2.63	2.49	2.71	2.66	2.38	2.34	2.43	2.42	2.40	2.06	2.49	
STD DEV		1.15	1.14	1.15	1.21	1.16	1.14	1.16	1.15	1.13	1.17	1.15	1.12	1.14	1.19	1.21	1.15	1.11	1.11	1.15	1.19	1.12	1.13	
STD ERROR		0.020	0.032	0.026	0.086	0.028	0.027	0.023	0.043	0.088	0.065	0.024	0.056	0.066	0.101	0.048	0.030	0.032	0.115	0.021	0.058	0.281	0.111	

TABLE 19
 Q.6 - AWARENESS THAT RTD SPENDS 8.5 MILLION A YEAR CLEANING GRAFFITI AND REPAIRING VANDALISM ON THE INSIDE AND OUTSIDE OF BUSES

	HOW FARE IS PAID				EMPLOYMENT STATUS										USE OF OTHER TRANSIT							
	=====				SEX		FREQUENCY USE RTD				DIS ABLED		INCOME				=====					
	MONTH		TKEN		MALE	FE-MALE	WEEK DAILY	INFRE -LY	QNTLY	STU- DENT	WORK -ING	RETIR -ED	NON- WRKNG	WORK FORCE	UNDER \$10K	\$10K- \$24K	\$25K- \$50K	OVER \$50K	NO OTHER OF LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE WITH PBLIC CNTRT
	CASH	PASS	KEY	TIC-																		
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1	
THOUGHT THEY WERE SPENDING MORE	300	112	168	22	149	151	236	57	7	26	218	32	26	5	60	145	87	6	270	28	-	3
	8.3	8.5	7.9	10.5	8.4	8.2	8.8	7.6	3.8	7.6	8.8	7.7	8.3	3.5	9.1	9.8	6.9	5.8	8.7	6.3	-	2.7
	100.0	37.3	56.0	7.3	49.7	50.3	78.7	19.0	2.3	8.7	72.7	10.7	8.7	1.7	20.0	48.3	29.0	2.0	90.0	9.3	-	1.0
THOUGHT THEY WERE SPENDING ABOUT THAT MUCH	404	145	239	23	204	200	295	96	12	36	292	41	35	19	68	175	139	12	323	71	2	17
	11.1	11.0	11.3	11.0	11.5	10.8	11.0	12.7	6.6	10.5	11.7	9.9	11.2	13.3	10.3	11.8	11.1	11.5	10.4	16.0	11.1	15.3
	100.0	35.9	59.2	5.7	50.5	49.5	73.0	23.8	3.0	8.9	72.3	10.1	8.7	4.7	16.8	43.3	34.4	3.0	80.0	17.6	0.5	4.2
THOUGHT THEY WERE SPENDING LESS	1319	421	820	82	672	647	954	296	68	133	929	140	102	49	181	572	491	38	1163	144	6	25
	36.4	32.1	38.7	39.2	37.9	35.0	35.5	39.3	37.2	38.9	37.3	33.7	32.6	34.3	27.3	38.6	39.2	36.5	37.3	32.4	33.3	22.5
	100.0	31.9	62.2	6.2	50.9	49.1	72.3	22.4	5.2	10.1	70.4	10.6	7.7	3.7	13.7	43.4	37.2	2.9	88.2	10.9	0.5	1.9
DIDN'T KNOW THEY HAD THIS PROGRAM	1586	631	879	81	743	843	1188	302	94	146	1042	196	149	70	351	586	531	44	1352	197	10	65
	43.8	48.1	41.5	38.8	41.9	45.6	44.3	40.1	51.4	42.7	41.9	47.1	47.6	49.0	53.0	39.5	42.4	42.3	43.3	44.4	55.6	58.6
	100.0	39.8	55.4	5.1	46.8	53.2	74.9	19.0	5.9	9.2	65.7	12.4	9.4	4.4	22.1	36.9	33.5	2.8	85.2	12.4	0.6	4.1
DON'T KNOW	15	4	11	1	7	8	11	2	2	1	7	7	1	-	2	4	4	4	11	4	-	1
	0.4	0.3	0.5	0.5	0.4	0.4	0.4	0.3	1.1	0.3	0.3	1.7	0.3	-	0.3	0.3	0.3	3.8	0.4	0.9	-	0.9
	100.0	26.7	73.3	6.7	46.7	53.3	73.3	13.3	13.3	6.7	46.7	46.7	6.7	-	13.3	26.7	26.7	26.7	73.3	26.7	-	6.7

TABLE 20

Q.7 - AWARENESS THAT RTD SPENDS \$350,000 A YEAR FOR TRANSIT POLICE TO PROVIDE UNDERCOVER SURVEILLANCE TO PREVENT GRAFFITI AND VANDALISM

	HOW FARE IS PAID				EMPLOYMENT STATUS										USE OF OTHER TRANSIT													
	MONTHLY TICKET				SEX		FREQUENCY USE RTD				STUDENT		WORKING		RETIRED		DISABLED		INCOME		NO OTHER TRNST		USE OTHER TRNST		USE PRI TRNST		PRVTE WITH CMPNY	
	TOTAL	CASH	PASS	NET	MALE	FE-MALE	DAILY	WEEK-LY	INFRE QNTLY	DENT	WORKING	RETIRED	OTHER WRKNG	NOT WORK FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	LINES	TRNST LINE	VATE LINE	WITH CNTRT						
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111						
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0						
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1						
THOUGHT THEY WERE DOING THIS BUT THOUGHT THEY WERE SPENDING MORE	520	187	303	31	258	262	408	97	15	42	393	47	40	15	94	237	158	18	462	56	1	8						
	14.3	14.2	14.3	14.8	14.5	14.2	15.2	12.9	8.2	12.3	15.8	11.3	12.8	10.5	14.2	16.0	12.6	17.3	14.8	12.6	5.6	7.2						
	100.0	36.0	58.3	6.0	49.6	50.4	78.5	18.7	2.9	8.1	75.6	9.0	7.7	2.9	18.1	45.6	30.4	3.5	88.8	10.8	0.2	1.5						
THOUGHT THEY WERE SPENDING ABOUT THIS MUCH	470	190	255	26	241	229	336	110	23	41	325	56	40	21	91	199	151	13	385	79	1	15						
	13.0	14.5	12.0	12.4	13.6	12.4	12.5	14.6	12.6	12.0	13.1	13.5	12.8	14.7	13.7	13.4	12.1	12.5	12.3	17.8	5.6	13.5						
	100.0	40.4	54.3	5.5	51.3	48.7	71.5	23.4	4.9	8.7	69.1	11.9	8.5	4.5	19.4	42.3	32.1	2.8	81.9	16.8	0.2	3.2						
THOUGHT THEY WERE SPENDING LESS	807	257	508	45	419	388	601	168	35	100	540	92	68	32	137	332	272	28	652	143	3	32						
	22.3	19.6	24.0	21.5	23.6	21.0	22.4	22.3	19.1	29.2	21.7	22.1	21.7	22.4	20.7	22.4	21.7	26.9	20.9	32.2	16.7	28.8						
	100.0	31.8	62.9	5.6	51.9	48.1	74.5	20.8	4.3	12.4	66.9	11.4	8.4	4.0	17.0	41.1	33.7	3.5	80.8	17.7	0.4	4.0						
DIDN'T KNOW THEY HAD THIS PROGRAM	1791	668	1028	105	834	957	1312	372	107	156	1208	213	164	72	333	708	655	41	1592	160	12	54						
	49.4	50.9	48.6	50.2	47.0	51.8	48.9	49.4	58.5	45.6	48.6	51.2	52.4	50.3	50.3	47.8	52.3	39.4	51.0	36.0	66.7	48.6						
	100.0	37.3	57.4	5.9	46.6	53.4	73.3	20.8	6.0	8.7	67.4	11.9	9.2	4.0	18.6	39.5	36.6	2.3	88.9	8.9	0.7	3.0						
DON'T KNOW	36	11	23	2	23	13	27	6	3	3	22	8	1	3	7	6	16	4	28	6	1	2						
	1.0	0.8	1.1	1.0	1.3	0.7	1.0	0.8	1.6	0.9	0.9	1.9	0.3	2.1	1.1	0.4	1.3	3.8	0.9	1.4	5.6	1.8						
	100.0	30.6	63.9	5.6	63.9	36.1	75.0	16.7	8.3	8.3	61.1	22.2	2.8	8.3	19.4	16.7	44.4	11.1	77.8	16.7	2.8	5.6						

TABLE 21
 Q.8A - LEVEL OF APPROVEMENT WITH FUNDS BEING USED TO CLEAN GRAFFITI AND REPAIR VANDALISM

	HOW FARE IS PAID										EMPLOYMENT STATUS										USE OF OTHER TRANSIT			
	MONTHLY TICKET				SEX		FREQUENCY USE				RTD		DIS ABLED		INCOME						OTHER TRANSIT			
	CASH	PASS	KET	MALE	FE-MALE	DAILY	WEEKLY	INFRE	QNTLY	STU-DENT	WORK-ING	RETIR-ED	NON-WRKNG	WORK FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	OTHER OF LINES	USE PUBLIC TRNST	USE PRI TRNST	PRVTE CMPNY WITH		
	TOTAL																							
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111		
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1			
APPROVE STRONGLY	+4	2158	765	1270	134	1074	1084	1648	405	103	183	1480	262	178	84	399	855	754	73	1851	270	13	69	
		59.5	58.3	60.0	64.1	60.5	58.6	61.4	53.8	56.3	53.5	59.5	63.0	56.9	58.7	60.3	57.7	60.2	70.2	59.3	60.8	72.2	62.2	
		100.0	35.4	58.9	6.2	49.8	50.2	76.4	18.8	4.8	8.5	68.6	12.1	8.2	3.9	18.5	39.6	34.9	3.4	85.8	12.5	0.6	3.2	
APPROVE SOMEWHAT	+3	798	295	455	49	385	413	552	190	56	93	538	90	66	39	127	346	282	19	681	105	2	28	
		22.0	22.5	21.5	23.4	21.7	22.3	20.6	25.2	30.6	27.2	21.6	21.6	21.1	27.3	19.2	23.3	22.5	18.3	21.8	23.6	11.1	25.2	
		100.0	37.0	57.0	6.1	48.2	51.8	69.2	23.8	7.0	11.7	67.4	11.3	8.3	4.9	15.9	43.4	35.3	2.4	85.3	13.2	0.3	3.5	
DISAPPROVE SOMEWHAT	+2	323	129	181	13	155	168	232	79	11	32	229	32	31	10	57	143	107	6	283	35	-	7	
		8.9	9.8	8.5	6.2	8.7	9.1	8.6	10.5	6.0	9.4	9.2	7.7	9.9	7.0	8.6	9.6	8.5	5.8	9.1	7.9	-	6.3	
		100.0	39.9	56.0	4.0	48.0	52.0	71.8	24.5	3.4	9.9	70.9	9.9	9.6	3.1	17.6	44.3	33.1	1.9	87.6	10.8	-	2.2	
DISAPPROVE STRONGLY	+1	285	93	182	11	134	151	210	64	10	28	202	26	27	8	74	116	81	3	256	26	2	3	
		7.9	7.1	8.6	5.3	7.5	8.2	7.8	8.5	5.5	8.2	8.1	6.3	8.6	5.6	11.2	7.8	6.5	2.9	8.2	5.9	11.1	2.7	
		100.0	32.6	63.9	3.9	47.0	53.0	73.7	22.5	3.5	9.8	70.9	9.1	9.5	2.8	26.0	40.7	28.4	1.1	89.8	9.1	0.7	1.1	
DON'T KNOW		60	31	29	2	27	33	42	15	3	6	39	6	11	2	5	22	28	3	48	8	1	4	
		1.7	2.4	1.4	1.0	1.5	1.8	1.6	2.0	1.6	1.8	1.6	1.4	3.5	1.4	0.8	1.5	2.2	2.9	1.5	1.8	5.6	3.6	
		100.0	51.7	48.3	3.3	45.0	55.0	70.0	25.0	5.0	10.0	65.0	10.0	18.3	3.3	8.3	36.7	46.7	5.0	80.0	13.3	1.7	6.7	
MEAN		3.35	3.35	3.35	3.48	3.37	3.34	3.38	3.27	3.40	3.28	3.35	3.43	3.31	3.41	3.30	3.33	3.40	3.60	3.34	3.42	3.53	3.52	
STD DEV		0.94	0.93	0.96	0.84	0.93	0.95	0.94	0.97	0.84	0.95	0.95	0.89	0.98	0.85	1.03	0.95	0.90	0.74	0.95	0.87	1.01	0.74	
STD ERROR		0.016	0.026	0.021	0.058	0.022	0.022	0.018	0.036	0.062	0.052	0.019	0.044	0.056	0.072	0.040	0.025	0.026	0.073	0.017	0.042	0.244	0.072	

TABLE 22
Q.8B - FEELING REGARDING AMOUNT BEING SPENT

	HOW FARE IS PAID				EMPLOYMENT STATUS													USE OF OTHER TRANSIT					
	=====				SEX		FREQUENCY USE RTD			DIS ABLED			INCOME				=====						
	MONTH	TICKET			MALE	FEMALE	DAILY	WEEKLY	INFREQUENTLY	STUDENT	WORKING	RETIRED	NON-WORKING	OTHER	NOT WORKING	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	NO OTHER OF LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE WITH CNTRT
	TOTAL	CASH	PASS	KET	MALE	FE-	DAILY	-LY	QNTLY	DENT	-ING	-ED	WRKNG	FORCE	\$10K	\$24K	\$50K	\$50K	104	3119	444	18	111
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111	
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1	
MORE SHOULD BE SPENT	1445	534	837	74	739	706	1134	245	65	131	1031	141	116	50	253	581	521	47	1240	186	3	47	
	39.9	40.7	39.5	35.4	41.6	38.2	42.3	32.5	35.5	38.3	41.4	33.9	37.1	35.0	38.2	39.2	41.6	45.2	39.8	41.9	16.7	42.3	
	100.0	37.0	57.9	5.1	51.1	48.9	78.5	17.0	4.5	9.1	71.3	9.8	8.0	3.5	17.5	40.2	36.1	3.3	85.8	12.9	0.2	3.3	
THIS IS ENOUGH TO SPEND	1309	448	767	99	593	716	948	299	62	126	915	146	100	54	228	558	451	30	1106	175	11	41	
	36.1	34.1	36.2	47.4	33.4	38.7	35.3	39.7	33.9	36.8	36.8	35.1	31.9	37.8	34.4	37.7	36.0	28.8	35.5	39.4	61.1	36.9	
	100.0	34.2	58.6	7.6	45.3	54.7	72.4	22.8	4.7	9.6	69.9	11.2	7.6	4.1	17.4	42.6	34.5	2.3	84.5	13.4	0.8	3.1	
LESS SHOULD BE SPENT	732	286	423	30	375	357	500	181	49	76	464	95	83	34	147	303	236	17	662	61	4	11	
	20.2	21.8	20.0	14.4	21.1	19.3	18.6	24.0	26.8	22.2	18.6	22.8	26.5	23.8	22.2	20.4	18.8	16.3	21.2	13.7	22.2	9.9	
	100.0	39.1	57.8	4.1	51.2	48.8	68.3	24.7	6.7	10.4	63.4	13.0	11.3	4.6	20.1	41.4	32.2	2.3	90.4	8.3	0.5	1.5	
DON'T KNOW	138	45	90	6	68	70	102	28	7	9	78	34	14	5	34	40	44	10	111	22	-	12	
	3.8	3.4	4.3	2.9	3.8	3.8	3.8	3.7	3.8	2.6	3.1	8.2	4.5	3.5	5.1	2.7	3.5	9.6	3.6	5.0	-	10.8	
	100.0	32.6	65.2	4.3	49.3	50.7	73.9	20.3	5.1	6.5	56.5	24.6	10.1	3.6	24.6	29.0	31.9	7.2	80.4	15.9	-	8.7	

TABLE 23
 Q.9 - LEVEL OF APPROVEMENT -- RTD TAKING AWAY STUDENT BUS PASSES FROM JUVENILES CAUGHT VANDALIZING

	HOW FARE IS PAID				EMPLOYMENT STATUS														USE OF OTHER TRANSIT				
	TOTAL	CASH	PASS	TICKET	SEX		FREQUENCY USE RTD			STU- DENT	WORK -ING	RETIR -ED	OTHER NON- WRKNG	DIS ABLED NOT WORK FORCE	INCOME				NO USE OF OTHER LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE CMPNY WITH PBLIC CNTRT	
					MALE	FE- MALE	DAILY	WEEK -LY	INFRE QNTLY						UNDER \$10K	\$10K- \$24K	\$25K- \$50K	OVER \$50K					
					MALE																		
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111	
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1	
APPROVE STRONGLY	+4	2783	1005	1624	163	1330	1453	2085	551	145	224	1947	325	226	96	508	1145	974	70	2413	323	11	86
		76.8	76.5	76.7	78.0	74.9	78.6	77.7	73.2	79.2	65.5	78.3	78.1	72.2	67.1	76.7	77.3	77.8	67.3	77.4	72.7	61.1	77.5
		100.0	36.1	58.4	5.9	47.8	52.2	74.9	19.8	5.2	8.0	70.0	11.7	8.1	3.4	18.3	41.1	35.0	2.5	86.7	11.6	0.4	3.1
APPROVE SOMEWHAT	+3	390	140	230	20	203	187	272	101	15	46	261	44	39	20	48	174	139	15	337	50	-	9
		10.8	10.7	10.9	9.6	11.4	10.1	10.1	13.4	8.2	13.5	10.5	10.6	12.5	14.0	7.3	11.7	11.1	14.4	10.8	11.3		8.1
		100.0	35.9	59.0	5.1	52.1	47.9	69.7	25.9	3.8	11.8	66.9	11.3	10.0	5.1	12.3	44.6	35.6	3.8	86.4	12.8		2.3
DISAPPROVE SOMEWHAT	+2	200	75	115	12	101	99	154	43	3	25	144	15	14	13	34	83	65	11	169	28	3	6
		5.5	5.7	5.4	5.7	5.7	5.4	5.7	5.7	1.6	7.3	5.8	3.6	4.5	9.1	5.1	5.6	5.2	10.6	5.4	6.3	16.7	5.4
		100.0	37.5	57.5	6.0	50.5	49.5	77.0	21.5	1.5	12.5	72.0	7.5	7.0	6.5	17.0	41.5	32.5	5.5	84.5	14.0	1.5	3.0
DISAPPROVE STRONGLY	+1	231	85	136	14	131	100	161	54	16	45	123	31	31	13	67	75	66	6	185	41	3	8
		6.4	6.5	6.4	6.7	7.4	5.4	6.0	7.2	8.7	13.2	4.9	7.5	9.9	9.1	10.1	5.1	5.3	5.8	5.9	9.2	16.7	7.2
		100.0	36.8	58.9	6.1	56.7	43.3	69.7	23.4	6.9	19.5	53.2	13.4	13.4	5.6	29.0	32.5	28.6	2.6	80.1	17.7	1.3	3.5
DON'T KNOW		20	8	12	-	10	10	12	4	4	2	13	1	3	1	5	5	8	2	15	2	1	2
		0.6	0.6	0.6		0.6	0.5	0.4	0.5	2.2	0.6	0.5	0.2	1.0	0.7	0.8	0.3	0.6	1.9	0.5	0.5	5.6	1.8
		100.0	40.0	60.0		50.0	50.0	60.0	20.0	20.0	10.0	65.0	5.0	15.0	5.0	25.0	25.0	40.0	10.0	75.0	10.0	5.0	10.0
MEAN		3.59	3.58	3.59	3.59	3.55	3.63	3.60	3.53	3.61	3.32	3.63	3.60	3.48	3.40	3.52	3.62	3.62	3.46	3.60	3.48	3.12	3.59
STD DEV		0.86	0.87	0.86	0.87	0.90	0.82	0.85	0.89	0.90	1.08	0.81	0.87	0.97	0.99	0.98	0.81	0.81	0.91	0.84	0.97	1.27	0.89
STD ERROR		0.014	0.024	0.019	0.060	0.021	0.019	0.016	0.033	0.067	0.058	0.016	0.043	0.055	0.083	0.038	0.021	0.023	0.090	0.015	0.046	0.308	0.086

TABLE 24
 Q.9A - FEEL THAT TAKING THE JUVENILES PASS IS SUITABLE PUNISHMENT

	HOW FARE IS PAID				EMPLOYMENT STATUS											USE OF OTHER TRANSIT									
	=====				SEX		FREQUENCY USE RTD				DIS ABLED NOT WORKING							INCOME				NO USE OF OTHER TRANSIT			
	TOTAL	CASH	PASS	MONTH TIC- -LY TIC- KET	MALE	FE- MALE	DAILY	WEEK -LY	INFRE QNTLY	STU- DENT	WORK -ING	RETIR -ED	NON- WRKNG	WORK FORCE	UNDER \$10K	\$10K- \$24K	\$25K- \$50K	OVER \$50K	OTHER LINES	USE OTHER TRNST	USE PRI TRNST	PRVTE WITH PBLIC			
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====		
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111			
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0			
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1			
YES	1065	428	598	44	546	519	795	211	56	111	691	151	71	50	253	456	291	21	888	144	6	49			
	29.4	32.6	28.2	21.1	30.8	28.1	29.6	28.0	30.6	32.5	27.8	36.3	22.7	35.0	38.2	30.8	23.2	20.2	28.5	32.4	33.3	44.1			
	100.0	40.2	56.2	4.1	51.3	48.7	74.6	19.8	5.3	10.4	64.9	14.2	6.7	4.7	23.8	42.8	27.3	2.0	83.4	13.5	0.6	4.6			
NO, NOT STRICT ENOUGH	1983	669	1187	132	921	1062	1481	403	98	147	1431	208	176	60	265	813	785	65	1762	204	6	44			
	54.7	51.0	56.1	63.2	51.9	57.4	55.2	53.5	53.6	43.0	57.5	50.0	56.2	42.0	40.0	54.9	62.7	62.5	56.5	45.9	33.3	39.6			
	100.0	33.7	59.9	6.7	46.4	53.6	74.7	20.3	4.9	7.4	72.2	10.5	8.9	3.0	13.4	41.0	39.6	3.3	88.9	10.3	0.3	2.2			
NO, TOO STRICT	156	52	97	6	66	90	109	40	7	24	96	11	22	9	40	56	46	6	131	21	3	2			
	4.3	4.0	4.6	2.9	3.7	4.9	4.1	5.3	3.8	7.0	3.9	2.6	7.0	6.3	6.0	3.8	3.7	5.8	4.2	4.7	16.7	1.8			
	100.0	33.3	62.2	3.8	42.3	57.7	69.9	25.6	4.5	15.4	61.5	7.1	14.1	5.8	25.6	35.9	29.5	3.8	84.0	13.5	1.9	1.3			
NO, NOT SUITABLE	377	146	211	26	222	155	272	85	20	59	242	37	41	22	88	141	120	11	301	70	3	15			
	10.4	11.1	10.0	12.4	12.5	8.4	10.1	11.3	10.9	17.3	9.7	8.9	13.1	15.4	13.3	9.5	9.6	10.6	9.7	15.8	16.7	13.5			
	100.0	38.7	56.0	6.9	58.9	41.1	72.1	22.5	5.3	15.6	64.2	9.8	10.9	5.8	23.3	37.4	31.8	2.9	79.8	18.6	0.8	4.0			
DON'T KNOW	43	18	24	1	20	23	27	14	2	1	28	9	3	2	16	16	10	1	37	5	-	1			
	1.2	1.4	1.1	0.5	1.1	1.2	1.0	1.9	1.1	0.3	1.1	2.2	1.0	1.4	2.4	1.1	0.8	1.0	1.2	1.1	-	0.9			
	100.0	41.9	55.8	2.3	46.5	53.5	62.8	32.6	4.7	2.3	65.1	20.9	7.0	4.7	37.2	37.2	23.3	2.3	86.0	11.6	-	2.3			

TABLE 25
 Q.10 - LEVEL OF APPROVEMENT - RTD TAKING AWAY STUDENT ID FOR REPEAT OFFENDERS

	HOW FARE IS PAID										EMPLOYMENT STATUS										USE OF OTHER TRANSIT							
	MONTHLY TICKET			SEX		FREQUENCY USE RTD			STUDENT		WORKING		RETIRED		NON-WORKING		DISABLED		INCOME				NO OTHER		USE OTHER		USE PRIVATE	
	TOTAL	CASH	PASS	KET	MALE	FE-MALE	DAILY	WEEKLY	INFRE	QNTLY	DENT	ING	ED	WRKNG	FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	OF LINES	TRNST LINE	TRNST LINE	PBLIC	WITH CNTRT				
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====			
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111						
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0						
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1						
APPROVE STRONGLY	+4	2748	980	1621	157	1314	1434	2077	535	133	218	1917	324	222	98	485	1126	975	72	2374	325	12	90					
		75.8	74.6	76.6	75.1	74.0	77.6	77.4	71.0	72.7	63.7	77.0	77.9	70.9	68.5	73.3	76.0	77.9	69.2	76.1	73.2	66.7	81.1					
		100.0	35.7	59.0	5.7	47.8	52.2	75.6	19.5	4.8	7.9	69.8	11.8	8.1	3.6	17.6	41.0	35.5	2.6	86.4	11.8	0.4	3.3					
APPROVE SOMEWHAT	+3	424	155	242	27	214	210	284	118	22	46	286	45	41	25	57	197	140	15	373	47	2	7					
		11.7	11.8	11.4	12.9	12.1	11.4	10.6	15.7	12.0	13.5	11.5	10.8	13.1	17.5	8.6	13.3	11.2	14.4	12.0	10.6	11.1	6.3					
		100.0	36.6	57.1	6.4	50.5	49.5	67.0	27.8	5.2	10.8	67.5	10.6	9.7	5.9	13.4	46.5	33.0	3.5	88.0	11.1	0.5	1.7					
DISAPPROVE SOMEWHAT	+2	171	72	92	8	90	81	126	37	7	30	119	16	14	6	41	67	52	6	143	24	2	8					
		4.7	5.5	4.3	3.8	5.1	4.4	4.7	4.9	3.8	8.8	4.8	3.8	4.5	4.2	6.2	4.5	4.2	5.8	4.6	5.4	11.1	7.2					
		100.0	42.1	53.8	4.7	52.6	47.4	73.7	21.6	4.1	17.5	69.6	9.4	8.2	3.5	24.0	39.2	30.4	3.5	83.6	14.0	1.2	4.7					
DISAPPROVE STRONGLY	+1	263	97	153	17	150	113	185	60	18	46	154	28	33	14	75	86	79	9	213	46	2	6					
		7.3	7.4	7.2	8.1	8.5	6.1	6.9	8.0	9.8	13.5	6.2	6.7	10.5	9.8	11.3	5.8	6.3	8.7	6.8	10.4	11.1	5.4					
		100.0	36.9	58.2	6.5	57.0	43.0	70.3	22.8	6.8	17.5	58.6	10.6	12.5	5.3	28.5	32.7	30.0	3.4	81.0	17.5	0.8	2.3					
DON'T KNOW		18	9	9	-	7	11	12	3	3	2	12	3	3	-	4	6	6	2	16	2	-	-					
		0.5	0.7	0.4		0.4	0.6	0.4	0.4	1.6	0.6	0.5	0.7	1.0		0.6	0.4	0.5	1.9	0.5	0.5							
		100.0	50.0	50.0		38.9	61.1	66.7	16.7	16.7	11.1	66.7	16.7	16.7		22.2	33.3	33.3	11.1	88.9	11.1							
MEAN		3.57	3.55	3.58	3.55	3.52	3.61	3.59	3.50	3.50	3.28	3.60	3.61	3.46	3.45	3.45	3.60	3.61	3.47	3.58	3.47	3.33	3.63					
STD DEV		0.88	0.90	0.88	0.90	0.93	0.83	0.87	0.91	0.97	1.09	0.84	0.85	0.99	0.96	1.03	0.83	0.84	0.95	0.86	0.99	1.08	0.84					
STD ERROR		0.015	0.025	0.019	0.062	0.022	0.019	0.017	0.033	0.072	0.059	0.017	0.042	0.056	0.080	0.040	0.021	0.024	0.094	0.016	0.047	0.256	0.080					

TABLE 26
 Q.10A - FEEL THAT TAKING AWAY STUDENT ID FOR REPEAT OFFENDERS IS SUITABLE PUNISHMENT

	HOW FARE IS PAID				EMPLOYMENT STATUS										USE OF OTHER TRANSIT									
	MONTH TICKET				SEX		FREQUENCY USE			RTD			DIS ABLED				INCOME				NO USE USE USE PRVTE			
	TOTAL	CASH	PASS	RET	MALE	FE-MALE	DAILY	WEEK-LY	INFRE QNTLY	STU-DENT	WORK-ING	RETIR-ED	OTHER WRKNG	NON-WORK FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	OF OTHER LINES	TRNST LINE	TRNST VATE LINE	PRVTE WITH CNTRT		
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111		
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1		
YES	1138	441	649	58	567	571	848	225	64	120	719	163	91	57	273	481	302	29	926	176	7	58		
	31.4	33.6	30.7	27.8	31.9	30.9	31.6	29.9	35.0	35.1	28.9	39.2	29.1	39.9	41.2	32.5	24.1	27.9	29.7	39.6	38.9	52.3		
	100.0	38.8	57.0	5.1	49.8	50.2	74.5	19.8	5.6	10.5	63.2	14.3	8.0	5.0	24.0	42.3	26.5	2.5	81.4	15.5	0.6	5.1		
NO, NOT STRICT ENOUGH	1878	636	1123	120	883	995	1421	370	85	142	1383	195	146	52	237	774	764	53	1696	166	4	38		
	51.8	48.4	53.0	57.4	49.7	53.8	52.9	49.1	46.4	41.5	55.6	46.9	46.6	36.4	35.8	52.2	61.0	51.0	54.4	37.4	22.2	34.2		
	100.0	33.9	59.8	6.4	47.0	53.0	75.7	19.7	4.5	7.6	73.6	10.4	7.8	2.8	12.6	41.2	40.7	2.8	90.3	8.8	0.2	2.0		
NO, TOO STRICT	164	52	104	8	76	88	108	48	7	18	104	16	23	9	37	56	54	8	138	22	2	4		
	4.5	4.0	4.9	3.8	4.3	4.8	4.0	6.4	3.8	5.3	4.2	3.8	7.3	6.3	5.6	3.8	4.3	7.7	4.4	5.0	11.1	3.6		
	100.0	31.7	63.4	4.9	46.3	53.7	65.9	29.3	4.3	11.0	63.4	9.8	14.0	5.5	22.6	34.1	32.9	4.9	84.1	13.4	1.2	2.4		
NO, NOT SUITABLE	408	169	222	21	232	176	282	99	27	62	262	35	47	22	100	160	123	13	329	76	3	11		
	11.3	12.9	10.5	10.0	13.1	9.5	10.5	13.1	14.8	18.1	10.5	8.4	15.0	15.4	15.1	10.8	9.8	12.5	10.5	17.1	16.7	9.9		
	100.0	41.4	54.4	5.1	56.9	43.1	69.1	24.3	6.6	15.2	64.2	8.6	11.5	5.4	24.5	39.2	30.1	3.2	80.6	18.6	0.7	2.7		
DON'T KNOW	36	15	19	2	17	19	25	11	-	-	20	7	6	3	15	11	9	1	30	4	2	-		
	1.0	1.1	0.9	1.0	1.0	1.0	0.9	1.5	-	-	0.8	1.7	1.9	2.1	2.3	0.7	0.7	1.0	1.0	0.9	11.1	-		
	100.0	41.7	52.8	5.6	47.2	52.8	69.4	30.6	-	-	55.6	19.4	16.7	8.3	41.7	30.6	25.0	2.8	83.3	11.1	5.6	-		

TABLE 27
 Q.11 - LEVEL OF APPROVEMENT -- RTD REDUCING SERVICE TO FUND CLEAN-UP ACTIVITIES

	HOW FARE IS PAID				SEX		FREQUENCY USE RTD				EMPLOYMENT STATUS										USE OF OTHER TRANSIT			
	TOTAL	CASH	PASS	TICKET	MALE	FE-MALE	DAILY	WEEK-LY	INFRE QNTLY	STU-DENT	WORK-ING	RETI-ED	NON-WRKNG	DIS-ABLED	OTHER WORK FORCE	INCOME				NO USE OF OTHER LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE CMPNY WITH PUBLIC CNTRT	
																UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K					
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111		
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1		
APPROVE STRONGLY	+4	351	146	195	14	200	151	255	72	23	39	224	37	31	24	83	127	111	16	297	44	3	19	
		9.7	11.1	9.2	6.7	11.3	8.2	9.5	9.6	12.6	11.4	9.0	8.9	9.9	16.8	12.5	8.6	8.9	15.4	9.5	9.9	16.7	17.1	
		100.0	41.6	55.6	4.0	57.0	43.0	72.6	20.5	6.6	11.1	63.8	10.5	8.8	6.8	23.6	36.2	31.6	4.6	84.6	12.5	0.9	5.4	
APPROVE SOMEWHAT	+3	638	211	373	54	300	338	459	148	30	53	459	67	56	18	90	278	237	15	590	40	2	11	
		17.6	16.1	17.6	25.8	16.9	18.3	17.1	19.7	16.4	15.5	18.4	16.1	17.9	12.6	13.6	18.8	18.9	14.4	18.9	9.0	11.1	9.9	
		100.0	33.1	58.5	8.5	47.0	53.0	71.9	23.2	4.7	8.3	71.9	10.5	8.8	2.8	14.1	43.6	37.1	2.4	92.5	6.3	0.3	1.7	
DISAPPROVE SOMEWHAT	+2	736	264	426	48	352	384	549	149	37	59	502	87	78	28	98	333	270	16	662	64	3	14	
		20.3	20.1	20.1	23.0	19.8	20.8	20.5	19.8	20.2	17.3	20.2	20.9	24.9	19.6	14.8	22.5	21.6	15.4	21.2	14.4	16.7	12.6	
		100.0	35.9	57.9	6.5	47.8	52.2	74.6	20.2	5.0	8.0	68.2	11.8	10.6	3.8	13.3	45.2	36.7	2.2	89.9	8.7	0.4	1.9	
DISAPPROVE STRONGLY	+1	1880	687	1110	91	910	970	1408	378	93	190	1295	219	147	70	385	738	629	57	1553	294	10	66	
		51.9	52.3	52.4	43.5	51.3	52.5	52.5	50.2	50.8	55.6	52.0	52.6	47.0	49.0	58.2	49.8	50.2	54.8	49.8	66.2	55.6	59.5	
		100.0	36.5	59.0	4.8	48.4	51.6	74.9	20.1	4.9	10.1	68.9	11.6	7.8	3.7	20.5	39.3	33.5	3.0	82.6	15.6	0.5	3.5	
DON'T KNOW		19	5	13	2	13	6	13	6	-	1	8	6	1	3	6	5	-	17	2	-	1		
		0.5	0.4	0.6	1.0	0.7	0.3	0.5	0.8		0.3	0.3	1.4	0.3	2.1	0.9	0.4	0.4		0.5	0.5		0.9	
		100.0	26.3	68.4	10.5	68.4	31.6	68.4	31.6		5.3	42.1	31.6	5.3	15.8	31.6	31.6	26.3		89.5	10.5		5.3	
MEAN		1.85	1.86	1.84	1.96	1.88	1.82	1.84	1.88	1.91	1.83	1.84	1.81	1.91	1.97	1.80	1.86	1.86	1.90	1.88	1.62	1.89	1.85	
STD DEV		1.03	1.06	1.02	0.99	1.06	1.00	1.03	1.04	1.08	1.07	1.02	1.01	1.02	1.15	1.09	1.01	1.02	1.15	1.03	1.01	1.18	1.17	
STD ERROR		0.017	0.029	0.022	0.069	0.025	0.023	0.020	0.038	0.080	0.058	0.021	0.050	0.058	0.097	0.043	0.026	0.029	0.112	0.018	0.048	0.279	0.112	

TABLE 28
 Q.12 - LEVEL OF APPROVEMENT - DRIVERS THAT RAN INTO ACTS OF VANDALISM WOULD BYPASS THAT STOP

	HOW FARE IS PAID				EMPLOYMENT STATUS											USE OF OTHER TRANSIT							
	TOTAL	CASH	PASS	TICKET	SEX		FREQUENCY USE RTD			STUDENT	WORKING	RETIRED	OTHER NON-WORKING	DISABLED	INCOME			NO OTHER USE OF LINES	USE OTHER PUBLIC TRNST LINE	USE PRIVATE TRNST LINE	PRIVATE WITH CNTRT		
					MALE	FE-MALE	DAILY	WEEK-LY	INFRE QNTLY						UNDER \$10K	\$10K-\$24K	\$25K-\$50K					OVER \$50K	
					MONTH-LY	TICKET	MALE	WEEK-LY	INFRE QNTLY						UNDER \$10K	\$10K-\$24K	\$25K-\$50K					OVER \$50K	
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111	
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1	
APPROVE STRONGLY	+4	373	142	217	14	193	180	277	79	16	31	222	65	35	24	100	140	106	12	291	70	5	20
		10.3	10.8	10.3	6.7	10.9	9.7	10.3	10.5	8.7	9.1	8.9	15.6	11.2	16.8	15.1	9.4	8.5	11.5	9.3	15.8	27.8	18.0
		100.0	38.1	58.2	3.8	51.7	48.3	74.3	21.2	4.3	8.3	59.5	17.4	9.4	6.4	26.8	37.5	28.4	3.2	78.0	18.8	1.3	5.4
APPROVE SOMEWHAT	+3	620	227	347	48	291	329	444	141	33	41	451	58	56	19	91	273	213	20	559	56	-	14
		17.1	17.3	16.4	23.0	16.4	17.8	16.5	18.7	18.0	12.0	18.1	13.9	17.9	13.3	13.7	18.4	17.0	19.2	17.9	12.6	-	12.6
		100.0	36.6	56.0	7.7	46.9	53.1	71.6	22.7	5.3	6.6	72.7	9.4	9.0	3.1	14.7	44.0	34.4	3.2	90.2	9.0	-	2.3
DISAPPROVE SOMEWHAT	+2	675	236	400	41	330	345	509	130	35	64	470	76	62	27	95	270	269	21	607	59	2	11
		18.6	18.0	18.9	19.6	18.6	18.7	19.0	17.3	19.1	18.7	18.9	18.3	19.8	18.9	14.4	18.2	21.5	20.2	19.5	13.3	11.1	9.9
		100.0	35.0	59.3	6.1	48.9	51.1	75.4	19.3	5.2	9.5	69.6	11.3	9.2	4.0	14.1	40.0	39.9	3.1	89.9	8.7	0.3	1.6
DISAPPROVE STRONGLY	+1	1931	701	1137	104	943	988	1436	398	97	204	1332	210	158	71	372	796	655	49	1644	254	11	63
		53.3	53.4	53.7	49.8	53.1	53.4	53.5	52.9	53.0	59.6	53.5	50.5	50.5	49.7	56.2	53.7	52.3	47.1	52.7	57.2	61.1	56.8
		100.0	36.3	58.9	5.4	48.8	51.2	74.4	20.6	5.0	10.6	69.0	10.9	8.2	3.7	19.3	41.2	33.9	2.5	85.1	13.2	0.6	3.3
DON'T KNOW		25	7	16	2	18	7	18	5	2	2	13	7	2	2	4	3	9	2	18	5	-	3
		0.7	0.5	0.8	1.0	1.0	0.4	0.7	0.7	1.1	0.6	0.5	1.7	0.6	1.4	0.6	0.2	0.7	1.9	0.6	1.1	-	2.7
		100.0	28.0	64.0	8.0	72.0	28.0	72.0	20.0	8.0	8.0	52.0	28.0	8.0	8.0	16.0	12.0	36.0	8.0	72.0	20.0	-	12.0
MEAN		1.84	1.85	1.83	1.86	1.85	1.84	1.84	1.87	1.82	1.70	1.82	1.95	1.90	1.97	1.88	1.84	1.81	1.95	1.84	1.87	1.94	1.92
STD DEV		1.05	1.06	1.04	1.00	1.06	1.04	1.05	1.06	1.02	1.00	1.02	1.14	1.06	1.15	1.14	1.04	1.00	1.08	1.03	1.15	1.35	1.21
STD ERROR		0.017	0.029	0.023	0.069	0.025	0.024	0.020	0.039	0.076	0.054	0.021	0.056	0.060	0.097	0.044	0.027	0.028	0.106	0.018	0.055	0.318	0.116

TABLE 29

Q.13 - LEVEL OF APPROVEMENT - WHEN A BUS IS VANDALIZED, THE DRIVER WOULD HAVE ALL PASSENGERS LEAVE THE BUS AND TAKE THE BUS IN FOR IMMEDIATE CLEAN-UP

	HOW FARE IS PAID				EMPLOYMENT STATUS											USE OF OTHER TRANSIT								
	=====				SEX		FREQUENCY USE RTD				DIS ABLED				INCOME				=====					
	MONTH TIC-		TICKET		MALE	FE-	WEEK		INFRE		STU-	WORK	RETIR	NON-	WORK	UNDER	\$10K-	\$25K-	OVER	OTHER	USE	USE	USE	PRVTE
	TOTAL	CASH	PASS	KEY	MALE	MALE	DAILY	-LY	QNTLY	DENT	-ING	-ED	WRKNG	FORCE	\$10K	\$24K	\$50K	\$50K	LINES	OF	OTHER	PRI	CMPNY	WITH
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111		
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1		
APPROVE STRONGLY	+4	285	127	155	6	151	134	208	62	15	24	156	49	39	23	97	98	71	5	245	31	3	14	
		7.9	9.7	7.3	2.9	8.5	7.2	7.7	8.2	8.2	7.0	6.3	11.8	12.5	16.1	14.7	6.6	5.7	4.8	7.9	7.0	16.7	12.6	
		100.0	44.6	54.4	2.1	53.0	47.0	73.0	21.8	5.3	8.4	54.7	17.2	13.7	8.1	34.0	34.4	24.9	1.8	86.0	10.9	1.1	4.9	
APPROVE SOMEWHAT	+3	322	112	190	19	150	172	258	51	13	13	213	47	34	18	58	142	103	8	275	43	2	8	
		8.9	8.5	9.0	9.1	8.5	9.3	9.6	6.8	7.1	3.8	8.6	11.3	10.9	12.6	8.8	9.6	8.2	7.7	8.8	9.7	11.1	7.2	
		100.0	34.8	59.0	5.9	46.6	53.4	80.1	15.8	4.0	4.0	66.1	14.6	10.6	5.6	18.0	44.1	32.0	2.5	85.4	13.4	0.6	2.5	
DISAPPROVE SOMEWHAT	+2	626	230	365	33	303	323	461	135	30	48	435	77	55	30	98	269	217	26	557	64	1	12	
		17.3	17.5	17.2	15.8	17.1	17.5	17.2	17.9	16.4	14.0	17.5	18.5	17.6	21.0	14.8	18.2	17.3	25.0	17.9	14.4	5.6	10.8	
		100.0	36.7	58.3	5.3	48.4	51.6	73.6	21.6	4.8	7.7	69.5	12.3	8.8	4.8	15.7	43.0	34.7	4.2	89.0	10.2	0.2	1.9	
DISAPPROVE STRONGLY	+1	2377	839	1399	150	1163	1214	1746	503	124	257	1674	239	185	72	408	972	854	63	2030	304	12	77	
		65.6	63.9	66.1	71.8	65.5	65.7	65.1	66.8	67.8	75.1	67.3	57.5	59.1	50.3	61.6	65.6	68.2	60.6	65.1	68.5	66.7	69.4	
		100.0	35.3	58.9	6.3	48.9	51.1	73.5	21.2	5.2	10.8	70.4	10.1	7.8	3.0	17.2	40.9	35.9	2.7	85.4	12.8	0.5	3.2	
DON'T KNOW		14	5	8	1	8	6	11	2	1	-	10	4	-	-	1	1	7	2	12	2	-	-	
		0.4	0.4	0.4	0.5	0.5	0.3	0.4	0.3	0.5		0.4	1.0			0.2	0.1	0.6	1.9	0.4	0.5			
		100.0	35.7	57.1	7.1	57.1	42.9	78.6	14.3	7.1		71.4	28.6			7.1	7.1	50.0	14.3	85.7	14.3			
MEAN		1.59	1.64	1.57	1.43	1.60	1.58	1.60	1.56	1.55	1.43	1.54	1.77	1.77	1.94	1.76	1.57	1.51	1.56	1.59	1.55	1.78	1.63	
STD DEV		0.95	0.99	0.93	0.78	0.96	0.93	0.95	0.94	0.94	0.86	0.89	1.06	1.07	1.13	1.11	0.91	0.87	0.84	0.94	0.93	1.22	1.07	
STD ERROR		0.016	0.027	0.020	0.054	0.023	0.022	0.018	0.034	0.070	0.047	0.018	0.052	0.061	0.095	0.043	0.024	0.025	0.083	0.017	0.044	0.286	0.102	

TABLE 30

Q.14 - LEVEL OF APPROVEMENT - IN AREAS OF HIGH VANDALISM, RTD COULD ELIMINATE A BUS STOP, DISCONTINUE SERVICE, OR ELIMINATE AN ENTIRE BUS LINE

	HOW FARE IS PAID				EMPLOYMENT STATUS										USE OF OTHER TRANSIT								
	MONTH TICKET				SEX		FREQUENCY USE RTD				DIS ABLED		INCOME				NO USE USE USE PRVTE						
	TOTAL	CASH	PASS	KEY	MALE	FE-MALE	DAILY	WEEK-LY	INFRE QNTLY	STU-DENT	WORK-ING	RETIR-ED	NON-WRKNG	WORK FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	OTHER OF LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE WITH PBLIC CNTRT	
	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111	
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1	
APPROVE STRONGLY	+4	369	147	214	10	199	170	273	78	18	28	227	51	49	22	94	131	111	12	301	55	4	18
		10.2	11.2	10.1	4.8	11.2	9.2	10.2	10.4	9.8	8.2	9.1	12.3	15.7	15.4	14.2	8.8	8.9	11.5	9.7	12.4	22.2	16.2
		100.0	39.8	58.0	2.7	53.9	46.1	74.0	21.1	4.9	7.6	61.5	13.8	13.3	6.0	25.5	35.5	30.1	3.3	81.6	14.9	1.1	4.9
APPROVE SOMEWHAT	+3	511	185	292	35	260	251	385	101	23	35	352	60	46	20	95	211	169	15	450	52	4	16
		14.1	14.1	13.8	16.7	14.6	13.6	14.3	13.4	12.6	10.2	14.1	14.4	14.7	14.0	14.4	14.2	13.5	14.4	14.4	11.7	22.2	14.4
		100.0	36.2	57.1	6.8	50.9	49.1	75.3	19.8	4.5	6.8	68.9	11.7	9.0	3.9	18.6	41.3	33.1	2.9	88.1	10.2	0.8	3.1
DISAPPROVE SOMEWHAT	+2	669	233	399	37	321	348	500	131	38	60	459	77	58	33	81	298	256	20	594	63	3	16
		18.5	17.7	18.8	17.7	18.1	18.8	18.6	17.4	20.8	17.5	18.4	18.5	18.5	23.1	12.2	20.1	20.4	19.2	19.0	14.2	16.7	14.4
		100.0	34.8	59.6	5.5	48.0	52.0	74.7	19.6	5.7	9.0	68.6	11.5	8.7	4.9	12.1	44.5	38.3	3.0	88.8	9.4	0.4	2.4
DISAPPROVE STRONGLY	+1	2038	734	1188	127	982	1056	1501	434	101	214	1430	219	158	66	381	829	711	55	1746	265	7	60
		56.2	55.9	56.1	60.8	55.3	57.1	55.9	57.6	55.2	62.6	57.5	52.6	50.5	46.2	57.6	55.9	56.8	52.9	56.0	59.7	38.9	54.1
		100.0	36.0	58.3	6.2	48.2	51.8	73.7	21.3	5.0	10.5	70.2	10.7	7.8	3.2	18.7	40.7	34.9	2.7	85.7	13.0	0.3	2.9
DON'T KNOW		37	14	24	-	13	24	25	9	3	5	20	9	2	2	11	13	5	2	28	9	-	1
		1.0	1.1	1.1		0.7	1.3	0.9	1.2	1.6	1.5	0.8	2.2	0.6	1.4	1.7	0.9	0.4	1.9	0.9	2.0		0.9
		100.0	37.8	64.9		35.1	64.9	67.6	24.3	8.1	13.5	54.1	24.3	5.4	5.4	29.7	35.1	13.5	5.4	75.7	24.3		2.7
MEAN		1.78	1.80	1.78	1.66	1.82	1.75	1.79	1.76	1.77	1.64	1.75	1.86	1.95	1.99	1.85	1.76	1.74	1.84	1.78	1.76	2.28	1.93
STD DEV		1.04	1.06	1.03	0.92	1.06	1.01	1.04	1.04	1.02	0.97	1.01	1.08	1.14	1.11	1.13	1.00	1.00	1.07	1.02	1.09	1.23	1.16
STD ERROR		0.017	0.029	0.023	0.064	0.025	0.024	0.020	0.038	0.076	0.053	0.020	0.054	0.064	0.094	0.044	0.026	0.028	0.106	0.018	0.052	0.289	0.111

TABLE 31
 Q.15A - LEVEL OF APPROVEMENT -- LOCAL CITIES SHOULD BE REQUIRED TO PAY FOR THE COST OF REPAIRING VANDALISM THAT OCCURS IN THAT CITY

	HOW FARE IS PAID										EMPLOYMENT STATUS										USE OF OTHER TRANSIT					
	MONTHLY TICKET				SEX		FREQUENCY USE				RTD				DIS ABLED		INCOME				NO USE OF OTHER		USE OTHER		USE PRIVATE	
	TOTAL	CASH	PASS	KEY	MALE	FE-MALE	DAILY	WEEKLY	INFRE	STU-DENT	WORKING	RETIRED	NON-WORKING	FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	OTHER	TRNST	TRNST	PRI	TRNST	WITH	PBLIC	
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111	100.0	100.0	100.0	
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1	100.0	100.0	100.0	
APPROVE STRONGLY	+4	1138	455	640	48	590	548	873	210	54	122	717	138	123	63	280	466	319	34	965	153	6	36	31.4	34.7	30.2
		31.4	34.7	30.2	23.0	33.2	29.6	32.5	27.9	29.5	35.7	28.8	33.2	39.3	44.1	42.3	31.4	25.5	32.7	30.9	34.5	33.3	32.4	100.0	40.0	56.2
		100.0	40.0	56.2	4.2	51.8	48.2	76.7	18.5	4.7	10.7	63.0	12.1	10.8	5.5	24.6	40.9	28.0	3.0	84.8	13.4	0.5	3.2	100.0	40.0	56.2
APPROVE SOMEWHAT	+3	677	270	370	43	327	350	476	164	36	72	442	76	73	40	116	298	205	26	584	82	2	21	18.7	20.6	17.5
		18.7	20.6	17.5	20.6	18.4	18.9	17.7	21.8	19.7	21.1	17.8	18.3	23.3	28.0	17.5	20.1	16.4	25.0	18.7	18.5	11.1	18.9	100.0	39.9	54.7
		100.0	39.9	54.7	6.4	48.3	51.7	70.3	24.2	5.3	10.6	65.3	11.2	10.8	5.9	17.1	44.0	30.3	3.8	86.3	12.1	0.3	3.1	100.0	39.9	54.7
DISAPPROVE SOMEWHAT	+2	544	163	336	48	269	275	391	128	23	42	411	56	33	11	73	227	213	13	482	59	2	9	15.0	12.4	15.9
		15.0	12.4	15.9	23.0	15.2	14.9	14.6	17.0	12.6	12.3	16.5	13.5	10.5	7.7	11.0	15.3	17.0	12.5	15.5	13.3	11.1	8.1	100.0	30.0	61.8
		100.0	30.0	61.8	8.8	49.4	50.6	71.9	23.5	4.2	7.7	75.6	10.3	6.1	2.0	13.4	41.7	39.2	2.4	88.6	10.8	0.4	1.7	100.0	30.0	61.8
DISAPPROVE STRONGLY	+1	1221	409	745	67	569	652	913	242	66	106	894	137	76	26	177	479	505	29	1052	144	7	43	33.7	31.2	35.2
		33.7	31.2	35.2	32.1	32.1	35.3	34.0	32.1	36.1	31.0	35.9	32.9	24.3	18.2	26.7	32.3	40.3	27.9	33.7	32.4	38.9	38.7	100.0	33.5	61.0
		100.0	33.5	61.0	5.5	46.6	53.4	74.8	19.8	5.4	8.7	73.2	11.2	6.2	2.1	14.5	39.2	41.4	2.4	86.2	11.8	0.6	3.5	100.0	33.5	61.0
DON'T KNOW		44	16	26	3	20	24	31	9	4	-	24	9	8	3	16	12	10	2	36	6	1	2	1.2	1.2	1.2
		1.2	1.2	1.2	1.4	1.1	1.3	1.2	1.2	2.2		1.0	2.2	2.6	2.1	2.4	0.8	0.8	1.9	1.2	1.4	5.6	1.8	100.0	36.4	59.1
		100.0	36.4	59.1	6.8	45.5	54.5	70.5	20.5	9.1		54.5	20.5	18.2	6.8	36.4	27.3	22.7	4.5	81.8	13.6	2.3	4.5	100.0	36.4	59.1
MEAN		2.48	2.59	2.43	2.35	2.53	2.44	2.49	2.46	2.44	2.61	2.40	2.53	2.80	3.00	2.77	2.51	2.27	2.64	2.47	2.56	2.41	2.46	1.25	1.25	1.25
STD DEV		1.25	1.25	1.25	1.16	1.25	1.25	1.26	1.21	1.26	1.25	1.24	1.27	1.21	1.13	1.26	1.24	1.24	1.22	1.25	1.27	1.37	1.31	0.021	0.035	0.027
STD ERROR		0.021	0.035	0.027	0.081	0.030	0.029	0.025	0.044	0.094	0.068	0.025	0.063	0.069	0.096	0.050	0.032	0.035	0.120	0.022	0.061	0.333	0.125	0.021	0.035	0.027

TABLE 32
 Q.15B - LEVEL OF APPROVEMENT -- THERE SHOULD BE A TAX ON SPRAY PAINT WITH THE MONEY TO BE USED FOR REPAIR OF VANDALISM

	HOW FARE IS PAID										EMPLOYMENT STATUS										USE OF OTHER TRANSIT			
	MONTH TIC- -LY TIC- KET				SEX		FREQUENCY USE RTD				DIS ABLED		INCOME						USE OF OTHER TRANSIT					
	TOTAL	CASH	PASS	KEY	MALE	FE- MALE	DAILY	WEEK -LY	INFRE QNTLY	STU- DENT	WORK -ING	RETIR -ED	NON- WRKNG	WORK FORCE	UNDER \$10K	\$10K- \$24K	\$25K- \$50K	OVER \$50K	OTHER LINES	USE OF PBLIC	USE OTHER TRNST	USE PRI TRNST	PRVTE CMPNY WITH PBLIC CNTRT	
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111		
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1		
APPROVE STRONGLY	+4	1411	578	777	64	691	720	1094	248	66	136	906	176	141	75	301	600	423	45	1201	178	7	53	
		38.9	44.0	36.7	30.6	38.9	38.9	40.8	32.9	36.1	39.8	36.4	42.3	45.0	52.4	45.5	40.5	33.8	43.3	38.5	40.1	38.9	47.7	
		100.0	41.0	55.1	4.5	49.0	51.0	77.5	17.6	4.7	9.6	64.2	12.5	10.0	5.3	21.3	42.5	30.0	3.2	85.1	12.6	0.5	3.8	
APPROVE SOMEWHAT	+3	670	226	398	43	336	334	467	174	29	67	464	82	56	26	90	299	238	15	587	72	4	16	
		18.5	17.2	18.8	20.6	18.9	18.1	17.4	23.1	15.8	19.6	18.6	19.7	17.9	18.2	13.6	20.2	19.0	14.4	18.8	16.2	22.2	14.4	
		100.0	33.7	59.4	6.4	50.1	49.9	69.7	26.0	4.3	10.0	69.3	12.2	8.4	3.9	13.4	44.6	35.5	2.2	87.6	10.7	0.6	2.4	
DISAPPROVE SOMEWHAT	+2	422	121	271	33	190	232	297	103	21	47	315	33	25	13	45	176	178	10	370	49	2	10	
		11.6	9.2	12.8	15.8	10.7	12.5	11.1	13.7	11.5	13.7	12.7	7.9	8.0	9.1	6.8	11.9	14.2	9.6	11.9	11.0	11.1	9.0	
		100.0	28.7	64.2	7.8	45.0	55.0	70.4	24.4	5.0	11.1	74.6	7.8	5.9	3.1	10.7	41.7	42.2	2.4	87.7	11.6	0.5	2.4	
DISAPPROVE STRONGLY	+1	1062	364	636	67	533	529	784	217	61	89	757	119	87	27	215	387	392	30	914	136	5	28	
		29.3	27.7	30.0	32.1	30.0	28.6	29.2	28.8	33.3	26.0	30.4	28.6	27.8	18.9	32.5	26.1	31.3	28.8	29.3	30.6	27.8	25.2	
		100.0	34.3	59.9	6.3	50.2	49.8	73.8	20.4	5.7	8.4	71.3	11.2	8.2	2.5	20.2	36.4	36.9	2.8	86.1	12.8	0.5	2.6	
DON'T KNOW		59	24	35	2	25	34	42	11	6	3	46	6	4	2	11	20	21	4	47	9	-	4	
		1.6	1.8	1.7	1.0	1.4	1.8	1.6	1.5	3.3	0.9	1.8	1.4	1.3	1.4	1.7	1.3	1.7	3.8	1.5	2.0	-	3.6	
		100.0	40.7	59.3	3.4	42.4	57.6	71.2	18.6	10.2	5.1	78.0	10.2	6.8	3.4	18.6	33.9	35.6	6.8	79.7	15.3	-	6.8	
MEAN		2.68	2.79	2.63	2.50	2.68	2.69	2.71	2.61	2.56	2.74	2.62	2.77	2.81	3.06	2.73	2.76	2.56	2.75	2.68	2.67	2.72	2.88	
STD DEV		1.27	1.28	1.26	1.23	1.27	1.26	1.28	1.22	1.30	1.24	1.26	1.27	1.28	1.18	1.34	1.24	1.25	1.31	1.26	1.29	1.27	1.28	
STD ERROR		0.021	0.036	0.028	0.086	0.030	0.030	0.025	0.045	0.098	0.067	0.026	0.063	0.073	0.100	0.052	0.032	0.036	0.131	0.023	0.062	0.300	0.124	

TABLE 33

Q.15C - LEVEL OF APPROVEMENT -- ADDITIONAL POLICE PROTECTION OF TRANSIT SERVICES SHOULD BE PROVIDED BY THE COUNTY AND LOCAL CITIES

	HOW FARE IS PAID				EMPLOYMENT STATUS										INCOME				USE OF OTHER TRANSIT				
	MONTH TCKEN				SEX		FREQUENCY USE RTD				STU- DENT	WORK -ING	RETIR -ED	OTHER NON- WRKNG	DIS ABLED WORK FORCE	INCOME				NO USE OF OTHER LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE CMPNY WITH PBLIC CNTRT
	TOTAL	CASH	PASS	KE- TIC-	MALE	FE- MALE	DAILY	WEEK -LY	INFRE QNTLY	UNDER \$10K						\$10K- \$24K	\$25K- \$50K	OVER \$50K					
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111	
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1	
APPROVE STRONGLY	+4	2185	863	1234	99	1051	1134	1665	423	94	205	1456	268	210	106	451	945	662	60	1872	273	9	79
		60.3	65.7	58.3	47.4	59.2	61.3	62.0	56.2	51.4	59.9	58.5	64.4	67.1	74.1	68.1	63.8	52.9	57.7	60.0	61.5	50.0	71.2
		100.0	39.5	56.5	4.5	48.1	51.9	76.2	19.4	4.3	9.4	66.6	12.3	9.6	4.9	20.6	43.2	30.3	2.7	85.7	12.5	0.4	3.6
APPROVE SOMEWHAT	+3	538	188	320	30	296	242	372	127	39	67	363	65	36	19	105	229	158	17	450	77	4	15
		14.8	14.3	15.1	14.4	16.7	13.1	13.9	16.9	21.3	19.6	14.6	15.6	11.5	13.3	15.9	15.5	12.6	16.3	14.4	17.3	22.2	13.5
		100.0	34.9	59.5	5.6	55.0	45.0	69.1	23.6	7.2	12.5	67.5	12.1	6.7	3.5	19.5	42.6	29.4	3.2	83.6	14.3	0.7	2.8
DISAPPROVE SOMEWHAT	+2	361	109	219	35	166	195	254	85	22	20	280	31	30	4	42	133	165	10	323	36	2	2
		10.0	8.3	10.3	16.7	9.4	10.5	9.5	11.3	12.0	5.8	11.3	7.5	9.6	2.8	6.3	9.0	13.2	9.6	10.4	8.1	11.1	1.8
		100.0	30.2	60.7	9.7	46.0	54.0	70.4	23.5	6.1	5.5	77.6	8.6	8.3	1.1	11.6	36.8	45.7	2.8	89.5	10.0	0.6	0.6
DISAPPROVE STRONGLY	+1	499	134	323	44	242	257	363	111	24	47	361	47	33	13	55	163	249	16	442	51	2	11
		13.8	10.2	15.3	21.1	13.6	13.9	13.5	14.7	13.1	13.7	14.5	11.3	10.5	9.1	8.3	11.0	19.9	15.4	14.2	11.5	11.1	9.9
		100.0	26.9	64.7	8.8	48.5	51.5	72.7	22.2	4.8	9.4	72.3	9.4	6.6	2.6	11.0	32.7	49.9	3.2	88.6	10.2	0.4	2.2
DON'T KNOW		41	19	21	1	20	21	30	7	4	3	28	5	4	1	9	12	18	1	32	7	1	4
		1.1	1.4	1.0	0.5	1.1	1.1	1.1	0.9	2.2	0.9	1.1	1.2	1.3	0.7	1.4	0.8	1.4	1.0	1.0	1.6	5.6	3.6
		100.0	46.3	51.2	2.4	48.8	51.2	73.2	17.1	9.8	7.3	68.3	12.2	9.8	2.4	22.0	29.3	43.9	2.4	78.0	17.1	2.4	9.8
MEAN		3.23	3.38	3.18	2.88	3.23	3.23	3.26	3.16	3.13	3.27	3.18	3.35	3.37	3.54	3.46	3.33	3.00	3.17	3.22	3.31	3.18	3.51
STD DEV		1.10	1.01	1.13	1.22	1.09	1.11	1.10	1.12	1.08	1.07	1.12	1.03	1.04	0.93	0.94	1.03	1.22	1.13	1.11	1.04	1.07	0.96
STD ERROR		0.018	0.028	0.025	0.084	0.026	0.026	0.021	0.041	0.081	0.058	0.023	0.051	0.059	0.078	0.037	0.027	0.035	0.112	0.020	0.050	0.261	0.092

TABLE 34

Q.17 - SUGGESTIONS/IDEAS ABOUT HOW TO DEAL WITH VANDALISM AND GRAFFITI ON THE BUSES OR ABOUT HOW VANDALS SHOULD BE PUNISHED

	HOW FARE IS PAID				SEX		FREQUENCY USE RTD				EMPLOYMENT STATUS					INCOME				USE OF OTHER TRANSIT			
	MONTHLY		TICKET		MALE	FE-MALE	DAILY	WEEKLY	INFRE-QUENTLY	STU-DENT	WORK-ING	RETIR-ED	NON-WRKNG	DIS-ABLED	NOT WORK-ING	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	NO USE OF OTHER LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE CMPNY WITH PBLIC CNTRT
	TOTAL	CASH	PASS	KET	MALE	MALE	DAILY	WEEKLY	INFRE-QUENTLY	STU-DENT	WORK-ING	RETIR-ED	NON-WRKNG	DIS-ABLED	NOT WORK-ING	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	NO USE OF OTHER LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE CMPNY WITH PBLIC CNTRT
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111	
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1	
VANDALS SHOULD CLEAN/REPAIR DAMAGE	511	190	294	30	241	270	412	81	17	34	357	43	52	28	74	202	209	12	423	77	3	23	
	14.1	14.5	13.9	14.4	13.6	14.6	15.4	10.8	9.3	9.9	14.3	10.3	16.6	19.6	11.2	13.6	16.7	11.5	13.6	17.3	16.7	20.7	
	100.0	37.2	57.5	5.9	47.2	52.8	80.6	15.9	3.3	6.7	69.9	8.4	10.2	5.5	14.5	39.5	40.9	2.3	82.8	15.1	0.6	4.5	
VANDALS SHOULD BE PUT IN JAIL/ENFORCE JAIL SENTENCES	346	136	190	19	178	168	251	78	17	33	229	35	44	12	61	153	108	9	317	26	-	7	
	9.5	10.4	9.0	9.1	10.0	9.1	9.4	10.4	9.3	9.6	9.2	8.4	14.1	8.4	9.2	10.3	8.6	8.7	10.2	5.9	-	6.3	
	100.0	39.3	54.9	5.5	51.4	48.6	72.5	22.5	4.9	9.5	66.2	10.1	12.7	3.5	17.6	44.2	31.2	2.6	91.6	7.5	-	2.0	
VANDALS SHOULD BE PROSECUTED FULLY UNDER THE LAW	303	117	168	19	154	149	227	64	12	22	193	42	31	19	65	138	86	7	265	34	1	7	
	8.4	8.9	7.9	9.1	8.7	8.1	8.5	8.5	6.6	6.4	7.8	10.1	9.9	13.3	9.8	9.3	6.9	6.7	8.5	7.7	5.6	6.3	
	100.0	38.6	55.4	6.3	50.8	49.2	74.9	21.1	4.0	7.3	63.7	13.9	10.2	6.3	21.5	45.5	28.4	2.3	87.5	11.2	0.3	2.3	
REDIRECT CURRENT SPENDING (MORE ON POLICE/LESS ON CLEAN-UP)	287	104	168	18	138	149	217	56	14	21	194	30	30	17	74	124	79	5	249	37	-	9	
	7.9	7.9	7.9	8.6	7.8	8.1	8.1	7.4	7.7	6.1	7.8	7.2	9.6	11.9	11.2	8.4	6.3	4.8	8.0	8.3	-	8.1	
	100.0	36.2	58.5	6.3	48.1	51.9	75.6	19.5	4.9	7.3	67.6	10.5	10.5	5.9	25.8	43.2	27.5	1.7	86.8	12.9	-	3.1	
VANDALS SHOULD PAY DAMAGES	278	86	167	25	129	149	218	48	12	15	201	30	24	9	34	117	119	1	253	22	1	3	
	7.7	6.5	7.9	12.0	7.3	8.1	8.1	6.4	6.6	4.4	8.1	7.2	7.7	6.3	5.1	7.9	9.5	1.0	8.1	5.0	5.6	2.7	
	100.0	30.9	60.1	9.0	46.4	53.6	78.4	17.3	4.3	5.4	72.3	10.8	8.6	3.2	12.2	42.1	42.8	0.4	91.0	7.9	0.4	1.1	
MAKE POLICE ON BOARD VISIBLE/CONSPICUOUS	275	114	149	10	140	135	187	74	13	17	176	35	33	18	60	124	75	7	247	26	1	4	
	7.6	8.7	7.0	4.8	7.9	7.3	7.0	9.8	7.1	5.0	7.1	8.4	10.5	12.6	9.1	8.4	6.0	6.7	7.9	5.9	5.6	3.6	
	100.0	41.5	54.2	3.6	50.9	49.1	68.0	26.9	4.7	6.2	64.0	12.7	12.0	6.5	21.8	45.1	27.3	2.5	89.8	9.5	0.4	1.5	
VANDALS SHOULD PAY THE FINE	241	96	139	6	122	119	187	45	9	23	185	13	11	13	28	116	87	4	205	29	1	10	
	6.7	7.3	6.6	2.9	6.9	6.4	7.0	6.0	4.9	6.7	7.4	3.1	3.5	9.1	4.2	7.8	6.9	3.8	6.6	6.5	5.6	9.0	
	100.0	39.8	57.7	2.5	50.6	49.4	77.6	18.7	3.7	9.5	76.8	5.4	4.6	5.4	11.6	48.1	36.1	1.7	85.1	12.0	0.4	4.1	
VANDALS SHOULD BE ARRESTED/TURNED OVER TO POLICE	233	84	138	11	113	120	171	54	7	31	152	23	27	11	35	115	68	7	213	20	-	5	
	6.4	6.4	6.5	5.3	6.4	6.5	6.4	7.2	3.8	9.1	6.1	5.5	8.6	7.7	5.3	7.8	5.4	6.7	6.8	4.5	-	4.5	
	100.0	36.1	59.2	4.7	48.5	51.5	73.4	23.2	3.0	13.3	65.2	9.9	11.6	4.7	15.0	49.4	29.2	3.0	91.4	8.6	-	2.1	
MORE UNDERCOVER POLICE ON BOARD	205	75	126	6	120	85	160	37	7	25	136	23	19	8	46	95	47	9	171	32	-	6	
	5.7	5.7	6.0	2.9	6.8	4.6	6.0	4.9	3.8	7.3	5.5	5.5	6.1	5.6	6.9	6.4	3.8	8.7	5.5	7.2	-	5.4	
	100.0	36.6	61.5	2.9	58.5	41.5	78.0	18.0	3.4	12.2	66.3	11.2	9.3	3.9	22.4	46.3	22.9	4.4	83.4	15.6	-	2.9	

FACTS CONSOLIDATED

RTD SURVEY

STUDY #6006

JULY, 1989

TABLE 34

Q.17 - SUGGESTIONS/IDEAS ABOUT HOW TO DEAL WITH VANDALISM AND GRAFFITI ON THE BUSES OR ABOUT HOW VANDALS SHOULD BE PUNISHED

	HOW FARE IS PAID				SEX		FREQUENCY USE RTD			EMPLOYMENT STATUS						INCOME				USE OF OTHER TRANSIT			
	TOTAL	CASH	PASS	TICKET	MALE	FE-MALE	DAILY	WEEK-LY	INFRE QNTLY	STUDENT	WORKING	RETIRED	OTHER WORKNG	DIS ABLED NOT WORK FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	NO USE OF OTHER TRNST LINES	USE OTHER PUBLIC TRNST LINE	USE PRIVATE TRNST LINE	PRVTE CMPNY WITH PBLIC CNTRT	
																							MONTHLY TICKETS
	MONTHLY TICKETS				WEEKLY			OTHER			OVER												
PARENTS/FAMILY SHOULD PAY FOR DAMAGES	202	61	131	9	106	96	161	33	7	8	138	35	10	8	32	95	66	4	179	22	-	3	
	5.6	4.6	6.2	4.3	6.0	5.2	6.0	4.4	3.8	2.3	5.5	8.4	3.2	5.6	4.8	6.4	5.3	3.8	5.7	5.0	-	2.7	
	100.0	30.2	64.9	4.5	52.5	47.5	79.7	16.3	3.5	4.0	68.3	17.3	5.0	4.0	15.8	47.0	32.7	2.0	88.6	10.9	-	1.5	
MORE TRANSIT POLICE	142	55	79	7	77	65	104	30	8	13	97	19	11	6	19	52	55	8	118	22	1	9	
	3.9	4.2	3.7	3.3	4.3	3.5	3.9	4.0	4.4	3.8	3.9	4.6	3.5	4.2	2.9	3.5	4.4	7.7	3.8	5.0	5.6	8.1	
	100.0	38.7	55.6	4.9	54.2	45.8	73.2	21.1	5.6	9.2	68.3	13.4	7.7	4.2	13.4	36.6	38.7	5.6	83.1	15.5	0.7	6.3	
MORE POLICE/PROTECTION AT BUS STOPS/HOT SPOTS	116	54	57	7	65	51	82	24	9	9	82	12	9	6	25	45	39	4	95	15	3	6	
	3.2	4.1	2.7	3.3	3.7	2.8	3.1	3.2	4.9	2.6	3.3	2.9	2.9	4.2	3.8	3.0	3.1	3.8	3.0	3.4	16.7	5.4	
	100.0	46.6	49.1	6.0	56.0	44.0	70.7	20.7	7.8	7.8	70.7	10.3	7.8	5.2	21.6	38.8	33.6	3.4	81.9	12.9	2.6	5.2	
VANDALS /REPEAT OFFENDERS SHOULD BE FORBIDDEN FROM RIDING BUSES	104	43	55	8	41	63	68	28	7	16	59	12	18	2	16	45	30	6	76	27	1	2	
	2.9	3.3	2.6	3.8	2.3	3.4	2.5	3.7	3.8	4.7	2.4	2.9	5.8	1.4	2.4	3.0	2.4	5.8	2.4	6.1	5.6	1.8	
	100.0	41.3	52.9	7.7	39.4	60.6	65.4	26.9	6.7	15.4	56.7	11.5	17.3	1.9	15.4	43.3	28.8	5.8	73.1	26.0	1.0	1.9	
SENTENCE VANDALS TO COMMUNITY SERVICE	100	39	55	5	55	45	72	21	7	8	75	4	7	6	13	47	36	1	84	12	1	4	
	2.8	3.0	2.6	2.4	3.1	2.4	2.7	2.8	3.8	2.3	3.0	1.0	2.2	4.2	2.0	3.2	2.9	1.0	2.7	2.7	5.6	3.6	
	100.0	39.0	55.0	5.0	55.0	45.0	72.0	21.0	7.0	8.0	75.0	4.0	7.0	6.0	13.0	47.0	36.0	1.0	84.0	12.0	1.0	4.0	
CLASSES/LECTURES IN SCHOOLS TO TEACH THE TRUE COSTS OF VANDALISM	100	39	53	9	54	46	71	20	8	9	61	12	15	8	19	34	40	6	80	20	-	1	
	2.8	3.0	2.5	4.3	3.0	2.5	2.6	2.7	4.4	2.6	2.5	2.9	4.8	5.6	2.9	2.3	3.2	5.8	2.6	4.5	-	0.9	
	100.0	39.0	53.0	9.0	54.0	46.0	71.0	20.0	8.0	9.0	61.0	12.0	15.0	8.0	19.0	34.0	40.0	6.0	80.0	20.0	-	1.0	
MORE TRANSIT POLICE ON BOARD DURING HEAVY STUDENT RIDING TIMES	94	32	55	7	46	48	74	17	3	12	60	14	9	2	23	38	26	5	85	9	-	3	
	2.6	2.4	2.6	3.3	2.6	2.6	2.8	2.3	1.6	3.5	2.4	3.4	2.9	1.4	3.5	2.6	2.1	4.8	2.7	2.0	-	2.7	
	100.0	34.0	58.5	7.4	48.9	51.1	78.7	18.1	3.2	12.8	63.8	14.9	9.6	2.1	24.5	40.4	27.7	5.3	90.4	9.6	-	3.2	
VANDALS SHOULD BE PUNISHED	74	40	33	1	30	44	56	13	5	7	49	13	6	2	14	35	23	1	66	6	1	1	
	2.0	3.0	1.6	0.5	1.7	2.4	2.1	1.7	2.7	2.0	2.0	3.1	1.9	1.4	2.1	2.4	1.8	1.0	2.1	1.4	5.6	0.9	
	100.0	54.1	44.6	1.4	40.5	59.5	75.7	17.6	6.8	9.5	66.2	17.6	8.1	2.7	18.9	47.3	31.1	1.4	89.2	8.1	1.4	1.4	
PARENTS/FAMILY SHOULD PAY THE FINE	62	21	41	2	34	28	49	12	1	5	46	9	2	3	6	34	22	-	50	11	1	4	
	1.7	1.6	1.9	1.0	1.9	1.5	1.8	1.6	0.5	1.5	1.8	2.2	0.6	2.1	0.9	2.3	1.8	-	1.6	2.5	5.6	3.6	
	100.0	33.9	66.1	3.2	54.8	45.2	79.0	19.4	1.6	8.1	74.2	14.5	3.2	4.8	9.7	54.8	35.5	-	80.6	17.7	1.6	6.5	
VANDALS/REPEAT OFFENDERS SHOULD BE DENIED PASSES/STUDENT ID	61	24	37	3	39	22	45	12	4	6	35	12	8	-	16	26	15	3	46	13	-	6	
	1.7	1.8	1.7	1.4	2.2	1.2	1.7	1.6	2.2	1.8	1.4	2.9	2.6	-	2.4	1.8	1.2	2.9	1.5	2.9	-	5.4	
	100.0	39.3	60.7	4.9	63.9	36.1	73.8	19.7	6.6	9.8	57.4	19.7	13.1	-	26.2	42.6	24.6	4.9	75.4	21.3	-	9.8	

TABLE 34

Q.17 - SUGGESTIONS/IDEAS ABOUT HOW TO DEAL WITH VANDALISM AND GRAFFITI ON THE BUSES OR ABOUT HOW VANDALS SHOULD BE PUNISHED

	HOW FARE IS PAID										EMPLOYMENT STATUS							USE OF OTHER TRANSIT				
	MONTHLY TICKET			SEX		FREQUENCY USE RTD			STUDENT	WORKING	RETIRED	OTHER NON-WORKING	DISABLED	INCOME				NO OTHER LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE WITH CMPNY PBLIC CNTRT	
	CASH	PASS	RET	MALE	FEMALE	DAILY	WEEKLY	INFRE QNTLY						UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K					
	TOTAL																					
BUS DRIVERS SHOULD BE MORE INVOLVED WITH PREVENTING AND STOPPING	57	17	39	2	29	28	48	7	2	4	41	6	6	-	12	17	16	6	40	17	-	1
	1.6	1.3	1.8	1.0	1.6	1.5	1.8	0.9	1.1	1.2	1.6	1.4	1.9		1.8	1.1	1.3	5.8	1.3	3.8		0.9
	100.0	29.8	68.4	3.5	50.9	49.1	84.2	12.3	3.5	7.0	71.9	10.5	10.5		21.1	29.8	28.1	10.5	70.2	29.8		1.8
MORE FUNDS SHOULD BE ALLOCATED FOR POLICING AND PREVENTION	49	18	28	3	24	25	39	7	3	4	32	4	7	3	15	18	12	1	28	19	1	2
	1.4	1.4	1.3	1.4	1.4	1.4	1.5	0.9	1.6	1.2	1.3	1.0	2.2	2.1	2.3	1.2	1.0	1.0	0.9	4.3	5.6	1.8
	100.0	36.7	57.1	6.1	49.0	51.0	79.6	14.3	6.1	8.2	65.3	8.2	14.3	6.1	30.6	36.7	24.5	2.0	57.1	38.8	2.0	4.1
COMMUNITY INVOLEMENT IS NEEDED	48	13	34	1	25	23	35	10	3	9	32	6	3	4	13	17	14	3	33	15	-	1
	1.3	1.0	1.6	0.5	1.4	1.2	1.3	1.3	1.6	2.6	1.3	1.4	1.0	2.8	2.0	1.1	1.1	2.9	1.1	3.4		0.9
	100.0	27.1	70.8	2.1	52.1	47.9	72.9	20.8	6.3	18.8	66.7	12.5	6.3	8.3	27.1	35.4	29.2	6.3	68.8	31.3		2.1
INCREASE THE FINES FOR VANDALISM	41	20	22	-	28	13	34	6	1	4	32	3	3	-	6	22	13	-	37	3	-	1
	1.1	1.5	1.0		1.6	0.7	1.3	0.8	0.5	1.2	1.3	0.7	1.0		0.9	1.5	1.0		1.2	0.7		0.9
	100.0	48.8	53.7		68.3	31.7	82.9	14.6	2.4	9.8	78.0	7.3	7.3		14.6	53.7	31.7		90.2	7.3		2.4
MAKE VANDALISM A FELONY	40	16	20	3	19	21	28	9	3	2	29	7	1	2	8	18	11	2	30	8	-	3
	1.1	1.2	0.9	1.4	1.1	1.1	1.0	1.2	1.6	0.6	1.2	1.7	0.3	1.4	1.2	1.2	0.9	1.9	1.0	1.8		2.7
	100.0	40.0	50.0	7.5	47.5	52.5	70.0	22.5	7.5	5.0	72.5	17.5	2.5	5.0	20.0	45.0	27.5	5.0	75.0	20.0		7.5
MORE PATROL ON BUS YARDS	36	16	20	-	17	19	22	12	1	1	25	6	3	1	8	19	8	1	32	3	-	1
	1.0	1.2	0.9		1.0	1.0	0.8	1.6	0.5	0.3	1.0	1.4	1.0	0.7	1.2	1.3	0.6	1.0	1.0	0.7		0.9
	100.0	44.4	55.6		47.2	52.8	61.1	33.3	2.8	2.8	69.4	16.7	8.3	2.8	22.2	52.8	22.2	2.8	88.9	8.3		2.8
DRIVER SHOULD STOP BUS AND CALL POLICE/CALL FROM BUS	36	9	23	4	27	9	32	2	1	3	26	3	4	1	6	16	7	5	24	11	-	3
	1.0	0.7	1.1	1.9	1.5	0.5	1.2	0.3	0.5	0.9	1.0	0.7	1.3	0.7	0.9	1.1	0.6	4.8	0.8	2.5		2.7
	100.0	25.0	63.9	11.1	75.0	25.0	88.9	5.6	2.8	8.3	72.2	8.3	11.1	2.8	16.7	44.4	19.4	13.9	66.7	30.6		8.3
SOME KIND OF SURVEILLANCE IN BACK OF BUS/GUARDS	36	17	18	1	17	19	28	8	-	3	27	1	5	1	11	17	7	-	31	4	1	1
	1.0	1.3	0.9	0.5	1.0	1.0	1.0	1.1		0.9	1.1	0.2	1.6	0.7	1.7	1.1	0.6		1.0	0.9	5.6	0.9
	100.0	47.2	50.0	2.8	47.2	52.8	77.8	22.2		8.3	75.0	2.8	13.9	2.8	30.6	47.2	19.4		86.1	11.1	2.8	2.8
CALL THE PARENTS OF FIRST OFFENDERS	32	12	19	2	12	20	23	9	-	2	18	7	2	3	6	15	10	-	25	6	1	1
	0.9	0.9	0.9	1.0	0.7	1.1	0.9	1.2		0.6	0.7	1.7	0.6	2.1	0.9	1.0	0.8		0.8	1.4	5.6	0.9
	100.0	37.5	59.4	6.3	37.5	62.5	71.9	28.1		6.3	56.3	21.9	6.3	9.4	18.8	46.9	31.3		78.1	18.8	3.1	3.1
RECOMMEND VIOLENT TREATMENT OF VANDALS	28	7	18	3	14	14	20	5	3	1	16	6	5	1	11	8	9	-	23	5	-	1
	0.8	0.5	0.9	1.4	0.8	0.8	0.7	0.7	1.6	0.3	0.6	1.4	1.6	0.7	1.7	0.5	0.7		0.7	1.1		0.9
	100.0	25.0	64.3	10.7	50.0	50.0	71.4	17.9	10.7	3.6	57.1	21.4	17.9	3.6	39.3	28.6	32.1		82.1	17.9		3.6

TABLE 34

Q.17 - SUGGESTIONS/IDEAS ABOUT HOW TO DEAL WITH VANDALISM AND GRAFFITI ON THE BUSES OR ABOUT HOW VANDALS SHOULD BE PUNISHED

	HOW FARE IS PAID										EMPLOYMENT STATUS							INCOME				USE OF OTHER TRANSIT			
	MONTH TCKEN				SEX		FREQUENCY USE RTD				STU- DENT	WORK -ING	RETIR -ED	OTHER WRKNG	DIS ABLED WORK FORCE	UNDER \$10K	\$10K- \$24K	\$25K- \$50K	OVER \$50K	NO USE OF OTHER LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE CMPNY WITH PBLIC CNTRT		
	TOTAL	CASH	PASS	KEY	MALE	FE- MALE	DAILY	WEEK -LY	INFRE QNTLY																
MINORS SHOULD NOT BE ALLOWED TO BUY SPRAY PAINT/MARKERS	27	13	13	1	10	17	21	4	2	2	20	1	3	1	4	10	11	-	22	5	-	1			
	0.7	1.0	0.6	0.5	0.6	0.9	0.8	0.5	1.1	0.6	0.8	0.2	1.0	0.7	0.6	0.7	0.9	0.7	1.1	-	0.9				
	100.0	48.1	48.1	3.7	37.0	63.0	77.8	14.8	7.4	7.4	74.1	3.7	11.1	3.7	14.8	37.0	40.7	81.5	18.5	-	3.7				
OFFER/INCREASE THE REWARD FOR TURNING IN VANDALS	26	14	12	2	17	9	17	7	2	2	20	1	1	2	5	14	6	-	16	10	-	1			
	0.7	1.1	0.6	1.0	1.0	0.5	0.6	0.9	1.1	0.6	0.8	0.2	0.3	1.4	0.8	0.9	0.5	0.5	2.3	-	0.9				
	100.0	53.8	46.2	7.7	65.4	34.6	65.4	26.9	7.7	7.7	76.9	3.8	3.8	7.7	19.2	53.8	23.1	61.5	38.5	-	3.8				
RECOMMEND PARENTAL DISCIPLINE	25	10	15	-	13	12	17	6	2	3	19	2	2	1	6	13	5	1	22	3	-	-			
	0.7	0.8	0.7	-	0.7	0.6	0.6	0.8	1.1	0.9	0.8	0.5	0.6	0.7	0.9	0.9	0.4	1.0	0.7	0.7	-	-			
	100.0	40.0	60.0	-	52.0	48.0	68.0	24.0	8.0	12.0	76.0	8.0	8.0	4.0	24.0	52.0	20.0	4.0	88.0	12.0	-	-			
SEND VANDALS TO YOUTH CAMPS/REFORM SCHOOL/OTHER CORRECTIONAL	19	6	11	2	8	11	15	4	-	-	16	1	2	-	3	9	6	1	15	4	-	1			
	0.5	0.5	0.5	1.0	0.5	0.6	0.6	0.5	-	-	0.6	0.2	0.6	-	0.5	0.6	0.5	1.0	0.5	0.9	-	0.9			
	100.0	31.6	57.9	10.5	42.1	57.9	78.9	21.1	-	-	84.2	5.3	10.5	-	15.8	47.4	31.6	5.3	78.9	21.1	-	5.3			
ESTABLISH AN 800 HOT LINE TO CALL WHEN VANDALISM IS SEEN	18	8	9	2	11	7	11	4	3	2	12	1	2	1	3	9	5	-	13	5	-	-			
	0.5	0.6	0.4	1.0	0.6	0.4	0.4	0.5	1.6	0.6	0.5	0.2	0.6	0.7	0.5	0.6	0.4	0.4	1.1	-	-				
	100.0	44.4	50.0	11.1	61.1	38.9	61.1	22.2	16.7	11.1	66.7	5.6	11.1	5.6	16.7	50.0	27.8	72.2	27.8	-	-				
TAKE PHOTOS OF VANDALS (POST THEM ON BUSES)	17	7	10	1	9	8	10	5	1	3	11	1	2	-	8	3	4	-	12	5	-	1			
	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.7	0.5	0.9	0.4	0.2	0.6	-	1.2	0.2	0.3	0.4	1.1	-	-				
	100.0	41.2	58.8	5.9	52.9	47.1	58.8	29.4	5.9	17.6	64.7	5.9	11.8	-	47.1	17.6	23.5	70.6	29.4	-	5.9				
TRANSIT POLICE SHOULD ISSUE TICKETS TO VANDALS	13	3	9	1	7	6	10	3	-	4	7	1	2	1	3	3	4	1	10	2	-	1			
	0.4	0.2	0.4	0.5	0.4	0.3	0.4	0.4	-	1.2	0.3	0.2	0.6	0.7	0.5	0.2	0.3	1.0	0.3	0.5	-	0.9			
	100.0	23.1	69.2	7.7	53.8	46.2	76.9	23.1	-	30.8	53.8	7.7	15.4	7.7	23.1	23.1	30.8	7.7	76.9	15.4	-	7.7			
USE SURFACE TREATMENT THAT CAN NOT BE PAINTED ON	13	8	4	1	10	3	7	2	3	1	9	2	2	-	2	8	2	1	9	4	-	-			
	0.4	0.6	0.2	0.5	0.6	0.2	0.3	0.3	1.6	0.3	0.4	0.5	0.6	-	0.3	0.5	0.2	1.0	0.3	0.9	-	-			
	100.0	61.5	30.8	7.7	76.9	23.1	53.8	15.4	23.1	7.7	69.2	15.4	15.4	-	15.4	61.5	15.4	7.7	69.2	30.8	-	-			
CHECK RIDERS AT STOP FOR SPRAY PAINT/INSTALL DETECTORS	12	3	8	1	5	7	7	4	1	4	7	1	-	1	4	3	3	-	8	2	-	2			
	0.3	0.2	0.4	0.5	0.3	0.4	0.3	0.5	0.5	1.2	0.3	0.2	-	0.7	0.6	0.2	0.2	0.3	0.5	-	-				
	100.0	25.0	66.7	8.3	41.7	58.3	58.3	33.3	8.3	33.3	58.3	8.3	-	8.3	33.3	25.0	25.0	66.7	16.7	-	-	16.7			
PUT VANDALS/REPEAT OFFENDERS ON PROBATION	11	5	5	1	5	6	7	4	-	-	6	2	1	2	4	1	5	1	10	-	-	1			
	0.3	0.4	0.2	0.5	0.3	0.3	0.3	0.5	-	-	0.2	0.5	0.3	1.4	0.6	0.1	0.4	1.0	0.3	-	-				
	100.0	45.5	45.5	9.1	45.5	54.5	63.6	36.4	-	-	54.5	18.2	9.1	18.2	36.4	9.1	45.5	9.1	90.9	-	-	9.1			

FACTS CONSOLIDATED

RTD SURVEY

STUDY #6006

JULY, 1989

TABLE 34

Q.17 - SUGGESTIONS/IDEAS ABOUT HOW TO DEAL WITH VANDALISM AND GRAFFITI ON THE BUSES OR ABOUT HOW VANDALS SHOULD BE PUNISHED

	HOW FARE IS PAID				SEX		FREQUENCY USE RTD			EMPLOYMENT STATUS					INCOME				USE OF OTHER TRANSIT				
	TOTAL	CASH	MONTHLY PASS	TICKET	MALE	FEMALE	DAILY	WEEKLY	INFREQUENTLY	STUDENT	WORKING	RETIRED	OTHER NON-WORKING	DISABLED	NOT WORKING	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	NO OTHER LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE WITH PBLIC CNTRT
	11	3	7	1	7	4	9	1	1	1	10	-	1	-	4	1	5	1	8	3	-	2	
0.3	0.2	0.3	0.5	0.4	0.2	0.3	0.1	0.5	0.3	0.4	-	0.3	-	0.6	0.1	0.4	1.0	0.3	0.7	-	1.8		
HIRE TEENS TO PATROL BUSES (INFLUENCE OF PEER GROUPS)	11	3	7	1	7	4	9	1	1	10	-	1	-	4	1	5	1	8	3	-	2		
	0.3	0.2	0.3	0.5	0.4	0.2	0.3	0.1	0.5	0.3	0.4	-	0.3	-	0.6	0.1	0.4	1.0	0.3	0.7	-	1.8	
	100.0	27.3	63.6	9.1	63.6	36.4	81.8	9.1	9.1	9.1	90.9	-	9.1	-	36.4	9.1	45.5	9.1	72.7	27.3	-	18.2	
SUGGESTION REGARDING FUNDING OF CLEANUP	11	3	7	1	6	5	10	-	1	1	7	3	-	1	3	4	3	1	9	1	-	2	
	0.3	0.2	0.3	0.5	0.3	0.3	0.4	-	0.5	0.3	0.3	0.7	-	0.7	0.5	0.3	0.2	1.0	0.3	0.2	-	1.8	
	100.0	27.3	63.6	9.1	54.5	45.5	90.9	-	9.1	9.1	63.6	27.3	-	9.1	27.3	36.4	27.3	9.1	81.8	9.1	-	18.2	
PROVIDE MORE ACCETABLE MEANS OF EXPRESSION	11	5	5	1	8	3	8	1	2	2	8	-	3	-	4	2	4	-	7	4	-	-	
	0.3	0.4	0.2	0.5	0.5	0.2	0.3	0.1	1.1	0.6	0.3	-	1.0	-	0.6	0.1	0.3	-	0.2	0.9	-	-	
	100.0	45.5	45.5	9.1	72.7	27.3	72.7	9.1	18.2	18.2	72.7	-	27.3	-	36.4	18.2	36.4	-	63.6	36.4	-	-	
PUBLICIZE THE FACT THAT UNDERCOVER POLICE ARE ON BOARD	9	4	3	2	7	2	7	2	-	-	8	-	-	1	1	4	4	-	7	2	-	1	
	0.2	0.3	0.1	1.0	0.4	0.1	0.3	0.3	-	-	0.3	-	-	0.7	0.2	0.3	0.3	-	0.2	0.5	-	0.9	
	100.0	44.4	33.3	22.2	77.8	22.2	77.8	22.2	-	-	88.9	-	-	11.1	11.1	44.4	44.4	-	77.8	22.2	-	11.1	
UTILIZE (MOST OF) THE SUGGESTIONS IN THIS SURVEY	9	-	9	-	5	4	7	2	-	1	4	2	-	-	4	3	1	-	7	1	-	1	
	0.2	-	0.4	-	0.3	0.2	0.3	0.3	-	0.3	0.2	0.5	-	-	0.6	0.2	0.1	-	0.2	0.2	-	0.9	
	100.0	-	100.0	-	55.6	44.4	77.8	22.2	-	11.1	44.4	22.2	-	-	44.4	33.3	11.1	-	77.8	11.1	-	11.1	
SEND VANDALS TO PROFESSIONAL COUNSELING	8	5	4	-	5	3	5	3	-	2	4	1	2	-	3	3	2	-	5	3	-	-	
	0.2	0.4	0.2	-	0.3	0.2	0.2	0.4	-	0.6	0.2	0.2	0.6	-	0.5	0.2	0.2	-	0.2	0.7	-	-	
	100.0	62.5	50.0	-	62.5	37.5	62.5	37.5	-	25.0	50.0	12.5	25.0	-	37.5	37.5	25.0	-	62.5	37.5	-	-	
INVESTIGATE WHAT OTHER CITIES ARE DOING ABOUT THE PROBLEM	5	1	4	-	3	2	4	-	1	-	5	-	-	-	3	2	2	-	4	1	-	-	
	0.1	0.1	0.2	-	0.2	0.1	0.1	-	0.5	-	0.2	-	-	-	0.2	0.2	0.2	-	0.1	0.2	-	-	
	100.0	20.0	80.0	-	60.0	40.0	80.0	-	20.0	-	100.0	-	-	-	60.0	40.0	40.0	-	80.0	20.0	-	-	
MORE/BETTER LIGHTS AT BUS STOPS AT NIGHT	4	1	2	1	2	2	2	2	-	-	2	-	1	-	4	-	-	-	4	-	-	-	
	0.1	0.1	0.1	0.5	0.1	0.1	0.1	0.3	-	-	0.1	-	0.3	-	0.3	-	-	-	0.1	-	-	-	
	100.0	25.0	50.0	25.0	50.0	50.0	50.0	50.0	-	-	50.0	-	25.0	-	100.0	-	-	-	100.0	-	-	-	
OTHER SUGGESTIONS	14	7	7	-	4	10	12	1	1	-	10	4	-	-	6	3	3	2	13	-	1	-	
	0.4	0.5	0.3	-	0.2	0.5	0.4	0.1	0.5	-	0.4	1.0	-	-	0.9	0.2	0.2	1.9	0.4	-	5.6		
	100.0	50.0	50.0	-	28.6	71.4	85.7	7.1	7.1	-	71.4	28.6	-	-	42.9	21.4	21.4	14.3	92.9	-	7.1		
NONE/NO SUGGESTIONS	1064	333	669	66	494	570	780	231	53	112	769	107	70	34	194	415	393	27	956	93	4	22	
	29.4	25.4	31.6	31.6	27.8	30.8	29.1	30.7	29.0	32.7	30.9	25.7	22.4	23.8	29.3	28.0	31.4	26.0	30.7	20.9	22.2	19.8	
	100.0	31.3	62.9	6.2	46.4	53.6	73.3	21.7	5.0	10.5	72.3	10.1	6.6	3.2	18.2	39.0	36.9	2.5	89.8	8.7	0.4	2.1	

TABLE 34

Q.17 - SUGGESTIONS/IDEAS ABOUT HOW TO DEAL WITH VANDALISM AND GRAFFITI ON THE BUSES OR ABOUT HOW VANDALS SHOULD BE PUNISHED

	HOW FARE IS PAID				SEX		FREQUENCY USE RTD				EMPLOYMENT STATUS								INCOME				USE OF OTHER TRANSIT			
	MONTH TCKEN		TIC-		MALE	FE-	DAILY	WEEK	INFRE	STU-	WORK	RETIR	NON-	DIS	NOT	UNDER	\$10K-	\$25K-	OVER	NO	USE	USE	PRVTE			
	CASH	PASS	KET		MALE	MALE	DAILY	-LY	QNTLY	DENT	-ING	-ED	WRKNG	ABLED	FORCE	\$10K	\$24K	\$50K	\$50K	OTHER	TRNST	TRNST	TRNST	PBLIC		
	TOTAL																			OF	PUBLIC	VATE	WITH			
DON'T KNOW	176	83	85	9	67	109	124	44	8	17	106	26	23	5	38	69	57	8	150	22	1	10				
	4.9	6.3	4.0	4.3	3.8	5.9	4.6	5.8	4.4	5.0	4.3	6.3	7.3	3.5	5.7	4.7	4.6	7.7	4.8	5.0	5.6	9.0				
	100.0	47.2	48.3	5.1	38.1	61.9	70.5	25.0	4.5	9.7	60.2	14.8	13.1	2.8	21.6	39.2	32.4	4.5	85.2	12.5	0.6	5.7				

TABLE 35
Q.A - SEX

	HOW FARE IS PAID				EMPLOYMENT STATUS														USE OF OTHER TRANSIT			
	MONTH TCKEN				SEX		FREQUENCY USE RTD			STU- DENT	WORK -ING	RETIR -ED	OTHER WRKNG	DIS ABLED	NON- WORK FORCE	INCOME			OTHER OF LINES	USE TRNST LINE	USE TRNST LINE	PRVTE WITH CNTRT
	CASH	PASS	KET	TIC-	MALE	FE- MALE	DAILY	-LY	QNTLY							\$10K-	\$24K-	\$50K				
	TOTAL	-LY	TIC-																			
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1
MALE	1775	660	1031	93	1775	-	1357	323	91	147	1248	212	115	87	342	724	586	70	1504	243	10	56
	49.0	50.3	48.7	44.5	100.0		50.6	42.9	49.7	43.0	50.2	51.0	36.7	60.8	51.7	48.9	46.8	67.3	48.2	54.7	55.6	50.5
	100.0	37.2	58.1	5.2	100.0		76.5	18.2	5.1	8.3	70.3	11.9	6.5	4.9	19.3	40.8	33.0	3.9	84.7	13.7	0.6	3.2
FEMALE	1849	653	1086	116	-	1849	1327	430	92	195	1240	204	198	56	320	758	666	34	1615	201	8	55
	51.0	49.7	51.3	55.5		100.0	49.4	57.1	50.3	57.0	49.8	49.0	63.3	39.2	48.3	51.1	53.2	32.7	51.8	45.3	44.4	49.5
	100.0	35.3	58.7	6.3		100.0	71.8	23.3	5.0	10.5	67.1	11.0	10.7	3.0	17.3	41.0	36.0	1.8	87.3	10.9	0.4	3.0

TABLE 36
Q.B - RACE

	HOW FARE IS PAID				EMPLOYMENT STATUS											USE OF OTHER TRANSIT						
	=====				SEX		FREQUENCY USE RTD			DIS ABLED				INCOME				=====				
	MONTH TIC-		KET		MALE	FE-	DAILY	WEEK	INFRE	STU-	WORK	RETIR	NON-	WORK	UNDER	\$10K-	\$25K-	OVER	NO	USE	USE	PRVTE
	-LY	TIC-			MALE	WEEK	-LY	INFRE	DENT	-ING	-ED	WRKNG	FORCE	\$10K	\$24K	\$50K	\$50K	OF	OTHER	PRI	CMPNY	
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1
CAUCASIAN	1726	610	1023	99	872	854	1229	374	119	121	1138	298	127	72	259	645	698	58	1446	248	7	54
	47.6	46.5	48.3	47.4	49.1	46.2	45.8	49.7	65.0	35.4	45.7	71.6	40.6	50.3	39.1	43.5	55.8	55.8	46.4	55.9	38.9	48.6
	100.0	35.3	59.3	5.7	50.5	49.5	71.2	21.7	6.9	7.0	65.9	17.3	7.4	4.2	15.0	37.4	40.4	3.4	83.8	14.4	0.4	3.1
BLACK	884	332	506	55	440	444	658	190	36	75	652	50	83	43	156	416	253	27	738	133	10	32
	24.4	25.3	23.9	26.3	24.8	24.0	24.5	25.2	19.7	21.9	26.2	12.0	26.5	30.1	23.6	28.1	20.2	26.0	23.7	30.0	55.6	28.8
	100.0	37.6	57.2	6.2	49.8	50.2	74.4	21.5	4.1	8.5	73.8	5.7	9.4	4.9	17.6	47.1	28.6	3.1	83.5	15.0	1.1	3.6
HISPANIC	824	312	470	42	376	448	656	147	21	117	579	42	94	22	216	354	222	12	770	48	1	11
	22.7	23.8	22.2	20.1	21.2	24.2	24.4	19.5	11.5	34.2	23.3	10.1	30.0	15.4	32.6	23.9	17.7	11.5	24.7	10.8	5.6	9.9
	100.0	37.9	57.0	5.1	45.6	54.4	79.6	17.8	2.5	14.2	70.3	5.1	11.4	2.7	26.2	43.0	26.9	1.5	93.4	5.8	0.1	1.3
ASIAN	187	57	117	13	84	103	139	41	7	28	118	25	9	6	30	66	79	6	163	15	-	13
	5.2	4.3	5.5	6.2	4.7	5.6	5.2	5.4	3.8	8.2	4.7	6.0	2.9	4.2	4.5	4.5	6.3	5.8	5.2	3.4	-	11.7
	100.0	30.5	62.6	7.0	44.9	55.1	74.3	21.9	3.7	15.0	63.1	13.4	4.8	3.2	16.0	35.3	42.2	3.2	87.2	8.0	-	7.0
OTHER	3	2	1	-	3	-	2	1	-	1	1	1	-	-	1	1	-	1	2	-	-	1
	0.1	0.2	.		0.2		0.1	0.1		0.3	.	0.2			0.2	0.1		1.0	0.1			0.9
	100.0	66.7	33.3		100.0		66.7	33.3		33.3	33.3	33.3			33.3	33.3		33.3	66.7			33.3

TABLE 37
Q.C - FREQUENCY RIDE BUSES

	HOW FARE IS PAID				EMPLOYMENT STATUS										USE OF OTHER TRANSIT									
	=====				SEX		FREQUENCY USE RTD				DIS ABLED						INCOME				NO USE OF OTHER TRNST			
	TOTAL	CASH	PASS	TIC- KET	MALE	FE- MALE	DAILY	WEEK -LY	INFRE QNTLY	STU- DENT	WORK -ING	RETIR -ED	OTHER NON- WRKNG	NOT WORK FORCE	UNDER \$10K	\$10K- \$24K	\$25K- \$50K	OVER \$50K	OTHER LINES	USE TRNST LINE	USE VATE TRNST LINE	PRVTE CMPNY WITH PBLIC CNTRT		
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====		
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111		
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1		
NEARLY EVERY DAY	2684	756	1856	82	1357	1327	2684	-	-	283	1944	259	174	94	503	1132	898	65	2315	331	13	76		
	74.1	57.6	87.7	39.2	76.5	71.8	100.0			82.7	78.1	62.3	55.6	65.7	76.0	76.4	71.7	62.5	74.2	74.5	72.2	68.5		
	100.0	28.2	69.2	3.1	50.6	49.4	100.0			10.5	72.4	9.6	6.5	3.5	18.7	42.2	33.5	2.4	86.3	12.3	0.5	2.8		
3 DAYS A WEEK	494	211	191	95	207	287	-	494	-	33	290	87	64	32	94	215	161	9	422	62	3	16		
	13.6	16.1	9.0	45.5	11.7	15.5		65.6		9.6	11.7	20.9	20.4	22.4	14.2	14.5	12.9	8.7	13.5	14.0	16.7	14.4		
	100.0	42.7	38.7	19.2	41.9	58.1		100.0		6.7	58.7	17.6	13.0	6.5	19.0	43.5	32.6	1.8	85.4	12.6	0.6	3.2		
1 OR 2 DAYS A WEEK	259	177	56	27	116	143	-	259	-	17	128	46	51	14	41	77	120	11	228	24	1	9		
	7.1	13.5	2.6	12.9	6.5	7.7		34.4		5.0	5.1	11.1	16.3	9.8	6.2	5.2	9.6	10.6	7.3	5.4	5.6	8.1		
	100.0	68.3	21.6	10.4	44.8	55.2		100.0		6.6	49.4	17.8	19.7	5.4	15.8	29.7	46.3	4.2	88.0	9.3	0.4	3.5		
LESS THAN 1 DAY A WEEK	183	165	14	5	91	92	-	-	183	9	124	24	22	3	23	56	72	19	152	26	1	9		
	5.0	12.6	0.7	2.4	5.1	5.0			100.0	2.6	5.0	5.8	7.0	2.1	3.5	3.8	5.8	18.3	4.9	5.9	5.6	8.1		
	100.0	90.2	7.7	2.7	49.7	50.3			100.0	4.9	67.8	13.1	12.0	1.6	12.6	30.6	39.3	10.4	83.1	14.2	0.5	4.9		
DON'T KNOW	4	4	-	-	4	-	-	-	-	-	2	-	2	-	1	2	1	-	2	1	-	1		
	0.1	0.3			0.2						0.1		0.6		0.2	0.1	0.1		0.1	0.2		0.9		
	100.0	100.0			100.0						50.0		50.0		25.0	50.0	25.0		50.0	25.0		25.0		

TABLE 38
Q.D - OTHER MEANS OF TRANSPORTATION

	HOW FARE IS PAID				EMPLOYMENT STATUS										USE OF OTHER TRANSIT										
	MONTH TIC- -LY PASS KET				SEX		FREQUENCY USE RTD				DIS ABLED						INCOME				NO USE OF OTHER TRNST			USE PRI TRNST	PRVTE WITH CMPNY
	TOTAL	CASH	PASS	KET	MALE	FE- MALE	DAILY	WEEK -LY	INFRE QNTLY	STU- DENT	WORK -ING	RETIR -ED	NON- WRKNG	WORK FORCE	UNDER \$10K	\$10K- \$24K	\$25K- \$50K	OVER \$50K	OTHER LINES	OTHER TRNST	PUBLIC TRNST	VATE TRNST	PBLIC CNTRT		
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111			
YES, OWN AN AUTO	779	370	360	56	469	310	486	207	86	49	631	62	35	11	81	290	343	40	662	101	3	32			
YES, OTHER IN HOUSEHOLD OWN AN AUTOMOBILE	702	192	465	50	260	442	514	161	27	113	487	50	60	13	87	256	310	17	619	68	4	25			
TAXI	80	16	62	2	35	45	58	19	3	3	24	39	7	7	26	29	20	1	72	8	-	2			
YES, CAR POOL	69	45	16	8	40	29	21	27	21	3	58	2	4	2	7	17	34	8	58	10	-	2			
ANY MULTIPLE CODE	68	36	25	7	45	23	37	20	11	3	59	3	4	1	5	21	31	8	55	11	-	3			
YES, MOTORCYCLE	45	19	24	2	40	5	32	12	1	7	33	2	4	4	4	24	13	3	39	5	-	1			
WALKING	6	2	4	-	4	2	4	1	1	2	1	1	1	1	3	3	-	-	6	-	-	-			
YES, OTHER	21	12	8	1	15	6	17	4	-	2	15	1	4	-	4	7	9	1	13	8	-	-			
NO/NONE	1851	617	1154	83	864	987	1515	303	33	160	1178	257	192	104	445	832	492	26	1594	231	11	46			

FACTS CONSOLIDATED RTD SURVEY STUDY #6006 JULY, 1989

TABLE 38
Q.D - OTHER MEANS OF TRANSPORTATION

	HOW FARE IS PAID		SEX		FREQUENCY USE RTD			EMPLOYMENT STATUS						USE OF OTHER TRANSIT									
	MONTH TCKEN		=====		=====			=====						=====									
	TOTAL	CASH	PASS	TIC- KET	MALE	FE- MALE	DAILY	WEEK -LY	INFRE QNTLY	STU- DENT	WORK -ING	RETIR -ED	NON- WRKNG	DIS ABLED NOT WORK	INCOME	UNDER \$10K	\$10K- \$24K	\$25K- \$50K	OVER \$50K	NO USE OF OTHER TRNST	USE OTHER PUBLC TRNST	USE PRI TRNST	PRVTE CMPNY WITH PBLIC CNTRT
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
DON'T KNOW/REFUSED	5	5	-	-	5	-	-	1	-	-	3	-	2	-	1	3	1	-	2	2	-	1	
	0.1	0.4			0.3		0.1			0.1		0.6		0.2	0.2	0.1		0.1	0.5		0.9		
	100.0	100.0			100.0		20.0			60.0		40.0		20.0	60.0	20.0		40.0	40.0		20.0		

TABLE 39
Q.E - PRESENTLY USE ANY TRANSIT SYSTEM OTHER THAN RTD

	HOW FARE IS PAID				SEX		FREQUENCY USE RTD				EMPLOYMENT STATUS							INCOME				USE OF OTHER TRANSIT																					
	TOTAL	CASH	PASS	TICKET	MALE	FEMALE	DAILY	WEEKLY	INFREQUENTLY	STUDENT	WORKING	RETIRED	OTHER WORKING	DISABLED	NOT WORKING	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	NO OTHER TRNST	USE OTHER PUBLIC TRNST	USE PRIVATE TRNST	PRIVTE CMPNY WITH																				
																								MONTHLY TICKET				WEEKLY INFREQUENTLY				DISABLED				INCOME				USE OF OTHER TRANSIT			
																								MONTHLY TICKET				WEEKLY INFREQUENTLY				DISABLED				INCOME				USE OF OTHER TRANSIT			
MONTHLY TICKET				WEEKLY INFREQUENTLY				DISABLED				INCOME				USE OF OTHER TRANSIT																											
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111																					
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0																					
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1																					
SANTA MONICA	186	91	93	10	107	79	140	30	15	26	120	23	23	5	43	81	42	10	186			25																					
	5.1	6.9	4.4	4.8	6.0	4.3	5.2	4.0	8.2	7.6	4.8	5.5	7.3	3.5	6.5	5.5	3.4	9.6	41.9			22.5																					
	100.0	48.9	50.0	5.4	57.5	42.5	75.3	16.1	8.1	14.0	64.5	12.4	12.4	2.7	23.1	43.5	22.6	5.4	100.0			13.4																					
BLUE BUS	112	34	72	5	59	53	83	21	7	11	61	23	11	9	24	46	33	4	112			5																					
	3.1	2.6	3.4	2.4	3.3	2.9	3.1	2.8	3.8	3.2	2.5	5.5	3.5	6.3	3.6	3.1	2.6	3.8	25.2			4.5																					
	100.0	30.4	64.3	4.5	52.7	47.3	74.1	18.8	6.3	9.8	54.5	20.5	9.8	8.0	21.4	41.1	29.5	3.6	100.0			4.5																					
CULVER CITY	59	31	26	3	31	28	44	10	5	9	37	9	6	4	14	25	11	3	59			59																					
	1.6	2.4	1.2	1.4	1.7	1.5	1.6	1.3	2.7	2.6	1.5	2.2	1.9	2.8	2.1	1.7	0.9	2.9	13.3			53.2																					
	100.0	52.5	44.1	5.1	52.5	47.5	74.6	16.9	8.5	15.3	62.7	15.3	10.2	6.8	23.7	42.4	18.6	5.1	100.0			100.0																					
LONG BEACH	47	9	34	3	25	22	37	9	1	8	24	7	7	7	11	20	13	2	47			6																					
	1.3	0.7	1.6	1.4	1.4	1.2	1.4	1.2	0.5	2.3	1.0	1.7	2.2	4.9	1.7	1.3	1.0	1.9	10.6			5.4																					
	100.0	19.1	72.3	6.4	53.2	46.8	78.7	19.1	2.1	17.0	51.1	14.9	14.9	14.9	23.4	42.6	27.7	4.3	100.0			12.8																					
TORRANCE	44	19	26	1	29	15	34	7	3	5	31	5	2	4	11	14	11	5	44			11																					
	1.2	1.4	1.2	0.5	1.6	0.8	1.3	0.9	1.6	1.5	1.2	1.2	0.6	2.8	1.7	0.9	0.9	4.8	9.9			9.9																					
	100.0	43.2	59.1	2.3	65.9	34.1	77.3	15.9	6.8	11.4	70.5	11.4	4.5	9.1	25.0	31.8	25.0	11.4	100.0			25.0																					
ORANGE COUNTY	32	9	22	2	20	12	27	4	1	6	17	4	6	2	9	12	7	3	32			1																					
	0.9	0.7	1.0	1.0	1.1	0.6	1.0	0.5	0.5	1.8	0.7	1.0	1.9	1.4	1.4	0.8	0.6	2.9	7.2			0.9																					
	100.0	28.1	68.8	6.3	62.5	37.5	84.4	12.5	3.1	18.8	53.1	12.5	18.8	6.3	28.1	37.5	21.9	9.4	100.0			3.1																					
D.A.S.H.	16	8	8		7	9	8	5	2	3	9	1	1	1	1	5	9	1				16																					
	0.4	0.6	0.4		0.4	0.5	0.3	0.7	1.1	0.9	0.4	0.2	0.3	0.7	0.2	0.3	0.7	1.0				14.4																					
	100.0	50.0	50.0		43.8	56.3	50.0	31.3	12.5	18.8	56.3	6.3	6.3	6.3	6.3	31.3	56.3	6.3				6.3																					
PASADENA	15	3	8	3	6	9	10	5		1	8	2	2	3	3	8	4					1																					
	0.4	0.2	0.4	1.4	0.3	0.5	0.4	0.7		0.3	0.3	0.5	0.6	2.1	0.5	0.5	0.3					0.9																					
	100.0	20.0	53.3	20.0	40.0	60.0	66.7	33.3		6.7	53.3	13.3	13.3	20.0	20.0	53.3	26.7					6.7																					
GREYHOUND	14	6	9		8	6	10	3	1		7	5		1	3	4	5	1				1																					
	0.4	0.5	0.4		0.5	0.3	0.4	0.4	0.5		0.3	1.2		0.7	0.5	0.3	0.4	1.0				0.9																					
	100.0	42.9	64.3		57.1	42.9	71.4	21.4	7.1		50.0	35.7		7.1	21.4	28.6	35.7	7.1				7.1																					

FACTS CONSOLIDATED RTD SURVEY STUDY #6006 JULY, 1989

TABLE 39
Q.E - PRESENTLY USE ANY TRANSIT SYSTEM OTHER THAN RTD

	HOW FARE IS PAID										EMPLOYMENT STATUS										USE OF OTHER TRANSIT			
	MONTHLY TICKET				SEX		FREQUENCY USE RTD				DIS ABLED				INCOME				NO USE OF	USE OTHER TRNST	USE PRI TRNST	PRVTE WITH PBLIC CNTRY		
	TOTAL	CASH	PASS	KEY	MALE	FE-MALE	DAILY	WEEKLY	INFRE QNTLY	STU-DENT	WORK-ING	RETIR-ED	OTHER WRKNG	NOT FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	LINES	LINE	LINE			
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	
FOOTHILL TRANSIT	14	7	6	2	8	6	11	2	1	2	11	-	-	1	1	4	7	2	-	3	-	14		
	0.4	0.5	0.3	1.0	0.5	0.3	0.4	0.3	0.5	0.6	0.4	-	-	0.7	0.2	0.3	0.6	1.9	-	0.7	-	12.6		
	100.0	50.0	42.9	14.3	57.1	42.9	78.6	14.3	7.1	14.3	78.6	-	-	7.1	7.1	28.6	50.0	14.3	-	21.4	-	100.0		
GARDENA	14	5	9	-	9	5	11	3	-	3	7	4	-	-	4	3	5	1	-	14	-	1		
	0.4	0.4	0.4	-	0.5	0.3	0.4	0.4	-	0.9	0.3	1.0	-	-	0.6	0.2	0.4	1.0	-	3.2	-	0.9		
	100.0	35.7	64.3	-	64.3	35.7	78.6	21.4	-	21.4	50.0	28.6	-	-	28.6	21.4	35.7	7.1	-	100.0	-	7.1		
MONTEBELLO	13	6	7	-	9	4	10	3	-	3	10	-	-	1	2	5	3	1	-	13	1	1		
	0.4	0.5	0.3	-	0.5	0.2	0.4	0.4	-	0.9	0.4	-	-	0.7	0.3	0.3	0.2	1.0	-	2.9	5.6	0.9		
	100.0	46.2	53.8	-	69.2	30.8	76.9	23.1	-	23.1	76.9	-	-	7.7	15.4	38.5	23.1	7.7	-	100.0	7.7	7.7		
D.O.T.	7	1	6	-	5	2	6	1	-	-	5	-	-	1	-	3	3	1	-	3	1	7		
	0.2	0.1	0.3	-	0.3	0.1	0.2	0.1	-	-	0.2	-	-	0.7	-	0.2	0.2	1.0	-	0.7	5.6	6.3		
	100.0	14.3	85.7	-	71.4	28.6	85.7	14.3	-	-	71.4	-	-	14.3	-	42.9	42.9	14.3	-	42.9	14.3	100.0		
ONMI	6	3	2	1	4	2	4	2	-	-	4	-	1	1	-	2	1	2	-	6	-	1		
	0.2	0.2	0.1	0.5	0.2	0.1	0.1	0.3	-	-	0.2	-	0.3	0.7	-	0.1	0.1	1.9	-	1.4	-	0.9		
	100.0	50.0	33.3	16.7	66.7	33.3	66.7	33.3	-	-	66.7	-	16.7	16.7	-	33.3	16.7	33.3	-	100.0	-	16.7		
FAIRFAX SHUTTLE	5	4	1	-	4	1	2	3	-	1	3	1	-	-	1	3	-	1	-	2	-	5		
	0.1	0.3	.	-	0.2	0.1	0.1	0.4	-	0.3	0.1	0.2	-	-	0.2	0.2	-	1.0	-	0.5	-	4.5		
	100.0	80.0	20.0	-	80.0	20.0	40.0	60.0	-	20.0	60.0	20.0	-	-	20.0	60.0	-	20.0	-	40.0	-	100.0		
SAN BERNARDINO	4	3	1	-	4	-	3	1	-	1	2	1	-	-	2	2	-	-	-	3	1	-		
	0.1	0.2	.	-	0.2	-	0.1	0.1	-	0.3	0.1	0.2	-	-	0.3	0.1	-	-	-	0.7	5.6	-		
	100.0	75.0	25.0	-	100.0	-	75.0	25.0	-	25.0	50.0	25.0	-	-	50.0	50.0	-	-	-	75.0	25.0	-		
BURBANK	3	-	3	-	1	2	2	1	-	1	2	1	-	-	2	1	-	-	-	-	-	3		
	0.1	-	0.1	-	0.1	0.1	0.1	0.1	-	0.3	0.1	0.2	-	-	0.3	0.1	-	-	-	-	-	2.7		
	100.0	-	100.0	-	33.3	66.7	66.7	33.3	-	33.3	66.7	33.3	-	-	66.7	33.3	-	-	-	-	-	100.0		
BEELINE (GLENDALE)	3	2	1	-	1	2	3	-	-	1	1	-	1	-	1	1	1	-	-	3	-	-		
	0.1	0.2	.	-	0.1	0.1	0.1	-	-	0.3	.	-	0.3	-	0.2	0.1	0.1	-	-	0.7	-	-		
	100.0	66.7	33.3	-	33.3	66.7	100.0	-	-	33.3	33.3	-	33.3	-	33.3	33.3	33.3	-	-	100.0	-	-		
EL MONTE TROLLEY	3	-	3	-	-	3	2	1	-	-	-	2	-	1	2	1	-	-	-	-	-	3		
	0.1	-	0.1	-	-	0.2	0.1	0.1	-	-	-	0.5	-	0.7	0.3	0.1	-	-	-	-	-	2.7		
	100.0	-	100.0	-	-	100.0	66.7	33.3	-	-	-	66.7	-	33.3	66.7	33.3	-	-	-	-	-	100.0		

FACTS CONSOLIDATED RTD SURVEY STUDY #6006 JULY, 1989

TABLE 39
Q.E - PRESENTLY USE ANY TRANSIT SYSTEM OTHER THAN RTD

	HOW FARE IS PAID				SEX		FREQUENCY USE RTD			EMPLOYMENT STATUS						USE OF OTHER TRANSIT								
	TOTAL	CASH	MONTHLY PASS	TICKET	MALE	FEMALE	DAILY	WEEKLY	INFREQUENTLY	STUDENT	WORKING	RETIRED	OTHER WORKING	NOT ABLE	INCOME				OTHER OF LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE CMPNY WITH PBLIC CNTRT		
															UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K						
															DIS ABLE	NOT WORKING	RETIRED	OTHER WORKING						
POMONA	2	1	1		1	1	1	1		2					1			1	2	0.5			0.9	50.0
	0.1	0.1			0.1	0.1	0.1	0.1		0.1					0.2		1.0		0.5				0.9	50.0
	100.0	50.0	50.0		50.0	50.0	50.0	50.0		100.0					50.0		50.0		100.0				50.0	50.0
SANTA FE SPRINGS	2	1	1		2		2			2						2			2				2	2
	0.1	0.1			0.1		0.1			0.1						0.1			0.5				1.8	1.8
	100.0	50.0	50.0		100.0		100.0			100.0					100.0			100.0					100.0	100.0
DIAL-A-RIDE	2	2				2	1		1				1	1	1		1						2	2
	0.1	0.2				0.1			0.5				0.3	0.7	0.2		0.1						1.8	1.8
	100.0	100.0				100.0	50.0		50.0				50.0	50.0	50.0		50.0						100.0	100.0
RIO HONDO	2	1	1		2		1	1		2						1	1					2	2	
	0.1	0.1			0.1			0.1		0.1						0.1	0.1					11.1	11.1	
	100.0	50.0	50.0		100.0		50.0	50.0		100.0						50.0	50.0					100.0	100.0	
WHITTIER	2	1	1			2	1	1		1	1				1	1			2					
	0.1	0.1				0.1		0.1		0.3					0.2	0.1			0.5					
	100.0	50.0	50.0			100.0	50.0	50.0		50.0	50.0				50.0	50.0			100.0					
CAL STATE	2		2			2	2			1	1					1			1	2				
	0.1		0.1			0.1	0.1			0.3						0.1			0.2	11.1				
	100.0		100.0			100.0	100.0			50.0	50.0				50.0				50.0	100.0				
SAN FERNANDO	2	2			1	1	1	1		1	1					2							2	
	0.1	0.2			0.1	0.1		0.1		0.3						0.1							1.8	
	100.0	100.0			50.0	50.0	50.0	50.0		50.0	50.0				100.0								100.0	
COMMUTER	1	1			1		1			1							1		1					
		0.1			0.1											0.1			0.2					
	100.0	100.0			100.0		100.0			100.0					100.0				100.0					
HOLLYWOOD SHUTTLE	1	1			1			1				1			1								1	
		0.1			0.1			0.1				0.2			0.2								0.9	
	100.0	100.0			100.0			100.0				100.0			100.0								100.0	
LIDLAW	1	1			1		1			1					1								1	
		0.1			0.1										0.2								0.9	
	100.0	100.0			100.0		100.0			100.0					100.0								100.0	

TABLE 39
Q.E - PRESENTLY USE ANY TRANSIT SYSTEM OTHER THAN RTD

	HOW FARE IS PAID										EMPLOYMENT STATUS							USE OF OTHER TRANSIT				
	MONTHLY			TICKET		SEX		FREQUENCY USE RTD			STUDENT	WORKING	RETIRED	OTHER NON-WORKING	DISABLED	INCOME			NO OTHER LINES	USE OTHER TRNST LINE	USE PRIVATE TRNST LINE	PRIVATE WITH PUBLIC CNTRT
	CASH	PASS	TICKET	MALE	FEMALE	DAILY	WEEKLY	INFREQUENTLY	UNDER \$10K	\$10K-\$24K						\$25K-\$50K	OVER \$50K					
	TOTAL																					
INNER	1		1		1		1				1				1					1		
	100.0		100.0		100.0		100.0				100.0				100.0					5.6		
CARSON	1		1		1			1			1						1			1		
	100.0		100.0		100.0			100.0			100.0						100.0			5.6		
SAN GABRIEL	1		1			1					1			1					1			
	100.0		100.0			100.0	100.0				100.0			100.0					100.0			
ALHAMBRA	1		1			1		1						1							1	
	100.0		100.0			100.0		100.0			100.0			100.0							0.9	
INGLEWOOD	1	1				1	1				1				1					1		
	100.0	100.0				100.0	100.0				100.0			100.0						100.0		
NONE	3119	1106	1834	185	1504	1615	2315	650	152	271	2178	343	267	111	553	1282	1107	77	3119			
	86.1	84.2	86.6	88.5	84.7	87.3	86.3	86.3	83.1	79.2	87.5	82.5	85.3	77.6	83.5	86.5	88.4	74.0	100.0			
	100.0	35.5	58.8	5.9	48.2	51.8	74.2	20.8	4.9	8.7	69.8	11.0	8.6	3.6	17.7	41.1	35.5	2.5	100.0			

TABLE 40
Q.F - AGE

	HOW FARE IS PAID				EMPLOYMENT STATUS										USE OF OTHER TRANSIT								
	TOTAL	CASH	PASS	TICKET	SEX		FREQUENCY USE			RTD				DIS ABLED		INCOME				NO USE OF OTHER LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE WITH PBLIC CNTRT
					MALE	FE-MALE	DAILY	WEEK -LY	INFRE QNTLY	STU- DENT	WORK -ING	RETIR -ED	OTHER NON- WRKNG	NOT WORK FORCE	UNDER \$10K	\$10K- \$24K	\$25K- \$50K	OVER \$50K					
					MALE																		
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111	
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1	
UNDER 18	74	26	46	3	39	35	57	13	4	55	16	3	1	1	19	17	21	3	61	11	-	3	
	2.0	2.0	2.2	1.4	2.2	1.9	2.1	1.7	2.2	16.1	0.6	0.7	0.3	0.7	2.9	1.1	1.7	2.9	2.0	2.5		2.7	
	100.0	35.1	62.2	4.1	52.7	47.3	77.0	17.6	5.4	74.3	21.6	4.1	1.4	1.4	25.7	23.0	28.4	4.1	82.4	14.9		4.1	
18 - 34	1672	690	885	109	786	886	1252	336	83	226	1328	9	151	22	258	680	649	45	1476	182	7	35	
	46.1	52.6	41.8	52.2	44.3	47.9	46.6	44.6	45.4	66.1	53.4	2.2	48.2	15.4	39.0	45.9	51.8	43.3	47.3	41.0	38.9	31.5	
	100.0	41.3	52.9	6.5	47.0	53.0	74.9	20.1	5.0	13.5	79.4	0.5	9.0	1.3	15.4	40.7	38.8	2.7	88.3	10.9	0.4	2.1	
35 - 59	1219	446	708	67	620	599	923	232	62	42	927	30	132	99	207	527	413	48	1031	160	5	48	
	33.6	34.0	33.4	32.1	34.9	32.4	34.4	30.8	33.9	12.3	37.3	7.2	42.2	69.2	31.3	35.6	33.0	46.2	33.1	36.0	27.8	43.2	
	100.0	36.6	58.1	5.5	50.9	49.1	75.7	19.0	5.1	3.4	76.0	2.5	10.8	8.1	17.0	43.2	33.9	3.9	84.6	13.1	0.4	3.9	
60+	501	88	390	25	254	247	331	143	27	9	102	356	16	18	144	200	118	5	417	70	6	20	
	13.8	6.7	18.4	12.0	14.3	13.4	12.3	19.0	14.8	2.6	4.1	85.6	5.1	12.6	21.8	13.5	9.4	4.8	13.4	15.8	33.3	18.0	
	100.0	17.6	77.8	5.0	50.7	49.3	66.1	28.5	5.4	1.8	20.4	71.1	3.2	3.6	28.7	39.9	23.6	1.0	83.2	14.0	1.2	4.0	
REFUSED	158	63	88	5	76	82	121	29	7	10	115	18	13	3	34	58	51	3	134	21	-	5	
	4.4	4.8	4.2	2.4	4.3	4.4	4.5	3.9	3.8	2.9	4.6	4.3	4.2	2.1	5.1	3.9	4.1	2.9	4.3	4.7		4.5	
	100.0	39.9	55.7	3.2	48.1	51.9	76.6	18.4	4.4	6.3	72.8	11.4	8.2	1.9	21.5	36.7	32.3	1.9	84.8	13.3		3.2	
MEAN	39.8	36.6	41.8	38.4	40.2	39.3	39.2	41.5	40.1	28.4	36.3	66.9	37.8	46.5	42.9	40.1	37.6	38.1	39.4	41.2	46.7	43.7	
STD DEV	15.8	13.5	16.8	15.2	15.8	15.7	15.4	17.0	16.0	11.1	12.3	9.8	12.6	11.9	17.6	15.5	14.5	12.9	15.7	16.2	19.0	16.1	
STD ERROR	0.3	0.4	0.4	1.1	0.4	0.4	0.3	0.6	1.2	0.6	0.3	0.5	0.7	1.0	0.7	0.4	0.4	1.3	0.3	0.8	4.5	1.6	
MEDIAN	34.8	32.7	37.8	33.3	35.9	34.2	34.5	36.3	35.4	26.3	32.9	68.8	34.7	46.4	39.3	35.7	33.1	36.3	34.4	37.8	44.6	42.5	

TABLE 41
Q.G - EMPLOYMENT STATUS

	HOW FARE IS PAID										EMPLOYMENT STATUS										USE OF OTHER TRANSIT									
	MONTHLY TICKET				SEX		FREQUENCY USE RTD				STUDENT		WORKING		RETIRED		NON-WORKING		DIS ABLED		INCOME				NO USE OF OTHER		USE PUBLIC TRNST		USE PRIVATE WITH	
	CASH	PASS	KEY	TIC	MALE	FE-MALE	DAILY	WEEKLY	INFRE	QNTLY	STU-DENT	WORK-ING	RETIR-ED	NON-WRKNG	FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	OTHER LINES	TRNST LINE	PRI TRNST LINE	PRVTE WITH CNTRT							
	TOTAL																													
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111								
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0								
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1								
EMPLOYED FULL TIME	1926	721	1136	79	1006	920	1563	256	105	-	1926	-	-	-	188	826	799	74	1712	186	7	56								
	53.1	54.9	53.7	37.8	56.7	49.8	58.2	34.0	57.4		77.4				28.4	55.7	63.8	71.2	54.9	41.9	38.9	50.5								
	100.0	37.4	59.0	4.1	52.2	47.8	81.2	13.3	5.5		100.0				9.8	42.9	41.5	3.8	88.9	9.7	0.4	2.9								
EMPLOYED PART TIME	462	200	204	58	198	264	298	146	18	-	462	-	-	-	132	186	125	7	397	60	3	6								
	12.7	15.2	9.6	27.8	11.2	14.3	11.1	19.4	9.8		18.6				19.9	12.6	10.0	6.7	12.7	13.5	16.7	5.4								
	100.0	43.3	44.2	12.6	42.9	57.1	64.5	31.6	3.9		100.0				28.6	40.3	27.1	1.5	85.9	13.0	0.6	1.3								
RETIRED	416	70	325	22	212	204	259	133	24	-	-	416	-	-	127	168	95	5	343	61	5	16								
	11.5	5.3	15.4	10.5	11.9	11.0	9.6	17.7	13.1			100.0			19.2	11.3	7.6	4.8	11.0	13.7	27.8	14.4								
	100.0	16.8	78.1	5.3	51.0	49.0	62.3	32.0	5.8			100.0			30.5	40.4	22.8	1.2	82.5	14.7	1.2	3.8								
FULL TIME STUDENT	242	65	175	4	103	139	200	34	8	242	-	-	-	-	60	81	72	5	202	34	1	8								
	6.7	5.0	8.3	1.9	5.8	7.5	7.5	4.5	4.4	70.8					9.1	5.5	5.8	4.8	6.5	7.7	5.6	7.2								
	100.0	26.9	72.3	1.7	42.6	57.4	82.6	14.0	3.3	100.0					24.8	33.5	29.8	2.1	83.5	14.0	0.4	3.3								
HOUSEWIFE	149	104	32	15	12	137	56	76	16	-	-	-	149	-	27	57	56	4	139	9	-	1								
	4.1	7.9	1.5	7.2	0.7	7.4	2.1	10.1	8.7				47.6		4.1	3.8	4.5	3.8	4.5	2.0		0.9								
	100.0	69.8	21.5	10.1	8.1	91.9	37.6	51.0	10.7				100.0		18.1	38.3	37.6	2.7	93.3	6.0		0.7								
UNEMPLOYED, LOOKING FOR WORK	164	91	61	14	103	61	118	39	6	-	-	-	164	-	62	52	35	2	128	35	-	7								
	4.5	6.9	2.9	6.7	5.8	3.3	4.4	5.2	3.3				52.4		9.4	3.5	2.8	1.9	4.1	7.9		6.3								
	100.0	55.5	37.2	8.5	62.8	37.2	72.0	23.8	3.7				100.0		37.8	31.7	21.3	1.2	78.0	21.3		4.3								
DISABLED/NOT IN WORK FORCE	143	27	106	7	87	56	94	46	3	-	-	-	-	143	51	56	28	2	111	26	1	9								
	3.9	2.1	5.0	3.3	4.9	3.0	3.5	6.1	1.6					100.0	7.7	3.8	2.2	1.9	3.6	5.9	5.6	8.1								
	100.0	18.9	74.1	4.9	60.8	39.2	65.7	32.2	2.1					100.0	35.7	39.2	19.6	1.4	77.6	18.2	0.7	6.3								
COMBO PART TIME WORK/STUDENT	100	25	67	9	44	56	83	16	1	100	100	-	-	-	14	47	32	5	69	30	-	7								
	2.8	1.9	3.2	4.3	2.5	3.0	3.1	2.1	0.5	29.2	4.0				2.1	3.2	2.6	4.8	2.2	6.8		6.3								
	100.0	25.0	67.0	9.0	44.0	56.0	83.0	16.0	1.0	100.0	100.0				14.0	47.0	32.0	5.0	69.0	30.0		7.0								
REFUSED	22	10	11	1	10	12	13	7	2	-	-	-	-	-	1	9	10	-	18	3	1	1								
	0.6	0.8	0.5	0.5	0.6	0.6	0.5	0.9	1.1						0.2	0.6	0.8		0.6	0.7	5.6	0.9								
	100.0	45.5	50.0	4.5	45.5	54.5	59.1	31.8	9.1						4.5	40.9	45.5		81.8	13.6	4.5	4.5								

FACTS CONSOLIDATED RTD SURVEY STUDY #6006 JULY, 1989

TABLE 42
Q.H - WAYS PAY FOR FARE

	HOW FARE IS PAID										EMPLOYMENT STATUS										USE OF OTHER TRANSIT						
	MONTHLY			TICKET			SEX		FREQUENCY USE			RTD		DIS ABLED		INCOME				NO USE OF OTHER		USE OTHER		USE PRI		PRVTE CMPNY WITH	
	TOTAL	CASH	PASS	KET	MALE	FE-MALE	DAILY	WEEKLY	INFRE	STU-DENT	WORK-ING	RETIR-ED	OTHER WRKNG	NOT FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K	OVER \$50K	OTHER LINES	TRNST LINE	TRNST LINE	PBLIC LINE	CNTRT				
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111					
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1					
CASH	1289	1289	-	-	646	643	739	382	164	86	930	69	190	27	221	531	436	52	1092	170	6	54					
	35.6	98.2			36.4	34.8	27.5	50.7	89.6	25.1	37.4	16.6	60.7	18.9	33.4	35.8	34.8	50.0	35.0	38.3	33.3	48.6					
	100.0	100.0			50.1	49.9	57.3	29.6	12.7	6.7	72.1	5.4	14.7	2.1	17.1	41.2	33.8	4.0	84.7	13.2	0.5	4.2					
MONTHLY PASS	2094	-	2094	-	1019	1075	1836	244	14	240	1390	324	89	106	402	863	713	45	1822	240	11	50					
	57.8		98.9		57.4	58.1	68.4	32.4	7.7	70.2	55.9	77.9	28.4	74.1	60.7	58.2	56.9	43.3	58.4	54.1	61.1	45.0					
	100.0		100.0		48.7	51.3	87.7	11.7	0.7	11.5	66.4	15.5	4.3	5.1	19.2	41.2	34.0	2.1	87.0	11.5	0.5	2.4					
TOKEN/TICKET	196	-	-	196	87	109	73	119	4	11	139	22	24	7	27	73	87	6	177	18	-	5					
	5.4			93.8	4.9	5.9	2.7	15.8	2.2	3.2	5.6	5.3	7.7	4.9	4.1	4.9	6.9	5.8	5.7	4.1	-	4.5					
	100.0			100.0	44.4	55.6	37.2	60.7	2.0	5.6	70.9	11.2	12.2	3.6	13.8	37.2	44.4	3.1	90.3	9.2	-	2.6					
CASH/PASS COMBO	17	17	17	-	10	7	14	3	-	2	13	1	2	-	5	2	8	1	9	7	1	2					
	0.5	1.3	0.8		0.6	0.4	0.5	0.4		0.6	0.5	0.2	0.6		0.8	0.1	0.6	1.0	0.3	1.6	5.6	1.8					
	100.0	100.0	100.0		58.8	41.2	82.4	17.6		11.8	76.5	5.9	11.8		29.4	11.8	47.1	5.9	52.9	41.2	5.9	11.8					
CASH/TOKEN COMBO	7	7	-	7	4	3	3	3	1	2	3	-	3	-	4	2	1	-	5	2	-	-					
	0.2	0.5		3.3	0.2	0.2	0.1	0.4	0.5	0.6	0.1		1.0		0.6	0.1	0.1		0.2	0.5							
	100.0	100.0		100.0	57.1	42.9	42.9	42.9	14.3	28.6	42.9		42.9		57.1	28.6	14.3		71.4	28.6							
PASS/TOKEN/TICKET COMBO	6	-	6	6	2	4	6	-	-	-	4	-	2	-	2	2	2	-	3	3	-	-					
	0.2		0.3	2.9	0.1	0.2	0.2				0.2		0.6		0.3	0.1	0.2		0.1	0.7							
	100.0		100.0	100.0	33.3	66.7	100.0				66.7		33.3		33.3	33.3	33.3		50.0	50.0							
REFUSED	15	-	-	-	7	8	13	2	-	1	9	-	3	3	1	9	5	-	11	4	-	-					
	0.4				0.4	0.4	0.5	0.3		0.3	0.4		1.0	2.1	0.2	0.6	0.4		0.4	0.9							
	100.0				46.7	53.3	86.7	13.3		6.7	60.0		20.0	20.0	6.7	60.0	33.3		73.3	26.7							

TABLE 43
Q.1 - DO YOU TRANSFER

	HOW FARE IS PAID				EMPLOYMENT STATUS										USE OF OTHER TRANSIT								
	TOTAL	CASH	PASS	TKEN -LY TIC- KET	SEX		FREQUENCY USE			RTD DENT	STU- -ING	WORK -ED	RETIR WRKNG	NON- FORCE	DIS NOT ABLED	INCOME			OTHER LINES	USE TRNST LINE	USE TRNST LINE	PRVTE CMPNY CNTRT	
					MALE	FE- MALE	DAILY	WEEK -LY	INFRE QNTLY							UNDER \$10K	\$25K- \$24K	OVER \$50K					\$50K
					100.0	100.0	100.0	100.0	100.0							100.0	100.0	100.0					100.0
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111	
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1	
YES	2459	994	1378	102	1241	1218	1867	471	117	242	1659	279	223	115	484	1044	757	74	2031	384	14	93	
	67.9	75.7	65.1	48.8	69.9	65.9	69.6	62.5	63.9	70.8	66.7	67.1	71.2	80.4	73.1	70.4	60.5	71.2	65.1	86.5	77.8	83.8	
	100.0	40.4	56.0	4.1	50.5	49.5	75.9	19.2	4.8	9.8	67.5	11.3	9.1	4.7	19.7	42.5	30.8	3.0	82.6	15.6	0.6	3.8	
NO	1152	315	730	107	530	622	806	280	66	96	823	135	89	28	173	435	490	30	1076	59	4	18	
	31.8	24.0	34.5	51.2	29.9	33.6	30.0	37.2	36.1	28.1	33.1	32.5	28.4	19.6	26.1	29.4	39.1	28.8	34.5	13.3	22.2	16.2	
	100.0	27.3	63.4	9.3	46.0	54.0	70.0	24.3	5.7	8.3	71.4	11.7	7.7	2.4	15.0	37.8	42.5	2.6	93.4	5.1	0.3	1.6	
REFUSED	13	4	9	-	4	9	11	2	-	4	6	2	1	-	5	3	5	-	12	1	-	-	
	0.4	0.3	0.4		0.2	0.5	0.4	0.3		1.2	0.2	0.5	0.3		0.8	0.2	0.4		0.4	0.2			
	100.0	30.8	69.2		30.8	69.2	84.6	15.4		30.8	46.2	15.4	7.7		38.5	23.1	38.5		92.3	7.7			

TABLE 44
Q.J - INCOME

	HOW FARE IS PAID				EMPLOYMENT STATUS										USE OF OTHER TRANSIT							
	TOTAL	CASH	PASS	TICKET	SEX		FREQUENCY USE			STUDENT	WORKING	RETIRED	OTHER WORKING	DISABLED NOT WORKING	INCOME			OTHER OF LINES	USE PUBLIC TRNST LINE	USE PRIVATE TRNST LINE	PRVTE CMPNY WITH CNTRT	
					MALE	FE-MALE	DAILY	WEEK-LY	INFRE QNTLY						UNDER \$10K	\$10K-\$24K	\$25K-\$50K					OVER \$50K
					MALE	WEEK-LY	INFRE QNTLY	DAILY	WEEK-LY						INFRE QNTLY	DAILY	WEEK-LY					INFRE QNTLY
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1
UNDER \$10,000	662	230	409	33	342	320	503	135	23	74	334	127	89	51	662	-	-	-	553	94	4	25
	18.3	17.5	19.3	15.8	19.3	17.3	18.7	17.9	12.6	21.6	13.4	30.5	28.4	35.7	100.0	-	-	-	17.7	21.2	22.2	22.5
	100.0	34.7	61.8	5.0	51.7	48.3	76.0	20.4	3.5	11.2	50.5	19.2	13.4	7.7	100.0	-	-	-	83.5	14.2	0.6	3.8
\$10,000 - \$24,999	1482	535	867	77	724	758	1132	292	56	128	1059	168	109	56	-	1482	-	-	1282	182	6	41
	40.9	40.7	41.0	36.8	40.8	41.0	42.2	38.8	30.6	37.4	42.6	40.4	34.8	39.2	100.0	-	-	-	41.1	41.0	33.3	36.9
	100.0	36.1	58.5	5.2	48.9	51.1	76.4	19.7	3.8	8.6	71.5	11.3	7.4	3.8	100.0	-	-	-	86.5	12.3	0.4	2.8
\$25,000 - \$50,000	1252	445	723	90	586	666	898	281	72	104	956	95	91	28	-	-	1252	-	1107	122	6	31
	34.5	33.9	34.2	43.1	33.0	36.0	33.5	37.3	39.3	30.4	38.4	22.8	29.1	19.6	-	-	100.0	-	35.5	27.5	33.3	27.9
	100.0	35.5	57.7	7.2	46.8	53.2	71.7	22.4	5.8	8.3	76.4	7.6	7.3	2.2	-	-	100.0	-	88.4	9.7	0.5	2.5
OVER \$50,000	104	53	46	6	70	34	65	20	19	10	86	5	6	2	-	-	-	104	77	24	-	8
	2.9	4.0	2.2	2.9	3.9	1.8	2.4	2.7	10.4	2.9	3.5	1.2	1.9	1.4	-	-	-	100.0	2.5	5.4	-	7.2
	100.0	51.0	44.2	5.8	67.3	32.7	62.5	19.2	18.3	9.6	82.7	4.8	5.8	1.9	-	-	-	100.0	74.0	23.1	-	7.7
REFUSED	124	50	72	3	53	71	86	25	13	26	53	21	18	6	-	-	-	100	22	2	6	
	3.4	3.8	3.4	1.4	3.0	3.8	3.2	3.3	7.1	7.6	2.1	5.0	5.8	4.2	-	-	-	3.2	5.0	11.1	5.4	
	100.0	40.3	58.1	2.4	42.7	57.3	69.4	20.2	10.5	21.0	42.7	16.9	14.5	4.8	-	-	-	80.6	17.7	1.6	4.8	
MEAN	24.0	24.7	23.4	25.9	24.2	23.8	23.4	24.5	30.7	23.0	25.7	19.0	21.1	17.8	5.0	17.5	37.5	75.0	24.0	23.8	21.9	24.8
STD DEV	15.1	16.0	14.6	15.0	16.0	14.2	14.7	15.0	19.7	15.6	15.1	13.7	15.0	13.8	0.0	0.0	0.0	0.0	14.7	17.3	13.5	18.9
STD ERROR	0.3	0.5	0.3	1.0	0.4	0.3	0.3	0.6	1.5	0.9	0.3	0.7	0.9	1.2	0.0	0.0	0.0	0.0	0.3	0.8	3.4	1.8
MEDIAN	20.9	21.2	20.5	23.5	20.7	21.2	20.5	21.7	27.1	19.8	22.4	16.3	18.0	14.7	5.4	17.5	37.5	75.5	21.1	19.6	19.9	20.0

TABLE 45
SECTOR NUMBER

	HOW FARE IS PAID				EMPLOYMENT STATUS										USE OF OTHER TRANSIT							
	TOTAL	CASH	PASS	TICKET	SEX		FREQUENCY USE			RTD				INCOME				NO USE OF OTHER LINES	USE OTHER TRNST LINE	USE PRI TRNST LINE	PRVTE CMPNY WITH PBLIC CNTRT	
					MALE	FE-MALE	DAILY	WEEK-LY	INFRE QNTLY	STU-DENT	WORK-ING	RETIR-ED	OTHER NON-WRKNG	DIS ABLED NOT WORK FORCE	UNDER \$10K	\$10K-\$24K	\$25K-\$50K					OVER \$50K
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1
1	402	135	240	26	162	240	303	90	8	38	277	33	48	12	130	188	82	-	386	15	-	2
	11.1	10.3	11.3	12.4	9.1	13.0	11.3	12.0	4.4	11.1	11.1	7.9	15.3	8.4	19.6	12.7	6.5		12.4	3.4		1.8
	100.0	33.6	59.7	6.5	40.3	59.7	75.4	22.4	2.0	9.5	68.9	8.2	11.9	3.0	32.3	46.8	20.4		96.0	3.7		0.5
2	405	140	242	24	187	218	295	84	25	35	282	52	29	15	42	201	145	3	343	61	-	11
	11.2	10.7	11.4	11.5	10.5	11.8	11.0	11.2	13.7	10.2	11.3	12.5	9.3	10.5	6.3	13.6	11.6	2.9	11.0	13.7		9.9
	100.0	34.6	59.8	5.9	46.2	53.8	72.8	20.7	6.2	8.6	69.6	12.8	7.2	3.7	10.4	49.6	35.8	0.7	84.7	15.1		2.7
3	402	149	231	23	166	236	294	86	22	31	281	52	39	11	22	158	198	20	387	14	1	1
	11.1	11.3	10.9	11.0	9.4	12.8	11.0	11.4	12.0	9.1	11.3	12.5	12.5	7.7	3.3	10.7	15.8	19.2	12.4	3.2	5.6	0.9
	100.0	37.1	57.5	5.7	41.3	58.7	73.1	21.4	5.5	7.7	69.9	12.9	9.7	2.7	5.5	39.3	49.3	5.0	96.3	3.5	0.2	0.2
4	401	122	252	29	170	231	298	77	26	46	268	40	30	21	82	125	165	10	334	47	3	21
	11.1	9.3	11.9	13.9	9.6	12.5	11.1	10.2	14.2	13.5	10.8	9.6	9.6	14.7	12.4	8.4	13.2	9.6	10.7	10.6	16.7	18.9
	100.0	30.4	62.8	7.2	42.4	57.6	74.3	19.2	6.5	11.5	66.8	10.0	7.5	5.2	20.4	31.2	41.1	2.5	83.3	11.7	0.7	5.2
5	401	162	230	16	231	170	283	83	34	53	264	52	26	19	87	132	127	27	273	125	2	35
	11.1	12.3	10.9	7.7	13.0	9.2	10.5	11.0	18.6	15.5	10.6	12.5	8.3	13.3	13.1	8.9	10.1	26.0	8.8	28.2	11.1	31.5
	100.0	40.4	57.4	4.0	57.6	42.4	70.6	20.7	8.5	13.2	65.8	13.0	6.5	4.7	21.7	32.9	31.7	6.7	68.1	31.2	0.5	8.7
6	404	129	237	32	191	213	288	107	9	37	312	30	23	18	55	207	122	4	362	40	-	7
	11.1	9.8	11.2	15.3	10.8	11.5	10.7	14.2	4.9	10.8	12.5	7.2	7.3	12.6	8.3	14.0	9.7	3.8	11.6	9.0		6.3
	100.0	31.9	58.7	7.9	47.3	52.7	71.3	26.5	2.2	9.2	77.2	7.4	5.7	4.5	13.6	51.2	30.2	1.0	89.6	9.9		1.7
7	402	140	252	18	248	154	320	66	15	28	255	58	41	26	142	143	76	14	316	79	4	7
	11.1	10.7	11.9	8.6	14.0	8.3	11.9	8.8	8.2	8.2	10.2	13.9	13.1	18.2	21.5	9.6	6.1	13.5	10.1	17.8	22.2	6.3
	100.0	34.8	62.7	4.5	61.7	38.3	79.6	16.4	3.7	7.0	63.4	14.4	10.2	6.5	35.3	35.6	18.9	3.5	78.6	19.7	1.0	1.7
8	403	186	202	17	193	210	294	87	22	27	284	49	45	12	35	174	173	12	381	19	1	3
	11.1	14.2	9.5	8.1	10.9	11.4	11.0	11.6	12.0	7.9	11.4	11.8	14.4	8.4	5.3	11.7	13.8	11.5	12.2	4.3	5.6	2.7
	100.0	46.2	50.1	4.2	47.9	52.1	73.0	21.6	5.5	6.7	70.5	12.2	11.2	3.0	8.7	43.2	42.9	3.0	94.5	4.7	0.2	0.7
9	404	150	231	24	227	177	309	73	22	47	265	50	32	9	67	154	164	14	337	44	7	24
	11.1	11.4	10.9	11.5	12.8	9.6	11.5	9.7	12.0	13.7	10.7	12.0	10.2	6.3	10.1	10.4	13.1	13.5	10.8	9.9	38.9	21.6
	100.0	37.1	57.2	5.9	56.2	43.8	76.5	18.1	5.4	11.6	65.6	12.4	7.9	2.2	16.6	38.1	40.6	3.5	83.4	10.9	1.7	5.9

FACTS CONSOLIDATED

RTD SURVEY

STUDY #6006

JULY, 1989

TABLE 46
Q.L - SURVEY CONDUCTED

	HOW FARE IS PAID				EMPLOYMENT STATUS										USE OF OTHER TRANSIT							
	TOTAL	CASH	PASS	TICKET	SEX		FREQUENCY USE RTD			STUDENT	WORKING	RETIRED	NON-WORKING	DISABLED	INCOME			OTHER OF LINES	USE OF PUBLIC TRNST LINE	USE PRIVATE TRNST LINE	PRIVATE WITH CNTRT	
					MALE	FE-MALE	DAILY	WEEK-LY	INFRE QNTLY						UNDER \$10K	\$25K-\$50K	OVER \$50K					
															\$10K-\$24K							
BASE : TOTAL SAMPLE	3624	1313	2117	209	1775	1849	2684	753	183	342	2488	416	313	143	662	1482	1252	104	3119	444	18	111
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	36.2	58.4	5.8	49.0	51.0	74.1	20.8	5.0	9.4	68.7	11.5	8.6	3.9	18.3	40.9	34.5	2.9	86.1	12.3	0.5	3.1
AT BUS STOP	3578	1300	2089	205	1758	1820	2644	747	183	338	2458	412	306	141	652	1456	1243	104	3073	444	18	111
	98.7	99.0	98.7	98.1	99.0	98.4	98.5	99.2	100.0	98.8	98.8	99.0	97.8	98.6	98.5	98.2	99.3	100.0	98.5	100.0	100.0	100.0
	100.0	36.3	58.4	5.7	49.1	50.9	73.9	20.9	5.1	9.4	68.7	11.5	8.6	3.9	18.2	40.7	34.7	2.9	85.9	12.4	0.5	3.1
ON BOARD BUS	46	13	28	4	17	29	40	6	-	4	30	4	7	2	10	26	9	-	46	-	-	-
	1.3	1.0	1.3	1.9	1.0	1.6	1.5	0.8		1.2	1.2	1.0	2.2	1.4	1.5	1.8	0.7		1.5			
	100.0	28.3	60.9	8.7	37.0	63.0	87.0	13.0		8.7	65.2	8.7	15.2	4.3	21.7	56.5	19.6		100.0			

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TABLE 1
Q.1 - RATING OF OVERALL SATISFACTION WITH RTD SERVICES

	SECTOR									AGE				RACE				TRANSIT DEPENDENT		TRANSFERS			
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA-SION	BLACK	HISPA-NIC	ASIAN	YES	NO	YES	NO	
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152	
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8	
BEST	+10	260	32	19	17	37	32	27	35	24	37	5	96	99	45	118	58	70	13	141	119	175	85
		7.2	8.0	4.7	4.2	9.2	8.0	6.7	8.7	6.0	9.2	6.8	5.7	8.1	9.0	6.8	6.6	8.5	7.0	7.2	7.2	7.1	7.4
		100.0	12.3	7.3	6.5	14.2	12.3	10.4	13.5	9.2	14.2	1.9	36.9	38.1	17.3	45.4	22.3	26.9	5.0	56.2	45.8	67.3	32.7
	+9	190	29	18	14	24	27	18	19	13	28	6	90	55	32	82	44	52	12	97	93	118	71
		5.2	7.2	4.4	3.5	6.0	6.7	4.5	4.7	3.2	6.9	8.1	5.4	4.5	6.4	4.8	5.0	6.3	6.4	5.0	5.6	4.8	6.2
		100.0	15.3	9.5	7.4	12.6	14.2	9.5	10.0	6.8	14.7	3.2	47.4	28.9	16.8	43.2	23.2	27.4	6.3	51.1	48.9	62.1	37.4
	+8	784	114	68	96	96	76	66	71	120	77	10	384	260	108	376	141	234	32	435	349	518	262
		21.6	28.4	16.8	23.9	23.9	19.0	16.3	17.7	29.8	19.1	13.5	23.0	21.3	21.6	21.8	16.0	28.4	17.1	22.2	21.0	21.1	22.7
		100.0	14.5	8.7	12.2	12.2	9.7	8.4	9.1	15.3	9.8	1.3	49.0	33.2	13.8	48.0	18.0	29.8	4.1	55.5	44.5	66.1	33.4
	+7	750	100	73	95	75	78	69	75	109	76	23	360	245	96	354	179	172	45	403	346	521	228
		20.7	24.9	18.0	23.6	18.7	19.5	17.1	18.7	27.0	18.8	31.1	21.5	20.1	19.2	20.5	20.2	20.9	24.1	20.6	20.8	21.2	19.8
		100.0	13.3	9.7	12.7	10.0	10.4	9.2	10.0	14.5	10.1	3.1	48.0	32.7	12.8	47.2	23.9	22.9	6.0	53.7	46.1	69.5	30.4
	+6	506	39	67	64	49	51	83	55	57	41	10	225	181	62	241	141	95	29	273	233	338	165
		14.0	9.7	16.5	15.9	12.2	12.7	20.5	13.7	14.1	10.1	13.5	13.5	14.8	12.4	14.0	16.0	11.5	15.5	13.9	14.0	13.7	14.3
		100.0	7.7	13.2	12.6	9.7	10.1	16.4	10.9	11.3	8.1	2.0	44.5	35.8	12.3	47.6	27.9	18.8	5.7	54.0	46.0	66.8	32.6
	+5	586	55	76	67	66	59	68	64	43	88	15	274	188	85	269	162	123	31	321	262	411	172
		16.2	13.7	18.8	16.7	16.5	14.7	16.8	15.9	10.7	21.8	20.3	16.4	15.4	17.0	15.6	18.3	14.9	16.6	16.4	15.8	16.7	14.9
		100.0	9.4	13.0	11.4	11.3	10.1	11.6	10.9	7.3	15.0	2.6	46.8	32.1	14.5	45.9	27.6	21.0	5.3	54.8	44.7	70.1	29.4
	+4	211	10	32	21	21	28	31	32	17	19	1	96	73	24	99	67	36	9	111	100	153	58
		5.8	2.5	7.9	5.2	5.2	7.0	7.7	8.0	4.2	4.7	1.4	5.7	6.0	4.8	5.7	7.6	4.4	4.8	5.7	6.0	6.2	5.0
		100.0	4.7	15.2	10.0	10.0	13.3	14.7	15.2	8.1	9.0	0.5	45.5	34.6	11.4	46.9	31.8	17.1	4.3	52.6	47.4	72.5	27.5
	+3	131	14	18	17	11	23	15	15	11	7	3	58	50	14	69	35	22	5	73	57	85	45
		3.6	3.5	4.4	4.2	2.7	5.7	3.7	3.7	2.7	1.7	4.1	3.5	4.1	2.8	4.0	4.0	2.7	2.7	3.7	3.4	3.5	3.9
		100.0	10.7	13.7	13.0	8.4	17.6	11.5	11.5	8.4	5.3	2.3	44.3	38.2	10.7	52.7	26.7	16.8	3.8	55.7	43.5	64.9	34.4
	+2	67	2	10	7	4	9	15	11	1	8	1	36	19	8	37	23	2	5	27	40	37	30
		1.8	0.5	2.5	1.7	1.0	2.2	3.7	2.7	0.2	2.0	1.4	2.2	1.6	1.6	2.1	2.6	0.2	2.7	1.4	2.4	1.5	2.6
		100.0	3.0	14.9	10.4	6.0	13.4	22.4	16.4	1.5	11.9	1.5	53.7	28.4	11.9	55.2	34.3	3.0	7.5	40.3	59.7	55.2	44.8

FACTS CONSOLIDATED RTD SURVEY STUDY #6006 JULY, 1989

TABLE 1
Q.1 - RATING OF OVERALL SATISFACTION WITH RTD SERVICES

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO	
+1	91	6	16	4	10	16	9	14	6	10	-	34	34	16	53	25	9	4	49	42	65	26	
	2.5	1.5	4.0	1.0	2.5	4.0	2.2	3.5	1.5	2.5		2.0	2.8	3.2	3.1	2.8	1.1	2.1	2.5	2.5	2.6	2.3	
	100.0	6.6	17.6	4.4	11.0	17.6	9.9	15.4	6.6	11.0		37.4	37.4	17.6	58.2	27.5	9.9	4.4	53.8	46.2	71.4	28.6	
WORST	+0	34	-	3	-	4	2	3	11	1	10	-	15	9	8	20	7	6	1	20	14	27	7
		0.9		0.7		1.0	0.5	0.7	2.7	0.2	2.5		0.9	0.7	1.6	1.2	0.8	0.7	0.5	1.0	0.8	1.1	0.6
		100.0		8.8		11.8	5.9	8.8	32.4	2.9	29.4		44.1	26.5	23.5	58.8	20.6	17.6	2.9	58.8	41.2	79.4	20.6
DON'T KNOW		14	1	5	-	4	-	-	-	1	3	-	4	6	3	8	2	3	1	8	6	11	3
		0.4	0.2	1.2		1.0				0.2	0.7		0.2	0.5	0.6	0.5	0.2	0.4	0.5	0.4	0.4	0.4	0.3
		100.0	7.1	35.7		28.6				7.1	21.4		28.6	42.9	21.4	57.1	14.3	21.4	7.1	57.1	42.9	78.6	21.4
MEAN		6.44	6.97	6.02	6.47	6.64	6.32	6.16	6.15	6.83	6.43	6.69	6.44	6.45	6.51	6.36	6.19	6.88	6.47	6.46	6.43	6.41	6.51
STD DEV		2.12	1.84	2.15	1.80	2.14	2.29	2.12	2.41	1.75	2.30	1.75	2.06	2.14	2.26	2.18	2.14	1.91	2.05	2.11	2.14	2.12	2.12
STD ERROR		0.035	0.092	0.108	0.090	0.107	0.114	0.106	0.120	0.087	0.115	0.204	0.050	0.061	0.101	0.053	0.072	0.067	0.150	0.048	0.053	0.043	0.063

TABLE 2
Q.2 - LIKES/ADVANTAGES OF RIDING THE RTD

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA -SION	BLACK	HISPA -NIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
TAKES ME WHERE I NEED/WANT TO GO/GOES EVERYWHERE	944	120	74	155	123	82	83	78	148	81	20	456	318	121	427	205	275	37	537	406	621	320
	26.0	29.9	18.3	38.6	30.7	20.4	20.5	19.4	36.7	20.0	27.0	27.3	26.1	24.2	24.7	23.2	33.4	19.8	27.4	24.4	25.3	27.8
	100.0	12.7	7.8	16.4	13.0	8.7	8.8	8.3	15.7	8.6	2.1	48.3	33.7	12.8	45.2	21.7	29.1	3.9	56.9	43.0	65.8	33.9
DON'T OWN A CAR/IT'S THE ONLY TRANSPORTATION I HAVE	618	40	18	67	83	93	61	80	87	89	14	298	198	90	301	145	144	27	412	205	470	146
	17.1	10.0	4.4	16.7	20.7	23.2	15.1	19.9	21.6	22.0	18.9	17.8	16.2	18.0	17.4	16.4	17.5	14.4	21.0	12.3	19.1	12.7
	100.0	6.5	2.9	10.8	13.4	15.0	9.9	12.9	14.1	14.4	2.3	48.2	32.0	14.6	48.7	23.5	23.3	4.4	66.7	33.2	76.1	23.6
IT'S INEXPENSIVE/CHEAPER THAN DRIVING/KEEPING A CAR	522	69	37	66	60	38	54	59	80	59	6	230	194	67	259	99	126	38	262	259	352	168
	14.4	17.2	9.1	16.4	15.0	9.5	13.4	14.7	19.9	14.6	8.1	13.8	15.9	13.4	15.0	11.2	15.3	20.3	13.4	15.6	14.3	14.6
	100.0	13.2	7.1	12.6	11.5	7.3	10.3	11.3	15.3	11.3	1.1	44.1	37.2	12.8	49.6	19.0	24.1	7.3	50.2	49.6	67.4	32.2
DON'T LIKE TO/CAN'T DRIVE/ALTERNATIVE TO DRIVING	259	13	23	31	40	26	30	25	25	46	1	114	85	51	130	70	46	13	103	155	184	75
	7.1	3.2	5.7	7.7	10.0	6.5	7.4	6.2	6.2	11.4	1.4	6.8	7.0	10.2	7.5	7.9	5.6	7.0	5.3	9.3	7.5	6.5
	100.0	5.0	8.9	12.0	15.4	10.0	11.6	9.7	9.7	17.8	0.4	44.0	32.8	19.7	50.2	27.0	17.8	5.0	39.8	59.8	71.0	29.0
IT'S OK/SERVICE IS GOOD (UNSPECIFIC)	229	55	30	26	19	10	33	11	20	25	3	92	90	35	104	43	76	6	131	98	137	91
	6.3	13.7	7.4	6.5	4.7	2.5	8.2	2.7	5.0	6.2	4.1	5.5	7.4	7.0	6.0	4.9	9.2	3.2	6.7	5.9	5.6	7.9
	100.0	24.0	13.1	11.4	8.3	4.4	14.4	4.8	8.7	10.9	1.3	40.2	39.3	15.3	45.4	18.8	33.2	2.6	57.2	42.8	59.8	39.7
BUSES ARE USUALLY ON TIME	182	9	32	10	28	34	15	26	9	19	1	87	52	27	89	47	36	10	95	87	127	55
	5.0	2.2	7.9	2.5	7.0	8.5	3.7	6.5	2.2	4.7	1.4	5.2	4.3	5.4	5.2	5.3	4.4	5.3	4.9	5.2	5.2	4.8
	100.0	4.9	17.6	5.5	15.4	18.7	8.2	14.3	4.9	10.4	0.5	47.8	28.6	14.8	48.9	25.8	19.8	5.5	52.2	47.8	69.8	30.2
DON'T HAVE TO LOOK FOR/PAY FOR PARKING/NO PARKING HASSLE	177	13	14	19	13	20	21	40	19	18	2	73	74	17	94	53	23	7	62	114	114	62
	4.9	3.2	3.5	4.7	3.2	5.0	5.2	10.0	4.7	4.5	2.7	4.4	6.1	3.4	5.4	6.0	2.8	3.7	3.2	6.9	4.6	5.4
	100.0	7.3	7.9	10.7	7.3	11.3	11.9	22.6	10.7	10.2	1.1	41.2	41.8	9.6	53.1	29.9	13.0	4.0	35.0	64.4	64.4	35.0
(MOST) DRIVERS ARE NICE/HELPFUL/COURTEOUS	129	7	28	11	16	21	12	23	5	6	5	51	42	25	71	32	21	5	70	59	85	44
	3.6	1.7	6.9	2.7	4.0	5.2	3.0	5.7	1.2	1.5	6.8	3.1	3.4	5.0	4.1	3.6	2.5	2.7	3.6	3.6	3.5	3.8
	100.0	5.4	21.7	8.5	12.4	16.3	9.3	17.8	3.9	4.7	3.9	39.5	32.6	19.4	55.0	24.8	16.3	3.9	54.3	45.7	65.9	34.1
AVOID TRAFFIC	122	4	9	6	19	20	12	20	8	24	-	61	48	7	59	42	11	10	38	84	86	36
	3.4	1.0	2.2	1.5	4.7	5.0	3.0	5.0	2.0	5.9	-	3.6	3.9	1.4	3.4	4.8	1.3	5.3	1.9	5.1	3.5	3.1
	100.0	3.3	7.4	4.9	15.6	16.4	9.8	16.4	6.6	19.7	-	50.0	39.3	5.7	48.4	34.4	9.0	8.2	31.1	68.9	70.5	29.5

TABLE 2
Q.2 - LIKES/ADVANTAGES OF RIDING THE RTD

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA-SION	BLACK	HISPA-NIC	ASIAN	YES	NO	YES	NO
	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
CAN RELAX/REST/READ/WRITE/STUDY	89	13	14	10	8	15	5	6	6	12	-	42	29	14	45	18	22	4	54	35	67	21
	2.5	3.2	3.5	2.5	2.0	3.7	1.2	1.5	1.5	3.0		2.5	2.4	2.8	2.6	2.0	2.7	2.1	2.8	2.1	2.7	1.8
	100.0	14.6	15.7	11.2	9.0	16.9	5.6	6.7	6.7	13.5		47.2	32.6	15.7	50.6	20.2	24.7	4.5	60.7	39.3	75.3	23.6
BUS PASSES	70	19	4	8	3	4	12	5	11	4	2	20	31	15	26	13	26	5	44	26	52	18
	1.9	4.7	1.0	2.0	0.7	1.0	3.0	1.2	2.7	1.0	2.7	1.2	2.5	3.0	1.5	1.5	3.2	2.7	2.2	1.6	2.1	1.6
	100.0	27.1	5.7	11.4	4.3	5.7	17.1	7.1	15.7	5.7	2.9	28.6	44.3	21.4	37.1	18.6	37.1	7.1	62.9	37.1	74.3	25.7
BUSES ARE EASY TO USE	68	11	2	9	11	2	6	11	13	3	-	25	34	8	39	16	10	3	34	34	50	18
	1.9	2.7	0.5	2.2	2.7	0.5	1.5	2.7	3.2	0.7		1.5	2.8	1.6	2.3	1.8	1.2	1.6	1.7	2.0	2.0	1.6
	100.0	16.2	2.9	13.2	16.2	2.9	8.8	16.2	19.1	4.4		36.8	50.0	11.8	57.4	23.5	14.7	4.4	50.0	50.0	73.5	26.5
SENIOR CITIZEN PASSES	60	-	14	2	6	6	13	13	4	2	-	7	7	45	40	13	4	3	42	18	34	26
	1.7		3.5	0.5	1.5	1.5	3.2	3.2	1.0	0.5		0.4	0.6	9.0	2.3	1.5	0.5	1.6	2.1	1.1	1.4	2.3
	100.0		23.3	3.3	10.0	10.0	21.7	21.7	6.7	3.3		11.7	11.7	75.0	66.7	21.7	6.7	5.0	70.0	30.0	56.7	43.3
PLENTY OF LINES/GOOD TRANSFER POINTS	57	-	8	1	8	10	12	12	2	4	1	30	18	5	33	13	9	2	22	35	44	13
	1.6		2.0	0.2	2.0	2.5	3.0	3.0	0.5	1.0	1.4	1.8	1.5	1.0	1.9	1.5	1.1	1.1	1.1	2.1	1.8	1.1
	100.0		14.0	1.8	14.0	17.5	21.1	21.1	3.5	7.0	1.8	52.6	31.6	8.8	57.9	22.8	15.8	3.5	38.6	61.4	77.2	22.8
AIR CONDITIONING	52	8	6	6	8	5	5	5	6	3	2	21	23	6	24	13	12	3	26	26	29	23
	1.4	2.0	1.5	1.5	2.0	1.2	1.2	1.2	1.5	0.7	2.7	1.3	1.9	1.2	1.4	1.5	1.5	1.6	1.3	1.6	1.2	2.0
	100.0	15.4	11.5	11.5	15.4	9.6	9.6	9.6	11.5	5.8	3.8	40.4	44.2	11.5	46.2	25.0	23.1	5.8	50.0	50.0	55.8	44.2
BUSES RUN 24 HOURS	51	1	11	5	1	8	9	8	2	6	2	23	18	5	28	19	3	1	25	26	33	18
	1.4	0.2	2.7	1.2	0.2	2.0	2.2	2.0	0.5	1.5	2.7	1.4	1.5	1.0	1.6	2.1	0.4	0.5	1.3	1.6	1.3	1.6
	100.0	2.0	21.6	9.8	2.0	15.7	17.6	15.7	3.9	11.8	3.9	45.1	35.3	9.8	54.9	37.3	5.9	2.0	49.0	51.0	64.7	35.3
(GOOD) TRANSPORTATION WHEN MY CAR ISN'T RUNNING/BEING REPAIRED	49	1	6	1	5	15	6	7	3	5	1	21	18	4	27	19	3	-	10	39	39	10
	1.4	0.2	1.5	0.2	1.2	3.7	1.5	1.7	0.7	1.2	1.4	1.3	1.5	0.8	1.6	2.1	0.4		0.5	2.3	1.6	0.9
	100.0	2.0	12.2	2.0	10.2	30.6	12.2	14.3	6.1	10.2	2.0	42.9	36.7	8.2	55.1	38.8	6.1		20.4	79.6	79.6	20.4
BUSES ARE FAST	38	4	3	1	8	3	8	7	-	4	1	23	10	2	13	9	13	3	14	23	21	17
	1.0	1.0	0.7	0.2	2.0	0.7	2.0	1.7		1.0	1.4	1.4	0.8	0.4	0.8	1.0	1.6	1.6	0.7	1.4	0.9	1.5
	100.0	10.5	7.9	2.6	21.1	7.9	21.1	18.4		10.5	2.6	60.5	26.3	5.3	34.2	23.7	34.2	7.9	36.8	60.5	55.3	44.7
SAFE WAY TO TRAVEL	37	3	10	2	4	2	3	2	6	5	1	19	13	3	16	8	9	4	23	14	26	11
	1.0	0.7	2.5	0.5	1.0	0.5	0.7	0.5	1.5	1.2	1.4	1.1	1.1	0.6	0.9	0.9	1.1	2.1	1.2	0.8	1.1	1.0
	100.0	8.1	27.0	5.4	10.8	5.4	8.1	5.4	16.2	13.5	2.7	51.4	35.1	8.1	43.2	21.6	24.3	10.8	62.2	37.8	70.3	29.7
COMFORTABLE SEATS	34	2	3	4	2	6	5	4	1	7	1	14	11	6	15	5	11	3	21	13	23	10
	0.9	0.5	0.7	1.0	0.5	1.5	1.2	1.0	0.2	1.7	1.4	0.8	0.9	1.2	0.9	0.6	1.3	1.6	1.1	0.8	0.9	0.9
	100.0	5.9	8.8	11.8	5.9	17.6	14.7	11.8	2.9	20.6	2.9	41.2	32.4	17.6	44.1	14.7	32.4	8.8	61.8	38.2	67.6	29.4

TABLE 2
Q.2 - LIKES/ADVANTAGES OF RIDING THE RTD

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA-SION	BLACK	HISPA-NIC	ASIAN	YES	NO	YES	NO
POSITIVE-REGARDING PASSENGERS/FRIENDLY/MEET NEW PEOPLE	34 0.9 100.0	2 0.5 5.9	8 2.0 23.5	3 0.7 8.8	5 1.2 14.7	7 1.7 20.6	4 1.0 11.8	-	1 0.2 2.9	4 1.0 11.8	-	18 1.1 52.9	11 0.9 32.4	4 0.8 11.8	17 1.0 50.0	10 1.1 29.4	6 0.7 17.6	1 0.5 2.9	21 1.1 61.8	13 0.8 38.2	24 1.0 70.6	10 0.9 29.4
GOOD FOR SHORT TRIPS/EASIER THAN A CAR	22 0.6 100.0	3 0.7 13.6	1 0.2 4.5	-	2 0.5 9.1	5 1.2 22.7	-	6 1.5 27.3	3 0.7 13.6	2 0.5 9.1	1 1.4 4.5	9 0.5 40.9	7 0.6 31.8	4 0.8 18.2	11 0.6 50.0	6 0.7 27.3	4 0.5 18.2	1 0.5 4.5	10 0.5 45.5	11 0.7 50.0	15 0.6 68.2	6 0.5 27.3
BUSES ARE CLEAN	16 0.4 100.0	1 0.2 6.3	4 1.0 25.0	-	1 0.2 6.3	3 0.7 18.8	1 0.2 6.3	5 1.2 31.3	-	1 0.2 6.3	2 2.7 12.5	10 0.6 62.5	-	1 0.2 6.3	7 0.4 43.8	5 0.6 31.3	4 0.5 25.0	-	10 0.5 62.5	6 0.4 37.5	13 0.5 81.3	3 0.3 18.8
IT'S A WAY TO FIGHT POLLUTION/HELP REDUCE SMOG	15 0.4 100.0	-	2 0.5 13.3	1 0.2 6.7	5 1.2 33.3	1 0.2 6.7	1 0.2 6.7	4 1.0 26.7	-	1 0.2 6.7	1 1.4 6.7	6 0.4 40.0	6 0.5 40.0	1 0.2 6.7	14 0.8 93.3	-	1 0.1 6.7	-	6 0.3 40.0	9 0.5 60.0	9 0.4 60.0	6 0.5 40.0
AVOID GETTING TICKETS	13 0.4 100.0	-	1 0.2 7.7	-	1 0.2 7.7	4 1.0 30.8	2 0.5 15.4	4 1.0 30.8	1 0.2 7.7	-	-	6 0.4 46.2	5 0.4 38.5	2 0.4 15.4	5 0.3 38.5	4 0.5 30.8	4 0.5 30.8	-	6 0.3 46.2	7 0.4 53.8	11 0.4 84.6	2 0.2 15.4
LIKE RIDING NEW BUSES	13 0.4 100.0	1 0.2 7.7	4 1.0 30.8	-	1 0.2 7.7	1 0.2 7.7	-	6 1.5 46.2	-	-	-	1 0.1 7.7	3 0.2 23.1	8 1.6 61.5	8 0.5 61.5	2 0.2 15.4	2 0.2 15.4	1 0.5 7.7	6 0.3 46.2	7 0.4 53.8	10 0.4 76.9	3 0.3 23.1
GOOD FOR ELDERLY/DISABLED PEOPLE	13 0.4 100.0	-	4 1.0 30.8	-	-	-	7 1.7 53.8	1 0.2 7.7	-	1 0.2 7.7	-	2 0.1 15.4	6 0.5 46.2	5 1.0 38.5	10 0.6 76.9	3 0.3 23.1	-	-	9 0.5 69.2	4 0.2 30.8	8 0.3 61.5	5 0.4 38.5
SCHEDULE INFORMATION/KEEPS YOU UP TO DATE	10 0.3 100.0	-	1 0.2 10.0	1 0.2 10.0	-	3 0.7 30.0	-	5 1.2 50.0	-	-	-	4 0.2 40.0	4 0.3 40.0	2 0.4 20.0	6 0.3 60.0	3 0.3 30.0	1 0.1 10.0	-	6 0.3 60.0	4 0.2 40.0	8 0.3 80.0	2 0.2 20.0
AVOID ACCIDENTS	5 0.1 100.0	-	1 0.2 20.0	-	1 0.2 20.0	-	2 0.5 40.0	1 0.2 20.0	-	-	-	2 0.1 40.0	2 0.2 40.0	1 0.2 20.0	2 0.1 40.0	3 0.3 60.0	-	-	1 0.1 20.0	4 0.2 80.0	4 0.2 80.0	1 0.1 20.0
STUDENT PASSES	4 0.1 100.0	-	-	-	1 0.2 25.0	-	-	3 0.7 75.0	-	-	-	3 0.2 75.0	-	1 0.2 25.0	2 0.1 50.0	1 0.1 25.0	1 0.1 25.0	-	2 0.1 50.0	2 0.1 50.0	2 0.1 50.0	2 0.2 50.0
BUSES ARE QUIET	3 0.1 100.0	-	-	-	-	-	-	2 0.5 66.7	-	1 0.2 33.3	-	2 0.1 66.7	1 0.1 33.3	-	1 0.1 33.3	1 0.1 33.3	-	1 0.5 33.3	-	3 0.2 100.0	1 0.1 33.3	2 0.2 66.7

TABLE 2
Q.2 - LIKES/ADVANTAGES OF RIDING THE RTD

	SECTOR									AGE				RACE				TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA -SION	BLACK	HISPA -NIC	ASIAN	YES	NO	YES	NO
	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
NOTHING LIKED/NO ADVANTAGES	365	56	65	32	28	34	59	34	40	17	13	181	127	27	161	108	75	20	202	163	234	129
	10.1	13.9	16.0	8.0	7.0	8.5	14.6	8.5	9.9	4.2	17.6	10.8	10.4	5.4	9.3	12.2	9.1	10.7	10.3	9.8	9.5	11.2
	100.0	15.3	17.8	8.8	7.7	9.3	16.2	9.3	11.0	4.7	3.6	49.6	34.8	7.4	44.1	29.6	20.5	5.5	55.3	44.7	64.1	35.3
DON'T KNOW	114	13	30	19	10	12	5	6	12	7	3	55	32	14	62	19	25	7	71	43	78	36
	3.1	3.2	7.4	4.7	2.5	3.0	1.2	1.5	3.0	1.7	4.1	3.3	2.6	2.8	3.6	2.1	3.0	3.7	3.6	2.6	3.2	3.1
	100.0	11.4	26.3	16.7	8.8	10.5	4.4	5.3	10.5	6.1	2.6	48.2	28.1	12.3	54.4	16.7	21.9	6.1	62.3	37.7	68.4	31.6

TABLE 3
Q.3 - DISLIKES ABOUT RTD, THE BUSES, DRIVERS OR SERVICE

	SECTOR									AGE				RACE				TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA- SION	BLACK	HISPA- NIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
DRIVERS ARE RUDE/SURLY/UNCOOPERATIVE	556	64	65	53	55	82	88	80	47	22	8	269	214	49	261	179	100	15	310	246	391	164
	15.3	15.9	16.0	13.2	13.7	20.4	21.8	19.9	11.7	5.4	10.8	16.1	17.6	9.8	15.1	20.2	12.1	8.0	15.8	14.8	15.9	14.2
	100.0	11.5	11.7	9.5	9.9	14.7	15.8	14.4	8.5	4.0	1.4	48.4	38.5	8.8	46.9	32.2	18.0	2.7	55.8	44.2	70.3	29.5
BUSES ARE OVERCROWDED	345	31	43	18	29	50	43	52	24	55	14	165	103	49	163	94	63	25	168	176	228	116
	9.5	7.7	10.6	4.5	7.2	12.5	10.6	12.9	6.0	13.6	18.9	9.9	8.4	9.8	9.4	10.6	7.6	13.4	8.6	10.6	9.3	10.1
	100.0	9.0	12.5	5.2	8.4	14.5	12.5	15.1	7.0	15.9	4.1	47.8	29.9	14.2	47.2	27.2	18.3	7.2	48.7	51.0	66.1	33.6
BUSES ARE LATE	295	45	31	26	35	39	19	29	38	33	10	158	91	25	126	82	63	23	154	141	205	86
	8.1	11.2	7.7	6.5	8.7	9.7	4.7	7.2	9.4	8.2	13.5	9.4	7.5	5.0	7.3	9.3	7.6	12.3	7.9	8.5	8.3	7.5
	100.0	15.3	10.5	8.8	11.9	13.2	6.4	9.8	12.9	11.2	3.4	53.6	30.8	8.5	42.7	27.8	21.4	7.8	52.2	47.8	69.5	29.2
BUSES RUN INFREQUENTLY/HAVE TO WAIT TOO LONG	282	27	33	20	20	48	12	46	22	54	7	130	99	35	149	74	45	14	135	147	192	87
	7.8	6.7	8.1	5.0	5.0	12.0	3.0	11.4	5.5	13.4	9.5	7.8	8.1	7.0	8.6	8.4	5.5	7.5	6.9	8.9	7.8	7.6
	100.0	9.6	11.7	7.1	7.1	17.0	4.3	16.3	7.8	19.1	2.5	46.1	35.1	12.4	52.8	26.2	16.0	5.0	47.9	52.1	68.1	30.9
NEGATIVE REGARDING SCHEDULING	213	21	31	28	18	44	26	13	16	16	2	88	86	26	132	52	21	8	116	97	154	58
	5.9	5.2	7.7	7.0	4.5	11.0	6.4	3.2	4.0	4.0	2.7	5.3	7.1	5.2	7.6	5.9	2.5	4.3	5.9	5.8	6.3	5.0
	100.0	9.9	14.6	13.1	8.5	20.7	12.2	6.1	7.5	7.5	0.9	41.3	40.4	12.2	62.0	24.4	9.9	3.8	54.5	45.5	72.3	27.2
BUSES ARE FILTHY/DIRTY	191	26	24	18	16	24	39	19	9	16	6	93	65	21	73	73	36	9	100	91	124	65
	5.3	6.5	5.9	4.5	4.0	6.0	9.7	4.7	2.2	4.0	8.1	5.6	5.3	4.2	4.2	8.3	4.4	4.8	5.1	5.5	5.0	5.6
	100.0	13.6	12.6	9.4	8.4	12.6	20.4	9.9	4.7	8.4	3.1	48.7	34.0	11.0	38.2	38.2	18.8	4.7	52.4	47.6	64.9	34.0
BUSES ARE SLOW	178	20	11	37	15	10	22	10	40	13	2	76	73	23	79	46	44	8	98	80	109	69
	4.9	5.0	2.7	9.2	3.7	2.5	5.4	2.5	9.9	3.2	2.7	4.5	6.0	4.6	4.6	5.2	5.3	4.3	5.0	4.8	4.4	6.0
	100.0	11.2	6.2	20.8	8.4	5.6	12.4	5.6	22.5	7.3	1.1	42.7	41.0	12.9	44.4	25.8	24.7	4.5	55.1	44.9	61.2	38.8
BUSES PASS BY WITHOUT STOPPING	174	35	18	15	14	18	26	27	12	9	5	70	70	22	81	50	36	6	98	76	123	50
	4.8	8.7	4.4	3.7	3.5	4.5	6.4	6.7	3.0	2.2	6.8	4.2	5.7	4.4	4.7	5.7	4.4	3.2	5.0	4.6	5.0	4.3
	100.0	20.1	10.3	8.6	8.0	10.3	14.9	15.5	6.9	5.2	2.9	40.2	40.2	12.6	46.6	28.7	20.7	3.4	56.3	43.7	70.7	28.7
GRAFFITI ON BUSES	148	18	20	14	12	26	20	14	4	20	5	75	43	20	63	45	33	7	71	76	92	55
	4.1	4.5	4.9	3.5	3.0	6.5	5.0	3.5	1.0	5.0	6.8	4.5	3.5	4.0	3.7	5.1	4.0	3.7	3.6	4.6	3.7	4.8
	100.0	12.2	13.5	9.5	8.1	17.6	13.5	9.5	2.7	13.5	3.4	50.7	29.1	13.5	42.6	30.4	22.3	4.7	48.0	51.4	62.2	37.2

FACTS CONSOLIDATED RTD SURVEY STUDY #6006 JULY, 1989

TABLE 3
Q.3 - DISLIKES ABOUT RTD, THE BUSES, DRIVERS OR SERVICE

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
TOO EXPENSIVE	137 3.8 100.0	27 6.7 19.7	16 4.0 11.7	15 3.7 10.9	11 2.7 8.0	22 5.5 16.1	12 3.0 8.8	12 3.0 8.8	13 3.2 9.5	9 2.2 6.6	1 1.4 0.7	74 4.4 54.0	49 4.0 35.8	6 1.2 4.4	59 3.4 43.1	36 4.1 26.3	34 4.1 24.8	8 4.3 5.8	75 3.8 54.7	61 3.7 44.5	95 3.9 69.3	41 3.6 29.9
SCHEDULES ARE NOT ADHERED TO	120 3.3 100.0	34 8.5 28.3	12 3.0 10.0	17 4.2 14.2	12 3.0 10.0	12 3.0 10.0	6 1.5 5.0	16 4.0 13.3	3 0.7 2.5	8 2.0 6.7	4 5.4 3.3	66 3.9 55.0	30 2.5 25.0	14 2.8 11.7	52 3.0 43.3	23 2.6 19.2	36 4.4 30.0	8 4.3 6.7	71 3.6 59.2	49 3.0 40.8	82 3.3 68.3	36 3.1 30.0
POOR/BAD DRIVERS (STOMP ON BRAKES/SURGE FORWARD/RECKLESS)	105 2.9 100.0	8 2.0 7.6	19 4.7 18.1	11 2.7 10.5	12 3.0 11.4	14 3.5 13.3	14 3.5 13.3	16 4.0 15.2	8 2.0 7.6	3 0.7 2.9	1 1.4 1.0	41 2.5 39.0	45 3.7 42.9	13 2.6 12.4	56 3.2 53.3	28 3.2 26.7	18 2.2 17.1	3 1.6 2.9	57 2.9 54.3	47 2.8 44.8	69 2.8 65.7	36 3.1 34.3
NEGATIVE REGARDING 'UNDESIRABLE PASSENGERS'	103 2.8 100.0	1 0.2 1.0	23 5.7 22.3	7 1.7 6.8	12 3.0 11.7	11 2.7 10.7	25 6.2 24.3	6 1.5 5.8	6 1.5 5.8	12 3.0 11.7	4 5.4 3.9	43 2.6 41.7	35 2.9 34.0	16 3.2 15.5	44 2.5 42.7	43 4.9 41.7	11 1.3 10.7	5 2.7 4.9	45 2.3 43.7	58 3.5 56.3	69 2.8 67.0	34 3.0 33.0
ROWDY RIDERS (DRIVERS IGNORE THEM)	95 2.6 100.0	4 1.0 4.2	8 2.0 8.4	3 0.7 3.2	7 1.7 7.4	13 3.2 13.7	15 3.7 15.8	26 6.5 27.4	10 2.5 10.5	9 2.2 9.5	1 1.4 1.1	40 2.4 42.1	31 2.5 32.6	20 4.0 21.1	43 2.5 45.3	32 3.6 33.7	20 2.4 21.1	-	46 2.3 48.4	49 3.0 51.6	74 3.0 77.9	20 1.7 21.1
OTHER NEGATIVE REGARDING DRIVER	88 2.4 100.0	44 10.9 50.0	2 0.5 2.3	6 1.5 6.8	4 1.0 4.5	18 4.5 20.5	3 0.7 3.4	6 1.5 6.8	1 0.2 1.1	4 1.0 4.5	-	37 2.2 42.0	35 2.9 39.8	11 2.2 12.5	30 1.7 34.1	20 2.3 22.7	35 4.2 39.8	3 1.6 3.4	57 2.9 64.8	31 1.9 35.2	61 2.5 69.3	27 2.3 30.7
POOR SERVICE	87 2.4 100.0	24 6.0 27.6	25 6.2 28.7	8 2.0 9.2	1 0.2 1.1	8 2.0 9.2	14 3.5 16.1	-	-	7 1.7 8.0	-	37 2.2 42.5	37 3.0 42.5	10 2.0 11.5	41 2.4 47.1	28 3.2 32.2	17 2.1 19.5	1 0.5 1.1	47 2.4 54.0	40 2.4 46.0	52 2.1 59.8	35 3.0 40.2
INSIDE OF BUS IS DIRTY/DIRTY ATMOSPHERE	77 2.1 100.0	23 5.7 29.9	17 4.2 22.1	3 0.7 3.9	7 1.7 9.1	9 2.2 11.7	2 0.5 2.6	5 1.2 6.5	7 1.7 9.1	4 1.0 5.2	4 5.4 5.2	46 2.8 59.7	19 1.6 24.7	4 0.8 5.2	31 1.8 40.3	15 1.7 19.5	26 3.2 33.8	5 2.7 6.5	38 1.9 49.4	38 2.3 49.4	41 1.7 53.2	34 3.0 44.2
CONNECTION BUSES ARE SCHEDULED TOO CLOSE/MISS CONNECTING BUSES	56 1.5 100.0	5 1.2 8.9	9 2.2 16.1	2 0.5 3.6	5 1.2 8.9	8 2.0 14.3	5 1.2 8.9	8 2.0 14.3	8 2.0 14.3	6 1.5 10.7	-	21 1.3 37.5	24 2.0 42.9	10 2.0 17.9	34 2.0 60.7	14 1.6 25.0	5 0.6 8.9	3 1.6 5.4	26 1.3 46.4	30 1.8 53.6	37 1.5 66.1	19 1.6 33.9
DON'T FEEL SAFE ON BUSES	56 1.5 100.0	11 2.7 19.6	5 1.2 8.9	4 1.0 7.1	6 1.5 10.7	6 1.5 10.7	2 0.5 3.6	8 2.0 14.3	3 0.7 5.4	11 2.7 19.6	1 1.4 1.8	21 1.3 37.5	24 2.0 42.9	5 1.0 8.9	23 1.3 41.1	15 1.7 26.8	15 1.8 26.8	3 1.6 5.4	33 1.7 58.9	23 1.4 41.1	31 1.3 55.4	25 2.2 44.6
NO AIR CONDITIONING/AIR CONDITIONING IS BROKEN	56 1.5 100.0	7 1.7 12.5	5 1.2 8.9	7 1.7 12.5	8 2.0 14.3	9 2.2 16.1	7 1.7 12.5	2 0.5 3.6	7 1.7 12.5	4 1.0 7.1	3 4.1 5.4	26 1.6 46.4	20 1.6 35.7	4 0.8 7.1	30 1.7 53.6	10 1.1 17.9	14 1.7 25.0	2 1.1 3.6	35 1.8 62.5	21 1.3 37.5	41 1.7 73.2	15 1.3 26.8

TABLE 3
Q.3 - DISLIKES ABOUT RTD, THE BUSES, DRIVERS OR SERVICE

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA- STON	BLACK	HISPA -NIC	ASIAN	YES	NO	YES	NO
VANDALS/CRIMINALS	52	9	4	3	2	10	4	4	7	9	-	20	21	9	23	13	14	2	27	25	39	13
	1.4	2.2	1.0	0.7	0.5	2.5	1.0	1.0	1.7	2.2		1.2	1.7	1.8	1.3	1.5	1.7	1.1	1.4	1.5	1.6	1.1
	100.0	17.3	7.7	5.8	3.8	19.2	7.7	7.7	13.5	17.3		38.5	40.4	17.3	44.2	25.0	26.9	3.8	51.9	48.1	75.0	25.0
TAKES TOO LONG TO GET WHERE YOU ARE GOING	50	9	7	3	8	3	1	9	6	4	1	23	16	7	24	8	14	4	25	25	34	16
	1.4	2.2	1.7	0.7	2.0	0.7	0.2	2.2	1.5	1.0	1.4	1.4	1.3	1.4	1.4	0.9	1.7	2.1	1.3	1.5	1.4	1.4
	100.0	18.0	14.0	6.0	16.0	6.0	2.0	18.0	12.0	8.0	2.0	46.0	32.0	14.0	48.0	16.0	28.0	8.0	50.0	50.0	68.0	32.0
DRIVERS HAVE NO CONSIDERATION FOR ELDERLY/DISABLED	50	9	4	3	7	8	3	7	8	1	-	17	15	17	25	17	6	2	37	13	37	13
	1.4	2.2	1.0	0.7	1.7	2.0	0.7	1.7	2.0	0.2		1.0	1.2	3.4	1.4	1.9	0.7	1.1	1.9	0.8	1.5	1.1
	100.0	18.0	8.0	6.0	14.0	16.0	6.0	14.0	16.0	2.0		34.0	30.0	34.0	50.0	34.0	12.0	4.0	74.0	26.0	74.0	26.0
PICKPOCKETS	38	6	5	1	6	4	-	9	3	4	-	8	15	13	24	6	4	4	22	16	30	8
	1.0	1.5	1.2	0.2	1.5	1.0		2.2	0.7	1.0		0.5	1.2	2.6	1.4	0.7	0.5	2.1	1.1	1.0	1.2	0.7
	100.0	15.8	13.2	2.6	15.8	10.5		23.7	7.9	10.5		21.1	39.5	34.2	63.2	15.8	10.5	10.5	57.9	42.1	78.9	21.1
DRIVERS DO NOT STOP WHEN I RING TO LET ME OFF	37	2	3	4	1	5	-	11	9	2	-	12	12	10	24	4	9	-	23	14	25	12
	1.0	0.5	0.7	1.0	0.2	1.2		2.7	2.2	0.5		0.7	1.0	2.0	1.4	0.5	1.1		1.2	0.8	1.0	1.0
	100.0	5.4	8.1	10.8	2.7	13.5		29.7	24.3	5.4		32.4	32.4	27.0	64.9	10.8	24.3		62.2	37.8	67.6	32.4
VIOLENCE ON BOARD	32	6	1	4	2	3	1	7	3	5	-	12	13	6	18	4	8	2	17	15	19	13
	0.9	1.5	0.2	1.0	0.5	0.7	0.2	1.7	0.7	1.2		0.7	1.1	1.2	1.0	0.5	1.0	1.1	0.9	0.9	0.8	1.1
	100.0	18.8	3.1	12.5	6.3	9.4	3.1	21.9	9.4	15.6		37.5	40.6	18.8	56.3	12.5	25.0	6.3	53.1	46.9	59.4	40.6
DRIVER COVERS PARTITION WITH NEWSPAPER	32	-	10	10	-	1	8	-	1	2	-	11	14	5	12	15	3	2	16	16	22	10
	0.9		2.5	2.5		0.2	2.0		0.2	0.5		0.7	1.1	1.0	0.7	1.7	0.4	1.1	0.8	1.0	0.9	0.9
	100.0		31.3	31.3		3.1	25.0		3.1	6.3		34.4	43.8	15.6	37.5	46.9	9.4	6.3	50.0	50.0	68.8	31.3
SOME BUS LINE DON'T GO FAR ENOUGH	30	5	3	2	5	2	3	9	1	-	-	15	12	3	18	8	2	2	18	12	20	10
	0.8	1.2	0.7	0.5	1.2	0.5	0.7	2.2	0.2			0.9	1.0	0.6	1.0	0.9	0.2	1.1	0.9	0.7	0.8	0.9
	100.0	16.7	10.0	6.7	16.7	6.7	10.0	30.0	3.3			50.0	40.0	10.0	60.0	26.7	6.7	6.7	60.0	40.0	66.7	33.3
BUSES BREAK DOWN OFTEN	27	1	2	3	7	5	3	2	3	1	2	15	6	4	18	5	4	-	8	19	21	6
	0.7	0.2	0.5	0.7	1.7	1.2	0.7	0.5	0.7	0.2	2.7	0.9	0.5	0.8	1.0	0.6	0.5		0.4	1.1	0.9	0.5
	100.0	3.7	7.4	11.1	25.9	18.5	11.1	7.4	11.1	3.7	7.4	55.6	22.2	14.8	66.7	18.5	14.8		29.6	70.4	77.8	22.2
OUTSIDE OF BUS IS DIRTY	27	1	7	1	2	4	1	2	4	5	-	13	8	1	9	4	9	5	7	19	17	10
	0.7	0.2	1.7	0.2	0.5	1.0	0.2	0.5	1.0	1.2		0.8	0.7	0.2	0.5	0.5	1.1	2.7	0.4	1.1	0.7	0.9
	100.0	3.7	25.9	3.7	7.4	14.8	3.7	7.4	14.8	18.5		48.1	29.6	3.7	33.3	14.8	33.3	18.5	25.9	70.4	63.0	37.0
UNCOMFORTABLE SEATS	26	1	1	-	2	2	1	1	3	15	-	8	15	2	8	11	3	4	15	11	19	7
	0.7	0.2	0.2		0.5	0.5	0.2	0.2	0.7	3.7		0.5	1.2	0.4	0.5	1.2	0.4	2.1	0.8	0.7	0.8	0.6
	100.0	3.8	3.8		7.7	7.7	3.8	3.8	11.5	57.7		30.8	57.7	7.7	30.8	42.3	11.5	15.4	57.7	42.3	73.1	26.9

TABLE 3
Q.3 - DISLIKES ABOUT RTD, THE BUSES, DRIVERS OR SERVICE

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA- SION	BLACK	HISPA- NIC	ASIAN	YES	NO	YES	NO
SOME BUSES SMELL	25 0.7 100.0	1 0.2 4.0	4 1.0 16.0	2 0.5 8.0	5 1.2 20.0	3 0.7 12.0	6 1.5 24.0	1 0.2 4.0	2 0.5 8.0	1 0.2 4.0	-	10 0.6 40.0	7 0.6 28.0	6 1.2 24.0	8 0.5 32.0	11 1.2 44.0	4 0.5 16.0	2 1.1 8.0	16 0.8 64.0	9 0.5 36.0	21 0.9 84.0	4 0.3 16.0
PHONE SERVICE IS BAD	23 0.6 100.0	6 1.5 26.1	-	8 2.0 34.8	3 0.7 13.0	-	6 1.5 26.1	-	-	-	-	10 0.6 43.5	7 0.6 30.4	4 0.8 17.4	7 0.4 30.4	10 1.1 43.5	5 0.6 21.7	1 0.5 4.3	16 0.8 69.6	7 0.4 30.4	15 0.6 65.2	8 0.7 34.8
POLLUTION EMITTING	22 0.6 100.0	-	7 1.7 31.8	4 1.0 18.2	1 0.2 4.5	2 0.5 9.1	4 1.0 18.2	1 0.2 4.5	-	3 0.7 13.6	-	13 0.8 59.1	4 0.3 18.2	5 1.0 22.7	14 0.8 63.6	6 0.7 27.3	1 0.1 4.5	1 0.5 4.5	15 0.8 68.2	7 0.4 31.8	14 0.6 63.6	8 0.7 36.4
SCHEDULES ARE (SOMETIMES) CONFUSING	17 0.5 100.0	-	-	1 0.2 5.9	-	2 0.5 11.8	3 0.7 17.6	4 1.0 23.5	3 0.7 17.6	4 1.0 23.5	-	10 0.6 58.8	4 0.3 23.5	3 0.6 17.6	4 0.2 23.5	10 1.1 58.8	2 0.2 11.8	1 0.5 5.9	9 0.5 52.9	8 0.5 47.1	14 0.6 82.4	3 0.3 17.6
BACK OF BUS NOT SAFE	15 0.4 100.0	4 1.0 26.7	1 0.2 6.7	2 0.5 13.3	-	-	2 0.5 13.3	3 0.7 20.0	3 0.7 20.0	-	-	7 0.4 46.7	5 0.4 33.3	2 0.4 13.3	6 0.3 40.0	3 0.3 20.0	4 0.5 26.7	2 1.1 13.3	7 0.4 46.7	8 0.5 53.3	10 0.4 66.7	5 0.4 33.3
NEGATIVE REGARDING RTD'S 'EXACT CHANGE' POLICY	15 0.4 100.0	4 1.0 26.7	-	3 0.7 20.0	1 0.2 6.7	3 0.7 20.0	2 0.5 13.3	2 0.5 13.3	-	-	-	9 0.5 60.0	4 0.3 26.7	1 0.2 6.7	7 0.4 46.7	3 0.3 20.0	5 0.6 33.3	-	9 0.5 60.0	5 0.3 33.3	10 0.4 66.7	5 0.4 33.3
COMPLAINT REGARDING EMBARKING/DISEMBARKING SYSTEM	14 0.4 100.0	-	3 0.7 21.4	2 0.5 14.3	3 0.7 21.4	3 0.7 21.4	-	3 0.7 21.4	-	-	-	2 0.1 14.3	9 0.7 64.3	3 0.6 21.4	6 0.3 42.9	5 0.6 35.7	2 0.2 14.3	1 0.5 7.1	5 0.3 35.7	9 0.5 64.3	11 0.4 78.6	3 0.3 21.4
CAN'T GET SCHEDULES/BUSES NEVER HAVE ANY	13 0.4 100.0	-	1 0.2 7.7	-	-	4 1.0 30.8	1 0.2 7.7	4 1.0 30.8	3 0.7 23.1	-	-	8 0.5 61.5	4 0.3 30.8	1 0.2 7.7	7 0.4 53.8	5 0.6 38.5	1 0.1 7.7	-	9 0.5 69.2	4 0.2 30.8	9 0.4 69.2	4 0.3 30.8
DON'T FEEL SAFE AT BUS STOPS	13 0.4 100.0	-	2 0.5 15.4	3 0.7 23.1	-	4 1.0 30.8	-	3 0.7 23.1	-	1 0.2 7.7	1 1.4 7.7	5 0.3 38.5	5 0.4 38.5	1 0.2 7.7	8 0.5 61.5	3 0.3 23.1	1 0.1 7.7	1 0.5 7.7	7 0.4 53.8	6 0.4 46.2	8 0.3 61.5	5 0.4 38.5
TRANSFER COST IS TOO HIGH	8 0.2 100.0	4 1.0 50.0	-	1 0.2 12.5	-	-	1 0.2 12.5	2 0.5 25.0	-	-	-	5 0.3 62.5	2 0.2 25.0	-	1 0.1 12.5	2 0.2 25.0	5 0.6 62.5	-	5 0.3 62.5	3 0.2 37.5	8 0.3 100.0	-
DIFFICULTY IN EMBARKING AND DISEMBARKING (DOORS DIFFICULT/STEPS STEEP)	7 0.2 100.0	-	1 0.2 14.3	1 0.2 14.3	1 0.2 14.3	1 0.2 14.3	-	2 0.5 28.6	1 0.2 14.3	-	1 1.4 14.3	3 0.2 42.9	-	3 0.6 42.9	6 0.3 85.7	1 0.1 14.3	-	-	6 0.3 85.7	1 0.1 14.3	4 0.2 57.1	3 0.3 42.9

TABLE 3
Q.3 - DISLIKES ABOUT RTD, THE BUSES, DRIVERS OR SERVICE

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
INCREASED FARE/SERVICE REDUCED	7 0.2 100.0	-	-	-	1 0.2 14.3	3 0.7 42.9	-	2 0.5 28.6	1 0.2 14.3	-	-	3 0.2 42.9	4 0.3 57.1	-	6 0.3 85.7	1 0.1 14.3	-	-	2 0.1 28.6	5 0.3 71.4	5 0.2 71.4	2 0.2 28.6
BUSES ARE NOISY	7 0.2 100.0	-	1 0.2 14.3	-	2 0.5 28.6	1 0.2 14.3	-	1 0.2 14.3	2 0.5 28.6	-	-	1 0.1 14.3	5 0.4 71.4	1 0.2 14.3	4 0.2 57.1	1 0.1 14.3	1 0.1 14.3	1 0.5 14.3	4 0.2 57.1	3 0.2 42.9	5 0.2 71.4	2 0.2 28.6
DRUG DEALING ON BUS	2 0.1 100.0	1 0.2 50.0	-	-	-	-	-	1 0.2 50.0	-	-	-	1 0.1 50.0	1 0.1 50.0	-	1 0.1 50.0	-	1 0.1 50.0	-	1 0.1 50.0	1 0.1 50.0	1 0.1 50.0	1 0.1 50.0
OTHER DISLIKES	8 0.2 100.0	-	-	-	2 0.5 25.0	-	-	3 0.7 37.5	3 0.7 37.5	-	-	5 0.3 62.5	2 0.2 25.0	-	5 0.3 62.5	2 0.2 25.0	-	1 0.5 12.5	2 0.1 25.0	6 0.4 75.0	7 0.3 87.5	1 0.1 12.5
NOTHING DISLIKED	1094 30.2 100.0	138 34.3 12.6	92 22.7 8.4	166 41.3 15.2	123 30.7 11.2	79 19.7 7.2	116 28.7 10.6	88 21.9 8.0	167 41.4 15.3	125 30.9 11.4	15 20.3 1.4	509 30.4 46.5	345 28.3 31.5	171 34.1 15.6	499 28.9 45.6	220 24.9 20.1	327 39.7 29.9	47 25.1 4.3	641 32.7 58.6	451 27.2 41.2	733 29.8 67.0	360 31.3 32.9
DON'T KNOW	111 3.1 100.0	10 2.5 9.0	19 4.7 17.1	22 5.5 19.8	17 4.2 15.3	6 1.5 5.4	10 2.5 9.0	5 1.2 4.5	18 4.5 16.2	4 1.0 3.6	2 2.7 1.8	47 2.8 42.3	38 3.1 34.2	19 3.8 17.1	70 4.1 63.1	13 1.5 11.7	22 2.7 19.8	6 3.2 5.4	62 3.2 55.9	49 3.0 44.1	65 2.6 58.6	45 3.9 40.5

TABLE 4
 Q.4A - LEVEL OF AGREEMENT WITH STATEMENT -- I FEEL SAFE WHEN I RIDE RTD BUSES

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA-SION	BLACK	HISPA-NIC	ASIAN	YES	NO	YES	NO
	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
AGREE STRONGLY	+4 1754	215	203	241	197	140	173	163	220	202	28	773	603	275	858	359	438	96	971	781	1171	577
	48.4	53.5	50.1	60.0	49.1	34.9	42.8	40.5	54.6	50.0	37.8	46.2	49.5	54.9	49.7	40.6	53.2	51.3	49.6	47.0	47.6	50.1
	100.0	12.3	11.6	13.7	11.2	8.0	9.9	9.3	12.5	11.5	1.6	44.1	34.4	15.7	48.9	20.5	25.0	5.5	55.4	44.5	66.8	32.9
AGREE SOMEWHAT	+3 1091	88	105	97	116	146	139	142	125	133	19	514	356	155	549	273	216	53	577	513	758	330
	30.1	21.9	25.9	24.1	28.9	36.4	34.4	35.3	31.0	32.9	25.7	30.7	29.2	30.9	31.8	30.9	26.2	28.3	29.5	30.9	30.8	28.6
	100.0	8.1	9.6	8.9	10.6	13.4	12.7	13.0	11.5	12.2	1.7	47.1	32.6	14.2	50.3	25.0	19.8	4.9	52.9	47.0	69.5	30.2
DISAGREE SOMEWHAT	+2 432	69	48	32	46	67	55	47	41	27	18	217	136	39	184	134	92	22	215	216	289	141
	11.9	17.2	11.9	8.0	11.5	16.7	13.6	11.7	10.2	6.7	24.3	13.0	11.2	7.8	10.7	15.2	11.2	11.8	11.0	13.0	11.8	12.2
	100.0	16.0	11.1	7.4	10.6	15.5	12.7	10.9	9.5	6.3	4.2	50.2	31.5	9.0	42.6	31.0	21.3	5.1	49.8	50.0	66.9	32.6
DISAGREE STRONGLY	+1 344	30	49	32	42	48	36	50	15	42	9	167	123	31	134	118	77	15	194	149	238	104
	9.5	7.5	12.1	8.0	10.5	12.0	8.9	12.4	3.7	10.4	12.2	10.0	10.1	6.2	7.8	13.3	9.3	8.0	9.9	9.0	9.7	9.0
	100.0	8.7	14.2	9.3	12.2	14.0	10.5	14.5	4.4	12.2	2.6	48.5	35.8	9.0	39.0	34.3	22.4	4.4	56.4	43.3	69.2	30.2
DON'T KNOW	3	-	-	-	-	-	1	-	2	-	-	1	1	1	1	-	1	1	1	2	3	-
	0.1	-	-	-	-	-	0.2	-	0.5	-	-	0.1	0.1	0.2	0.1	-	0.1	0.5	0.1	0.1	0.1	-
	100.0	-	-	-	-	-	33.3	-	66.7	-	-	33.3	33.3	33.3	33.3	-	33.3	33.3	33.3	66.7	100.0	-
MEAN	3.18	3.21	3.14	3.36	3.17	2.94	3.11	3.04	3.37	3.23	2.89	3.13	3.18	3.35	3.24	2.99	3.23	3.24	3.19	3.16	3.17	3.20
STD DEV	0.98	0.98	1.04	0.93	1.00	1.00	0.96	1.01	0.81	0.97	1.05	0.99	0.99	0.87	0.93	1.05	0.98	0.95	0.98	0.97	0.98	0.97
STD ERROR	0.016	0.049	0.052	0.047	0.050	0.050	0.048	0.050	0.041	0.048	0.123	0.024	0.028	0.039	0.022	0.035	0.034	0.070	0.022	0.024	0.020	0.029

TABLE 5
 Q.4B - LEVEL OF AGREEMENT WITH STATEMENT -- RTD BUSES ARE USUALLY PROMPT AND ON TIME

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA-SION	BLACK	HISPA-NIC	ASIAN	YES	NO	YES	NO
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
AGREE STRONGLY	+4 929	68	119	88	104	107	143	99	70	131	18	391	322	146	458	223	206	41	470	456	614	312
	25.6	16.9	29.4	21.9	25.9	26.7	35.4	24.6	17.4	32.4	24.3	23.4	26.4	29.1	26.5	25.2	25.0	21.9	24.0	27.5	25.0	27.1
	100.0	7.3	12.8	9.5	11.2	11.5	15.4	10.7	7.5	14.1	1.9	42.1	34.7	15.7	49.3	24.0	22.2	4.4	50.6	49.1	66.1	33.6
AGREE SOMEWHAT	+3 1317	148	141	171	122	140	155	133	146	161	13	620	447	189	616	304	325	72	699	617	881	433
	36.3	36.8	34.8	42.5	30.4	34.9	38.4	33.1	36.2	39.9	17.6	37.1	36.7	37.7	35.7	34.4	39.4	38.5	35.7	37.1	35.8	37.6
	100.0	11.2	10.7	13.0	9.3	10.6	11.8	10.1	11.1	12.2	1.0	47.1	33.9	14.4	46.8	23.1	24.7	5.5	53.1	46.8	66.9	32.9
DISAGREE SOMEWHAT	+2 704	125	68	78	78	69	59	80	108	39	21	331	236	90	311	171	181	40	416	287	489	211
	19.4	31.1	16.8	19.4	19.5	17.2	14.6	19.9	26.8	9.7	28.4	19.8	19.4	18.0	18.0	19.3	22.0	21.4	21.2	17.3	19.9	18.3
	100.0	17.8	9.7	11.1	11.1	9.8	8.4	11.4	15.3	5.5	3.0	47.0	33.5	12.8	44.2	24.3	25.7	5.7	59.1	40.8	69.5	30.0
DISAGREE STRONGLY	+1 636	50	74	61	94	79	43	86	78	71	21	313	201	70	319	181	102	33	350	286	448	185
	17.5	12.4	18.3	15.2	23.4	19.7	10.6	21.4	19.4	17.6	28.4	18.7	16.5	14.0	18.5	20.5	12.4	17.6	17.9	17.2	18.2	16.1
	100.0	7.9	11.6	9.6	14.8	12.4	6.8	13.5	12.3	11.2	3.3	49.2	31.6	11.0	50.2	28.5	16.0	5.2	55.0	45.0	70.4	29.1
DON'T KNOW	38	11	3	4	3	6	4	4	1	2	1	17	13	6	22	5	10	1	23	15	27	11
	1.0	2.7	0.7	1.0	0.7	1.5	1.0	1.0	0.2	0.5	1.4	1.0	1.1	1.2	1.3	0.6	1.2	0.5	1.2	0.9	1.1	1.0
	100.0	28.9	7.9	10.5	7.9	15.8	10.5	10.5	2.6	5.3	2.6	44.7	34.2	15.8	57.9	13.2	26.3	2.6	60.5	39.5	71.1	28.9
MEAN	2.71	2.60	2.76	2.72	2.59	2.70	2.99	2.62	2.52	2.88	2.38	2.66	2.74	2.83	2.71	2.65	2.78	2.65	2.67	2.76	2.68	2.76
STD DEV	1.04	0.92	1.07	0.98	1.11	1.08	0.97	1.08	0.99	1.06	1.15	1.04	1.03	1.01	1.06	1.07	0.96	1.01	1.03	1.04	1.04	1.03
STD ERROR	0.017	0.047	0.053	0.049	0.056	0.054	0.048	0.054	0.050	0.053	0.135	0.026	0.030	0.045	0.026	0.036	0.034	0.074	0.024	0.026	0.021	0.030

TABLE 6
 Q.4C - LEVEL OF AGREEMENT WITH STATEMENT -- RTD BUSES RUN OFTEN ENOUGH TO SUIT MY NEEDS

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	AGE				RACE		YES	NO	YES	NO			
											UNDER 18	18-34	35-59	60+	CAUCA- SION	BLACK	HISPA- NIC	ASIAN					
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152	
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8	
AGREE STRONGLY	+4	1574	190	170	145	192	153	160	145	164	255	35	727	506	246	734	357	395	86	800	771	1048	522
		43.4	47.3	42.0	36.1	47.9	38.2	39.6	36.1	40.7	63.1	47.3	43.5	41.5	49.1	42.5	40.4	47.9	46.0	40.9	46.4	42.6	45.3
		100.0	12.1	10.8	9.2	12.2	9.7	10.2	9.2	10.4	16.2	2.2	46.2	32.1	15.6	46.6	22.7	25.1	5.5	50.8	49.0	66.6	33.2
AGREE SOMEWHAT	+3	994	108	118	133	87	105	147	113	104	79	14	483	338	116	459	266	217	51	542	452	666	325
		27.4	26.9	29.1	33.1	21.7	26.2	36.4	28.1	25.8	19.6	18.9	28.9	27.7	23.2	26.6	30.1	26.3	27.3	27.7	27.2	27.1	28.2
		100.0	10.9	11.9	13.4	8.8	10.6	14.8	11.4	10.5	7.9	1.4	48.6	34.0	11.7	46.2	26.8	21.8	5.1	54.5	45.5	67.0	32.7
DISAGREE SOMEWHAT	+2	510	66	48	66	58	64	50	57	77	24	12	221	193	71	242	120	125	23	307	202	353	156
		14.1	16.4	11.9	16.4	14.5	16.0	12.4	14.2	19.1	5.9	16.2	13.2	15.8	14.2	14.0	13.6	15.2	12.3	15.7	12.2	14.4	13.5
		100.0	12.9	9.4	12.9	11.4	12.5	9.8	11.2	15.1	4.7	2.4	43.3	37.8	13.9	47.5	23.5	24.5	4.5	60.2	39.6	69.2	30.6
DISAGREE STRONGLY	+1	483	15	68	54	58	76	41	81	50	40	12	207	163	63	268	131	65	19	275	207	353	127
		13.3	3.7	16.8	13.4	14.5	19.0	10.1	20.1	12.4	9.9	16.2	12.4	13.4	12.6	15.5	14.8	7.9	10.2	14.0	12.5	14.4	11.0
		100.0	3.1	14.1	11.2	12.0	15.7	8.5	16.8	10.4	8.3	2.5	42.9	33.7	13.0	55.5	27.1	13.5	3.9	56.9	42.9	73.1	26.3
DON'T KNOW		63	23	1	4	6	3	6	6	8	6	1	34	19	5	23	10	22	8	34	29	39	22
		1.7	5.7	0.2	1.0	1.5	0.7	1.5	1.5	2.0	1.5	1.4	2.0	1.6	1.0	1.3	1.1	2.7	4.3	1.7	1.7	1.6	1.9
		100.0	36.5	1.6	6.3	9.5	4.8	9.5	9.5	12.7	9.5	1.6	54.0	30.2	7.9	36.5	15.9	34.9	12.7	54.0	46.0	61.9	34.9
MEAN		3.03	3.25	2.97	2.93	3.05	2.84	3.07	2.81	2.97	3.38	2.99	3.06	2.99	3.10	2.97	2.97	3.17	3.14	2.97	3.09	3.00	3.10
STD DEV		1.06	0.88	1.10	1.03	1.11	1.13	0.97	1.14	1.06	0.98	1.15	1.04	1.06	1.07	1.10	1.07	0.97	1.01	1.07	1.05	1.08	1.02
STD ERROR		0.018	0.045	0.055	0.052	0.056	0.057	0.049	0.057	0.053	0.049	0.134	0.026	0.031	0.048	0.027	0.036	0.034	0.075	0.024	0.026	0.022	0.030

TABLE 7
 Q.4D - LEVEL OF AGREEMENT WITH STATEMENT -- I CAN GET TO AND FROM THE PLACES I NEED TO GO BY RIDING RTD BUSES

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER				CAUCA	HISPA			YES	NO	YES	NO
											18	18-34	35-59	60+	-SION	BLACK	-NIC	ASIAN				
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
AGREE STRONGLY	+4 2578	303	314	284	304	252	250	270	284	317	50	1180	863	382	1198	617	625	136	1417	1157	1737	833
	71.1	75.4	77.5	70.6	75.8	62.8	61.9	67.2	70.5	78.5	67.6	70.6	70.8	76.2	69.4	69.8	75.8	72.7	72.4	69.7	70.6	72.3
	100.0	11.8	12.2	11.0	11.8	9.8	9.7	10.5	11.0	12.3	1.9	45.8	33.5	14.8	46.5	23.9	24.2	5.3	55.0	44.9	67.4	32.3
AGREE SOMEWHAT	+3 745	58	71	81	70	103	125	98	77	62	15	345	257	88	373	211	126	35	385	359	512	231
	20.6	14.4	17.5	20.1	17.5	25.7	30.9	24.4	19.1	15.3	20.3	20.6	21.1	17.6	21.6	23.9	15.3	18.7	19.7	21.6	20.8	20.1
	100.0	7.8	9.5	10.9	9.4	13.8	16.8	13.2	10.3	8.3	2.0	46.3	34.5	11.8	50.1	28.3	16.9	4.7	51.7	48.2	68.7	31.0
DISAGREE SOMEWHAT	+2 190	32	9	25	22	20	19	20	31	12	6	82	72	22	92	36	50	11	98	92	129	59
	5.2	8.0	2.2	6.2	5.5	5.0	4.7	5.0	7.7	3.0	8.1	4.9	5.9	4.4	5.3	4.1	6.1	5.9	5.0	5.5	5.2	5.1
	100.0	16.8	4.7	13.2	11.6	10.5	10.0	10.5	16.3	6.3	3.2	43.2	37.9	11.6	48.4	18.9	26.3	5.8	51.6	48.4	67.9	31.1
DISAGREE STRONGLY	+1 94	3	11	10	5	26	7	13	9	10	3	53	26	6	55	15	19	5	50	44	71	22
	2.6	0.7	2.7	2.5	1.2	6.5	1.7	3.2	2.2	2.5	4.1	3.2	2.1	1.2	3.2	1.7	2.3	2.7	2.6	2.6	2.9	1.9
	100.0	3.2	11.7	10.6	5.3	27.7	7.4	13.8	9.6	10.6	3.2	56.4	27.7	6.4	58.5	16.0	20.2	5.3	53.2	46.8	75.5	23.4
DON'T KNOW	17	6	-	2	-	-	3	1	2	3	-	12	1	3	8	5	4	-	8	9	10	7
	0.5	1.5	-	0.5	-	-	0.7	0.2	0.5	0.7	-	0.7	0.1	0.6	0.5	0.6	0.5	-	0.4	0.5	0.4	0.6
	100.0	35.3	-	11.8	-	-	17.6	5.9	11.8	17.6	-	70.6	5.9	17.6	47.1	29.4	23.5	-	47.1	52.9	58.8	41.2
MEAN	3.61	3.67	3.70	3.60	3.68	3.45	3.54	3.56	3.59	3.71	3.51	3.60	3.61	3.70	3.58	3.63	3.65	3.61	3.63	3.59	3.60	3.64
STD DEV	0.71	0.66	0.65	0.72	0.64	0.86	0.67	0.74	0.73	0.65	0.81	0.73	0.70	0.61	0.74	0.65	0.70	0.72	0.70	0.72	0.72	0.67
STD ERROR	0.012	0.033	0.032	0.036	0.032	0.043	0.033	0.037	0.036	0.032	0.095	0.018	0.020	0.027	0.018	0.022	0.024	0.053	0.016	0.018	0.015	0.020

TABLE 8

Q.4E - LEVEL OF AGREEMENT WITH STATEMENT -- THE OUTSIDE CONDITION AND APPEARANCE OF RTD BUSES IS ACCEPTABLE TO ME

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	AGE				RACE		YES	NO	YES	NO		
											UNDER 18	18-34	35-59	60+	CAUCA -SION	BLACK	HISPA -NIC	ASIAN				
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
AGREE STRONGLY	+4 735	75	89	61	118	87	55	113	62	75	17	337	223	109	343	150	194	45	419	315	501	233
	20.3	18.7	22.0	15.2	29.4	21.7	13.6	28.1	15.4	18.6	23.0	20.2	18.3	21.8	19.9	17.0	23.5	24.1	21.4	19.0	20.4	20.2
	100.0	10.2	12.1	8.3	16.1	11.8	7.5	15.4	8.4	10.2	2.3	45.9	30.3	14.8	46.7	20.4	26.4	6.1	57.0	42.9	68.2	31.7
AGREE SOMEWHAT	+3 944	102	96	127	109	127	73	121	110	79	21	451	304	123	479	207	214	44	522	420	655	286
	26.0	25.4	23.7	31.6	27.2	31.7	18.1	30.1	27.3	19.6	28.4	27.0	24.9	24.6	27.8	23.4	26.0	23.5	26.7	25.3	26.6	24.8
	100.0	10.8	10.2	13.5	11.5	13.5	7.7	12.8	11.7	8.4	2.2	47.8	32.2	13.0	50.7	21.9	22.7	4.7	55.3	44.5	69.4	30.3
DISAGREE SOMEWHAT	+2 915	164	89	132	68	68	118	75	153	48	12	410	356	117	420	206	254	35	509	405	580	331
	25.2	40.8	22.0	32.8	17.0	17.0	29.2	18.7	38.0	11.9	16.2	24.5	29.2	23.4	24.3	23.3	30.8	18.7	26.0	24.4	23.6	28.7
	100.0	17.9	9.7	14.4	7.4	7.4	12.9	8.2	16.7	5.2	1.3	44.8	38.9	12.8	45.9	22.5	27.8	3.8	55.6	44.3	63.4	36.2
DISAGREE STRONGLY	+1 1016	60	130	80	105	118	156	90	77	200	24	471	330	148	478	315	161	62	498	517	710	301
	28.0	14.9	32.1	19.9	26.2	29.4	38.6	22.4	19.1	49.5	32.4	28.2	27.1	29.5	27.7	35.6	19.5	33.2	25.4	31.1	28.9	26.1
	100.0	5.9	12.8	7.9	10.3	11.6	15.4	8.9	7.6	19.7	2.4	46.4	32.5	14.6	47.0	31.0	15.8	6.1	49.0	50.9	69.9	29.6
DON'T KNOW	14	1	1	2	1	1	2	3	1	2		3	6	4	6	6	1	1	10	4	13	1
	0.4	0.2	0.2	0.5	0.2	0.2	0.5	0.7	0.2	0.5		0.2	0.5	0.8	0.3	0.7	0.1	0.5	0.5	0.2	0.5	0.1
	100.0	7.1	7.1	14.3	7.1	7.1	14.3	21.4	7.1	14.3		21.4	42.9	28.6	42.9	42.9	7.1	7.1	71.4	28.6	92.9	7.1
MEAN	2.39	2.48	2.36	2.42	2.60	2.46	2.07	2.64	2.39	2.07	2.42	2.39	2.35	2.39	2.40	2.22	2.54	2.39	2.44	2.32	2.39	2.39
STD DEV	1.10	0.96	1.15	0.98	1.17	1.13	1.06	1.12	0.97	1.20	1.17	1.10	1.07	1.13	1.09	1.11	1.05	1.18	1.09	1.11	1.11	1.08
STD ERROR	0.018	0.048	0.057	0.049	0.058	0.056	0.053	0.056	0.048	0.060	0.136	0.027	0.031	0.051	0.026	0.037	0.037	0.087	0.025	0.027	0.022	0.032

TABLE 9

Q.4F - LEVEL OF AGREEMENT WITH STATEMENT -- THE INSIDE CONDITION AND APPEARANCE OF RTD BUSES IS ACCEPTABLE TO ME

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
AGREE STRONGLY	+4 485	54	59	47	71	47	38	55	50	64	13	226	147	72	230	79	144	29	300	184	324	160
	13.4	13.4	14.6	11.7	17.7	11.7	9.4	13.7	12.4	15.8	17.6	13.5	12.1	14.4	13.3	8.9	17.5	15.5	15.3	11.1	13.2	13.9
	100.0	11.1	12.2	9.7	14.6	9.7	7.8	11.3	10.3	13.2	2.7	46.6	30.3	14.8	47.4	16.3	29.7	6.0	61.9	37.9	66.8	33.0
AGREE SOMEWHAT	+3 885	115	82	120	96	104	57	117	116	78	14	394	299	134	453	175	215	42	474	409	609	272
	24.4	28.6	20.2	29.9	23.9	25.9	14.1	29.1	28.8	19.3	18.9	23.6	24.5	26.7	26.2	19.8	26.1	22.5	24.2	24.6	24.8	23.6
	100.0	13.0	9.3	13.6	10.8	11.8	6.4	13.2	13.1	8.8	1.6	44.5	33.8	15.1	51.2	19.8	24.3	4.7	53.6	46.2	68.8	30.7
DISAGREE SOMEWHAT	+2 958	167	74	136	90	108	87	87	153	56	10	460	340	114	443	205	264	46	522	435	621	334
	26.4	41.5	18.3	33.8	22.4	26.9	21.5	21.6	38.0	13.9	13.5	27.5	27.9	22.8	25.7	23.2	32.0	24.6	26.7	26.2	25.3	29.0
	100.0	17.4	7.7	14.2	9.4	11.3	9.1	9.1	16.0	5.8	1.0	48.0	35.5	11.9	46.2	21.4	27.6	4.8	54.5	45.4	64.8	34.9
DISAGREE STRONGLY	+1 1283	65	190	96	142	140	221	142	82	205	36	585	430	179	597	420	199	67	655	627	896	382
	35.4	16.2	46.9	23.9	35.4	34.9	54.7	35.3	20.3	50.7	48.6	35.0	35.3	35.7	34.6	47.5	24.2	35.8	33.5	37.7	36.4	33.2
	100.0	5.1	14.8	7.5	11.1	10.9	17.2	11.1	6.4	16.0	2.8	45.6	33.5	14.0	46.5	32.7	15.5	5.2	51.1	48.9	69.8	29.8
DON'T KNOW	13	1	-	3	2	2	1	1	2	1	1	7	3	2	3	5	2	3	7	6	9	4
	0.4	0.2		0.7	0.5	0.5	0.2	0.2	0.5	0.2	1.4	0.4	0.2	0.4	0.2	0.6	0.2	1.6	0.4	0.4	0.4	0.3
	100.0	7.7		23.1	15.4	15.4	7.7	7.7	15.4	7.7	7.7	53.8	23.1	15.4	23.1	38.5	15.4	23.1	53.8	46.2	69.2	30.8
MEAN	2.16	2.39	2.02	2.30	2.24	2.15	1.78	2.21	2.33	2.00	2.05	2.16	2.13	2.20	2.18	1.90	2.37	2.18	2.21	2.09	2.15	2.18
STD DEV	1.05	0.91	1.12	0.96	1.12	1.03	1.01	1.07	0.94	1.16	1.19	1.05	1.03	1.08	1.05	1.01	1.03	1.09	1.07	1.03	1.06	1.05
STD ERROR	0.018	0.046	0.056	0.048	0.056	0.052	0.050	0.054	0.047	0.058	0.139	0.026	0.030	0.048	0.025	0.034	0.036	0.081	0.024	0.025	0.021	0.031

TABLE 10
 Q.4G - LEVEL OF AGREEMENT WITH STATEMENT -- RTD DRIVERS ARE USUALLY COURTEOUS AND POLITE

	SECTOR									AGE				RACE				TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
AGREE STRONGLY	+4 1275	128	153	106	150	130	158	141	113	196	27	533	427	220	630	302	269	72	716	557	860	410
	35.2	31.8	37.8	26.4	37.4	32.4	39.1	35.1	28.0	48.5	36.5	31.9	35.0	43.9	36.5	34.2	32.6	38.5	36.6	33.5	35.0	35.6
	100.0	10.0	12.0	8.3	11.8	10.2	12.4	11.1	8.9	15.4	2.1	41.8	33.5	17.3	49.4	23.7	21.1	5.6	56.2	43.7	67.5	32.2
AGREE SOMEWHAT	+3 1186	69	138	138	141	151	140	144	126	139	23	583	379	151	592	306	223	64	598	585	826	357
	32.7	17.2	34.1	34.3	35.2	37.7	34.7	35.8	31.3	34.4	31.1	34.9	31.1	30.1	34.3	34.6	27.1	34.2	30.5	35.2	33.6	31.0
	100.0	5.8	11.6	11.6	11.9	12.7	11.8	12.1	10.6	11.7	1.9	49.2	32.0	12.7	49.9	25.8	18.8	5.4	50.4	49.3	69.6	30.1
DISAGREE SOMEWHAT	+2 669	130	64	102	63	64	66	52	98	30	13	295	261	82	284	151	202	32	379	290	434	231
	18.5	32.3	15.8	25.4	15.7	16.0	16.3	12.9	24.3	7.4	17.6	17.6	21.4	16.4	16.5	17.1	24.5	17.1	19.4	17.5	17.6	20.1
	100.0	19.4	9.6	15.2	9.4	9.6	9.9	7.8	14.6	4.5	1.9	44.1	39.0	12.3	42.5	22.6	30.2	4.8	56.7	43.3	64.9	34.5
DISAGREE STRONGLY	+1 463	71	46	51	41	53	39	62	65	35	10	246	147	39	208	119	119	17	246	217	319	143
	12.8	17.7	11.4	12.7	10.2	13.2	9.7	15.4	16.1	8.7	13.5	14.7	12.1	7.8	12.1	13.5	14.4	9.1	12.6	13.1	13.0	12.4
	100.0	15.3	9.9	11.0	8.9	11.4	8.4	13.4	14.0	7.6	2.2	53.1	31.7	8.4	44.9	25.7	25.7	3.7	53.1	46.9	68.9	30.9
DON'T KNOW	31	4	4	5	6	3	1	3	1	4	1	15	5	9	12	6	11	2	19	12	20	11
	0.9	1.0	1.0	1.2	1.5	0.7	0.2	0.7	0.2	1.0	1.4	0.9	0.4	1.8	0.7	0.7	1.3	1.1	1.0	0.7	0.8	1.0
	100.0	12.9	12.9	16.1	19.4	9.7	3.2	9.7	3.2	12.9	3.2	48.4	16.1	29.0	38.7	19.4	35.5	6.5	61.3	38.7	64.5	35.5
MEAN	2.91	2.64	2.99	2.75	3.01	2.90	3.03	2.91	2.71	3.24	2.92	2.85	2.89	3.12	2.96	2.90	2.79	3.03	2.92	2.90	2.91	2.91
STD DEV	1.02	1.11	1.00	0.99	0.98	1.01	0.97	1.05	1.05	0.93	1.05	1.03	1.02	0.96	1.01	1.02	1.06	0.97	1.03	1.02	1.02	1.03
STD ERROR	0.017	0.056	0.050	0.050	0.049	0.050	0.048	0.053	0.052	0.046	0.123	0.025	0.029	0.043	0.024	0.035	0.037	0.071	0.023	0.025	0.021	0.030

TABLE 11
 Q.4H - LEVEL OF AGREEMENT WITH STATEMENT -- I AM USUALLY ABLE TO REACH RTD BY TELEPHONE

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA -SION	BLACK	HISPA -NIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
AGREE STRONGLY	+4 1271	194	123	206	154	112	70	108	164	140	18	585	424	191	586	263	361	60	737	533	877	391
	35.1	48.3	30.4	51.2	38.4	27.9	17.3	26.9	40.7	34.7	24.3	35.0	34.8	38.1	34.0	29.8	43.8	32.1	37.6	32.1	35.7	33.9
	100.0	15.3	9.7	16.2	12.1	8.8	5.5	8.5	12.9	11.0	1.4	46.0	33.4	15.0	46.1	20.7	28.4	4.7	58.0	41.9	69.0	30.8
AGREE SOMEWHAT	+3 703	33	89	68	64	81	155	85	67	61	7	326	253	83	328	233	113	29	380	320	489	210
	19.4	8.2	22.0	16.9	16.0	20.2	38.4	21.1	16.6	15.1	9.5	19.5	20.8	16.6	19.0	26.4	13.7	15.5	19.4	19.3	19.9	18.2
	100.0	4.7	12.7	9.7	9.1	11.5	22.0	12.1	9.5	8.7	1.0	46.4	36.0	11.8	46.7	33.1	16.1	4.1	54.1	45.5	69.6	29.9
DISAGREE SOMEWHAT	+2 456	49	61	48	36	51	78	48	56	29	6	192	187	50	222	120	93	19	258	197	315	139
	12.6	12.2	15.1	11.9	9.0	12.7	19.3	11.9	13.9	7.2	8.1	11.5	15.3	10.0	12.9	13.6	11.3	10.2	13.2	11.9	12.8	12.1
	100.0	10.7	13.4	10.5	7.9	11.2	17.1	10.5	12.3	6.4	1.3	42.1	41.0	11.0	48.7	26.3	20.4	4.2	56.6	43.2	69.1	30.5
DISAGREE STRONGLY	+1 652	63	83	43	78	94	62	101	57	71	16	299	219	82	316	169	128	39	336	316	446	205
	18.0	15.7	20.5	10.7	19.5	23.4	15.3	25.1	14.1	17.6	21.6	17.9	18.0	16.4	18.3	19.1	15.5	20.9	17.2	19.0	18.1	17.8
	100.0	9.7	12.7	6.6	12.0	14.4	9.5	15.5	8.7	10.9	2.5	45.9	33.6	12.6	48.5	25.9	19.6	6.0	51.5	48.5	68.4	31.4
DON'T KNOW	542	63	49	37	69	63	39	60	59	103	27	270	136	95	274	99	129	40	247	295	332	207
	15.0	15.7	12.1	9.2	17.2	15.7	9.7	14.9	14.6	25.5	36.5	16.1	11.2	19.0	15.9	11.2	15.7	21.4	12.6	17.8	13.5	18.0
	100.0	11.6	9.0	6.8	12.7	11.6	7.2	11.1	10.9	19.0	5.0	49.8	25.1	17.5	50.6	18.3	23.8	7.4	45.6	54.4	61.3	38.2
MEAN	2.84	3.06	2.71	3.20	2.89	2.62	2.64	2.58	2.98	2.90	2.57	2.85	2.81	2.94	2.82	2.75	3.02	2.75	2.89	2.78	2.84	2.83
STD DEV	1.18	1.21	1.17	1.06	1.23	1.21	0.98	1.21	1.14	1.22	1.31	1.18	1.16	1.18	1.18	1.14	1.18	1.24	1.16	1.19	1.17	1.18
STD ERROR	0.021	0.066	0.062	0.056	0.067	0.066	0.051	0.066	0.062	0.071	0.192	0.031	0.035	0.059	0.031	0.041	0.045	0.103	0.028	0.032	0.025	0.039

TABLE 12
 Q.41 - LEVEL OF AGREEMENT WITH STATEMENT -- RTD DRIVERS ARE USUALLY WELL GROOMED, NEAT AND CLEAN IN APPEARANCE

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA-SION	BLACK	HISPA-NIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
AGREE STRONGLY	+4 2378	235	307	214	251	264	284	294	225	304	52	1057	798	354	1136	619	510	110	1304	1071	1653	717
	65.6	58.5	75.8	53.2	62.6	65.8	70.3	73.1	55.8	75.2	70.3	63.2	65.5	70.7	65.8	70.0	61.9	58.8	66.6	64.5	67.2	62.2
	100.0	9.9	12.9	9.0	10.6	11.1	11.9	12.4	9.5	12.8	2.2	44.4	33.6	14.9	47.8	26.0	21.4	4.6	54.8	45.0	69.5	30.2
AGREE SOMEWHAT	+3 823	85	71	119	108	107	92	67	102	72	15	404	273	103	407	187	174	55	424	397	540	279
	22.7	21.1	17.5	29.6	26.9	26.7	22.8	16.7	25.3	17.8	20.3	24.2	22.4	20.6	23.6	21.2	21.1	29.4	21.7	23.9	22.0	24.2
	100.0	10.3	8.6	14.5	13.1	13.0	11.2	8.1	12.4	8.7	1.8	49.1	33.2	12.5	49.5	22.7	21.1	6.7	51.5	48.2	65.6	33.9
DISAGREE SOMEWHAT	+2 280	69	16	53	24	16	15	26	49	12	5	137	103	25	122	44	98	16	154	126	165	115
	7.7	17.2	4.0	13.2	6.0	4.0	3.7	6.5	12.2	3.0	6.8	8.2	8.4	5.0	7.1	5.0	11.9	8.6	7.9	7.6	6.7	10.0
	100.0	24.6	5.7	18.9	8.6	5.7	5.4	9.3	17.5	4.3	1.8	48.9	36.8	8.9	43.6	15.7	35.0	5.7	55.0	45.0	58.9	41.1
DISAGREE STRONGLY	+1 114	12	10	15	9	12	12	6	25	13	1	65	38	9	47	30	34	3	57	57	77	36
	3.1	3.0	2.5	3.7	2.2	3.0	3.0	1.5	6.2	3.2	1.4	3.9	3.1	1.8	2.7	3.4	4.1	1.6	2.9	3.4	3.1	3.1
	100.0	10.5	8.8	13.2	7.9	10.5	10.5	5.3	21.9	11.4	0.9	57.0	33.3	7.9	41.2	26.3	29.8	2.6	50.0	50.0	67.5	31.6
DON'T KNOW	29	1	1	1	9	2	1	9	2	3	1	9	7	10	14	4	8	3	19	10	24	5
	0.8	0.2	0.2	0.2	2.2	0.5	0.2	2.2	0.5	0.7	1.4	0.5	0.6	2.0	0.8	0.5	1.0	1.6	1.0	0.6	1.0	0.4
	100.0	3.4	3.4	3.4	31.0	6.9	3.4	31.0	6.9	10.3	3.4	31.0	24.1	34.5	48.3	13.8	27.6	10.3	65.5	34.5	82.8	17.2
MEAN	3.52	3.35	3.67	3.33	3.53	3.56	3.61	3.65	3.31	3.66	3.62	3.48	3.51	3.63	3.54	3.59	3.42	3.48	3.53	3.50	3.55	3.46
STD DEV	0.77	0.87	0.67	0.84	0.71	0.71	0.70	0.67	0.91	0.69	0.68	0.81	0.78	0.67	0.75	0.74	0.86	0.72	0.76	0.78	0.76	0.80
STD ERROR	0.013	0.043	0.033	0.042	0.036	0.036	0.035	0.034	0.046	0.035	0.080	0.020	0.022	0.030	0.018	0.025	0.030	0.053	0.017	0.019	0.015	0.024

TABLE 13

Q.4J - LEVEL OF AGREEMENT WITH STATEMENT -- WHEN I CONTACT RTD, I'M ABLE TO GET QUESTIONS OR COMPLAINTS TAKEN CARE OF

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA-SION	BLACK	HISPA-NIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
AGREE STRONGLY	+4 1176	134	132	160	143	125	101	116	141	124	17	536	388	174	543	292	295	44	688	486	847	325
	32.5	33.3	32.6	39.8	35.7	31.2	25.0	28.9	35.0	30.7	23.0	32.1	31.8	34.7	31.5	33.0	35.8	23.5	35.1	29.3	34.4	28.2
	100.0	11.4	11.2	13.6	12.2	10.6	8.6	9.9	12.0	10.5	1.4	45.6	33.0	14.8	46.2	24.8	25.1	3.7	58.5	41.3	72.0	27.6
AGREE SOMEWHAT	+3 875	97	91	106	80	92	172	97	89	51	13	393	317	105	409	247	176	42	472	401	580	292
	24.1	24.1	22.5	26.4	20.0	22.9	42.6	24.1	22.1	12.6	17.6	23.5	26.0	21.0	23.7	27.9	21.4	22.5	24.1	24.1	23.6	25.3
	100.0	11.1	10.4	12.1	9.1	10.5	19.7	11.1	10.2	5.8	1.5	44.9	36.2	12.0	46.7	28.2	20.1	4.8	53.9	45.8	66.3	33.4
DISAGREE SOMEWHAT	+2 437	91	32	51	31	45	49	38	75	25	5	194	179	45	205	93	118	21	270	167	292	143
	12.1	22.6	7.9	12.7	7.7	11.2	12.1	9.5	18.6	6.2	6.8	11.6	14.7	9.0	11.9	10.5	14.3	11.2	13.8	10.1	11.9	12.4
	100.0	20.8	7.3	11.7	7.1	10.3	11.2	8.7	17.2	5.7	1.1	44.4	41.0	10.3	46.9	21.3	27.0	4.8	61.8	38.2	66.8	32.7
DISAGREE STRONGLY	+1 528	55	80	49	62	68	39	76	44	55	9	256	176	63	257	125	118	28	266	262	335	192
	14.6	13.7	19.8	12.2	15.5	17.0	9.7	18.9	10.9	13.6	12.2	15.3	14.4	12.6	14.9	14.1	14.3	15.0	13.6	15.8	13.6	16.7
	100.0	10.4	15.2	9.3	11.7	12.9	7.4	14.4	8.3	10.4	1.7	48.5	33.3	11.9	48.7	23.7	22.3	5.3	50.4	49.6	63.4	36.4
DON'T KNOW	608	25	70	36	85	71	43	75	54	149	30	293	159	114	312	127	117	52	262	345	405	200
	16.8	6.2	17.3	9.0	21.2	17.7	10.6	18.7	13.4	36.9	40.5	17.5	13.0	22.8	18.1	14.4	14.2	27.8	13.4	20.8	16.5	17.4
	100.0	4.1	11.5	5.9	14.0	11.7	7.1	12.3	8.9	24.5	4.9	48.2	26.2	18.8	51.3	20.9	19.2	8.6	43.1	56.7	66.6	32.9
MEAN	2.89	2.82	2.82	3.03	2.96	2.83	2.93	2.77	2.94	2.96	2.86	2.88	2.87	3.01	2.88	2.93	2.92	2.76	2.93	2.84	2.94	2.79
STD DEV	1.11	1.07	1.19	1.06	1.16	1.15	0.92	1.16	1.06	1.20	1.15	1.12	1.09	1.10	1.11	1.08	1.12	1.12	1.09	1.13	1.10	1.12
STD ERROR	0.020	0.055	0.065	0.055	0.065	0.063	0.048	0.064	0.057	0.075	0.174	0.030	0.033	0.056	0.030	0.039	0.042	0.097	0.026	0.031	0.024	0.036

TABLE 14
 0.4K - LEVEL OF AGREEMENT WITH STATEMENT -- I'M ABLE TO FIND THE INFORMATION I NEED ABOUT SCHEDULES IN RTD TIMETABLES

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS			
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA-SION	BLACK	HISPA-NIC	ASIAN	YES	NO	YES	NO	
	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152	
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8	
AGREE STRONGLY	+4	2038	194	262	203	273	246	188	228	190	254	40	933	677	285	1006	484	456	89	1102	935	1385	648
		56.2	48.3	64.7	50.5	68.1	61.3	46.5	56.7	47.1	62.9	54.1	55.8	55.5	56.9	58.3	54.8	55.3	47.6	56.3	56.3	56.3	56.3
		100.0	9.5	12.9	10.0	13.4	12.1	9.2	11.2	9.3	12.5	2.0	45.8	33.2	14.0	49.4	23.7	22.4	4.4	54.1	45.9	68.0	31.8
AGREE SOMEWHAT	+3	828	91	92	105	70	73	161	86	91	59	13	400	275	116	367	246	166	49	441	386	549	276
		22.8	22.6	22.7	26.1	17.5	18.2	39.9	21.4	22.6	14.6	17.6	23.9	22.6	23.2	21.3	27.8	20.1	26.2	22.5	23.2	22.3	24.0
		100.0	11.0	11.1	12.7	8.5	8.8	19.4	10.4	11.0	7.1	1.6	48.3	33.2	14.0	44.3	29.7	20.0	5.9	53.3	46.6	66.3	33.3
DISAGREE SOMEWHAT	+2	381	84	17	67	25	38	28	33	79	10	7	172	145	42	168	78	115	20	225	155	249	129
		10.5	20.9	4.2	16.7	6.2	9.5	6.9	8.2	19.6	2.5	9.5	10.3	11.9	8.4	9.7	8.8	14.0	10.7	11.5	9.3	10.1	11.2
		100.0	22.0	4.5	17.6	6.6	10.0	7.3	8.7	20.7	2.6	1.8	45.1	38.1	11.0	44.1	20.5	30.2	5.2	59.1	40.7	65.4	33.9
DISAGREE STRONGLY	+1	233	27	20	20	25	29	13	33	35	31	7	110	75	30	111	49	60	13	127	105	170	62
		6.4	6.7	4.9	5.0	6.2	7.2	3.2	8.2	8.7	7.7	9.5	6.6	6.2	6.0	6.4	5.5	7.3	7.0	6.5	6.3	6.9	5.4
		100.0	11.6	8.6	8.6	10.7	12.4	5.6	14.2	15.0	13.3	3.0	47.2	32.2	12.9	47.6	21.0	25.8	5.6	54.5	45.1	73.0	26.6
DON'T KNOW		144	6	14	7	8	15	14	22	8	50	7	57	47	28	74	27	27	16	63	80	106	37
		4.0	1.5	3.5	1.7	2.0	3.7	3.5	5.5	2.0	12.4	9.5	3.4	3.9	5.6	4.3	3.1	3.3	8.6	3.2	4.8	4.3	3.2
		100.0	4.2	9.7	4.9	5.6	10.4	9.7	15.3	5.6	34.7	4.9	39.6	32.6	19.4	51.4	18.8	18.8	11.1	43.8	55.6	73.6	25.7
MEAN		3.34	3.14	3.52	3.24	3.50	3.39	3.34	3.34	3.10	3.51	3.28	3.33	3.33	3.39	3.37	3.36	3.28	3.25	3.33	3.36	3.34	3.35
STD DEV		0.92	0.98	0.80	0.91	0.87	0.94	0.76	0.96	1.01	0.91	1.03	0.92	0.92	0.89	0.92	0.87	0.97	0.94	0.93	0.91	0.93	0.89
STD ERROR		0.016	0.049	0.041	0.046	0.044	0.048	0.038	0.049	0.051	0.049	0.125	0.023	0.027	0.041	0.023	0.030	0.034	0.072	0.021	0.023	0.019	0.027

TABLE 15
Q.4L - LEVEL OF AGREEMENT WITH STATEMENT -- RTD IS GOOD ABOUT KEEPING ME INFORMED OF SCHEDULE CHANGES

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS			
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER		18-34	35-59	60+	CAUCA -SION	BLACK	HISPA		ASIAN	YES	NO	YES	NO
											18							-NIC	ASIAN					
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152		
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8		
AGREE STRONGLY	+4	1526	188	175	168	183	165	143	159	159	186	23	671	528	229	718	347	402	57	900	625	1057	465	
		42.1	46.8	43.2	41.8	45.6	41.1	35.4	39.6	39.5	46.0	31.1	40.1	43.3	45.7	41.6	39.3	48.8	30.5	46.0	37.6	43.0	40.4	
		100.0	12.3	11.5	11.0	12.0	10.8	9.4	10.4	10.4	12.2	1.5	44.0	34.6	15.0	47.1	22.7	26.3	3.7	59.0	41.0	69.3	30.5	
AGREE SOMEWHAT	+3	905	84	117	120	80	88	162	90	102	62	16	412	318	124	436	255	162	52	464	439	606	294	
		25.0	20.9	28.9	29.9	20.0	21.9	40.1	22.4	25.3	15.3	21.6	24.6	26.1	24.8	25.3	28.8	19.7	27.8	23.7	26.4	24.6	25.5	
		100.0	9.3	12.9	13.3	8.8	9.7	17.9	9.9	11.3	6.9	1.8	45.5	35.1	13.7	48.2	28.2	17.9	5.7	51.3	48.5	67.0	32.5	
DISAGREE SOMEWHAT	+2	527	90	28	70	62	57	57	47	87	29	11	260	186	54	229	132	135	31	287	240	339	185	
		14.5	22.4	6.9	17.4	15.5	14.2	14.1	11.7	21.6	7.2	14.9	15.6	15.3	10.8	13.3	14.9	16.4	16.6	14.7	14.4	13.8	16.1	
		100.0	17.1	5.3	13.3	11.8	10.8	10.8	8.9	16.5	5.5	2.1	49.3	35.3	10.2	43.5	25.0	25.6	5.9	54.5	45.5	64.3	35.1	
DISAGREE STRONGLY	+1	455	34	60	36	53	61	28	70	48	65	13	223	128	67	229	107	93	25	232	223	309	146	
		12.6	8.5	14.8	9.0	13.2	15.2	6.9	17.4	11.9	16.1	17.6	13.3	10.5	13.4	13.3	12.1	11.3	13.4	11.8	13.4	12.6	12.7	
		100.0	7.5	13.2	7.9	11.6	13.4	6.2	15.4	10.5	14.3	2.9	49.0	28.1	14.7	50.3	23.5	20.4	5.5	51.0	49.0	67.9	32.1	
DON'T KNOW		211	6	25	8	23	30	14	36	7	62	11	106	59	27	114	43	32	22	75	134	148	62	
		5.8	1.5	6.2	2.0	5.7	7.5	3.5	9.0	1.7	15.3	14.9	6.3	4.8	5.4	6.6	4.9	3.9	11.8	3.8	8.1	6.0	5.4	
		100.0	2.8	11.8	3.8	10.9	14.2	6.6	17.1	3.3	29.4	5.2	50.2	28.0	12.8	54.0	20.4	15.2	10.4	35.5	63.5	70.1	29.4	
MEAN		3.03	3.08	3.07	3.07	3.04	2.96	3.08	2.92	2.94	3.08	2.78	2.98	3.07	3.09	3.02	3.00	3.10	2.85	3.08	2.96	3.04	2.99	
STD DEV		1.07	1.02	1.08	0.98	1.10	1.12	0.89	1.15	1.05	1.18	1.16	1.08	1.03	1.08	1.08	1.04	1.07	1.06	1.06	1.07	1.07	1.06	
STD ERROR		0.018	0.051	0.055	0.050	0.057	0.058	0.045	0.060	0.053	0.064	0.146	0.027	0.030	0.049	0.027	0.036	0.038	0.083	0.024	0.027	0.022	0.032	

TABLE 16

Q.5A - LEVEL OF AGREEMENT WITH STATEMENTS ABOUT VANDALISM AND GRAFFITI -- IT IS IMPORTANT TO ME THAT GRAFFITI AND VANDALISM IN AND ON RTD BUSES BE CLEANED AND R

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
AGREE STRONGLY	+4 2811	302	330	285	324	306	322	308	303	331	51	1306	942	383	1305	715	651	138	1556	1252	1930	870
	77.6	75.1	81.5	70.9	80.8	76.3	79.7	76.6	75.2	81.9	68.9	78.1	77.3	76.4	75.6	80.9	79.0	73.8	79.5	75.4	78.5	75.5
	100.0	10.7	11.7	10.1	11.5	10.9	11.5	11.0	10.8	11.8	1.8	46.5	33.5	13.6	46.4	25.4	23.2	4.9	55.4	44.5	68.7	30.9
AGREE SOMEWHAT	+3 585	73	59	81	56	64	73	65	68	46	16	262	206	82	299	128	120	38	278	306	369	216
	16.1	18.2	14.6	20.1	14.0	16.0	18.1	16.2	16.9	11.4	21.6	15.7	16.9	16.4	17.3	14.5	14.6	20.3	14.2	18.4	15.0	18.8
	100.0	12.5	10.1	13.8	9.6	10.9	12.5	11.1	11.6	7.9	2.7	44.8	35.2	14.0	51.1	21.9	20.5	6.5	47.5	52.3	63.1	36.9
DISAGREE SOMEWHAT	+2 126	18	8	25	12	16	3	17	22	5	4	62	35	21	71	22	27	5	67	58	90	35
	3.5	4.5	2.0	6.2	3.0	4.0	0.7	4.2	5.5	1.2	5.4	3.7	2.9	4.2	4.1	2.5	3.3	2.7	3.4	3.5	3.7	3.0
	100.0	14.3	6.3	19.8	9.5	12.7	2.4	13.5	17.5	4.0	3.2	49.2	27.8	16.7	56.3	17.5	21.4	4.0	53.2	46.0	71.4	27.8
DISAGREE STRONGLY	+1 94	8	7	11	8	13	6	11	9	21	3	40	33	13	47	19	23	5	53	41	63	30
	2.6	2.0	1.7	2.7	2.0	3.2	1.5	2.7	2.2	5.2	4.1	2.4	2.7	2.6	2.7	2.1	2.8	2.7	2.7	2.5	2.6	2.6
	100.0	8.5	7.4	11.7	8.5	13.8	6.4	11.7	9.6	22.3	3.2	42.6	35.1	13.8	50.0	20.2	24.5	5.3	56.4	43.6	67.0	31.9
DON'T KNOW	8	1	1	-	1	2	-	1	1	1	-	2	3	2	4	-	3	1	4	4	7	1
	0.2	0.2	0.2		0.2	0.5		0.2	0.2	0.2		0.1	0.2	0.4	0.2		0.4	0.5	0.2	0.2	0.3	0.1
	100.0	12.5	12.5		12.5	25.0		12.5	12.5	12.5		25.0	37.5	25.0	50.0		37.5	12.5	50.0	50.0	87.5	12.5
MEAN	3.69	3.67	3.76	3.59	3.74	3.66	3.76	3.67	3.65	3.70	3.55	3.70	3.69	3.67	3.66	3.74	3.70	3.66	3.71	3.67	3.70	3.67
STD DEV	0.66	0.66	0.57	0.73	0.61	0.71	0.54	0.69	0.69	0.74	0.78	0.66	0.66	0.68	0.69	0.61	0.67	0.66	0.66	0.66	0.66	0.66
STD ERROR	0.011	0.033	0.028	0.036	0.031	0.035	0.027	0.034	0.034	0.037	0.091	0.016	0.019	0.030	0.017	0.020	0.023	0.049	0.015	0.016	0.013	0.019

TABLE 17

Q.5B - LEVEL OF AGREEMENT WITH STATEMENTS ABOUT VANDALISM AND GRAFFITI -- I FEEL THAT RTD IS DOING ALL THAT IT CAN TO CLEAN AND REPAIR THE GRAFFITI AND VANDALIS

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
AGREE STRONGLY	+4 1043	99	120	77	141	103	83	127	81	212	29	454	330	174	499	202	261	79	579	463	739	299
	28.8	24.6	29.6	19.2	35.2	25.7	20.5	31.6	20.1	52.5	39.2	27.2	27.1	34.7	28.9	22.9	31.7	42.2	29.6	27.9	30.1	26.0
	100.0	9.5	11.5	7.4	13.5	9.9	8.0	12.2	7.8	20.3	2.8	43.5	31.6	16.7	47.8	19.4	25.0	7.6	55.5	44.4	70.9	28.7
AGREE SOMEWHAT	+3 970	119	108	149	120	106	76	94	125	73	20	455	319	139	484	203	234	48	529	439	639	328
	26.8	29.6	26.7	37.1	29.9	26.4	18.8	23.4	31.0	18.1	27.0	27.2	26.2	27.7	28.0	23.0	28.4	25.7	27.0	26.4	26.0	28.5
	100.0	12.3	11.1	15.4	12.4	10.9	7.8	9.7	12.9	7.5	2.1	46.9	32.9	14.3	49.9	20.9	24.1	4.9	54.5	45.3	65.9	33.8
DISAGREE SOMEWHAT	+2 773	120	55	105	68	86	100	70	120	49	11	380	272	84	348	187	208	30	392	380	492	278
	21.3	29.9	13.6	26.1	17.0	21.4	24.8	17.4	29.8	12.1	14.9	22.7	22.3	16.8	20.2	21.2	25.2	16.0	20.0	22.9	20.0	24.1
	100.0	15.5	7.1	13.6	8.8	11.1	12.9	9.1	15.5	6.3	1.4	49.2	35.2	10.9	45.0	24.2	26.9	3.9	50.7	49.2	63.6	36.0
DISAGREE STRONGLY	+1 738	58	106	65	60	83	138	94	69	65	13	348	262	82	335	271	109	23	413	324	520	216
	20.4	14.4	26.2	16.2	15.0	20.7	34.2	23.4	17.1	16.1	17.6	20.8	21.5	16.4	19.4	30.7	13.2	12.3	21.1	19.5	21.1	18.8
	100.0	7.9	14.4	8.8	8.1	11.2	18.7	12.7	9.3	8.8	1.8	47.2	35.5	11.1	45.4	36.7	14.8	3.1	56.0	43.9	70.5	29.3
DON'T KNOW	100	6	16	6	12	23	7	17	8	5	1	35	36	22	60	21	12	7	45	55	69	31
	2.8	1.5	4.0	1.5	3.0	5.7	1.7	4.2	2.0	1.2	1.4	2.1	3.0	4.4	3.5	2.4	1.5	3.7	2.3	3.3	2.8	2.7
	100.0	6.0	16.0	6.0	12.0	23.0	7.0	17.0	8.0	5.0	1.0	35.0	36.0	22.0	60.0	21.0	12.0	7.0	45.0	55.0	69.0	31.0
MEAN	2.66	2.65	2.62	2.60	2.88	2.61	2.26	2.66	2.55	3.08	2.89	2.62	2.61	2.85	2.69	2.39	2.80	3.02	2.67	2.65	2.67	2.63
STD DEV	1.11	1.01	1.18	0.98	1.07	1.11	1.14	1.17	1.00	1.14	1.12	1.10	1.11	1.10	1.10	1.16	1.04	1.06	1.12	1.10	1.13	1.07
STD ERROR	0.019	0.051	0.060	0.049	0.054	0.057	0.057	0.060	0.051	0.057	0.132	0.027	0.032	0.050	0.027	0.039	0.036	0.079	0.026	0.027	0.023	0.032

TABLE 18

Q.5C - LEVEL OF AGREEMENT WITH STATEMENTS ABOUT VANDALISM AND GRAFFITI -- I FEEL THAT RTD IS DOING ALL THAT IT CAN TO STOP OR PREVENT GRAFFITI AND VANDALISM

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA-SION	BLACK	HISPA-NIC	ASIAN	YES	NO	YES	NO
	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
AGREE STRONGLY	+4 836	67	91	67	116	77	76	107	52	183	25	351	275	141	383	170	221	60	469	366	604	229
	23.1	16.7	22.5	16.7	28.9	19.2	18.8	26.6	12.9	45.3	33.8	21.0	22.6	28.1	22.2	19.2	26.8	32.1	24.0	22.0	24.6	19.9
	100.0	8.0	10.9	8.0	13.9	9.2	9.1	12.8	6.2	21.9	3.0	42.0	32.9	16.9	45.8	20.3	26.4	7.2	56.1	43.8	72.2	27.4
AGREE SOMEWHAT	+3 825	94	89	130	89	94	65	76	119	69	15	376	260	135	411	170	199	44	469	352	555	265
	22.8	23.4	22.0	32.3	22.2	23.4	16.1	18.9	29.5	17.1	20.3	22.5	21.3	26.9	23.8	19.2	24.2	23.5	24.0	21.2	22.6	23.0
	100.0	11.4	10.8	15.8	10.8	11.4	7.9	9.2	14.4	8.4	1.8	45.6	31.5	16.4	49.8	20.6	24.1	5.3	56.8	42.7	67.3	32.1
DISAGREE SOMEWHAT	+2 755	108	70	106	76	104	76	65	105	45	14	336	286	96	343	182	188	42	386	369	479	274
	20.8	26.9	17.3	26.4	19.0	25.9	18.8	16.2	26.1	11.1	18.9	20.1	23.5	19.2	19.9	20.6	22.8	22.5	19.7	22.2	19.5	23.8
	100.0	14.3	9.3	14.0	10.1	13.8	10.1	8.6	13.9	6.0	1.9	44.5	37.9	12.7	45.4	24.1	24.9	5.6	51.1	48.9	63.4	36.3
DISAGREE STRONGLY	+1 1046	118	134	93	105	96	177	123	105	95	17	532	353	98	488	332	191	35	548	498	710	333
	28.9	29.4	33.1	23.1	26.2	23.9	43.8	30.6	26.1	23.5	23.0	31.8	29.0	19.6	28.3	37.6	23.2	18.7	28.0	30.0	28.9	28.9
	100.0	11.3	12.8	8.9	10.0	9.2	16.9	11.8	10.0	9.1	1.6	50.9	33.7	9.4	46.7	31.7	18.3	3.3	52.4	47.6	67.9	31.8
DON'T KNOW	162	15	21	6	15	30	10	31	22	12	3	77	45	31	101	30	25	6	86	76	111	51
	4.5	3.7	5.2	1.5	3.7	7.5	2.5	7.7	5.5	3.0	4.1	4.6	3.7	6.2	5.9	3.4	3.0	3.2	4.4	4.6	4.5	4.4
	100.0	9.3	13.0	3.7	9.3	18.5	6.2	19.1	13.6	7.4	1.9	47.5	27.8	19.1	62.3	18.5	15.4	3.7	53.1	46.9	68.5	31.5
MEAN	2.42	2.28	2.36	2.43	2.56	2.41	2.10	2.45	2.31	2.87	2.68	2.34	2.39	2.68	2.42	2.21	2.56	2.71	2.46	2.37	2.45	2.35
STD DEV	1.15	1.08	1.19	1.03	1.18	1.09	1.17	1.22	1.02	1.24	1.19	1.15	1.14	1.11	1.15	1.16	1.13	1.12	1.16	1.15	1.17	1.12
STD ERROR	0.020	0.055	0.060	0.052	0.060	0.056	0.059	0.063	0.052	0.063	0.142	0.029	0.033	0.051	0.028	0.040	0.040	0.083	0.027	0.029	0.024	0.034

TABLE 19

Q.6 - AWARENESS THAT RTD SPENDS 8.5 MILLION A YEAR CLEANING GRAFFITI AND REPAIRING VANDALISM ON THE INSIDE AND OUTSIDE OF BUSES

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA- SION	BLACK	HISPA- NIC	ASIAN	YES	NO	YES	NO
	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====	===== =====
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
THOUGHT THEY WERE SPENDING MORE	300	51	28	29	13	13	59	9	57	41	2	144	102	39	113	78	97	12	196	104	190	107
	8.3	12.7	6.9	7.2	3.2	3.2	14.6	2.2	14.1	10.1	2.7	8.6	8.4	7.8	6.5	8.8	11.8	6.4	10.0	6.3	7.7	9.3
	100.0	17.0	9.3	9.7	4.3	4.3	19.7	3.0	19.0	13.7	0.7	48.0	34.0	13.0	37.7	26.0	32.3	4.0	65.3	34.7	63.3	35.7
THOUGHT THEY WERE SPENDING ABOUT THAT MUCH	404	34	52	36	42	36	71	57	40	36	5	159	162	58	199	108	82	14	231	172	279	124
	11.1	8.5	12.8	9.0	10.5	9.0	17.6	14.2	9.9	8.9	6.8	9.5	13.3	11.6	11.5	12.2	10.0	7.5	11.8	10.4	11.3	10.8
	100.0	8.4	12.9	8.9	10.4	8.9	17.6	14.1	9.9	8.9	1.2	39.4	40.1	14.4	49.3	26.7	20.3	3.5	57.2	42.6	69.1	30.7
THOUGHT THEY WERE SPENDING LESS	1319	116	145	173	158	145	166	119	139	158	34	627	437	165	640	320	283	75	614	703	841	475
	36.4	28.9	35.8	43.0	39.4	36.2	41.1	29.6	34.5	39.1	45.9	37.5	35.8	32.9	37.1	36.2	34.3	40.1	31.4	42.3	34.2	41.2
	100.0	8.8	11.0	13.1	12.0	11.0	12.6	9.0	10.5	12.0	2.6	47.5	33.1	12.5	48.5	24.3	21.5	5.7	46.6	53.3	63.8	36.0
DIDN'T KNOW THEY HAD THIS PROGRAM	1586	201	179	162	187	205	108	210	166	168	33	736	516	232	763	377	361	84	911	673	1137	443
	43.8	50.0	44.2	40.3	46.6	51.1	26.7	52.2	41.2	41.6	44.6	44.0	42.3	46.3	44.2	42.6	43.8	44.9	46.5	40.5	46.2	38.5
	100.0	12.7	11.3	10.2	11.8	12.9	6.8	13.2	10.5	10.6	2.1	46.4	32.5	14.6	48.1	23.8	22.8	5.3	57.4	42.4	71.7	27.9
DON'T KNOW	15		1	2	1	2		7	1	1		6	2	7	11	1	1	2	6	9	12	3
	0.4		0.2	0.5	0.2	0.5		1.7	0.2	0.2		0.4	0.2	1.4	0.6	0.1	0.1	1.1	0.3	0.5	0.5	0.3
	100.0		6.7	13.3	6.7	13.3		46.7	6.7	6.7		40.0	13.3	46.7	73.3	6.7	6.7	13.3	40.0	60.0	80.0	20.0

TABLE 20

Q.7 - AWARENESS THAT RTD SPENDS \$350,000 A YEAR FOR TRANSIT POLICE TO PROVIDE UNDERCOVER SURVEILLANCE TO PREVENT GRAFFITI AND VANDALISM

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
THOUGHT THEY WERE DOING THIS BUT THOUGHT THEY WERE SPENDING MORE	520	72	55	39	34	37	121	33	74	55	8	242	189	59	193	174	135	17	311	209	342	175
	14.3	17.9	13.6	9.7	8.5	9.2	30.0	8.2	18.4	13.6	10.8	14.5	15.5	11.8	11.2	19.7	16.4	9.1	15.9	12.6	13.9	15.2
	100.0	13.8	10.6	7.5	6.5	7.1	23.3	6.3	14.2	10.6	1.5	46.5	36.3	11.3	37.1	33.5	26.0	3.3	59.8	40.2	65.8	33.7
THOUGHT THEY WERE SPENDING ABOUT THIS MUCH	470	36	57	47	55	51	62	79	47	36	9	197	161	81	233	111	101	24	258	210	338	130
	13.0	9.0	14.1	11.7	13.7	12.7	15.3	19.7	11.7	8.9	12.2	11.8	13.2	16.2	13.5	12.6	12.3	12.8	13.2	12.6	13.7	11.3
	100.0	7.7	12.1	10.0	11.7	10.9	13.2	16.8	10.0	7.7	1.9	41.9	34.3	17.2	49.6	23.6	21.5	5.1	54.9	44.7	71.9	27.7
THOUGHT THEY WERE SPENDING LESS	807	59	94	79	79	105	90	115	65	121	27	369	254	114	398	229	147	33	384	420	571	232
	22.3	14.7	23.2	19.7	19.7	26.2	22.3	28.6	16.1	30.0	36.5	22.1	20.8	22.8	23.1	25.9	17.8	17.6	19.6	25.3	23.2	20.1
	100.0	7.3	11.6	9.8	9.8	13.0	11.2	14.3	8.1	15.0	3.3	45.7	31.5	14.1	49.3	28.4	18.2	4.1	47.6	52.0	70.8	28.7
DIDN'T KNOW THEY HAD THIS PROGRAM	1791	232	197	237	228	200	131	160	216	190	29	850	606	238	878	363	437	112	985	806	1184	603
	49.4	57.7	48.6	59.0	56.9	49.9	32.4	39.8	53.6	47.0	39.2	50.8	49.7	47.5	50.9	41.1	53.0	59.9	50.3	48.5	48.1	52.3
	100.0	13.0	11.0	13.2	12.7	11.2	7.3	8.9	12.1	10.6	1.6	47.5	33.8	13.3	49.0	20.3	24.4	6.3	55.0	45.0	66.1	33.7
DON'T KNOW	36	3	2	-	5	8	-	15	1	2	1	14	9	9	24	7	4	1	20	16	24	12
	1.0	0.7	0.5	-	1.2	2.0	-	3.7	0.2	0.5	1.4	0.8	0.7	1.8	1.4	0.8	0.5	0.5	1.0	1.0	1.0	1.0
	100.0	8.3	5.6	-	13.9	22.2	-	41.7	2.8	5.6	2.8	38.9	25.0	25.0	66.7	19.4	11.1	2.8	55.6	44.4	66.7	33.3

TABLE 21
 Q.8A - LEVEL OF APPROVEMENT WITH FUNDS BEING USED TO CLEAN GRAFFITI AND REPAIR VANDALISM

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
APPROVE STRONGLY	+4 2158	240	227	215	292	252	150	249	223	310	43	1030	672	323	1051	499	498	109	1129	1027	1454	699
	59.5	59.7	56.0	53.5	72.8	62.8	37.1	61.9	55.3	76.7	58.1	61.6	55.1	64.5	60.9	56.4	60.4	58.3	57.7	61.8	59.1	60.7
	100.0	11.1	10.5	10.0	13.5	11.7	7.0	11.5	10.3	14.4	2.0	47.7	31.1	15.0	48.7	23.1	23.1	5.1	52.3	47.6	67.4	32.4
APPROVE SOMEWHAT	+3 798	71	100	103	62	87	137	85	98	55	17	343	298	102	382	205	159	52	439	358	533	261
	22.0	17.7	24.7	25.6	15.5	21.7	33.9	21.1	24.3	13.6	23.0	20.5	24.4	20.4	22.1	23.2	19.3	27.8	22.4	21.6	21.7	22.7
	100.0	8.9	12.5	12.9	7.8	10.9	17.2	10.7	12.3	6.9	2.1	43.0	37.3	12.8	47.9	25.7	19.9	6.5	55.0	44.9	66.8	32.7
DISAPPROVE SOMEWHAT	+2 323	57	36	40	19	28	59	28	42	14	4	156	114	37	129	86	90	16	180	142	217	103
	8.9	14.2	8.9	10.0	4.7	7.0	14.6	7.0	10.4	3.5	5.4	9.3	9.4	7.4	7.5	9.7	10.9	8.6	9.2	8.5	8.8	8.9
	100.0	17.6	11.1	12.4	5.9	8.7	18.3	8.7	13.0	4.3	1.2	48.3	35.3	11.5	39.9	26.6	27.9	5.0	55.7	44.0	67.2	31.9
DISAPPROVE STRONGLY	+1 285	29	40	26	23	31	57	33	27	19	10	124	105	29	127	86	65	7	171	113	207	77
	7.9	7.2	9.9	6.5	5.7	7.7	14.1	8.2	6.7	4.7	13.5	7.4	8.6	5.8	7.4	9.7	7.9	3.7	8.7	6.8	8.4	6.7
	100.0	10.2	14.0	9.1	8.1	10.9	20.0	11.6	9.5	6.7	3.5	43.5	36.8	10.2	44.6	30.2	22.8	2.5	60.0	39.6	72.6	27.0
DON'T KNOW	60	5	2	18	5	3	1	7	13	6		19	30	10	37	8	12	3	39	21	48	12
	1.7	1.2	0.5	4.5	1.2	0.7	0.2	1.7	3.2	1.5		1.1	2.5	2.0	2.1	0.9	1.5	1.6	2.0	1.3	2.0	1.0
	100.0	8.3	3.3	30.0	8.3	5.0	1.7	11.7	21.7	10.0		31.7	50.0	16.7	61.7	13.3	20.0	5.0	65.0	35.0	80.0	20.0
MEAN	3.35	3.31	3.28	3.32	3.57	3.41	2.94	3.39	3.33	3.65	3.26	3.38	3.29	3.46	3.40	3.28	3.34	3.43	3.32	3.40	3.34	3.39
STD DEV	0.94	0.97	0.99	0.91	0.83	0.92	1.04	0.94	0.92	0.77	1.06	0.94	0.96	0.87	0.92	0.99	0.96	0.81	0.97	0.91	0.96	0.91
STD ERROR	0.016	0.049	0.049	0.047	0.042	0.046	0.052	0.047	0.047	0.038	0.123	0.023	0.028	0.039	0.022	0.034	0.034	0.059	0.022	0.022	0.020	0.027

TABLE 22
 Q.88 - FEELING REGARDING AMOUNT BEING SPENT

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA -SION	BLACK	HISPA -NIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
MORE SHOULD BE SPENT	1445	183	162	152	168	168	112	148	171	181	30	709	460	177	699	320	356	69	790	654	959	483
	39.9	45.5	40.0	37.8	41.9	41.9	27.7	36.8	42.4	44.8	40.5	42.4	37.7	35.3	40.5	36.2	43.2	36.9	40.3	39.4	39.0	41.9
	100.0	12.7	11.2	10.5	11.6	11.6	7.8	10.2	11.8	12.5	2.1	49.1	31.8	12.2	48.4	22.1	24.6	4.8	54.7	45.3	66.4	33.4
THIS IS ENOUGH TO SPEND	1309	101	158	110	149	143	209	164	128	147	24	620	429	184	621	368	251	67	690	618	904	398
	36.1	25.1	39.0	27.4	37.2	35.7	51.7	40.8	31.8	36.4	32.4	37.1	35.2	36.7	36.0	41.6	30.5	35.8	35.2	37.2	36.8	34.5
	100.0	7.7	12.1	8.4	11.4	10.9	16.0	12.5	9.8	11.2	1.8	47.4	32.8	14.1	47.4	28.1	19.2	5.1	52.7	47.2	69.1	30.4
LESS SHOULD BE SPENT	732	108	71	128	65	68	80	67	82	63	17	299	287	103	322	176	188	46	405	325	503	226
	20.2	26.9	17.5	31.8	16.2	17.0	19.8	16.7	20.3	15.6	23.0	17.9	23.5	20.6	18.7	19.9	22.8	24.6	20.7	19.6	20.5	19.6
	100.0	14.8	9.7	17.5	8.9	9.3	10.9	9.2	11.2	8.6	2.3	40.8	39.2	14.1	44.0	24.0	25.7	6.3	55.3	44.4	68.7	30.9
DON'T KNOW	138	10	14	12	19	22	3	23	22	13	3	44	43	37	84	20	29	5	73	64	93	45
	3.8	2.5	3.5	3.0	4.7	5.5	0.7	5.7	5.5	3.2	4.1	2.6	3.5	7.4	4.9	2.3	3.5	2.7	3.7	3.9	3.8	3.9
	100.0	7.2	10.1	8.7	13.8	15.9	2.2	16.7	15.9	9.4	2.2	31.9	31.2	26.8	60.9	14.5	21.0	3.6	52.9	46.4	67.4	32.6

TABLE 23
 Q.9 - LEVEL OF APPROVEMENT -- RTD TAKING AWAY STUDENT BUS PASSES FROM JUVENILES CAUGHT VANDALIZING

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER				CAUCA	HISPA		YES	NO	YES	NO	
											18	18-34	35-59	60+	-SION	BLACK	-NIC	ASIAN				
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
APPROVE STRONGLY	+4 2783	314	326	292	324	304	287	298	289	349	47	1319	905	396	1361	654	624	142	1478	1302	1855	918
	76.8	78.1	80.5	72.6	80.8	75.8	71.0	74.1	71.7	86.4	63.5	78.9	74.2	79.0	78.9	74.0	75.7	75.9	75.5	78.4	75.4	79.7
	100.0	11.3	11.7	10.5	11.6	10.9	10.3	10.7	10.4	12.5	1.7	47.4	32.5	14.2	48.9	23.5	22.4	5.1	53.1	46.8	66.7	33.0
APPROVE SOMEWHAT	+3 390	45	33	70	26	41	62	39	58	16	8	157	153	56	176	95	97	22	223	165	257	131
	10.8	11.2	8.1	17.4	6.5	10.2	15.3	9.7	14.4	4.0	10.8	9.4	12.6	11.2	10.2	10.7	11.8	11.8	11.4	9.9	10.5	11.4
	100.0	11.5	8.5	17.9	6.7	10.5	15.9	10.0	14.9	4.1	2.1	40.3	39.2	14.4	45.1	24.4	24.9	5.6	57.2	42.3	65.9	33.6
DISAPPROVE SOMEWHAT	+2 200	32	18	23	14	20	29	22	32	10	7	87	79	17	71	65	53	10	119	81	143	57
	5.5	8.0	4.4	5.7	3.5	5.0	7.2	5.5	7.9	2.5	9.5	5.2	6.5	3.4	4.1	7.4	6.4	5.3	6.1	4.9	5.8	4.9
	100.0	16.0	9.0	11.5	7.0	10.0	14.5	11.0	16.0	5.0	3.5	43.5	39.5	8.5	35.5	32.5	26.5	5.0	59.5	40.5	71.5	28.5
DISAPPROVE STRONGLY	+1 231	9	27	14	33	35	26	39	21	27	12	100	75	29	105	67	47	12	131	100	191	39
	6.4	2.2	6.7	3.5	8.2	8.7	6.4	9.7	5.2	6.7	16.2	6.0	6.2	5.8	6.1	7.6	5.7	6.4	6.7	6.0	7.8	3.4
	100.0	3.9	11.7	6.1	14.3	15.2	11.3	16.9	9.1	11.7	5.2	43.3	32.5	12.6	45.5	29.0	20.3	5.2	56.7	43.3	82.7	16.9
DON'T KNOW	20	2	1	3	4	1	-	4	3	2	-	9	7	3	13	3	3	1	7	13	13	7
	0.6	0.5	0.2	0.7	1.0	0.2		1.0	0.7	0.5		0.5	0.6	0.6	0.8	0.3	0.4	0.5	0.4	0.8	0.5	0.6
	100.0	10.0	5.0	15.0	20.0	5.0		20.0	15.0	10.0		45.0	35.0	15.0	65.0	15.0	15.0	5.0	35.0	65.0	65.0	35.0
MEAN	3.59	3.66	3.63	3.60	3.61	3.53	3.51	3.50	3.54	3.71	3.22	3.62	3.56	3.64	3.63	3.52	3.58	3.58	3.56	3.62	3.54	3.68
STD DEV	0.86	0.72	0.85	0.75	0.90	0.94	0.88	0.98	0.85	0.81	1.16	0.84	0.87	0.81	0.83	0.92	0.85	0.86	0.88	0.84	0.91	0.72
STD ERROR	0.014	0.036	0.042	0.038	0.045	0.047	0.044	0.049	0.043	0.041	0.135	0.021	0.025	0.036	0.020	0.031	0.030	0.063	0.020	0.021	0.018	0.021

TABLE 24
 Q.9A - FEEL THAT TAKING THE JUVENILES PASS IS SUITABLE PUNISHMENT

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA-SION	BLACK	HISPA-NIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
YES	1065	81	124	79	134	132	123	140	41	211	30	452	352	177	491	253	237	82	579	483	785	277
	29.4	20.1	30.6	19.7	33.4	32.9	30.4	34.8	10.2	52.2	40.5	27.0	28.9	35.3	28.4	28.6	28.8	43.9	29.6	29.1	31.9	24.0
	100.0	7.6	11.6	7.4	12.6	12.4	11.5	13.1	3.8	19.8	2.8	42.4	33.1	16.6	46.1	23.8	22.3	7.7	54.4	45.4	73.7	26.0
NO, NOT STRICT ENOUGH	1983	251	220	274	206	194	202	189	304	143	26	971	648	263	987	480	439	77	1050	931	1250	726
	54.7	62.4	54.3	68.2	51.4	48.4	50.0	47.0	75.4	35.4	35.1	58.1	53.2	52.5	57.2	54.3	53.3	41.2	53.6	56.1	50.8	63.0
	100.0	12.7	11.1	13.8	10.4	9.8	10.2	9.5	15.3	7.2	1.3	49.0	32.7	13.3	49.8	24.2	22.1	3.9	53.0	46.9	63.0	36.6
NO, TOO STRICT	156	32	9	20	11	11	22	19	21	11	7	76	51	15	61	37	49	9	99	57	113	43
	4.3	8.0	2.2	5.0	2.7	2.7	5.4	4.7	5.2	2.7	9.5	4.5	4.2	3.0	3.5	4.2	5.9	4.8	5.1	3.4	4.6	3.7
	100.0	20.5	5.8	12.8	7.1	7.1	14.1	12.2	13.5	7.1	4.5	48.7	32.7	9.6	39.1	23.7	31.4	5.8	63.5	36.5	72.4	27.6
NO, NOT SUITABLE	377	35	46	22	47	61	56	47	33	30	11	158	152	38	167	110	82	17	206	171	287	87
	10.4	8.7	11.4	5.5	11.7	15.2	13.9	11.7	8.2	7.4	14.9	9.4	12.5	7.6	9.7	12.4	10.0	9.1	10.5	10.3	11.7	7.6
	100.0	9.3	12.2	5.8	12.5	16.2	14.9	12.5	8.8	8.0	2.9	41.9	40.3	10.1	44.3	29.2	21.8	4.5	54.6	45.4	76.1	23.1
DON'T KNOW	43	3	6	7	3	3	1	7	4	9	-	15	16	8	20	4	17	2	24	19	24	19
	1.2	0.7	1.5	1.7	0.7	0.7	0.2	1.7	1.0	2.2		0.9	1.3	1.6	1.2	0.5	2.1	1.1	1.2	1.1	1.0	1.6
	100.0	7.0	14.0	16.3	7.0	7.0	2.3	16.3	9.3	20.9		34.9	37.2	18.6	46.5	9.3	39.5	4.7	55.8	44.2	55.8	44.2

TABLE 25

Q.10 - LEVEL OF APPROVEMENT - RTD TAKING AWAY STUDENT ID FOR REPEAT OFFENDERS

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA -SION	BLACK	HISPA -NIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
APPROVE STRONGLY	+4 2748	324	308	283	318	295	280	281	304	355	45	1292	903	390	1336	642	625	143	1468	1276	1832	905
	75.8	80.6	76.0	70.4	79.3	73.6	69.3	69.9	75.4	87.9	60.8	77.3	74.1	77.8	77.4	72.6	75.8	76.5	75.0	76.8	74.5	78.6
	100.0	11.8	11.2	10.3	11.6	10.7	10.2	10.2	11.1	12.9	1.6	47.0	32.9	14.2	48.6	23.4	22.7	5.2	53.4	46.4	66.7	32.9
APPROVE SOMEWHAT	+3 424	46	43	77	27	44	72	50	51	14	10	185	155	60	194	108	104	18	244	180	281	142
	11.7	11.4	10.6	19.2	6.7	11.0	17.8	12.4	12.7	3.5	13.5	11.1	12.7	12.0	11.2	12.2	12.6	9.6	12.5	10.8	11.4	12.3
	100.0	10.8	10.1	18.2	6.4	10.4	17.0	11.8	12.0	3.3	2.4	43.6	36.6	14.2	45.8	25.5	24.5	4.2	57.5	42.5	66.3	33.5
DISAPPROVE SOMEWHAT	+2 171	24	16	20	16	14	25	19	26	11	6	78	59	19	64	52	44	11	97	73	115	56
	4.7	6.0	4.0	5.0	4.0	3.5	6.2	4.7	6.5	2.7	8.1	4.7	4.8	3.8	3.7	5.9	5.3	5.9	5.0	4.4	4.7	4.9
	100.0	14.0	9.4	11.7	9.4	8.2	14.6	11.1	15.2	6.4	3.5	45.6	34.5	11.1	37.4	30.4	25.7	6.4	56.7	42.7	67.3	32.7
DISAPPROVE STRONGLY	+1 263	8	37	17	37	47	27	50	17	23	13	110	96	28	119	82	46	15	143	120	216	46
	7.3	2.0	9.1	4.2	9.2	11.7	6.7	12.4	4.2	5.7	17.6	6.6	7.9	5.6	6.9	9.3	5.6	8.0	7.3	7.2	8.8	4.0
	100.0	3.0	14.1	6.5	14.1	17.9	10.3	19.0	6.5	8.7	4.9	41.8	36.5	10.6	45.2	31.2	17.5	5.7	54.4	45.6	82.1	17.5
DON'T KNOW	18	-	1	5	3	1	-	2	5	1	-	7	6	4	13	-	5	-	6	12	15	3
	0.5	-	0.2	1.2	0.7	0.2	-	0.5	1.2	0.2	-	0.4	0.5	0.8	0.8	-	0.6	-	0.3	0.7	0.6	0.3
	100.0	-	5.6	27.8	16.7	5.6	-	11.1	27.8	5.6	-	38.9	33.3	22.2	72.2	-	27.8	-	33.3	66.7	83.3	16.7
MEAN	3.57	3.71	3.54	3.58	3.57	3.47	3.50	3.41	3.61	3.74	3.18	3.60	3.54	3.63	3.60	3.48	3.60	3.55	3.56	3.58	3.53	3.66
STD DEV	0.88	0.67	0.94	0.78	0.94	1.01	0.88	1.04	0.79	0.77	1.17	0.86	0.91	0.80	0.86	0.96	0.83	0.92	0.89	0.88	0.93	0.75
STD ERROR	0.015	0.033	0.047	0.039	0.047	0.051	0.044	0.052	0.040	0.038	0.137	0.021	0.026	0.036	0.021	0.032	0.029	0.067	0.020	0.022	0.019	0.022

TABLE 26
 Q.10A - FEEL THAT TAKING AWAY STUDENT ID FOR REPEAT OFFENDERS IS SUITABLE PUNISHMENT

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA- SION	BLACK	HISPA- NIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
YES	1138	106	131	70	128	132	134	160	61	216	28	472	380	201	514	292	243	87	627	510	837	297
	31.4	26.4	32.3	17.4	31.9	32.9	33.2	39.8	15.1	53.5	37.8	28.2	31.2	40.1	29.8	33.0	29.5	46.5	32.0	30.7	34.0	25.8
	100.0	9.3	11.5	6.2	11.2	11.6	11.8	14.1	5.4	19.0	2.5	41.5	33.4	17.7	45.2	25.7	21.4	7.6	55.1	44.8	73.6	26.1
NO, NOT STRICT ENOUGH	1878	231	197	268	209	182	196	165	285	145	27	948	599	235	934	432	440	72	976	899	1173	697
	51.8	57.5	48.6	66.7	52.1	45.4	48.5	41.0	70.7	35.9	36.5	56.7	49.1	46.9	54.1	48.9	53.4	38.5	49.8	54.1	47.7	60.5
	100.0	12.3	10.5	14.3	11.1	9.7	10.4	8.8	15.2	7.7	1.4	50.5	31.9	12.5	49.7	23.0	23.4	3.8	52.0	47.9	62.5	37.1
NO, TOO STRICT	164	33	12	28	12	12	16	19	23	9	5	71	59	22	74	35	46	9	101	62	108	56
	4.5	8.2	3.0	7.0	3.0	3.0	4.0	4.7	5.7	2.2	6.8	4.2	4.8	4.4	4.3	4.0	5.6	4.8	5.2	3.7	4.4	4.9
	100.0	20.1	7.3	17.1	7.3	7.3	9.8	11.6	14.0	5.5	3.0	43.3	36.0	13.4	45.1	21.3	28.0	5.5	61.6	37.8	65.9	34.1
NO, NOT SUITABLE	408	27	62	32	49	71	57	54	30	26	14	168	168	37	189	122	79	18	232	176	318	89
	11.3	6.7	15.3	8.0	12.2	17.7	14.1	13.4	7.4	6.4	18.9	10.0	13.8	7.4	11.0	13.8	9.6	9.6	11.8	10.6	12.9	7.7
	100.0	6.6	15.2	7.8	12.0	17.4	14.0	13.2	7.4	6.4	3.4	41.2	41.2	9.1	46.3	29.9	19.4	4.4	56.9	43.1	77.9	21.8
DON'T KNOW	36	5	3	4	3	4	1	4	4	8	-	13	13	6	15	3	16	1	22	14	23	13
	1.0	1.2	0.7	1.0	0.7	1.0	0.2	1.0	1.0	2.0		0.8	1.1	1.2	0.9	0.3	1.9	0.5	1.1	0.8	0.9	1.1
	100.0	13.9	8.3	11.1	8.3	11.1	2.8	11.1	11.1	22.2		36.1	36.1	16.7	41.7	8.3	44.4	2.8	61.1	38.9	63.9	36.1

TABLE 27
 Q.11 - LEVEL OF APPROVEMENT -- RTD REDUCING SERVICE TO FUND CLEAN-UP ACTIVITIES

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS			
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA-SION	BLACK	HISPA-NIC	ASIAN	YES	NO	YES	NO	
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152	
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8	
APPROVE STRONGLY	+4	351	41	35	28	40	35	30	45	30	67	11	155	116	46	148	67	114	21	193	157	228	123
		9.7	10.2	8.6	7.0	10.0	8.7	7.4	11.2	7.4	16.6	14.9	9.3	9.5	9.2	8.6	7.6	13.8	11.2	9.9	9.5	9.3	10.7
		100.0	11.7	10.0	8.0	11.4	10.0	8.5	12.8	8.5	19.1	3.1	44.2	33.0	13.1	42.2	19.1	32.5	6.0	55.0	44.7	65.0	35.0
APPROVE SOMEWHAT	+3	638	73	46	94	75	53	89	46	101	61	10	325	193	83	303	144	155	36	313	324	378	260
		17.6	18.2	11.4	23.4	18.7	13.2	22.0	11.4	25.1	15.1	13.5	19.4	15.8	16.6	17.6	16.3	18.8	19.3	16.0	19.5	15.4	22.6
		100.0	11.4	7.2	14.7	11.8	8.3	13.9	7.2	15.8	9.6	1.6	50.9	30.3	13.0	47.5	22.6	24.3	5.6	49.1	50.8	59.2	40.8
DISAPPROVE SOMEWHAT	+2	736	108	54	117	85	60	113	66	91	42	11	352	251	103	308	175	216	37	422	313	475	258
		20.3	26.9	13.3	29.1	21.2	15.0	28.0	16.4	22.6	10.4	14.9	21.1	20.6	20.6	17.8	19.8	26.2	19.8	21.6	18.8	19.3	22.4
		100.0	14.7	7.3	15.9	11.5	8.2	15.4	9.0	12.4	5.7	1.5	47.8	34.1	14.0	41.8	23.8	29.3	5.0	57.3	42.5	64.5	35.1
DISAPPROVE STRONGLY	+1	1880	178	270	160	200	249	170	241	179	233	42	837	652	260	959	492	335	92	1017	861	1363	507
		51.9	44.3	66.7	39.8	49.9	62.1	42.1	60.0	44.4	57.7	56.8	50.1	53.5	51.9	55.6	55.7	40.7	49.2	51.9	51.8	55.4	44.0
		100.0	9.5	14.4	8.5	10.6	13.2	9.0	12.8	9.5	12.4	2.2	44.5	34.7	13.8	51.0	26.2	17.8	4.9	54.1	45.8	72.5	27.0
DON'T KNOW		19	2	-	3	1	4	2	4	2	1	-	3	7	9	8	6	4	1	13	6	15	4
		0.5	0.5		0.7	0.2	1.0	0.5	1.0	0.5	0.2		0.2	0.6	1.8	0.5	0.7	0.5	0.5	0.7	0.4	0.6	0.3
		100.0	10.5		15.8	5.3	21.1	10.5	21.1	10.5	5.3		15.8	36.8	47.4	42.1	31.6	21.1	5.3	68.4	31.6	78.9	21.1
MEAN		1.85	1.94	1.62	1.97	1.89	1.68	1.95	1.74	1.96	1.91	1.86	1.88	1.81	1.83	1.79	1.76	2.06	1.92	1.84	1.87	1.78	2.00
STD DEV		1.03	1.02	0.99	0.96	1.04	1.01	0.97	1.05	1.00	1.18	1.14	1.03	1.02	1.02	0.99	1.07	1.07	1.07	1.03	1.04	1.02	1.05
STD ERROR		0.017	0.051	0.049	0.048	0.052	0.051	0.048	0.053	0.050	0.059	0.132	0.025	0.029	0.046	0.025	0.033	0.037	0.078	0.023	0.026	0.021	0.031

TABLE 28
 Q.12 - LEVEL OF APPROVEMENT - DRIVERS THAT RAN INTO ACTS OF VANDALISM WOULD BYPASS THAT STOP

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
APPROVE STRONGLY	+4 373	38	40	32	22	51	43	58	19	70	5	145	124	77	169	87	103	14	213	159	261	112
	10.3	9.5	9.9	8.0	5.5	12.7	10.6	14.4	4.7	17.3	6.8	8.7	10.2	15.4	9.8	9.8	12.5	7.5	10.9	9.6	10.6	9.7
	100.0	10.2	10.7	8.6	5.9	13.7	11.5	15.5	5.1	18.8	1.3	38.9	33.2	20.6	45.3	23.3	27.6	3.8	57.1	42.6	70.0	30.0
APPROVE SOMEWHAT	+3 620	80	49	68	68	72	81	65	80	57	11	321	189	75	285	145	150	40	320	298	377	242
	17.1	19.9	12.1	16.9	17.0	18.0	20.0	16.2	19.9	14.1	14.9	19.2	15.5	15.0	16.5	16.4	18.2	21.4	16.3	17.9	15.3	21.0
	100.0	12.9	7.9	11.0	11.0	11.6	13.1	10.5	12.9	9.2	1.8	51.8	30.5	12.1	46.0	23.4	24.2	6.5	51.6	48.1	60.8	39.0
DISAPPROVE SOMEWHAT	+2 675	104	48	106	90	60	78	53	92	44	9	323	224	90	302	144	197	32	370	304	428	246
	18.6	25.9	11.9	26.4	22.4	15.0	19.3	13.2	22.8	10.9	12.2	19.3	18.4	18.0	17.5	16.3	23.9	17.1	18.9	18.3	17.4	21.4
	100.0	15.4	7.1	15.7	13.3	8.9	11.6	7.9	13.6	6.5	1.3	47.9	33.2	13.3	44.7	21.3	29.2	4.7	54.8	45.0	63.4	36.4
DISAPPROVE STRONGLY	+1 1931	180	267	192	216	213	201	222	210	230	48	876	675	250	953	505	371	99	1041	889	1375	545
	53.3	44.8	65.9	47.8	53.9	53.1	49.8	55.2	52.1	56.9	64.9	52.4	55.4	49.9	55.2	57.1	45.0	52.9	53.2	53.5	55.9	47.3
	100.0	9.3	13.8	9.9	11.2	11.0	10.4	11.5	10.9	11.9	2.5	45.4	35.0	12.9	49.4	26.2	19.2	5.1	53.9	46.0	71.2	28.2
DON'T KNOW	25	-	1	4	5	5	1	4	2	3	1	7	7	9	17	3	3	2	14	11	18	7
	0.7		0.2	1.0	1.2	1.2	0.2	1.0	0.5	0.7	1.4	0.4	0.6	1.8	1.0	0.3	0.4	1.1	0.7	0.7	0.7	0.6
	100.0		4.0	16.0	20.0	20.0	4.0	16.0	8.0	12.0	4.0	28.0	28.0	36.0	68.0	12.0	12.0	8.0	56.0	44.0	72.0	28.0
MEAN	1.84	1.94	1.66	1.85	1.74	1.90	1.92	1.90	1.77	1.92	1.63	1.84	1.80	1.96	1.81	1.79	1.98	1.83	1.85	1.83	1.80	1.93
STD DEV	1.05	1.01	1.03	0.98	0.93	1.11	1.06	1.14	0.93	1.19	0.98	1.02	1.04	1.13	1.04	1.04	1.07	1.02	1.06	1.04	1.05	1.04
STD ERROR	0.017	0.050	0.051	0.049	0.047	0.056	0.053	0.057	0.046	0.059	0.115	0.025	0.030	0.051	0.025	0.035	0.037	0.075	0.024	0.026	0.021	0.031

TABLE 29

Q.13 - LEVEL OF APPROVEMENT - WHEN A BUS IS VANDALIZED, THE DRIVER WOULD HAVE ALL PASSENGERS LEAVE THE BUS AND TAKE THE BUS IN FOR IMMEDIATE CLEAN-UP

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO	
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152	
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8	
APPROVE STRONGLY	+4	285	45	29	19	20	19	36	52	18	47	4	103	100	62	126	58	81	20	181	104	209	75
		7.9	11.2	7.2	4.7	5.0	4.7	8.9	12.9	4.5	11.6	5.4	6.2	8.2	12.4	7.3	6.6	9.8	10.7	9.2	6.3	8.5	6.5
		100.0	15.8	10.2	6.7	7.0	6.7	12.6	18.2	6.3	16.5	1.4	36.1	35.1	21.8	44.2	20.4	28.4	7.0	63.5	36.5	73.3	26.3
APPROVE SOMEWHAT	+3	322	45	27	45	31	34	15	37	62	26	4	138	107	55	165	56	90	11	213	109	215	107
		8.9	11.2	6.7	11.2	7.7	8.5	3.7	9.2	15.4	6.4	5.4	8.3	8.8	11.0	9.6	6.3	10.9	5.9	10.9	6.6	8.7	9.3
		100.0	14.0	8.4	14.0	9.6	10.6	4.7	11.5	19.3	8.1	1.2	42.9	33.2	17.1	51.2	17.4	28.0	3.4	66.1	33.9	66.8	33.2
DISAPPROVE SOMEWHAT	+2	626	109	58	106	51	64	91	41	72	34	7	271	228	96	267	137	189	33	344	282	411	214
		17.3	27.1	14.3	26.4	12.7	16.0	22.5	10.2	17.9	8.4	9.5	16.2	18.7	19.2	15.5	15.5	22.9	17.6	17.6	17.0	16.7	18.6
		100.0	17.4	9.3	16.9	8.1	10.2	14.5	6.5	11.5	5.4	1.1	43.3	36.4	15.3	42.7	21.9	30.2	5.3	55.0	45.0	65.7	34.2
DISAPPROVE STRONGLY	+1	2377	202	290	229	298	281	262	270	250	295	59	1155	778	285	1160	631	462	122	1216	1156	1617	749
		65.6	50.2	71.6	57.0	74.3	70.1	64.9	67.2	62.0	73.0	79.7	69.1	63.8	56.9	67.2	71.4	56.1	65.2	62.1	69.6	65.8	65.0
		100.0	8.5	12.2	9.6	12.5	11.8	11.0	11.4	10.5	12.4	2.5	48.6	32.7	12.0	48.8	26.5	19.4	5.1	51.2	48.6	68.0	31.5
DOM'T KNOW		14	1	1	3	1	3		2	1	2		5	6	3	8	2	2	1	4	10	7	7
		0.4	0.2	0.2	0.7	0.2	0.7		0.5	0.2	0.5		0.3	0.5	0.6	0.5	0.2	0.2	0.5	0.2	0.6	0.3	0.6
		100.0	7.1	7.1	21.4	7.1	21.4		14.3	7.1	14.3		35.7	42.9	21.4	57.1	14.3	14.3	7.1	28.6	71.4	50.0	50.0
MEAN		1.59	1.83	1.49	1.63	1.43	1.47	1.57	1.68	1.62	1.56	1.36	1.51	1.61	1.79	1.57	1.48	1.74	1.62	1.67	1.49	1.60	1.57
STD DEV		0.95	1.02	0.90	0.86	0.84	0.84	0.93	1.09	0.90	1.04	0.82	0.89	0.95	1.07	0.94	0.88	1.00	1.00	1.00	0.87	0.96	0.91
STD ERROR		0.016	0.051	0.045	0.043	0.042	0.042	0.046	0.054	0.045	0.052	0.095	0.022	0.027	0.048	0.023	0.030	0.035	0.074	0.023	0.021	0.019	0.027

TABLE 30

Q.14 - LEVEL OF APPROVEMENT - IN AREAS OF HIGH VANDALISM, RTD COULD ELIMINATE A BUS STOP, DISCONTINUE SERVICE, OR ELIMINATE AN ENTIRE BUS LINE

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
APPROVE STRONGLY	+4 369	40	39	30	24	41	40	59	32	64	4	146	126	73	182	75	94	18	217	152	263	106
	10.2	10.0	9.6	7.5	6.0	10.2	9.9	14.7	7.9	15.8	5.4	8.7	10.3	14.6	10.5	8.5	11.4	9.6	11.1	9.2	10.7	9.2
	100.0	10.8	10.6	8.1	6.5	11.1	10.8	16.0	8.7	17.3	1.1	39.6	34.1	19.8	49.3	20.3	25.5	4.9	58.8	41.2	71.3	28.7
APPROVE SOMEWHAT	+3 511	69	45	63	56	63	48	51	78	38	7	249	163	70	234	111	140	26	289	220	313	196
	14.1	17.2	11.1	15.7	14.0	15.7	11.9	12.7	19.4	9.4	9.5	14.9	13.4	14.0	13.6	12.6	17.0	13.9	14.8	13.2	12.7	17.0
	100.0	13.5	8.8	12.3	11.0	12.3	9.4	10.0	15.3	7.4	1.4	48.7	31.9	13.7	45.8	21.7	27.4	5.1	56.6	43.1	61.3	38.4
DISAPPROVE SOMEWHAT	+2 669	85	49	105	86	64	82	52	89	57	10	337	207	92	300	153	170	44	355	314	428	241
	18.5	21.1	12.1	26.1	21.4	16.0	20.3	12.9	22.1	14.1	13.5	20.2	17.0	18.4	17.4	17.3	20.6	23.5	18.1	18.9	17.4	20.9
	100.0	12.7	7.3	15.7	12.9	9.6	12.3	7.8	13.3	8.5	1.5	50.4	30.9	13.8	44.8	22.9	25.4	6.6	53.1	46.9	64.0	36.0
DISAPPROVE STRONGLY	+1 2038	206	272	196	232	222	234	233	202	241	51	928	711	258	998	536	404	99	1078	957	1429	599
	56.2	51.2	67.2	48.8	57.9	55.4	57.9	58.0	50.1	59.7	68.9	55.5	58.3	51.5	57.8	60.6	49.0	52.9	55.1	57.6	58.1	52.0
	100.0	10.1	13.3	9.6	11.4	10.9	11.5	11.4	9.9	11.8	2.5	45.5	34.9	12.7	49.0	26.3	19.8	4.9	52.9	47.0	70.1	29.4
DON'T KNOW	37	2	-	8	3	11	-	7	2	4	2	12	12	8	12	9	16	-	19	18	26	10
	1.0	0.5	-	2.0	0.7	2.7	-	1.7	0.5	1.0	2.7	0.7	1.0	1.6	0.7	1.0	1.9	-	1.0	1.1	1.1	0.9
	100.0	5.4	-	21.6	8.1	29.7	-	18.9	5.4	10.8	5.4	32.4	32.4	21.6	32.4	24.3	43.2	-	51.4	48.6	70.3	27.0
MEAN	1.78	1.86	1.63	1.81	1.68	1.80	1.74	1.84	1.85	1.81	1.50	1.77	1.75	1.91	1.77	1.69	1.91	1.80	1.82	1.74	1.76	1.83
STD DEV	1.04	1.03	1.02	0.96	0.93	1.06	1.01	1.14	1.00	1.14	0.89	1.00	1.04	1.12	1.04	0.99	1.06	1.01	1.06	1.01	1.04	1.02
STD ERROR	0.017	0.052	0.051	0.049	0.047	0.053	0.050	0.057	0.050	0.057	0.105	0.025	0.030	0.050	0.025	0.034	0.037	0.074	0.024	0.025	0.021	0.030

TABLE 31

Q.15A - LEVEL OF APPROVEMENT -- LOCAL CITIES SHOULD BE REQUIRED TO PAY FOR THE COST OF REPAIRING VANDALISM THAT OCCURS IN THAT CITY

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS			
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA -SION	BLACK	HISPA -NIC	ASIAN	YES	NO	YES	NO	
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152	
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8	
APPROVE STRONGLY	+4	1138	185	99	107	112	120	70	128	136	181	22	509	385	174	505	215	355	62	679	458	811	324
		31.4	46.0	24.4	26.6	27.9	29.9	17.3	31.8	33.7	44.8	29.7	30.4	31.6	34.7	29.3	24.3	43.1	33.2	34.7	27.6	33.0	28.1
		100.0	16.3	8.7	9.4	9.8	10.5	6.2	11.2	12.0	15.9	1.9	44.7	33.8	15.3	44.4	18.9	31.2	5.4	59.7	40.2	71.3	28.5
APPROVE SOMEWHAT	+3	677	70	62	106	60	84	56	106	97	36	19	278	256	97	317	169	155	36	390	286	493	183
		18.7	17.4	15.3	26.4	15.0	20.9	13.9	26.4	24.1	8.9	25.7	16.6	21.0	19.4	18.4	19.1	18.8	19.3	19.9	17.2	20.0	15.9
		100.0	10.3	9.2	15.7	8.9	12.4	8.3	15.7	14.3	5.3	2.8	41.1	37.8	14.3	46.8	25.0	22.9	5.3	57.6	42.2	72.8	27.0
DISAPPROVE SOMEWHAT	+2	544	56	69	65	61	54	94	49	52	44	6	300	154	68	257	138	115	34	252	290	331	211
		15.0	13.9	17.0	16.2	15.2	13.5	23.3	12.2	12.9	10.9	8.1	17.9	12.6	13.6	14.9	15.6	14.0	18.2	12.9	17.5	13.5	18.3
		100.0	10.3	12.7	11.9	11.2	9.9	17.3	9.0	9.6	8.1	1.1	55.1	28.3	12.5	47.2	25.4	21.1	6.3	46.3	53.3	60.8	38.8
DISAPPROVE STRONGLY	+1	1221	87	173	119	163	136	182	109	114	138	27	569	410	152	621	359	187	52	618	603	790	424
		33.7	21.6	42.7	29.6	40.6	33.9	45.0	27.1	28.3	34.2	36.5	34.0	33.6	30.3	36.0	40.6	22.7	27.8	31.6	36.3	32.1	36.8
		100.0	7.1	14.2	9.7	13.3	11.1	14.9	8.9	9.3	11.3	2.2	46.6	33.6	12.4	50.9	29.4	15.3	4.3	50.6	49.4	64.7	34.7
DON'T KNOW		44	4	2	5	5	7	2	10	4	5	-	16	14	10	26	3	12	3	19	24	34	10
		1.2	1.0	0.5	1.2	1.2	1.7	0.5	2.5	1.0	1.2		1.0	1.1	2.0	1.5	0.3	1.5	1.6	1.0	1.4	1.4	0.9
		100.0	9.1	4.5	11.4	11.4	15.9	4.5	22.7	9.1	11.4		36.4	31.8	22.7	59.1	6.8	27.3	6.8	43.2	54.5	77.3	22.7
MEAN		2.48	2.89	2.22	2.51	2.31	2.48	2.03	2.65	2.64	2.65	2.49	2.44	2.51	2.60	2.42	2.27	2.83	2.59	2.58	2.37	2.55	2.36
STD DEV		1.25	1.21	1.23	1.18	1.27	1.25	1.14	1.20	1.22	1.35	1.26	1.24	1.25	1.25	1.25	1.23	1.21	1.22	1.26	1.24	1.25	1.24
STD ERROR		0.021	0.061	0.061	0.059	0.064	0.063	0.057	0.061	0.061	0.068	0.147	0.031	0.036	0.057	0.030	0.041	0.043	0.090	0.029	0.031	0.025	0.037

TABLE 32

Q.15B - LEVEL OF APPROVEMENT -- THERE SHOULD BE A TAX ON SPRAY PAINT WITH THE MONEY TO BE USED FOR REPAIR OF VANDALISM

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
APPROVE STRONGLY	+4 1411	192	126	153	145	143	114	146	193	199	34	639	465	218	670	308	353	78	858	550	1022	385
	38.9	47.8	31.1	38.1	36.2	35.7	28.2	36.3	47.9	49.3	45.9	38.2	38.1	43.5	38.8	34.8	42.8	41.7	43.8	33.1	41.6	33.4
	100.0	13.6	8.9	10.8	10.3	10.1	8.1	10.3	13.7	14.1	2.4	45.3	33.0	15.5	47.5	21.8	25.0	5.5	60.8	39.0	72.4	27.3
APPROVE SOMEWHAT	+3 670	56	49	100	82	58	116	78	86	45	11	297	239	98	317	166	154	33	346	324	430	238
	18.5	13.9	12.1	24.9	20.4	14.5	28.7	19.4	21.3	11.1	14.9	17.8	19.6	19.6	18.4	18.8	18.7	17.6	17.7	19.5	17.5	20.7
	100.0	8.4	7.3	14.9	12.2	8.7	17.3	11.6	12.8	6.7	1.6	44.3	35.7	14.6	47.3	24.8	23.0	4.9	51.6	48.4	64.2	35.5
DISAPPROVE SOMEWHAT	+2 422	31	56	42	46	53	66	43	40	45	9	219	134	41	189	104	95	33	195	226	270	151
	11.6	7.7	13.8	10.4	11.5	13.2	16.3	10.7	9.9	11.1	12.2	13.1	11.0	8.2	11.0	11.8	11.5	17.6	10.0	13.6	11.0	13.1
	100.0	7.3	13.3	10.0	10.9	12.6	15.6	10.2	9.5	10.7	2.1	51.9	31.8	9.7	44.8	24.6	22.5	7.8	46.2	53.6	64.0	35.8
DISAPPROVE STRONGLY	+1 1062	114	162	98	121	140	106	129	78	114	18	489	364	136	520	296	206	40	526	535	691	365
	29.3	28.4	40.0	24.4	30.2	34.9	26.2	32.1	19.4	28.2	24.3	29.2	29.9	27.1	30.1	33.5	25.0	21.4	26.9	32.2	28.1	31.7
	100.0	10.7	15.3	9.2	11.4	13.2	10.0	12.1	7.3	10.7	1.7	46.0	34.3	12.8	49.0	27.9	19.4	3.8	49.5	50.4	65.1	34.4
DON'T KNOW	59	9	12	9	7	7	2	6	6	1	2	28	17	8	30	10	16	3	33	26	46	13
	1.6	2.2	3.0	2.2	1.7	1.7	0.5	1.5	1.5	0.2	2.7	1.7	1.4	1.6	1.7	1.1	1.9	1.6	1.7	1.6	1.9	1.1
	100.0	15.3	20.3	15.3	11.9	11.9	3.4	10.2	10.2	1.7	3.4	47.5	28.8	13.6	50.8	16.9	27.1	5.1	55.9	44.1	78.0	22.0
MEAN	2.68	2.83	2.35	2.78	2.64	2.52	2.59	2.61	2.99	2.82	2.85	2.66	2.67	2.81	2.67	2.56	2.81	2.81	2.80	2.54	2.74	2.56
STD DEV	1.27	1.30	1.30	1.20	1.26	1.30	1.16	1.28	1.17	1.31	1.26	1.26	1.27	1.26	1.27	1.28	1.24	1.20	1.26	1.26	1.27	1.25
STD ERROR	0.021	0.066	0.066	0.061	0.063	0.066	0.058	0.064	0.059	0.065	0.149	0.031	0.037	0.057	0.031	0.043	0.044	0.089	0.029	0.031	0.026	0.037

TABLE 33

Q.15C - LEVEL OF APPROVEMENT -- ADDITIONAL POLICE PROTECTION OF TRANSIT SERVICES SHOULD BE PROVIDED BY THE COUNTY AND LOCAL CITIES

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
APPROVE STRONGLY	+4 2185	296	227	286	226	206	195	228	299	222	38	930	793	328	979	527	575	101	1353	829	1580	597
	60.3	73.6	56.0	71.1	56.4	51.4	48.3	56.7	74.2	55.0	51.4	55.6	65.1	65.5	56.7	59.6	69.8	54.0	69.1	49.9	64.3	51.8
	100.0	13.5	10.4	13.1	10.3	9.4	8.9	10.4	13.7	10.2	1.7	42.6	36.3	15.0	44.8	24.1	26.3	4.6	61.9	37.9	72.3	27.3
APPROVE SOMEWHAT	+3 538	28	62	43	56	98	71	85	38	57	17	267	156	76	277	147	82	32	249	289	372	165
	14.8	7.0	15.3	10.7	14.0	24.4	17.6	21.1	9.4	14.1	23.0	16.0	12.8	15.2	16.0	16.6	10.0	17.1	12.7	17.4	15.1	14.3
	100.0	5.2	11.5	8.0	10.4	18.2	13.2	15.8	7.1	10.6	3.2	49.6	29.0	14.1	51.5	27.3	15.2	5.9	46.3	53.7	69.1	30.7
DISAPPROVE SOMEWHAT	+2 361	31	48	22	41	35	73	39	31	41	4	198	110	36	191	84	61	25	146	214	189	171
	10.0	7.7	11.9	5.5	10.2	8.7	18.1	9.7	7.7	10.1	5.4	11.8	9.0	7.2	11.1	9.5	7.4	13.4	7.5	12.9	7.7	14.8
	100.0	8.6	13.3	6.1	11.4	9.7	20.2	10.8	8.6	11.4	1.1	54.8	30.5	10.0	52.9	23.3	16.9	6.9	40.4	59.3	52.4	47.4
DISAPPROVE STRONGLY	+1 499	43	62	46	76	59	61	42	27	83	14	257	147	55	261	117	93	28	188	310	288	209
	13.8	10.7	15.3	11.4	19.0	14.7	15.1	10.4	6.7	20.5	18.9	15.4	12.1	11.0	15.1	13.2	11.3	15.0	9.6	18.7	11.7	18.1
	100.0	8.6	12.4	9.2	15.2	11.8	12.2	8.4	5.4	16.6	2.8	51.5	29.5	11.0	52.3	23.4	18.6	5.6	37.7	62.1	57.7	41.9
DON'T KNOW	41	4	6	5	2	3	4	8	8	1	1	20	13	6	18	9	13	1	22	19	30	10
	1.1	1.0	1.5	1.2	0.5	0.7	1.0	2.0	2.0	0.2	1.4	1.2	1.1	1.2	1.0	1.0	1.6	0.5	1.1	1.1	1.2	0.9
	100.0	9.8	14.6	12.2	4.9	7.3	9.8	19.5	19.5	2.4	2.4	48.8	31.7	14.6	43.9	22.0	31.7	2.4	53.7	46.3	73.2	24.4
MEAN	3.23	3.45	3.14	3.43	3.08	3.13	3.00	3.27	3.54	3.04	3.08	3.13	3.32	3.37	3.16	3.24	3.40	3.11	3.43	3.00	3.34	3.01
STD DEV	1.10	1.03	1.14	1.03	1.19	1.09	1.13	1.02	0.90	1.22	1.16	1.14	1.06	1.02	1.13	1.09	1.04	1.13	0.99	1.18	1.04	1.19
STD ERROR	0.018	0.051	0.057	0.052	0.060	0.055	0.057	0.051	0.045	0.061	0.136	0.028	0.031	0.046	0.027	0.037	0.037	0.083	0.022	0.029	0.021	0.035

TABLE 34

Q.17 - SUGGESTIONS/IDEAS ABOUT HOW TO DEAL WITH VANDALISM AND GRAFFITI ON THE BUSES OR ABOUT HOW VANDALS SHOULD BE PUNISHED

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER			CAUCA	BLACK	HISPA		YES	NO	YES	NO	
											18	18-34	35-59	60+	-SION		-NIC	ASIAN				
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
VANDALS SHOULD CLEAN/REPAIR DAMAGE	511	50	50	87	58	64	48	44	69	41	8	235	196	53	260	119	119	13	300	210	366	141
	14.1	12.4	12.3	21.6	14.5	16.0	11.9	10.9	17.1	10.1	10.8	14.1	16.1	10.6	15.1	13.5	14.4	7.0	15.3	12.6	14.9	12.2
	100.0	9.8	9.8	17.0	11.4	12.5	9.4	8.6	13.5	8.0	1.6	46.0	38.4	10.4	50.9	23.3	23.3	2.5	58.7	41.1	71.6	27.6
VANDALS SHOULD BE PUT IN JAIL/ENFORCE JAIL SENTENCES	346	64	26	65	36	31	34	28	39	23	8	169	111	42	147	68	108	22	211	135	230	116
	9.5	15.9	6.4	16.2	9.0	7.7	8.4	7.0	9.7	5.7	10.8	10.1	9.1	8.4	8.5	7.7	13.1	11.8	10.8	8.1	9.4	10.1
	100.0	18.5	7.5	18.8	10.4	9.0	9.8	8.1	11.3	6.6	2.3	48.8	32.1	12.1	42.5	19.7	31.2	6.4	61.0	39.0	66.5	33.5
VANDALS SHOULD BE PROSECUTED FULLY UNDER THE LAW	303	104	10	63	9	36	15	37	20	9	1	139	108	43	115	61	110	17	190	113	213	88
	8.4	25.9	2.5	15.7	2.2	9.0	3.7	9.2	5.0	2.2	1.4	8.3	8.9	8.6	6.7	6.9	13.3	9.1	9.7	6.8	8.7	7.6
	100.0	34.3	3.3	20.8	3.0	11.9	5.0	12.2	6.6	3.0	0.3	45.9	35.6	14.2	38.0	20.1	36.3	5.6	62.7	37.3	70.3	29.0
REDIRECT CURRENT SPENDING (MORE ON POLICE/LESS ON CLEAN-UP)	287	100	8	82	5	60	20	5	3	4	1	120	114	44	106	63	105	13	174	113	193	93
	7.9	24.9	2.0	20.4	1.2	15.0	5.0	1.2	0.7	1.0	1.4	7.2	9.4	8.8	6.1	7.1	12.7	7.0	8.9	6.8	7.8	8.1
	100.0	34.8	2.8	28.6	1.7	20.9	7.0	1.7	1.0	1.4	0.3	41.8	39.7	15.3	36.9	22.0	36.6	4.5	60.6	39.4	67.2	32.4
VANDALS SHOULD PAY DAMAGES	278	59	20	52	39	23	10	18	31	26	2	148	83	38	137	51	81	9	158	120	175	101
	7.7	14.7	4.9	12.9	9.7	5.7	2.5	4.5	7.7	6.4	2.7	8.9	6.8	7.6	7.9	5.8	9.8	4.8	8.1	7.2	7.1	8.8
	100.0	21.2	7.2	18.7	14.0	8.3	3.6	6.5	11.2	9.4	0.7	53.2	29.9	13.7	49.3	18.3	29.1	3.2	56.8	43.2	62.9	36.3
MAKE POLICE ON BOARD VISIBLE/CONSPICUOUS	275	105	10	57	4	28	7	16	23	25	2	95	122	42	99	52	110	14	160	114	196	77
	7.6	26.1	2.5	14.2	1.0	7.0	1.7	4.0	5.7	6.2	2.7	5.7	10.0	8.4	5.7	5.9	13.3	7.5	8.2	6.9	8.0	6.7
	100.0	38.2	3.6	20.7	1.5	10.2	2.5	5.8	8.4	9.1	0.7	34.5	44.4	15.3	36.0	18.9	40.0	5.1	58.2	41.5	71.3	28.0
VANDALS SHOULD PAY THE FINE	241	22	32	25	19	23	65	21	16	18	3	127	87	16	94	96	35	16	142	99	182	58
	6.7	5.5	7.9	6.2	4.7	5.7	16.1	5.2	4.0	4.5	4.1	7.6	7.1	3.2	5.4	10.9	4.2	8.6	7.3	6.0	7.4	5.0
	100.0	9.1	13.3	10.4	7.9	9.5	27.0	8.7	6.6	7.5	1.2	52.7	36.1	6.6	39.0	39.8	14.5	6.6	58.9	41.1	75.5	24.1
VANDALS SHOULD BE ARRESTED/TURNED OVER TO POLICE	233	72	12	47	14	11	12	17	37	11	2	112	81	28	85	37	99	12	157	75	150	83
	6.4	17.9	3.0	11.7	3.5	2.7	3.0	4.2	9.2	2.7	2.7	6.7	6.6	5.6	4.9	4.2	12.0	6.4	8.0	4.5	6.1	7.2
	100.0	30.9	5.2	20.2	6.0	4.7	5.2	7.3	15.9	4.7	0.9	48.1	34.8	12.0	36.5	15.9	42.5	5.2	67.4	32.2	64.4	35.6
MORE UNDERCOVER POLICE ON BOARD	205	45	21	21	8	26	13	14	8	49	8	89	80	22	95	53	54	3	109	95	157	46
	5.7	11.2	5.2	5.2	2.0	6.5	3.2	3.5	2.0	12.1	10.8	5.3	6.6	4.4	5.5	6.0	6.6	1.6	5.6	5.7	6.4	4.0
	100.0	22.0	10.2	10.2	3.9	12.7	6.3	6.8	3.9	23.9	3.9	43.4	39.0	10.7	46.3	25.9	26.3	1.5	53.2	46.3	76.6	22.4

TABLE 34

Q.17 - SUGGESTIONS/IDEAS ABOUT HOW TO DEAL WITH VANDALISM AND GRAFFITI ON THE BUSES OR ABOUT HOW VANDALS SHOULD BE PUNISHED

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
PARENTS/FAMILY SHOULD PAY FOR DAMAGES	202	52	13	22	15	20	5	20	30	25	2	78	69	42	82	55	61	4	124	77	124	77
	5.6	12.9	3.2	5.5	3.7	5.0	1.2	5.0	7.4	6.2	2.7	4.7	5.7	8.4	4.8	6.2	7.4	2.1	6.3	4.6	5.0	6.7
	100.0	25.7	6.4	10.9	7.4	9.9	2.5	9.9	14.9	12.4	1.0	38.6	34.2	20.8	40.6	27.2	30.2	2.0	61.4	38.1	61.4	38.1
MORE TRANSIT POLICE	142	8	4	23	7	18	-	11	30	41	3	49	61	26	63	28	38	13	71	71	100	42
	3.9	2.0	1.0	5.7	1.7	4.5	-	2.7	7.4	10.1	4.1	2.9	5.0	5.2	3.7	3.2	4.6	7.0	3.6	4.3	4.1	3.6
	100.0	5.6	2.8	16.2	4.9	12.7	-	7.7	21.1	28.9	2.1	34.5	43.0	18.3	44.4	19.7	26.8	9.2	50.0	50.0	70.4	29.6
MORE POLICE/PROTECTION AT BUS STOPS/HOT SPOTS	116	16	10	7	8	32	12	16	10	5	2	52	43	14	46	42	20	7	62	53	91	25
	3.2	4.0	2.5	1.7	2.0	8.0	3.0	4.0	2.5	1.2	2.7	3.1	3.5	2.8	2.7	4.8	2.4	3.7	3.2	3.2	3.7	2.2
	100.0	13.8	8.6	6.0	6.9	27.6	10.3	13.8	8.6	4.3	1.7	44.8	37.1	12.1	39.7	36.2	17.2	6.0	53.4	45.7	78.4	21.6
VANDALS /REPEAT OFFENDERS SHOULD BE FORBIDDEN FROM RIDING BUSES	104	6	9	22	14	15	8	13	15	2	3	45	38	16	57	20	21	6	64	39	75	28
	2.9	1.5	2.2	5.5	3.5	3.7	2.0	3.2	3.7	0.5	4.1	2.7	3.1	3.2	3.3	2.3	2.5	3.2	3.3	2.3	3.1	2.4
	100.0	5.8	8.7	21.2	13.5	14.4	7.7	12.5	14.4	1.9	2.9	43.3	36.5	15.4	54.8	19.2	20.2	5.8	61.5	37.5	72.1	26.9
SENTENCE VANDALS TO COMMUNITY SERVICE	100	2	15	11	15	5	19	14	5	14	2	38	47	4	42	36	18	4	60	40	80	19
	2.8	0.5	3.7	2.7	3.7	1.2	4.7	3.5	1.2	3.5	2.7	2.3	3.9	0.8	2.4	4.1	2.2	2.1	3.1	2.4	3.3	1.6
	100.0	2.0	15.0	11.0	15.0	5.0	19.0	14.0	5.0	14.0	2.0	38.0	47.0	4.0	42.0	36.0	18.0	4.0	60.0	40.0	80.0	19.0
CLASSES/LECTURES IN SCHOOLS TO TEACH THE TRUE COSTS OF VANDALISM	100	15	13	17	5	15	9	7	17	2	-	33	49	16	50	19	20	11	62	37	65	35
	2.8	3.7	3.2	4.2	1.2	3.7	2.2	1.7	4.2	0.5	-	2.0	4.0	3.2	2.9	2.1	2.4	5.9	3.2	2.2	2.6	3.0
	100.0	15.0	13.0	17.0	5.0	15.0	9.0	7.0	17.0	2.0	-	33.0	49.0	16.0	50.0	19.0	20.0	11.0	62.0	37.0	65.0	35.0
MORE TRANSIT POLICE ON BOARD DURING HEAVY STUDENT RIDING TIMES	94	34	6	16	2	14	1	7	4	10	3	43	27	19	34	17	38	5	54	40	69	25
	2.6	8.5	1.5	4.0	0.5	3.5	0.2	1.7	1.0	2.5	4.1	2.6	2.2	3.8	2.0	1.9	4.6	2.7	2.8	2.4	2.8	2.2
	100.0	36.2	6.4	17.0	2.1	14.9	1.1	7.4	4.3	10.6	3.2	45.7	28.7	20.2	36.2	18.1	40.4	5.3	57.4	42.6	73.4	26.6
VANDALS SHOULD BE PUNISHED	74	5	5	2	9	5	4	4	29	11	2	40	16	15	32	14	27	1	54	20	49	25
	2.0	1.2	1.2	0.5	2.2	1.2	1.0	1.0	7.2	2.7	2.7	2.4	1.3	3.0	1.9	1.6	3.3	0.5	2.8	1.2	2.0	2.2
	100.0	6.8	6.8	2.7	12.2	6.8	5.4	5.4	39.2	14.9	2.7	54.1	21.6	20.3	43.2	18.9	36.5	1.4	73.0	27.0	66.2	33.8
PARENTS/FAMILY SHOULD PAY THE FINE	62	6	14	2	5	7	16	4	2	6	-	24	25	11	30	28	2	2	37	25	48	14
	1.7	1.5	3.5	0.5	1.2	1.7	4.0	1.0	0.5	1.5	-	1.4	2.1	2.2	1.7	3.2	0.2	1.1	1.9	1.5	2.0	1.2
	100.0	9.7	22.6	3.2	8.1	11.3	25.8	6.5	3.2	9.7	-	38.7	40.3	17.7	48.4	45.2	3.2	3.2	59.7	40.3	77.4	22.6
VANDALS/REPEAT OFFENDERS SHOULD BE DENIED PASSES/STUDENT ID	61	-	3	11	8	20	3	15	1	-	1	20	24	13	38	16	5	2	40	21	49	12
	1.7	-	0.7	2.7	2.0	5.0	0.7	3.7	0.2	-	1.4	1.2	2.0	2.6	2.2	1.8	0.6	1.1	2.0	1.3	2.0	1.0
	100.0	-	4.9	18.0	13.1	32.8	4.9	24.6	1.6	-	1.6	32.8	39.3	21.3	62.3	26.2	8.2	3.3	65.6	34.4	80.3	19.7
BUS DRIVERS SHOULD BE MORE INVOLVED WITH PREVENTING AND STOPPING	57	3	3	4	5	8	6	9	12	7	3	23	24	4	25	19	8	5	36	21	45	12
	1.6	0.7	0.7	1.0	1.2	2.0	1.5	2.2	3.0	1.7	4.1	1.4	2.0	0.8	1.4	2.1	1.0	2.7	1.8	1.3	1.8	1.0
	100.0	5.3	5.3	7.0	8.8	14.0	10.5	15.8	21.1	12.3	5.3	40.4	42.1	7.0	43.9	33.3	14.0	8.8	63.2	36.8	78.9	21.1

TABLE 34

Q.17 - SUGGESTIONS/IDEAS ABOUT HOW TO DEAL WITH VANDALISM AND GRAFFITI ON THE BUSES OR ABOUT HOW VANDALS SHOULD BE PUNISHED

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
MORE FUNDS SHOULD BE ALLOCATED FOR POLICING AND PREVENTION	49	6	2	3	7	13	5	11	2	-	-	19	20	6	23	18	7	1	27	22	34	15
	1.4	1.5	0.5	0.7	1.7	3.2	1.2	2.7	0.5			1.1	1.6	1.2	1.3	2.0	0.8	0.5	1.4	1.3	1.4	1.3
	100.0	12.2	4.1	6.1	14.3	26.5	10.2	22.4	4.1			38.8	40.8	12.2	46.9	36.7	14.3	2.0	55.1	44.9	69.4	30.6
COMMUNITY INVOLEMENT IS NEEDED	48	7	9	4	5	11	6	3	-	3	1	17	19	9	21	14	11	2	29	19	31	16
	1.3	1.7	2.2	1.0	1.2	2.7	1.5	0.7		0.7	1.4	1.0	1.6	1.8	1.2	1.6	1.3	1.1	1.5	1.1	1.3	1.4
	100.0	14.6	18.8	8.3	10.4	22.9	12.5	6.3		6.3	2.1	35.4	39.6	18.8	43.8	29.2	22.9	4.2	60.4	39.6	64.6	33.3
INCREASE THE FINES FOR VANDALISM	41	17	2	9	2	-	2	6	3	-	1	18	17	4	19	9	12	1	29	12	30	9
	1.1	4.2	0.5	2.2	0.5		0.5	1.5	0.7		1.4	1.1	1.4	0.8	1.1	1.0	1.5	0.5	1.5	0.7	1.2	0.8
	100.0	41.5	4.9	22.0	4.9		4.9	14.6	7.3		2.4	43.9	41.5	9.8	46.3	22.0	29.3	2.4	70.7	29.3	73.2	22.0
MAKE VANDALISM A FELONY	40	-	4	6	3	9	9	4	2	3	-	14	15	9	13	16	7	4	20	20	34	6
	1.1		1.0	1.5	0.7	2.2	2.2	1.0	0.5	0.7		0.8	1.2	1.8	0.8	1.8	0.8	2.1	1.0	1.2	1.4	0.5
	100.0		10.0	15.0	7.5	22.5	22.5	10.0	5.0	7.5		35.0	37.5	22.5	32.5	40.0	17.5	10.0	50.0	50.0	85.0	15.0
MORE PATROL ON BUS YARDS	36	20	4	-	-	3	-	4	4	1	-	16	13	4	15	6	14	1	18	17	26	10
	1.0	5.0	1.0			0.7		1.0	1.0	0.2		1.0	1.1	0.8	0.9	0.7	1.7	0.5	0.9	1.0	1.1	0.9
	100.0	55.6	11.1			8.3		11.1	11.1	2.8		44.4	36.1	11.1	41.7	16.7	38.9	2.8	50.0	47.2	72.2	27.8
DRIVER SHOULD STOP BUS AND CALL POLICE/CALL FROM BUS	36	7	2	1	2	11	4	4	3	2	1	14	14	6	18	8	10	-	21	14	27	8
	1.0	1.7	0.5	0.2	0.5	2.7	1.0	1.0	0.7	0.5	1.4	0.8	1.1	1.2	1.0	0.9	1.2		1.1	0.8	1.1	0.7
	100.0	19.4	5.6	2.8	5.6	30.6	11.1	11.1	8.3	5.6	2.8	38.9	38.9	16.7	50.0	22.2	27.8		58.3	38.9	75.0	22.2
SOME KIND OF SURVEILLANCE IN BACK OF BUS/GUARDS	36	21	1	1	1	4	-	1	4	3	1	19	14	-	7	7	20	2	24	12	25	11
	1.0	5.2	0.2	0.2	0.2	1.0		0.2	1.0	0.7	1.4	1.1	1.1		0.4	0.8	2.4	1.1	1.2	0.7	1.0	1.0
	100.0	58.3	2.8	2.8	2.8	11.1		2.8	11.1	8.3	2.8	52.8	38.9		19.4	19.4	55.6	5.6	66.7	33.3	69.4	30.6
CALL THE PARENTS OF FIRST OFFENDERS	32	-	5	-	6	5	2	6	7	1	1	6	14	9	17	12	2	1	15	17	26	6
	0.9		1.2		1.5	1.2	0.5	1.5	1.7	0.2	1.4	0.4	1.1	1.8	1.0	1.4	0.2	0.5	0.8	1.0	1.1	0.5
	100.0		15.6		18.8	15.6	6.3	18.8	21.9	3.1	3.1	18.8	43.8	28.1	53.1	37.5	6.3	3.1	46.9	53.1	81.3	18.8
RECOMMEND VIOLENT TREATMENT OF VANDALS	28	-	6	2	3	5	2	8	1	1	-	9	11	8	17	6	3	2	17	11	21	7
	0.8		1.5	0.5	0.7	1.2	0.5	2.0	0.2	0.2		0.5	0.9	1.6	1.0	0.7	0.4	1.1	0.9	0.7	0.9	0.6
	100.0		21.4	7.1	10.7	17.9	7.1	28.6	3.6	3.6		32.1	39.3	28.6	60.7	21.4	10.7	7.1	60.7	39.3	75.0	25.0
MINORS SHOULD NOT BE ALLOWED TO BUY SPRAY PAINT/MARKERS	27	4	8	-	2	3	2	7	1	-	-	13	11	3	14	5	7	1	12	15	19	8
	0.7	1.0	2.0		0.5	0.7	0.5	1.7	0.2			0.8	0.9	0.6	0.8	0.6	0.8	0.5	0.6	0.9	0.8	0.7
	100.0	14.8	29.6		7.4	11.1	7.4	25.9	3.7			48.1	40.7	11.1	51.9	18.5	25.9	3.7	44.4	55.6	70.4	29.6
OFFER/INCREASE THE REWARD FOR TURNING IN VANDALS	26	2	5	2	4	3	2	3	3	2	-	13	10	2	14	6	5	1	13	13	23	3
	0.7	0.5	1.2	0.5	1.0	0.7	0.5	0.7	0.7	0.5		0.8	0.8	0.4	0.8	0.7	0.6	0.5	0.7	0.8	0.9	0.3
	100.0	7.7	19.2	7.7	15.4	11.5	7.7	11.5	11.5	7.7		50.0	38.5	7.7	53.8	23.1	19.2	3.8	50.0	50.0	88.5	11.5

TABLE 34

Q.17 - SUGGESTIONS/IDEAS ABOUT HOW TO DEAL WITH VANDALISM AND GRAFFITI ON THE BUSES OR ABOUT HOW VANDALS SHOULD BE PUNISHED

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS			
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISpanic	ASIAN	YES	NO	YES	NO	
RECOMMEND PARENTAL DISCIPLINE	25 0.7 100.0	2 0.5 8.0	6 1.5 24.0	3 0.7 12.0	2 0.5 8.0	5 1.2 20.0	3 0.7 12.0	4 1.0 16.0	-	-	-	12 0.7 48.0	10 0.8 40.0	2 0.4 8.0	10 0.6 40.0	3 1.2 44.0	11 0.4 42.1	3 0.4 26.3	1 0.5 4.0	15 0.8 60.0	10 0.6 40.0	21 0.9 84.0	4 0.3 16.0
SEND VANDALS TO YOUTH CAMPS/REFORM SCHOOL/OTHER CORRECTIONAL	19 0.5 100.0	1 0.2 5.3	3 0.7 15.8	1 0.2 5.3	-	2 0.5 10.5	3 0.7 15.8	3 0.7 15.8	4 1.0 21.1	2 0.5 10.5	-	6 0.4 31.6	10 0.8 52.6	3 0.6 15.8	8 0.5 42.1	5 0.6 26.3	6 0.7 31.6	-	16 0.8 84.2	3 0.2 15.8	15 0.6 78.9	4 0.3 21.1	
ESTABLISH AN 800 HOT LINE TO CALL WHEN VANDALISM IS SEEN	18 0.5 100.0	1 0.2 5.6	6 1.5 33.3	2 0.5 11.1	1 0.2 5.6	3 0.7 16.7	1 0.2 5.6	3 0.7 16.7	-	1 0.2 5.6	-	6 0.4 33.3	7 0.6 38.9	2 0.4 11.1	9 0.5 50.0	3 0.3 16.7	6 0.7 33.3	-	10 0.5 55.6	8 0.5 44.4	10 0.4 55.6	7 0.6 38.9	
TAKE PHOTOS OF VANDALS (POST THEM ON BUSES)	17 0.5 100.0	2 0.5 11.8	-	4 1.0 23.5	1 0.2 5.9	3 0.7 17.6	1 0.2 5.9	4 1.0 23.5	1 0.2 5.9	1 0.2 5.9	-	6 0.4 35.3	9 0.7 52.9	1 0.2 5.9	9 0.5 52.9	3 0.3 17.6	4 0.5 23.5	1 0.5 5.9	11 0.6 64.7	5 0.3 29.4	12 0.5 70.6	5 0.4 29.4	
TRANSIT POLICE SHOULD ISSUE TICKETS TO VANDALS	13 0.4 100.0	2 0.5 15.4	-	1 0.2 7.7	-	4 1.0 30.8	2 0.5 15.4	3 0.7 23.1	-	1 0.2 7.7	-	5 0.3 38.5	5 0.4 38.5	3 0.6 23.1	4 0.2 30.8	3 0.3 23.1	4 0.5 30.8	2 1.1 15.4	8 0.4 61.5	5 0.3 38.5	11 0.4 84.6	2 0.2 15.4	
USE SURFACE TREATMENT THAT CAN NOT BE PAINTED ON	13 0.4 100.0	1 0.2 7.7	3 0.7 23.1	2 0.5 15.4	-	2 0.5 15.4	1 0.2 7.7	3 0.7 23.1	-	1 0.2 7.7	-	7 0.4 53.8	2 0.2 15.4	3 0.6 23.1	11 0.6 84.6	2 0.2 15.4	-	-	5 0.3 38.5	7 0.4 53.8	11 0.4 84.6	2 0.2 15.4	
CHECK RIDERS AT STOP FOR SPRAY PAINT/INSTALL DETECTORS	12 0.3 100.0	-	-	-	2 0.5 16.7	2 0.5 16.7	3 0.7 25.0	5 1.2 41.7	-	-	1 1.4 8.3	7 0.4 58.3	3 0.2 25.0	1 0.2 8.3	9 0.5 75.0	1 0.1 8.3	2 0.2 16.7	-	8 0.4 66.7	4 0.2 33.3	11 0.4 91.7	1 0.1 8.3	
PUT VANDALS/REPEAT OFFENDERS ON PROBATION	11 0.3 100.0	-	-	3 0.7 27.3	1 0.2 9.1	1 0.2 9.1	-	2 0.5 18.2	2 0.5 18.2	2 0.5 18.2	-	3 0.2 27.3	4 0.3 36.4	4 0.8 36.4	8 0.5 72.7	1 0.1 9.1	1 0.1 9.1	1 0.5 9.1	8 0.4 72.7	3 0.2 27.3	7 0.3 63.6	3 0.3 27.3	
HIRE TEENS TO PATROL BUSES (INFLUENCE OF PEER GROUPS)	11 0.3 100.0	2 0.5 18.2	-	-	1 0.2 9.1	4 1.0 36.4	1 0.2 9.1	1 0.2 9.1	-	2 0.5 18.2	-	4 0.2 36.4	5 0.4 45.5	1 0.2 9.1	5 0.3 45.5	5 0.6 45.5	1 0.1 9.1	-	7 0.4 63.6	4 0.2 36.4	7 0.3 63.6	4 0.3 36.4	
SUGGESSTION REGARDING FUNDING OF CLEANUP	11 0.3 100.0	1 0.2 9.1	-	-	1 0.2 9.1	5 1.2 45.5	1 0.2 9.1	3 0.7 27.3	-	-	-	4 0.2 36.4	4 0.3 36.4	3 0.6 27.3	5 0.3 45.5	2 0.2 18.2	3 0.4 27.3	1 0.5 9.1	6 0.3 54.5	5 0.3 45.5	8 0.3 72.7	3 0.3 27.3	
PROVIDE MORE ACCETABLE MEANS OF EXPRESSION	11 0.3 100.0	-	-	-	3 0.7 27.3	2 0.5 18.2	-	4 1.0 36.4	-	2 0.5 18.2	-	7 0.4 63.6	3 0.2 27.3	-	6 0.3 54.5	3 0.3 27.3	2 0.2 18.2	-	3 0.2 27.3	8 0.5 72.7	9 0.4 81.8	2 0.2 18.2	

TABLE 34

Q.17 - SUGGESTIONS/IDEAS ABOUT HOW TO DEAL WITH VANDALISM AND GRAFFITI ON THE BUSES OR ABOUT HOW VANDALS SHOULD BE PUNISHED

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
PUBLICIZE THE FACT THAT UNDERCOVER POLICE ARE ON BOARD	9 0.2 100.0	1 0.2 11.1	- - -	1 0.2 11.1	- - -	4 1.0 44.4	- - -	1 0.2 11.1	- - -	2 0.5 22.2	- - -	4 0.2 44.4	4 0.3 44.4	1 0.2 11.1	1 0.1 11.1	5 0.6 55.6	2 0.2 22.2	1 0.5 11.1	4 0.2 44.4	5 0.3 55.6	5 0.2 55.6	4 0.3 44.4
UTILIZE (MOST OF) THE SUGGESTIONS IN THIS SURVEY	9 0.2 100.0	1 0.2 11.1	3 0.7 33.3	- - -	- - -	3 0.7 33.3	- - -	2 0.5 22.2	- - -	- - -	- - -	3 0.2 33.3	1 0.1 11.1	4 0.8 44.4	8 0.5 88.9	- - -	1 0.1 11.1	- - -	5 0.3 55.6	4 0.2 44.4	4 0.2 44.4	5 0.4 55.6
SEND VANDALS TO PROFESSIONAL COUNSELING	8 0.2 100.0	1 0.2 12.5	- - -	- - -	1 0.2 12.5	2 0.5 25.0	- - -	1 0.2 12.5	2 0.5 25.0	1 0.2 12.5	1 1.4 12.5	1 0.1 12.5	3 0.2 37.5	2 0.4 25.0	5 0.3 62.5	- - -	2 0.2 25.0	1 0.5 12.5	5 0.3 62.5	3 0.2 37.5	7 0.3 87.5	1 0.1 12.5
INVESTIGATE WHAT OTHER CITIES ARE DOING ABOUT THE PROBLEM	5 0.1 100.0	- - -	2 0.5 40.0	1 0.2 20.0	1 0.2 20.0	- - -	- - -	1 0.2 20.0	- - -	- - -	- - -	4 0.2 80.0	1 0.1 20.0	- - -	5 0.3 100.0	- - -	- - -	- - -	2 0.1 40.0	3 0.2 60.0	3 0.1 60.0	2 0.2 40.0
MORE/BETTER LIGHTS AT BUS STOPS AT NIGHT	4 0.1 100.0	- - -	- - -	1 0.2 25.0	- - -	- - -	- - -	3 0.7 75.0	- - -	- - -	- - -	3 0.2 75.0	1 0.1 25.0	- - -	2 0.1 50.0	2 0.2 50.0	- - -	- - -	3 0.2 75.0	1 0.1 25.0	3 0.1 75.0	1 0.1 25.0
OTHER SUGGESTIONS	14 0.4 100.0	- - -	- - -	- - -	2 0.5 14.3	- - -	- - -	5 1.2 35.7	5 1.2 35.7	2 0.5 14.3	- - -	4 0.2 28.6	2 0.2 14.3	6 1.2 42.9	5 0.3 35.7	5 0.6 35.7	4 0.5 28.6	- - -	6 0.3 42.9	8 0.5 57.1	10 0.4 71.4	4 0.3 28.6
NONE/NO SUGGESTIONS	1064 29.4 100.0	96 23.9 9.0	156 38.5 14.7	64 15.9 6.0	148 36.9 13.9	92 22.9 8.6	186 46.0 17.5	126 31.3 11.8	69 17.1 6.5	127 31.4 11.9	31 41.9 2.9	538 32.2 50.6	306 25.1 28.8	128 25.5 12.0	503 29.1 47.3	285 32.2 26.8	211 25.6 19.8	64 34.2 6.0	495 25.3 46.5	568 34.2 53.4	635 25.8 59.7	427 37.1 40.1
DON'T KNOW	176 4.9 100.0	12 3.0 6.8	24 5.9 13.6	23 5.7 13.1	29 7.2 16.5	16 4.0 9.1	4 1.0 2.3	17 4.2 9.7	31 7.7 17.6	20 5.0 11.4	4 5.4 2.3	71 4.2 40.3	64 5.3 36.4	31 6.2 17.6	108 6.3 61.4	24 2.7 13.6	31 3.8 17.6	13 7.0 7.4	98 5.0 55.7	78 4.7 44.3	133 5.4 75.6	42 3.6 23.9

TABLE 35
Q.A - SEX

	SECTOR									AGE				RACE				TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA -SION	BLACK	HISPA -NIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
MALE	1775	162	187	166	170	231	191	248	193	227	39	786	620	254	872	440	376	84	918	852	1241	530
	49.0	40.3	46.2	41.3	42.4	57.6	47.3	61.7	47.9	56.2	52.7	47.0	50.9	50.7	50.5	49.8	45.6	44.9	46.9	51.3	50.5	46.0
	100.0	9.1	10.5	9.4	9.6	13.0	10.8	14.0	10.9	12.8	2.2	44.3	34.9	14.3	49.1	24.8	21.2	4.7	51.7	48.0	69.9	29.9
FEMALE	1849	240	218	236	231	170	213	154	210	177	35	886	599	247	854	444	448	103	1040	809	1218	622
	51.0	59.7	53.8	58.7	57.6	42.4	52.7	38.3	52.1	43.8	47.3	53.0	49.1	49.3	49.5	50.2	54.4	55.1	53.1	48.7	49.5	54.0
	100.0	13.0	11.8	12.8	12.5	9.2	11.5	8.3	11.4	9.6	1.9	47.9	32.4	13.4	46.2	24.0	24.2	5.6	56.2	43.8	65.9	33.6

TABLE 36
Q.8 - RACE

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
CAUCASIAN	1726	61	248	245	224	189	140	217	226	176	18	727	584	327	1726	-	-	-	900	821	1176	546
	47.6	15.2	61.2	60.9	55.9	47.1	34.7	54.0	56.1	43.6	24.3	43.5	47.9	65.3	100.0	-	-	-	46.0	49.4	47.8	47.4
	100.0	3.5	14.4	14.2	13.0	11.0	8.1	12.6	13.1	10.2	1.0	42.1	33.8	18.9	100.0	-	-	-	52.1	47.6	68.1	31.6
BLACK	884	49	107	50	56	148	221	115	50	88	18	422	322	72	-	884	-	-	448	436	655	227
	24.4	12.2	26.4	12.4	14.0	36.9	54.7	28.6	12.4	21.8	24.3	25.2	26.4	14.4	-	100.0	-	-	22.9	26.2	26.6	19.7
	100.0	5.5	12.1	5.7	6.3	16.7	25.0	13.0	5.7	10.0	2.0	47.7	36.4	8.1	-	100.0	-	-	50.7	49.3	74.1	25.7
HISPANIC	824	270	28	89	92	52	31	57	111	94	28	439	257	70	-	-	824	-	531	293	492	325
	22.7	67.2	6.9	22.1	22.9	13.0	7.7	14.2	27.5	23.3	37.8	26.3	21.1	14.0	-	-	100.0	-	27.1	17.6	20.0	28.2
	100.0	32.8	3.4	10.8	11.2	6.3	3.8	6.9	13.5	11.4	3.4	53.3	31.2	8.5	-	-	100.0	-	64.4	35.6	59.7	39.4
ASIAN	187	21	22	18	29	11	12	13	16	45	10	82	55	32	-	-	-	187	77	110	134	53
	5.2	5.2	5.4	4.5	7.2	2.7	3.0	3.2	4.0	11.1	13.5	4.9	4.5	6.4	-	-	-	100.0	3.9	6.6	5.4	4.6
	100.0	11.2	11.8	9.6	15.5	5.9	6.4	7.0	8.6	24.1	5.3	43.9	29.4	17.1	-	-	-	100.0	41.2	58.8	71.7	28.3
OTHER	3	1	-	-	-	1	-	-	-	1	-	2	1	-	-	-	-	-	2	1	2	1
	0.1	0.2	-	-	-	0.2	-	-	-	0.2	-	0.1	0.1	-	-	-	-	-	0.1	0.1	0.1	0.1
	100.0	33.3	-	-	-	33.3	-	-	-	33.3	-	66.7	33.3	-	-	-	-	-	66.7	33.3	66.7	33.3

TABLE 37
Q.C - FREQUENCY RIDE BUSES

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISpanic	ASIAN	YES	NO	YES	NO
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
NEARLY EVERY DAY	2684	303	295	294	298	283	288	320	294	309	57	1252	923	331	1229	658	656	139	1594	1090	1867	806
	74.1	75.4	72.8	73.1	74.3	70.6	71.3	79.6	73.0	76.5	77.0	74.9	75.7	66.1	71.2	74.4	79.6	74.3	81.4	65.6	75.9	70.0
	100.0	11.3	11.0	11.0	11.1	10.5	10.7	11.9	11.0	11.5	2.1	46.6	34.4	12.3	45.8	24.5	24.4	5.2	59.4	40.6	69.6	30.0
3 DAYS A WEEK	494	58	60	59	46	51	88	46	45	41	8	215	160	94	231	149	90	23	231	263	309	184
	13.6	14.4	14.8	14.7	11.5	12.7	21.8	11.4	11.2	10.1	10.8	12.9	13.1	18.8	13.4	16.9	10.9	12.3	11.8	15.8	12.6	16.0
	100.0	11.7	12.1	11.9	9.3	10.3	17.8	9.3	9.1	8.3	1.6	43.5	32.4	19.0	46.8	30.2	18.2	4.7	46.8	53.2	62.6	37.2
1 OR 2 DAYS A WEEK	259	32	24	27	31	32	19	20	42	32	5	121	72	49	143	41	57	18	96	162	162	96
	7.1	8.0	5.9	6.7	7.7	8.0	4.7	5.0	10.4	7.9	6.8	7.2	5.9	9.8	8.3	4.6	6.9	9.6	4.9	9.8	6.6	8.3
	100.0	12.4	9.3	10.4	12.0	12.4	7.3	7.7	16.2	12.4	1.9	46.7	27.8	18.9	55.2	15.8	22.0	6.9	37.1	62.5	62.5	37.1
LESS THAN 1 DAY A WEEK	183	8	25	22	26	34	9	15	22	22	4	83	62	27	119	36	21	7	37	146	117	66
	5.0	2.0	6.2	5.5	6.5	8.5	2.2	3.7	5.5	5.4	5.4	5.0	5.1	5.4	6.9	4.1	2.5	3.7	1.9	8.8	4.8	5.7
	100.0	4.4	13.7	12.0	14.2	18.6	4.9	8.2	12.0	12.0	2.2	45.4	33.9	14.8	65.0	19.7	11.5	3.8	20.2	79.8	63.9	36.1
DON'T KNOW	4	1	1	-	-	1	-	1	-	-	-	1	2	-	4	-	-	-	-	-	4	-
	0.1	0.2	0.2			0.2		0.2				0.1	0.2		0.2						0.2	
	100.0	25.0	25.0			25.0		25.0				25.0	50.0		100.0						100.0	

TABLE 38
Q.D - OTHER MEANS OF TRANSPORTATION

	SECTOR									AGE				RACE			TRANSIT DEPENDENT		TRANSFERS			
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
YES, OWN AN AUTO	779	48	88	76	93	108	109	83	72	102	11	345	295	79	394	214	128	43	-	779	530	247
	21.5	11.9	21.7	18.9	23.2	26.9	27.0	20.6	17.9	25.2	14.9	20.6	24.2	15.8	22.8	24.2	15.5	23.0	-	46.9	21.6	21.4
	100.0	6.2	11.3	9.8	11.9	13.9	14.0	10.7	9.2	13.1	1.4	44.3	37.9	10.1	50.6	27.5	16.4	5.5	-	100.0	68.0	31.7
YES, OTHER IN HOUSEHOLD OWN AN AUTOMOBILE	702	59	80	79	120	75	59	39	70	121	32	410	175	69	329	174	140	58	-	702	418	282
	19.4	14.7	19.8	19.7	29.9	18.7	14.6	9.7	17.4	30.0	43.2	24.5	14.4	13.8	19.1	19.7	17.0	31.0	-	42.3	17.0	24.5
	100.0	8.4	11.4	11.3	17.1	10.7	8.4	5.6	10.0	17.2	4.6	58.4	24.9	9.8	46.9	24.8	19.9	8.3	-	100.0	59.5	40.2
TAXI	80	-	24	6	6	20	1	14	3	6	1	11	23	37	53	19	6	2	80	-	61	19
	2.2	-	5.9	1.5	1.5	5.0	0.2	3.5	0.7	1.5	1.4	0.7	1.9	7.4	3.1	2.1	0.7	1.1	4.1	-	2.5	1.6
	100.0	-	30.0	7.5	7.5	25.0	1.3	17.5	3.8	7.5	1.3	13.8	28.8	46.3	66.3	23.8	7.5	2.5	100.0	-	76.3	23.8
YES, CAR POOL	69	1	8	10	6	9	8	11	12	4	1	40	22	3	42	16	5	6	-	69	38	31
	1.9	0.2	2.0	2.5	1.5	2.2	2.0	2.7	3.0	1.0	1.4	2.4	1.8	0.6	2.4	1.8	0.6	3.2	-	4.2	1.5	2.7
	100.0	1.4	11.6	14.5	8.7	13.0	11.6	15.9	17.4	5.8	1.4	58.0	31.9	4.3	60.9	23.2	7.2	8.7	-	100.0	55.1	44.9
ANY MULTIPLE CODE	68	2	20	4	10	13	2	14	1	2	1	38	23	2	39	20	6	3	-	68	49	19
	1.9	0.5	4.9	1.0	2.5	3.2	0.5	3.5	0.2	0.5	1.4	2.3	1.9	0.4	2.3	2.3	0.7	1.6	-	4.1	2.0	1.6
	100.0	2.9	29.4	5.9	14.7	19.1	2.9	20.6	1.5	2.9	1.5	55.9	33.8	2.9	57.4	29.4	8.8	4.4	-	100.0	72.1	27.9
YES, MOTORCYCLE	45	3	6	7	3	3	8	6	4	5	-	30	8	3	19	12	14	-	-	45	31	14
	1.2	0.7	1.5	1.7	0.7	0.7	2.0	1.5	1.0	1.2	-	1.8	0.7	0.6	1.1	1.4	1.7	-	-	2.7	1.3	1.2
	100.0	6.7	13.3	15.6	6.7	6.7	17.8	13.3	8.9	11.1	-	66.7	17.8	6.7	42.2	26.7	31.1	-	-	100.0	68.9	31.1
WALKING	6	-	-	-	1	-	-	3	1	1	-	3	2	1	4	-	1	1	6	-	4	2
	0.2	-	-	-	0.2	-	-	0.7	0.2	0.2	-	0.2	0.2	0.2	0.2	-	0.1	0.5	0.3	-	0.2	0.2
	100.0	-	-	-	16.7	-	-	50.0	16.7	16.7	-	50.0	33.3	16.7	66.7	-	16.7	16.7	100.0	-	66.7	33.3
YES, OTHER	21	2	2	-	1	4	2	3	4	3	-	13	7	-	14	3	4	-	21	-	18	3
	0.6	0.5	0.5	-	0.2	1.0	0.5	0.7	1.0	0.7	-	0.8	0.6	-	0.8	0.3	0.5	-	1.1	-	0.7	0.3
	100.0	9.5	9.5	-	4.8	19.0	9.5	14.3	19.0	14.3	-	61.9	33.3	-	66.7	14.3	19.0	-	100.0	-	85.7	14.3
NO/NONE	1851	286	176	220	161	167	217	228	236	160	28	781	662	308	829	426	520	74	1851	-	1305	537
	51.1	71.1	43.5	54.7	40.1	41.6	53.7	56.7	58.6	39.6	37.8	46.7	54.3	61.5	48.0	48.2	63.1	39.6	94.5	-	53.1	46.6
	100.0	15.5	9.5	11.9	8.7	9.0	11.7	12.3	12.7	8.6	1.5	42.2	35.8	16.6	44.8	23.0	28.1	4.0	100.0	-	70.5	29.0

FACTS CONSOLIDATED RTD SURVEY STUDY #6006 JULY, 1989

TABLE 38
Q.D - OTHER MEANS OF TRANSPORTATION

	SECTOR									AGE				RACE			TRANSIT DEPENDENT		TRANSFERS				
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO	
DON'T KNOW/REFUSED	5	1	1			2		1				2	2		5							5	
	0.1	0.2	0.2			0.5		0.2				0.1	0.2		0.3							0.2	
	100.0	20.0	20.0			40.0		20.0				40.0	40.0		100.0							100.0	

TABLE 39
Q.E - PRESENTLY USE ANY TRANSIT SYSTEM OTHER THAN RTD

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA-SION	BLACK	HISPA-NIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
SANTA MONICA	186	11	1	11	12	68	12	38	12	21	7	85	64	25	101	62	20	3	100	84	163	22
	5.1	2.7	0.2	2.7	3.0	17.0	3.0	9.5	3.0	5.2	9.5	5.1	5.3	5.0	5.9	7.0	2.4	1.6	5.1	5.1	6.6	1.9
	100.0	5.9	0.5	5.9	6.5	36.6	6.5	20.4	6.5	11.3	3.8	45.7	34.4	13.4	54.3	33.3	10.8	1.6	53.8	45.2	87.6	11.8
BLUE BUS	112	-	37	1	15	13	7	32	-	7	2	33	45	25	75	25	9	3	69	42	101	11
	3.1		9.1	0.2	3.7	3.2	1.7	8.0		1.7	2.7	2.0	3.7	5.0	4.3	2.8	1.1	1.6	3.5	2.5	4.1	1.0
	100.0		33.0	0.9	13.4	11.6	6.3	28.6		6.3	1.8	29.5	40.2	22.3	67.0	22.3	8.0	2.7	61.6	37.5	90.2	9.8
CULVER CITY	59	1	10	1	3	31	5	2	1	5	1	23	21	12	26	25	4	4	32	27	55	4
	1.6	0.2	2.5	0.2	0.7	7.7	1.2	0.5	0.2	1.2	1.4	1.4	1.7	2.4	1.5	2.8	0.5	2.1	1.6	1.6	2.2	0.3
	100.0	1.7	16.9	1.7	5.1	52.5	8.5	3.4	1.7	8.5	1.7	39.0	35.6	20.3	44.1	42.4	6.8	6.8	54.2	45.8	93.2	6.8
LONG BEACH	47	1	8	1	2	15	5	5	4	6	-	16	21	10	23	19	4	1	33	14	40	7
	1.3	0.2	2.0	0.2	0.5	3.7	1.2	1.2	1.0	1.5		1.0	1.7	2.0	1.3	2.1	0.5	0.5	1.7	0.8	1.6	0.6
	100.0	2.1	17.0	2.1	4.3	31.9	10.6	10.6	8.5	12.8		34.0	44.7	21.3	48.9	40.4	8.5	2.1	70.2	29.8	85.1	14.9
TORRANCE	44	-	3	1	-	30	1	1	2	6	-	16	17	10	27	14	2	1	27	17	36	8
	1.2		0.7	0.2		7.5	0.2	0.2	0.5	1.5		1.0	1.4	2.0	1.6	1.6	0.2	0.5	1.4	1.0	1.5	0.7
	100.0		6.8	2.3		68.2	2.3	2.3	4.5	13.6		36.4	38.6	22.7	61.4	31.8	4.5	2.3	61.4	38.6	81.8	18.2
ORANGE COUNTY	32	-	3	-	4	7	6	8	2	2	-	9	15	4	17	6	5	4	16	16	28	4
	0.9		0.7		1.0	1.7	1.5	2.0	0.5	0.5		0.5	1.2	0.8	1.0	0.7	0.6	2.1	0.8	1.0	1.1	0.3
	100.0		9.4		12.5	21.9	18.8	25.0	6.3	6.3		28.1	46.9	12.5	53.1	18.8	15.6	12.5	50.0	50.0	87.5	12.5
D.A.S.H.	16	-	1	-	3	-	-	-	1	11	2	2	10	1	7	3	-	6	6	9	12	4
	0.4		0.2		0.7				0.2	2.7	2.7	0.1	0.8	0.2	0.4	0.3		3.2	0.3	0.5	0.5	0.3
	100.0		6.3		18.8				6.3	68.8	12.5	12.5	62.5	6.3	43.8	18.8		37.5	37.5	56.3	75.0	25.0
PASADENA	15	-	2	-	3	1	7	2	-	-	-	4	7	2	9	4	2	-	13	2	10	5
	0.4		0.5		0.7	0.2	1.7	0.5				0.2	0.6	0.4	0.5	0.5	0.2		0.7	0.1	0.4	0.4
	100.0		13.3		20.0	6.7	46.7	13.3				26.7	46.7	13.3	60.0	26.7	13.3		86.7	13.3	66.7	33.3
GREYHOUND	14	-	-	-	1	3	-	2	1	7	-	3	5	6	6	7	1	-	9	5	11	3
	0.4				0.2	0.7		0.5	0.2	1.7		0.2	0.4	1.2	0.3	0.8	0.1		0.5	0.3	0.4	0.3
	100.0				7.1	21.4		14.3	7.1	50.0		21.4	35.7	42.9	42.9	50.0	7.1		64.3	35.7	78.6	21.4

FACTS CONSOLIDATED RTD SURVEY STUDY #6006 JULY, 1989

TABLE 39
Q.E - PRESENTLY USE ANY TRANSIT SYSTEM OTHER THAN RTD

	SECTOR									AGE				RACE			TRANSIT DEPENDENT		TRANSFERS			
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
FOOTHILL TRANSIT	14 0.4 100.0	-	-	-	9 2.2 64.3	1 0.2 7.1	-	-	-	4 1.0 28.6	-	6 0.4 42.9	7 0.6 50.0	-	6 0.3 42.9	2 0.2 14.3	3 0.4 21.4	3 1.6 21.4	2 0.1 14.3	12 0.7 85.7	10 0.4 71.4	4 0.3 28.6
GARDENA	14 0.4 100.0	1 0.2 7.1	3 0.7 21.4	-	1 0.2 7.1	6 1.5 42.9	1 0.2 7.1	-	-	2 0.5 14.3	1 1.4 7.1	2 0.1 14.3	5 0.4 35.7	2 0.4 14.3	7 0.4 50.0	4 0.5 28.6	1 0.1 7.1	2 1.1 14.3	6 0.3 42.9	8 0.5 57.1	11 0.4 78.6	3 0.3 21.4
MONTEBELLO	13 0.4 100.0	2 0.5 15.4	-	-	5 1.2 38.5	-	-	4 1.0 30.8	-	2 0.5 15.4	-	10 0.6 76.9	2 0.2 15.4	1 0.2 7.7	5 0.3 38.5	2 0.2 15.4	5 0.6 38.5	1 0.5 7.7	4 0.2 30.8	9 0.5 69.2	10 0.4 76.9	3 0.3 23.1
D.O.T.	7 0.2 100.0	-	-	-	-	1 0.2 14.3	-	1 0.2 14.3	-	5 1.2 71.4	-	-	6 0.5 85.7	-	4 0.2 57.1	3 0.3 42.9	-	-	2 0.1 28.6	5 0.3 71.4	5 0.2 71.4	2 0.2 28.6
ONMI	6 0.2 100.0	-	-	-	4 1.0 66.7	-	-	-	-	2 0.5 33.3	-	4 0.2 66.7	1 0.1 16.7	1 0.2 16.7	4 0.2 66.7	-	2 0.2 33.3	-	2 0.1 33.3	4 0.2 66.7	5 0.2 83.3	1 0.1 16.7
FAIRFAX SHUTTLE	5 0.1 100.0	1 0.2 20.0	-	-	-	2 0.5 40.0	-	2 0.5 40.0	-	-	-	3 0.2 60.0	1 0.1 20.0	1 0.2 20.0	2 0.1 40.0	-	2 0.2 40.0	-	1 0.1 20.0	4 0.2 80.0	4 0.2 80.0	1 0.1 20.0
SAN BERNARDINO	4 0.1 100.0	-	1 0.2 25.0	1 0.2 25.0	1 0.2 25.0	1 0.2 25.0	-	-	-	-	-	1 0.1 25.0	2 0.2 50.0	1 0.2 25.0	3 0.2 75.0	-	1 0.1 25.0	-	3 0.2 75.0	1 0.1 25.0	4 0.2 100.0	-
BURBANK	3 0.1 100.0	-	-	-	-	-	2 0.5 66.7	-	1 0.2 33.3	-	-	-	1 0.1 33.3	2 0.4 66.7	3 0.2 100.0	-	-	-	2 0.1 66.7	1 0.1 33.3	1 0.1 33.3	2 0.2 66.7
BEELINE (GLENDALE)	3 0.1 100.0	-	-	-	1 0.2 33.3	-	-	1 0.2 33.3	1 0.2 33.3	-	1 1.4 33.3	2 0.1 66.7	-	-	3 0.2 100.0	-	-	-	2 0.1 66.7	1 0.1 33.3	3 0.1 100.0	-
EL MONTE TROLLEY	3 0.1 100.0	-	-	-	3 0.7 100.0	-	-	-	-	-	-	-	1 0.1 33.3	2 0.4 66.7	3 0.2 100.0	-	-	-	3 0.2 100.0	-	2 0.1 66.7	1 0.1 33.3
POMONA	2 0.1 100.0	-	-	-	-	1 0.2 50.0	-	1 0.2 50.0	-	-	-	2 0.1 100.0	-	-	1 0.1 50.0	-	1 0.1 50.0	-	2 0.1 100.0	2 0.1 100.0	2 0.1 100.0	-

TABLE 39
Q.E - PRESENTLY USE ANY TRANSIT SYSTEM OTHER THAN RTD

	SECTOR									AGE				RACE				TRANSIT DEPENDENT		TRANSFERS				
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO		
	SANTA FE SPRINGS	2 0.1 100.0	-	-	-	1 0.2 50.0	-	-	1 0.2 50.0	-	-	-	1 0.1 50.0	1 0.1 50.0	-	1 0.1 50.0	-	1 0.1 50.0	-	1 0.1 50.0	1 0.1 50.0	1 0.1 50.0	1 0.1 50.0	1 0.1 50.0
DIAL-A-RIDE	2 0.1 100.0	-	-	-	2 0.5 100.0	-	-	-	-	-	-	2 0.1 100.0	-	-	1 0.1 50.0	-	1 0.1 50.0	-	-	2 0.1 100.0	2 0.1 100.0	-	-	
RIO HONDO	2 0.1 100.0	-	-	1 0.2 50.0	1 0.2 50.0	-	-	-	-	-	-	2 0.1 100.0	-	-	1 0.1 50.0	1 0.1 50.0	-	-	1 0.1 50.0	1 0.1 50.0	2 0.1 100.0	-	-	
WHITTIER	2 0.1 100.0	-	-	-	2 0.5 100.0	-	-	-	-	-	-	1 0.1 50.0	1 0.1 50.0	-	2 0.1 100.0	-	-	-	1 0.1 50.0	1 0.1 50.0	2 0.1 100.0	-	-	
CAL STATE	2 0.1 100.0	-	-	-	1 0.2 50.0	-	-	1 0.2 50.0	-	-	-	2 0.1 100.0	-	-	1 0.1 50.0	1 0.1 50.0	-	-	-	-	2 0.1 100.0	1 0.1 50.0	1 0.1 50.0	
SAN FERNANDO	2 0.1 100.0	-	-	-	-	1 0.2 50.0	-	-	-	1 0.2 50.0	-	1 0.1 50.0	1 0.1 50.0	-	-	-	1 0.1 50.0	-	1 0.1 50.0	1 0.1 50.0	2 0.1 100.0	-	-	
COMMUTER	1 0.1 100.0	-	-	-	-	-	-	1 0.2 100.0	-	-	-	1 0.1 100.0	-	-	1 0.1 100.0	-	-	-	-	1 0.1 100.0	1 0.1 100.0	-	-	
HOLLYWOOD SHUTTLE	1 0.1 100.0	-	-	-	-	-	-	1 0.2 100.0	-	-	-	-	-	1 0.2 100.0	1 0.1 100.0	-	-	-	-	-	1 0.1 100.0	1 0.1 100.0	-	-
LAI DLAW	1 0.1 100.0	-	-	-	-	-	-	1 0.2 100.0	-	-	-	-	1 0.1 100.0	-	1 0.1 100.0	-	-	-	-	-	1 0.1 100.0	1 0.1 100.0	-	-
INNER	1 0.1 100.0	-	-	-	-	-	-	1 0.2 100.0	-	-	-	-	1 0.1 100.0	-	-	1 0.1 100.0	-	-	1 0.1 100.0	-	1 0.1 100.0	1 0.1 100.0	-	-
CARSON	1 0.1 100.0	-	-	-	1 0.2 100.0	-	-	-	-	-	-	1 0.1 100.0	-	-	-	1 0.1 100.0	-	-	-	-	1 0.1 100.0	1 0.1 100.0	-	-

TABLE 39
Q.E - PRESENTLY USE ANY TRANSIT SYSTEM OTHER THAN RTD

	SECTOR									AGE				RACE			TRANSIT DEPENDENT		TRANSFERS			
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
SAN GABRIEL	1	-	-	-	1	-	-	-	-	-	-	-	-	1	1	-	-	-	1	-	-	1
	.				0.2									0.2	0.1				0.1			0.1
	100.0				100.0									100.0	100.0				100.0			100.0
ALHAMBRA	1	-	-	-	1	-	-	-	-	-	-	-	-	1	1	-	-	-	1	-	-	1
	.				0.2									0.2	0.1				0.1			0.1
	100.0				100.0									100.0	100.0				100.0			100.0
INGLEWOOD	1	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	-	-	1	-	1	-
	.				0.2							0.1				0.1			0.1			
	100.0				100.0						100.0				100.0				100.0		100.0	
NONE	3119	386	343	387	334	273	362	316	381	337	61	1476	1031	417	1446	738	770	163	1685	1432	2031	1076
	86.1	96.0	84.7	96.3	83.3	68.1	89.6	78.6	94.5	83.4	82.4	88.3	84.6	83.2	83.8	83.5	93.4	87.2	86.1	86.2	82.6	93.4
	100.0	12.4	11.0	12.4	10.7	8.8	11.6	10.1	12.2	10.8	2.0	47.3	33.1	13.4	46.4	23.7	24.7	5.2	54.0	45.9	65.1	34.5

TABLE 40
Q.F - AGE

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS			
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA-SION	BLACK	HISPA-NIC	ASIAN	YES	NO	YES	NO	
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152	
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8	
UNDER 18	74	3	9	1	16	15	2	6	6	16	74	-	-	-	18	18	28	10	29	45	51	21	
	2.0	0.7	2.2	0.2	4.0	3.7	0.5	1.5	1.5	4.0	100.0				1.0	2.0	3.4	5.3	1.5	2.7	2.1	1.8	
	100.0	4.1	12.2	1.4	21.6	20.3	2.7	8.1	8.1	21.6	100.0				24.3	24.3	37.8	13.5	39.2	60.8	68.9	28.4	
18 - 34	1672	195	170	189	210	180	179	163	193	193	-	1672	-	-	727	422	439	82	808	862	1102	561	
	46.1	48.5	42.0	47.0	52.4	44.9	44.3	40.5	47.9	47.8	100.0				42.1	47.7	53.3	43.9	41.3	51.9	44.8	48.7	
	100.0	11.7	10.2	11.3	12.6	10.8	10.7	9.7	11.5	11.5	100.0				43.5	25.2	26.3	4.9	48.3	51.6	65.9	33.6	
35 - 59	1219	146	141	142	122	118	148	138	140	124	-	-	1219	-	584	322	257	55	694	523	855	363	
	33.6	36.3	34.8	35.3	30.4	29.4	36.6	34.3	34.7	30.7			100.0		33.8	36.4	31.2	29.4	35.4	31.5	34.8	31.5	
	100.0	12.0	11.6	11.6	10.0	9.7	12.1	11.3	11.5	10.2			100.0		47.9	26.4	21.1	4.5	56.9	42.9	70.1	29.8	
60+	501	42	62	60	45	70	44	66	58	54	-	-	-	501	327	72	70	32	346	155	337	163	
	13.8	10.4	15.3	14.9	11.2	17.5	10.9	16.4	14.4	13.4				100.0	18.9	8.1	8.5	17.1	17.7	9.3	13.7	14.1	
	100.0	8.4	12.4	12.0	9.0	14.0	8.8	13.2	11.6	10.8				100.0	65.3	14.4	14.0	6.4	69.1	30.9	67.3	32.5	
REFUSED	158	16	23	10	8	18	31	29	6	17	-	-	-	-	70	50	30	8	81	76	114	44	
	4.4	4.0	5.7	2.5	2.0	4.5	7.7	7.2	1.5	4.2					4.1	5.7	3.6	4.3	4.1	4.6	4.6	3.8	
	100.0	10.1	14.6	6.3	5.1	11.4	19.6	18.4	3.8	10.8					44.3	31.6	19.0	5.1	51.3	48.1	72.2	27.8	
MEAN	39.8	38.9	40.9	40.6	37.4	40.3	39.7	41.6	39.9	38.7	15.0	26.5	47.0	70.0	42.2	37.9	36.6	39.9	41.9	37.2	40.0	39.4	
STD DEV	15.8	14.6	16.1	15.7	15.3	17.0	14.7	16.3	15.7	16.0	0.0	0.0	0.0	0.0	16.6	14.1	14.4	17.2	16.4	14.6	15.7	15.9	
STD ERROR	0.3	0.7	0.8	0.8	0.8	0.9	0.8	0.8	0.8	0.8	0.0	0.0	0.0	0.0	0.4	0.5	0.5	1.3	0.4	0.4	0.3	0.5	
MEDIAN	34.8	34.5	37.0	36.0	32.5	34.6	35.9	38.0	34.9	33.5	14.9	26.5	47.0	70.0	38.4	34.0	32.2	34.4	38.5	32.7	35.5	34.1	

TABLE 41
Q.G - EMPLOYMENT STATUS

	SECTOR									AGE				RACE			TRANSIT DEPENDENT		TRANSFERS			
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
EMPLOYED FULL TIME	1926	192	220	224	212	202	236	199	223	218	8	1035	740	55	899	506	415	105	886	1037	1274	647
	53.1	47.8	54.3	55.7	52.9	50.4	58.4	49.5	55.3	54.0	10.8	61.9	60.7	11.0	52.1	57.2	50.4	56.1	45.3	62.4	51.8	56.2
	100.0	10.0	11.4	11.6	11.0	10.5	12.3	10.3	11.6	11.3	0.4	53.7	38.4	2.9	46.7	26.3	21.5	5.5	46.0	53.8	66.1	33.6
EMPLOYED PART TIME	462	77	52	45	50	44	56	48	44	46	6	221	168	43	198	122	130	12	278	184	308	153
	12.7	19.2	12.8	11.2	12.5	11.0	13.9	11.9	10.9	11.4	8.1	13.2	13.8	8.6	11.5	13.8	15.8	6.4	14.2	11.1	12.5	13.3
	100.0	16.7	11.3	9.7	10.8	9.5	12.1	10.4	9.5	10.0	1.3	47.8	36.4	9.3	42.9	26.4	28.1	2.6	60.2	39.8	66.7	33.1
RETIRED	416	33	52	52	40	52	30	58	49	50	3	9	30	356	298	50	42	25	298	118	279	135
	11.5	8.2	12.8	12.9	10.0	13.0	7.4	14.4	12.2	12.4	4.1	0.5	2.5	71.1	17.3	5.7	5.1	13.4	15.2	7.1	11.3	11.7
	100.0	7.9	12.5	12.5	9.6	12.5	7.2	13.9	11.8	12.0	0.7	2.2	7.2	85.6	71.6	12.0	10.1	6.0	71.6	28.4	67.1	32.5
FULL TIME STUDENT	242	30	25	19	40	35	17	20	10	46	53	154	23	5	80	51	83	27	113	129	165	73
	6.7	7.5	6.2	4.7	10.0	8.7	4.2	5.0	2.5	11.4	71.6	9.2	1.9	1.0	4.6	5.8	10.1	14.4	5.8	7.8	6.7	6.3
	100.0	12.4	10.3	7.9	16.5	14.5	7.0	8.3	4.1	19.0	21.9	63.6	9.5	2.1	33.1	21.1	34.3	11.2	46.7	53.3	68.2	30.2
HOUSEWIFE	149	40	9	21	13	8	7	13	25	13	1	68	59	13	56	27	59	7	81	67	80	68
	4.1	10.0	2.2	5.2	3.2	2.0	1.7	3.2	6.2	3.2	1.4	4.1	4.8	2.6	3.2	3.1	7.2	3.7	4.1	4.0	3.3	5.9
	100.0	26.8	6.0	14.1	8.7	5.4	4.7	8.7	16.8	8.7	0.7	45.6	39.6	8.7	37.6	18.1	39.6	4.7	54.4	45.0	53.7	45.6
UNEMPLOYED, LOOKING FOR WORK	164	8	20	18	17	18	16	28	20	19	-	83	73	3	71	56	35	2	123	40	143	21
	4.5	2.0	4.9	4.5	4.2	4.5	4.0	7.0	5.0	4.7	-	5.0	6.0	0.6	4.1	6.3	4.2	1.1	6.3	2.4	5.8	1.8
	100.0	4.9	12.2	11.0	10.4	11.0	9.8	17.1	12.2	11.6	-	50.6	44.5	1.8	43.3	34.1	21.3	1.2	75.0	24.4	87.2	12.8
DISABLED/NOT IN WORK FORCE	143	12	15	11	21	19	18	26	12	9	1	22	99	18	72	43	22	6	112	31	115	28
	3.9	3.0	3.7	2.7	5.2	4.7	4.5	6.5	3.0	2.2	1.4	1.3	8.1	3.6	4.2	4.9	2.7	3.2	5.7	1.9	4.7	2.4
	100.0	8.4	10.5	7.7	14.7	13.3	12.6	18.2	8.4	6.3	0.7	15.4	69.2	12.6	50.3	30.1	15.4	4.2	78.3	21.7	80.4	19.6
COMBO PART TIME WORK/STUDENT	100	8	10	12	6	18	20	8	17	1	2	72	19	4	41	24	34	1	54	46	77	23
	2.8	2.0	2.5	3.0	1.5	4.5	5.0	2.0	4.2	0.2	2.7	4.3	1.6	0.8	2.4	2.7	4.1	0.5	2.8	2.8	3.1	2.0
	100.0	8.0	10.0	12.0	6.0	18.0	20.0	8.0	17.0	1.0	2.0	72.0	19.0	4.0	41.0	24.0	34.0	1.0	54.0	46.0	77.0	23.0
REFUSED	22	2	2	-	2	5	4	2	3	2	-	8	8	4	11	5	4	2	13	9	18	4
	0.6	0.5	0.5	-	0.5	1.2	1.0	0.5	0.7	0.5	-	0.5	0.7	0.8	0.6	0.6	0.5	1.1	0.7	0.5	0.7	0.3
	100.0	9.1	9.1	-	9.1	22.7	18.2	9.1	13.6	9.1	-	36.4	36.4	18.2	50.0	22.7	18.2	9.1	59.1	40.9	81.8	18.2

TABLE 42
Q.H - WAYS PAY FOR FARE

	SECTOR										AGE				RACE			TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
CASH	1289	135	139	148	119	155	129	133	184	147	25	678	438	86	600	321	309	57	635	649	973	312
	35.6	33.6	34.3	36.8	29.7	38.7	31.9	33.1	45.7	36.4	33.8	40.6	35.9	17.2	34.8	36.3	37.5	30.5	32.4	39.1	39.6	27.1
	100.0	10.5	10.8	11.5	9.2	12.0	10.0	10.3	14.3	11.4	1.9	52.6	34.0	6.7	46.5	24.9	24.0	4.4	49.3	50.3	75.5	24.2
MONTHLY PASS	2094	239	242	229	250	223	236	246	200	229	45	871	701	389	1012	496	468	117	1216	878	1358	727
	57.8	59.5	59.8	57.0	62.3	55.6	58.4	61.2	49.6	56.7	60.8	52.1	57.5	77.6	58.6	56.1	56.8	62.6	62.1	52.9	55.2	63.1
	100.0	11.4	11.6	10.9	11.9	10.6	11.3	11.7	9.6	10.9	2.1	41.6	33.5	18.6	48.3	23.7	22.3	5.6	58.1	41.9	64.9	34.7
TOKEN/TICKET	196	25	23	22	28	14	31	13	17	23	3	101	64	24	92	50	41	13	78	118	89	107
	5.4	6.2	5.7	5.5	7.0	3.5	7.7	3.2	4.2	5.7	4.1	6.0	5.3	4.8	5.3	5.7	5.0	7.0	4.0	7.1	3.6	9.3
	100.0	12.8	11.7	11.2	14.3	7.1	15.8	6.6	8.7	11.7	1.5	51.5	32.7	12.2	46.9	25.5	20.9	6.6	39.8	60.2	45.4	54.6
CASH/PASS COMBO	17	-	-	1	2	6	-	4	2	2	1	9	6	1	7	8	2	-	8	9	14	3
	0.5			0.2	0.5	1.5		1.0	0.5	0.5	1.4	0.5	0.5	0.2	0.4	0.9	0.2		0.4	0.5	0.6	0.3
	100.0			5.9	11.8	35.3		23.5	11.8	11.8	5.9	52.9	35.3	5.9	41.2	47.1	11.8		47.1	52.9	82.4	17.6
CASH/TOKEN COMBO	7	-	1	-	1	1	-	3	-	1	-	3	2	1	3	3	1	-	4	3	7	-
	0.2		0.2		0.2	0.2		0.7		0.2		0.2	0.2	0.2	0.2	0.3	0.1		0.2	0.2	0.3	
	100.0		14.3		14.3	14.3		42.9		14.3		42.9	28.6	14.3	42.9	42.9	14.3		57.1	42.9	100.0	
PASS/TOKEN/TICKET COMBO	6	1	-	1	-	1	1	2	-	-	-	5	1	-	4	2	-	-	4	2	6	-
	0.2	0.2		0.2		0.2	0.2	0.5				0.3	0.1		0.2	0.2			0.2	0.1	0.2	
	100.0	16.7		16.7		16.7	16.7	33.3				83.3	16.7		66.7	33.3			66.7	33.3	100.0	
REFUSED	15	2	-	1	1	1	7	1	-	2	-	5	7	-	8	4	3	-	13	2	12	3
	0.4	0.5		0.2	0.2	0.2	1.7	0.2		0.5		0.3	0.6		0.5	0.5	0.4		0.7	0.1	0.5	0.3
	100.0	13.3		6.7	6.7	6.7	46.7	6.7		13.3		33.3	46.7		53.3	26.7	20.0		86.7	13.3	80.0	20.0

TABLE 43
Q.1 - DO YOU TRANSFER

	SECTOR									AGE				RACE				TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA -SION	BLACK	HISPA -NIC	ASIAN	YES	NO	YES	NO
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
YES	2459	198	269	254	284	320	291	324	266	253	51	1102	855	337	1176	655	492	134	1388	1066	2459	-
	67.9	49.3	66.4	63.2	70.8	79.8	72.0	80.6	66.0	62.6	68.9	65.9	70.1	67.3	68.1	74.1	59.7	71.7	70.9	64.2	100.0	-
	100.0	8.1	10.9	10.3	11.5	13.0	11.8	13.2	10.8	10.3	2.1	44.8	34.8	13.7	47.8	26.6	20.0	5.4	56.4	43.4	100.0	-
NO	1152	198	136	146	117	80	113	77	135	150	21	561	363	163	546	227	325	53	561	591	-	1152
	31.8	49.3	33.6	36.3	29.2	20.0	28.0	19.2	33.5	37.1	28.4	33.6	29.8	32.5	31.6	25.7	39.4	28.3	28.7	35.6	-	100.0
	100.0	17.2	11.8	12.7	10.2	6.9	9.8	6.7	11.7	13.0	1.8	48.7	31.5	14.1	47.4	19.7	28.2	4.6	48.7	51.3	-	100.0
REFUSED	13	6	-	2	-	1	-	1	2	1	2	9	1	1	4	2	7	-	9	4	-	-
	0.4	1.5	-	0.5	-	0.2	-	0.2	0.5	0.2	2.7	0.5	0.1	0.2	0.2	0.2	0.8	-	0.5	0.2	-	-
	100.0	46.2	-	15.4	-	7.7	-	7.7	15.4	7.7	15.4	69.2	7.7	7.7	30.8	15.4	53.8	-	69.2	30.8	-	-

TABLE 44
Q.J - INCOME

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
UNDER \$10,000	662	130	42	22	82	87	55	142	35	67	19	258	207	144	259	156	216	30	478	183	484	173
	18.3	32.3	10.4	5.5	20.4	21.7	13.6	35.3	8.7	16.6	25.7	15.4	17.0	28.7	15.0	17.6	26.2	16.0	24.4	11.0	19.7	15.0
	100.0	19.6	6.3	3.3	12.4	13.1	8.3	21.5	5.3	10.1	2.9	39.0	31.3	21.8	39.1	23.6	32.6	4.5	72.2	27.6	73.1	26.1
\$10,000 - \$24,999	1482	188	201	158	125	132	207	143	174	154	17	680	527	200	645	416	354	66	871	608	1044	435
	40.9	46.8	49.6	39.3	31.2	32.9	51.2	35.6	43.2	38.1	23.0	40.7	43.2	39.9	37.4	47.1	43.0	35.3	44.5	36.6	42.5	37.8
	100.0	12.7	13.6	10.7	8.4	8.9	14.0	9.6	11.7	10.4	1.1	45.9	35.6	13.5	43.5	28.1	23.9	4.5	58.8	41.0	70.4	29.4
\$25,000 - \$50,000	1252	82	145	198	165	127	122	76	173	164	21	649	413	118	698	253	222	79	521	730	757	490
	34.5	20.4	35.8	49.3	41.1	31.7	30.2	18.9	42.9	40.6	28.4	38.8	33.9	23.6	40.4	28.6	26.9	42.2	26.6	43.9	30.8	42.5
	100.0	6.5	11.6	15.8	13.2	10.1	9.7	6.1	13.8	13.1	1.7	51.8	33.0	9.4	55.8	20.2	17.7	6.3	41.6	58.3	60.5	39.1
OVER \$50,000	104	-	3	20	10	27	4	14	12	14	3	45	48	5	58	27	12	6	28	76	74	30
	2.9	-	0.7	5.0	2.5	6.7	1.0	3.5	3.0	3.5	4.1	2.7	3.9	1.0	3.4	3.1	1.5	3.2	1.4	4.6	3.0	2.6
	100.0	-	2.9	19.2	9.6	26.0	3.8	13.5	11.5	13.5	2.9	43.3	46.2	4.8	55.8	26.0	11.5	5.8	26.9	73.1	71.2	28.8
REFUSED	124	2	14	4	19	28	16	27	9	5	14	40	24	34	66	32	20	6	60	64	100	24
	3.4	0.5	3.5	1.0	4.7	7.0	4.0	6.7	2.2	1.2	18.9	2.4	2.0	6.8	3.8	3.6	2.4	3.2	3.1	3.9	4.1	2.1
	100.0	1.6	11.3	3.2	15.3	22.6	12.9	21.8	7.3	4.0	11.3	32.3	19.4	27.4	53.2	25.8	16.1	4.8	48.4	51.6	80.6	19.4
MEAN	24.0	17.5	24.0	29.6	25.0	25.6	22.6	19.0	26.9	25.6	23.4	25.1	24.6	19.3	26.0	23.0	20.5	26.1	20.7	27.9	23.2	25.8
STD DEV	15.1	11.5	12.2	15.1	15.4	18.7	12.5	16.2	14.2	15.5	18.0	14.8	15.8	13.5	15.4	14.9	13.9	15.4	13.7	15.8	15.2	14.7
STD ERROR	0.3	0.6	0.6	0.8	0.8	1.0	0.6	0.8	0.7	0.8	2.3	0.4	0.5	0.6	0.4	0.5	0.5	1.1	0.3	0.4	0.3	0.4
MEDIAN	20.9	15.5	21.4	27.4	23.0	21.2	20.0	14.7	23.9	22.8	19.6	22.2	21.0	16.7	23.2	19.7	17.8	23.7	18.1	25.3	19.9	23.4

TABLE 45
SECTOR NUMBER

	SECTOR										AGE				RACE				TRANSIT DEPENDENT		TRANSFERS	
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCASIAN	BLACK	HISPANIC	ASIAN	YES	NO	YES	NO
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
1	402	402	-	-	-	-	-	-	-	-	3	195	146	42	61	49	270	21	288	113	198	198
	11.1	100.0									4.1	11.7	12.0	8.4	3.5	5.5	32.8	11.2	14.7	6.8	8.1	17.2
	100.0	100.0									0.7	48.5	36.3	10.4	15.2	12.2	67.2	5.2	71.6	28.1	49.3	49.3
2	405	-	405	-	-	-	-	-	-	-	9	170	141	62	248	107	28	22	202	202	269	136
	11.2		100.0								12.2	10.2	11.6	12.4	14.4	12.1	3.4	11.8	10.3	12.2	10.9	11.8
	100.0		100.0								2.2	42.0	34.8	15.3	61.2	26.4	6.9	5.4	49.9	49.9	66.4	33.6
3	402	-	-	402	-	-	-	-	-	-	1	189	142	60	245	50	89	18	226	176	254	146
	11.1			100.0							1.4	11.3	11.6	12.0	14.2	5.7	10.8	9.6	11.5	10.6	10.3	12.7
	100.0			100.0							0.2	47.0	35.3	14.9	60.9	12.4	22.1	4.5	56.2	43.8	63.2	36.3
4	401	-	-	-	401	-	-	-	-	-	16	210	122	45	224	56	92	29	169	232	284	117
	11.1				100.0						21.6	12.6	10.0	9.0	13.0	6.3	11.2	15.5	8.6	14.0	11.5	10.2
	100.0				100.0						4.0	52.4	30.4	11.2	55.9	14.0	22.9	7.2	42.1	57.9	70.8	29.2
5	401	-	-	-	-	401	-	-	-	-	15	180	118	70	189	148	52	11	191	208	320	80
	11.1					100.0					20.3	10.8	9.7	14.0	11.0	16.7	6.3	5.9	9.8	12.5	13.0	6.9
	100.0					100.0					3.7	44.9	29.4	17.5	47.1	36.9	13.0	2.7	47.6	51.9	79.8	20.0
6	404	-	-	-	-	-	404	-	-	-	2	179	148	44	140	221	31	12	220	184	291	113
	11.1						100.0				2.7	10.7	12.1	8.8	8.1	25.0	3.8	6.4	11.2	11.1	11.8	9.8
	100.0						100.0				0.5	44.3	36.6	10.9	34.7	54.7	7.7	3.0	54.5	45.5	72.0	28.0
7	402	-	-	-	-	-	-	402	-	-	6	163	138	66	217	115	57	13	248	153	324	77
	11.1							100.0			8.1	9.7	11.3	13.2	12.6	13.0	6.9	7.0	12.7	9.2	13.2	6.7
	100.0							100.0			1.5	40.5	34.3	16.4	54.0	28.6	14.2	3.2	61.7	38.1	80.6	19.2
8	403	-	-	-	-	-	-	-	403	-	6	193	140	58	226	50	111	16	244	159	266	135
	11.1								100.0		8.1	11.5	11.5	11.6	13.1	5.7	13.5	8.6	12.5	9.6	10.8	11.7
	100.0								100.0		1.5	47.9	34.7	14.4	56.1	12.4	27.5	4.0	60.5	39.5	66.0	33.5
9	404	-	-	-	-	-	-	-	-	404	16	193	124	54	176	88	94	45	170	234	253	150
	11.1									100.0	21.6	11.5	10.2	10.8	10.2	10.0	11.4	24.1	8.7	14.1	10.3	13.0
	100.0									100.0	4.0	47.8	30.7	13.4	43.6	21.8	23.3	11.1	42.1	57.9	62.6	37.1

TABLE 46
Q.L - SURVEY CONDUCTED

	SECTOR									AGE				RACE				TRANSIT DEPENDENT		TRANSFERS		
	TOTAL	1	2	3	4	5	6	7	8	9	UNDER 18	18-34	35-59	60+	CAUCA -SION	BLACK	HISPA -NIC	ASIAN	YES	NO	YES	NO
BASE : TOTAL SAMPLE	3624	402	405	402	401	401	404	402	403	404	74	1672	1219	501	1726	884	824	187	1958	1661	2459	1152
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	100.0	11.1	11.2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	2.0	46.1	33.6	13.8	47.6	24.4	22.7	5.2	54.0	45.8	67.9	31.8
AT BUS STOP	3578	387	401	397	401	401	397	401	392	401	74	1650	1202	495	1714	875	801	185	1923	1650	2436	1131
	98.7	96.3	99.0	98.8	100.0	100.0	98.3	99.8	97.3	99.3	100.0	98.7	98.6	98.8	99.3	99.0	97.2	98.9	98.2	99.3	99.1	98.2
	100.0	10.8	11.2	11.1	11.2	11.2	11.1	11.2	11.0	11.2	2.1	46.1	33.6	13.8	47.9	24.5	22.4	5.2	53.7	46.1	68.1	31.6
ON BOARD BUS	46	15	4	5	-	-	7	1	11	3	-	22	17	6	12	9	23	2	35	11	23	21
	1.3	3.7	1.0	1.2			1.7	0.2	2.7	0.7		1.3	1.4	1.2	0.7	1.0	2.8	1.1	1.8	0.7	0.9	1.8
	100.0	32.6	8.7	10.9			15.2	2.2	23.9	6.5		47.8	37.0	13.0	26.1	19.6	50.0	4.3	76.1	23.9	50.0	45.7

1. We're conducting a survey among bus riders. How would you rate your overall satisfaction with RTD service? Please use a 10 point scale with 10 being best. _____ 5
-
2. What are the things you like best about RTD? What do you consider to be the advantages of your riding the buses? _____ 6
 _____ 7-
 _____ 8
 _____ 9-
 _____ 10-
 _____ 11-
-
3. Is there anything about RTD, the buses, drivers or service that ever cause you to ride the buses less often, to use other transit services, or to feel uncomfortable riding the buses? _____ 12
 _____ 13-
 _____ 14-
 _____ 15-
 _____ 16-
 _____ 17-
-
4. We need to know how you feel about some specific things when it comes to RTD. Here are some statements that others have made. For each, please tell me if you agree or disagree. (Is that STRONGLY or SOMEWHAT?)
- A. I feel safe when I ride RTD buses. Agree strongly..... 18 1
 Agree somewhat 2
 Disagree somewhat ... 3
 Disagree strongly ... -4
- B. RTD buses are usually prompt and on time. Agree strongly..... 19-1
 Agree somewhat -2
 Disagree somewhat ... -3
 Disagree strongly ... 4
- C. RTD buses run often enough to suit my needs. Agree strongly..... 20-1
 Agree somewhat 2
 Disagree somewhat ... 3
 Disagree strongly ... 4
- D. I can get to and from the places I need to go by riding RTD buses. Agree strongly..... 21 1
 Agree somewhat 2
 Disagree somewhat ... -3
 Disagree strongly ... -4
- E. The outside condition and appearance of RTD buses is acceptable to me. Agree strongly..... 22-1
 Agree somewhat 2
 Disagree somewhat ... -3
 Disagree strongly ... 4
- F. The inside condition and appearance of RTD buses is acceptable to me. Agree strongly..... 23 1
 Agree somewhat 2
 Disagree somewhat ... 3
 Disagree strongly ... 4
- G. RTD drivers are usually courteous and polite. Agree strongly..... 24-1
 Agree somewhat..... 2
 Disagree somewhat ... 3
 Disagree strongly ... 4
- H. I am usually able to reach RTD by telephone. Agree strongly..... 25-1
 Agree somewhat 2
 Disagree somewhat ... -3
 Disagree strongly ... 4
- I. RTD drivers are usually well groomed, neat and clean in appearance. Agree strongly..... 26 1
 Agree somewhat 2
 Disagree somewhat ... -3
 Disagree strongly ... -4

- J. When I contact RTD, I'm able to get questions or complaints taken care of.
- | | |
|-----------------------|------|
| Agree strongly | 27-1 |
| Agree somewhat | -2 |
| Disagree somewhat ... | -3 |
| Disagree strongly ... | -4 |
- K. I'm able to find the information I need about schedules in RTD timetables.
- | | |
|-----------------------|------|
| Agree strongly..... | 28-1 |
| Agree somewhat | -2 |
| Disagree somewhat ... | -3 |
| Disagree strongly ... | -4 |
- L. RTD is good about keeping me informed of schedule changes.
- | | |
|-----------------------|------|
| Agree strongly..... | 29-1 |
| Agree somewhat | -2 |
| Disagree somewhat ... | -3 |
| Disagree strongly ... | -4 |

5. We would now like to ask you some questions about vandalism and graffiti on the buses. Please tell me if you agree or disagree with these statements. (Is that STRONGLY OR SOMEWHAT?)

- A. It is important to me that graffiti and vandalism in and on RTD buses be cleaned and repaired.
- | | |
|-----------------------|------|
| Agree strongly..... | 30-1 |
| Agree somewhat | -2 |
| Disagree somewhat ... | -3 |
| Disagree strongly ... | -4 |
- B. I feel that RTD is doing all that it can to clean and repair the graffiti and vandalism.
- | | |
|-----------------------|------|
| Agree strongly..... | 31-1 |
| Agree somewhat | -2 |
| Disagree somewhat ... | -3 |
| Disagree strongly ... | -4 |
- C. I feel that RTD is doing all that it can to stop or prevent graffiti and vandalism.
- | | |
|-----------------------|------|
| Agree strongly..... | 32-1 |
| Agree somewhat | -2 |
| Disagree somewhat ... | -3 |
| Disagree strongly ... | -4 |

6. RTD spends 8.5 million dollars a year cleaning graffiti and repairing vandalism on the inside and outside of buses. Would you say that you knew they were doing this.....
- | | |
|---|------|
| and thought they were spending more ... | 33-1 |
| thought they were spending about that much | -2 |
| thought they were spending less | -3 |
| or that you didn't know they had this program | -4 |

7. RTD also spends \$350,000 a year for transit police to provide undercover surveillance in order to prevent graffiti and vandalism and to arrest those whom they catch doing it. Would you say that you ...
- | | |
|--|------|
| thought they were doing this but thought they were spending more | 34-1 |
| thought they were spending about this much | -2 |
| thought they were spending less | -3 |
| or that you didn't know they had this program | -4 |

8. How do you feel about this cost? First, do you approve or disapprove of funds being used to clean graffiti and repair vandalism and to prevent and punish such acts?
- | | |
|------------------------|------|
| Approve strongly | 35-1 |
| Approve somewhat | -2 |
| Disapprove somewhat... | -3 |
| Disapprove strongly .. | -4 |

- 8a. Do you feel that
- | | |
|--------------------------|------|
| More should be spent .. | 36-1 |
| This is enough to spend | -2 |
| Less should be spent ... | -3 |

9. I would like to ask you about some of the things that RTD is doing or may do in order to deal with the problems caused by vandalism and graffiti on the buses.

RTD is taking away student bus passes from a juvenile who is caught vandalizing RTD buses. This forces the juvenile or his family to purchase a new pass. Do you approve or disapprove of RTD doing this?

Approve strongly 37-1
Approve somewhat -2
Disapprove somewhat... -3
Disapprove strongly .. -4

9a. Do you feel that this is suitable punishment?

Yes 38-1
No, not strict enough -2
No, too strict 3
No, not suitable ... -4

10. RTD is taking away student ID for repeat offenders. Student ID allows the student to buy a monthly bus pass at a discounted rate. Taking away ID will cause the student to pay full fare when riding the bus. Do you approve or disapprove of RTD doing this?

Approve strongly 39-1
Approve somewhat 2
Disapprove somewhat... -3
Disapprove strongly .. -4

10a. Do you feel that this is suitable punishment?

Yes 40-1
No, not strict enough -2
No, too strict -3
Not suitable -4

11. RTD could reduce service to fund clean-up activities. This could result in fewer buses, running less often; but those buses that do run would have no graffiti or etched windows. Do you

Approve strongly 41-1
Approve somewhat -2
Disapprove somewhat... -3
Disapprove strongly .. -4

12. If a driver ran into acts of vandalism, all buses on that line would be instructed to bypass that stop. This could cause riders waiting at that stop to be passed by or prevent passengers from getting off the bus. But it could prevent buses being vandalized. Do you approve or disapprove of RTD doing this?

Approve strongly 42-1
Approve somewhat 2
Disapprove somewhat... -3
Disapprove strongly .. -4

13. If a particular bus is vandalized, the bus driver could order all passengers to leave the bus and the driver would take the bus to the nearest division for clean up and repair. This would cause passengers to experience disrupted service while waiting for the next bus in order to continue their trip. Do you approve or disapprove of RTD doing this?

Approve strongly 43-1
Approve somewhat -2
Disapprove somewhat... -3
Disapprove strongly .. 4

14. RTD could examine locations where a great deal of vandalism takes place and eliminate a bus stop at that location or eliminate several stops, discontinue service through the area or eliminate an entire bus line. Do you approve or disapprove of RTD doing these things?

Approve strongly 44-1
Approve somewhat 2
Disapprove somewhat... -3
Disapprove strongly .. -4

15. Some other things could be done to help with the problems that graffiti and vandalism cause. As I read each statement please tell me how you feel. (Would you say that is STRONGLY or SOMEWHAT?)

a. Local cities should be required to pay for the cost of repairing vandalism that occurs within that city.

Approve strongly 45-1
Approve somewhat -2
Disapprove somewhat... -3
Disapprove strongly .. -4

- b. There should be a tax on spray paint with the money to be used for repair of vandalism.
- Approve strongly 46-1
 - Approve somewhat -2
 - Disapprove somewhat... -3
 - Disapprove strongly .. -4

- c. Additional police protection of transit services should be provided by the county and local cities.

- Approve strongly 47-1
- Approve somewhat -2
- Disapprove somewhat... -3
- Disapprove strongly .. -4

17. Do you have any other suggestions or ideas about how to deal with vandalism and graffiti on the buses or about how vandals should be punished?

- 48
- 49
- 50
- 51
- 52
- 53

FACTUAL/CLASSIFICATION DATA

- A. SEX MALE 54-1
 FEMALE -2
- B. RACE (by observation)
 CAUCASIAN 55-1
 BLACK -2
 HISPANIC -3
 ASIAN -4
 OTHER (SPECIFY) _____ -5
- E. Do you presently use any transit system other than RTD?
 YES, (SPECIFY) _____ 58-
 59-
 60-
 61-
 62-
 63-
 NO, NONE 63-X

- C. How often do you ride the buses?
 NEARLY EVERY DAY 56-1
 3 DAYS A WEEK -2
 1 OR 2 DAYS A WEEK -3
 LESS THAN 1 DAY A WEEK -4

- D. Do you have other means of transportation?
 YES, OWN AN AUTO 57-1
 YES, OTHER IN HOUSEHOLD OWN AN AUTOMOBILE -2
 YES, MOTORCYCLE -3
 YES, CAR POOL -4
 YES, OTHER (SPECIFY) _____ -5
 NO, NONE -6

- F. AGE _____ 64-
 _____ 65-

- G. EMPLOYMENT STATUS
 Employed full time 66-1
 Employed part time -2
 Retired 3
 Full time student -4
 Housewife -5
 Unemployed, looking for work -6
 Disabled/not in work force 7

- H. How do you pay for your fare?
 CASH 67-1
 MONTHLY PASS -2
 TOKEN/TICKET -3
 OTHER _____

- I. Do you transfer?
 YES 68-1
 NO -2

- J. What is your yearly household income? Would you say:
 Under \$10,000 69-1
 \$10,000 - 24,999 2
 \$25,000 - 50,000 -3
 Over \$50,000 -4

K. SECTOR NUMBER _____ 70-

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L. AT BUS STOP 71-1
 ON BOARD BUS -2

NAME: _____

DAY PHONE: _____

EVENING PHONE (HOME) _____

1. Estamos conduciendo un estudio sobre las personas que montan el autobus. En una escala del 1 al 10, 10 seria el mejor, como usted evaluara su satisfaccion con el servicio del RTD? _____ 5-
2. Cuales son las cosas que mas le gustan del RTD? Que es lo que usted considera ser las ventajas de montar los autobuses? _____ 6-
_____ 7-
_____ 8-
_____ 9-
_____ 10-
_____ 11-
3. Hay algo del RTD, los autobuses, los conductores o los servicios que le causan montar los autobuses menos frecuente, usar otros servicios de transito o le hacen sentir incomodo montando los autobuses? _____ 12-
_____ 13-
_____ 14-
_____ 15-
_____ 16-
_____ 17-
4. Necesitamos saber come se siente sobre varias cosas del RTD. Aqui tenemos varias declaraciones que otras personas han hecho. Para cada una, porfavor digame si esta de acuerdo o en desacuerdo.
- A. Me siento seguro cuando monto los autobuses del RTD.
- ESTOY MUY DE ACUERDO 18-1
ESTOY UN POCO DE ACUERDO -2
ESTOY UN POCO EN DESACUERDO -3
ESTOY MUY EN DESACUERDO 4
- B. Los autobuses del RTD casi siempre estan puntual y a tiempo.
- ESTOY MUY DE ACUERDO 19-1
ESTOY UN POCO DE ACUERDO -2
ESTOY UN POCO EN DESACUERDO 3
ESTOY MUY EN DESACUERDO -4
- C. Los autobuses del RTD pasan lo suficiente para satisfacer mis necesidades.
- ESTOY MUY DE ACUERDO 20-1
ESTOY UN POCO DE ACUERDO -2
ESTOY UN POCO EN DESACUERDO -3
ESTOY MUY EN DESACUERDO -4
- D. Puedo ir y venir a los lugares que voy montando los autobuses del RTD.
- ESTOY MUY DE ACUERDO 21-1
ESTOY UN POCO DE ACUERDO -2
ESTOY UN POCO EN DESACUERDO -3
ESTOY MUY EN DESACUERDO -4
- E. La condicion del exterior de los autobuses del RTD es aceptable para mi.
- ESTOY MUY DE ACUERDO 22-1
ESTOY UN POCO DE ACUERDO -2
ESTOY UN POCO EN DESACUERDO -3
ESTOY MUY EN DESACUERDO 4
- F. La condicion del interior de los autobuses del RTD es aceptable para mi.
- ESTOY MUY DE ACUERDO 23-1
ESTOY UN POCO DE ACUERDO -2
ESTOY UN POCO EN DESACUERDO -3
ESTOY MUY EN DESACUERDO -4
- G. Los conductores del RTD casi siempre son amables y bien educados.
- ESTOY MUY DE ACUERDO 24-1
ESTOY UN POCO DE ACUERDO 2
ESTOY UN POCO EN DESACUERDO -3
ESTOY MUY EN DESACUERDO 4

H. Casi siempre logro comunicarme con el RTD por telefono.

ESTOY MUY DE ACUERDO 25-1
 ESTOY UN POCO DE ACUERDO -2
 ESTOY UN POCO EN DESACUERDO ... -3
 ESTOY MUY EN DESACUERDO -4

I. Los conductores del RTD casi siempre se mantienen limpios, y con una buena apariencia.

ESTOY MUY DE ACUERDO 26-1
 ESTOY UN POCO DE ACUERDO -2
 ESTOY UN POCO EN DESACUERDO ... -3
 ESTOY MUY EN DESACUERDO -4

J. Cuando me comunico con el RTD, siempre logro resolver mis preguntas o quejas.

ESTOY MUY DE ACUERDO 27-1
 ESTOY UN POCO DE ACUERDO -2
 ESTOY UN POCO EN DESACUERDO ... -3
 ESTOY MUY EN DESACUERDO -4

K. Siempre logro encontrar la informacion que necesito sobre los itinerarios de los autobuses del RTD en los pamfletos que contienen el horario de los autobuses.

ESTOY MUY DE ACUERDO 28-1
 ESTOY UN POCO DE ACUERDO -2
 ESTOY UN POCO EN DESACUERDO ... -3
 ESTOY MUY EN DESACUERDO -4

L. El RTD me mantiene bien informado sobre los cambios de itinerario.

ESTOY MUY DE ACUERDO 29-1
 ESTOY UN POCO DE ACUERDO -2
 ESTOY UN POCO EN DESACUERDO ... -3
 ESTOY MUY EN DESACUERDO -4

5. Ahora quisieramos preguntarle sobre el vandalismo y pintura del inmueble en los autobuses. Porfavor digame si esta de acuerdo o en desacuerdo con estas declaraciones.

A. Es importante para mi que limpien y reparen el vandalismo y pintura del inmueble en los autobuses del RTD. ESTOY MUY DE ACUERDO 30-1
 ESTOY UN POCO DE ACUERDO -2
 ESTOY UN POCO EN DESACUERDO ... -3
 ESTOY MUY EN DESACUERDO -4

B. Yo siento que el RTD esta haciendo todo lo posible por limpiar y reparar el vandalismo y pintura del inmueble. ESTOY MUY DE ACUERDO 31-1
 ESTOY UN POCO DE ACUERDO -2
 ESTOY UN POCO EN DESACUERDO ... -3
 ESTOY MUY EN DESACUERDO -4

C. Yo siento que el RTD esta haciendo todo lo posible por parar o prevenir el vandalismo y pintura del inmueble. ESTOY MUY DE ACUERDO 32-1
 ESTOY UN POCO DE ACUERDO -2
 ESTOY UN POCO EN DESACUERDO ... -3
 ESTOY MUY EN DESACUERDO -4

6. El RTD gasta 8.5 millon de dolares al ano limpiando y reparando el vandalismo y pintura del inmueble dentro y fuera de los autobuses. Usted diria que sabe que el RTD esta haciendo eso y ...

PIENSA QUE ESTAN GASTANDO MAS 33-1
 PIENSA QUE ESO ES LO QUE ESTAN GASTANDO ... -2
 PIENSA QUE ESTAN GASTANDO MENOS -3
 O NO SABIA QUE TENIAN ESTE PROGRAMA -4

7. RTD tambien gasta \$350,000 al ano para la policia de transito que proporciona vigilancia secreta para prevenir el vandalismo y pintura del inmueble, y para arrestar los que agarran haciendolo. Usted diria que sabe que el RTD esta haciendo eso y ...

PIENSA QUE ESTAN GASTANDO MAS 34-1
 PIENSA QUE ESO ES LO QUE ESTAN GASTANDO ... -2
 PIENSA QUE ESTAN GASTANDO MENOS -3
 O NO SABIA QUE TENIAN ESTE PROGRAMA -4

8. Como se siente usted sobre este gasto? Primeramente, usted aprueba o desaprueba de que usen este dinero para limpiar y reparar y para prevenir y castigar estos actos?

APRUEBO MUCHO 35-1
 APRUEBO UN POCO -2
 DESAPRUEBO UN POCO ... -3
 DESAPRUEBO MUCHO -4

- 8a. Usted siente que ...

SE DEBE GASTAR MAS 36-1
 ESTA ES LA CANTIDAD DEBIDA ... -2
 SE DEBE GASTAR MENOS -3

Me gustaria preguntarle sobre algunas cosas que el RTD esta haciendo o posiblemente vaya hacer para arreglar los problemas causados por el vandalismo y pintura del inmueble en los autobuses.

9. El RTD le esta quitando los pases de autobus al joven que encuentren cometiendo vandalismo en los autobuses del RTD. Esto fuerza al joven o su familia a comprar un nuevo pase. Usted aprueba o desaprueba de que el RTD haga esto?

APRUEBO MUCHO 37-1
 APRUEBO UN POCO -2
 DESAPRUEBO UN POCO ... -3
 DESAPRUEBO MUCHO -4

- 9a. Usted piensa que este castigo es el castigo debido?

SI, ES EL CASTIGO DEBIDO 38-1
 NO ES LO SUFICIENTE ESTRICTO ... -2
 NO, ES DEMASIADO ESTRICTO -3
 NO ES EL CASTIGO DEBIDO -4

10. El RTD le esta quitando la identificacion de estudiante que repetidamente cometen delito contra el RTD. La identificacion de estudiante le permite comprar el pase mensual del RTD a un precio descontado. Si se le quita la identificacion el estudiante tendra que pagar el precio completo cuando monta el autobus. Usted aprueba o desaprueba de que el RTD haga esto?

APRUEBO MUCHO 39-1
 APRUEBO UN POCO -2
 DESAPRUEBO UN POCO ... -3
 DESAPRUEBO MUCHO 4

- 10a. Usted piensa que este castigo es el castigo debido?

SI, ES EL CASTIGO DEBIDO 40 1
 NO ES LO SUFICIENTE ESTRICTO ... 2
 NO, ES DEMASIADO ESTRICTO -3
 NO ES EL CASTIGO DEBIDO 4

11. RTD puede reducir sus servicios para tener mas dinero para limpiar los autobuses. Esto puede resultar en menos autobuses, pasando con menos frecuencia, pero los autobuses que pasen no tendrian grafiti ni las ventanas rayadas. Usted ...

APRUEBA MUCHO 41-1
 APRUEBA UN POCO -2
 DESAPRUEBA UN POCO ... -3
 DESAPRUEBA MUCHO 4

12. Si el conductor del autobus encuentra que estan ocurriendo actos de vandalismo en una parada especifica, todos los autobuses en esa linea serian aleccionados que tienen que pasar esa parada. Esto puede causar que dejen esperando en esa parada a otros que necesitan montar el autobus o que las personas que necesitan bajarse no se puedan bajar. Usted aprueba o desaprueba de que el RTD haga esto?

APRUEBO MUCHO 42 1
 APRUEBO UN POCO -2
 DESAPRUEBO UN POCO ... -3
 DESAPRUEBO MUCHO 4

13. Si un autobus en particular fuera vandolizado, el conductor pudiera ordenar que todos los pasajeros se desmontaran y el conductor llevara el autobus a la division mas allegada para una limpieza y reparacion. Esto causaria una interrupcion para los pasajeros mientras esperan a otro autobus para continuar su gira. Usted aprueba o desaprueba de que el RTD haga esto?

APRUEBO MUCHO 43-1
 APRUEBO UN POCO -2
 DESAPRUEBO UN POCO ... -3
 DESAPRUEBO MUCHO -4

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14. RTD puede examinar el lugar donde hay mucho vandalismo y eliminar las paradas del autobus en ese lugar, eliminar varias paradas, descontinuar servicio en ese area o eliminar la linea de servicio por completo. Usted aprueba o desaprueba de que el RTD haga esto?

- APRUEBO MUCHO 44-1
- APRUEBO UN POCO 2
- DESAPRUEBO UN POCO -3
- DESAPRUEBO MUCHO -4

15. Algunas otras cosas que se pueden hacer para mejorar el problema del vandalismo y grafiti. Porfavor digame como se siente usted sobre cada de estas declaraciones.

- A. Cada ciudad debe pagar por los gastos de reparacion que resultan por el vandalismo en esa ciudad.
 - ESTOY MUY DE ACUERDO 45-1
 - ESTOY UN POCO DE ACUERDO 2
 - ESTOY UN POCO EN DESACUERDO -3
 - ESTOY MUY EN DESACUERDO -4
- B. Debe de haber un impuesto en los rosiadores de pintura y el dinero debe de ser usado para la reparacion del vandalismo.
 - ESTOY MUY DE ACUERDO 46-1
 - ESTOY UN POCO DE ACUERDO 2
 - ESTOY UN POCO EN DESACUERDO -3
 - ESTOY MUY EN DESACUERDO -4
- C. Deberia de haber proteccion adicional de policias en los servicios de transito proporcionado por el condado y las ciudades.
 - ESTOY MUY DE ACUERDO 47-1
 - ESTOY UN POCO DE ACUERDO -2
 - ESTOY UN POCO EN DESACUERDO -3
 - ESTOY MUY EN DESACUERDO 4

16. Tiene algunas ideas o sugerencias sobre como mejorar el problema del vandalismo y pintura del inmueble en los autobuses o sobre como se deben castigar los ofensores?

- 48-
- 49-
- 50-
- 51-
- 52-
- 53-

FACTUAL

- A. SEX
 - MALE 54-1
 - FEMALE ... -2
- B. RACE (BY OBSERVATION)
 - CAUCASIAN ... 55-1
 - BLACK -2
 - HISPANIC -3
 - ASIAN -4
 - OTHER -5
- C. HOW OFTEN DO YOU RIDE THE BUSES?
 - NEARLY EVERY DAY 56-1
 - 3 DAYS A WEEK -2
 - 1 OR 2 DAYS A WEEK -3
 - LESS THAN 1 DAY A WEEK ... -4
- D. DO YOU HAVE OTHER MEANS OF TRANSPORTATION?
 - YES, OWN AN AUTO 57-1
 - YES, OTHER IN HOUSEHOLD OWN AN AUTO -2
 - YES, MOTORCYCLE -3
 - YES, CARPOOL -4
 - YES, OTHER -5
 - NO, NONE -6
- E. DO YOU PRESENTLY USE ANY TRANSIT SYSTEM OTHER THAN RTD?
 - 58-
 - 59-
 - 60-
 - 61-
 - 62-
 - 63-
 - YES, SPECIFY _____
 - NO, NONE ... 63-x
- F. AGE
 - 64-
 - 65-
- G. EMPLOYMENT STATUS
 - EMPLOYED FULL-TIME 66-1
 - EMPLOYED PART-TIME -2
 - RETIRED -3
 - FULL-TIME STUDENT -4
 - HOUSEWIFE -5
 - UNEMPLOYED, LOOKING FOR WORK -6
 - DISABLED/NOT IN WORK FORCE . -7
- H. HOW DO YOU PAY FOR YOUR FARE?
 - CASH 67 1
 - MONTHLY PASS ... -2
 - TOKEN/TICKET ... -3
- I. DO YOU TRANSFER?
 - YES ... 68 1
 - NO -2
- J. WHAT IS YOUR YEARLY HOUSEHOLD INCOME?
 - UNDER \$10,000 69-1
 - \$10,000 TO \$24,999 ... -2
 - \$25,000 TO \$49,999 ... -3
 - OVER \$50,000 4
- K. SECTOR NUMBER _____ 70
- L. SURVEY CONDUCTED - AT BUS STOP 71-1
ON BOARD BUS -2

FOR VERIFICATION PURPOSES ONLY: NAME _____
 DAYTIME PHONE # _____ EVENING PHONE # _____

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