

1981 RIDERSHIP TRACKING STUDY:  
SYSTEM-WIDE SURVEY

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TABLE OF CONTENTS

	<u>Page</u>
Background and Objectives	4
Major Findings	8
Rider Age	14
Rider Gender	17
Ethnic Background	19
Household Income	22
Type of Fare	29
Frequency of Bus Use	37
Number of Buses Per Linked Trip	43
Mode of Access to RTD System	48
Trip Purpose	52
Riders Rate RTD Service	58
Methodology	63
Appendix	
A-I    Number of Buses in Service 1976-1981	68
A-II   Vehicle Miles 1976-1981	69
A-III  Number of Scheduled Vehicle Hours 1976-1981	70
A-IV   Actual Driver Pay Hours 1976-1981	71
A-V    Total Operating Cost 1976-1981	72
A-VI   Average Estimated Boardings 1976-1981	73
A-VII  Local Lines Ranked By Boardings Per Bus Hour 1981	74
A-VIII Local Lines With Express Service During Peak Hours Only 1981	75
A-IX   Local Lines With Full-Day Express Service 1981	76

	<u>Page</u>
A-X Express Lines Operating Only During Peak Hours 1981	77
A-XI Subscription Lines 1981	78
A-XII Park 'N' Ride Lines 1981	79
A-XIII Local Lines Operating Only During Peak Hours 1981	80
A-XIV Special Services 1981	81
A-XV Ridership and Subsidies By Line (Random Sample of Regular-Service Lines)	82
A-XVI Ridership and Subsidies By Line (Peak Hour Express Lines)	83
A-XVII Ridership and Subsidies By Line (Park and Ride Lines)	84
A-XVIII Fare Mix Comparison 1980-1981	85

## BACKGROUND AND OBJECTIVES

Since the mid-1970's, the RTD has been in the vanguard of transit operators in its measurement of community need for public transportation. The market research surveys conducted by RTD since 1975 have a threefold purpose: 1) Market segmentation, 2) Trip needs analysis and, 3) Attitudinal measurement.

Public transit's image is that of a heavily subsidized service that transports only the young, the old and the poor. Since SCRTD began to analyze the market for transit in Los Angeles, however, it has become apparent how broad that market really is, being comprised of many diverse segments. The bus rider market can be segmented not only by age or income but by any of a dozen other variables: by ethnic background, gender, household size, car availability, residence location, trip purpose, frequency of bus use, number of transfers, type of fare, time of day, type of service, or even by bus line.

Trip needs analysis can be conducted for any of the transit market segments which are identified from market research survey data. Trip needs can be analyzed in terms of frequency, length, duration, time of day or day of the week. The survey methodology used by RTD is the only means of linking trip origins and destinations or boardings with alightings on specific bus lines. To serve the trip needs of the various market segments using public transit, the RTD had a total of 226 lines in operation in 1981, which could be categorized into the eight different types indicated in Table 1.

Measurement of public attitudes is an important aspect of market research surveying by RTD. The public is often polled concerning attitudes about fare increases, service cuts, reasons for riding (or not riding) the bus, or opinions about bus schedules, courtesy and safety of drivers, condition of buses or location of bus stops. Major decisions which would have an effect on RTD service levels or quality are rarely made without an opinion survey to ensure that public interests are not contravened.

Three years have elapsed since Market Research conducted comprehensive on-board surveys of RTD weekday ridership in May and September of 1978. These two surveys of riders on a sample of forty randomly-selected bus lines provided benchmark data for eighteen demographic, attitudinal and transit-use variables. The results of the 1978 surveys pointed out which market segments were using public transit and helped to illuminate riders' trip needs.

Many changes in fares and service levels have occurred since 1978, however. During the last three years RTD has raised fares annually. Between May, 1978 and May, 1981, RTD base fare increased 62.5%, from 40 cents to 65 cents, and transfers which were 10 cents in 1978 cost 20 cents by May 1981. In July, 1981, RTD raised the base fare again to 85 cents, with a 15 cents transfer fee. The net result is that a cash-paying rider boarding more than one bus to complete a linked trip after July, 1981 would pay twice the fare required for the same trip in May, 1978. During that same period, the price of a monthly pass increased between 83% and 89%, and new express charges were levied on riders using student, senior citizen or handicapped passes on express lines.

As a result of the state Supreme Court's ratification of Proposition A, RTD's base fare will be lowered to only 50 cents from July 1, 1982 through June 30, 1985, just a dime more than the 1978 fare. Other fares will revert to even earlier levels. The senior citizen and handicapped monthly passes, for example, will cost only \$4, just as they did in 1975. At the new \$4 price, student and college/vocational passes have never been cheaper.

Since 1978, RTD has also introduced extensive service changes. New lines have been introduced, old lines eliminated. Lines have been re-routed or re-numbered. New equipment has replaced worn-out old buses. Between the second quarter of 1978 and the second quarter of 1981, the number of buses in service during peak hours increased 13%, while vehicle hours and vehicle miles increased 5% and 3%, respectively.

In order to measure changes which have occurred in the market for public transit services since 1978, Market Research conducted a series of on-board surveys in May and June of 1981. The largest group of lines surveyed were selected from among the first three categories in Table 1. These fifty lines, which were labelled "regular-service lines", are essentially local lines, but some offer a few express trips during the peak periods and some provide express service over a portion of their routes throughout the day.

The forty-three local lines surveyed in 1981 average 30.2 riders per bus hour at an average subsidy of 89 cents per boarding. The three local lines with some peak-hour express trips are more efficient, carrying 79.7 riders per hour at an average subsidy of only 25 cents. The four local lines with day-long express service over a portion of their routes are among the least efficient of the regular-service lines. They average only 26.8 boardings per bus hour at a subsidy of \$1.12 per boarding.

Another group of lines surveyed in 1981 consists of seventeen express lines operating only during peak hours. These lines average only 13.6 riders per bus hour and the subsidy figure is \$4.69. On the whole, these are the least efficient lines operated by RTD. (Data on peak-hour-only local lines and special services are not available).

The third group of RTD lines surveyed in 1981 is composed of eight subscription lines. These lines are fully subsidized by subscription pass sales and employer contributions.

Park and Ride lines were not surveyed in 1981 because they had been surveyed as recently as 1980. These lines are somewhat more efficient than Peak-Hour Express lines, averaging 33 riders per bus hour at an average subsidy of \$2.43 per boarding.

Detailed background information on the RTD system as a whole and on the bus lines surveyed in 1981 is presented in the Appendix at the back of this report.

This report presents an overview of RTD system-wide ridership. A profile of the RTD rider is drawn in terms of demographic characteristics, trip needs and attitudes about public transit. The report also examines individual market segments served by each type of RTD service. The reader's attention is directed to the other reports in this 1981 Ridership Tracking Study series which provide a more extensive examination of rider characteristics by type of service. The companion volumes in this series are entitled Weekday Regular Service Lines, Peak-Hour Express Lines, and Subscription Lines. The 1980 Park and Ride Survey may also be of interest to the reader for its profile of patrons using that service.

TABLE 1  
BOARDINGS BY TYPE OF LINE  
(Ranked by boardings per bus hour)

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

## MAJOR FINDINGS

### 1. RIDER AGE

Overall, the median age of RTD bus riders is about 27.5 years old, two and a half years below the median age of the general population in Los Angeles County. Median rider age varies by type of service. Regular - Service riders average 27.4 years old. Park and Ride and Peak-Hour Express line riders average 35.1 to 35.6, and Subscription line riders average 44 years old.

Riders under 19 years old represent 21% of boardings, senior citizens 8%.

Age mix varies by bus line.

Age mix varies by time of day. During the afternoon base period up to 28% of the riders are under 19 years old. Senior Citizens account for 10% to 12% of the riders during base periods, but only 4% during the evening.

White riders tend to be oldest on average, 32.5 years old.

### 2. RIDER GENDER

Just over half the riders are women, but gender mix does vary by bus line, by type of service and by ethnic background.

### 3. ETHNIC BACKGROUND

Although minorities comprise about 48% of Los Angeles County population, nearly 70% of RTD riders are members of a minority.

Ethnic mix varies by type of service. On Peak-Hour Express lines and Subscription Lines, 70% to 83% of the riders are White.

Ethnic mix varies by bus line and by residence sector. A majority of the riders from the San Fernando Valley are White, whereas a majority of those from the South Central sector are Black, and a majority from downtown, East Central and East Los Angeles are Latino.



Ethnic mix varies by time of day. Whereas White riders represent about 30% of the boardings during the day, their proportion among riders drops to only 19% during evening hours.

#### 4. ANNUAL HOUSEHOLD INCOME

On the whole, RTD riders do tend to have low incomes, averaging only about \$11,340 per household. Bus rider average income is only a little more than half the overall household income level of Los Angeles County residents. Household income varies by type of service, ranging from \$11,066 among Regular-Service riders to over \$30,000 among Subscription line riders.

Among Regular-Service riders living in households of six or more persons, average income is 10% to 26% below poverty levels.

On average, with an annual household income of only \$6,405, senior citizens tend to be the poorest of RTD riders.

Latinos are the poorest ethnic group, with an average annual income of \$7,677. White riders are the most prosperous, averaging \$14,000 per year.

The poorest riders tend to live in East Los Angeles (average income \$7,370), the North Central Sector (\$7,761) or South Central Los Angeles (\$7,979). The most affluent riders, averaging \$19,688 in annual household income, come from the South Bay.

Average rider income varies by time of day. Riders during the afternoon base period have the lowest income, \$9,677. Riders during the morning peak have the highest, \$14,153.

#### 5. TYPE OF FARE

Less than half of RTD riders, about 47%, pay cash fares to board the bus. About a quarter of the riders use some kind of discount pass.

Fare mix varies by type of service. Less than a third of the riders on Peak-Hour Express and Park and Ride lines, and none on Subscription lines, pay cash fares. About 44% of the Peak-Hour Express line riders and up to 53% of the Park and Ride patrons use an express pass. All riders on Subscription lines use a subscription pass.

Fare mix varies by ethnic group. Only 36% of Asian/Pacific Islander riders pay cash fares, as opposed to 53% of Latinos. Up to 15% of Black riders use a student pass. Up to 12% of Asian/Pacific Islanders use a college/vocational pass. About 14% of White riders use a senior citizen pass.

Fare mix varies by household income. The poorest riders use a handicapped or senior citizen pass. Their income is only about \$5,000 to \$6,000 per annum. Express pass users tend to be most affluent, with annual household incomes over \$19,000.

About 46% of cash riders say they don't use a pass because they don't ride the bus often enough. Nearly a quarter say they can't afford a pass. Seven percent say they don't know where to buy a pass, and another 7% say there is no convenient sales outlet at which they can purchase a pass.

#### 6. FREQUENCY OF BUS USE

Up to 34% of RTD riders ride more than five days a week; 42% ride exactly five days a week; and 24% ride less than five days.

Frequency of bus use varies by type of service; 73% of Peak-Hour Express riders and 91% of subscription line riders use the bus just five days a week.

Bus use frequency varies by time of day. Up to 63% of morning peak period riders ride five days a week. Up to 46% of evening riders ride more than five days a week.

Bus use also varies by ethnic group. Latinos ride most frequently -- up to 44% ride more often than five days a week. Only 30% of White riders ride more than five days.

The frequency of bus use varies by annual household income. The poorest riders ride one day a week; their average income is only \$7,540. The next poorest group, averaging \$8,529 to \$9,818 annual income, ride more than five days a week. The most affluent riders say they use the bus less than once a week (\$17,852 annual income) or exactly five days a week (\$14,055 income).

7. BOARDINGS PER LINKED TRIP

Overall, 45% of RTD's patrons ride just one bus to complete a one-way linked trip, and 39% ride two buses. Up to 16% ride three or more buses.

The number of buses needed to complete a linked trip varies by type of service. Among Regular-Service riders, 45% need to ride only one bus. Among Park and Ride patrons, 59% ride one bus. Among Peak-Hour Express line patrons the percentage rises to 76%, and among Subscription line riders, to 98%.

The number of linked trip buses varies by ethnic group. On average, White riders take the fewest number of buses, Latinos the largest number.

As household income increases, the number of linked trip buses decreases.

The number of boardings per linked trip varies by time of day, with the largest number of boardings per trip being made during evening hours.

8. MODE OF ACCESS TO RTD

Overall, nearly 90% of the riders get to the RTD system on foot.

System access mode mix varies by type of service. Most patrons (81% to 85%) of Subscription or Park and Ride lines get to the bus by car, and only 14% to 15% walk. On Peak-Hour Express lines, 63% of the riders walk to the bus, and 36% arrive by car.

There is a relationship between household income and mode of access. The poorest riders (median income \$10,950) walk to the bus, the most affluent (\$18,459 income) drive.

9. TRIP PURPOSE

Overall, 52% of RTD riders are on trips to or from work, and 21% are on school trips.

Trip purpose does vary by type of service. Whereas 51% of Regular-Service riders are on work trips, 91% to 100% of riders on Peak-Hour Express, Park and Ride or Subscription lines are on work trips.

Trip purpose varies by ethnic group. Up to 63% of Latino riders are on work trips. Nearly a third of Asian/Pacific Islander riders are on school trips. Among White riders, 13% are on shopping trips. Social/recreational trips are most frequent among White and Asian/Pacific Islander riders, 11% of each group are on this kind of trip.

Annual household income varies by trip purpose. The poorest riders on average are those on medical trips - their annual income is less than \$7,000. Riders on shopping trips also tend to have low incomes, only \$8,500. The most affluent riders are on work or school trips. Their income averages nearly \$13,000.

Trip purpose varies by age group. The youngest riders, averaging 16 years old, are on school trips. The oldest riders are on shopping (32.9 years old) or medical trips (33.5).

Trip purpose varies by time of day. During peak periods, work trips account for 62% to 71% of the boardings. Even during evening hours, work trips account for 55% of boardings. School trips account for the highest percentage of boardings during the morning peak period (25%) and afternoon base period (30%). Shopping trips reach their zenith during the base period, when they account for 14% to 15% of the boardings.

#### 10. RIDERS RATE RTD SERVICE

Overall, 77% of RTD riders say that their opinion of RTD service is favorable.

Rider attitudes do vary somewhat by type of service. Eighty percent or more of Subscription line or Peak-Hour Express line riders have a favorable opinion.

Rider attitudes vary by ethnic group. Overall, Black riders tend to be least satisfied (68% favorable) and Latino and Asian/Pacific Islander riders most satisfied (83% to 85% favorable).

Attitudes vary by income group. The riders whose opinion of RTD service is very favorable have the lowest household income, only \$9,579 per year. The riders who have a somewhat unfavorable opinion of service have the highest income, over \$13,000.

Rider opinions about service vary somewhat by age. The group whose opinion is very favorable tend to be oldest, with an average age of 28.7. The groups whose attitude is least favorable or somewhat favorable are youngest -- 25.9 to 26.0 years old.

RIDER AGE

RTD weekday riders tend to be young. The overall median age is 27.5, about two and a half years younger than the median age of the Los Angeles County population. Average rider age does tend to vary by the type of service, however. Figure 1 shows age distribution on Regular-Service, Peak-Hour Express, Park and Ride and Subscription Services.

Whereas regular-service riders average 27.4 years of age, riders on Park and Ride and Peak-Hour express lines are about 35 to 35.6, and riders on the Subscription lines are 44 years old on average.

An analysis of rider age by ethnic background, as shown in Table 2, shows that there are some distinct differences among ethnic groups. The oldest riders are Whites, whose average age is 32.5. The youngest are American Indians, at 18.9, but these riders constitute 1% or less of the sample. The next youngest riders are the Blacks, who average 25.1 years of age.

The average age of RTD weekday riders is not the same throughout the day, but varies dramatically by time period. Riders during the morning peak period are the oldest, 29.9. Average age then declines as the day ticks away until it reaches its lowest point, 26.1, during the afternoon base period (noon to 3:29 p.m.), the period when primary and secondary students are homeward bound. The average rider age goes back up to 27.8 during the afternoon peak period and drops to 27.1 during the early evening period.

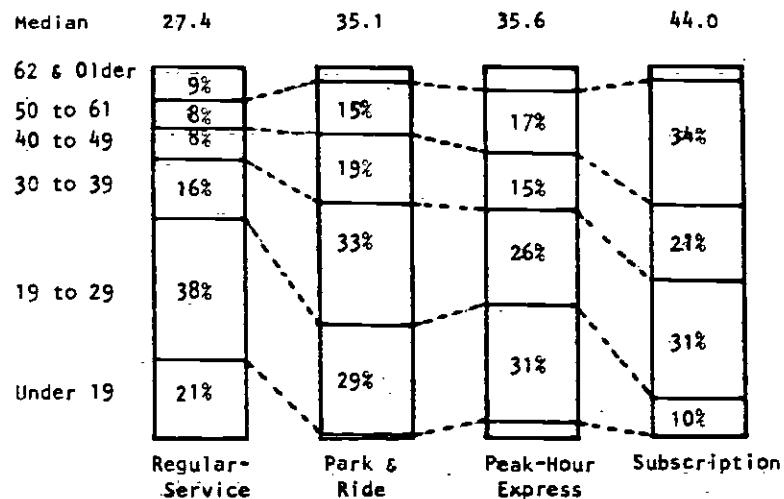


FIGURE 1: AGE DISTRIBUTION OF RTD RIDERS BY TYPE OF SERVICE

TABLE 2  
RIDER AGE  
BY ETHNIC BACKGROUND

<u>Ethnic Background</u>	<u>Under 19</u>	<u>19 to 29</u>	<u>30 to 39</u>	<u>40 to 49</u>	<u>50 to 61</u>	<u>62 or Older</u>	<u>Total</u>	<u>Median Age</u>	<u>Number of Respondents</u>
White	18%	28%	16%	9%	12%	16%	99%	32.5	3937
Black	28	41	15	7	5	5	101	25.1	1822
Latino	19	45	19	9	5	2	99	26.5	1919
Asian or Pacific Islander	17	38	19	10	11	5	100	28.6	569
American Indian	50	27	11	7	2	3	100	18.9	81
Other	23	45	9	7	13	3	100	25.7	70
OVERALL	21%	37%	17%	9%	8%	8%	100%	27.5	8398
Response Rate:	52%								

TABLE 3  
RIDER AGE  
BY TIME OF DAY

<u>Time Period</u>	<u>Under 19</u>	<u>19 to 29</u>	<u>30 to 39</u>	<u>40 to 49</u>	<u>50 to 61</u>	<u>62 or Older</u>	<u>Total</u>	<u>Median Age</u>	<u>Number of Respondents</u>
Pre-AM Peak	-	-	-	-	-	-	100%	-	86*
AM Peak	21%	30	21	13	10	7	102	29.9	3020
AM Base	16	41	18	6	8	12	101	28.1	1186
PM Base	28	34	14	7	7	10	100	26.1	1934
PM Peak	18	40	16	11	9	7	101	27.8	1958
Evening	19	43	18	6	11	4	101	27.1	419
OVERALL	21%	37%	17%	9%	8%	8%	100%	27.5	8603

Response Rate: 53%

\*Sample size too small to allow valid statistical comparison



## RIDER GENDER

Females constitute a slight majority among RTD riders, although there are indications that the size of their majority has declined over the last three or four years. Currently women account for about 51% of the ridership. Figure 2 shows that women predominate on three types of service which have been surveyed, but to different degrees. On regular-service lines women represent 54% of the riders. On Park and Ride lines they are 51% and on peak-hour express lines they are 65% of the riders. Only on the subscription lines are women in the minority, 31% of the riders.

Table 4 shows that women constitute a majority of the riders in all ethnic groups except the Latinos, where they account for only 48% of the riders.

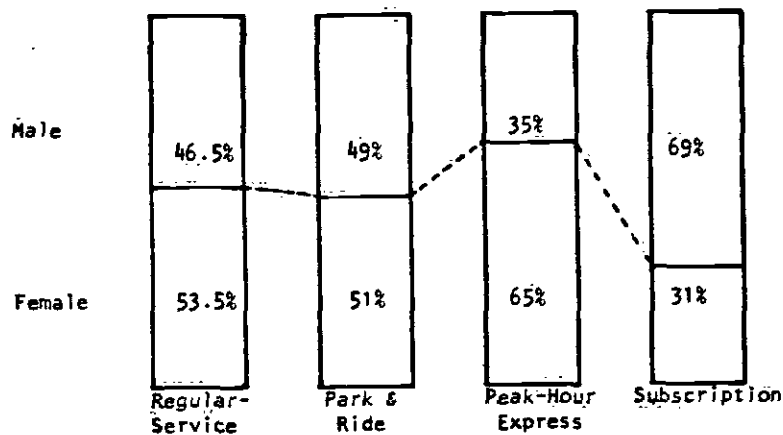


FIGURE 2: RIDER GENDER MIX BY TYPE OF SERVICE

TABLE 4  
RIDER GENDER  
BY ETHNIC BACKGROUND

<u>Ethnic Background</u>	<u>Male</u>	<u>Female</u>	<u>Total</u>	<u>Number of Respondents</u>
White	48%	52%	100%	5632
Black	47	53	100	3138
Latino	53	48	101	3682
Asian or Pacific Islander	46	55	101	900
American Indian	47	53	100	113
Other	43	57	100	89
OVERALL	49%	51%	100%	13554

Response Rate: 84%

ETHNIC BACKGROUND

At least two-thirds of RTD's riders are members of an ethnic or racial minority group. As shown in Figure 3, however, ethnic composition does vary by type of service. Up to 70% of the riders on the peak-hour express lines and 83% of the subscription line riders are White.

Table 5 shows that ethnic composition of RTD ridership tends to vary by residence sector. Whites are in the majority (63%) among San Fernando Valley riders. Black riders are in the majority (62%) among those living in the South Central Sector, and Latinos constitute a majority among East Central (63%) and East Los Angeles (84%) residents.

The most interesting phenomenon observable in Table 6 is the decline in the proportion of White riders during the early evening hours. Whites constitute a 28% to 33% share of ridership throughout the day, but drop off to only 19% after 6:30 pm.

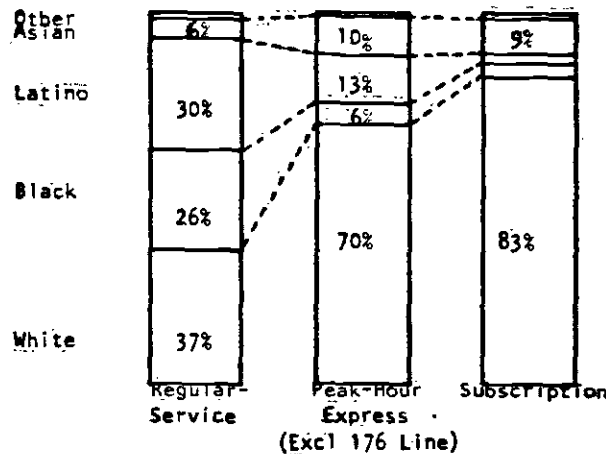


FIGURE 3: ETHNIC MIX OF RTD RIDERS BY TYPE OF SERVICE

**TABLE 5**  
**ETHNIC BACKGROUND**  
**BY RESIDENCE SECTOR**

<u>Res- idence Sector</u>	<u>White</u>	<u>Black</u>	<u>Latino</u>	<u>Asian or Pacific Islander</u>	<u>American Indian</u>	<u>Other</u>	<u>Total</u>	<u>Number of Respon- dents</u>
San Fernando Valley	63%	10%	20%	6%	1%	1%	101%	1167
North Central	26	12	49	12	1	1	101	210
San Gabriel Valley	42	22	25	9	1	1	100	1170
West Los Angeles	45	21	26	7	1	1	101	1180
South Central	7	62	26	3	1	2	101	743
East Central	23	8	63	1	3	1	99	132
East Los Angeles	11	3	84	1	1	-	100	134
Mid- Cities	46	11	32	8	2	-	99	197
South Bay	44	36	11	8	1	1	101	693
Downtown Los Angeles	23	19	57	1	-	-	100	51
Long Beach	72	17	6	2	1	2	100	65
North Los Angeles County	-	-	-	-	-	-	-	12*
Orange County	-	-	-	-	-	-	-	33*
San Ber- nardino County	-	-	-	-	-	-	-	18*
Ventura County	-	-	-	-	-	-	-	14*
OVERALL	32%	30%	31%	5%	1%	1%	100%	5819
Response Rate:	36%							

\*Sample size too small to allow valid statistical comparison

TABLE 6  
ETHNIC BACKGROUND  
BY TIME OF DAY

<u>Time Period</u>	<u>White</u>	<u>Black</u>	<u>Latino</u>	<u>Asian/ Pacific Islander</u>	<u>American Indian</u>	<u>Total</u>	<u>Other</u>	<u>Number of Respon- dents</u>
Pre-AM Peak	-	-	-	-	-	-	-	91*
AM Peak	31	29%	34	5	1%	-	100	4014
AM Base	28	30	38	3	1	1	101	2522
PM Base	31	30	33	5	1	1	101	3429
PM Peak	33	25	34	7	1	1	101	2956
Evening	19	34	39	7	-	1	100	662
OVERALL	32%	30%	31%	5%	1%	1%	100%	13674

Response Rate: 85%

\*Sample size too small to allow valid statistical comparison

HOUSEHOLD INCOME

Taken as a group, RTD riders tend to be at the low end of the socio-economic scale. The average annual household income of RTD riders is \$11,340, only 53% as high as the Los Angeles County effective buying income figure for 1981. Figure 4 shows that income varies widely by type of service, however. The income among regular-service rider is only \$11,066, but among peak-hour express line riders the income is over \$21,800 and among Park and Ride patrons it is over \$25,700. Subscription line patrons appear to be the most prosperous, with an average annual household income of over \$32,000.

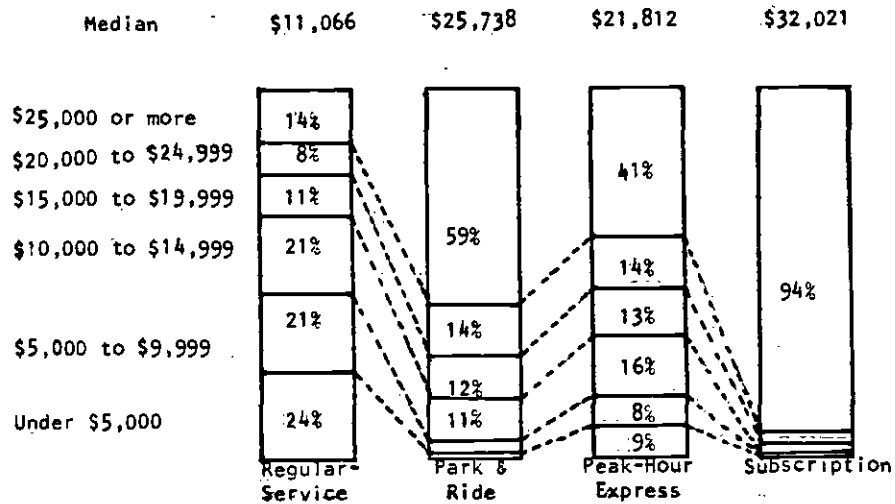


FIGURE 4: RTD RIDERS' ANNUAL HOUSEHOLD INCOME BY TYPE OF SERVICE

Figure 5 shows the relationship between RTD rider income and Census Bureau poverty levels for different size households. As family size increases, the gap between income and poverty level tends to decrease, until the two lines converge and cross at the six person household level. The figures in Table 7 shows that the average RTD rider household income figure is at least twice as high as the poverty level among riders from one or two person households. Among riders from households of six or more persons, however, income is 10% to 26% below the poverty level.

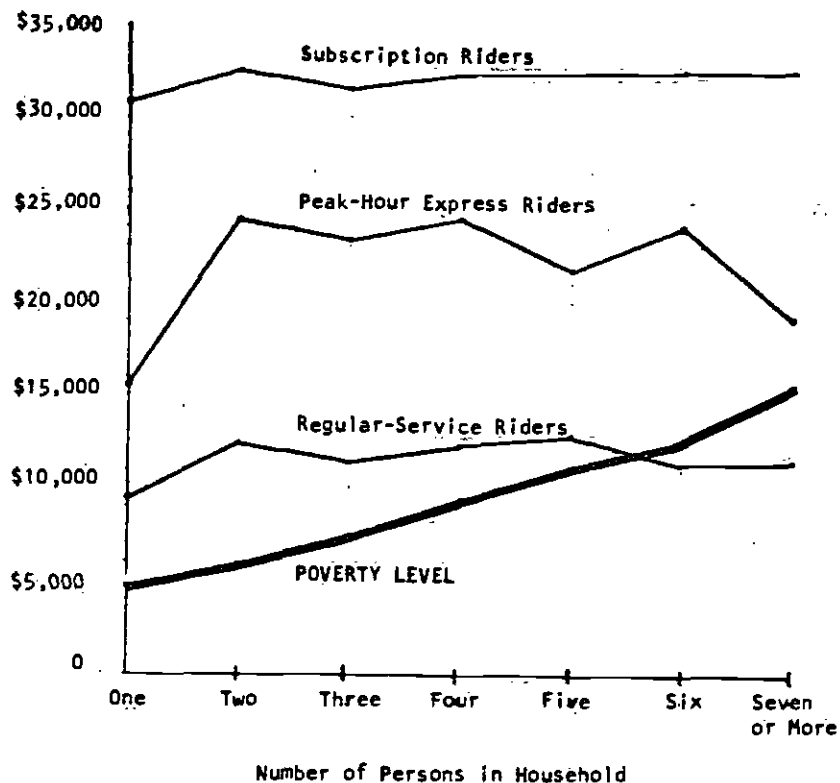


FIGURE 5: MEDIAN ANNUAL HOUSEHOLD INCOME COMPARED TO POVERTY LEVEL BY HOUSEHOLD SIZE AND TYPE OF SERVICE

Table 8 demonstrates clearly the relationship between old age and poverty. RTD's senior citizen riders report the lowest median income of any group, only \$6,405. That is just 36% higher than the poverty level for a one person household and a mere 8% above the poverty level for a two person household.

Household income varies by ethnic group. Whites report the highest median income, \$14,000, followed closely by Asians and Pacific Islanders at \$13,816. Latinos report the lowest income, \$7,677, just barely half as much as the White rider income.

Variation in median household income by residence sector is shown in Table 10. The most prosperous riders live in the South Bay, San Fernando Valley and San Gabriel Valley. The poorest live in South Central, the North Central sector and East Los Angeles.

Table 11 shows that the income level of RTD ridership can differ by time period. The most affluent riders are on board the buses during morning peak hours. The least affluent ride during the afternoon base period.

TABLE 7  
COMPARISON BETWEEN BUS RIDER MEDIAN INCOME AND POVERTY LEVELS  
BY HOUSEHOLD SIZE

<u>Number in Household</u>	<u>Poverty Level</u>	<u>1981 Bus Rider Median Household Income</u>	<u>Relation to Poverty Level</u>
One	\$ 4,655	\$ 9,682	+ 108%
Two	5,958	12,748	+ 114
Three	7,294	11,800	+ 62
Four	9,347	12,556	+ 34
Five	11,072	13,110	+ 18
Six	12,519	11,328	- 10
Seven or More	15,504	11,462	- 26



TABLE 8  
RIDER AGE  
BY ANNUAL HOUSEHOLD INCOME

<u>Annual Household Income</u>	<u>Under 19</u>	<u>19 to- 29</u>	<u>30 to 39</u>	<u>40 to- 49</u>	<u>50 to 61</u>	<u>62 or Older</u>	<u>Total</u>	<u>Median Age</u>	<u>Number of Respondents</u>
Under \$5000	12%	43%	14%	10%	8%	13%	100%	28.8	995
\$5000-\$9999	14	40	19	10	6	11	100	28.8	858
\$10000-\$14999	14	45	23	8	7	4	101	28.0	963
\$15000-\$19999	14	44	19	13	8	2	100	28.0	704
\$20000-\$24999	23	34	21	10	7	5	100	28.0	666
\$25000 or more	24	35	20	10	7	4	100	27.1	1645
OVERALL	21%	37%	17%	9%	8%	8%	100%	27.5	5831
MEDIAN INCOME	\$14148	\$11284	\$12521	\$12050	\$11891	\$6405	\$11340		

Response Rate: 36%

**TABLE 9**  
**RTD RIDERS' ANNUAL HOUSEHOLD INCOME**  
**BY ETHNIC BACKGROUND**

<u>Ethnic Background</u>	<u>Under \$5000</u>	<u>\$5000-\$9999</u>	<u>\$10000-\$14999</u>	<u>\$15000-\$19999</u>	<u>\$20000-\$24999</u>	<u>\$25000 or More</u>	<u>Total</u>	<u>Median Income</u>	<u>Number of Respondents</u>
White	18%	17%	19%	12%	10%	24%	100%	\$14000	3164
Black	21	24	27	11	9	9	101	11085	1233
Latino	36	27	17	9	5	7	101	7677	1126
Asian or Pacific Islander	19	17	19	19	9	17	100	13816	428
American Indian	42	10	25	1	7	15	100	9087	57
Other	25	2	32	12	11	19	101	13679	61
OVERALL	24%	21%	21%	11%	8%	15%	100%	\$11340	6069

Response Rate: 38%

TABLE 10  
ANNUAL HOUSEHOLD INCOME  
BY RESIDENCE SECTOR

<u>Residence Sector</u>	<u>Under \$5000</u>	<u>\$5000 to \$9999</u>	<u>\$10000 to \$14999</u>	<u>\$15000 to \$19999</u>	<u>\$20000 to \$24999</u>	<u>\$25000 or More</u>	<u>Total</u>	<u>Median Income</u>	<u>Number of Respondents</u>
San Fernando Valley	16%	14%	18%	15%	13%	25%	101%	\$16000	937
North Central	36	26	19	7	3	10	101	7761	155
San Gabriel Valley	21	15	17	15	12	21	101	14277	943
West Los Angeles	23	21	22	11	8	15	100	11419	950
South Central	33	29	18	8	8	5	101	7979	474
East Central	29	26	17	9	6	13	100	9038	93
East Los Angeles	35	31	17	12	4	1	100	7370	92
Mid-Cities	16	24	23	24	6	7	100	12083	148
South Bay	15	9	16	11	14	35	100	19688	532
Downtown Los Angeles	-	-	-	11	-	-	-	-	34
Long Beach	16	23	16	23	19	3	100	13457	51
North Los Angeles County	-	-	-	-	-	-	-	-	9
Orange County	-	-	-	-	-	-	-	-	31
San Bernardino County	-	-	-	-	-	-	-	-	18
Ventura County	-	-	-	-	-	-	-	-	15
OVERALL	24%	21%	21%	11%	8%	15%	100%	\$11340	4482

Response Rate: 28%

\*Sample size too small to allow valid statistical comparison

TABLE 11  
RTD RIDERS' ANNUAL HOUSEHOLD INCOME  
BY TIME OF DAY

<u>Time Period</u>	<u>Under \$5000</u>	<u>\$5000-\$9999</u>	<u>\$10000-\$14999</u>	<u>\$15000-\$19999</u>	<u>\$20000-\$24999</u>	<u>\$25000 or More</u>	<u>Total</u>	<u>Median Income</u>	<u>Number of Respondents</u>
Pre-AM Peak	-	-	-	-	-	-	-	-	82*
AM Peak	13%	17%	24%	14%	11%	21%	100%	14153	2493
AM Base	19	23	27	10	7	13	99	11439	863
PM Base	30	22	20	10	6	13	101	9677	1289
PM Peak	25	20	17	12	10	17	101	11638	1281
Evening	26	22	16	11	10	15	100	10552	222
OVERALL	24%	21%	21%	11%	8%	15%	100%	\$11340	6230
Response Rate:	39%								

\*Sample size too small to allow valid statistical comparison

TYPE OF FARE

Up to 47% of the passengers boarding RTD buses pay cash fares or use a ticket or transfer. Just under a quarter of the riders (23%) use a regular monthly pass, and 10% of the boardings are made with a monthly student pass by riders under 19 years old. Senior citizen pass users make 7% of the boardings and express pass and college/vocational pass users make 5% each.

Table A-XVIII in the Appendix compares the fare mix found by the on-board survey method with the results of fare surveys conducted by the Service Analysis Section. Differences in fare mix found by the two types of surveys can be attributed to two chief differences in method of data collection. The on-board surveys collect data supplied by rider response to a printed questionnaire, whereas the fare survey collects data by observation of fares paid by boarding passengers. The on-board surveys sample one bus run on each line surveyed for a full day. The fare surveys sample single one-way trips.

Figure 6 shows that the fare mix varies by type of service. Whereas 48% of the regular-service boardings are made with cash, ticket or transfer, only 31% to 32% of the Park and Ride or Peak-Hour Express line boardings are made using this type of fare payment. The monthly express pass accounts for only 4% of the Regular-Service boardings, but 44% of Peak-Hour Express and 53% of Park and Ride boardings.

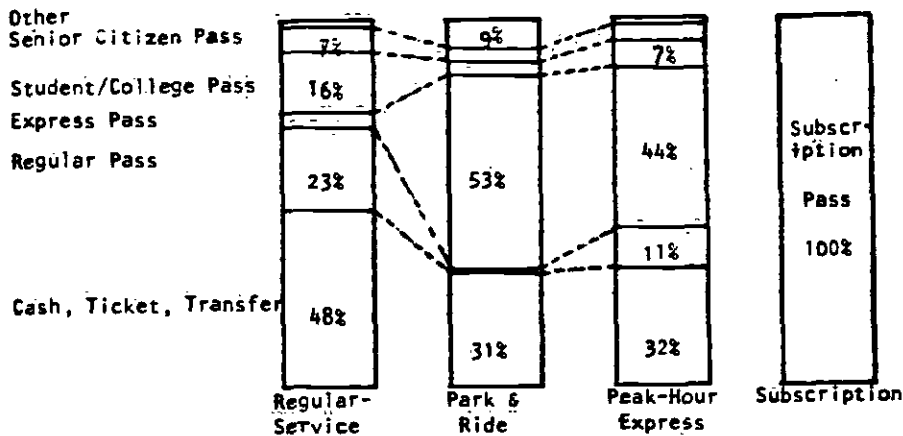


FIGURE 6: FARE MIX BY TYPE OF SERVICE

Table 12 shows that fare mix differs among different ethnic groups. Latinos are most likely to pay cash fare; 53% of them do. They are also most likely to use a regular monthly pass; 29% of the Latino respondents say they use this type of pass. Black riders are most likely to use a monthly student pass for riders under 19 years old. White riders are most likely to use a senior citizen pass; 14% of the White riders use this kind of pass.

The relationship between type of fare used and annual household income is revealed in Table 13. Riders who use a handicap or senior citizen pass are among the poorest group, with median incomes of \$4,883 and \$5,901, respectively. The median household income of college/vocational pass users is also a relatively low \$8,028. The most affluent riders, on average, are express pass users, with an annual median income of \$19,579.

Changes in the fare mix pattern occur throughout the day, as demonstrated in Table 14. The proportion of cash boardings, for example, is low during the morning commute period, only 38%. Use of the regular monthly pass accounts for only 18% of the boardings during the afternoon base period but up to 29% of the evening boardings. Use of the express pass is heaviest during the morning peak period, when it accounts for 14% of the boardings. The student pass for riders under 19 years old is high during the morning peak period, when it is used by 12% of the boarding passengers, and during the afternoon base period when it is used by 14%. The proportion of riders using the college/vocational pass climbs throughout the day, reaching its highest point, 6% of boardings, during the afternoon base period. During the afternoon base and evening periods up to 5% of the passengers use a college/vocational pass. Use of the senior citizen pass is highest during the morning base period, when it accounts for 11% of the boardings. Use then declines throughout the remainder of the day, finally dropping to only 3% of the evening boardings.

The primary reason given by cash riders for not using a pass to board the bus is that they don't ride the bus enough to justify purchase of a pass. About 46% of the cash riders give this reason, and another 23% say they can't afford to buy a pass. The remaining reasons provided on the on-board questionnaire each account for 7% of the cash riders - not knowing where to buy a pass, lack of a conveniently located pass sales outlet or fear of losing a pass. Almost 10% of the cash riders indicate some "other" reason.

Table 15 shows that the reasons for not using a pass can vary greatly by ethnic group. Half the Asian/Pacific Islander cash riders and 55% of the Whites say they don't ride the bus enough, as opposed to only 43% of the Blacks and 38% of the Latino riders who give this reason. Whites are least likely to say they can't afford a pass; Latinos are most likely. Ten percent of the Asian/Pacific Islander cash riders and 11% of the White riders say there is no convenient sales outlet at which they can purchase a pass. Only 4% of the Latinos and 5% of the Blacks give this reason. Latinos are most likely to say they don't buy a pass because they are afraid they might lose it.

The figures in Table 16 show the relationship between income and reason for not using a bus pass. The group of cash riders who say they can't afford to buy a pass report the lowest median annual household income, only \$6,565. Up to 43% of the lowest income group say they can't afford a pass. Cash riders who give any other reason for not using a pass have a median income between \$12,625 and \$13,860 --- 11% to 22% above the average RTD rider income figure of \$11,340. Note the pattern among cash riders who say they don't ride the bus enough to justify buying a pass. As income goes up, so does the likelihood of giving this reason. Only 37% of the low-income group say they don't ride the bus enough, but 62% of the high-income group give this reason for not using a pass.

Figure 7 shows that the reasons for not using a pass can vary by type of service. On Peak-Hour Express lines up to 53% of the cash riders don't ride the bus enough to justify pass purchase. Only 13% say they can't afford a pass.

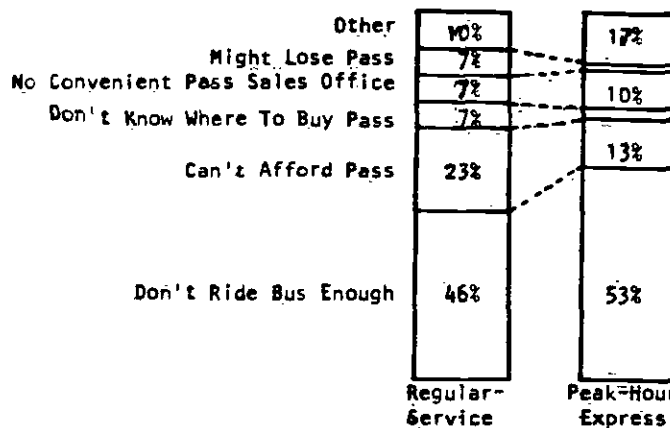


FIGURE 7: REASON FOR NOT USING RTD PASS BY TYPE OF SERVICE

TABLE 12  
TYPE OF FARE  
BY ETHNIC BACKGROUND

<u>Ethnic Background</u>	<u>Cash, Ticket, Transfer</u>	<u>Reg-ular Pass</u>	<u>Ex-press Pass</u>	<u>Under 19 Pass</u>	<u>College/Voc. Pass</u>	<u>Senior Citzn Pass</u>	<u>Handi-cap Pass</u>	<u>Tour-ist Pass</u>	<u>Other</u>	<u>Total</u>	<u>Number of Re-dents</u>
White	46%	19%	8%	7%	4%	14%	3%	-	1%	100%	3971
Black	48	24	2	15	5	3	1	-	-	99	1784
Latino	53	29	4	8	4	1	1	1%	1	100	1669
Asian or Pacific Islander	36	24	11	11	12	5	1	1	1	100	535
American Indian	50	10	-	32	2	2	3	-	2	100	79
Other	40	26	2	19	9	3	-	-	-	100	72
OVERALL	47%	23%	5%	10%	5%	7%	2%	-	1%	100%	8106

Response Rate: 50 %



**TABLE 13**  
**TYPE OF FARE**  
**BY ANNUAL HOUSEHOLD INCOME**

<u>Annual Household Income</u>	<u>Cash, Ticket, Transfer</u>	<u>Regular Pass</u>	<u>Express Pass</u>	<u>Under 19 Pass</u>	<u>College/Voc. Pass</u>	<u>Senior Citizen Pass</u>	<u>Handicap Pass</u>	<u>Tourist Pass</u>	<u>Other</u>	<u>Total</u>	<u>Number of Respondents</u>
Under \$5000	44%	26%	2%	5%	8%	12%	3%	-	-	100%	991
\$5000-\$9999	47	27	3	7	5	9	3	-	-	101	850
\$10000-\$14999	49	28	7	6	4	5	-	-	1%	100	946
\$15000-\$19999	45	32	6	10	3	2	1	1%	1	101	695
\$20000-\$24999	48	22	11	13	5	2	-	-	1	102	662
\$25000 or More	58	11	12	9	4	2	1	-	3	100	1677
<b>OVERALL</b>	<b>47%</b>	<b>23%</b>	<b>5%</b>	<b>10%</b>	<b>5%</b>	<b>7%</b>	<b>2%</b>	<b>-</b>	<b>1%</b>	<b>100%</b>	<b>5821</b>
<b>MEDIAN INCOME</b>	<b>\$12019</b>	<b>\$10455</b>	<b>\$19579</b>	<b>\$14641</b>	<b>\$8028</b>	<b>\$5901</b>	<b>\$4883</b>	<b>*</b>	<b>*</b>	<b>\$11340</b>	

Response Rate: 36%

\* Sample size too small to allow valid statistical comparison.

TABLE 14  
TYPE OF FARE  
BY TIME OF DAY

<u>Time Period</u>	<u>Cash Ticket, Transfer</u>	<u>Regular Pass</u>	<u>Express Pass</u>	<u>Under 19 Pass</u>	<u>College/Voc. Pass</u>	<u>Senior Citzn Pass</u>	<u>Handicap Pass</u>	<u>Tourist Pass</u>	<u>Other</u>	<u>Total</u>	<u>Number of Respondents</u>
Pre-AM Peak	-	-	-	-	-	-	-	-	-	100%	94*
AM Peak	38	26	14	12%	3	5	1	-	1	100	319
AM Base	50	23	2	7	4	11	2	-	1	100	122
PM Base	50	18	2	14	6	8	1	1%	1	101	1848
PM Peak	48	26	5	8	5	5	2	-	1	100	183
Evening	47	29	3	9	5	3	1	1	1	99	303
OVERALL	47%	23%	5%	10%	5%	7%	2%	-	1%	100%	850

Response Rate: 53%

\*Sample size too small to allow valid statistical comparison

TABLE 15  
REASON FOR NOT USING RTD PASS  
BY ETHNIC BACKGROUND

<u>Ethnic Back-ground</u>	<u>Don't Ride Enough</u>	<u>Can't Afford Pass</u>	<u>Don't Know Where to Buy</u>	<u>No Convenient Outlet</u>	<u>Might Lose Pass</u>	<u>Other</u>	<u>Total</u>	<u>Number of Respondents</u>
White	55%	13%	6%	11%	4%	11%	100%	1372
Black	43	26	6	5	8	13	101	624
Latino	38	31	8	4	12	6	99	597
Asian or Pacific Islander	50	21	8	10	2	9	100	176
American Indian	45	22	3	19	7	5	101	33
Other	34	60	1	1	-	5	101	26
OVERALL	46%	23%	7%	7%	7%	10%	100%	2828

Response Rate: 74% of Respondents Paying Cash Fares

**TABLE 16**  
**REASON FOR NOT USING RTD PASS**  
**BY ANNUAL HOUSEHOLD INCOME**

<u>Annual Household Income</u>	<u>Don't Ride Enough</u>	<u>Can't Afford Pass</u>	<u>Don't Know Where to Buy</u>	<u>No Convenient Outlet</u>	<u>Might Lose Pass</u>	<u>Other</u>	<u>Total</u>	<u>Number of Respondents</u>
Under \$5000	37%	43%	5%	5%	5%	6%	101%	362
\$5000-\$9999	44	26	6	8	7	9	100	369
\$10000-\$14999	42	20	5	9	9	15	100	379
\$15000-\$19999	49	9	6	10	14	12	100	260
\$20000-\$24999	56	7	11	9	2	15	100	254
\$25000 or More	62	9	4	11	5	10	101	620
OVERALL	46%	23%	7%	7%	7%	10%	100%	2244
MEDIAN INCOME	\$13693	\$6565	\$12793	\$13859	\$12625	\$13327		

Response Rate: 59% of Respondents Paying Cash Fares

FREQUENCY OF BUS USE

The largest contingent of RTD riders use the bus exactly five days a week. Up to 42% are in this category. The second largest group --- 34% of the riders --- use the bus more than five days a week. The remainder of the riders, 24%, average less than five days use.

Figure 8 shows that riders on different types of RTD lines exhibit different bus use patterns. Among Peak-Hour Express line riders, up to 73% ride five days a week, and among subscription line riders, 91%.

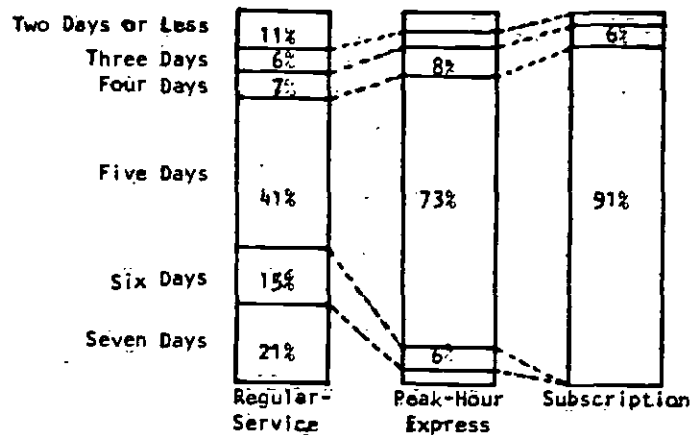


FIGURE 8: FREQUENCY OF BUS USE PER WEEK BY TYPE OF SERVICE

Frequency of bus use also tends to vary by time of day, as shown in Table 17. Riders during the peak morning hours are most likely to be five-day-a-week bus users, whereas those riding during evening hours are most likely to ride more than five days a week (46% of them are in this category).

Table 18 shows the different bus use patterns among ethnic groups. Up to 44% of Latino riders say they use the bus more than five days a week, but only about 30% of the riders in any other significant ethnic group ride as often. Asian and Pacific Islander riders are most likely to ride exactly five days a week, the ride frequency noted by 54% of them. At 36%, Latinos are least likely to limit their riding to five days a week.

Table 19 demonstrates the influence of income on frequency of bus use. Among low-income riders, 45% of the respondents say they ride the bus more than five days a week. As household income increases, the proportion of riders using the bus more than five days a week decreases. Among high income riders, only 16% say they ride more than five days a week.

The poorest group of riders are those who say they ride the bus one day a week. Their median household income is \$7,540 per year. Riders who use the bus more than five days a week also tend to be from low-income households earning \$8,500 to \$9,800 on average. The most affluent riders, with a reported median income of over \$14,000, are those who ride five days a week.

Table 20 shows how the frequency of bus use varies by age of the rider. Riders who use the bus only one day a week report the lowest median age, 24.8. Those who ride less than one day a week and those who ride five days a week report the next lowest average ages --- 25.6 and 25.9, respectively. The oldest group of riders, on average, are those who say they ride four days a week. This group averages 29.4 years old. Senior Citizens tend to use the bus less frequently than other riders, averaging 4.6 days per week.

**TABLE 17**  
**FREQUENCY OF BUS USE**  
**BY TIME OF DAY**

<u>Time Period</u>	<u>Number of Days per Week</u>							<u>Less Than One</u>	<u>Total</u>	<u>Number of Respondents</u>
	<u>Seven</u>	<u>Six</u>	<u>Five</u>	<u>Four</u>	<u>Three</u>	<u>Two</u>	<u>One</u>			
Pre-AM Peak	-	-	-	-	-	-	-	-	-	91*
AM Peak	11	12	63	6	3	2	1	2	100	3201
AM Base	20	15	36	8	9	5	4	4	101	1219
PM base	22	14	35	7	7	5	4	5	99	1827
PM Peak	20	15	46	6	4	4	2	4	101	1828
Evening	31	15	32	8	5	5	2	2	100	312
OVERALL	20%	14%	42%	7%	6%	4%	3%	4%	100%	8478
Response Rate:		53%								

\* Sample size too small to allow valid statistical comparison

**TABLE 18**  
**FREQUENCY OF BUS USE**  
**BY ETHNIC BACKGROUND**

<u>Ethnic Background</u>	<u>Number of Days Per Week</u>								<u>Total</u>	<u>Number of Respondents</u>
	<u>Seven</u>	<u>Six</u>	<u>Five</u>	<u>Four</u>	<u>Three</u>	<u>Two</u>	<u>One</u>	<u>Less Than One</u>		
White	19%	11%	42%	9%	7%	5%	3%	5%	101%	3932
Black	19	13	46	6	6	3	4	3	100	1793
Latino	24	20	36	5	5	6	2	3	101	1659
Asian or Pacific Islander	16	15	54	4	4	5	-	2	100	532
American Indian	35	4	41	4	6	4	-	6	100	82
Other	24	6	58	5	3	1	-	4	101	70
OVERALL	20%	14%	42%	7%	6%	4%	3%	4%	100%	8068

Response Rate: 50%



**TABLE 19**  
**FREQUENCY OF BUS USE**  
**BY ANNUAL HOUSEHOLD INCOME**

Annual Household Income	Number of Days Per Week								Total	Number of Respondents
	Seven	Six	Five	Four	Three	Two	One	Less Than One		
Under \$5000	27%	18%	28%	8%	7%	5%	4%	3%	100%	957
\$5000-\$9999	25	16	36	9	5	4	3	3	101	840
\$10000-\$14999	19	13	48	6	6	3	1	3	99	933
\$15000-\$19999	19	18	42	6	6	2	1	6	100	696
\$20000-\$24999	11	13	55	5	4	3	3	7	101	659
\$25000 or More	9	7	57	6	4	6	2	9	100	1669
OVERALL	20%	14%	42%	7%	6%	4%	3%	4%	100%	5754
MEDIAN INCOME	\$8529	\$9818	\$14055	\$9641	\$10799	\$10597	\$7540	\$17852	\$11,340	

Response Rate: 36%

**TABLE 20**  
**FREQUENCY OF BUS USE**  
**BY RIDER AGE**

<u>Age</u>	<u>Number of Days Per Week</u>								<u>Total</u>	<u>Mean Number of Days</u>	<u>Number of Res- pondents</u>
	<u>Seven</u>	<u>Six</u>	<u>Five</u>	<u>Four</u>	<u>Three</u>	<u>Two</u>	<u>One</u>	<u>Less Than One</u>			
Under 19	16%	12%	49%	6%	5%	5%	4%	4%	101%	4.8	1600
19 to 29	22	14	42	5	5	3	3	5	99	5.0	2516
30 to 39	18	16	43	7	5	5	2	5	101	4.9	1283
40 to 49	20	18	44	7	5	2	3	2	101	5.2	701
50 to 61	21	13	40	7	6	7	3	3	100	4.9	763
62 or Older	21	11	29	12	12	9	3	3	100	4.6	456
OVERALL	20%	14%	42%	7%	6%	4%	3%	4%	100%	4.9	7319
MEDIAN AGE	27.0	27.2	25.9	29.4	28.2	28.6	24.8	25.6			
Response Rate:	45%										

## NUMBER OF BUSES PER LINKED TRIP

Overall, 45% of RTD's patrons ride just one bus to complete a linked trip from origin to destination, and another 39% ride two buses. Up to 16% of the riders say they must take three or more buses.

The pattern of bus use varies somewhat by ethnic background, as shown in Table 21. White riders are most likely to ride only one bus. Fifty-three percent of the White riders take only one bus to complete their one-way linked trip. Latino riders, on the other hand, are least likely to be able to complete their trips on just one bus. Latino and Black riders are most likely to ride two or more buses, as reported by about 60% of the respondents in these two ethnic groups.

Table 22 shows that the number of linked trip buses ridden tends to decrease as household income increases. Only 38% of the riders from low income households can ride just one bus to complete their trips. Fifty-four percent of the riders from high income households are in this single bus use category.

Median household income can be seen to decline as the number of linked trip buses increases. Riders who ride just one bus report the highest median annual income, \$12,743. Those who ride two report an income of \$11,481.

Table 23 indicates that the number of linked trip buses ridden also tends to vary by time of the day. During the morning about 87% to 88% of the riders ride one or two buses to complete their trips. During the evening hours, however, only 77% can ride fewer than three buses; up to 23% must ride three or more.

Figure 9 illustrates differences in linked transit trips by type of service. Whereas only 45% of Regular-Service riders take just one bus, 59% of Park and Ride patrons, 76% of Peak-Hour Express riders and 98% of Subscription line riders take one bus to complete their one-way linked trips.

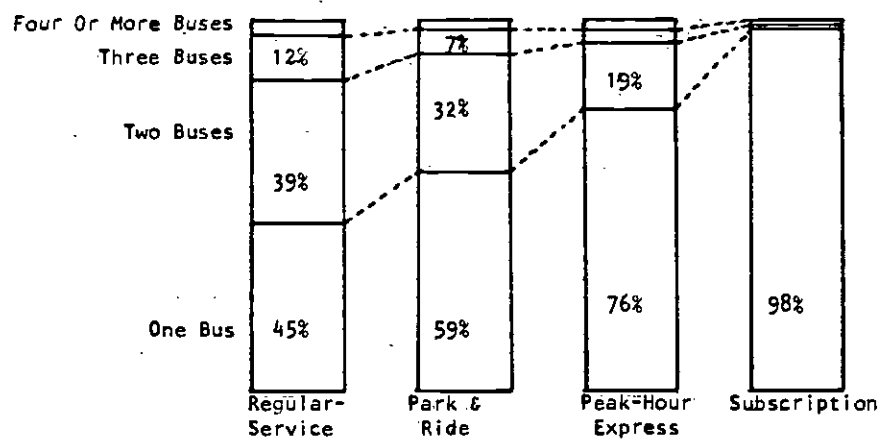


FIGURE 9: NUMBER OF LINKED TRIP BUSES BY TYPE OF SERVICE

**TABLE 21**  
**NUMBER OF BUSES REQUIRED TO COMPLETE LINKED TRIP**  
**BY ETHNIC BACKGROUND**

<u>Ethnic Background</u>	<u>Number of Buses</u>					<u>Total</u>	<u>Number of Respondents</u>
	<u>One</u>	<u>Two</u>	<u>Three</u>	<u>Four</u>	<u>Five or Five</u>		
White	53%	36%	9%	2%	1%	101%	4171
Black	41	40	15	3	1	100	1883
Latino	39	40	15	4	2	100	1793
Asian or Pacific Islander	44	42	9	2	2	99	562
American Indian	44	52	2	1	1	100	86
Other	48	31	14	-	7	100	68
OVERALL	45%	39%	12%	3%	1%	100%	8563

Response Rate: 53%

**TABLE 22**  
**NUMBER OF BUSES REQUIRED TO COMPLETE LINKED TRIP**  
**BY ANNUAL HOUSEHOLD INCOME**

<u>Annual Household Income</u>	<u>Number of Buses</u>					<u>Total</u>	<u>Number of Respondents</u>
	<u>One</u>	<u>Two</u>	<u>Three</u>	<u>Four</u>	<u>Five or More</u>		
Under \$5000	38%	37%	17%	5%	3%	100%	983
\$5000-\$9999	40	42	14	3	1	100	848
\$10000-\$14999	46	38	14	1	1	100	955
\$15000-\$19999	44	40	9	5	2	100	694
\$20000-\$24999	44	40	14	3	1	102	664
\$25000 or More	54	37	8	1	1	101	1702
OVERALL	45%	39%	12%	3%	1%	100%	5846
MEDIAN INCOME	\$12743	\$11481	\$9420	\$8189	*	\$11340	
Response Rate:	36%						

\* Sample size too small to allow valid statistical comparison

**TABLE 23**  
**NUMBER OF BUSES REQUIRED TO COMPLETE LINKED TRIP**  
**BY TIME OF DAY**

<u>Time Period</u>	<u>Number of Buses</u>					<u>Total</u>	<u>Number of Respondents</u>
	<u>One</u>	<u>Two</u>	<u>Three</u>	<u>Four</u>	<u>Five or More</u>		
Pre-AM Peak	-	-	-	-	-	-	92*
AM Peak	48	39	12	1	-	100	3309
AM Base	53	35	9	2	-	99	1350
PM Base	44	36	14	4	2	100	1991
PM Peak	41	43	12	3	1	100	1979
Evening	40	37	18	3	2	100	314
OVERALL	45%	39%	12%	3%	1%	100%	9035
Response Rate:	56%						

\*Sample size too small to allow valid statistical comparison

MODE OF ACCESS TO RTD SYSTEM

Overall, nearly 90% of RTD riders access the RTD system on foot, and about 10% by car, either as a driver or passenger. Figure 10 shows that the mode of access to the RTD varies by type of service. Up to 90% of Regular-Service riders walk to the bus, but only 63% of Peak-Hour Express riders and about 14% to 15% of Park and Ride and Subscription line patrons use this mode.

Table 24 illustrates how mode of access patterns can vary according to ethnic background. Of the major ethnic groups studied, Asians and Pacific Islanders appear least likely to walk to the bus, and Blacks appear most likely. Conversely, the Asian/Pacific Islander group is most likely to get to the bus by car, especially as a passenger, while Black riders are least likely.

Table 25 indicates a link between level of affluence and mode of access to the RTD system. With a median annual household income of only about \$11,000, those riders who walk to the bus are considerably less prosperous as a group than those who ride in a car or who drive to the bus. These riders who access the bus system by car report average incomes of \$17,952 and \$18,459, respectively, up to 70% higher than the income of riders who walk to the bus.

Table 26 shows how mode of access patterns can vary by time of day. The lowest proportion of riders who access the bus on foot occurs among those riding during the evening hours (81%), followed by those riding during the morning peak period (85%). Throughout the base and afternoon peak periods, 90% to 92% of the riders say they get to the bus on foot.

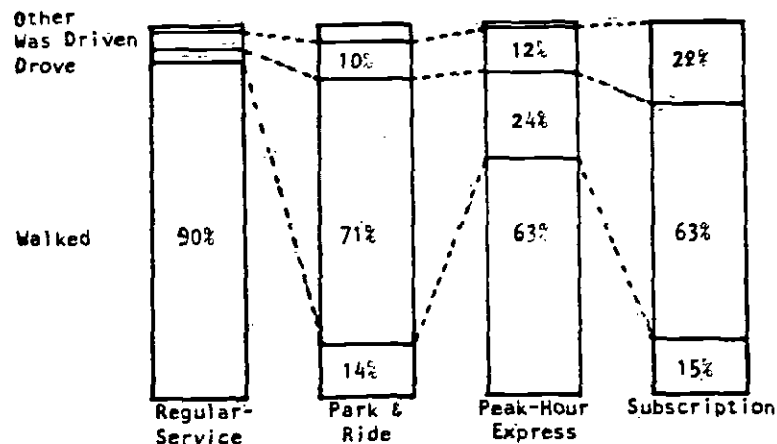


FIGURE 10: MODE OF ACCESS TO RTD SYSTEM BY TYPE OF SERVICE



**TABLE 24**  
**MODE OF ACCESS TO RTD SYSTEM**  
**BY ETHNIC BACKGROUND**

<u>Ethnic Background</u>	<u>Drove</u>	<u>Was Driven</u>	<u>Walked</u>	<u>Other</u>	<u>Total</u>	<u>Number of Respondents</u>
White	5%	5%	88%	2%	100%	4267
Black	2	5	92	1	100	2036
Latino	3	7	89	1	100	1851
Asian or Pacific Islander	6	9	83	2	100	561
American Indian	1	7	86	6	100	88
Other	6	7	81	6	100	77
OVERALL	4%	6%	89%	1%	100%	8880
Response Rate: 55%						

TABLE 25  
MODE OF ACCESS TO RTD SYSTEM  
BY ANNUAL HOUSEHOLD INCOME

<u>Annual Household Income</u>	<u>Drove</u>	<u>Was Driven</u>	<u>Walked</u>	<u>Other</u>	<u>Total</u>	<u>Number of Respondents</u>
Under \$5000	3%	3%	94%	1%	101	1012
\$5000-\$9999	2	3	94	1	100	871
\$10000-\$14999	3	3	93	1	100	948
\$15000-\$19999	5	10	84	1	100	704
\$20000-\$24999	6	6	87	1	100	668
\$25000 or More	9	10	80	2	101	1688
OVERALL	4%	6%	89%	1%	100%	5891
MEDIAN INCOME	\$18459	\$17952	\$10950	*	\$11340	

Response Rate: 37%

\* Sample size too small to allow valid statistical comparison

TABLE 26  
MODE OF ACCESS TO RTD SYSTEM  
BY TIME OF DAY

<u>Time Period</u>	<u>Drove</u>	<u>Was Driven</u>	<u>Walked</u>	<u>Other</u>	<u>Total</u>	<u>Number of Respondents</u>
Pre-AM Peak	-	-	-	-	-	94*
AM Peak	8	6	85	1	100	3354
AM Base	3	5	91	1	100	1450
PM Base	2	4	92	1	99	2150
PM Peak	3	6	90	2	101	2033
Evening	7	9	81	2	99	364
OVERALL	4%	6%	89%	1%	100%	9445

Response Rate: 59%

\* Sample size too small to allow valid statistical comparison

TRIP PURPOSE

The major trip purpose among RTD riders is travel to or from work. Overall, about 52% of the respondents report that they are using the bus to commute to work. School trips account for another 21% of the transit trips, and shopping for 10%. Social/recreational trips represent 9% of the trips, and medical trips another 5%.

Trip purpose can be seen to vary dramatically by type of service, as illustrated in Figure 11. Whereas about half the trips on Regular-Service lines are to or from work, virtually all travel on Peak-Hour Express lines (91%), Park and Ride lines (98%) and Subscription lines (100%) is work-related.

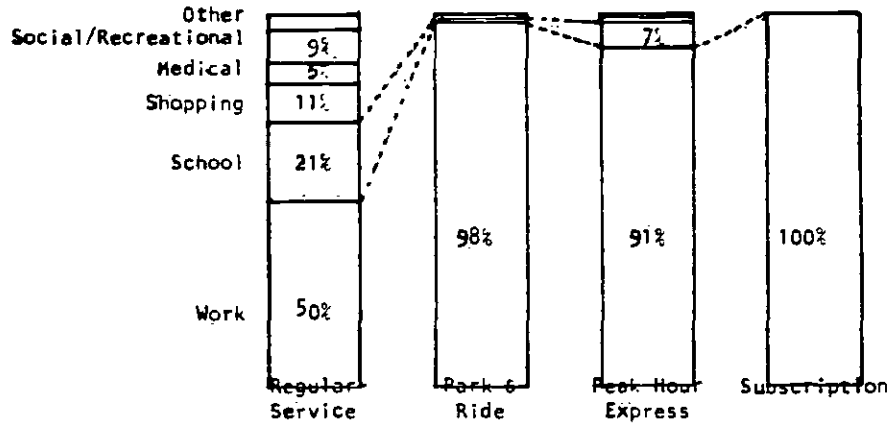


FIGURE 11: TRIP PURPOSE BY TYPE OF SERVICE

Table 27 shows that Latino riders are most likely of all ethnic groups to be using the bus for work trips; 63% are in this category. Of the four major ethnic groups, Asians and Pacific Islanders are most likely to be traveling on school trips, as reported by 32% of these riders. Shopping trips account for up to 13% of the bus trips taken by White riders. Whites and Asian/Pacific Islander riders are most likely to use the bus for social/recreational trips. Each group reports 11% of their trips are in this category.

The relationship between annual household income and transit trip purpose is demonstrated in Table 28. Riders who use the bus for medical trips report the lowest median income, only \$6,684, followed by riders on shopping trips, whose income is \$8,500. Riders who take social/recreational trips

by bus have an average annual household income of \$10,634. The highest average incomes are attributed to riders on work (\$12,682) and school (\$12,874) trips. The average income of these latter two groups of riders are up to 93% higher than the income of riders on medical trips.

Table 29 shows the relationship between trip purpose and age of the rider. The youngest group of riders, at 16.1 years old, are those who say they are on school trips. The oldest groups are those on shopping trips (they average 32.9 years old) and those on medical trips (33.5 years old). Use of public transit for medical social/recreational and shopping trips is highest among Senior Citizens. Among riders over 61 years of age, 11% are on medical trips, 18% on social/recreational trips and 29% on shopping trips.

Trip purpose patterns change throughout the day, as shown in Table 30. Work accounts for 62% to 71% of the trips during peak periods, but only 34% during the afternoon base period. Even during the evening hours, work accounts for 55% of the trips. School-trips represent 25% of the transit trips during the morning peak and 30% during the afternoon base period. Shopping trips are most likely to occur during the base period, when up to 15% of the riders say they are using the bus for this type of activity. The proportion of social/recreational trips is highest during the evening period (16% of all trips) and the afternoon base period (12% of trips). Medical trips reach 7% of the total during the base period.

**TABLE 27**  
**TRIP PURPOSE**  
**BY ETHNIC BACKGROUND**

<u>Ethnic Background</u>	<u>Work</u>	<u>School</u>	<u>Shopping</u>	<u>Medical</u>	<u>Social/Recreational</u>	<u>Other</u>	<u>Total</u>	<u>Number of Respondents</u>
White	50%	17%	13%	5%	11%	4%	100%	3891
Black	47	27	9	5	8	4	100	1702
Latino	63	16	8	4	6	4	101	1637
Asian or Pacific Islander	48	32	4	2	11	3	100	537
American Indian	26	36	15	4	5	13	99	79
Other	32	30	12	1	13	12	100	68
OVERALL	52%	21%	10%	5%	9%	4%	101%	7914
Response Rate:	49%							

**TABLE 28**  
**TRIP PURPOSE**  
**BY ANNUAL HOUSEHOLD INCOME**

<u>Annual Household Income</u>	<u>Work</u>	<u>School</u>	<u>Shopping</u>	<u>Medical</u>	<u>Social/Recreational</u>	<u>Other</u>	<u>Total</u>	<u>Number of Respondents</u>
Under \$5000	46%	17%	13%	8%	11%	5%	100%	932
\$5000-\$9999	53	14	14	7	10	3	101	823
\$10000-\$14999	64	14	8	4	6	4	100	918
\$15000-\$19999	64	12	7	3	8	5	99	702
\$20000-\$24999	62	21	7	2	5	4	101	647
\$25000 or More	54	23	6	1	12	3	99	1662
OVERALL	52%	21%	10%	5%	9%	4%	101	5684
MEDIAN INCOME	\$12682	\$12874	\$8500	\$6684	\$10634	\$11364	\$11340	
Response Rate:	35%							

TABLE 29  
TRIP PURPOSE  
BY RIDER AGE

<u>Age</u>	<u>Work</u>	<u>School</u>	<u>Shopping</u>	<u>Medical</u>	<u>Social/ Recrea- tional</u>	<u>Other</u>	<u>Total</u>	<u>Number of Respon- dents</u>
Under 19	14%	62%	7%	3%	7%	7%	100%	1597
19 to 29	63	14	7	3	9	3	99	2473
30 to 39	71	7	8	3	8	2	99	1275
40 to 49	78	3	6	6	5	3	101	693
50 to 61	60	1	19	9	5	6	100	769
62 or Older	36	2	29	11	18	4	100	459
OVERALL	52%	21%	10%	5%	9%	4%	101%	7266
MEDIAN AGE	29.4	16.1	32.9	33.5	27.0	23.3		
Response Rate:	45%							



TABLE 30  
TRIP PURPOSE  
BY TIME OF DAY

<u>Time Period</u>	<u>Work</u>	<u>School</u>	<u>Shopping</u>	<u>Medical</u>	<u>Social/ Recrea- tional</u>	<u>Other</u>	<u>Total</u>	<u>Number of Respon- dents</u>
Pre-AM Peak	-	-	-	-	-	-	-	93 *
AM Peak	71	25	1	1	2	1	101	3199
AM Base	48	18	15	7	8	4	100	1152
PM Base	34	30	14	7	12	5	102	1764
PM Peak	62	13	9	4	8	5	101	1785
Evening	55	11	9	2	16	7	100	291
OVERALL	52%	21%	10%	5%	9%	4%	101%	8284

Response Rate: 51%

\*Sample size too small to allow valid statistical comparison

## RIDERS RATE RTD SERVICE

Overall, about 77% of RTD riders say that their opinion of RTD service is favorable. Figure 12 shows that a favorable opinion about RTD service is expressed by most riders on all types of RTD lines.

A measure called the "satisfaction index" has been developed as a method for evaluating the relative opinions that various market segments have expressed about RTD service. The satisfaction index is an arithmetic mean based on a scoring system which gives a value of "1" to the very unfavorable rating and a value of "4" to the very favorable rating.

The satisfaction index varies only slightly by type of service. Overall, the average RTD rider has a somewhat favorable opinion of RTD service. The satisfaction index is exactly 3.0.

Regular-Service riders also score a 3.0 satisfaction index. Peak-Hour Express riders' satisfaction index is 3.1, and that of Subscription line riders is 3.2.

Table 31 shows that there is some variation in the opinions of different ethnic groups regarding RTD service. Latinos and Asian/Pacific Islander riders tend to have the highest level of satisfaction with RTD service. Their satisfaction index is 3.2. Black riders tend to be least satisfied, with a satisfaction index of 2.8.

A pattern of responses in Table 32 is evident in the fact that the poorest and the most affluent riders tend to score highest on the satisfaction index. Riders in the middle income range tend to be somewhat less satisfied with RTD service.

Rider satisfaction with RTD service by age group is shown in Table 33. There is a tendency for the satisfaction index level to increase as rider age increases. Indeed, the highest median age is reported by riders expressing a "very favorable" opinion of RTD service.

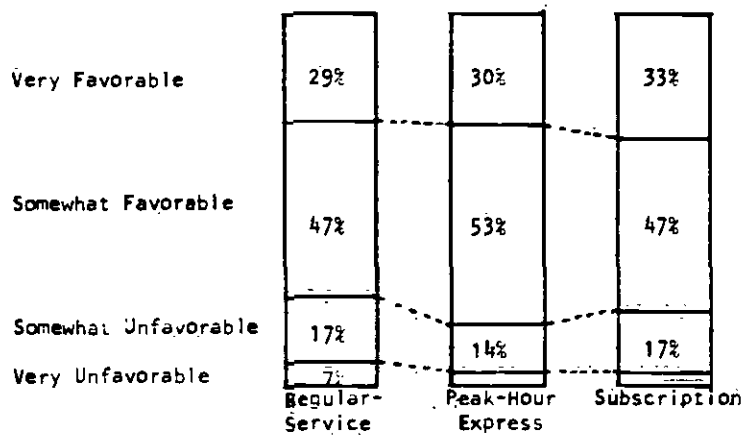


FIGURE 12: RIDERS RATE RTD SERVICE BY TYPE OF SERVICE

**TABLE 31**  
**RIDERS RATE RTD SERVICE**  
**BY ETHNIC BACKGROUND**

<u>Ethnic Background</u>	<u>Very Favorable</u>	<u>Somewhat Favorable</u>	<u>Somewhat Unfavorable</u>	<u>Very Unfavorable</u>	<u>Total</u>	<u>Satisfaction Index</u>	<u>Number of Respondents</u>
White	29%	49%	17%	5%	100%	3.0	3901
Black	22	46	20	12	100	2.8	1736
Latino	37	46	13	4	100	3.2	1636
Asian or Pacific Islander	37	48	13	2	100	3.2	531
American Indian	30	43	17	11	101	2.9	84
Other	11	52	29	8	100	2.7	70
OVERALL	29%	48%	17%	7%	101%	3.0	7958

Response Rate: 49%

**TABLE 32**  
**RIDERS RATE RTD SERVICE**  
**BY ANNUAL HOUSEHOLD INCOME**

<u>Annual Household Income</u>	<u>Very Favorable</u>	<u>Somewhat Favorable</u>	<u>Somewhat Unfavorable</u>	<u>Very Unfavorable</u>	<u>Total</u>	<u>Satisfaction Index</u>	<u>Number of Respondents</u>
Under \$5000	35%	42%	15%	8%	100%	3.0	989
\$5000-\$9999	28	52	16	4	100	3.1	843
\$10000-\$14999	24	49	21	6	100	2.9	938
\$15000-\$19999	23	45	25	7	100	2.8	689
\$20000-\$24999	18	53	24	5	100	2.8	657
\$25000 or More	27	52	17	5	101	3.0	1662
OVERALL	29%	48%	17%	7%	101	3.0	5778
MEDIAN INCOME	\$9579	\$11795	\$13009	\$11020	\$11340		

Response Rate: 36%

**TABLE 33**  
**RIDERS RATE RTD SERVICE**  
**BY RIDER AGE**

<u>Age</u>	<u>Very Favorable</u>	<u>Somewhat Favorable</u>	<u>Somewhat Unfavorable</u>	<u>Very Unfavorable</u>	<u>Total</u>	<u>Satisfaction Index</u>	<u>Number of Respondents</u>
Under 19	26%	52%	15%	7%	100%	3.0	1599
19 to 29	24	50	19	7	100	2.9	2519
30 to 39	28	46	21	5	100	3.0	1288
40 to 49	41	38	13	8	100	3.1	699
50 to 61	32	48	15	5	100	3.1	758
62 or Older	41	43	9	7	100	3.2	474
OVERALL	29%	48%	17%	7%	101%	3.0	7337
MEDIAN AGE	28.7	26.0	26.4	25.9			

Response Rate: 46%

## METHODOLOGY

The 1981 Ridership Tracking Study reports on the demographic, attitudinal and trip-need data of riders using three different types of RTD services -- Regular-Service lines, Peak-Hour Express lines and Subscription lines. Because of operational differences between Regular-Service lines and the other two types, two different data collection methodologies were used.

The 1981 Weekday Regular-Service Ridership Survey examines the demographic and trip-related characteristics of just one of the market segments served by SCRTD. The first step in selecting the sample lines to be surveyed was to stratify RTD weekday service into eight different categories, as shown in Table 1 of this report. Weekday Regular-Service lines comprise 124 lines providing local service only, 8 lines which are chiefly local except for some peak-hour express trips and 24 lines which are chiefly local but provide some express travel over a small portion of their routes. These 156 lines represented only 69% of the 226 RTD weekday lines in existence at the time of the survey, but they accounted for over 1,216,000 boardings -- 94% of all weekday boardings at that time.

Random selection of lines from each of the three Regular-Service categories to be surveyed was made by using a random numbers table. The resulting sample of 50 lines consists of 43 local lines, 3 local lines with Peak-Hour Express trips and 4 local lines with day-long express service along a portion of their routes. These 50 lines represent 32% of the Regular-Service lines and carry 27% of the passengers boarding regular-service lines on a typical weekday.

One bus run on each sample line was selected to be surveyed. Surveying was to be conducted over a full service day whenever possible. Distribution and collection of questionnaires was performed by interviewers from the market research firm of Integrity Research. Interviewers were instructed to hand a questionnaire to every passenger boarding the bus on the sample bus runs. If a boarding passenger would not fill out a questionnaire, the interviewer was to answer three questions on the questionnaire based on observation of the passenger: 1) passenger's boarding point; 2) passenger's gender; and 3) passenger's ethnic background. The interviewer collected completed questionnaires from disembarking passengers and recorded the serial numbers of questionnaires distributed on each trip surveyed. Surveys were distributed on weekdays beginning May 18, 1981 through June 3.

Subscription lines and Peak-Hour Express lines were surveyed on June 3 using RTD drivers to distribute and collect questionnaires. On the day of the survey, division dispatchers gave each driver a package of questionnaires to be distributed to each boarding passenger on in-bound trips. Up to 85% of the in-bound trips on the Peak-Hour Express and Subscription lines were surveyed. (The remainder of the trips were surveyed by CALTRANS, using a different questionnaire).

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



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

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

**NO 073692**

1. How did you get to the first RTD bus you boarded today? (14)

Drive  7-1 Walk  4  
 Was Driven  7-2 Other  4

How did you get to this bus?

Drive  8-1 Walk  8-2  
 Was Driven  8-3 Other  8-4

Rate bus line number \_\_\_\_\_ (SPECIFY) \_\_\_\_\_ (PLEASE SPECIFY)

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

2. Where did you get on this bus? (Indicate nearest cross-street) (16-16)

\_\_\_\_\_ and \_\_\_\_\_  
 (Major Street) (Nearest Cross-Street)

3. Where will you get off this bus? (Indicate nearest cross-street) (17-23)

\_\_\_\_\_ and \_\_\_\_\_  
 (Major Street) (Nearest Cross-Street)

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

Drive  20-1 Walk  20-2  
 Be Driven  20-3 Other  20-4

Transfer to bus line number \_\_\_\_\_ (SPECIFY) \_\_\_\_\_ (PLEASE SPECIFY)

**QUESTIONS 5, 6 AND 7 DEAL WITH YOUR ENTIRE TRIP, NOT JUST THE RIDE ON THIS BUS. THESE QUESTIONS DEFINE YOUR ONE-WAY TRIP FROM START TO FINISH.**

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

\_\_\_\_\_ and \_\_\_\_\_  
 (Major Street) (Nearest Cross-Street)

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

\_\_\_\_\_ and \_\_\_\_\_  
 (Major Street) (Nearest Cross-Street)

7. Please write the numbers of all the bus lines you must ride to take this trip from start to finish. (Include the bus you are on now.)

First Bus (08-40)	Second Bus (11-43)	Third Bus (09-46)	Fourth Bus (17-49)	Fifth Bus (20-52)
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8. How many days a week do you usually ride the bus?

Sun  53-1 Mon  53-2  
 Tue  53-3 Wed  53-4  
 Thu  53-5 Fri  53-6  
 Sat  53-7 Less Than One  53-8

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

Cash Fare of \_\_\_\_\_  60-1  
 (SPECIFY AMOUNT) (54-56)  
 Ticket Fare of \_\_\_\_\_  60-2  
 (SPECIFY AMOUNT) (57-59)  
 Used a Transfer  60-3  
 \$5 Senior Citizen Pass  60-4  
 \$5 Handicapped Pass  60-5  
 \$16 Student Pass  60-6  
 \$20 Student Pass  60-7  
 \$26 Regular Monthly Pass  60-8  
 \$ \_\_\_\_\_ Monthly Express Pass  60-9  
 (62-63)  
 \$ \_\_\_\_\_ Transfer Pass  60-10  
 (64-65)  
 Other \_\_\_\_\_  60-11  
 (PLEASE SPECIFY)

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

Work  61-1 Home  61-2  
 School  61-3 Restaurant  61-4  
 Shopping or Errands  61-5 Church  61-6  
 Doctor or Dentist  61-7 Other  61-8  
 (PLEASE SPECIFY)

11. What is your impression of RTD service?

Very favorable  61-1 Somewhat favorable  61-2  
 Somewhat unfavorable  61-3 Very unfavorable  61-4

12. What is your home address?

Number \_\_\_\_\_ Street \_\_\_\_\_ Apartment \_\_\_\_\_ City \_\_\_\_\_ Zip Code \_\_\_\_\_  
 (7-11) (12-21) Number \_\_\_\_\_ (22-34) (25-38) (39-43)

13. You are: Male  62-1 Female  62-2

14. To which ethnic group do you belong?

White  63-1 Asian or Pacific Islander  63-4  
 Black or Negro  63-2 American Indian  63-5  
 Latin or Hispanic  63-3 Other \_\_\_\_\_  63-6

15. What is your age? (PLEASE SPECIFY) (64-67)

16. How many automobiles in running condition are there in your household? (68)

17. What is the total number of persons living in your household? (Count yourself.) (69-70)

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

Under \$5,000  71-1 \$15,000 to \$19,999  71-4  
 \$5,000 to \$9,999  71-2 \$20,000 to \$24,999  71-5  
 \$10,000 to \$14,999  71-3 \$25,000 and over  71-6

19. Which is more important to you?

Keeping bus service as it is now  72-1  
 Keeping fares as they are now  72-2

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

Increase the fare between buses  73-1  
 Decrease service after 6 PM during the week  73-2  
 Decrease Saturday service  73-3  
 Decrease Sunday service  73-4  
 Increase all bus fares  73-5  
 Eliminate transfers  73-6  
 Charge full fare for college students  73-7  
 Charge full fare for high school students  73-8  
 Charge more citizens a higher fare  73-9  
 Charge higher fares on Park 'N' Ride lots  73-10

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

Senior Citizens	High School Students	College Students
None <input type="checkbox"/> 74-1	None <input type="checkbox"/> 74-1	None <input type="checkbox"/> 74-1
10% <input type="checkbox"/> 74-2	10% <input type="checkbox"/> 74-2	10% <input type="checkbox"/> 74-2
25% <input type="checkbox"/> 74-3	25% <input type="checkbox"/> 74-3	25% <input type="checkbox"/> 74-3
50% <input type="checkbox"/> 74-4	50% <input type="checkbox"/> 74-4	50% <input type="checkbox"/> 74-4
75% <input type="checkbox"/> 74-5	75% <input type="checkbox"/> 74-5	75% <input type="checkbox"/> 74-5
100% <input type="checkbox"/> 74-6	100% <input type="checkbox"/> 74-6	100% <input type="checkbox"/> 74-6

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

	50¢	70¢	75¢	80¢
I'd stop riding <input type="checkbox"/> 75-1	<input type="checkbox"/> 75-1	<input type="checkbox"/> 75-1	<input type="checkbox"/> 75-1	<input type="checkbox"/> 75-1
I'd ride less <input type="checkbox"/> 75-2	<input type="checkbox"/> 75-2	<input type="checkbox"/> 75-2	<input type="checkbox"/> 75-2	<input type="checkbox"/> 75-2
I'd ride about as often as I do now <input type="checkbox"/> 75-3	<input type="checkbox"/> 75-3	<input type="checkbox"/> 75-3	<input type="checkbox"/> 75-3	<input type="checkbox"/> 75-3
I'd ride more <input type="checkbox"/> 75-4	<input type="checkbox"/> 75-4	<input type="checkbox"/> 75-4	<input type="checkbox"/> 75-4	<input type="checkbox"/> 75-4

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

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

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

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

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

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

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

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

1. ¿Cómo llegó al primer autobús que abordó hoy? (14)

Caminó un camino  1-1 Me trajeron por Auto  3-3  
 Camioneta  2 Otro Auto  4

¿Cómo llegó a este autobús? (que tiene aparcadero)

Caminó un camino  0-1 Me trajeron por Auto  0-4  
 Camioneta  2 Otro Auto  3

Transferido de otro línea, número: \_\_\_\_\_ (que tiene aparcadero)

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

2. ¿Dónde abordó este autobús en particular? (indique la intersección más cercana) (10-14)

\_\_\_\_\_ y \_\_\_\_\_ (calle o carretera mayor) (calle más cercana que lo cruce)

3. ¿Dónde se bajará de este autobús? (indique la intersección más cercana) (17-20)

\_\_\_\_\_ y \_\_\_\_\_ (calle o carretera mayor) (calle más cercana que lo cruce)

4. Al bajar de este autobús, Ud. (10-14)

Conduciré uno  1-1 Le trajeron por auto  2-4  
 Camioneta  2 Otro Auto  3

Usaré transferido a otra línea, número: \_\_\_\_\_ (que tiene aparcadero)

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

5. ¿Dónde inició este viaje? (¿Cuál es la esquina más cercana a donde comenzó su viaje?) (28-32)

\_\_\_\_\_ y \_\_\_\_\_ (calle o carretera mayor) (calle más cercana que lo cruce)

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

\_\_\_\_\_ y \_\_\_\_\_ (calle o carretera mayor) (calle más cercana que lo cruce)

7. Por favor, escribe el número de las líneas que precisa usar para hacer el viaje de principio a fin (incluiva el autobús en que está ahora)

Primer Autobús (28-32)	Segundo Autobús (33-37)	Tercero Autobús (38-42)	Cuarto Autobús (43-47)	Quinto Autobús (48-52)
------------------------	-------------------------	-------------------------	------------------------	------------------------

8. ¿Cuántos días de la semana usa Ud. el autobús? (53-57)

\_\_\_\_\_ días  1-1 \_\_\_\_\_ días  10-1  
 \_\_\_\_\_ días  2 \_\_\_\_\_ días  4  
 \_\_\_\_\_ días  3 \_\_\_\_\_ días  7  
 \_\_\_\_\_ días  4 \_\_\_\_\_ días  8

9. ¿Que tipo de tarifa paga Ud. al abordar ese autobús? (60-64)

Tarifa en efectivo de \_\_\_\_\_ \$ (54-56)  1-1  
 Tarifa por boleto de \_\_\_\_\_ \$ (57-59)  2-2  
 Use boleto de estudiante  3-3  
 Para el Programa Mayor de Edad, de \$6  4-4  
 Para el Programa Incapacitado, de \$6  5-5  
 Para Estudiantes de \$16 (18 años o menos)  6-6  
 Para Estudiantes de \$20 (19 años o mayor)  7-7  
 Para Mensual Regular de \$26  8-8  
 Para Mensual, Exceso de Asistencia, de \$ \_\_\_\_\_ (62-63)  9-9  
 Para Turístico de \$ \_\_\_\_\_ (64-65)  10-10  
 Otro \_\_\_\_\_ (que tiene aparcadero)  11-11

10. ¿Cuál es el propósito de este viaje? (indicar uno) (65-69)

Trabajo  0-1 Social  0-3  
 escuela  2 Recreación  4  
 de compras  3 de oficina  5  
 Razones médicas  4 Otro \_\_\_\_\_ (que tiene aparcadero)  6

11. ¿Cuál es su impresión del servicio de la RTD? (70-74)

Muy favorable  0-1 algo desfavorable  0-3  
 favorable  2 no favorable  4

12. ¿Dónde vive Ud.?

Número (7-11) Calle (12-21) Apartamento (22-24) Ciudad (25-34) Zona de Zip (35-43)

13. Ud. es: Hombre  0-1 Mujer  0-2

14. ¿A que grupo étnico pertenece Ud.?

Blanco  0-1 Asio o hijo de Pacifico  0-4  
 Negro  2 Indo Americano o mixturado  4  
 Latino  3 Otro \_\_\_\_\_ (que tiene aparcadero)  4

15. ¿Que edad tiene Ud.? (que tiene aparcadero, 00-07)

\_\_\_\_\_

16. ¿Cuántos automóviles operables se usan en su hogar? (8)

\_\_\_\_\_

17. ¿Cuál es el número total de personas que viven en su hogar? (incluyendo a si mismo) (Rusia de nacimiento, 00-00)

\_\_\_\_\_

18. Total de ingresos en su hogar al año

Menos de \$3,000  0-1 \$15,000 a \$19,999  0-4  
 \$3,000 a \$9,999  2 \$20,000 a \$24,999  4  
 \$10,000 a \$14,999  3 \$25,000 o más  4

19. ¿Cuál es más importante para Ud.:

Que se mantenga el servicio de autobuses  0-1  
 al costo o abarato?  2  
 Que se mantengan los tarifas tal como son ahora?  2

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

Controlar la frecuencia de autobuses  0-1  
 Reduciendo servicio después de las 6 p.m. durante  0-4  
 días de la semana?  2  
 Reduciendo el servicio de los sábados?  0-1  
 Reduciendo servicio de los domingos?  0-1  
 Aumentando la tarifa de los autobuses?  0-1  
 Eliminando boletos de transferencia (transfer)  0-1  
 Cobrando tarifa completa a estudiantes colegiales?  0-1  
 Cobrando tarifa completa a estudiantes de escuela superior?  0-1  
 Cobrando tarifa más alta a los usuarios de "Cassidy"?  0-1  
 Aumentando tarifa del servicio "Park 'n' Ride"  0-1  
 (Servicio de estacionamiento gratis en puntos transfer en cuyo pago se incluye el autobús)?  0-1

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

Adultos (Mr. Ciudadanos)	Estudiantes de Escuela Superior	Estudiantes de Colegios
Ninguno <input type="checkbox"/> 0-1	Ninguno <input type="checkbox"/> 0-1	Ninguno <input type="checkbox"/> 0-1
10% <input type="checkbox"/> 2	10% <input type="checkbox"/> 2	10% <input type="checkbox"/> 2
25% <input type="checkbox"/> 3	25% <input type="checkbox"/> 3	25% <input type="checkbox"/> 3
50% <input type="checkbox"/> 4	50% <input type="checkbox"/> 4	50% <input type="checkbox"/> 4
75% <input type="checkbox"/> 5	75% <input type="checkbox"/> 5	75% <input type="checkbox"/> 5
100% <input type="checkbox"/> 6	100% <input type="checkbox"/> 6	100% <input type="checkbox"/> 6

22. La tarifa básica corriente es 65¢. ¿Qué tarifa Ud. le cambiaría la tarifa a los siguientes precios?

80¢	70¢	75¢	80¢
Después de usar autobús <input type="checkbox"/> 0-1	Después de usar autobús <input type="checkbox"/> 0-1	Después de usar autobús <input type="checkbox"/> 0-1	Después de usar autobús <input type="checkbox"/> 0-1
Usaría el autobús menos <input type="checkbox"/> 2	Usaría el autobús menos <input type="checkbox"/> 2	Usaría el autobús menos <input type="checkbox"/> 2	Usaría el autobús menos <input type="checkbox"/> 2
Usaría el autobús igual <input type="checkbox"/> 3	Usaría el autobús igual <input type="checkbox"/> 3	Usaría el autobús igual <input type="checkbox"/> 3	Usaría el autobús igual <input type="checkbox"/> 3
Usaría autobús más <input type="checkbox"/> 4	Usaría autobús más <input type="checkbox"/> 4	Usaría autobús más <input type="checkbox"/> 4	Usaría autobús más <input type="checkbox"/> 4

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

23. ¿Cuántas veces aborda Ud. un autobús RTD en un día de la semana? (70-74)

\_\_\_\_\_

24. ¿Cuántas veces aborda Ud. un autobús RTD en un sábado corriente? (75-79)

\_\_\_\_\_

25. ¿Cuántas veces aborda autobuses RTD en un domingo corriente? (74-78)

\_\_\_\_\_

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

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

No uso el autobús suficiente veces  0-1  
 para necesitar el pase mensual  2  
 El precio del pase es demasiado y no puedo comprarlo  3  
 No sé donde comprar el pase mensual  4  
 No hay un sitio conveniente donde se pueda comprar el pase  5  
 Tengo miedo al pase, o que me lo roben  6  
 Otro \_\_\_\_\_ (que tiene aparcadero)  7

A P P E N D I X

TABLE A-I

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

<u>Year</u>	<u>Quarter</u>	<u>Average Weekday</u>		<u>Average Saturday</u>		<u>Average Sunday</u>	
		<u>Peak</u>	<u>Base</u>	<u>Peak</u>	<u>Base</u>	<u>Peak</u>	<u>Base</u>
1976	Winter	NA	NA	NA	NA	NA	NA
	Spring (June only)	2028	1329	1185	1186	872	873
	Summer*	2060	1370	1215	1216	906	908
	Fall	2027	1364	1260	1260	885	885
1977	Winter	1958	1345	1181	1181	875	872
	Spring	1929	1320	1149	1148	857	852
	Summer	1952	1302	987	982	735	732
	Fall	1845	1207	967	962	726	723
1978	Winter	1848	1219	972	967	728	724
	Spring	1799	1181	926	921	695	691
	Summer	1832	1185	927	921	699	695
	Fall	1897	1194	941	935	701	697
1979	Winter	1990	1224	943	935	701	697
	Spring	1962	1221	957	952	721	717
	Summer*	2006	1235	961	955	717	714
	Fall	2006	1235	961	955	717	714
1980	Winter	2006	1235	961	955	717	714
	Spring	1999	1224	971	926	731	694
	Summer	2000	1214	968	926	726	678
	Fall	2016	1228	967	918	728	667
1981	Winter	2016	1228	967	918	728	667
	Spring	2036	1218	963	936	748	706
	Summer	2036	1218	963	936	748	706
	Fall						

Source: Statistical Digest, Service Analysis Section

\*Strike

TABLE A-II

RTD System-Wide  
Vehicle Miles

<u>Year</u>	<u>Quarter</u>	<u>Average Weekday</u>	<u>Average Saturday</u>	<u>Average Sunday</u>	<u>Average Month Total</u>	<u>Quarter Total</u>
1976	Winter	NA	NA	NA	NA	NA
	Spring (June only)	349,000	257,000	195,700	9,490,000	NA
	Summer*	355,160	265,950	197,500	9,420,000	26,206,000
	Fall	350,300	240,600	192,470	9,592,000	28,776,000
1977	Winter	350,333	261,633	196,500	9,438,000	28,314,000
	Spring	343,100	254,367	189,833	9,308,000	27,925,000
	Summer	338,800	229,800	170,500	9,153,000	27,458,000
	Fall	327,700	208,100	159,700	8,583,000	25,750,000
1978	Winter	320,900	208,600	159,000	8,491,000	25,473,000
	Spring	321,500	210,000	159,600	8,514,000	25,541,000
	Summer	315,300	204,000	153,100	8,271,000	24,813,000
	Fall	319,200	200,300	152,000	8,332,000	24,997,000
1979	Winter	330,300	201,900	152,200	8,631,000	25,893,000
	Spring	334,400	200,000	151,600	8,708,000	26,124,000
	Summer*	340,000	196,900	154,600	6,612,000	19,836,000
	Fall	341,100	200,700	153,700	8,800,000	26,401,000
1980	Winter	337,200	203,000	160,000	8,820,000	26,459,000
	Spring	335,800	201,800	158,200	8,776,000	26,329,000
	Summer <sup>1</sup>	330,400	198,400	151,600	8,557,000	25,671,000
	Fall	332,600	197,200	150,100	8,589,000	25,767,000
1981	Winter	332,600	197,200	150,100	8,650,000	25,950,000
	Spring	332,600	197,200	150,100	8,650,000	25,950,000
	Summer	336,900	201,900	156,500	8,767,000	26,300,000
	Fall					

Source: Statistical Digest, Service Analysis Section

\*Strike

1

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

**TABLE A-III**  
**RTD System-Wide**  
**Number of Scheduled Vehicle Hours**

<u>Year</u>	<u>Quarter</u>	<u>Average Weekday</u>	<u>Average Saturday</u>	<u>Average Sunday</u>	<u>Average Month Total</u>	<u>Quarter Total</u>
1976	Winter	NA	NA	NA	NA	NA
	Spring (June only)	24,400	18,200	13,200	NA	NA
	Summer*	25,070	18,800	13,700	615,600	1,846,900
	Fall	24,900	18,500	13,400	682,000	2,045,000
1977	Winter	24,500	18,300	13,300	656,000	1,969,000
	Spring	24,000	17,800	13,000	649,000	1,948,000
	Summer	23,600	15,800	11,600	634,000	1,903,000
	Fall	23,200	15,000	11,400	607,000	1,821,000
1978	Winter	22,500	14,900	11,100	596,000	1,787,000
	Spring	22,400	15,000	11,000	592,000	1,775,000
	Summer	21,800	14,300	10,600	573,000	1,720,000
	Fall	22,400	14,300	10,600	584,000	1,753,000
1979	Winter	23,000	14,400	10,600	603,000	1,808,000
	Spring	23,400	14,500	10,700	612,000	1,835,000
	Summer*	23,300	14,700	10,800	458,000	1,374,000
	Fall	23,500	14,500	10,700	610,000	1,829,000
1980	Winter	23,500	14,500	10,700	614,000	1,842,000
	Spring	23,500	14,500	10,700	614,000	1,843,000
	Summer	23,200	14,500	10,700	603,000	1,809,000
	Fall	23,400	14,500	10,700	607,700	1,823,000
1981	Winter	23,400	14,500	10,700	612,000	1,836,000
	Spring	23,400	14,500	10,700	612,000	1,836,000
	Summer	23,600	14,700	11,100	633,000	1,900,000
	Fall					

Source: Statistical Digest, Service Analysis Section

\*Strike

TABLE A-IV

RTD System-Wide  
Actual Driver Pay Hours

<u>Year</u>	<u>Quarter</u>	<u>Average Weekday</u>	<u>Average Saturday</u>	<u>Average Sunday</u>	<u>Average Month Total</u>	<u>Quarter Total</u>
1976	Winter	NA	NA	NA	NA	NA
	Spring (June only)	30,700	21,700	16,400	827,000	NA
	Summer*	31,000	22,600	18,700	767,100	2,301,000
	Fall	30,900	21,500	18,500	848,000	2,543,000
1977	Winter	29,800	21,300	17,100	802,000	2,407,000
	Spring	29,300	21,000	16,700	796,000	2,388,000
	Summer	29,000	19,400	16,500	792,000	2,375,000
	Fall	29,000	17,400	15,200	761,000	2,284,000
1978	Winter	27,000	17,100	14,300	717,000	2,152,000
	Spring	27,300	17,500	13,500	721,000	2,162,000
	Summer	26,500	17,200	13,300	697,000	2,091,000
	Fall	27,200	17,300	13,300	713,000	2,139,000
1979	Winter	28,300	17,200	14,200	745,000	2,234,000
	Spring	28,900	17,700	14,600	761,000	2,284,000
	Summer*	28,900	17,800	15,000	572,000	1,716,000
	Fall	28,700	16,700	14,400	746,000	2,239,000
1980	Winter	28,000	17,000	14,100	736,000	2,209,000
	Spring	28,000	17,200	14,100	737,000	2,212,000
	Summer	28,000	17,600	14,400	736,000	2,208,000
	Fall	N/A	N/A	N/A	N/A	N/A
1981	Winter	N/A	N/A	N/A	N/A	N/A
	Spring	N/A	N/A	N/A	N/A	N/A
	Summer	28,087	17,438	15,370	745,783	2,237,350
	Fall					

Source: Statistical Digest, Service Analysis Section

\*Strike

TABLE A-V  
RTD System-Wide  
Total Operating Cost

<u>Year</u>	<u>Quarter</u>	<u>Average Weekday</u>	<u>Average Saturday</u>	<u>Average Sunday</u>	<u>Average Month Total</u>	<u>Quarter Total</u>
1976	Winter	NA	NA	NA	NA	NA
	Spring (June only)	\$657,000	\$466,000	\$350,000	\$17,720,000	NA
	Summer*	625,000	465,000	345,000	14,400,000	NA
	Fall	601,000	447,000	330,000	16,470,000	\$49,400,000
1977	Winter	602,000	450,000	338,000	16,230,000	48,700,000
	Spring	587,000	435,000	325,000	16,000,000	47,900,000
	Summer	624,000	424,000	314,000	16,870,000	50,600,000
	Fall	612,000	389,000	298,000	16,030,000	48,100,000
1978	Winter	629,000	409,000	312,000	16,630,000	49,900,000
	Spring	650,000	424,000	323,000	17,205,000	51,614,000
	Summer	660,000	427,000	320,000	17,310,000	51,922,000
	Fall	646,000	406,000	308,000	16,870,000	50,598,000
1979	Winter	757,000	463,000	349,000	19,780,000	59,340,000
	Spring	890,000	532,000	404,000	23,180,000	69,539,000
	Summer*	946,000	548,000	430,000	18,400,000	55,200,000
	Fall	866,000	509,000	390,000	22,340,000	67,018,000
1980	Winter	907,000	546,000	430,000	23,730,000	71,178,000
	Spring	958,000	576,000	451,000	25,045,000	75,135,000
	Summer	1,011,000	607,000	464,000	26,185,000	78,555,000
	Fall	1,093,000	648,000	493,000	28,235,000	84,705,000
1981	Winter	1,026,000	608,000	463,000	26,683,000	80,050,000
	Spring	1,136,000	674,000	513,000	29,548,000	88,645,000
	Summer	1,145,484	686,461	532,172	29,844,000	89,531,000
	Fall					

Source: Statistical Digest, Service Analysis Section

Strike



TABLE A-VI  
RTD System-Wide  
Average Estimated Boardings

<u>Year</u>	<u>Quarter</u>	<u>Per Weekday</u>	<u>Per Saturday</u>	<u>% of Weekday</u>	<u>Per Sunday</u>	<u>% of Weekday</u>	<u>Total</u>
1976	Winter	NA	NA	NA	NA	NA	NA
	Spring	NA	NA	NA	NA	NA	NA
	Summer*	990,000	550,000	55.5%	390,000	39.4%	48,000,000
	Fall	970,000	520,000	53.6	340,000	35.1	73,800,000
1977	Winter	1,050,000	570,000	54.3	390,000	37.1	79,300,000
	Spring	1,060,000	580,000	54.7	390,000	36.8	81,000,000
	Summer	1,020,000	540,000	52.9	360,000	35.3	77,900,000
	Fall	1,040,000	520,000	50.0	350,000	33.7	77,300,000
1978	Winter	1,020,000	540,000	52.9	370,000	36.3	77,800,000
	Spring	1,090,000	570,000	52.3	410,000	37.6	83,000,000
	Summer	1,090,000	580,000	53.2	380,000	34.9	81,900,000
	Fall	1,100,000	570,000	51.8	370,000	33.6	82,300,000
1979	Winter	1,100,000	590,000	53.6	380,000	34.5	83,600,000
	Spring	1,280,000	670,000	52.3	450,000	35.2	97,000,000
	Summer*	1,210,000	610,000	50.4	440,000	36.4	68,700,000
	Fall	1,180,000	610,000	51.7	390,000	33.1	88,100,000
1980	Winter	1,230,000	700,000	56.9	440,000	35.8	93,700,000
	Spring	1,320,000	790,000	59.8	520,000	39.4	101,800,000
	Summer	1,220,000	730,000	59.8	480,000	39.3	93,400,000
	Fall	1,330,000	750,000	56.4	490,000	36.8	100,800,000
1981	Winter	1,310,000	720,000	55.0	470,000	35.9	100,100,000
	Spring	1,360,000	720,000	52.9	450,000	33.1	102,800,000
	Summer	1,180,000	690,000	58.5	480,000	40.7	91,000,000
	Fall						
Mean							

Source: Statistical Digest, Service Analysis Section

\*Strike

TABLE A- VII

LOCAL LINES

(Ranked by boardings per bus hour)

Line	Boardings	Boardings per Bus Hour	Line	Boardings	Boardings per Bus Hour	Line	Boardings	Boardings per Bus Hour
84	28,774	110.6	81	8,055	49.2	872	704	24.5
29	28,879	106.3	202	5,297	48.3	306	773	24.3
26	54,689	104.1	840	4,989	47.7	846	1,448	24.3
28	34,768	93.1	426	7,163	46.2	151	1,536	23.8
834	10,130	87.5	18	2,822	45.0	430	1,565	23.5
41	10,167	86.7	836	7,987	44.0	842	681	23.5
3	36,708	84.4	164/165	9,859	43.6	829	3,516	23.1
50	23,982	83.0	438	3,902	43.6	871	3,436	23.1
6	30,069	81.5	423	6,394	42.4	14/87	1,662	23.0
94	19,074	81.1	841	7,172	41.4	142	2,441	23.0
12	17,235	79.5	76	1,350	40.9	822	1,010	22.8
89	19,820	79.5	152	5,648	40.0	844	989	22.5
4	53,045	77.6	155/160	5,583	39.1	434	2,124	22.0
83	68,480	77.0	428	4,817	38.9	34	1,114	22.0
75	24,271	74.8	158	3,265	38.4	867	627	22.0
96	32,755	69.7	10	3,704	38.1	97	1,860	21.0
32	5,553	67.2	33	4,315	37.6	201	1,149	20.2
49	15,896	67.2	838	2,122	36.3	359	575	20.1
105	19,040	65.8	153	2,102	35.5	446	848	19.6
55	15,355	65.8	877	3,728	35.2	869	2,032	18.9
7	21,579	62.5	849	2,234	34.6	445	825	18.8
9	30,305	61.4	154	3,613	34.5	431	1,052	18.5
832	16,899	59.3	440	3,874	33.8	821/831	1,014	18.0
422	8,802	58.4	15	923	33.2	432	2,017	17.6
47	11,441	58.1	159	2,781	33.1	825	520	17.6
210	17,809	58.1	73	3,390	31.5	827	1,441	17.4
92	14,406	56.4	166/168	3,529	30.3	861	506	17.3
436	13,184	56.3	425	3,720	30.0	451/453	1,216	15.0
78	1,386	56.2	183	2,069	29.5	205	290	12.1
826	7,943	55.2	169	2,825	29.5	452/454	779	11.5
25	10,008	55.0	433	2,669	28.7	874	160	11.5
8	8,442	54.3	175	1,246	27.7	161	317	11.4
212	12,317	54.1	356	1,106	27.5	441/443	755	10.3
39	10,883	53.8	424	1,887	27.3	204	NA	NA
24	11,325	52.8	435	2,469	27.2	232	NA	NA
103	2,139	52.1	447	1,230	27.1			
420	6,460	50.8	114	1,029	27.0			
163	7,865	50.7	17	1,477	26.0			
828	11,269	50.5	16	1,086	25.3			
354	1,356	50.4	206	956	24.7			
157	4,196	50.0	156	1,740	24.6			
TOTAL						965,813		
MEDIAN						37.6		
124 LINES								

TABLE A-VIII  
LOCAL LINES WITH  
EXPRESS SERVICE DURING  
PEAK HOURS ONLY

(Ranked by boardings per bus hour)

<u>Line</u>	<u>Boardings</u>	<u>Boardings per Bus Hour</u>
44	38,385	94.9
91	38,990	79.7
42	20,580	68.3
5	27,039	63.3
93	20,245	53.3
86	7,594	42.4
56	5,687	36.2
495	1,159	20.1
TOTAL	159,679	
MEDIAN		58.3
8 LINES		

TABLE A-IX  
LOCAL LINES WITH  
FULL DAY EXPRESS SERVICE  
(Ranked by boardings per bus hours)

<u>Line</u>	<u>Boardings</u>	<u>Boardings per Bus Hour</u>
88	10,476	44.3
35	13,040	43.9
493	789	35.0
810	5,128	34.4
401/402	3,933	33.3
484	6,603	30.0
486	2,516	29.6
490	3,594	28.0
483/485	7,552	27.1
801	1,719	26.4
820	6,872	25.4
480	6,302	24.5
482	2,868	24.3
488	1,968	23.6
813	2,529	23.1
487/491	5,292	21.7
456	2,588	19.0
800	3,083	18.0
607	1,830	16.7
496	1,238	15.2
860	615	12.5
TOTAL	90,535	
MEDIAN		25.4
24 LINES		

TABLE A-X  
EXPRESS LINES OPERATING  
ONLY DURING PEAK HOURS

(Ranked by boardings per bus hour)

<u>Line</u>	<u>Boardings</u>	<u>Boardings Per Bus Hour</u>
122	279	25.5
176	1149	23.7
144	964	23.3
494	340	19.4
492	323	16.1
604	624	16.1
606	324	14.8
123	70	13.6
814	550	12.7
601	146	11.8
602	320	11.3
605	237	9.5
608	163	8.2
410	196	N/A
481	1229	N/A
489	946	N/A
34	63	N/A
<b>TOTAL</b>	<b>7872</b>	
<b>MEDIAN</b>		<b>13.6</b>
<b>17 LINES</b>		

TABLE A-XI  
SUBSCRIPTION LINES

(Ranked by boardings per bus hour)

<u>Line</u>	<u>Boardings</u>	<u>Boardings per Bus Hour</u>
501	112	N/A
503	98	N/A
504	86	N/A
505	248	N/A
507	100	N/A
508	106	N/A
509	194	N/A
511	100	N/A
TOTAL	1,044	
MEDIAN		
8 LINES		

TABLE A-XII  
PARK 'N RIDE LINES

(Ranked by boardings per bus hour)

<u>Line</u>	<u>Boardings</u>	<u>Boardings per Bus Hour</u>
737	411	25.0
757	1,697	23.4
721	921	20.3
764	786	20.3
760	1,321	20.2
755	990	18.0
762	939	17.4
716	366	15.1
758	545	14.6
TOTAL	7,976	
MEDIAN		20.2
9 LINES		

TABLE A - XIII  
LOCAL LINES OPERATING ONLY  
DURING PEAK HOURS  
(Premium Fare)

(Ranked by boardings per bus hour)

<u>Line</u>	<u>Boardings</u>	<u>Boardings per Bus Hour</u>
521	30	NA
522	26	NA
524	24	NA
531	74	NA
535	73	NA
536	35	NA
537	25	NA
541	40	NA
542	45	NA
543	15	NA
545	30	NA
TOTAL	417	
MEDIAN		
11 LINES		



TABLE A-XIV  
SPECIAL SERVICES

<u>Line</u>	<u>Boardings</u>	<u>Boardings Per Bus Hour</u>
551	NA	NA
552	NA	NA
553	NA	NA
554	NA	NA
555	NA	NA
556	NA	NA
557	NA	NA
558	NA	NA
559	NA	NA
561	NA	NA
566	NA	NA
567	NA	NA
571	NA	NA
572	NA	NA
573	NA	NA
574	NA	NA
603	NA	NA
609	NA	NA
610	NA	NA
611	NA	NA
612	NA	NA
613	NA	NA
635	NA	NA

23 LINES

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

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

Source: Line Performance Trends Report, Service Analysis Section

TABLE A-XVI  
RIDERSHIP AND SUBSIDIES BY LINE  
PEAK-HOUR EXPRESS LINES

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

Source: Line Performance Trends Report, Service Analysis Section

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

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

Source: Line Performance Trends Report, Service Analysis Section

TABLE A-XV.I.I.I  
FARE MIX COMPARISON

Type of Fare	Market Research On-Board Surveys May-Jun 1981	Service Analysis Section				
		Fare Surveys				
		March 1980	August 1980	October 1980	March 1981	July 1981
Cash, Ticket or Transfer	47%	57.3%	49.5%	45.2%	41.6%	43.0%
Regular Pass	23	20.2***	24.7	24.6	27.5	27.9
Express Pass	5	-	2.6	3.0	2.1	2.8
Student Pass	10	9.5	4.2*	9.0	11.0	7.0*
College/Vocational Pass	5	-	2.1	2.7	2.9	1.9
Senior Citizen Pass	7	9.4**	12.3**	11.3**	11.1	12.8**
Handicap Pass	2	-	-	-	-	-
Tourist Pass	-	.1	.3	.1	.3	.3
Other	1	3.5	4.3	4.2	3.6	4.3
OVERALL	100%	100.0%	100.0%	100.1%	100.1%	100.0%

\*Includes Summer Youth Pass Boardings

\*\*Includes both Senior Citizen and Handicapped Pass Boardings

\*\*\*Includes both Regular and Express Pass Boardings