



**GODBE RESEARCH**  
Gain Insight

MTC 2006 – 2007 TRANSIT PASSENGER  
DEMOGRAPHIC SURVEY

PHASE TWO

*Final*

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## **Chapter 1. Overview of Research Objectives and Methods Used**

This chapter reviews the research objectives, as well as the methods and procedures employed for the MTC Transit Passenger Demographic Survey. Aside from employing a different sampling plan and data collection occurring during late night and overnight hours, the rest of the methods and procedures for this phase of the study did not differ from those used for Phase One of the study. Details of the methods and procedures can be found in Appendix A of the Phase One report.

Overall, for Phase Two of this study covering the night-time and overnight ridership, a total of 1,545 surveys were collected from a total of 20 routes across the six transit systems serving the region during the late night and early morning hours. Data collection was conducted from April 10 to June 30, 2007. This included a pilot study phase from April 10 to April 21.

### **1.1. Research Objectives**

As described in the Phase One report, the overarching research objective of this study is to collect statistically valid information about the users of regional transit systems. One set of passenger data this study was designed to generate is the demographic characteristics of regional transit riders, including gender, age, ethnicity, household income, household size and location of residence. Aside from demographics, this study also aimed at gathering information about regional transit use, including trip origin and destination, travel time, trip frequency, fare payment method and category, automobile availability, as well as the proportion of ridership that is dependent on public transit.

### **1.2. Survey Method**

Included in Phase Two of the study were the six transit systems in the region that provide public transit services during night-time and overnight hours:

- Alameda County Transit (AC Transit)
- County Connection (CCCTA)
- MUNI Transit
- San Mateo County Transit (SamTrans)
- Santa Clara Valley Transportation Authority (VTA)
- WHEELS

To achieve this objective, MTC and Godbe Research agreed that intercept surveys would be the most effective method for reaching the target audience, i.e., transit riders. This method yields the highest incidence rate.

All night-time/overnight routes operated by these six transit systems were included in the survey in this phase. Furthermore, due to the absence of ridership data for the

night-time/overnight routes, no quota has been set for this phase of the study. Interviewers were simply instructed to approach every rider.

The table below shows the breakdown of the 1,545 surveys completed for each of the six transit systems, as well as the refusal and cooperation rates for each.

Transit Operator	Surveys Completed	Percent Male Refusals	Percent Female Refusals	Refusal Rate	Cooperation Rate
AC Transit Local	335	73.1%	26.9%	71.4%	28.6%
County Connection (CCCTA)	22	73.8%	26.2%	65.6%	34.4%
MUNI Bus	823	73.9%	26.1%	65.9%	34.1%
MUNI Rail	219	72.5%	27.5%	60.2%	39.8%
SamTrans	56	85.1%	14.9%	62.7%	37.3%
VTA Bus	68	81.1%	18.9%	77.0%	23.0%
WHEELS	22	70.4%	29.6%	78.6%	21.3%
<b>All Systems Total/Average</b>	<b>1,545</b>	<b>74.3%</b>	<b>25.7%</b>	<b>67.5%</b>	<b>32.5%</b>

### 1.3. Questionnaire Design

This phase of the study used the same questionnaire as Phase One. Please refer to the Phase One report for details.

### 1.4. Data Collection

As in Phase One, the survey was administered using paper and pen. Interviewers approached every rider and invited him/her to fill out the questionnaire at his/her own pace.

Data collection for this phase was subcontracted to Qualitative Insights (QI). QI was instructed to return completed surveys to Godbe Research every Friday (for the weekday surveys) and Monday (for the weekend surveys).

### 1.5. Data Coding Procedures

Adopting the data coding procedures used in Phase One, keypunchers were given a coding sheet with the assigned values for each question (as shown in the survey codebook in Appendix A of the Phase One report).

Keypunching occurred every week as completed surveys arrived from QI. As a quality assurance step, we spot-checked the database every week to ensure that there was no data entry error.

It was through this quality control step that we found the surveys in the last two weeks of fielding did not meet our quality standards. As a result, we had to go back into the field to redo two routes (VTA 22 and SamTrans 297/397).

## **1.6. Sampling Design: Route Selection**

For Phase Two of the study, all 20 routes operated by the six transit systems stated above between the hours of 9pm and 6am were included.

## **1.7. Sampling Implementation**

### ***1.7.1. Shifts, Start Time and Location***

The chief driver of this survey phase is to collect ridership characteristics in the night-time and overnight hours not covered in the scope of the Phase One research. As such, there was one shift per night that covered the hours between 9 pm and 6 am. For all 20 routes, one interviewer was assigned to each route. To remain aligned with the Phase One methods and procedures, the surveys were conducted on Tuesday night/Wednesday morning, Wednesday night/Thursday morning and Friday night/Saturday morning of the week.

Interviewer start time was when the bus or train left in the first hour of the route. For example, if a route had a bus that was scheduled to leave the first stop at 9:00 PM, another leaving at 9:50 PM, and a third leaving at 10:30 PM, the interviewer would have had one of those three randomly pre-selected as the beginning of his shift. Interviewers were also notified of the precise location of where to start his shift. (See Appendix A for the details of the routes covered in this phase of the research.)

### ***1.7.2. Procedures and Protocol***

Unlike Phase One, actual ridership data for the night-time and overnight hours of the transit routes were not available. Therefore, to maximize the accuracy and reliability of the survey data collected, every rider was approached and invited to participate in the survey.

Following the procedures used in Phase One as well, the interviewers started at the front left (driver's) side of the bus or train car, and approached every passenger in the counter-clockwise direction to invite him or her to participate in the survey. The interviewers first approached the passengers to complete the survey in English. If the passenger did not appear to understand English, he or she was offered to choose the survey in Spanish, Mandarin, or Vietnamese.

Interviewers were instructed to follow these procedures:

- 1) Approach every person on the bus/train car.
- 2) Invite him/her to participate in the survey.
- 3) If the approached rider does not speak English, offer the translated survey versions and have him/her pick the one s/he recognizes.
- 4) Give him/her the survey to fill out on his/her own.
- 5) Wait for the respondent to complete the survey.
- 6) If more than 3 questions, not including the income question, are not filled out, please politely ask the respondent to complete the missing questions.
- 7) Complete the fields in the box on page 4 - these fields are NOT intended for the passenger to fill out, but the interviewer.
- 8) Proceed to the next passenger.

### **1.8. Data Processing**

Before data analysis began, all completed surveys were checked for consistency and/or completeness. That is, surveys that showed inconsistent answers were excluded (e.g., zip codes not matching up with cities of residence, or cities being well outside of the geographical coverage of a transit system and there was no indication in the survey that the respondent transferred from a different transit system). In addition, if more than 3 questions beyond the income question were left unanswered, that particular survey was excluded. Replacement survey shifts were conducted in the last two weeks of the fielding period reported earlier.

### **1.9. Data Weighting**

Since actual ridership for the six transit systems operating late night and overnight service is unknown, there was no frame to which the survey results could be compared. Therefore, no data weighting was performed on the Phase Two data, unlike the case with Phase One.

### **1.10. Pilot Test**

In order to verify that the survey procedures outlined above would work, as well as to test the survey content, a pilot test phase was included in the study design. Two transit operators with the most routes and representing two different modes of transportation were selected to be included in the pilot test: AC Transit and MUNI.

Interviewers went on board AC Transit 800 and 851 on the night of April 10 / morning of April 11 and the night of April 11 / morning of April 12 for the weekday surveys, and April 13 / 14 for the weekend shift, while the MUNI L and 108 surveys were conducted on April 17 to April 21. A total of 161 and 362 interviews were completed for AC Transit and MUNI, respectively. As anticipated, no issues came up during the pilot test with respect to the survey content or procedures, since they were the same as those used for Phase One. These completed surveys were included in the final total of 1,545 cases analyzed for this phase of the study.

### **1.11. Interviewer Recruitment, Training and Quality Assurance**

All interviewers went through a training and briefing session that lasted 1 ½ to 2 hours, depending on the experience level of the interviewers. The briefing began with going over the survey on paper to get familiar with the questions and skip pattern logic. They also went through practice interviews. The training also went over the survey procedures on where to start counting passengers.

As described above, Godbe Research checked the completed surveys upon receipt from QI every week to ensure that there were no inconsistencies in the data that might suggest fabrication. We also checked to ensure that all the surveys included in the final data set conformed with the standards set forth (e.g., any surveys containing more than three questions beyond the income question left unanswered were considered incomplete and excluded from the subsequent analysis).

### **1.12. Interpretation of Phase Two Results vis-à-vis Phase One Results**

As described above and in Chapter 1 of the Phase One report, there are a few key sampling differences between the two phases of the study. Therefore, it would be inaccurate to compare the statistics between the daytime and night-time/overnight survey results.

First, with the absence of actual ridership data for the night-time and overnight routes, we could not estimate sampling error in Phase Two, while we were able to compute the margin of error for interpreting Phase One results. Therefore, it will be inaccurate to compare whether demographic profiles or trip characteristics differ between Phases One and Two of the survey, as the error rates for the Phase Two results are unknown.

In addition to the above caveat, the Phase Two results were also based on a substantially smaller universe in terms of the number of systems and routes that operate between the hours of 6 AM and 9 PM for Phase One vs. 9 PM to 6 AM for Phase Two. Moreover, late night and overnight transit routes were also more limited in geographical coverage, which could be associated with clustering of demographic characteristics (e.g., inner city vs. suburban areas). As such, caution should be exercised when attempting to compare the demographic characteristics of the respondents from the late night/early morning hours vs. those of the Phase One

survey participants, whether at the overall survey level or at the level of a specific transit system.

## Chapter 2. Executive Summary

The overarching research objective of this study is to collect statistically valid demographic and general ridership information about the users of regional transit systems.

Overall, for Phase Two of this study covering the night-time and overnight ridership, a total of 1,545 completed surveys were collected between the hours of 9 pm and 6 am across the six transit systems serving the region during those hours. Data collection was conducted via on-board surveys from April 10 to June 30, 2007.

Presented below is a summary of the key findings and conclusions. Aside from the aggregated regional observations of public transit ridership, statistically significant differences in the results broken out by transit systems and key demographic attributes are included. (For the details of the segmentation analysis conducted for this study, please refer to Chapter 3 and the crosstabulation tables in Appendix C.)

## **2.1. Location of Residence**

Residents from a range of cities throughout the region were represented in this survey. Obviously, the percentages vary by specific transit systems, but the highest concentration of riders reported living in San Francisco (63%), followed by Oakland (12%), Berkeley (3%), and San Jose (2%). (Detailed breakdowns of residence for each transit system can be found in Chapter 4.)

## **2.2. Gender**

In the night-time/overnight phase of the study, there was a higher representation of male riders (69%) than female riders (31%). This gender split is statistically identical across most of the transit systems, except VTA, which showed a significantly higher gap between the male (79%) and female ridership (21%) than the 69-31 overall survey split.

## **2.3. Age**

The vast majority (83%) of the Phase Two passengers fell within the ages of 18 to 44 years old. More specifically, about one in three riders reported being 25 to 34 years old (34%), while the age ranges of 18 to 24 and 35 to 44 accounted for another 27 and 23 percent of the passengers, respectively. Minors and seniors each constituted about two percent of the ridership in the late night and overnight hours.

In addition, Phase Two of the survey shows relatively similar age distribution across the transit systems. The only exception was County Connection, which had proportionally younger ridership, with roughly half of the passengers being 13 to 24 years old. More specifically, there were significantly more school-age teenagers (13 to 17) traveling on County Connection (23%), while AC Transit (3%), MUNI Bus (2%), MUNI Rail (2%), and VTA (2%) had the lowest proportions of riders in this age range. Otherwise, a higher percentage of the MUNI Bus (31%) than the MUNI Rail riders (18%) was 18 to 24 years old. Furthermore, a relatively higher percentage of

the passengers on VTA (16%) than MUNI Rail (4%) was in the age group of 45 to 54. Finally, there was a significantly higher representation of the 65-years-or-older respondents on SamTrans (7%) than on AC Transit (1%).

In terms of gender differences, proportionally more of the female riders were between the ages of 13 to 24 years (37%, compared to 26% of the male riders in the same age range).

## 2.4. Ethnicity

Most of the night-time/overnight public transit riders self-identified as White (35%). Otherwise, about equal proportions of Spanish, Hispanic or Latino (24%) and Black or African American (23%) riders were represented in the survey, whereas another 13 percent reported being Asian.

A significantly higher percentage of the MUNI Bus riders than those of AC Transit reported being "White" (38% vs. 27%). Conversely, there were proportionally more Black or African American passengers on AC Transit (40%) than on most of the other transit systems. Furthermore, a higher percentage of MUNI Rail riders (22%) than the AC Transit (9%) and MUNI Bus riders (12%) self-identified as Asian. Finally, significantly more of the County Connection passengers reported "Other" as their ethnicity (23%), when compared to AC Transit (5%) and MUNI Bus (6%).

In terms of age differences across ethnic groups, significantly more of the Asian respondents reported being 45 to 54 years old (14%), compared to their White (7%) and Spanish, Hispanic or Latino counterparts (7%). Otherwise, there was proportionately higher representation of "Other" ethnic backgrounds than White in the age range of 13 to 17 (7% vs. 1%).

## 2.5. Household Income

About half (51%) of the night-time/overnight transit riders in the region reported gross household income in 2006 of under \$25,000. When the income category of \$25,000 to \$49,999 was included, the representation went up to 73 percent.

At 69 percent, public transit ridership on MUNI Rail showed the highest representation of the annual household income group of under \$25,000. This was followed by AC Transit, MUNI Bus, and Wheels, on which about 50 percent of the respondents reported a household income of under \$25,000 per year. Meanwhile, County Connection showed the highest proportion of riders reporting annual household income of \$50,000 or higher (68%), compared to 11 percent and 18 percent of MUNI Rail and MUNI Bus riders, respectively, who reported the same household income levels.

In terms of gender differences, more female riders reported annual household income of \$15,000 to \$24,999 than their male counterparts (32% vs. 26%).

As for age differences, about every six in ten respondents between the ages of 18 to 24 (61%) and 65 years or older (59%) reported household income of under \$25,000

in 2006. These proportions were followed by 54 percent of those between 25 to 34 years reporting the same annual income levels. Otherwise, those between the ages of 35 and 44 were more likely than their younger counterparts or the seniors in the survey to have reported annual household income of \$25,000 to \$49,999. Perhaps somewhat surprisingly, the minor riders in Phase Two of the survey reported the highest annual household income: 32 percent at \$50,000 or higher, compared to 25 percent between the ages of 45 to 64 and 17 percent of those 18 to 44. Otherwise, some 13 percent of the riders 65 or older reported annual household income of \$200,000 or higher.

In terms of income differences by ethnicity, the Spanish, Hispanic or Latino (63%) and Black or African American riders (54%) had higher representation in household income under \$25,000 in 2006, compared to 43 to 48 percent of the other ethnic groups. Asians were most likely to have reported \$25,000 to \$49,999 (30%), followed by the White passengers (25%). Finally, the highest proportions of the night-time/overnight transit riders with annual household income of \$50,000 or more were Other (26%) and White (23%), compared to the riders of Asian (17%), Spanish, Hispanic or Latino (15%), and Black or African American descent (16%).

## 2.6. Trip Origin and Destination

Overall, most of the public transit trips were taken between home and work. Among the group of riders coming from work, 93 percent said that they were going home. As for the segment of riders coming from home, 65 percent took public transit to go to work.

On the trip origin, about two in five (41%) respondents reported coming from work, before they boarded the bus or train on the night of the survey. Another 16 percent were coming from home, eleven percent from places of recreation or entertainment, and ten percent from school or college. Significantly more of the MUNI Rail riders than the AC Transit riders reported coming from "Work" (51% vs. 34%). In addition, a significantly higher percentage of the SamTrans riders than the MUNI Rail riders reported coming from "Home" (25% vs. 9%).

In terms of the trip destination, 72 percent cited "Home," while 14 percent said they were going to work. MUNI Rail riders (82%) were more likely than the riders of MUNI Bus (70%) and Wheels (55%) to be going home on the night they participated in the survey.

## 2.7. Trip Length

About every six in ten trips fell within 20 to 49 minutes. Specifically, when asked in the survey about the total travel time, including time for walking, waiting and any route connections, to get from the trip origin to the destination, 16 percent checked "20 to 29 minutes," 24 percent "30 to 39 minutes," and 20 percent "40 to 49 minutes."

Significantly higher percentages of the MUNI Bus users (14%) reported trip lengths of “10 to 19 minutes,” when compared to the MUNI Rail (2%) and AC Transit (7%) passengers. Meanwhile, more users of SamTrans (38%) than the AC Transit (5%), MUNI Bus (4%), and MUNI Rail (3%) passengers reported trip lengths of 75 minutes or longer.

## 2.8. Trip Frequency

As for how often the respondents took the trip in question, 38 percent cited “4 to 5 days a week,” suggesting that they use public transit for commuting purposes. Another 29 percent reported taking the same trip “6 to 7 days a week,” inferring more full-time public transit use, if not dependency, in the late night/early morning hours.

Night-time/overnight users of MUNI Bus (37%) were most likely to have reported the trip frequency of “6 to 7 days a week,” compared to their counterparts traveling on AC Transit (21%), County Connection (5%), and MUNI Rail (14%). Otherwise, a significantly higher percentage of the MUNI Rail than the MUNI Bus riders reported taking this trip “4 to 5 days a week” (49% vs. 34%) and “1 to 3 days a week” (28% vs. 18%). Conversely, a relatively higher percentage of the County Connection riders than those on most of the other transit systems were taking the trip for the first time.

In terms of gender differences, a higher percentage of the male than female respondents reported taking this trip “4 to 5 days a week” (39% vs. 34%).

As for ethnic differences, some 45 percent of the Spanish, Hispanic or Latino riders reported a trip frequency of “6 to 7 days a week,” significantly higher in proportion than their counterparts who self-identified as White (25%), Black or African American (21%), and Asian (27%). The trip frequency of “4 to 5 days a week” was more common among the Asian (52%) than the non-Asian respondents (31% to 37%). Higher percentages of the White (25%) and Black or African American (26%) passengers than the Spanish, Hispanic or Latino (14%) and Asian (13%) riders took the trip “1 to 3 days a week.”

In terms of overall income differences, trip frequency declined with higher reported annual household income. In particular, those with 2006 gross household income of less than \$15,000 were more likely to have reported the trip frequency of “6 to 7 days a week.” Those reporting annual household income of \$15,000 to \$49,999 were more likely than the riders with other income levels to cite “4 to 5 days a week.” Furthermore, the riders with annual household income of \$75,000 or over were more likely to report taking the transit trip for the first time.

## 2.9. Fare Payment Method

The most popular fare payment methods were “Daily, weekly, monthly or multiple ride ticket or pass” and “Cash,” cited by 43 and 42 percent of the respondents.

Users of MUNI Rail were significantly more likely to have paid using multiple ride tickets or passes (63%), relative to the passengers on the other transit systems. On

the other hand, cash was a more common fare payment method on AC Transit (43%), County Connection (77%), MUNI Bus (41%), SamTrans (66%), and VTA (62%) than on MUNI Rail (29%).

Cash payment was most commonly reported by the minor passengers (68%), whereas significantly more of the working adult respondents, ages 18 to 64, reported using multiple ride tickets or passes to pay their trip fare (35% to 50%).

Relative to the other ethnic groups, Asian riders (56%) were more likely to have paid for their fares by multiple ride tickets or passes. More White (42%), Black or African American (47%), and respondents of Other ethnic backgrounds (55%) reported using cash than the Asian respondents (30%).

As for income differences, more of those with 2006 gross household income of \$15,000 to \$49,999 paid their trip fares with multiple ride tickets or passes (50% to 51%), when compared to most of the other income groups. By contrast, cash was used by a significantly higher percentage of those with an annual household income of \$50,000 to \$74,999 (57%) and of \$100,000 or higher (58%) than by those from households with an annual income of \$25,000 to \$49,999 (37%).

## 2.10. Fare Category

Majority of the riders paid adult fare (83%), while another twelve percent paid youth or student fare, and five percent paid senior (3%) and disabled (2%) fare. Overall, these percentages align with the age distribution of the respondents. Likewise, the distributions of fare categories reported on all six transit systems are comparable.

Significantly more male riders paid adult fare (85%), while proportionately more female riders paid youth or student fare (16%). These results are consistent with the earlier summary that more female reported between the ages of 13 and 24.

A significantly higher percentage of the respondents with a household income of under \$15,000 a year paid "Youth or student" fare (23%), when compared to the respondents from the higher household income groups. By contrast, a significantly higher percentage of the respondents with an annual household income of \$15,000 to \$99,999 paid "Adult" fare (78% to 93%), when compared to those in the lowest income group.

## 2.11. Public Transit Dependency

Overall, the analysis found 26 percent of the night-time/overnight riders to be dependent on public transit due to the lack of access to an automobile. First, some 36 percent of the 1,545 respondents took public transit on the night they participated in the survey because they did not have an automobile available to them. Within this group of 553 regional transit riders, 73 percent normally do not have an automobile available to them to take the trip in question, suggesting that they are the truly transit-dependent riders (73% of 553 is 405, or 26% of 1,545).

Based on the survey findings, the riders of MUNI Rail (38%), VTA (44%), and Wheels (50%) showed the highest levels of public transit dependency, whereas AC Transit (19%) and MUNI Bus (25%) served relatively low percentage of transit-dependent passengers in the late night and early morning hours.

With respect to gender, a higher percentage of the female than male passengers were transit-dependent (33% vs. 23%) in the late night and morning hours.

Moreover, a higher percentage of the night-time/overnight riders between the ages of 18 to 24 (32%) were found to be transit-dependent, when compared to their counterparts ages 25 to 34 (22%) and 35 to 44 (20%).

## **2.12. Transit-Dependent Children in Household**

Two-thirds of the night-time passengers (66%) reported not having any transit-dependent children at home. Otherwise, 23 percent cited having at least one transit-dependent child living with them.

Users of AC Transit were significantly most likely to have transit-dependent children living at home when compared to the MUNI Bus passengers (31% vs. 19%).

The 35-to-44-year-old respondents were more likely than the 18-to-34-year-old respondents to have at least one transit-dependent child in the household (33% vs. 18% to 22%).

As for ethnic differences, the Spanish, Hispanic or Latino passengers (31%) were significantly more likely than their White (15%) and Asian counterparts (17%) to report having at least one transit-dependent child living at home. Furthermore, the Black or African American passengers were more likely to have transit dependent children at home than their White counterparts (28% vs. 15%).

In terms of differences by 2006 gross household income, those in the \$25,000 to \$74,999 income levels were more likely to have transit-dependent children living at home than those from households with an annual income of under \$15,000 (27% to 30% vs. 17%).

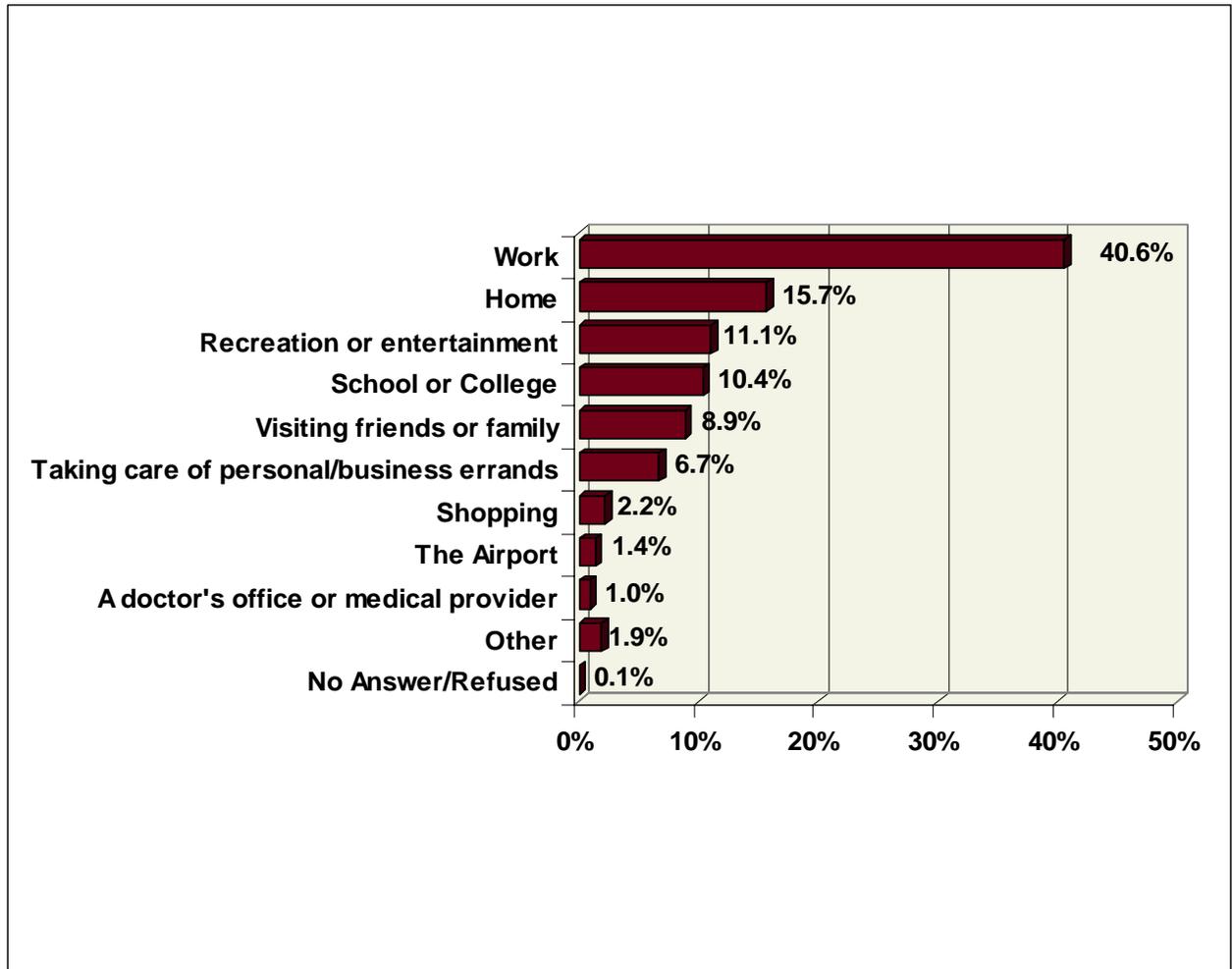
## **Chapter 3. Overall Key Findings**

This chapter of the report presents a question-by-question analysis of the results of the 2006 - 2007 Transit Passenger Demographics Survey, Phase Two.

### 3.1 Trip Origin

With the first question in the survey, the participants were asked to indicate the place from where they came before boarding the bus or train. As illustrated in the chart below, 41 percent of the participants reported coming from “Work,” whereas 16 percent stated that they came from “Home” and another eleven percent from “Recreation or entertainment.” A few of the other responses given to this question were “School or College” (10%), “Visiting friends or family” (9%), and “Taking care of personal or business errands” (7%).

#### 1. When you board this bus/ferry/train/trolley, where were you coming from? Was it from...



In addition to looking at the overall results for a particular question, it is also useful to examine the responses given by participants from different demographic groups and respondent segments. Generally, Godbe Research comments only on significant differences in key segments in this type of report. For responses broken down by other segments, see Appendix C.

In the comparison of responses to the question about trip origin, the following statistically significant differences were observed:

#### Differences by Transit System

As shown in the following table, a significantly higher percentage of the MUNI Rail riders than the AC Transit riders came from "Work."

In addition to this, a significantly higher percentage of the SamTrans riders than the MUNI Rail riders reported coming from "Home."

#### Trip Origin by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	SamTrans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>Work</b>	33.7%	22.7%	39.9%	50.7%	48.2%	50.0%	40.9%
<b>Home</b>	18.2%	18.2%	15.4%	9.1%	25.0%	16.2%	27.3%
<b>Recreation or entertainment</b>	15.5%	18.2%	10.4%	10.5%	1.8%	7.4%	0.0%

### Differences by Gender

When compared to the female respondents, a significantly higher percentage of the male respondents reported coming from "Work."

### Trip Origin by Gender

	Gender	
	Male	Female
<b>Total</b>	1,073	471
<b>Work</b>	42.6%	36.1%
<b>Home</b>	16.4%	14.2%
<b>Recreation or entertainment</b>	11.0%	11.3%

### Differences by Age

A significantly higher percentage of the 25-to-54-year-old than the 18-to-24-year-old respondents reported coming from "Work." Otherwise, a significantly higher percentage of the 45-to-54-year-old respondents were coming from "Home," when compared to the percentage of 25-to-34-year-old respondents who reported the same.

### Trip Origin by Age

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>Work</b>	31.6%	29.9%	42.6%	51.1%	47.1%	34.4%	28.1%	55.6%
<b>Home</b>	15.8%	15.1%	12.8%	15.8%	24.4%	25.0%	18.8%	22.2%
<b>Recreation or entertainment</b>	5.3%	13.2%	14.1%	8.0%	5.0%	6.3%	6.3%	11.1%

### Differences by Ethnicity

A significantly higher percentage of the Spanish, Hispanic or Latino respondents than the White, Black or African American, and the participants of Other ethnic backgrounds mentioned that they were coming from “Work.” By contrast, a significantly higher percentage of the White riders than the Spanish, Hispanic or Latino and the Asian respondents reported coming from “Recreation or entertainment.”

Besides this, a significantly higher percentage of the respondents from Other ethnic backgrounds came from “Home,” when compared to the percentages of White and Spanish, Hispanic or Latino respondents who reported the same.

In addition to this, the percentage of Asian respondents who were coming from “Work” was significantly higher than the percentage of the respondents of Other ethnic backgrounds who reported the same.

### Trip Origin by Ethnicity

	Ethnicity					
	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/ Refused
<b>Total</b>	547	370	355	196	99	20
<b>Work</b>	37.1%	53.2%	32.4%	44.9%	25.3%	40.0%
<b>Home</b>	13.0%	14.1%	17.2%	16.8%	27.3%	15.0%
<b>Recreation or entertainment</b>	15.7%	8.9%	11.8%	5.6%	11.1%	0.0%

### Differences by Annual Household Income

A significantly higher percentage of the respondents with an annual household income of \$15,000 to \$49,999 reported coming from “Work,” when compared to the percentage of those with a household income of less than \$15,000 annually who reported the same. As opposed to this, a significantly higher percentage of the respondents with an annual household income of \$100,000 or higher reported coming from “Recreation or entertainment,” when compared to the percentage of those with an annual household income of under \$15,000 and of \$25,000 to \$49,999 who stated the same.

### Trip Origin by Annual Household Income

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>Work</b>	31.1%	48.9%	43.9%	42.4%	36.8%	32.4%	35.3%
<b>Home</b>	16.0%	11.3%	16.3%	15.8%	21.1%	16.2%	24.8%
<b>Recreation or entertainment</b>	10.2%	12.1%	9.8%	9.5%	10.5%	23.0%	9.0%

### Differences by Area of Residence

Cities were grouped to facilitate segmented analysis by the riders' area of residence (see next page). Looking at the riders' trip origin across their geographic areas of residence, it was seen that significantly higher percentages of the respondents residing in San Francisco and the Midpeninsula than those residing in the East Bay Area came from "Work" before boarding the bus or train. By contrast, a significantly higher percentage of the riders residing in the East Bay Area than those residing in San Francisco reported that they were coming from "Recreation or entertainment."

### Trip Origin by Area of Residence

	Area of Residence						
	San Francisco	Midpeninsula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	995	50	61	37	287	44	71
<b>Work</b>	42.6%	54.0%	45.9%	37.8%	31.7%	27.3%	43.7%
<b>Home</b>	13.7%	26.0%	16.4%	27.0%	19.5%	9.1%	19.7%
<b>Recreation or entertainment</b>	9.8%	6.0%	11.5%	8.1%	16.4%	13.6%	9.9%

## City Groupings

### **San Francisco Area**

San Francisco and Treasure Island

### **Midpeninsula**

Atherton, Belmont, Brisbane, Burlingame, Colma, Daly City, East Palo Alto, El Granada, Foster City, Half Moon Bay, Hillsborough, Menlo Park, Millbrae, Montara, Moss Beach, Pacifica, Palo Alto, Redwood City, Redwood Shores, San Bruno, San Carlos, San Mateo, South San Francisco, Stanford, Woodside, Portola Valley

### **South Bay**

Campbell, Cupertino, Gilroy, Hollister, Los Altos, Los Altos Hills, Los Gatos, Milpitas, Morgan Hill, Mountain View, San Jose, Santa Clara, Santa Cruz, Saratoga, Sunnyvale, Willow Glen

### **Southeast Bay Area**

Castro Valley, Fremont, Hayward, Newark, San Lorenzo, Union City, San Leandro

### **Eastern Alameda & Contra Costa Counties**

Antioch, Bay Point, Brentwood, Clayton, Concord, Danville, Discovery Bay, Dublin, Lafayette, Livermore, Martinez, Moraga, Oakley, Orinda, Pacheco, Pittsburg, Pleasanton, Pleasant Hill, San Ramon, Walnut Creek

### **East Bay Area**

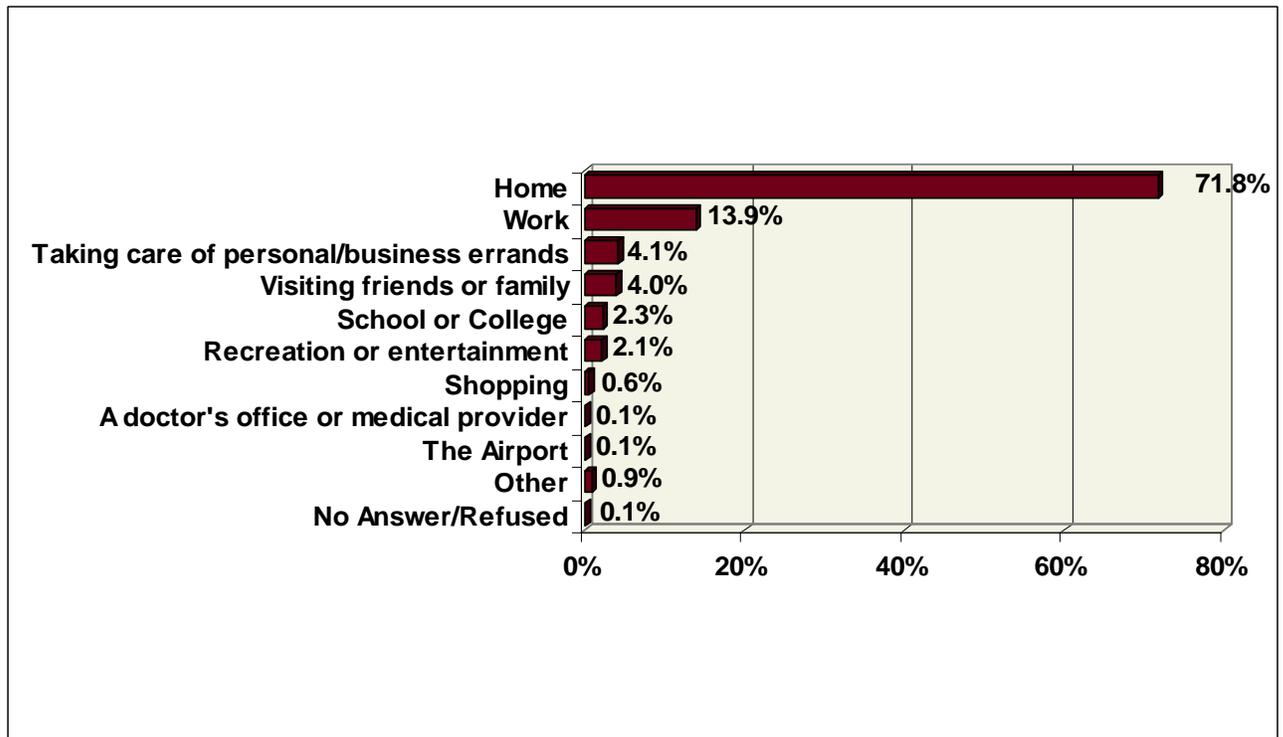
Alameda, Albany, Berkeley, Crocket, El Cerrito, El Sobrante, Emeryville, Fruitvale, Hercules, Oakland, Piedmont, Pinole, Richmond, Rockridge, Rodeo, San Pablo

### 3.2. Trip Destination

Following the trip origin, the survey participants were asked to indicate their trip destination. In response to this, 72 percent of the participants were going “Home” and 14 percent were going to “Work.” About four percent of the participants each were going to “Take care of personal or business errands” and to “Visit friends or family.” Besides these, “School or College” (2%), “Recreation or entertainment” (2%), and “Shopping” (1%) were a few of the other responses given to this question.

As can be seen in the table on the next page, most of the public transit trips reported were between work and home: 93 percent of those who reported coming from “Work” cited “Home” as the public transit trip destination, while 65 percent of those coming from “Home” reported going to “Work.” Otherwise, “Home” was cited as the trip destination by the vast majority of the respondents, regardless of where they reported coming from prior to boarding the bus or train on the night of the survey.

#### 2. Where are you going to? Is it to...



**Trip Destination by Trip Origin**

		Trip Origin										
		Work	Home	School or College	Taking care of errands	Recreation or entertainment	Shopping	Visiting friends or family	A doctor's office	The Airport	Other	No Answer/Refused
<b>Trip Destination</b>	<b>Total</b>	627	243	161	104	171	34	137	15	22	30	1
	<b>Work</b>	4.6%	65.0%	3.7%	8.7%	1.8%	5.9%	4.4%	6.7%	4.5%	0.0%	0.0%
	<b>Home</b>	92.5%	1.2%	80.1%	67.3%	82.5%	79.4%	78.1%	73.3%	68.2%	86.7%	0.0%
	<b>School or College</b>	0.8%	4.9%	3.7%	1.9%	2.3%	2.9%	3.6%	0.0%	0.0%	0.0%	0.0%
	<b>Taking care of personal/business errands</b>	0.8%	8.2%	3.7%	14.4%	2.9%	2.9%	6.6%	13.3%	4.5%	0.0%	0.0%
	<b>Recreation or entertainment</b>	0.2%	6.6%	3.1%	0.0%	3.5%	2.9%	2.9%	0.0%	0.0%	0.0%	0.0%
	<b>Shopping</b>	0.3%	2.1%	0.0%	0.0%	0.0%	2.9%	0.0%	6.7%	0.0%	0.0%	0.0%
	<b>Visiting friends or family</b>	0.6%	8.6%	4.3%	5.8%	6.4%	2.9%	4.4%	0.0%	22.7%	3.3%	0.0%
	<b>A doctor's office or medical provider</b>	0.0%	0.4%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	<b>The Airport</b>	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	<b>Other</b>	0.2%	2.5%	1.2%	1.0%	0.6%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%
	<b>No Answer/Refused</b>	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

### Differences by Transit System

Overall, a significantly higher percentage of the MUNI Rail riders than the passengers of MUNI Bus and Wheels mentioned that they were going “Home.”

### Trip Destination by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	SamTrans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>Work</b>	16.1%	9.1%	13.6%	10.0%	25.0%	7.4%	27.3%
<b>Home</b>	71.6%	59.1%	70.2%	82.2%	64.3%	73.5%	54.5%
<b>Taking care of personal/ business errands</b>	3.3%	9.1%	5.1%	1.4%	3.6%	4.4%	4.5%

### Differences by Gender

A significantly higher percentage of the male than the female participants reported going to “Work.”

### Trip Destination by Gender

	Gender	
	Male	Female
<b>Total</b>	1,073	471
<b>Work</b>	15.6%	10.2%
<b>Home</b>	71.0%	73.5%
<b>Taking care of personal/business errands</b>	4.1%	4.2%

### Differences by Age

When compared to the 18-to-24-year-old respondents, a significantly higher percentage of the 35-to-54-year-old respondents were going to “Work.” Likewise, the percentage of 45-to-54-year-old respondents who were going to “Work” was significantly higher when compared to the percentage of the 25-to-34-year-old respondents who reported this trip destination.

In addition to this, a significantly higher percentage of the 25-to-34-year-old respondents were going “Home,” when compared to the 18-to-24-year-old and 45-to-54-year-old respondents who stated the same.

Finally, the percentage of the 65-years-or-older respondents who were going to “Take care of personal/business errands” was significantly higher when compared to the percentage of the 25-to-44-year-old respondents who reported the same.

### Trip Destination by Age

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>Work</b>	7.9%	10.0%	11.4%	18.1%	22.7%	20.3%	15.6%	33.3%
<b>Home</b>	68.4%	67.2%	78.1%	75.0%	63.9%	60.9%	56.3%	44.4%
<b>Taking care of personal/business errands</b>	7.9%	4.3%	3.5%	2.0%	5.0%	9.4%	15.6%	11.1%

### Differences by Ethnicity

In the comparison of responses by ethnicity, a significantly higher percentage of White than the Black or African American passengers reported going “Home.” Similarly, this answer was given by significantly higher percentages of the White, Spanish, Hispanic or Latino, and Asian respondents than by those of Other ethnic background.

Besides this, a significantly higher percentage of the Black or African American respondents who were going to “Take care of personal or business errands” was significantly higher, when compared to the percentages of the White, Spanish, Hispanic or Latino, and Asian respondents who stated the same.

### Trip Destination by Ethnicity

	Ethnicity					
	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/ Refused
<b>Total</b>	547	370	355	196	99	20
<b>Work</b>	12.2%	16.8%	11.8%	15.3%	16.2%	5.0%
<b>Home</b>	75.5%	73.8%	65.4%	76.5%	56.6%	70.0%
<b>Taking care of personal/ business errands</b>	2.6%	2.7%	8.2%	1.5%	8.1%	10.0%

### Differences by Annual Household Income

When compared to the respondents from households with an annual income of \$15,000 to \$24,999, a significantly higher percentage of those with an income of \$25,000 to \$49,999 per year stated that they were going to “Work.”

Similarly, “Home” was the trip destination for a significantly higher percentage of those with an annual household income of \$15,000 to \$49,999 than for those with a household income of under \$15,000 per year. Likewise, a significantly higher percentage of those with a household income of \$15,000 to \$24,999 per year were going “Home,” when compared to the percentage of those with an annual household income of \$100,000 or higher who reported this trip destination.

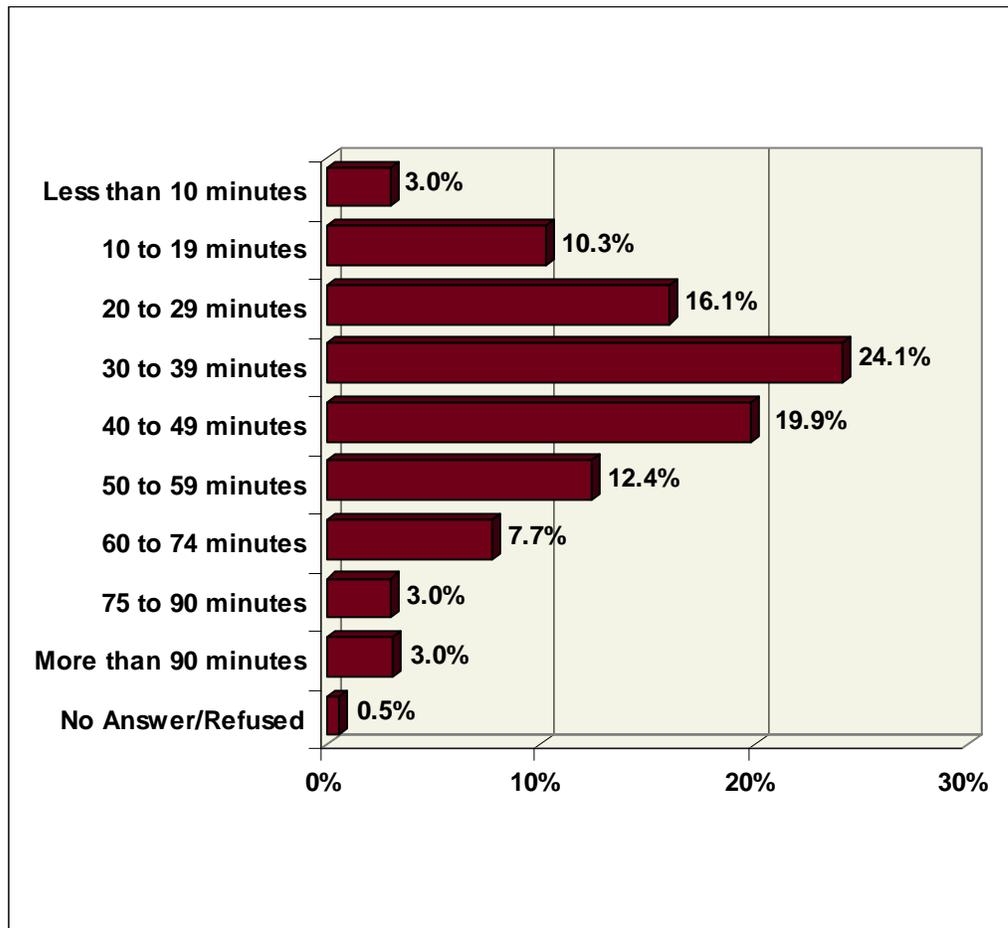
### Trip Destination by Annual Household Income

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/ Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>Work</b>	12.9%	8.7%	17.2%	13.3%	19.3%	14.9%	22.6%
<b>Home</b>	63.6%	82.0%	75.7%	73.4%	64.9%	66.2%	55.6%
<b>Taking care of personal/ business errands</b>	5.8%	3.3%	1.5%	5.1%	3.5%	4.1%	8.3%

### 3.3. Trip Length

With respect to the estimated length of traveling time, 60 percent of the respondents mentioned that it took them 20 to 49 minutes to complete the trip between the locations that they indicated in the previous two questions, including the time for walking, waiting, and any route connections. About thirteen percent of the participants reported that it took them less than 20 minutes and another 26 percent stated that it took them 50 minutes or more to complete the trip between the two locations indicated in the previous questions.

3. For this trip going between the two locations you just mentioned, what will be your total traveling time, including time for walking, waiting, and any route connections? Please think of the nearest total number of minutes.



In the group-wise comparison of responses, the following statistically significant differences were observed.

#### Differences by Transit System

A significantly higher percentage of the MUNI Bus riders than those of AC Transit reported a trip length of “10 to 19 minutes.” Similarly, when compared to the MUNI Rail riders, a significantly higher percentage of the MUNI Bus passengers reported trip length of 10 to 29 minutes.

When compared to the SamTrans riders, a significantly higher percentage of the passengers of AC Transit, County Connection, and MUNI Rail reported a travel time of “40 to 49 minutes.” Likewise, a significantly higher percentage of the MUNI Rail than the MUNI Bus riders reported a trip length of 40 to 74 minutes.

In addition to this, a significantly higher percentage of the AC Transit riders than those of MUNI Bus reported a trip length of “60 to 74 minutes.”

Finally, trip length of 75 minutes or more was reported by a significantly higher percentage of the SamTrans riders than by the passengers of AC Transit, MUNI Bus, and MUNI Rail. Similarly, a significantly higher percentage of the VTA than the AC Transit and MUNI Bus passengers reported a trip length of “75 to 90 minutes.”

#### Trip Length by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	Sam-Trans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>Less than 10 minutes</b>	1.5%	0.0%	4.1%	0.5%	5.4%	2.9%	4.5%
<b>10 to 19 minutes</b>	6.9%	0.0%	14.1%	2.3%	10.7%	10.3%	9.1%
<b>20 to 29 minutes</b>	15.5%	9.1%	18.5%	9.1%	12.5%	14.7%	22.7%
<b>30 to 39 minutes</b>	25.4%	31.8%	26.1%	21.9%	8.9%	11.8%	22.7%
<b>40 to 49 minutes</b>	20.9%	27.3%	17.9%	30.1%	3.6%	19.1%	13.6%
<b>50 to 59 minutes</b>	14.0%	13.6%	9.2%	20.5%	10.7%	16.2%	18.2%
<b>60 to 74 minutes</b>	9.9%	9.1%	5.0%	12.3%	10.7%	13.2%	4.5%
<b>75 to 90 minutes</b>	1.8%	9.1%	1.8%	2.3%	21.4%	8.8%	0.0%
<b>More than 90 minutes</b>	3.6%	0.0%	2.6%	0.9%	16.1%	2.9%	4.5%
<b>No Answer/ Refused</b>	0.6%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%

### Differences by Age

When compared to the 35-to-44-year-old respondents, a significantly higher percentage of the 18-to-24-year-old respondents reported a trip length of “10 to 19 minutes.” Conversely, a significantly higher percentage of the 35-to-44-year-old respondents than the 18-to-34-year-old respondents reported a travel time of “40 to 49 minutes.”

In addition to this, a significantly higher percentage of the 55-to-64-year-old respondents indicated their trip length as “75 to 90 minutes,” when compared to the percentage of the 25-to-34-year-old respondents who reported the same.

Finally, when compared to the 18-to-54-year-old respondents, a significantly higher percentage of the 65-years-and-older respondents reported their trip length as “More than 90 minutes.”

### Trip Length by Age

	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>Less than 10 minutes</b>	0.0%	3.6%	2.5%	2.3%	3.4%	1.6%	6.3%	33.3%
<b>10 to 19 minutes</b>	13.2%	13.6%	9.9%	5.7%	10.9%	14.1%	9.4%	11.1%
<b>20 to 29 minutes</b>	15.8%	15.1%	15.3%	16.7%	19.3%	20.3%	15.6%	11.1%
<b>30 to 39 minutes</b>	21.1%	22.2%	26.3%	25.0%	20.2%	17.2%	34.4%	33.3%
<b>40 to 49 minutes</b>	15.8%	17.5%	19.1%	28.4%	15.1%	14.1%	9.4%	0.0%
<b>50 to 59 minutes</b>	13.2%	13.2%	13.7%	10.3%	15.1%	7.8%	6.3%	0.0%
<b>60 to 74 minutes</b>	7.9%	7.9%	8.3%	6.0%	11.8%	7.8%	0.0%	0.0%
<b>75 to 90 minutes</b>	5.3%	4.1%	1.9%	2.3%	1.7%	9.4%	0.0%	11.1%
<b>More than 90 minutes</b>	7.9%	2.4%	2.1%	2.6%	2.5%	7.8%	18.8%	0.0%
<b>No Answer/Refused</b>	0.0%	0.5%	0.8%	0.6%	0.0%	0.0%	0.0%	0.0%

### Differences by Annual Household Income

A significantly higher percentage of the respondents with an annual household income of \$25,000 to \$49,999 reported a trip length of “30 to 39 minutes,” when compared to the percentage of those with a household income of under \$15,000 who reported the same.

Besides this, trip length of “More than 90 minutes” was reported by a significantly higher percentage of those with an annual household income of \$25,000 to \$49,999 and of \$100,000 or more than by the passengers with a household income of \$15,000 to \$24,999 a year.

### Trip Length by Annual Household Income

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>Less than 10 minutes</b>	4.1%	2.1%	1.5%	3.8%	3.5%	4.1%	4.5%
<b>10 to 19 minutes</b>	12.9%	7.8%	8.3%	11.4%	10.5%	14.9%	12.0%
<b>20 to 29 minutes</b>	14.6%	14.9%	15.1%	19.0%	17.5%	17.6%	21.1%
<b>30 to 39 minutes</b>	20.9%	23.6%	31.2%	21.5%	17.5%	20.3%	24.8%
<b>40 to 49 minutes</b>	18.2%	24.3%	19.9%	21.5%	14.0%	14.9%	13.5%
<b>50 to 59 minutes</b>	12.9%	15.4%	11.6%	8.2%	17.5%	6.8%	9.8%
<b>60 to 74 minutes</b>	8.5%	8.3%	5.6%	7.6%	10.5%	10.8%	6.0%
<b>75 to 90 minutes</b>	3.9%	2.4%	2.1%	3.2%	7.0%	5.4%	1.5%
<b>More than 90 minutes</b>	3.0%	0.7%	4.5%	3.8%	0.0%	5.4%	6.0%
<b>No Answer/Refused</b>	0.8%	0.5%	0.3%	0.0%	1.8%	0.0%	0.8%

### Differences by Area of Residence

When compared to the respondents residing in San Francisco, a significantly higher percentage of those living in the Midpeninsula reported a travel time of 75 minutes or more. Similarly, a trip length of “75 to 90 minutes” was reported by a significantly higher percentage of those residing in the Midpeninsula than by those living in the East Bay Area.

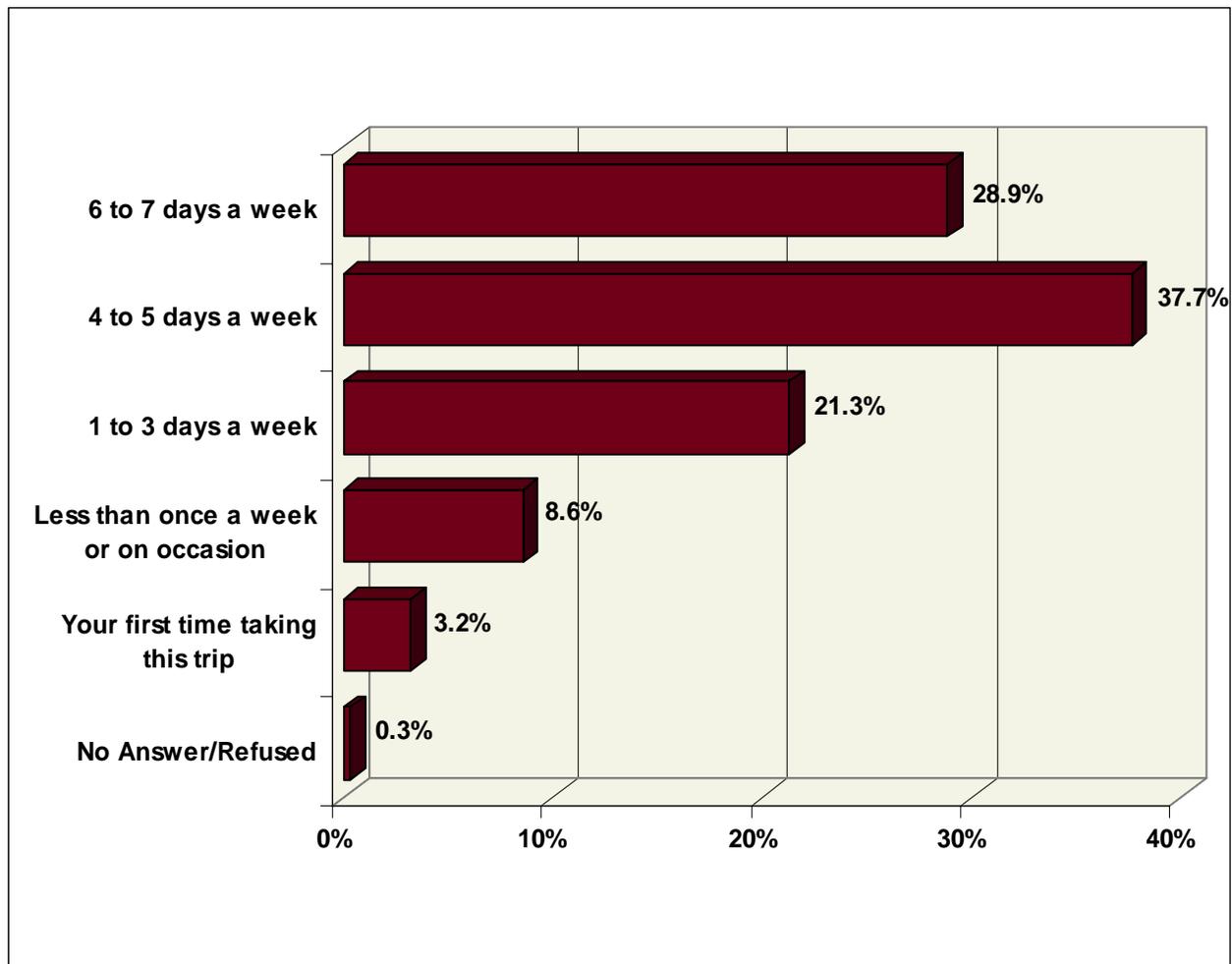
### Trip Length by Area of Residence

	Area of Residence						
	San Francisco	Midpeninsula	South Bay	Eastern Alameda and Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	995	50	61	37	287	44	71
<b>Less than 10 minutes</b>	2.9%	4.0%	3.3%	2.7%	1.4%	4.5%	8.5%
<b>10 to 19 minutes</b>	11.0%	12.0%	11.5%	5.4%	8.4%	6.8%	11.3%
<b>20 to 29 minutes</b>	16.6%	12.0%	16.4%	13.5%	15.3%	13.6%	16.9%
<b>30 to 39 minutes</b>	24.4%	12.0%	14.8%	32.4%	28.2%	11.4%	23.9%
<b>40 to 49 minutes</b>	20.5%	10.0%	16.4%	18.9%	20.2%	25.0%	16.9%
<b>50 to 59 minutes</b>	12.3%	12.0%	18.0%	13.5%	11.8%	13.6%	11.3%
<b>60 to 74 minutes</b>	7.6%	12.0%	11.5%	8.1%	8.4%	4.5%	1.4%
<b>75 to 90 minutes</b>	2.2%	16.0%	4.9%	2.7%	2.8%	9.1%	0.0%
<b>More than 90 minutes</b>	2.0%	10.0%	3.3%	2.7%	2.8%	9.1%	9.9%
<b>No Answer/Refused</b>	0.5%	0.0%	0.0%	0.0%	0.7%	2.3%	0.0%

### 3.4. Trip Frequency

With the next question in the survey, the respondents were asked about the frequency at which they traveled between the two locations that they indicated in the first two questions. As illustrated in the chart below, about 38 percent of the participants stated that they travel between the two locations for “4 to 5 days a week.” Another 29 percent indicated that they travel “6 to 7 days a week,” whereas 21 percent mentioned that they travel “1 to 3 days a week” between the two locations indicated in the first two questions of the survey. The remaining twelve percent of the participants stated that they took the trip “Less than once a week or on occasion” (9%) or that it was their first time taking the trip (3%).

4. How often do you travel between these two locations, whether or not you take this transit route, a different route, or a different type of transportation?



### Differences by Transit System

The trip frequency “6 to 7 days a week” was reported by a significantly higher percentage of the MUNI Bus passengers than by those of AC Transit, County Connection, and MUNI Rail. This response was significantly more prominent among the VTA riders than among the MUNI Rail riders. Otherwise, a significantly higher percentage of the MUNI Rail than the MUNI Bus riders reported taking this trip 1 to 5 days a week.

Finally, a significantly higher percentage of the County Connection riders than the passengers of AC Transit, MUNI Bus, MUNI Rail, and SamTrans mentioned that this was their first time taking the trip.

### Trip Frequency by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	Sam-Trans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>6 to 7 days a week</b>	21.2%	4.5%	36.7%	14.2%	25.0%	32.4%	22.7%
<b>4 to 5 days a week</b>	37.0%	22.7%	34.3%	49.3%	44.6%	42.6%	40.9%
<b>1 to 3 days a week</b>	26.3%	31.8%	18.3%	28.3%	14.3%	13.2%	18.2%
<b>Less than once a week or on occasion</b>	11.3%	18.2%	7.4%	7.3%	12.5%	5.9%	13.6%
<b>Your first time taking this trip</b>	4.2%	22.7%	2.9%	0.5%	1.8%	5.9%	4.5%
<b>No Answer/Refused</b>	0.0%	0.0%	0.4%	0.5%	1.8%	0.0%	0.0%

### Differences by Gender

When compared to the female respondents, a significantly higher percentage of the male respondents reported taking this trip “4 to 5 days a week.” By contrast, a significantly higher percentage of the female than the male respondents mentioned that this was their first time taking the trip.

### Trip Frequency by Gender

	Gender	
	Male	Female
<b>Total</b>	1,073	471
<b>6 to 7 days a week</b>	28.8%	29.1%
<b>4 to 5 days a week</b>	39.4%	33.8%
<b>1 to 3 days a week</b>	20.8%	22.3%
<b>Less than once a week or on occasion</b>	8.0%	10.0%
<b>Your first time taking this trip</b>	2.6%	4.7%
<b>No Answer/Refused</b>	0.4%	0.2%

### Differences by Age

When compared to the 18-to-24-year-old respondents, a significantly higher percentage of the 35-to-54-year-old respondents stated that they took this trip “4 to 5 days a week.” In addition to this, a significantly higher percentage of the 25-to-34-year-old respondents reported their trip frequency as “1 to 3 days a week,” when compared to the percentage of 45-to-54-year-old respondents who indicated the same. Finally, a significantly higher percentage of the 65-years-and-older respondents reported that they took the trip “Less than once a week or on occasion,” when compared to the percentage of the 25-to-54-year-old respondents who mentioned the same.

### Trip Frequency by Age

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>6 to 7 days a week</b>	44.7%	30.6%	26.5%	25.0%	33.6%	35.9%	28.1%	55.6%
<b>4 to 5 days a week</b>	23.7%	30.6%	37.9%	45.4%	47.9%	35.9%	21.9%	44.4%
<b>1 to 3 days a week</b>	18.4%	23.4%	24.8%	19.5%	11.8%	14.1%	15.6%	0.0%
<b>Less than once a week or on occasion</b>	10.5%	10.5%	6.8%	8.3%	4.2%	10.9%	28.1%	0.0%
<b>Your first time taking this trip</b>	2.6%	4.3%	4.1%	1.1%	1.7%	3.1%	6.3%	0.0%
<b>No Answer/Refused</b>	0.0%	0.5%	0.0%	0.6%	0.8%	0.0%	0.0%	0.0%

### Differences by Ethnicity

A significantly higher percentage of the Spanish, Hispanic or Latino respondents reported taking this trip “6 to 7 days a week,” when compared to the White, Black or African American, and Asian respondents who stated the same. Similarly, a significantly higher percentage of the Asian than the non-Asian respondents took their trip “4 to 5 days a week.” In addition to this, “1 to 3 days a week” was the trip frequency reported by a significantly higher percentage of the White and Black or African American respondents than by the Spanish, Hispanic or Latino and Asian respondents. Finally, when compared to the Spanish, Hispanic or Latino respondents, a significantly higher percentage of the Black or African American respondents reported taking their trip “Less than once a week or on occasion.”

### Trip Frequency by Ethnicity

	Ethnicity					
	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/Refused
<b>Total</b>	547	370	355	196	99	20
<b>6 to 7 days a week</b>	24.7%	44.6%	21.1%	26.5%	29.3%	20.0%
<b>4 to 5 days a week</b>	36.0%	33.0%	36.9%	52.0%	31.3%	50.0%
<b>1 to 3 days a week</b>	24.7%	14.3%	25.6%	13.3%	26.3%	20.0%
<b>Less than once a week or on occasion</b>	9.1%	5.9%	12.4%	6.1%	10.1%	10.0%
<b>Your first time taking this trip</b>	4.9%	1.9%	3.9%	2.0%	2.0%	0.0%
<b>No Answer/Refused</b>	0.5%	0.3%	0.0%	0.0%	1.0%	0.0%

### Differences by Annual Household Income

Overall, the distribution pattern of responses suggests that trip frequency decreases with higher annual household income. More specifically, a significantly higher percentage of the respondents with an annual household income of under \$15,000 reported taking the trip “6 to 7 days a week,” when compared to the percentage of the respondents with a household income of \$15,000 to \$24,999 who stated the same. By contrast, when compared to the participants with a household income of under \$15,000 per year, a significantly higher percentage of those with a household income of \$15,000 to \$49,999 reported taking the trip “4 to 5 days a week.” Besides this, a significantly higher percentage of those with an annual household income of \$75,000 or more mentioned that they were taking the trip for the first time, when compared to the respondents with a household income of \$15,000 to \$24,999 per year who stated the same. Finally, a significantly higher percentage of the respondents with a household income of \$75,000 to \$99,999 per year were taking the trip for the first time, when compared to the percentage of those from households with an annual income of \$50,000 to \$74,999 who stated the same.

### Trip Frequency by Annual Household Income

	Annual household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>6 to 7 days a week</b>	35.0%	23.6%	24.6%	31.0%	28.1%	29.7%	36.8%
<b>4 to 5 days a week</b>	28.9%	44.7%	41.8%	38.0%	38.6%	27.0%	33.8%
<b>1 to 3 days a week</b>	22.6%	22.9%	22.8%	17.7%	12.3%	17.6%	18.8%
<b>Less than once a week or on occasion</b>	9.1%	7.1%	6.8%	11.4%	8.8%	17.6%	8.3%
<b>Your first time taking this trip</b>	3.9%	1.4%	3.6%	1.3%	12.3%	8.1%	2.3%
<b>No Answer/Refused</b>	0.6%	0.2%	0.3%	0.6%	0.0%	0.0%	0.0%

### Differences by Area of Residence

A significantly higher percentage of the respondents residing in the San Francisco area than those residing in the East Bay reported taking the trip “6 to 7 days a week.” On the other hand, a significantly higher percentage of the riders residing in Other areas reported taking the trip for the first time, when compared to the percentages of those residing in San Francisco and East Bay Area, who stated the same.

### Trip Frequency by Area of Residence

	Area of Residences						
	San Francisco	Midpeninsula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	995	50	61	37	287	44	71
<b>6 to 7 days a week</b>	31.1%	28.0%	32.8%	10.8%	21.6%	25.0%	36.6%
<b>4 to 5 days a week</b>	38.3%	48.0%	37.7%	40.5%	37.6%	22.7%	29.6%
<b>1 to 3 days a week</b>	19.9%	18.0%	14.8%	29.7%	27.9%	18.2%	19.7%
<b>Less than once a week or on occasion</b>	7.6%	6.0%	9.8%	13.5%	10.5%	11.4%	11.3%
<b>Your first time taking this trip</b>	2.8%	0.0%	4.9%	5.4%	2.4%	22.7%	0.0%
<b>No Answer/Refused</b>	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%

### Differences by Transit Dependence

Moreover, among the respondents who took the trip for the first time, the percentage of those who took public transit because of unavailability of an automobile was significantly higher than the percentage of the respondents who indicated otherwise.

### Trip Frequency by Availability of Automobile

	7. For this trip today, did you take public transportation because an automobile was not available to you?		
	Yes	No	No Answer/Refused
<b>Total</b>	553	958	34
<b>6 to 7 days a week</b>	31.8%	27.8%	11.8%
<b>4 to 5 days a week</b>	34.2%	39.6%	41.2%
<b>1 to 3 days a week</b>	19.3%	22.0%	32.4%
<b>Less than once a week or on occasion</b>	9.4%	8.0%	11.8%
<b>Your first time taking this trip</b>	4.7%	2.4%	2.9%
<b>No Answer/Refused</b>	0.5%	0.2%	0.0%

Among the respondents who reported traveling between their indicated trip origins and destinations “6 to 7 days a week,” the percentage of those who usually do not have an automobile available to them was significantly higher than the percentage of those who took public transportation because an automobile was unavailable to them only on the night of the interview. By contrast, out of the riders who took the trip “Less than once a week or on occasion,” the percentage of the passengers who usually have an automobile available to them was significantly higher than the percentage of those who indicated otherwise.

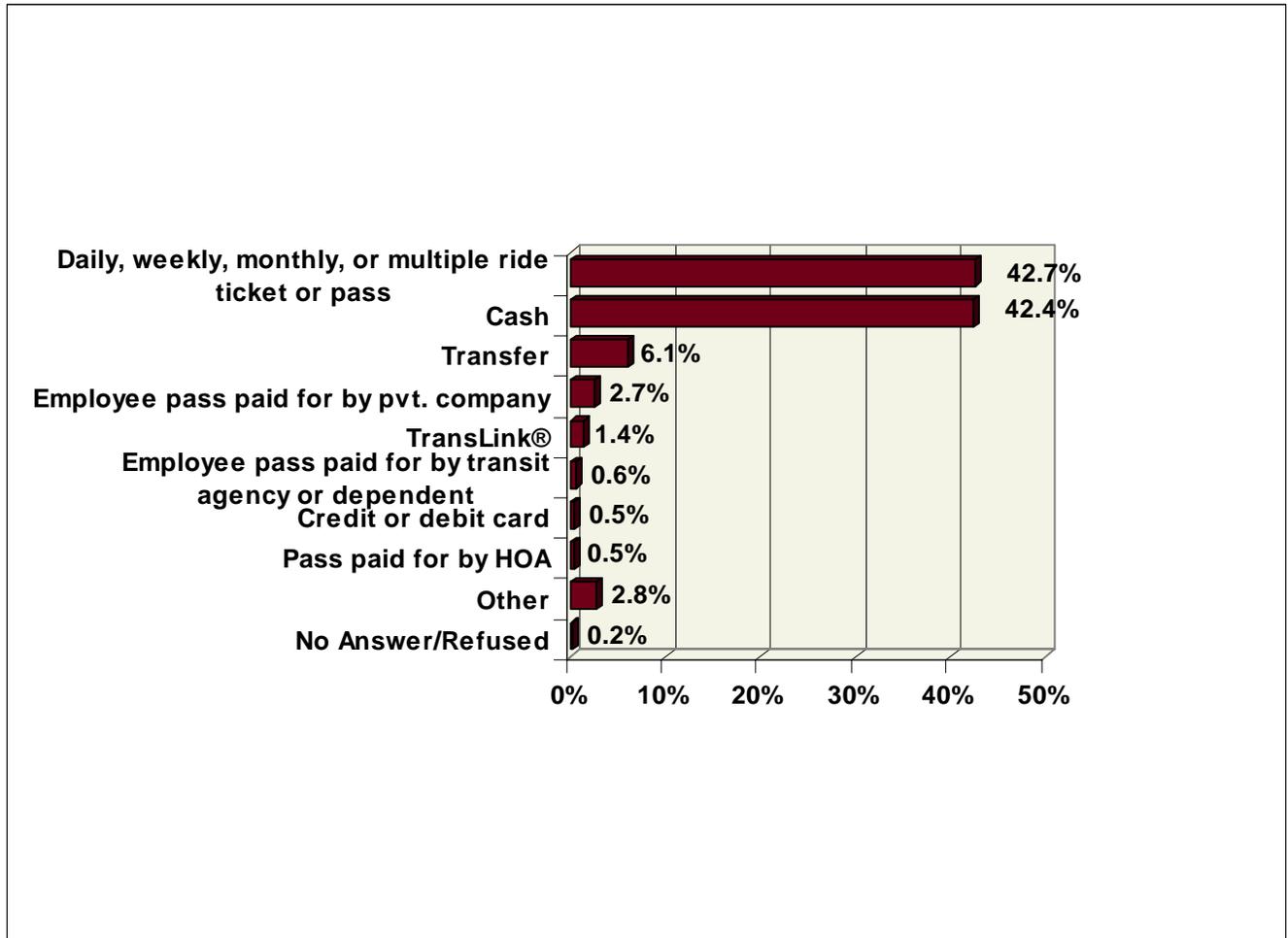
**Trip Frequency by Usual Availability of an Automobile**

	8. (IF QUESTION 7 = YES) Do you normally have an automobile available to you for trips like today's trip?		
	Yes	No	No Answer/Refused
<b>Total</b>	140	405	8
<b>6 to 7 days a week</b>	23.6%	34.6%	37.5%
<b>4 to 5 days a week</b>	37.9%	33.1%	25.0%
<b>1 to 3 days a week</b>	16.4%	20.2%	25.0%
<b>Less than once a week or on occasion</b>	16.4%	7.2%	0.0%
<b>Your first time taking this trip</b>	5.0%	4.4%	12.5%
<b>No Answer/Refused</b>	0.7%	0.5%	0.0%

### 3.5. Fare Payment Method

Overall, “Daily, weekly, monthly, or multiple ride ticket or pass” (43%) and “Cash” (42%) were the most preferred fare payment methods used by the participants in the second phase of the study. Besides these, less than ten percent of the respondents chose other fare payment methods such as “Transfer” (6%), “Employee pass paid for by private company” (3%), “TransLink®” (1%), “Employee pass paid for by transit agency or dependent” (1%), “Credit or debit card” (1%), and “Pass paid for by Homeowner’s Association” (1%).

#### 5. How did you pay for your fare on this trip?



### Differences by Transit System

When compared to MUNI Rail, a significantly higher percentage of the passengers of AC Transit, County Connection, MUNI Bus, SamTrans, and VTA used “Cash” to pay their trip fare. Similarly, this fare payment method was used by a significantly higher percentage of the County Connection and SamTrans riders than by the passengers of AC Transit and MUNI Bus. Likewise, “Cash” was used by a significantly higher percentage of the VTA riders than by the MUNI Bus riders.

In addition to this, “Daily, weekly, monthly or multiple ride ticket or pass” was used by a significantly higher percentage of the MUNI Rail riders than by the passengers on other transit systems.

### Fare Payment Method by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	Sam-Trans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>Cash</b>	43.3%	77.3%	41.3%	28.8%	66.1%	61.8%	50.0%
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	39.1%	22.7%	41.8%	62.6%	23.2%	33.8%	27.3%
<b>Transfer</b>	4.8%	0.0%	8.3%	2.3%	5.4%	0.0%	13.6%

### Differences by Age

A significantly higher percentage of the minors than the 25-to-54-year-old respondents reported using “Cash” for paying their trip fare.

In addition to this, a significantly higher percentage of the 25-to-64-year-old respondents than those under 18 reported using a “Daily weekly, monthly or multiple ride ticket or pass” to pay their trip fare. Similarly, this payment method was used by a significantly higher percentage of the 25-to-44-year-old than the 18-to-24-year-old respondents.

### Fare Payment Method by Age

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/ Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>Cash</b>	68.4%	47.8%	38.9%	38.5%	36.1%	43.8%	59.4%	44.4%
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	10.5%	35.2%	46.4%	48.9%	50.4%	42.2%	21.9%	44.4%
<b>Transfer</b>	5.3%	7.7%	6.6%	4.0%	3.4%	10.9%	6.3%	0.0%

### Differences by Ethnicity

Significantly higher percentages of the respondents who self-identified as White, Black or African American, and from Other ethnic backgrounds than the Asian respondents used “Cash” to pay for their trip fare. As opposed to this, the percentage of the Asian respondents who paid their fare using “Daily, weekly, monthly, or multiple ride ticket or pass,” was significantly higher than the percentage of the non-Asian respondents who used this fare payment method.

### Fare Payment Method by Ethnicity

	Ethnicity					
	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/ Refused
<b>Total</b>	547	370	355	196	99	20
<b>Cash</b>	42.2%	41.6%	46.8%	30.1%	54.5%	40.0%
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	41.3%	42.7%	38.9%	56.1%	31.3%	35.0%
<b>Transfer</b>	6.4%	8.1%	6.2%	2.6%	5.1%	15.0%

### Differences by Annual Household Income

When compared to the passengers with annual household income of \$15,000 to \$24,999, significantly higher percentages of those from other income groups used "Cash" to pay for their trip fare. Similarly, this fare payment method was used by significantly higher percentages of those with annual household income of \$50,000 to \$74,999 and \$100,000 or higher than by those who reported an annual household income of \$25,000 to \$49,999.

By contrast, a significantly higher percentage of the passengers with an annual household income of \$15,000 to \$49,999 used "Daily, weekly, monthly, or multiple ride ticket or pass," when compared to the percentages of those from households with annual income of under \$15,000, \$50,000 to \$74,999, and \$100,000 or more who reported using this fare payment method.

### Fare Payment Method by Annual Household Income

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>Cash</b>	43.5%	32.4%	37.1%	57.0%	54.4%	58.1%	53.4%
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	38.3%	51.3%	49.9%	33.5%	36.8%	27.0%	30.8%
<b>Transfer</b>	7.7%	7.6%	4.5%	3.8%	3.5%	1.4%	8.3%

### Differences by Area of Residence

When compared to the respondents residing in San Francisco, significantly higher percentages of those residing in the Midpeninsula, South Bay, and Other areas used “Cash” to pay their fare. Conversely, a “Daily, weekly, monthly, or multiple ride ticket or pass” was used by a significantly higher percentage of the passengers residing in San Francisco than by those living in Midpeninsula, East Bay Area, and Other areas.

### Fare Payment Method by Area of Residence

	Area of Residence						
	San Francisco	Midpeninsula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	995	50	61	37	287	44	71
<b>Cash</b>	36.5%	60.0%	62.3%	56.8%	45.6%	63.6%	62.0%
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	48.6%	26.0%	29.5%	29.7%	36.9%	18.2%	26.8%
<b>Transfer</b>	6.8%	6.0%	0.0%	8.1%	5.6%	6.8%	2.8%

**Fare Payment Method by Day of the Month**

	1	2	6	7	8	9	10
<b>Total</b>	6	44	33	21	24	59	31
<b>Cash</b>	50.0%	31.8%	60.6%	57.1%	33.3%	44.1%	54.8%
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	33.3%	45.5%	27.3%	28.6%	54.2%	44.1%	25.8%
<b>Transfer</b>	0.0%	9.1%	6.1%	4.8%	0.0%	5.1%	3.2%

	11	12	13	14	15	16	17
<b>Total</b>	51	62	18	76	42	84	146
<b>Cash</b>	37.3%	48.4%	61.1%	43.4%	26.2%	33.3%	36.3%
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	51.0%	38.7%	33.3%	35.5%	61.9%	56.0%	48.6%
<b>Transfer</b>	3.9%	4.8%	0.0%	6.6%	0.0%	2.4%	5.5%

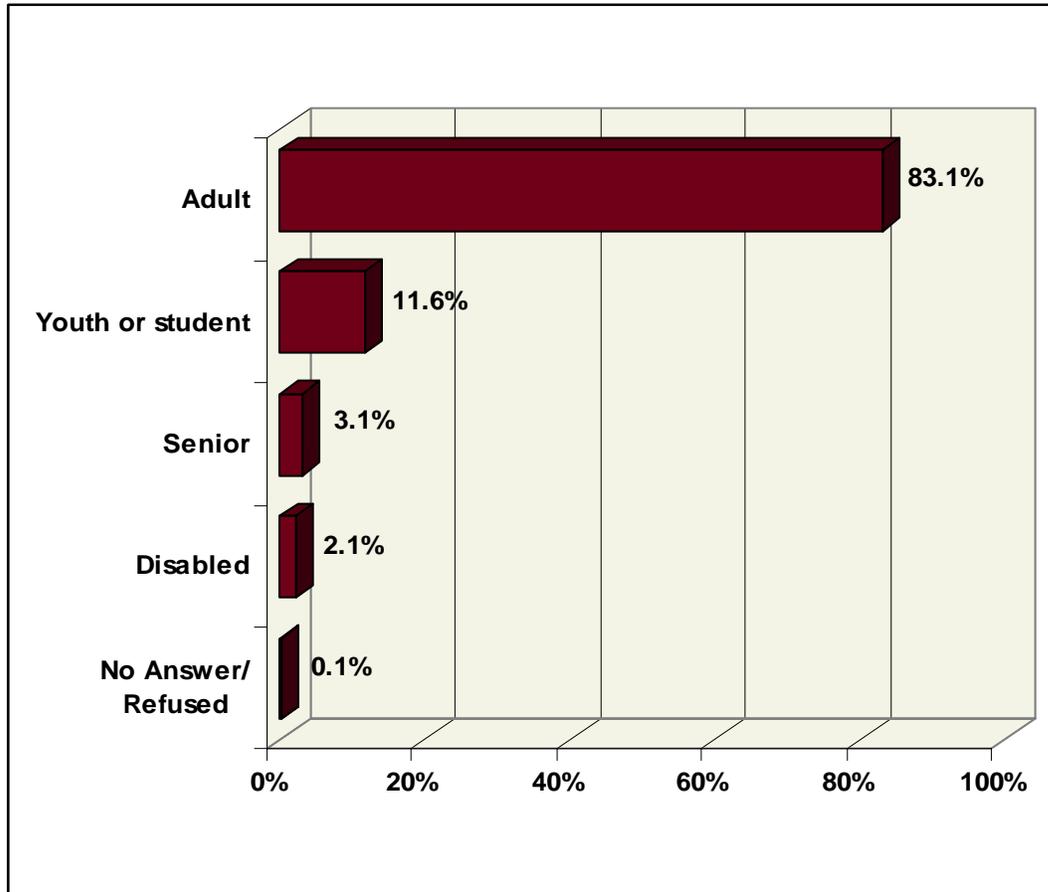
	18	19	20	21	22	23	24
<b>Total</b>	144	89	79	29	44	78	30
<b>Cash</b>	44.4%	41.6%	32.9%	27.6%	31.8%	41.0%	36.7%
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	47.2%	43.8%	46.8%	65.5%	50.0%	39.7%	46.7%
<b>Transfer</b>	2.1%	10.1%	12.7%	6.9%	9.1%	9.0%	16.7%

	25	26	27	28	29	30	31
<b>Total</b>	47	90	40	20	29	91	38
<b>Cash</b>	27.7%	56.7%	57.5%	80.0%	51.7%	44.0%	52.6%
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	48.9%	27.8%	35.0%	20.0%	24.1%	36.3%	31.6%
<b>Transfer</b>	10.6%	5.6%	2.5%	0.0%	13.8%	8.8%	2.6%

### 3.6. Fare Category

Following their fare payment method, the participants were asked to indicate their fare category. As shown in the following chart, 83 percent of the participants paid an “Adult” fare. Following this, twelve percent paid “Youth or student” fare, three percent paid “Senior” fare, and two percent of the participants paid “Disabled” fare for the trip in question.

#### 6. What is your fare category?



### Differences by Gender

When compared to the female passengers, a significantly higher percentage of the male passengers paid “Adult” and “Disabled” fare. By contrast, a significantly higher percentage of the female than the male respondents paid “Youth or student” fare.

### Fare Category by Transit System

	Gender	
	Male	Female
<b>Total</b>	1,073	471
<b>Adult</b>	84.7%	79.6%
<b>Senior</b>	2.6%	4.2%
<b>Youth or student</b>	9.7%	15.7%
<b>Disabled</b>	2.9%	0.4%
<b>No Answer/Refused</b>	0.1%	0.0%

### Differences by Age

Significantly more of the 25-to-54-year-old respondents than the ones in other age groups paid “Adult” fare. Similarly, this fare category was reported by significantly higher percentages of the 18-to-24-years-old and 55-to-64-year-old respondents than by the non-adult respondents.

Not surprisingly, a significantly higher percentage of the non-adult than the adult riders paid a “Youth or student fare.” Likewise, the percentage of the 18-to-24-year-old respondents who paid this fare category was significantly higher when compared to the percentage of the riders in the older age groups who stated the same.

Furthermore, significantly more of the 55-years-and-older riders than those in the younger age groups paid “Senior” fare for their trip.

Finally, a significantly higher percentage of the 45-to-64-year-old than the 18-to-34-year-old respondents reported paying “Disabled” fare.

### Fare Category by Age

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>Adult</b>	5.3%	74.4%	92.3%	96.6%	91.6%	56.3%	18.8%	77.8%
<b>Senior</b>	5.3%	0.5%	0.8%	0.3%	0.8%	23.4%	71.9%	0.0%
<b>Youth or student</b>	89.5%	23.9%	6.6%	0.9%	0.0%	6.3%	6.3%	22.2%
<b>Disabled</b>	0.0%	1.0%	0.4%	2.3%	7.6%	14.1%	3.1%	0.0%
<b>No Answer/Refused</b>	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

### Differences by Annual Household Income

A significantly higher percentage of the respondents with a household income of under \$15,000 a year paid “Youth or student” fare, when compared to the respondents from the higher household income groups. By contrast, a significantly higher percentage of the respondents with an annual household income of \$15,000 to \$99,999 paid “Adult” fare, when compared to those in the lowest income group.

### Fare Category by Annual Household Income

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>Adult</b>	67.8%	87.9%	91.7%	91.1%	93.0%	78.4%	76.7%
<b>Senior</b>	5.8%	1.9%	1.8%	1.9%	0.0%	4.1%	5.3%
<b>Youth or student</b>	23.1%	8.7%	4.5%	6.3%	5.3%	16.2%	13.5%
<b>Disabled</b>	3.0%	1.4%	2.1%	0.6%	1.8%	1.4%	4.5%
<b>No Answer/Refused</b>	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

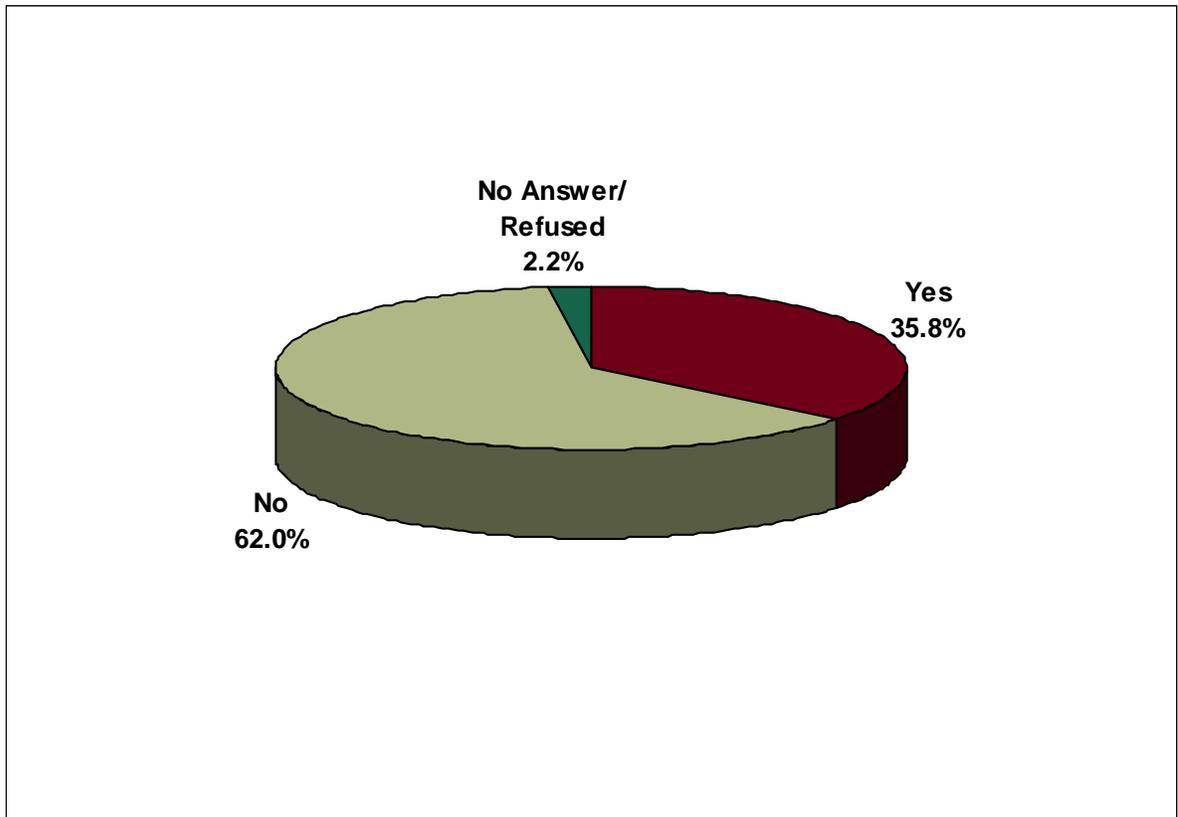
### 3.7. Public Transit Dependency

The next three questions in the survey focused on determining the transit passengers' dependence on public transportation for day-to-day travel.

#### 3.7.1. Automobile Availability on Survey Night

The first question in this series asked the participants to indicate if they took public transportation because an automobile was not available to them. In response to this, 36 percent of the participants stated that they took public transit because an automobile was not available to them that night, whereas 62 percent mentioned that unavailability of an automobile was not the reason for their taking public transit.

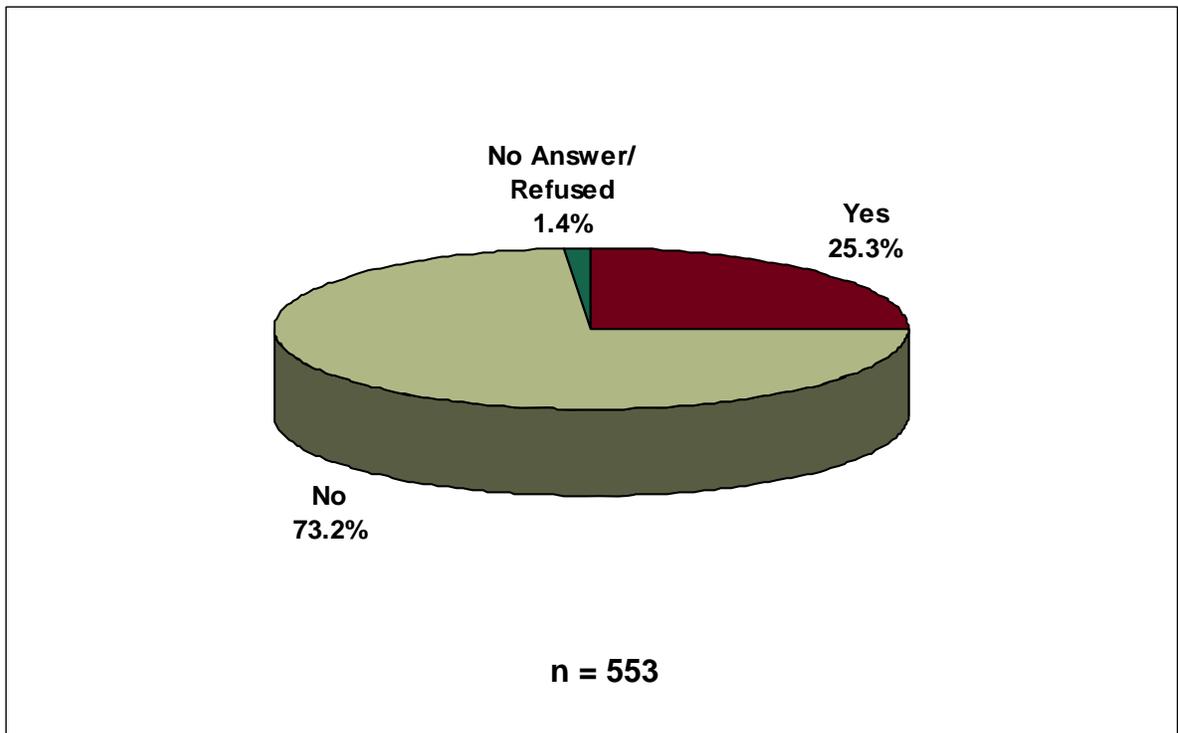
**7. For this trip today, did you take public transportation because an automobile was not available to you?**



### 3.7.2. General Automobile Availability

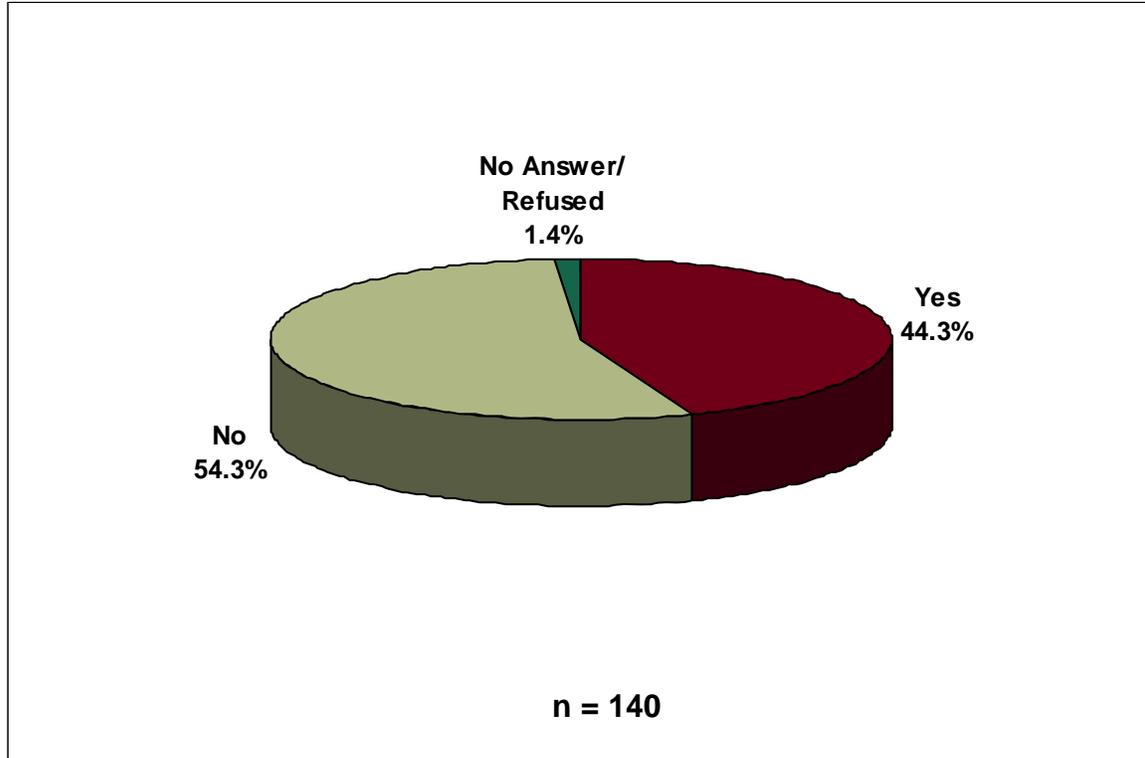
Following this, the 553 survey participants who indicated taking public transportation because of unavailability of an automobile were asked if an automobile is usually available to them for trips like the one on the night of the survey. In response to this, 25 percent stated that an automobile is usually available to them for such trips, whereas 73 percent reported “no.” These results suggest that 26 percent of the night-time riders are public transit-dependent.

8. (IF QUESTION 7 = YES) Do you normally have an automobile available to you for trips like today's trip?



Of the 140 participants who reported generally having an automobile available to them but not on the night of the survey, 54 percent stated that it generally does not create inconvenience for others to have the automobile available to them, whereas 44 percent stated that it does create an inconvenience to others. This translates to roughly four percent of the regional riders who might take public transit to avoid inconveniencing others.

**9. (IF QUESTION 7 = YES AND QUESTION 8 = YES) Does it normally create inconvenience for others to have the automobile available to you?**



### Differences by Transit System

Significantly higher percentages of the night-time riders of MUNI Rail, VTA, and Wheels were transit-dependent, when compared to the percentage of transit-dependent passengers on AC Transit. Similarly, significantly more of the passengers of MUNI Rail and VTA than of MUNI Bus were transit-dependent.

### Automobile Availability on Survey Night by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	Sam-Trans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>Yes</b>	28.4%	50.0%	32.7%	47.0%	48.2%	48.5%	68.2%
<b>No</b>	64.5%	50.0%	66.7%	50.7%	51.8%	51.5%	31.8%
<b>No Answer/Refused</b>	7.2%	0.0%	0.6%	2.3%	0.0%	0.0%	0.0%

### General Automobile Availability by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	Sam-Trans	VTA	Wheels
<b>Total</b>	95	11	269	103	27	33	15
<b>Yes</b>	30.5%	18.2%	27.5%	16.5%	40.7%	9.1%	26.7%
<b>No</b>	67.4%	81.8%	71.0%	81.6%	59.3%	90.9%	73.3%
<b>No Answer/Refused</b>	2.1%	0.0%	1.5%	1.9%	0.0%	0.0%	0.0%

### Transit Dependency by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	Sam-Trans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>Transit Dependency</b>	19.1%	40.9%	23.2%	38.4%	28.6%	44.1%	50.0%

### Differences by Gender

In Phase Two of the study, a significantly higher percentage of the female than the male passengers were transit-dependent.

### Automobile Availability on Survey Night by Gender

	Gender	
	Male	Female
<b>Total</b>	1,073	471
<b>Yes</b>	32.2%	43.9%
<b>No</b>	65.1%	55.0%
<b>No Answer/Refused</b>	2.7%	1.1%

### General Automobile Availability by Gender

	Gender	
	Male	Female
<b>Total</b>	346	207
<b>Yes</b>	26.9%	22.7%
<b>No</b>	72.0%	75.4%
<b>No Answer/Refused</b>	1.2%	1.9%

### Transit Dependency by Gender

	Gender	
	Male	Female
<b>Total</b>	1,073	471
<b>Transit Dependency</b>	23.2%	33.1%

### Differences by Age

When compared to the 35-to-44-year-old respondents, a significantly higher percentage of the 65-years-and-older respondents mentioned that they took public transit because an automobile as not available to them. Similar responses were received from a significantly higher percentage of the 18-to-24-year-old than the 25-to-44-year-old respondents.

In reference to general automobile availability, there were no statistically significant differences.

A significantly higher percentage of the 18-to-24-year-old than the 25-to-44-year-old respondents were transit-dependent.

### Automobile Availability on Survey Night by Age

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/ Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>Yes</b>	50.0%	44.0%	30.8%	27.0%	37.8%	43.8%	56.3%	66.7%
<b>No</b>	50.0%	53.8%	67.5%	69.5%	58.8%	56.3%	43.8%	33.3%
<b>No Answer/ Refused</b>	0.0%	2.2%	1.7%	3.4%	3.4%	0.0%	0.0%	0.0%

**General Automobile Availability by Age**

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	19	184	159	94	45	28	18	6
<b>Yes</b>	36.8%	22.8%	27.0%	26.6%	17.8%	25.0%	27.8%	50.0%
<b>No</b>	63.2%	76.6%	69.8%	72.3%	82.2%	75.0%	66.7%	50.0%
<b>No Answer/Refused</b>	0.0%	0.5%	3.1%	1.1%	0.0%	0.0%	5.6%	0.0%

**Transit Dependency by Age**

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>Transit Dependency</b>	31.6%	33.7%	21.5%	19.5%	31.1%	32.8%	37.5%	33.3%

### Differences by Ethnicity

When compared to the Asian respondents, a significantly higher percentage of the Spanish, Hispanic or Latino and Black or African American respondents reported that they took public transit because an automobile was not available to them.

A significantly higher percentage of the Spanish, Hispanic or Latino than the White respondents reported that they usually have an automobile available for trips like the one on the night of participation in the survey.

There were no statistically significant differences in the transit dependency results by ethnicity.

### Automobile Availability on Survey Night by Ethnicity

	Ethnicity					
	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/Refused
<b>Total</b>	547	370	355	196	99	20
<b>Yes</b>	36.2%	38.4%	38.6%	26.0%	39.4%	30.0%
<b>No</b>	62.3%	59.5%	57.7%	71.9%	59.6%	70.0%
<b>No Answer/Refused</b>	1.5%	2.2%	3.7%	2.0%	1.0%	0.0%

### General Automobile Availability by Ethnicity

	Ethnicity					
	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/Refused
<b>Total</b>	198	142	137	51	39	6
<b>Yes</b>	17.2%	31.0%	29.2%	25.5%	33.3%	0.0%
<b>No</b>	81.3%	68.3%	67.9%	74.5%	66.7%	100.0%
<b>No Answer/Refused</b>	1.5%	0.7%	2.9%	0.0%	0.0%	0.0%

**Transit Dependency by Ethnicity**

	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/Refused
<b>Total</b>	547	370	355	196	99	20
<b>Transit Dependency</b>	29.4%	26.2%	26.2%	19.4%	26.3%	30.0%

**Differences by Annual Household Income**

A significantly higher percentage of the respondents with annual household income of under \$15,000 stated that they used public transportation due to unavailability of an automobile, when compared to those with a household income of \$15,000 to \$49,999 who stated the same. With respect to general automobile availability, as well as transit dependency, there were no statistically significant differences across the income groups.

**Automobile Availability on Survey Night by Annual Household Income**

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>Yes</b>	43.3%	29.6%	31.2%	32.3%	43.9%	36.5%	47.4%
<b>No</b>	54.5%	66.4%	66.8%	67.7%	56.1%	60.8%	52.6%
<b>No Answer/Refused</b>	2.2%	4.0%	2.1%	0.0%	0.0%	2.7%	0.0%

**General Automobile Availability by Annual Household Income**

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	157	125	105	51	25	27	63
<b>Yes</b>	26.1%	25.6%	26.7%	35.3%	28.0%	18.5%	14.3%
<b>No</b>	71.3%	74.4%	72.4%	60.8%	68.0%	81.5%	85.7%
<b>No Answer/Refused</b>	2.5%	0.0%	1.0%	3.9%	4.0%	0.0%	0.0%

### Transit Dependency by Annual Household Income

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>Transit Dependency</b>	30.9%	22.0%	22.6%	19.6%	29.8%	29.7%	40.6%

### Differences by Area of Residence

When compared to the respondents residing in the East Bay Area, significantly more of those living in South Bay, Eastern Alameda and Contra Costa Counties, and Other areas took public transportation due to unavailability of an automobile. Similarly, proportionately fewer of those residing in the Eastern Alameda and Contra Costa Counties than of those living in San Francisco reported using public transportation due to unavailability of automobile. In reference to general automobile availability, there were no significant differences in the responses given by passengers who resided in the different areas around the San Francisco Bay.

A significantly higher percentage of the respondents residing in the South Bay than those residing in San Francisco and the East Bay Area were transit-dependent.

### Automobile Availability on Survey Night by Area of Residence

	Area of Residence						
	San Francisco	Midpeninsula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	995	50	61	37	287	44	71
<b>Yes</b>	34.7%	46.0%	52.5%	62.2%	28.6%	56.8%	32.4%
<b>No</b>	63.8%	54.0%	47.5%	37.8%	65.5%	38.6%	67.6%
<b>No Answer/Refused</b>	1.5%	0.0%	0.0%	0.0%	5.9%	4.5%	0.0%

**General Automobile Availability**

	Area of Residence						
	San Francisco	Midpeninsula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	345	23	32	23	82	25	23
<b>Yes</b>	24.9%	34.8%	9.4%	30.4%	28.0%	28.0%	26.1%
<b>No</b>	73.9%	65.2%	90.6%	65.2%	70.7%	64.0%	73.9%
<b>No Answer/Refused</b>	1.2%	0.0%	0.0%	4.3%	1.2%	8.0%	0.0%

**Transit Dependency by Area of Residence**

	Area of Residence						
	San Francisco	Midpeninsula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	995	50	61	37	287	44	71
<b>Transit Dependency</b>	25.6%	30.0%	47.5%	40.5%	20.2%	36.4%	23.9%

### 3.8. Location of Residence

The next two questions in the survey asked for the transit riders' location of residence.

#### 3.8.1. Home Zip Code

The first question in this series asked the participants to indicate their home zip codes. As illustrated in the table below, the top 14 zip codes of residence were located in the City of San Francisco (zip codes marked with an asterisk "\*"). Six of the zip codes that made the top 25 list were located in Oakland (94601 – 2%, 94621 - 2%, 94611 – 1%, 94603 – 1%, 94610 – 1%, and 94610 – 1%).

#### 10. What is your home zip code?

94130*	10.9%	94621	1.5%	94605	0.6%
94103*	5.7%	94501	1.3%	94612	0.6%
94104*	3.6%	94611	1.1%	94303	0.5%
94102*	3.1%	94112*	1.1%	94618	0.5%
94107*	2.8%	94109*	0.9%	94704	0.5%
94115*	2.3%	94134*	0.8%	95112*	0.5%
94118*	2.3%	94603	0.8%	94113*	0.5%
94110*	2.3%	94610	0.8%	94114*	0.5%
94117*	2.1%	94720	0.8%	94607	0.5%
94121*	1.9%	94602	0.7%	Other	18.8%
94122*	2.1%	94619	0.7%	No Answer	18.0%
94124*	1.7%	94120*	0.6%		
94101*	1.6%	94530	0.6%		
94106*	1.6%	94025	0.6%		
94601	1.6%	94140*	0.6%		

### 3.8.2. City of Residence

With respect to the cities of residence, about every six in ten survey participants (63%) resided in the City of “San Francisco.” The cities in which the next highest percentage of the participants resided were “Oakland” (12%), “Berkeley” (3%), and “San Jose” (2%).

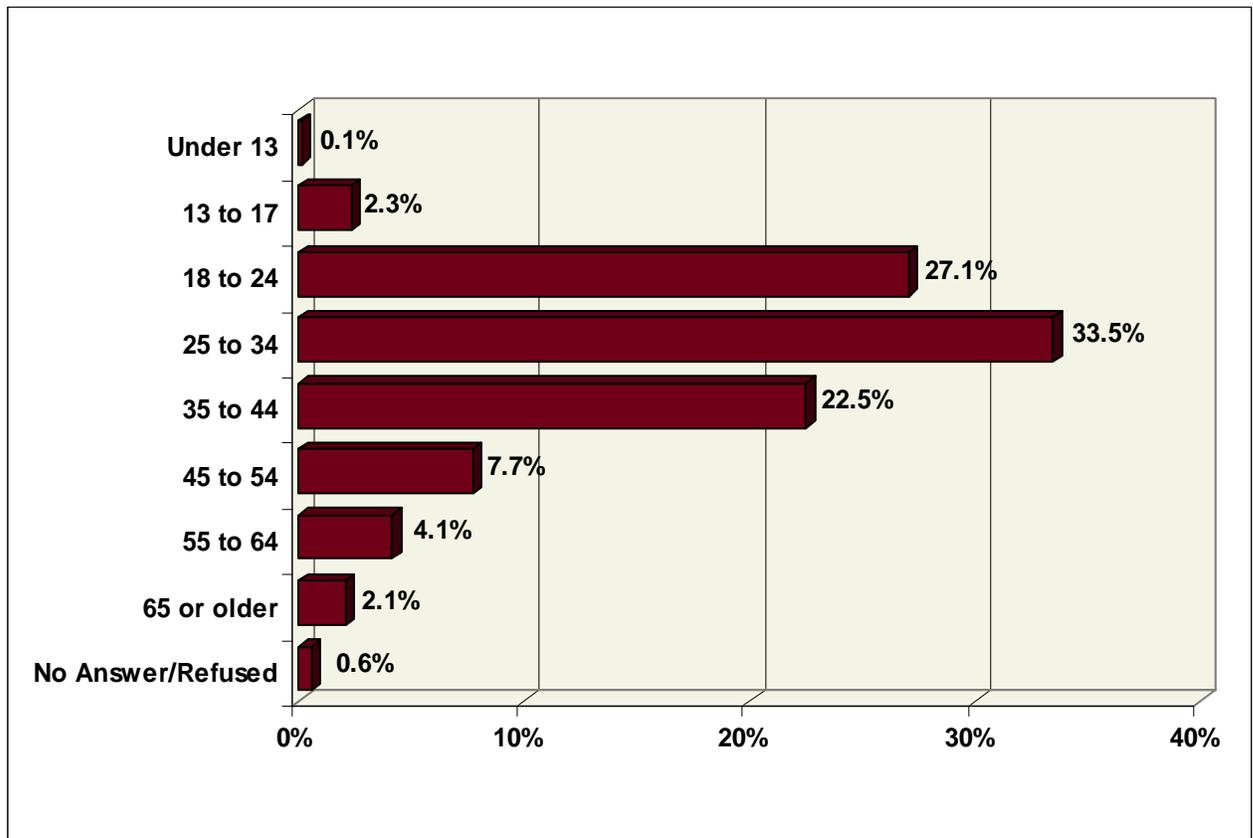
#### 11. What city do you live in?

<b>San Francisco</b>	63.0%	<b>Santa Clara</b>	0.5%
<b>Oakland</b>	11.9%	<b>Concord</b>	0.5%
<b>Berkeley</b>	2.5%	<b>El Cerrito</b>	0.4%
<b>San Jose</b>	1.9%	<b>Orinda</b>	0.4%
<b>Treasure Island</b>	1.4%	<b>Livermore</b>	0.2%
<b>Alameda</b>	1.2%	<b>Pleasanton</b>	0.2%
<b>Palo Alto</b>	1.1%	<b>San Carlos</b>	0.2%
<b>Richmond</b>	1.0%	<b>Saratoga</b>	0.2%
<b>Piedmont</b>	0.9%	<b>Vallejo</b>	0.2%
<b>East Palo Alto</b>	0.8%	<b>Daly City</b>	0.1%
<b>Sunnyvale</b>	0.8%	<b>Lafayette</b>	0.1%
<b>Redwood City</b>	0.7%	<b>Pacifica</b>	0.1%
<b>Dublin</b>	0.6%	<b>Pleasant Hill</b>	0.1%
<b>Emeryville</b>	0.6%	<b>Union City</b>	0.1%
<b>Hayward</b>	0.5%	<b>Other</b>	2.8%
<b>Mountain View</b>	0.5%	<b>No Answer/Refused</b>	4.5%

### 3.9. Age

Following the location of residence, the participants were asked a series of demographic questions. The first question in this series asked the participants to indicate their age group. As illustrated in the following chart, two percent of the riders were less than 18 years old. Some 83 percent of the participants in the survey were between the ages of 18 and 44 years (27% - 18 to 24, 34% - 25 to 34, and 23% - 35 to 44 years old). Another twelve percent of the participants were 45 to 64 years old and about two percent were seniors.

#### 12. What is your age?



In the group-wise comparison of responses to this question, the following statistically significant differences were observed.

#### Differences by Transit System

A significantly higher percentage of the County Connection riders than those of AC Transit, MUNI Bus, MUNI Rail, and VTA were “13 to 17 years old.” Similarly, the percentage of MUNI Bus riders who were “18 to 24 years old” was significantly higher than the percentage of the MUNI Rail riders in this age group. Besides this, a significantly higher percentage of the VTA than MUNI Rail riders were “45 to 54 years old.” Finally, there was a significantly higher representation of the “65 years or older” passengers on SamTrans than on AC Transit.

#### Age by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	SamTrans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>Under 13</b>	0.0%	0.0%	0.1%	0.5%	0.0%	0.0%	0.0%
<b>13 to 17</b>	3.0%	22.7%	1.6%	1.8%	5.4%	1.5%	0.0%
<b>18 to 24</b>	23.0%	27.3%	31.3%	18.3%	17.9%	30.9%	27.3%
<b>25 to 34</b>	32.8%	27.3%	31.7%	42.0%	33.9%	32.4%	31.8%
<b>35 to 44</b>	25.4%	4.5%	20.3%	29.2%	28.6%	17.6%	13.6%
<b>45 to 54</b>	7.8%	13.6%	7.8%	4.1%	3.6%	16.2%	18.2%
<b>55 to 64</b>	6.9%	4.5%	4.1%	2.3%	1.8%	0.0%	0.0%
<b>65 or older</b>	1.2%	0.0%	2.2%	1.8%	7.1%	0.0%	9.1%
<b>No Answer/Refused</b>	0.0%	0.0%	0.9%	0.0%	1.8%	1.5%	0.0%

### Differences by Gender

When compared to the male respondents, a significantly higher percentage of the female respondents were 13 to 24 years old.

### Age by Gender

	Gender	
	Male	Female
<b>Total</b>	1,073	471
<b>Under 13</b>	0.2%	0.0%
<b>13 to 17</b>	1.8%	3.6%
<b>18 to 24</b>	24.2%	33.3%
<b>25 to 34</b>	34.8%	30.6%
<b>35 to 44</b>	23.1%	21.2%
<b>45 to 54</b>	8.6%	5.7%
<b>55 to 64</b>	4.7%	3.0%
<b>65 or older</b>	2.0%	2.3%
<b>No Answer/Refused</b>	0.7%	0.2%

Differences by Ethnicity

When compared to the White respondents, a significantly higher percentage of the respondents of Other ethnicities were “13 to 17 years old.” In addition to this, a significantly higher percentage of the Asian than the White and Spanish, Hispanic or Latino respondents were “45 to 54 years old.”

Age by Ethnicity

	Ethnicity					
	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/Refused
<b>Total</b>	547	370	355	196	99	20
<b>Under 13</b>	0.2%	0.0%	0.0%	0.0%	1.0%	0.0%
<b>13 to 17</b>	0.9%	2.2%	3.1%	2.6%	7.1%	5.0%
<b>18 to 24</b>	27.8%	28.1%	30.1%	18.9%	33.3%	30.0%
<b>25 to 34</b>	36.0%	35.9%	30.1%	28.6%	29.3%	30.0%
<b>35 to 44</b>	20.7%	21.1%	21.1%	30.6%	18.2%	30.0%
<b>45 to 54</b>	6.9%	6.5%	7.9%	13.8%	5.1%	0.0%
<b>55 to 64</b>	4.9%	3.5%	4.5%	3.6%	2.0%	5.0%
<b>65 or older</b>	1.8%	1.6%	3.1%	2.0%	3.0%	0.0%
<b>No Answer/Refused</b>	0.7%	1.1%	0.0%	0.0%	1.0%	0.0%

### Differences by Annual Household Income

A significantly higher percentage of the respondents with an annual household income of under \$15,000 were “18 to 24 years old,” when compared to those with an annual income of \$15,000 to \$99,999 who were in this age group. In addition to this, a significantly higher percentage of the respondents with a household income of \$100,000 or more per year were 13 to 24 years old when compared to those with an annual household income of \$15,000 to \$49,999 a year.

Besides this, the age group “25 to 34 years” was reported by a significantly higher percentage of the respondents with annual household income of \$15,000 to \$24,999 than by those with household income of under \$15,000 per year.

When compared to the lowest and the highest income groups, a significantly higher percentage of the respondents from the remaining income groups reported being “35 to 44 years old.”

Finally, when compared to the percentage of those from households with annual income of \$15,000 to \$49,999, the percentage of the respondents from the lowest and the highest income groups who were “65 years or older” was significantly high.

### Age by Annual Household Income

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>Under 13</b>	0.3%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%
<b>13 to 17</b>	3.0%	1.2%	0.3%	1.9%	1.8%	9.5%	6.0%
<b>18 to 24</b>	47.4%	19.6%	15.4%	22.8%	17.5%	36.5%	28.6%
<b>25 to 34</b>	25.6%	44.0%	35.0%	34.2%	31.6%	25.7%	21.8%
<b>35 to 44</b>	9.6%	24.3%	36.5%	24.1%	26.3%	6.8%	21.8%
<b>45 to 54</b>	4.7%	6.9%	8.6%	12.0%	14.0%	5.4%	9.8%
<b>55 to 64</b>	5.0%	3.1%	3.6%	3.8%	7.0%	8.1%	3.8%
<b>65 or older</b>	4.4%	0.7%	0.6%	0.6%	0.0%	6.8%	3.8%
<b>No Answer/Refused</b>	0.0%	0.2%	0.0%	0.6%	1.8%	0.0%	4.5%

### Differences by Area of Residence

A significantly higher percentage of the respondents residing in the Eastern Alameda and Contra Costa Counties reported being “13 to 17 years old,” when compared to the percentage of those residing in San Francisco who reported being in this age group.

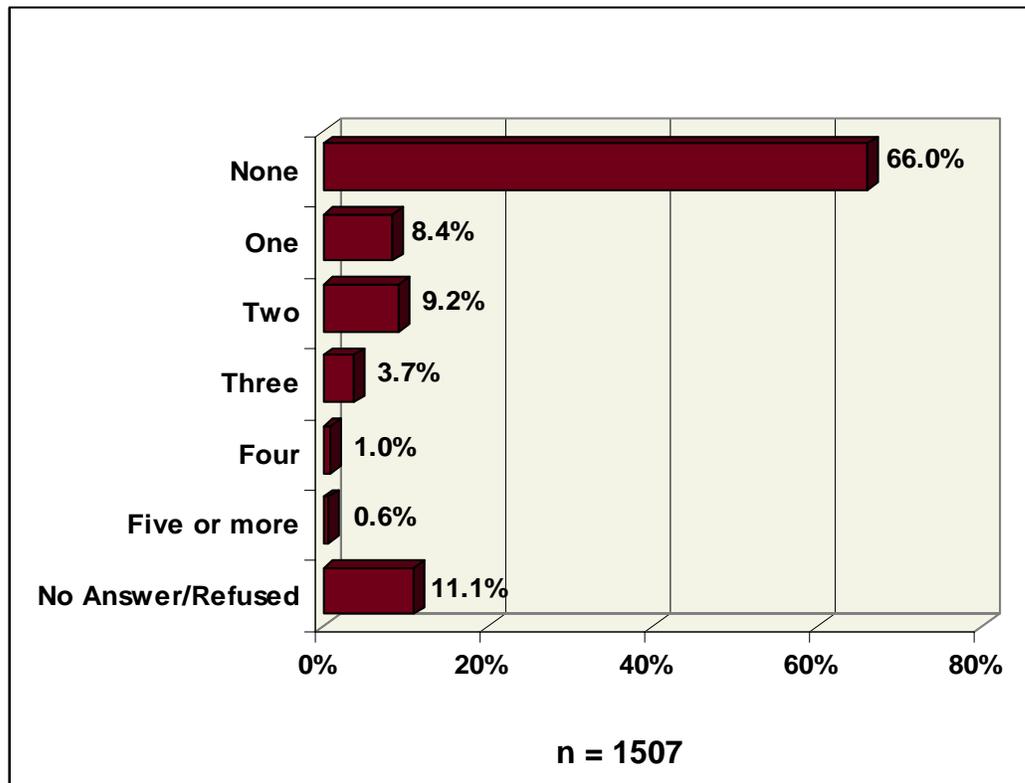
### Age by Area of Residence

	Area of Residence						
	San Francisco	Midpeninsula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	995	50	61	37	287	44	71
<b>Under 13</b>	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>13 to 17</b>	1.5%	6.0%	3.3%	13.5%	3.5%	0.0%	1.4%
<b>18 to 24</b>	28.2%	22.0%	29.5%	29.7%	22.0%	43.2%	21.1%
<b>25 to 34</b>	34.8%	34.0%	29.5%	32.4%	32.4%	25.0%	28.2%
<b>35 to 44</b>	22.0%	22.0%	18.0%	5.4%	25.1%	18.2%	35.2%
<b>45 to 54</b>	7.4%	2.0%	16.4%	13.5%	8.4%	4.5%	4.2%
<b>55 to 64</b>	3.4%	6.0%	0.0%	0.0%	7.0%	9.1%	4.2%
<b>65 or older</b>	1.8%	6.0%	1.6%	5.4%	1.7%	0.0%	4.2%
<b>No Answer/Refused</b>	0.6%	2.0%	1.6%	0.0%	0.0%	0.0%	1.4%

### 3.10. Number of Transit-Dependent Children in Household

The next question in the survey was asked of the 1,507 adult participants to indicate the number of children under age 13 in their household who depended on public transit for trips to school or for other purposes. As illustrated in the following chart, 66 percent of the riders did not have any children under age 13 who depended on public transportation. Otherwise, 23 percent of the participants had at least one transit-dependent child in the household. About eleven percent of the respondents provided no answer to this question.

13. Do you have children under age 13 living with you who depend on public transit for trips to school or other purposes?



For the group-wise comparison of responses to this question, the answer categories were combined to reflect passengers having at least one child (“Yes” in the tables below) or no child younger than 13 years in the household (“No” in the tables below) who depended on public transportation for trips to school or other purposes. Following are the results of the subgroup comparisons.

Differences by Transit System

When compared to the MUNI Bus riders, a significantly higher percentage of the AC Transit riders had at least one transit-dependent child in the household.

**Transit-Dependent Children in the Household by Transit System**

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	SamTrans	VTA	Wheels
<b>Total</b>	325	17	809	214	53	67	22
<b>Yes</b>	30.8%	17.6%	19.2%	27.6%	18.9%	17.9%	27.3%
<b>No</b>	62.2%	82.4%	67.9%	67.8%	54.7%	65.7%	54.5%
<b>No Answer/Refused</b>	7.1%	0.0%	13.0%	4.7%	26.4%	16.4%	18.2%

Differences by Age

A significantly higher percentage of the 35-to-44-year-old than the 18-to-34-year-old respondents reported having at least one transit-dependent child in the household.

**Transit-Dependent Children in the Household by Age**

	Age						
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	418	517	348	119	64	32	9
<b>Yes</b>	17.5%	22.1%	33.0%	24.4%	15.6%	9.4%	11.1%
<b>No</b>	72.7%	69.4%	52.3%	63.0%	68.8%	75.0%	77.8%
<b>No Answer/Refused</b>	9.8%	8.5%	14.7%	12.6%	15.6%	15.6%	11.1%

### Differences by Ethnicity

Significantly higher percentages of the Spanish, Hispanic or Latino and Black or African American than the White respondents had at least one transit-dependent child in the household. Likewise, the percentage of the Spanish, Hispanic, or Latino riders who had at least one such child in the household was significantly higher than the percentage of the Asian respondents who reported the same.

As opposed to this, a significantly higher percentage of the White than the non-White respondents reported not having any transit-dependent children in the household.

### Transit-Dependent Children in the Household by Ethnicity

	Ethnicity					
	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/Refused
<b>Total</b>	541	362	344	191	91	19
<b>Yes</b>	15.3%	30.9%	27.9%	17.3%	20.9%	21.1%
<b>No</b>	77.4%	53.6%	62.8%	66.0%	72.5%	47.4%
<b>No Answer/Refused</b>	7.2%	15.5%	9.3%	16.8%	6.6%	31.6%

### Differences by Annual Household Income

A significantly higher percentage of the riders with an annual household income of \$25,000 to \$74,999 than those with a household income of under \$15,000 a year had at least one transit-dependent child living at home.

### Transit-Dependent Children in the Household by Annual Income

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	351	418	336	155	56	66	125
<b>Yes</b>	17.4%	23.0%	27.1%	30.3%	21.4%	24.2%	17.6%
<b>No</b>	70.7%	65.3%	61.9%	63.2%	71.4%	69.7%	65.6%
<b>No Answer/Refused</b>	12.0%	11.7%	11.0%	6.5%	7.1%	6.1%	16.8%

### Differences by Area of Residence

The percentage of riders residing in the East Bay Area who had transit-dependent children at home was significantly higher, when compared to the percentage of those living in San Francisco who stated the same.

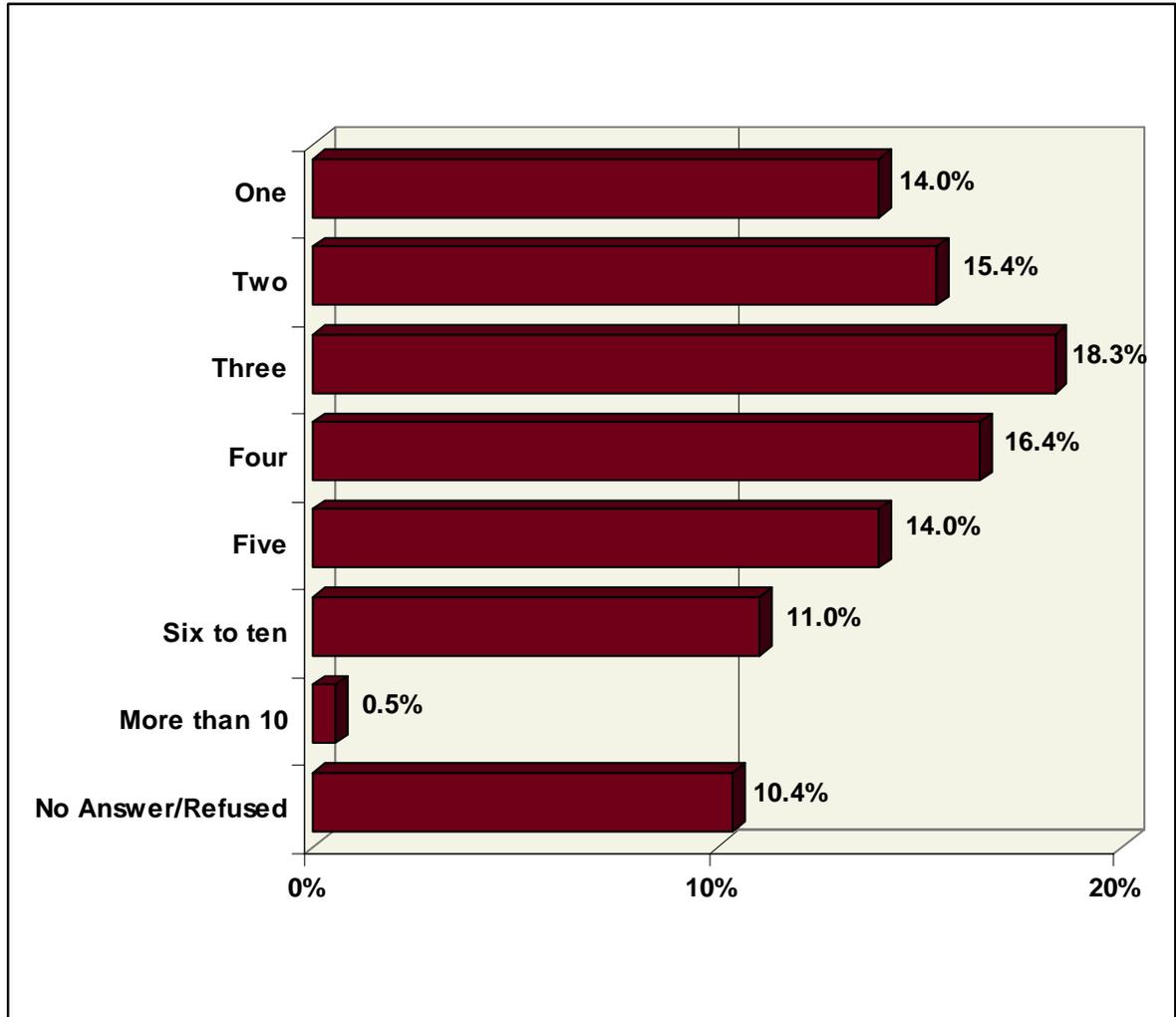
### Transit-Dependent Children in the Household by Area of Residence

	Area of Residences						
	San Francisco	Midpeninsula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	978	47	59	32	277	44	70
<b>Yes</b>	21.1%	14.9%	18.6%	21.9%	30.3%	25.0%	27.1%
<b>No</b>	67.7%	57.4%	69.5%	65.6%	62.5%	59.1%	64.3%
<b>No Answer/Refused</b>	11.2%	27.7%	11.9%	12.5%	7.2%	15.9%	8.6%

### 3.11. Number of People in Household

The household sizes reported in Phase Two of the study were relatively large. As illustrated in the chart below, 42 percent of the respondents reported four or more people living in the household. About 34 percent of the respondents had 2 to 3 persons living in the household and another 14 percent reported living alone.

#### 14. How many people are in your household, including yourself?

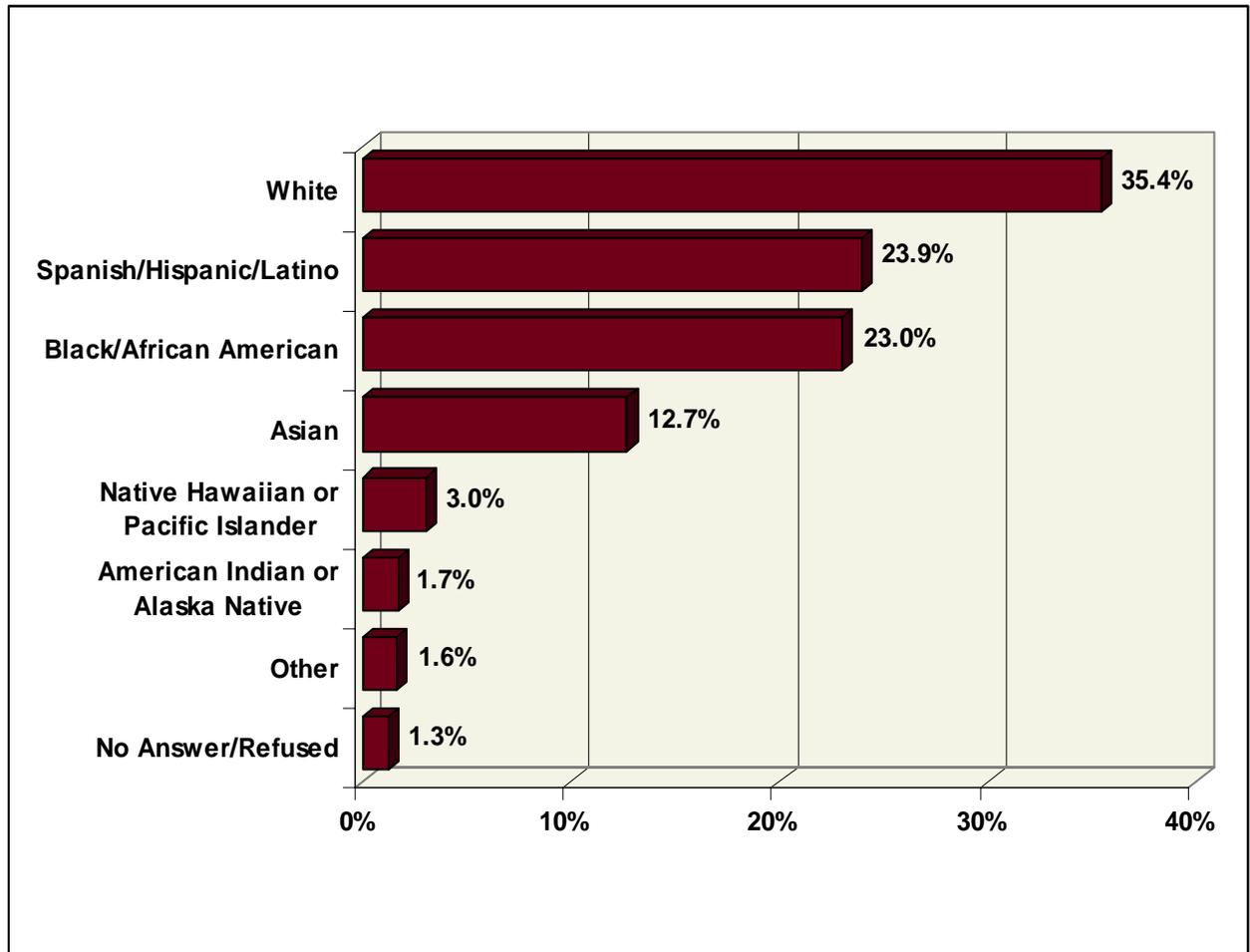


### 3.12. Ethnicity

In regards to race or ethnic identification, 35 percent of the night-time passengers self-identified as “White.” The next-highest ethnic groups represented in the survey were “Spanish, Hispanic, or Latino” (24%) and “Black or African American” (23%). “Asian” participants constituted thirteen percent of the night-time passengers. Another six percent reported “Other” ethnic backgrounds, whereas one percent refused to provide an answer to this question.

15. Are you Spanish, Hispanic, or Latino?

16. What is your race or ethnic identification?



\* Note: The above percentages add up to more than 100% (102.6%) because some respondents are of mixed ethnicities, and checked more than one category.

### Differences by Transit System

A significantly higher percentage of the MUNI Bus riders than those of AC Transit reported being “White.” As opposed to this, a significantly higher percentage of the AC Transit riders than the passengers of MUNI Bus, MUNI Rail, SamTrans, and VTA self-identified as “Black or African American.”

In addition to this, a significantly higher percentage of the MUNI Rail than the AC Transit and MUNI Bus passengers reported being “Asian.” Finally, “Other” ethnic background was reported by a significantly higher percentage of the passengers of County Connection than by those of AC Transit and MUNI Bus.

### Ethnicity by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	Sam-Trans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>White</b>	26.9%	45.5%	37.8%	38.8%	32.1%	35.3%	40.9%
<b>Spanish, Hispanic or Latino</b>	20.9%	4.5%	25.5%	19.6%	33.9%	29.4%	31.8%
<b>Black or African American</b>	39.7%	18.2%	20.3%	15.5%	12.5%	10.3%	13.6%
<b>Asian</b>	8.7%	9.1%	11.7%	21.9%	10.7%	19.1%	9.1%
<b>Other</b>	5.1%	22.7%	6.3%	6.4%	10.7%	7.4%	0.0%
<b>No Answer/Refused</b>	1.8%	0.0%	1.3%	0.9%	0.0%	0.0%	4.5%

### Differences by Age

When compared to the 25-to-34-year-old respondents, a significantly higher percentage of the 35-to-54-year-old riders were “Asian.” Similarly, the percentage of the 45-to-54-year-old respondents who self-identified as “Asian” was significantly higher than the 25-to-34-year-old respondents of this ethnicity. Finally, a significantly higher percentage of the non-adult respondents reported “Other” ethnic backgrounds, when compared to the 25-to-54-year-old respondents who stated the same.

### Ethnicity by Age

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>White</b>	15.8%	36.4%	38.1%	32.5%	31.9%	42.2%	31.3%	44.4%
<b>Spanish, Hispanic or Latino</b>	21.1%	24.9%	25.7%	22.4%	20.2%	20.3%	18.8%	44.4%
<b>Black or African American</b>	28.9%	25.6%	20.7%	21.6%	23.5%	25.0%	34.4%	0.0%
<b>Asian</b>	13.2%	8.9%	10.8%	17.2%	22.7%	10.9%	12.5%	0.0%
<b>Other</b>	21.1%	7.9%	5.6%	5.2%	4.2%	3.1%	9.4%	11.1%
<b>No Answer/Refused</b>	2.6%	1.4%	1.2%	1.7%	0.0%	1.6%	0.0%	0.0%

### Differences by Annual Household Income

When compared to the respondents with an annual household income of under \$25,000, a significantly higher percentage of the participants with annual household income of \$25,000 to \$49,999 and of \$75,000 to \$99,999 self classified as “White.”

By contrast, a significantly higher percentage of the respondents with household income of less than \$25,000 a year were “Spanish, Hispanic, or Latino,” when compared to those with a household income of \$25,000 to \$49,999.

Finally, a significantly higher percentage of those with annual household income of \$25,000 to \$49,999 a year than those with annual household income of less than \$15,000 identified themselves as “Asian.”

### Ethnicity by Annual Household Income

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>White</b>	30.0%	30.3%	41.2%	38.6%	59.6%	43.2%	33.1%
<b>Spanish, Hispanic or Latino</b>	31.1%	28.1%	15.7%	24.1%	10.5%	14.9%	22.6%
<b>Black or African American</b>	26.7%	22.0%	18.4%	20.9%	14.0%	23.0%	33.8%
<b>Asian</b>	9.1%	14.7%	17.5%	11.4%	10.5%	12.2%	6.8%
<b>Other</b>	6.1%	5.9%	6.2%	7.6%	5.3%	14.9%	3.8%
<b>No Answer/Refused</b>	1.7%	0.0%	1.8%	1.3%	1.8%	1.4%	3.0%

### Differences by Area of Residence

Overall the night-time public transit riders from the East Bay differed from their counterparts residing in other parts of the Bay Area in a number of different ways. First, a significantly higher percentage of the passengers living in the East Bay Area than those living in San Francisco, the Midpeninsula, and the South Bay self-identified as “Black or African American.” Otherwise, compared to the East Bay riders, significantly more of those living in San Francisco were “White” and “Asian,” significantly more of those residing in the Midpeninsula were “Spanish, Hispanic or Latino,” and more South Bay public transit riders self-identified as “Asian.”

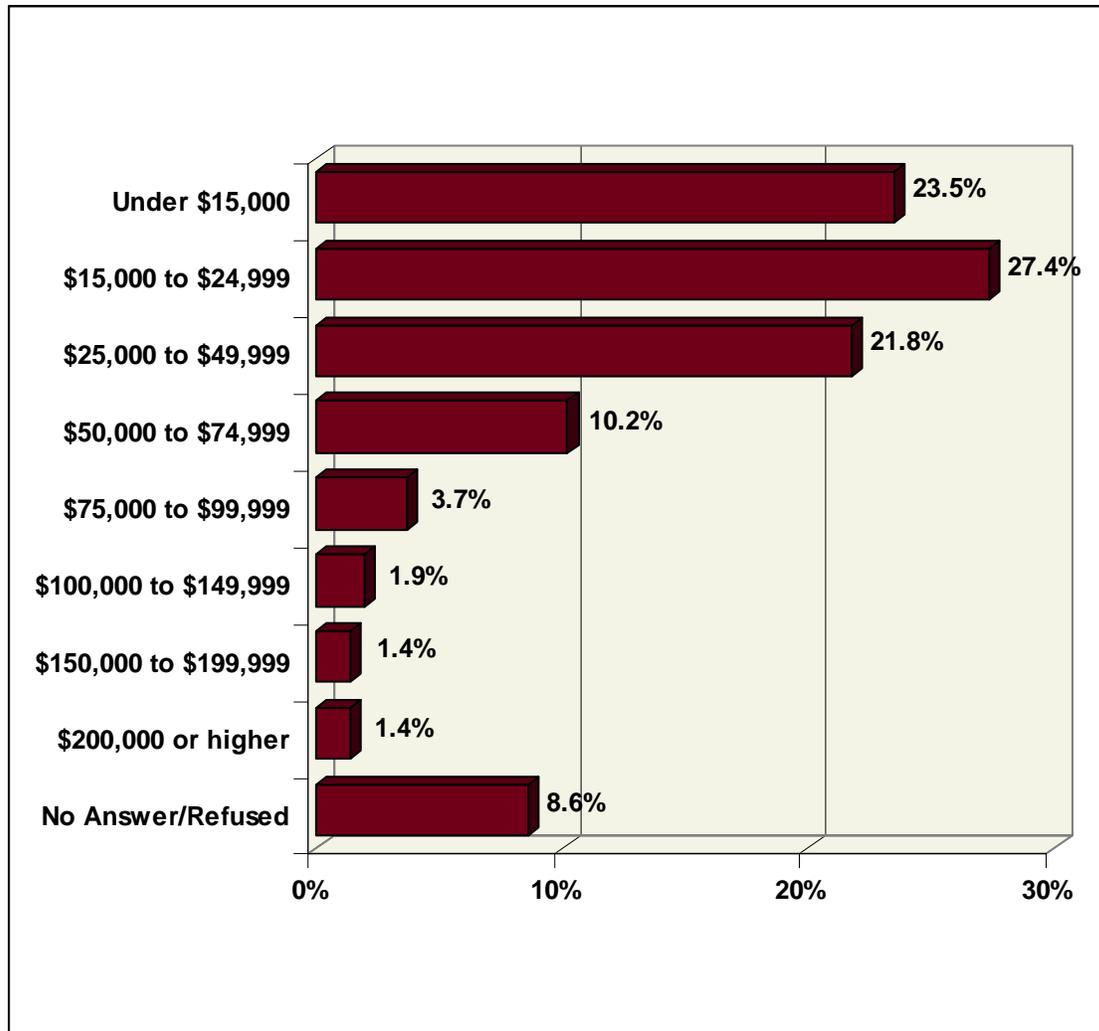
### Ethnicity by Areas of Residence

	Area of Residence						
	San Francisco	Midpeninsula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	995	50	61	37	287	44	71
<b>White</b>	38.9%	26.0%	34.4%	40.5%	28.2%	25.0%	26.8%
<b>Spanish, Hispanic or Latino</b>	23.4%	38.0%	29.5%	18.9%	17.4%	40.9%	35.2%
<b>Black or African American</b>	19.2%	10.0%	9.8%	21.6%	42.5%	22.7%	18.3%
<b>Asian</b>	14.5%	12.0%	19.7%	2.7%	5.6%	9.1%	18.3%
<b>Other</b>	5.5%	14.0%	8.2%	13.5%	6.3%	6.8%	8.5%
<b>No Answer/Refused</b>	0.9%	2.0%	0.0%	2.7%	2.4%	2.3%	1.4%

### 3.13. Annual Household Income

The final question that the participants in the survey had to answer was about their annual household income. About half the night-time public transit passengers (51%) reported annual household income of less than \$25,000, while another 32 percent were from households with annual income of \$25,000 to \$74,999. Only about eight percent of the respondents reported household income of \$75,000 or more per year.

17. Which of the following best describes the total income including everyone in your household before taxes in 2006?



### Differences by Transit System

When compared to the VTA riders, significantly higher percentages of the AC Transit, MUNI Bus, MUNI Rail, and SamTrans riders reported an annual household income of “\$15,000 to \$24,999.” Similarly, this income bracket was reported by a significantly higher percentage of the MUNI Rail riders than by those of AC Transit and MUNI Bus.

In addition to this, the percentage of MUNI Bus and VTA riders who reported an annual household income of “\$50,000 to \$74,999” was significantly higher, when compared to the percentage of the MUNI Rail riders who reported the same.

When compared to the MUNI Bus riders, a significantly higher percentage of the County Connection, SamTrans, and VTA passengers reported an annual household income of “\$75,000 to \$99,999.”

Besides this, a significantly higher percentage of the County Connection riders than the AC Transit and MUNI Bus riders reported household income of \$75,000 to \$199,999 per year. Finally, a significantly higher percentage of the County Connection passengers than those of MUNI Rail reported an annual household income of “\$75,000 to \$99,999” and of “\$150,000 to \$199,999.”

### Annual Household Income by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	Sam-Trans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>Under \$15,000</b>	20.3%	0.0%	25.0%	26.0%	16.1%	23.5%	31.8%
<b>\$15,000 to \$24,999</b>	29.3%	0.0%	25.3%	42.9%	26.8%	5.9%	18.2%
<b>\$25,000 to \$49,999</b>	22.1%	4.5%	24.2%	16.0%	21.4%	20.6%	9.1%
<b>\$50,000 to \$74,999</b>	10.7%	13.6%	10.8%	3.7%	14.3%	17.6%	9.1%
<b>\$75,000 to \$99,999</b>	3.3%	22.7%	2.3%	2.7%	10.7%	11.8%	9.1%
<b>\$100,000 to \$149,999</b>	1.2%	13.6%	1.6%	3.2%	0.0%	4.4%	0.0%
<b>\$150,000 to \$199,999</b>	1.2%	13.6%	1.2%	1.4%	0.0%	2.9%	0.0%
<b>\$200,000 or higher</b>	2.1%	4.5%	1.7%	0.0%	0.0%	0.0%	0.0%
<b>No Answer/Refused</b>	9.9%	27.3%	7.9%	4.1%	10.7%	13.2%	22.7%

### Differences by Gender

A significantly higher percentage of the female than male respondents reported an annual household income of “\$15,000 to \$24,999.”

### Annual Household Income by Gender

	Gender	
	Male	Female
<b>Total</b>	1,073	471
<b>Under \$15,000</b>	22.7%	25.1%
<b>\$15,000 to \$24,999</b>	25.5%	31.6%
<b>\$25,000 to \$49,999</b>	23.0%	19.1%
<b>\$50,000 to \$74,999</b>	10.6%	9.3%
<b>\$75,000 to \$99,999</b>	3.8%	3.4%
<b>\$100,000 to \$149,999</b>	2.3%	1.1%
<b>\$150,000 to \$199,999</b>	1.3%	1.7%
<b>\$200,000 or higher</b>	1.7%	0.8%
<b>No Answer/Refused</b>	8.9%	7.9%

### Differences by Age

When compared to the 35-to-44-year-old respondents, significantly higher percentages of the remaining age groups reported household income of under \$15,000 a year. Similarly, this response was given by a significantly higher percentage of the 18-to-24 and 65-years-and-older respondents than by the 25-to-34-year-old and 45-to-54-year-old respondents. Annual household income of “\$15,000 to \$24,999” was reported by a significantly higher percentage of the 25-to-44-year-old than by the 18-to-24-year-old respondents.

In addition to the above, a significantly higher percentage of the 35-to-44-year-old participants reported an annual household income of “\$25,000 to \$49,999,” when compared to those younger than 35 and 65 or older. Likewise, this income group was reported by a significantly more of the 25-to-34-year-old and 45-to-54-year-old respondents than by the 18-to-24-year-old respondents.

Besides these, the percentage of minors who reported a household income of \$100,000 to \$149,999 annually was significantly higher than the percentage of the 18-to-24-year-old respondents who reported the same. The income level of 100,000 to \$199,999 was reported by a significantly higher percentage of those under 18 than by the 25-to-44-year-old respondents.

Finally, the income range “\$200,000 or higher” was reported by a significantly higher percentage of the 18-to-24-year-old and 65-years-or-older respondents than by the 25-to-34-year-old respondents.

### Annual Household Income by Age

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>Under \$15,000</b>	31.6%	41.1%	18.0%	10.1%	14.3%	28.1%	50.0%	0.0%
<b>\$15,000 to \$24,999</b>	13.2%	19.9%	36.0%	29.6%	24.4%	20.3%	9.4%	11.1%
<b>\$25,000 to \$49,999</b>	2.6%	12.4%	22.8%	35.3%	24.4%	18.8%	6.3%	0.0%
<b>\$50,000 to \$74,999</b>	7.9%	8.6%	10.4%	10.9%	16.0%	9.4%	3.1%	11.1%
<b>\$75,000 to \$99,999</b>	2.6%	2.4%	3.5%	4.3%	6.7%	6.3%	0.0%	11.1%
<b>\$100,000 to \$149,999</b>	10.5%	1.4%	2.1%	0.9%	2.5%	3.1%	3.1%	0.0%
<b>\$150,000 to \$199,999</b>	7.9%	1.9%	1.0%	0.6%	0.8%	4.7%	0.0%	0.0%
<b>\$200,000 or higher</b>	2.6%	3.1%	0.6%	0.0%	0.0%	1.6%	12.5%	0.0%
<b>No Answer/Refused</b>	21.1%	9.1%	5.6%	8.3%	10.9%	7.8%	15.6%	66.7%

### Differences by Ethnicity

A significantly higher percentage of the Spanish, Hispanic or Latino than the White respondents reported an annual household income of under \$25,000. By contrast, a significantly higher percentage of the White than the Spanish, Hispanic or Latino respondents reported annual household income of “\$25,000 to \$49,999” and of “\$75,000 to \$99,999.”

When compared to the Asian riders, the percentage of Spanish, Hispanic or Latino respondents who reported annual household income of “Under \$15,000” was significantly higher. As opposed to this, a significantly higher percentage of the Asian than the Spanish, Hispanic or Latino respondents reported a household income of “\$25,000 to \$49,999” and of “\$100,000 to \$149,999.”

Besides this, when compared to the Black or African American respondents, a significantly higher percentage of the Asian respondents were from households with an annual income of “\$25,000 to \$49,999.” Finally, a significantly higher percentage of the passengers from Other ethnic groups reported an annual household income of “\$100,000 to \$149,999,” when compared to the White and Spanish, Hispanic or Latino respondents.

### Annual Household Income by Ethnicity

	Ethnicity					
	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/Refused
<b>Total</b>	547	370	355	196	99	20
<b>Under \$15,000</b>	19.9%	30.5%	27.3%	16.8%	22.2%	30.0%
<b>\$15,000 to \$24,999</b>	23.4%	32.2%	26.2%	31.6%	25.3%	0.0%
<b>\$25,000 to \$49,999</b>	25.4%	14.3%	17.5%	30.1%	21.2%	30.0%
<b>\$50,000 to \$74,999</b>	11.2%	10.3%	9.3%	9.2%	12.1%	10.0%
<b>\$75,000 to \$99,999</b>	6.2%	1.6%	2.3%	3.1%	3.0%	5.0%
<b>\$100,000 to \$149,999</b>	2.0%	0.3%	2.0%	3.1%	7.1%	0.0%
<b>\$150,000 to \$199,999</b>	2.4%	0.8%	1.4%	0.5%	1.0%	5.0%
<b>\$200,000 or higher</b>	1.5%	1.9%	1.4%	1.0%	3.0%	0.0%
<b>No Answer/Refused</b>	8.0%	8.1%	12.7%	4.6%	5.1%	20.0%

### Differences by Area of Residence

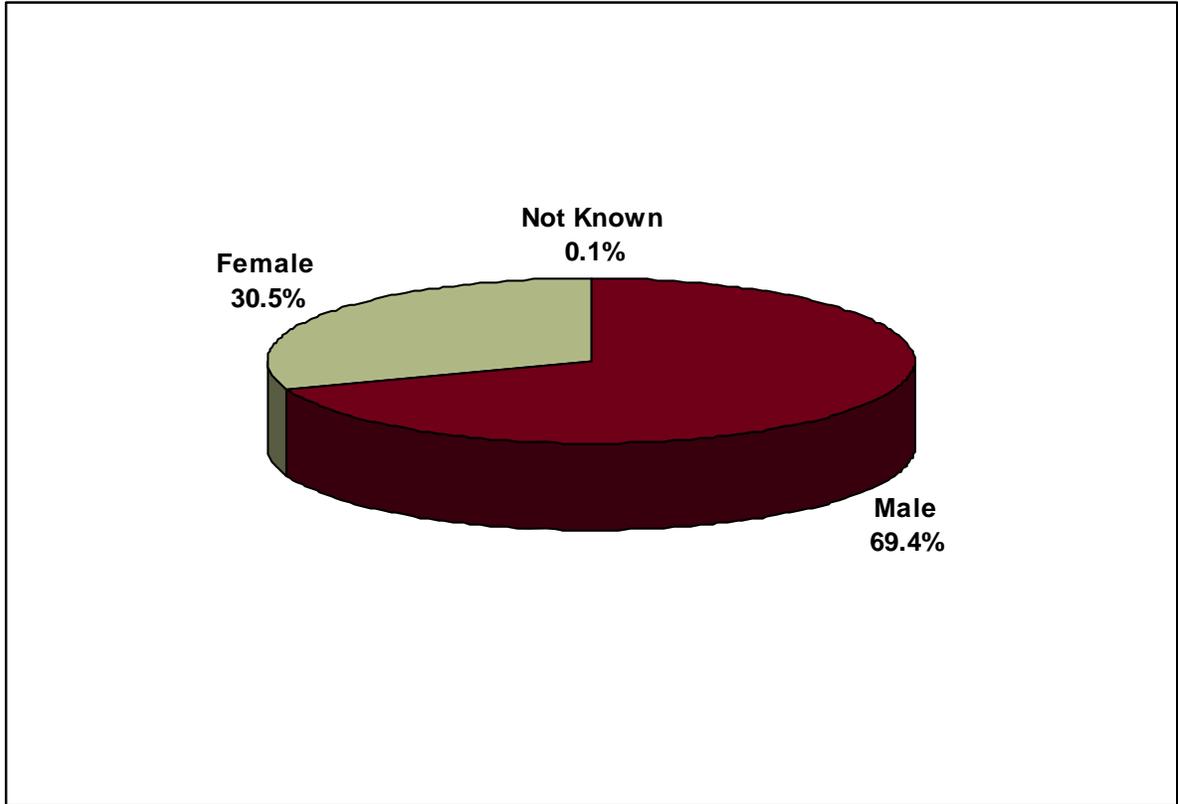
When compared to the respondents residing in the South Bay, significantly higher percentages of those who live in San Francisco, the Midpeninsula, and the East Bay reported an annual household income of “\$15,000 to \$24,999.” Apart from this, a significantly higher percentage of the passengers residing in the Eastern Alameda and Contra Costa Counties than those living in San Francisco reported household income of “\$75,000 to \$99,999” and of “150,000 to \$199,999.”

### Annual Household Income by Area of Residence

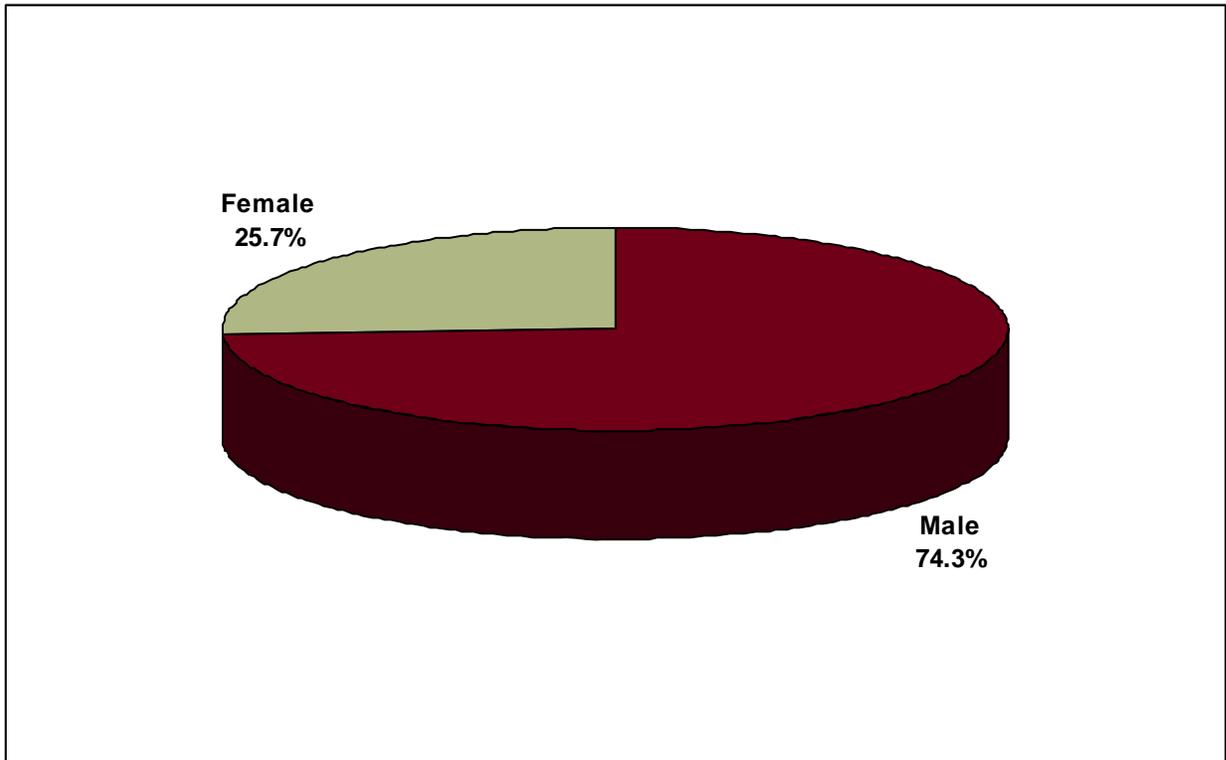
	Area of Residence						
	San Francisco	Midpeninsula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	995	50	61	37	287	44	71
<b>Under \$15,000</b>	25.4%	18.0%	27.9%	18.9%	19.9%	27.3%	11.3%
<b>\$15,000 to \$24,999</b>	30.3%	28.0%	6.6%	10.8%	28.6%	9.1%	19.7%
<b>\$25,000 to \$49,999</b>	22.2%	28.0%	19.7%	8.1%	21.6%	31.8%	15.5%
<b>\$50,000 to \$74,999</b>	8.9%	14.0%	13.1%	10.8%	11.5%	13.6%	15.5%
<b>\$75,000 to \$99,999</b>	2.8%	4.0%	9.8%	13.5%	3.1%	6.8%	5.6%
<b>\$100,000 to \$149,999</b>	2.1%	0.0%	4.9%	5.4%	1.0%	2.3%	0.0%
<b>\$150,000 to \$199,999</b>	1.2%	0.0%	3.3%	8.1%	1.7%	0.0%	0.0%
<b>\$200,000 or higher</b>	1.1%	0.0%	0.0%	0.0%	1.4%	4.5%	7.0%
<b>No Answer/Refused</b>	5.9%	8.0%	14.8%	24.3%	11.1%	4.5%	25.4%

### 3.14. Gender

The gender of respondents was observed by the interviewer, instead of being self-reported by the passenger. As illustrated in the following chart, 69 percent of the riders participating in Phase Two of the study were male, whereas 31 percent were female.



The following chart illustrates the breakdown of percentage of refusals received from male and female riders.



### Differences by Age

A significantly higher percentage of the 18-to-24-year-old than the 25-to-34-year-old respondents were "Female." By contrast, a significantly higher percentage of the 25-to-34-year-old than the 18-to-24-year-old respondents were "Male."

### Gender by Age

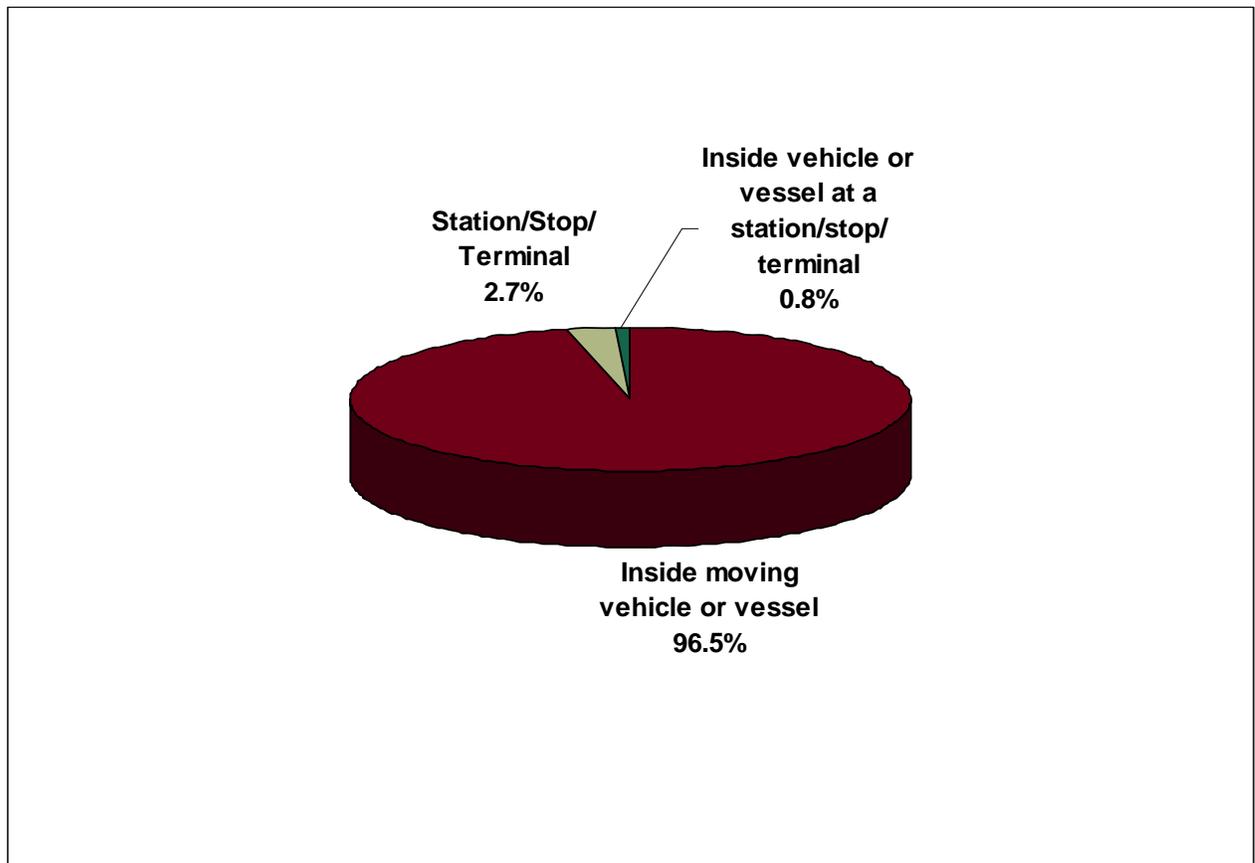
	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>Male</b>	55.3%	62.2%	72.1%	71.3%	77.3%	78.1%	65.6%	88.9%
<b>Female</b>	44.7%	37.6%	27.9%	28.7%	22.7%	21.9%	34.4%	11.1%
<b>Not Known</b>	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

### 3.15. Additional Survey Information

The last few fields in the questionnaire were completed by the interviewers, where they recorded the location, date and time of the survey, etc. The following pages in this section of the report present the results from the analysis of this data.

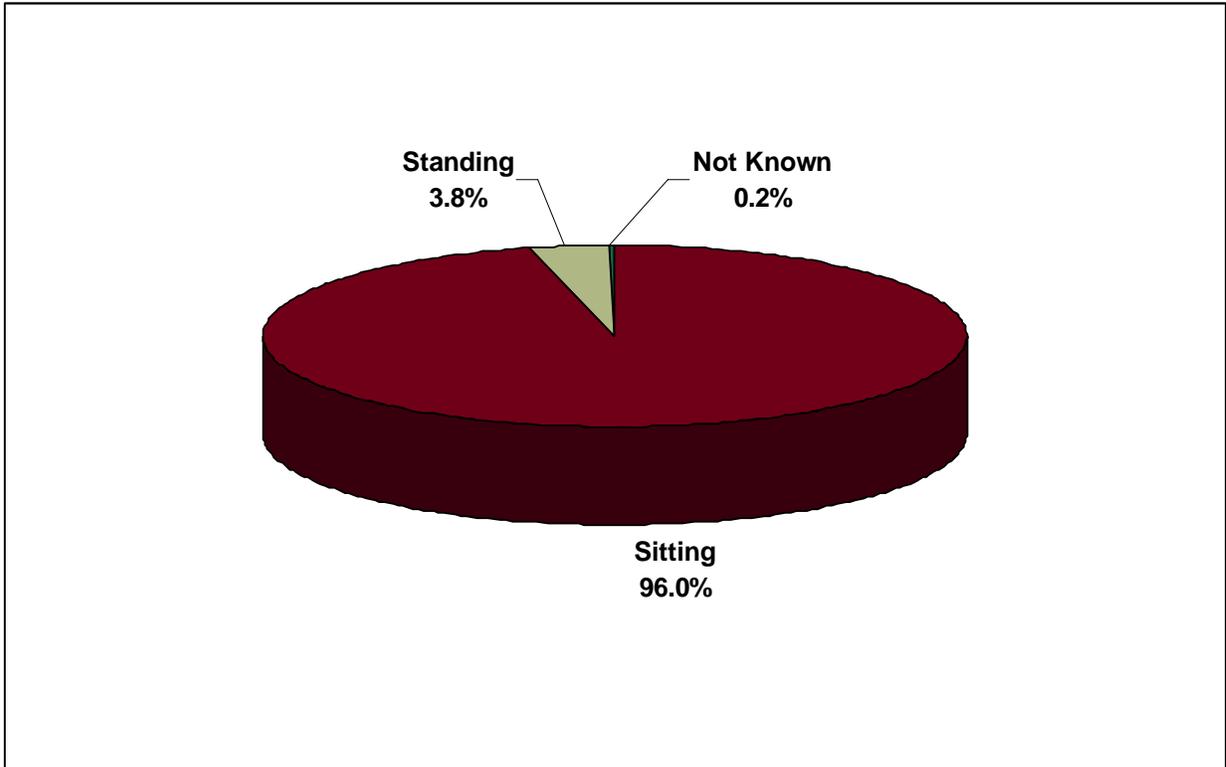
#### 3.15.1. Survey Location

Close to 97 percent of the total surveys were completed “Inside moving vehicle or vessel.” Only three percent of the surveys were conducted at a “Station, stop, or terminal” and another one percent “Inside vehicle or vessel at a station, stop, or terminal.”



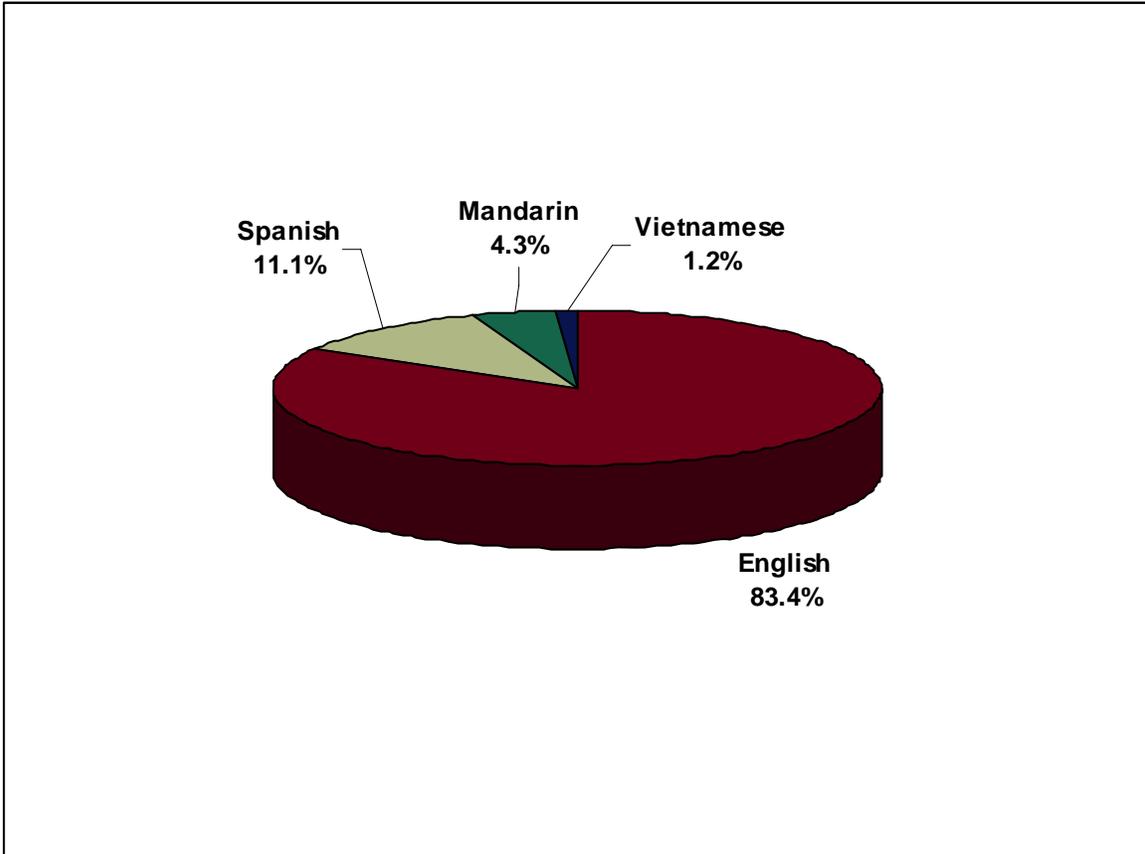
### 3.15.2. Respondent Position

In 96 percent of the cases, the survey was completed while the respondent was “Sitting,” whereas in only four percent of the cases, the participants were “Standing” while completing the questionnaire.



### 3.15.3. Survey Language

Of the 1,545 surveys, 83 percent were completed in “English,” eleven percent in “Spanish,” four percent in “Mandarin,” and one percent in “Vietnamese.”



## **Chapter 4.1. Alameda County Transit (AC Transit)**

**MTC 2006-2007 TRANSIT PASSENGER DEMOGRAPHIC SURVEY**  
**PHASE TWO – NIGHT TIME**  
**Alameda County Transit (AC Transit)**  
**(Total = 335)**

### Methodology Overview

The study was conducted on AC Transit buses from 04/10/2007 to 06/09/2007. The night-time/overnight routes of 800, 801, 802, 805, 840, and 851 were included in the Phase Two of the survey. A total of 335 surveys were completed, out of which 219 were completed over weekdays and 116 over weekends. Comparisons to the "All Systems" results refer to the overall MTC Phase Two study, and have been tested to a confidence level of 95 percent.

There was one interviewer assigned to each route, who went onboard between 9 PM to 6 AM. All the riders of the selected routes during these hours were invited to participate in the survey. Interviewer start time was when the randomly selected bus left in the first hour of its shift. For example, if a route has a bus that left the first stop at 9:00 PM, another leaving at 9:20 PM, and a third leaving at 9:40 PM, the interviewer had one of those three randomly selected as the beginning of his/her shift.

Due to the absence of actual ridership data for the night-time/overnight services, the margin of error could not be computed.

#### i. Sampled Routes and Dates

AC Transit Local Routes Sampled	Completed Surveys	Data Collection Dates
Route 800	88	04/10/2007, 04/11/2007, 04/12/2007, 04/13/2007, 04/14/2007
Route 801	24	05/29/2007, 05/30/2007, 05/31/2007, 06/01/2007, 06/02/2007
Route 802	73	05/29/2007, 05/30/2007, 05/31/2007, 06/01/2007, 06/02/2007
Route 805	36	06/05/2007, 06/06/2007, 06/07/2007, 06/08/2007, 06/09/2007
Route 840	41	06/05/2007, 06/06/2007, 06/07/2007, 06/08/2007, 06/09/2007
Route 851	73	04/10/2007, 04/11/2007, 04/13/2007, 04/14/2007, 04/26/2007, 04/27/2007

## Findings

The highest percentage of respondents riding AC Transit indicated coming from “Work” (34%). This is significantly lower than the All Systems results, where 41 percent of the respondents reported coming from “Work.” For the next most common trip origin, “Home,” the AC Transit respondents (18%) returned statistically identical results to those from All Systems (16%). On the other hand, the passengers of AC Transit were significantly more likely to report their trip origin as “Recreation or entertainment” than the All Systems night-time riders (16% vs. 11%).

### 1. When you board this bus/Ferry/Train/Trolley, where were you coming from? Was it from...

	All Systems	AC Transit
<b>Total</b>	1,545	335
<b>Work</b>	40.6%	33.7%
<b>Home</b>	15.7%	18.2%
<b>Recreation or entertainment</b>	11.1%	15.5%
<b>School or College</b>	10.4%	9.3%
<b>Visiting friends or family</b>	8.9%	10.4%
<b>Taking care of personal/business errands</b>	6.7%	7.2%
<b>Shopping</b>	2.2%	1.2%
<b>The Airport</b>	1.4%	2.4%
<b>A doctor's office or medical provider</b>	1.0%	0.0%
<b>Other</b>	1.9%	2.1%
<b>No Answer/Refused</b>	0.1%	0.0%

About seven in ten respondents on AC Transit (72%) reported their trip destination as “Home.” “Work” was the second most commonly mentioned destination by 16 percent of the respondents, followed by “Visiting friends or family” (5%). These results are statistically identical to the All Systems results where these three trip destinations were reported by 72, 14, and four percent of the respondents, respectively.

## 2. Where are you going to? Is it to...

	All Systems	AC Transit
<b>Total</b>	1,545	335
<b>Home</b>	71.8%	71.6%
<b>Work</b>	13.9%	16.1%
<b>Taking care of personal/business errands</b>	4.1%	3.3%
<b>Visiting friends or family</b>	4.0%	5.4%
<b>School or College</b>	2.3%	1.5%
<b>Recreation or entertainment</b>	2.1%	1.8%
<b>Shopping</b>	0.6%	0.0%
<b>A doctor's office or medical provider</b>	0.1%	0.0%
<b>The Airport</b>	0.1%	0.0%
<b>Other</b>	0.9%	0.3%
<b>No Answer/Refused</b>	0.1%	0.0%

The top trip length reported by the AC Transit riders was “30 to 39 minutes” (25%), which was the most common response among the All Systems riders as well (24%). “40 to 49 minutes” (21%) and “20 to 29 minutes” (16%) were the second and third most cited responses. These numbers are statistically similar to the All Systems results.

**3. For this trip going between the two locations you just mentioned, what will be your total traveling time, including time for walking, waiting, and any route connections? Please think of the nearest total number of minutes.**

	All Systems	AC Transit
<b>Total</b>	1,545	335
<b>Less than 10 minutes</b>	3.0%	1.5%
<b>10 to 19 minutes</b>	10.3%	6.9%
<b>20 to 29 minutes</b>	16.1%	15.5%
<b>30 to 39 minutes</b>	24.1%	25.4%
<b>40 to 49 minutes</b>	19.9%	20.9%
<b>50 to 59 minutes</b>	12.4%	14.0%
<b>60 to 74 minutes</b>	7.7%	9.9%
<b>75 to 90 minutes</b>	3.0%	1.8%
<b>More than 90 minutes</b>	3.0%	3.6%
<b>No Answer/Refused</b>	0.5%	0.6%

The top two trip frequencies reported by the AC Transit riders were “4 to 5 days a week” (37%) and “1 to 3 days a week” (26%). These numbers are statistically identical to the All Systems results, where 38 percent and 21 percent of the respondents gave these answers, respectively. On the other hand, a significantly higher percentage of the All Systems passengers than those of AC Transit reported their trip frequency as “6 to 7 days a week” (29% vs. 21%).

**4. How often do you travel between these two locations, whether or not you take this transit route, a different route, or a different type of transportation?**

	All Systems	AC Transit
<b>Total</b>	1,545	335
<b>6 to 7 days a week</b>	28.9%	21.2%
<b>4 to 5 days a week</b>	37.7%	37.0%
<b>1 to 3 days a week</b>	21.3%	26.3%
<b>Less than once a week or on occasion</b>	8.6%	11.3%
<b>Your first time taking this trip</b>	3.2%	4.2%
<b>No Answer/Refused</b>	0.3%	0.0%

The highest percentage of AC Transit riders paid for their trip using “Cash” (43%), followed by “Daily, weekly, monthly or multiple rider ticket or pass” (39%). These numbers are statistically identical to the All Systems, where 42 and 43 percent of the respondents used these two fare payment methods, respectively. Other results in both groups are in single digits and less prominent.

#### 5. How did you pay for your fare on this trip?

	All Systems	AC Transit
<b>Total</b>	1,545	335
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	42.7%	39.1%
<b>Cash</b>	42.4%	43.3%
<b>Transfer</b>	6.1%	4.8%
<b>Employee pass paid for by private company</b>	2.7%	3.3%
<b>TransLink®</b>	1.4%	2.7%
<b>Employee pass paid for by transit agency or dependent</b>	0.6%	0.6%
<b>Credit or debit card</b>	0.5%	0.6%
<b>Pass paid for by homeowner's association</b>	0.5%	0.6%
<b>Other</b>	2.8%	5.1%
<b>No Answer/Refused</b>	0.2%	0.0%

Similar to the All Systems results, the AC Transit riders were most likely to indicate their fare category as “Adult” (83%). “Youth or Student” fare was the second most common fare category for these riders (13%), followed by “Senior” (3%) and “Disabled” (1%).

**6. What is your fare category?**

	All Systems	AC Transit
<b>Total</b>	1,545	335
<b>Adult</b>	83.1%	83.3%
<b>Youth or student</b>	11.6%	12.8%
<b>Senior</b>	3.1%	3.0%
<b>Disabled</b>	2.1%	0.9%
<b>No Answer/Refused</b>	0.1%	0.0%

About 28 percent of the AC Transit riders indicated that they took public transportation because a car was not available to them on the night of the survey. Of those who did not have a car available, about two-thirds (67%) stated that they normally do not have a car available for trips like the one on the night of the survey. This translates to 19 percent of the AC Transit riders being transit-dependent. About 26 percent of the All Systems riders are transit-dependent.

**7. For this trip today, did you take public transportation because an automobile was not available to you?**

	All Systems	AC Transit
<b>Total</b>	1,545	335
<b>Yes</b>	35.8%	28.4%
<b>No</b>	62.0%	64.5%
<b>No Answer/Refused</b>	2.2%	7.2%

**8. (IF QUESTION 7 = YES) Do you normally have an automobile available to you for trips like today's trip?**

	All Systems	AC Transit
<b>Total</b>	553	95
<b>Yes</b>	25.3%	30.5%
<b>No</b>	73.2%	67.4%
<b>No Answer/Refused</b>	1.4%	2.1%

**9. (IF QUESTION 7 = YES AND QUESTION 8 = YES) Does it normally create inconvenience for others to have the automobile available to you?**

	All Systems	AC Transit
<b>Total</b>	140	29
<b>Yes</b>	44.3%	37.9%
<b>No</b>	54.3%	58.6%
<b>No Answer/Refused</b>	1.4%	3.4%

The AC Transit riders were most likely to indicate their home zip codes as “94601” (7%), “94621” (6%), and “94501” (6%).

**10. What is your home zip code?**

94601	6.6%	94608	1.2%
94621	6.3%	94609	1.2%
94501	5.7%	94802	1.2%
94611	5.1%	94104	0.9%
94720	3.6%	94107	0.9%
94602	3.3%	94130	0.9%
94102	3.0%	94541	0.9%
94530	3.0%	94613	0.9%
94603	3.0%	94614	0.9%
94610	3.0%	94710	0.9%
94612	2.7%	30313	0.6%
94619	2.7%	91411	0.6%
94618	2.4%	94101	0.6%
94605	2.1%	94623	0.6%
94704	2.1%	94703	0.6%
94103	1.8%	94705	0.6%
94803	1.8%	94721	0.6%
94606	1.5%	95070	0.6%
94622	1.5%	Other	6.9%
94106	1.2%	No Answer/Refused	15.2%
94607	1.2%		

Close to half of the AC Transit riders (49%) reported their home city as "Oakland." Besides this, "Berkeley" (10%), "San Francisco" (9%), and "Alameda" (6%) were the next most common cities of residence reported by these passengers.

#### 11. What city do you live in?

<b>Oakland</b>	48.7%
<b>Berkeley</b>	10.1%
<b>San Francisco</b>	9.3%
<b>Alameda</b>	5.7%
<b>Piedmont</b>	4.2%
<b>Richmond</b>	4.2%
<b>Emeryville</b>	2.7%
<b>El Cerrito</b>	1.8%
<b>Hayward</b>	1.2%
<b>Los Angeles</b>	0.9%
<b>Atlanta, GA</b>	0.6%
<b>Saratoga</b>	0.6%
<b>Treasure Island</b>	0.6%
<b>Van Nuys</b>	0.6%
<b>Chico</b>	0.3%
<b>Dublin</b>	0.3%
<b>Fremont</b>	0.3%
<b>Hollywood</b>	0.3%
<b>Palo Alto</b>	0.3%
<b>Union City</b>	0.3%
<b>Vallejo</b>	0.3%
<b>Washington, DC</b>	0.3%
<b>No Answer/Refused</b>	6.6%

Similar to the All Systems results, the respondents of AC Transit were most likely to be 18 to 44 years old. More specifically, 23 percent of the riders were “18 to 24 years old,” 33 percent were “25 to 34 years old,” and 25 percent were “35 to 44 years old.” Few of the other age groups reported were “45 to 54 years” (8%) and “55 to 64 years” (7%).

## 12. What is your age?

	All Systems	AC Transit
<b>Total</b>	1,545	335
<b>Under 13</b>	0.1%	0.0%
<b>13 to 17</b>	2.3%	3.0%
<b>18 to 24</b>	27.1%	23.0%
<b>25 to 34</b>	33.5%	32.8%
<b>35 to 44</b>	22.5%	25.4%
<b>45 to 54</b>	7.7%	7.8%
<b>55 to 64</b>	4.1%	6.9%
<b>65 or older</b>	2.1%	1.2%
<b>No Answer/Refused</b>	0.6%	0.0%

Six in ten adult riders of AC Transit (62%) reported not having any transit-dependent children in the household. As opposed to this, 31 percent of the respondents reported having at least one transit-dependent child in the household. When compared to the All Systems responses, a significantly higher percentage of the AC Transit riders had “One” (13% vs. 8%) and “Three” (7% vs. 4%) transit-dependent child or children in the household.

**13. Do you have children under age 13 living with you who depend on public transit for trips to school or other purposes?**

	All Systems	AC Transit
<b>Total</b>	1,507	325
<b>None</b>	66.0%	62.2%
<b>One</b>	8.4%	12.9%
<b>Two</b>	9.2%	9.2%
<b>Three</b>	3.7%	6.8%
<b>Four</b>	1.0%	0.9%
<b>Five or more</b>	0.6%	0.9%
<b>No Answer/Refused</b>	11.1%	7.1%

The AC Transit riders were most likely to report their household size as “Two” (18%) or “Three” (18%). In addition to this, 14 to 15 percent of these passengers reported their household size as “One” (14%), “Four” (15%), and “Five” (14%). Another eleven percent of the respondents were from households with “Six to ten” members. These percentages are statistically identical to the All Systems results from Phase Two.

**14. How many people are in your household, including yourself?**

	All Systems	AC Transit
<b>Total</b>	1,545	335
<b>One</b>	14.0%	13.7%
<b>Two</b>	15.4%	18.2%
<b>Three</b>	18.3%	17.9%
<b>Four</b>	16.4%	14.9%
<b>Five</b>	14.0%	13.7%
<b>Six to ten</b>	11.0%	11.3%
<b>More than 10</b>	0.5%	0.6%
<b>No Answer/Refused</b>	10.4%	9.6%

The AC Transit riders were most likely to self-identify as “Black or African-American” (40%), followed by “White” (27%) and “Spanish, Hispanic, or Latino” (21%). Only about nine percent of these passengers reported their ethnic background as “Asian.” When compared to the All Systems results (23%), a significantly higher percentage of the AC Transit riders self-identified as “Black or African American.” As opposed to this, there was a significantly higher representation of “White” (35%) and “Asian” (13%) respondents among the All Systems than among the AC Transit riders.

**15. Are you Spanish, Hispanic, or Latino?**

**16. What is your race or ethnic identification?**

	All Systems	AC Transit
<b>Total</b>	1,545	335
<b>White</b>	35.4%	26.9%
<b>Spanish/Hispanic/Latino</b>	23.9%	20.9%
<b>Black/African American</b>	23.0%	39.7%
<b>Asian</b>	12.7%	8.7%
<b>Native Hawaiian or Pacific Islander</b>	3.0%	2.7%
<b>American Indian or Alaska Native</b>	1.7%	1.2%
<b>Other</b>	1.6%	1.2%
<b>No Answer/Refused</b>	1.3%	1.8%

\* Note: The above percentages add up to more than 100% because some respondents are of mixed ethnicities, and checked more than one category.

Almost three in ten passengers of AC Transit (29%) reported their annual household income as “\$15,000 to \$24,999.” The next most common income groups were “\$25,000 to \$49,999” (22%) and “Under \$15,000” (20%). Only 19 percent of the respondents reported an annual household income of \$50,000 or more. These numbers are statistically similar to the percentages from all transit systems.

**17. Which of the following best describes the total income including everyone in your household before taxes in 2006?**

	All Systems	AC Transit
<b>Total</b>	1,545	335
<b>Under \$15,000</b>	23.5%	20.3%
<b>\$15,000 to \$24,999</b>	27.4%	29.3%
<b>\$25,000 to \$49,999</b>	21.8%	22.1%
<b>\$50,000 to \$74,999</b>	10.2%	10.7%
<b>\$75,000 to \$99,999</b>	3.7%	3.3%
<b>\$100,000 to \$149,999</b>	1.9%	1.2%
<b>\$150,000 to \$199,999</b>	1.4%	1.2%
<b>\$200,000 or higher</b>	1.4%	2.1%
<b>No Answer/Refused</b>	8.6%	9.9%

About 71 percent of the AC Transit riders were “Male” and 28 percent were “Female.” This gender composition is comparable to the All Systems results.

**Respondent Gender**

	All Systems	AC Transit
<b>Total</b>	1,545	335
<b>Male</b>	69.4%	71.3%
<b>Female</b>	30.5%	28.4%
<b>Not Known</b>	0.1%	0.3%

Similar to the All Systems results, majority of the AC Transit riders took the survey “Inside a moving vehicle or vessel.”

#### Interview Location

	All Systems	AC Transit
<b>Total</b>	1,545	335
<b>Inside moving vehicle or vessel</b>	96.5%	96.4%
<b>Station/Stop/Terminal</b>	2.7%	0.0%
<b>Inside vehicle or vessel at a station/stop/terminal</b>	0.8%	3.6%

About 97 percent of the AC Transit riders and 96 percent of all the participants in Phase Two of the study took the survey while “Sitting.”

#### Respondent Position

	All Systems	AC Transit
<b>Total</b>	1,545	335
<b>Sitting</b>	96.0%	96.7%
<b>Standing</b>	3.8%	3.0%
<b>Not Known</b>	0.2%	0.3%

A significantly higher percentage of the AC Transit riders (89%) took the survey in “English,” when compared to the All Systems riders (83%). Conversely, the percentage of All Systems riders (11%) who took their survey in “Spanish” was significantly higher, when compared to the AC Transit riders (7%).

#### Interview Language

	All Systems	AC Transit
<b>Total</b>	1,545	335
<b>English</b>	83.4%	89.0%
<b>Spanish</b>	11.1%	6.9%
<b>Mandarin</b>	4.3%	2.7%
<b>Vietnamese</b>	1.2%	1.5%

## **Chapter 4.2. County Connection (CCCTA)**

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**MTC 2006-2007 TRANSIT PASSENGER DEMOGRAPHIC SURVEY**  
**PHASE TWO – NIGHT TIME**  
**County Connection (CCCTA)**  
**(Total = 22)**

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### **Methodology Overview**

The study was conducted on County Connection buses from 06/12/2007 to 06/16/2007. The night-time/overnight route 820 was included in Phase Two of the survey. A total of 22 surveys were completed, out of which 17 were completed over weekdays and 5 over weekends. Comparisons to the "All Systems" results refer to the overall MTC Phase Two study, and have been tested to a confidence level of 95 percent.

There was one interviewer assigned to the night-time route, who went onboard between 9 PM to 6 AM. All the riders of the selected route during these hours were invited to participate in the survey. Interviewer start time was when the randomly selected bus left in the first hour of its shift. For example, if a route has a bus that left the first stop at 9:00 PM, another leaving at 9:20 PM, and a third leaving at 9:40 PM, the interviewer had one of those three randomly selected as the beginning of his/her shift.

Due to the absence of actual ridership data for the night-time/overnight services, the margin of error could not be computed.

*Note: Due to the small sample size, caution should be exercised in generalizing the percentage figures in the tables contained in this section of the report.*

## Findings

The highest percentage of respondents riding County Connection reported coming from “Visiting friends or family” (36%). This is significantly higher than the All Systems results, where only nine percent of the respondents reported this trip origin. The percentage of County Connection riders who were coming from “Work” (23%) was significantly lower when compared to 41 percent of the All Systems passengers, who reported the same. Besides these, 18 percent of the County Connection passengers, each, were coming from “Home” and “Recreation or entertainment.” These two numbers are statistically identical to the All Systems.

### 1. When you board this bus/Ferry/Train/Trolley, where were you coming from? Was it from...

	All Systems	County Connection
<b>Total</b>	1,545	22
<b>Work</b>	40.6%	22.7%
<b>Home</b>	15.7%	18.2%
<b>Recreation or entertainment</b>	11.1%	18.2%
<b>School or College</b>	10.4%	0.0%
<b>Visiting friends or family</b>	8.9%	36.4%
<b>Taking care of personal/business errands</b>	6.7%	4.5%
<b>Shopping</b>	2.2%	0.0%
<b>The Airport</b>	1.4%	0.0%
<b>A doctor's office or medical provider</b>	1.0%	0.0%
<b>Other</b>	1.9%	0.0%
<b>No Answer/Refused</b>	0.1%	0.0%

About six in ten respondents of County Connection (59%) indicated their trip destination as “Home.” The next most common trip destination reported by the County Connection riders was “Visiting friends or family (23%). This was significantly higher than the four percent of the All Systems passengers who reported this trip destination. Apart from these, nine percent of the respondents each reported going to “Work” and “Taking care of personal or business errands.” These two responses are statistically identical to those from All Systems.

## 2. Where are you going to? Is it to...

	All Systems	County Connection
<b>Total</b>	1,545	22
<b>Home</b>	71.8%	59.1%
<b>Work</b>	13.9%	9.1%
<b>Taking care of personal/business errands</b>	4.1%	9.1%
<b>Visiting friends or family</b>	4.0%	22.7%
<b>School or College</b>	2.3%	0.0%
<b>Recreation or entertainment</b>	2.1%	0.0%
<b>Shopping</b>	0.6%	0.0%
<b>A doctor's office or medical provider</b>	0.1%	0.0%
<b>The Airport</b>	0.1%	0.0%
<b>Other</b>	0.9%	0.0%
<b>No Answer/Refused</b>	0.1%	0.0%

The top trip length reported by the County Connection riders (32%) was “30 to 39 minutes,” which was the most common response among the All Systems riders as well (24%). “40 to 49 minutes” (27%) and “50 to 59 minutes” (14%) were the second and third most cited trip lengths. These numbers are statistically similar to the All Systems results.

**3. For this trip going between the two locations you just mentioned, what will be your total traveling time, including time for walking, waiting, and any route connections? Please think of the nearest total number of minutes.**

	All Systems	County Connection
<b>Total</b>	1,545	22
<b>Less than 10 minutes</b>	3.0%	0.0%
<b>10 to 19 minutes</b>	10.3%	0.0%
<b>20 to 29 minutes</b>	16.1%	9.1%
<b>30 to 39 minutes</b>	24.1%	31.8%
<b>40 to 49 minutes</b>	19.9%	27.3%
<b>50 to 59 minutes</b>	12.4%	13.6%
<b>60 to 74 minutes</b>	7.7%	9.1%
<b>75 to 90 minutes</b>	3.0%	9.1%
<b>More than 90 minutes</b>	3.0%	0.0%
<b>No Answer/Refused</b>	0.5%	0.0%

The top trip frequency reported by the County Connection riders was “1 to 3 days a week” (32%). The second most common trip frequencies were “4 to 5 days a week” (23%) and “Your first time taking the trip” (23%), followed by “Less than once a week or on occasion” (18%). Finally, only five percent of the riders of this transit system reported taking the trip “6 to 7 days a week.”

When compared to the All Systems results, a significantly higher percentage of the County Connection riders reported that it was their first time taking the trip. On the other hand, a significantly higher percentage of the All Systems passengers than those of County Connection reported their trip frequency as “6 to 7 days a week” (29% vs. 5%).

**4. How often do you travel between these two locations, whether or not you take this transit route, a different route, or a different type of transportation?**

	All Systems	County Connection
<b>Total</b>	1,545	22
<b>6 to 7 days a week</b>	28.9%	4.5%
<b>4 to 5 days a week</b>	37.7%	22.7%
<b>1 to 3 days a week</b>	21.3%	31.8%
<b>Less than once a week or on occasion</b>	8.6%	18.2%
<b>Your first time taking this trip</b>	3.2%	22.7%
<b>No Answer/Refused</b>	0.3%	0.0%

The highest percentage of County Connection riders paid for their trip fare using “Cash” (77%), which was significantly higher than the 42 percent of the All Systems riders who used this fare payment method. By contrast, “Daily, weekly, monthly or multiple ride ticket or pass” (23%) was the next most common fare payment method used by 23 percent of the respondents. This is significantly lower than the All Systems figure (43%). The County Connection riders did not report using any other fare payment methods.

#### 5. How did you pay for your fare on this trip?

	All Systems	County Connection
<b>Total</b>	1,545	22
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	42.7%	22.7%
<b>Cash</b>	42.4%	77.3%
<b>Transfer</b>	6.1%	0.0%
<b>Employee pass paid for by private company</b>	2.7%	0.0%
<b>TransLink®</b>	1.4%	0.0%
<b>Employee pass paid for by transit agency or dependent</b>	0.6%	0.0%
<b>Credit or debit card</b>	0.5%	0.0%
<b>Pass paid for by homeowner's association</b>	0.5%	0.0%
<b>Other</b>	2.8%	0.0%
<b>No Answer/Refused</b>	0.2%	0.0%

Similar to the All Systems results, the County Connection riders were most likely to indicate their fare category as “Adult” (77%) and “Youth or Student” (23%). None of the other fare categories were reported by these riders.

**6. What is your fare category?**

	All Systems	County Connection
<b>Total</b>	1,545	22
<b>Adult</b>	83.1%	77.3%
<b>Youth or student</b>	11.6%	22.7%
<b>Senior</b>	3.1%	0.0%
<b>Disabled</b>	2.1%	0.0%
<b>No Answer/Refused</b>	0.1%	0.0%

About 50 percent of the County Connection riders indicated that they took public transportation because a car was not available to them on the night of the survey. Of those who did not have a car available, about 82 percent stated that they normally do not have a car available for trips like the one on the night of the survey. This translates to 41 percent of the County Connection riders being transit-dependent. About 26 percent of the All Systems riders are transit-dependent.

**7. For this trip today, did you take public transportation because an automobile was not available to you?**

	All Systems	County Connection
<b>Total</b>	1,545	22
<b>Yes</b>	35.8%	50.0%
<b>No</b>	62.0%	50.0%
<b>No Answer/Refused</b>	2.2%	0.0%

**8. (IF QUESTION 7 = YES) Do you normally have an automobile available to you for trips like today's trip?**

	All Systems	County Connection
<b>Total</b>	553	11
<b>Yes</b>	25.3%	18.2%
<b>No</b>	73.2%	81.8%
<b>No Answer/Refused</b>	1.4%	0.0%

**9. (IF QUESTION 7 = YES AND QUESTION 8 = YES) Does it normally create inconvenience for others to have the automobile available to you?**

	All Systems	County Connection
<b>Total</b>	140	2
<b>Yes</b>	44.3%	100.0%
<b>No</b>	54.3%	0.0%
<b>No Answer/Refused</b>	1.4%	0.0%

The County Connection riders were most likely to indicate their home zip codes as “94563” (27%), “94520” (18%), “94123” (9%), “94518” (9%), “94519” (9%), and “94523” (9%).

#### 10. What is your home zip code?

<b>94563</b>	27.3%
<b>94520</b>	18.2%
<b>94123</b>	9.1%
<b>94518</b>	9.1%
<b>94519</b>	9.1%
<b>94523</b>	9.1%
<b>60201</b>	4.5%
<b>94114</b>	4.5%
<b>94556</b>	4.5%
<b>No Answer/Refused</b>	4.5%

About 32 percent of the County Connection riders (32%) reported their home city as “Concord.” Besides this, “Orinda” (27%), “San Francisco” (18%), and “Pleasant Hill” (9%) were the next most common cities of residence reported by these passengers.

#### 11. What city do you live in?

<b>Concord</b>	31.8%
<b>Orinda</b>	27.3%
<b>San Francisco</b>	18.2%
<b>Pleasant Hill</b>	9.1%
<b>Evanston, IL</b>	4.5%
<b>Lafayette</b>	4.5%
<b>Moraga</b>	4.5%

The respondents of County Connection were most likely to be 13 to 34 years old. More specifically, 23 percent of the riders were “13 to 17 years old,” 27 percent were “18 to 24 years old,” and another 27 percent were “25 to 34 years old.”

When compared to the All Systems results, a significantly higher percentage of the County Connection riders were “13 to 17 years old” (23% vs. 2%). As opposed to this, a significantly higher percentage of the All Systems passengers than those of County Connection were “35 to 44 years old.”

## 12. What is your age?

	All Systems	County Connection
<b>Total</b>	1,545	22
<b>Under 13</b>	0.1%	0.0%
<b>13 to 17</b>	2.3%	22.7%
<b>18 to 24</b>	27.1%	27.3%
<b>25 to 34</b>	33.5%	27.3%
<b>35 to 44</b>	22.5%	4.5%
<b>45 to 54</b>	7.7%	13.6%
<b>55 to 64</b>	4.1%	4.5%
<b>65 or older</b>	2.1%	0.0%
<b>No Answer/Refused</b>	0.6%	0.0%

Eight in ten adult riders of County Connection (82%) reported not having any transit-dependent children in the household. As opposed to this, 18 percent of the respondents reported having at least one transit-dependent child in the household. These results are statistically identical to those from All Systems.

**13. Do you have children under age 13 living with you who depend on public transit for trips to school or other purposes?**

	All Systems	County Connection
<b>Total</b>	1,507	17
<b>None</b>	66.0%	82.4%
<b>One</b>	8.4%	5.9%
<b>Two</b>	9.2%	5.9%
<b>Three</b>	3.7%	0.0%
<b>Four</b>	1.0%	5.9%
<b>Five or more</b>	0.6%	0.0%
<b>No Answer/Refused</b>	11.1%	0.0%

The County Connection riders were most likely to report their household size as “Two” (32%). About 18 percent of the passengers were from households with “Six to ten” members. In addition to this, nine to 14 percent of these passengers reported their household size as “One” (14%), “Three” (9%), “Four” (9%), and “Five” (14%). These percentages are statistically identical to the All Systems results from Phase Two.

**14. How many people are in your household, including yourself?**

	All Systems	County Connection
<b>Total</b>	1,545	22
<b>One</b>	14.0%	13.6%
<b>Two</b>	15.4%	31.8%
<b>Three</b>	18.3%	9.1%
<b>Four</b>	16.4%	9.1%
<b>Five</b>	14.0%	13.6%
<b>Six to ten</b>	11.0%	18.2%
<b>More than 10</b>	0.5%	0.0%
<b>No Answer/Refused</b>	10.4%	4.5%

The County Connection riders were most likely to self-identify as “White” (46%), followed by “Native Hawaiian or Pacific Islander” (23%) and “Black or African American” (18%). Only about 14 percent of these passengers reported other ethnic backgrounds. When compared to the All Systems results (3%), a significantly higher percentage of the County Connection riders self-identified as “Native Hawaiian or Pacific Islander.” As opposed to this, there was a significantly higher representation of “Spanish, Hispanic or Latino” respondents among All Systems than among the County Connection riders (24% vs. 5%).

**15. Are you Spanish, Hispanic, or Latino?**

**16. What is your race or ethnic identification?**

	All Systems	County Connection
<b>Total</b>	1,545	22
<b>White</b>	35.4%	45.5%
<b>Spanish/Hispanic/Latino</b>	23.9%	4.5%
<b>Black/African American</b>	23.0%	18.2%
<b>Asian</b>	12.7%	9.1%
<b>Native Hawaiian or Pacific Islander</b>	3.0%	22.7%
<b>American Indian or Alaska Native</b>	1.7%	0.0%
<b>Other</b>	1.6%	0.0%
<b>No Answer/Refused</b>	1.3%	0.0%

\* Note: The above percentages add up to more than 100% because some respondents are of mixed ethnicities, and checked more than one category.

About 23 percent of the passengers of County Connection reported their annual household income as “\$75,000 to \$99,999.” The next most common income groups were “\$50,000 to \$74,999,” “\$100,000 to \$149,999,” and “\$150,000 to \$199,999, each of which was reported by 14 percent of the respondents.

When compared to the income groups in All Systems, a significantly higher percentage of the County Connection riders reported an annual household income of “75,000 to \$99,999.” As opposed to this, a significantly higher percentage of the All Systems riders than those of County Connection reported a household income of “\$25,000 to \$49,999” a year.

**17. Which of the following best describes the total income including everyone in your household before taxes in 2006?**

	All Systems	County Connection
<b>Total</b>	1,545	22
<b>Under \$15,000</b>	23.5%	0.0%
<b>\$15,000 to \$24,999</b>	27.4%	0.0%
<b>\$25,000 to \$49,999</b>	21.8%	4.5%
<b>\$50,000 to \$74,999</b>	10.2%	13.6%
<b>\$75,000 to \$99,999</b>	3.7%	22.7%
<b>\$100,000 to \$149,999</b>	1.9%	13.6%
<b>\$150,000 to \$199,999</b>	1.4%	13.6%
<b>\$200,000 or higher</b>	1.4%	4.5%
<b>No Answer/Refused</b>	8.6%	27.3%

About 73 percent of the County Connection riders were “Male” and 27 percent were “Female.” This gender composition is comparable to the All Systems results.

**Respondent Gender**

	All Systems	County Connection
<b>Total</b>	1,545	22
<b>Male</b>	69.4%	72.7%
<b>Female</b>	30.5%	27.3%
<b>Not Known</b>	0.1%	0.0%

Unlike 97 percent of the All Systems passengers, all the County Connection riders took the survey “Inside a moving vehicle or vessel.”

**Interview Location**

	All Systems	County Connection
<b>Total</b>	1,545	22
<b>Inside moving vehicle or vessel</b>	96.5%	100.0%
<b>Station/Stop/Terminal</b>	2.7%	0.0%
<b>Inside vehicle or vessel at a station/stop/terminal</b>	0.8%	0.0%

Similarly, all the County Connection riders took the survey while “Sitting,” whereas 96 percent of the All Systems riders took the survey in this position.

#### Respondent Position

	All Systems	County Connection
<b>Total</b>	1,545	22
<b>Sitting</b>	96.0%	100.0%
<b>Standing</b>	3.8%	0.0%
<b>Not Known</b>	0.2%	0.0%

Unlike 83 percent of the All Systems passengers, all the County Connection riders took the survey in “English.”

#### Interview Language

	All Systems	County Connection
<b>Total</b>	1,545	22
<b>English</b>	83.4%	100.0%
<b>Spanish</b>	11.1%	0.0%
<b>Mandarin</b>	4.3%	0.0%
<b>Vietnamese</b>	1.2%	0.0%

## Chapter 4.3. MUNI

**MTC 2006-2007 TRANSIT PASSENGER DEMOGRAPHIC SURVEY  
PHASE TWO – NIGHT TIME  
MUNI  
(Total = 1042)**

### Methodology Overview

The study was conducted on MUNI Bus and MUNI Rail from 04/17/2007 to 06/02/2007. The night-time/overnight routes of 5, 14, 22, 24, 38, 90, 91, and 108 on MUNI Bus and the routes L-Taraval and N-Judah on MUNI Rail were included in Phase Two of the survey. A total of 1042 surveys were completed, out of which 823 surveys were completed on MUNI Bus (609 on weekdays and 214 on weekends) and 219 were completed on MUNI Rail (160 on weekdays and 59 on weekends). Comparisons to the "All Systems" results refer to the overall MTC Phase Two study, and have been tested to a confidence level of 95 percent.

There was one interviewer assigned to each route, who went onboard between 9 PM to 6 AM. All the riders of the selected routes during these hours were invited to participate in the survey. Interviewer start time was when the randomly selected bus or train left in the first hour of its shift. For example, if a route has a bus or train that left the first stop at 9:00 PM, another leaving at 9:20 PM, and a third leaving at 9:40 PM, the interviewer had one of those three randomly selected as the beginning of his/her shift.

Due to the absence of actual ridership data for the night-time/overnight services, the margin of error could not be computed.

#### i. Sampled Routes and Dates

MUNI Bus Routes Sampled	Completed Surveys	Data Collection Dates
Route 5	70	05/15/2007, 05/16/2007, 05/17/2007, 05/18/2007, and 05/16/2007
Route 14	113	05/15/2007, 05/16/2007, 05/17/2007, 05/18/2007, and 05/19/2007
Route 22	65	05/29/2007, 05/30/2007, 05/31/2007, 06/01/2007, and 06/02/2007
Route 24	88	05/22/2007, 05/23/2007, 05/24/2007, 05/25/2007, and 05/26/2007
Route 38	144	05/22/2007, 05/23/2007, 05/24/2007, 05/25/2007, and 05/26/2007
Route 90	44	05/08/2007, 05/09/2007, 05/10/2007, 05/11/2007, and 05/12/2007
Route 91	54	05/15/2007, 05/16/2007, 05/17/2007, 05/18/2007, and 05/19/2007
Route 108	245	04/17/2007, 04/18/2007, 04/19/2007, 04/20/2007, and 04/21/2007

**i. Sampled Routes and Dates**

MUNI Rail Routes Sampled	Completed Surveys	Data Collection Dates
Route L	130	04/17/2007, 04/18/2007, 04/19/2007, 04/20/2007, and 04/21/2007
Route N	89	05/05/2007, 05/06/2007, 05/07/2007, 05/08/2007, and 05/09/2007

*Note: The MUNI Rail Route L-Taraval and N-Judah terminated after mid-night. The interviewers transferred to the BUS on these routes that left from the respective locations. The riders on these routes have been included in the analysis for MUNI Rail.*

## Findings

Overall, “Work” was the most common point of origin for the MUNI passengers (42%), both on Bus (40%) and on Rail (51%). A significantly higher percentage of the Rail riders than those of All Systems, overall MUNI, and Bus reported this trip origin.

The next most common point of origin for overall MUNI riders (14%) and Bus riders (15%) was “Home.” A significantly lower percentage of the Rail riders (9%) than those of All Systems, MUNI overall, and Bus reported coming from “Home.”

For MUNI Rail passengers (15%), “School or college” was the second most common trip origin, which was statistically identical to the remaining three groups.

About ten to eleven percent of the respondents in each of the four groups reported their trip origin as “Recreation or entertainment.”

### 1. When you board this bus/Ferry/Train/Trolley, where were you coming from? Was it from...

	All Systems	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	1,545	1,042	823	219
<b>Work</b>	40.6%	42.1%	39.9%	50.7%
<b>Home</b>	15.7%	14.1%	15.4%	9.1%
<b>Recreation or entertainment</b>	11.1%	10.5%	10.4%	10.5%
<b>School or College</b>	10.4%	12.2%	11.4%	15.1%
<b>Visiting friends or family</b>	8.9%	8.1%	8.9%	5.0%
<b>Taking care of personal/business errands</b>	6.7%	6.2%	6.0%	7.3%
<b>Shopping</b>	2.2%	2.7%	3.3%	0.5%
<b>The Airport</b>	1.4%	0.6%	0.7%	0.0%
<b>A doctor's office or medical provider</b>	1.0%	1.3%	1.5%	0.9%
<b>Other</b>	1.9%	2.2%	2.6%	0.9%
<b>No Answer/Refused</b>	0.1%	0.0%	0.0%	0.0%

The most common trip destination for MUNI riders (73%), both Bus (70%) and Rail (82%), was "Home." A significantly higher percentage of the Rail riders than those of All Systems, MUNI Overall, and Bus were going "Home."

The next most common trip destination for the respondents in all the four groups was "Work," with statistically identical results. The remaining trip destinations were reported by less than ten percent of the respondents in each of the four groups and are less prominent.

## 2. Where are you going to? Is it to...

	All Systems	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	1,545	1,042	823	219
<b>Home</b>	71.8%	72.7%	70.2%	82.2%
<b>Work</b>	13.9%	12.9%	13.6%	10.0%
<b>Taking care of personal/business errands</b>	4.1%	4.3%	5.1%	1.4%
<b>Visiting friends or family</b>	4.0%	3.4%	3.4%	3.2%
<b>School or College</b>	2.3%	2.5%	3.0%	0.5%
<b>Recreation or entertainment</b>	2.1%	2.2%	2.7%	0.5%
<b>Shopping</b>	0.6%	0.8%	0.7%	0.9%
<b>A doctor's office or medical provider</b>	0.1%	0.2%	0.2%	0.0%
<b>The Airport</b>	0.1%	0.1%	0.1%	0.0%
<b>Other</b>	0.9%	1.0%	0.9%	1.4%
<b>No Answer/Refused</b>	0.1%	0.0%	0.0%	0.0%

Of the overall MUNI (62%) and Bus riders (63%), six in ten reported their trip length as 20 to 49 minutes. This trip length was also reported by the highest percentage of All Systems passengers (60%). About three-fourth of the Rail riders (73%) reported their trip length as 30 to 59 minutes.

In the group-wise comparison of responses, it was seen that a significantly lower percentage of the Rail riders than those of overall MUNI, Bus, and All Systems reported their trip length as 10 to 29 minutes. As opposed to this, the percentage of Rail riders who indicated their trip length as 50 to 74 minutes was significantly higher when compared to the percentage of respondents in the remaining three groups who reported the same.

In addition to this, a significantly higher percentage of the Bus riders than those of All Systems reported their trip length as “10 to 19 minutes.” Conversely, a significantly higher percentage of the All Systems riders than those of Bus traveled for 50 to 74 minutes between the origin and the destination of their trip.

**3. For this trip going between the two locations you just mentioned, what will be your total traveling time, including time for walking, waiting, and any route connections? Please think of the nearest total number of minutes.**

	All Systems	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	1,545	1,042	823	219
<b>Less than 10 minutes</b>	3.0%	3.4%	4.1%	0.5%
<b>10 to 19 minutes</b>	10.3%	11.6%	14.1%	2.3%
<b>20 to 29 minutes</b>	16.1%	16.5%	18.5%	9.1%
<b>30 to 39 minutes</b>	24.1%	25.2%	26.1%	21.9%
<b>40 to 49 minutes</b>	19.9%	20.4%	17.9%	30.1%
<b>50 to 59 minutes</b>	12.4%	11.6%	9.2%	20.5%
<b>60 to 74 minutes</b>	7.7%	6.5%	5.0%	12.3%
<b>75 to 90 minutes</b>	3.0%	1.9%	1.8%	2.3%
<b>More than 90 minutes</b>	3.0%	2.2%	2.6%	0.9%
<b>No Answer/Refused</b>	0.5%	0.6%	0.7%	0.0%

The top trip frequency reported by the overall MUNI (37%) and Rail riders (49%) was “4 to 5 days a week.” This was the second most common response among the Bus passengers (34%) with the top response being “6 to 7 days a week” reported by 37 percent. This response was received from 32 percent of the overall MUNI and 14 percent of the Rail passengers. About three in ten Rail riders (28%) reported their trip frequency as “1 to 3 days a week,” a response that was received from two in ten overall MUNI (20%) and Bus riders (18%).

In the group-wise comparisons, a significantly higher percentage of the All Systems and overall MUNI riders than the Rail riders reported their trip frequency as “6 to 7 days a week.” Additionally, this response was received from a significantly higher percentage of the Bus passengers than from those in the remaining three groups.

The trip frequency “1 to 3 days a week” and “4 to 5 days a week” was reported by a significantly higher percentage of the Rail riders than by those traveling on All Systems, overall MUNI, and Bus. As opposed to this, a higher percentage of the respondents from the latter groups than those on Rail stated that this was their first time taking the trip.

**4. How often do you travel between these two locations, whether or not you take this transit route, a different route, or a different type of transportation?**

	All Systems	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	1,545	1,042	823	219
<b>6 to 7 days a week</b>	28.9%	32.0%	36.7%	14.2%
<b>4 to 5 days a week</b>	37.7%	37.4%	34.3%	49.3%
<b>1 to 3 days a week</b>	21.3%	20.4%	18.3%	28.3%
<b>Less than once a week or on occasion</b>	8.6%	7.4%	7.4%	7.3%
<b>Your first time taking this trip</b>	3.2%	2.4%	2.9%	0.5%
<b>No Answer/Refused</b>	0.3%	0.4%	0.4%	0.5%

“Daily weekly, monthly or multiple ride ticket or pass” was the most common fare payment method for the overall MUNI riders (46%), including for those taking the Bus (42%) and Rail (63%). Following this, “Cash” was the next most common method used by 39 percent of the overall MUNI riders (41% - Bus and 29% - Rail) for paying their trip fare. The remaining responses in all the groups were in single digits and less prominent.

A significantly higher percentage of the Rail riders than those of All Systems, MUNI overall, and Bus reported using a “Daily weekly, monthly or multiple ride ticket or pass.” By contrast, the percentage of Rail riders who paid their fare in “Cash” was significantly lower than the remaining three groups.

#### 5. How did you pay for your fare on this trip?

	All Systems	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	1,545	1,042	823	219
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	42.7%	46.2%	41.8%	62.6%
<b>Cash</b>	42.4%	38.7%	41.3%	28.8%
<b>Transfer</b>	6.1%	7.0%	8.3%	2.3%
<b>Employee pass paid for by private company</b>	2.7%	2.6%	2.7%	2.3%
<b>TransLink®</b>	1.4%	1.2%	1.3%	0.5%
<b>Employee pass paid for by transit agency or dependent</b>	0.6%	0.8%	0.7%	0.9%
<b>Credit or debit card</b>	0.5%	0.4%	0.5%	0.0%
<b>Pass paid for by homeowner's association</b>	0.5%	0.6%	0.6%	0.5%
<b>Other</b>	2.8%	2.4%	2.4%	2.3%
<b>No Answer/Refused</b>	0.2%	0.3%	0.4%	0.0%

Similar to the All Systems results, the most common fare category for overall MUNI, (83%), Bus (83%), and Rail (81%) passengers was “Adult.” “Youth or Student” was the second most commonly mentioned fare category for the MUNI riders, including both the transportation modes.

**6. What is your fare category?**

	All Systems	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	1,545	1,042	823	219
<b>Adult</b>	83.1%	82.5%	83.0%	80.8%
<b>Youth or student</b>	11.6%	11.8%	10.8%	15.5%
<b>Senior</b>	3.1%	3.0%	3.2%	2.3%
<b>Disabled</b>	2.1%	2.7%	3.0%	1.4%
<b>No Answer/Refused</b>	0.1%	0.0%	0.0%	0.0%

About one-third of those surveyed in overall MUNI (36%) and Bus (33%) indicated that they took public transit because a car was not available to them on the night of the survey. This response was given by close to half of the Rail passengers (47%). Within these subgroups, majorities (74% - overall MUNI, 71% - Bus, and 82% - Rail) indicated that they normally do not have a car available. This means that 26 percent of overall MUNI, 23 percent of Bus, and 38 percent of Rail passengers are transit-dependent. The All Systems result for transit dependency is 26 percent. Of those who normally do have a car available, fifty percent or more in all four groups indicated that their using a car does not create an inconvenience for others.

**7. For this trip today, did you take public transportation because an automobile was not available to you?**

	All Systems	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	1,545	1,042	823	219
<b>Yes</b>	35.8%	35.7%	32.7%	47.0%
<b>No</b>	62.0%	63.3%	66.7%	50.7%
<b>No Answer/Refused</b>	2.2%	1.0%	0.6%	2.3%

**8. (IF QUESTION 7 = YES) Do you normally have an automobile available to you for trips like today's trip?**

	All Systems	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	553	372	269	103
<b>Yes</b>	25.3%	24.5%	27.5%	16.5%
<b>No</b>	73.2%	73.9%	71.0%	81.6%
<b>No Answer/Refused</b>	1.4%	1.6%	1.5%	1.9%

**9. (IF QUESTION 7 = YES AND QUESTION 8 = YES) Does it normally create inconvenience for others to have the automobile available to you?**

	All Systems	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	140	91	74	17
<b>Yes</b>	44.3%	45.1%	50.0%	23.5%
<b>No</b>	54.3%	54.9%	50.0%	76.5%
<b>No Answer/Refused</b>	1.4%	0.0%	0.0%	0.0%

The most common zip code for MUNI riders was 94130 (16%), which also was the most common zip code for the Bus riders (20%). For the Rail riders, the most common zip code was 94103 (23%).

**10. What is your home zip code?**

	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	1,042	823	219
<b>94130</b>	15.8%	20.0%	0.0%
<b>94104</b>	5.1%	4.3%	8.2%
<b>94118</b>	3.4%	4.3%	0.0%
<b>94115</b>	3.3%	3.9%	0.9%
<b>94103</b>	7.9%	3.8%	23.3%
<b>94121</b>	2.7%	3.4%	0.0%
<b>94124</b>	2.6%	3.3%	0.0%
<b>94110</b>	3.1%	3.2%	2.7%
<b>94107</b>	3.7%	2.8%	7.3%
<b>94102</b>	3.6%	2.2%	8.7%
<b>94117</b>	3.0%	2.2%	5.9%
<b>94112</b>	1.5%	1.8%	0.5%
<b>94109</b>	1.3%	1.6%	0.5%
<b>94134</b>	1.2%	1.5%	0.0%
<b>94120</b>	1.0%	1.2%	0.0%
<b>94140</b>	0.9%	1.0%	0.5%
<b>94113</b>	0.7%	0.9%	0.0%
<b>94111</b>	0.6%	0.7%	0.0%
<b>94114</b>	0.7%	0.7%	0.5%

	<b>MUNI</b>	<b>MUNI Bus</b>	<b>MUNI Rail</b>
<b>94180</b>	0.6%	0.7%	0.0%
<b>94106</b>	1.9%	0.6%	6.8%
<b>94171</b>	0.5%	0.6%	0.0%
<b>94127</b>	0.4%	0.5%	0.0%
<b>94133</b>	0.4%	0.5%	0.0%
<b>Total</b>	1,042	823	219
<b>94170</b>	0.5%	0.5%	0.5%
<b>94116</b>	0.4%	0.4%	0.5%
<b>94122</b>	3.0%	0.4%	12.8%
<b>94123</b>	0.4%	0.4%	0.5%
<b>94131</b>	0.4%	0.4%	0.5%
<b>94132</b>	0.4%	0.4%	0.5%
<b>94105</b>	0.5%	0.2%	1.4%
<b>94101</b>	2.1%	0.1%	9.6%
<b>94129</b>	0.1%	0.0%	0.5%
<b>94501</b>	0.1%	0.0%	0.5%
<b>95104</b>	0.1%	0.0%	0.5%
<b>Other</b>	5.9%	7.5%	0.9%
<b>No Answer/Refused</b>	20.2%	24.3%	5.5%

As illustrated in the following table, the most commonly noted city for overall MUNI (89%), Bus (87%), and Rail (95%) passengers was San Francisco.

#### 11. What city do you live in?

	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	1,042	823	219
<b>San Francisco</b>	88.9%	87.1%	95.4%
<b>Oakland</b>	2.0%	2.3%	0.9%
<b>Treasure Island</b>	1.8%	2.3%	0.0%
<b>Berkeley</b>	0.5%	0.5%	0.0%
<b>Hayward</b>	0.4%	0.5%	0.0%
<b>Pacifica</b>	0.2%	0.2%	0.0%
<b>Seattle</b>	0.2%	0.2%	0.0%
<b>Daly City</b>	0.2%	0.1%	0.5%
<b>Fresno</b>	0.1%	0.1%	0.0%
<b>Hawaii</b>	0.1%	0.1%	0.0%
<b>Marin</b>	0.1%	0.1%	0.0%
<b>Mission</b>	0.1%	0.1%	0.0%
<b>Palo Alto</b>	0.1%	0.1%	0.0%
<b>Richmond</b>	0.1%	0.1%	0.0%
<b>Rohnert Park</b>	0.1%	0.1%	0.0%
<b>San Bruno</b>	0.1%	0.1%	0.0%
<b>San Jose</b>	0.2%	0.1%	0.5%
<b>Santa Barbara</b>	0.1%	0.1%	0.0%
<b>Union City</b>	0.1%	0.1%	0.0%
<b>Sunset</b>	0.1%	0.0%	0.5%
<b>Other</b>	0.5%	0.5%	0.5%
<b>No Answer/Refused</b>	4.0%	4.7%	1.4%

Similar to the All Systems results, the most common age range as reported by the overall MUNI (85%), Bus (83%), and Rail riders (90%) was 18 to 44 years. Other age groups were reported by less than ten percent of the respondents on each of the transit systems and were less prominent.

When compared to the Rail passengers, a significantly higher percentage of the All Systems, overall MUNI, and Bus riders reported their age group as “18 to 24 years.” As opposed to this, a significantly higher percentage of the Rail riders than the other three groups were between the ages of 25 to 44 years. In addition to this, a significantly higher percentage of the Bus than the All Systems passengers were “18 to 24 years old.”

## 12. What is your age?

	All Systems	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	1,545	1,042	823	219
<b>Under 13</b>	0.1%	0.2%	0.1%	0.5%
<b>13 to 17</b>	2.3%	1.6%	1.6%	1.8%
<b>18 to 24</b>	27.1%	28.6%	31.3%	18.3%
<b>25 to 34</b>	33.5%	33.9%	31.7%	42.0%
<b>35 to 44</b>	22.5%	22.2%	20.3%	29.2%
<b>45 to 54</b>	7.7%	7.0%	7.8%	4.1%
<b>55 to 64</b>	4.1%	3.7%	4.1%	2.3%
<b>65 or older</b>	2.1%	2.1%	2.2%	1.8%
<b>No Answer/Refused</b>	0.6%	0.7%	0.9%	0.0%

Two-thirds of the respondents of MUNI (68%), Bus (68%), and "Rail" (68%) reported not having any transit dependent children in the household. As opposed to this 21 percentage of the overall MUNI riders (19% - Bus and 28% - Rail) had at least one transit dependent child in the household. These numbers are statistically identical to those on All Systems.

**13. Do you have children under age 13 living with you who depend on public transit for trips to school or other purposes?**

	All Systems	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	1,507	1,023	809	214
<b>None</b>	66.0%	67.8%	67.9%	67.8%
<b>One</b>	8.4%	7.1%	7.7%	5.1%
<b>Two</b>	9.2%	9.4%	7.7%	15.9%
<b>Three</b>	3.7%	2.9%	2.3%	5.1%
<b>Four</b>	1.0%	0.9%	0.7%	1.4%
<b>Five or more</b>	0.6%	0.6%	0.7%	0.0%
<b>No Answer/Refused</b>	11.1%	11.2%	13.0%	4.7%

Similar to the All Systems results, two of the most common household sizes reported by the MUNI riders was “Three” (19% - MUNI, 17% - Bus, and 23% - Rail) and “Four” (17% - overall MUNI, 18% - Bus, and 14% - Rail). On Rail, 23 percent of the passengers reported their household size as “Five,” a response given by 14 percent of the MUNI overall and eleven percent of the Bus riders. Less than 15 percent of the MUNI riders, including Bus and Rail reported other household sizes.

When compared to the Rail passengers, a significantly higher percentage of those traveling on All Systems, overall MUNI, and Bus reported their household size as “One.” As opposed to this, a significantly higher percentage of the Rail riders than those in the remaining three groups were from households with “Five” members.

**14. How many people are in your household, including yourself?**

	All Systems	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	1,545	1,042	823	219
<b>One</b>	14.0%	14.6%	16.4%	7.8%
<b>Two</b>	15.4%	13.4%	14.0%	11.4%
<b>Three</b>	18.3%	18.5%	17.3%	23.3%
<b>Four</b>	16.4%	17.0%	17.7%	14.2%
<b>Five</b>	14.0%	13.8%	11.4%	22.8%
<b>Six to ten</b>	11.0%	10.9%	10.9%	11.0%
<b>More than 10</b>	0.5%	0.5%	0.5%	0.5%
<b>No Answer/Refused</b>	10.4%	11.2%	11.8%	9.1%

Respondents on overall MUNI (38%), Bus (38%), and Rail (39%) were most likely to self-identify as “White.” The second and third most common ethnicity reported by the overall MUNI and Bus riders were “Spanish, Hispanic or Latino,” (24% - overall MUNI and 26% - Bus) and “Black or African American” (19% - overall MUNI and 20% - Bus). For the Rail passengers, the second most cited ethnicity was “Asian” (22%), followed by “Spanish, Hispanic or Latino” (20%).

A significantly higher percentage of the All Systems respondents than those of overall MUNI and Rail self-identified as “Black or African American.” As opposed to this a significantly higher percentage of the Rail passengers than the remaining three groups were “Asian.”

**15. Are you Spanish, Hispanic, or Latino?**

**16. What is your race or ethnic identification?**

	All Systems	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	1,545	1,042	823	219
<b>White</b>	35.4%	38.0%	37.8%	38.8%
<b>Spanish/Hispanic/Latino</b>	23.9%	24.3%	25.5%	19.6%
<b>Black/African American</b>	23.0%	19.3%	20.3%	15.5%
<b>Asian</b>	12.7%	13.8%	11.7%	21.9%
<b>Native Hawaiian or Pacific Islander</b>	3.0%	2.7%	2.4%	3.7%
<b>American Indian or Alaska Native</b>	1.7%	1.8%	1.8%	1.8%
<b>Other</b>	1.6%	1.8%	2.1%	0.9%
<b>No Answer/Refused</b>	1.3%	1.2%	1.3%	0.9%

\* Note: The above percentages add up to more than 100% because some respondents are of mixed ethnicities, and checked more than one category.

Similar to the All Systems results, more than half of the passengers of overall MUNI (54%), Bus (50%), and Rail (69%) reported an annual household income of Less than \$25,000. The next most common income group was "\$25,000 to \$49,999" (23% - overall MUNI, 24% - Bus, and 16% - Rail). The remaining income groups in each of the above mentioned transit systems were reported by ten percent or fewer passengers.

When compared to the Rail passengers, a significantly higher percentage of the All Systems, overall MUNI, and Bus riders reported an annual household income of \$25,000 to \$74,999. By contrast, a significantly higher percentage of the Rail passengers than the other three groups reported a household income of "\$15,000 to \$24,999" a year.

**17. Which of the following best describes the total income including everyone in your household before taxes in 2006?**

	All Systems	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	1,545	1,042	823	219
<b>Under \$15,000</b>	23.5%	25.2%	25.0%	26.0%
<b>\$15,000 to \$24,999</b>	27.4%	29.0%	25.3%	42.9%
<b>\$25,000 to \$49,999</b>	21.8%	22.5%	24.2%	16.0%
<b>\$50,000 to \$74,999</b>	10.2%	9.3%	10.8%	3.7%
<b>\$75,000 to \$99,999</b>	3.7%	2.4%	2.3%	2.7%
<b>\$100,000 to \$149,999</b>	1.9%	1.9%	1.6%	3.2%
<b>\$150,000 to \$199,999</b>	1.4%	1.2%	1.2%	1.4%
<b>\$200,000 or higher</b>	1.4%	1.3%	1.7%	0.0%
<b>No Answer/Refused</b>	8.6%	7.1%	7.9%	4.1%

The gender composition of MUNI passengers (both Bus and Rail) was statistically identical to the All Systems.

**Respondent Gender**

	All Systems	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	1,545	1,042	823	219
<b>Male</b>	69.4%	67.8%	69.0%	63.0%
<b>Female</b>	30.5%	32.2%	31.0%	37.0%
<b>Not Known</b>	0.1%	0.0%	0.0%	0.0%

Overwhelming majorities of the passengers in the two MUNI subsets took their survey “Inside a moving vehicle or vessel.” This was the most common interview location for All Systems as well.

#### Interview Location

	All Systems	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	1,545	1,042	823	219
<b>Inside moving vehicle or vessel</b>	96.5%	96.0%	95.4%	98.2%
<b>Station/Stop/Terminal</b>	2.7%	4.0%	4.6%	1.8%
<b>Inside vehicle or vessel at a station/stop/terminal</b>	0.8%	0.0%	0.0%	0.0%

Nearly all of the overall MUNI (95%), Bus (95%), and Rail (98%) respondents were “Sitting” while taking the survey, which is consistent with the All Systems (96%) result.

#### Respondent Position

	All Systems	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	1,545	1,042	823	219
<b>Sitting</b>	96.0%	95.4%	94.7%	98.2%
<b>Standing</b>	3.8%	4.4%	5.1%	1.8%
<b>Not Known</b>	0.2%	0.2%	0.2%	0.0%

Majority of the surveys on MUNI were conducted in “English,” followed by “Spanish.” A significantly higher percentage of the Rail passengers took the survey in “Spanish” and “Mandarin,” when compared to the percentage of those from All Systems, overall MUNI, and Bus riders who used these languages for completing the survey. By contrast, a significantly higher percentage of the respondents from the latter groups than the Rail passengers took the survey in “English.” In addition to this, the percentage of Bus passengers who took the survey in “English” was significantly higher, when compared to the percentage of all the MUNI riders who took the survey in “English.”

#### Interview Language

	All Systems	MUNI	MUNI Bus	MUNI Rail
<b>Total</b>	1,545	1,042	823	219
<b>English</b>	83.4%	80.7%	84.9%	64.8%
<b>Spanish</b>	11.1%	12.5%	10.8%	18.7%
<b>Mandarin</b>	4.3%	5.5%	3.2%	14.2%
<b>Vietnamese</b>	1.2%	1.3%	1.1%	2.3%

## **Chapter 4.4. San Mateo County Transit (SamTrans)**

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**MTC 2006-2007 TRANSIT PASSENGER DEMOGRAPHIC SURVEY**  
**PHASE TWO – NIGHT TIME**  
**San Mateo County Transit (SamTrans)**  
**(Total = 56)**

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### **Methodology Overview**

The study was conducted on SamTrans buses from 06/26/2007 to 06/30/2007. The night-time/overnight route 297/397 was included in Phase Two of the survey. A total of 56 surveys were completed, out of which 28 were completed over weekdays and 28 over weekends. Comparisons to the "All Systems" results refer to the overall MTC Phase Two study, and have been tested to a confidence level of 95 percent.

There was one interviewer assigned to the route, who went onboard between 9 PM to 6 AM. All the riders of the selected route during these hours were invited to participate in the survey. Interviewer start time was when the randomly selected bus left in the first hour of its shift. For example, if a route has a bus that left the first stop at 9:00 PM, another leaving at 9:20 PM, and a third leaving at 9:40 PM, the interviewer had one of those three randomly selected as the beginning of his/her shift.

Due to the absence of actual ridership data for the night-time/overnight services, the margin of error could not be computed.

## Findings

The highest percentage of respondents riding SamTrans indicated coming from “Work” (48%), followed by “Home” (25%). These numbers are statistically identical to the All Systems results, where 41 and 16 percent of the respondents gave these two answers, respectively. The third most cited trip origin by the SamTrans riders was “The Airport” (13%), which was significantly higher than one percent of the All Systems passengers who reported the same. On the other hand, the trip origins “Recreation or entertainment” and “Visiting friends or family,” were reported by significantly higher percentages of the All Systems riders than by those riding SamTrans.

### 1. When you board this bus/Ferry/Train/Trolley, where were you coming from? Was it from...

	All Systems	SamTrans
<b>Total</b>	1,545	56
<b>Work</b>	40.6%	48.2%
<b>Home</b>	15.7%	25.0%
<b>Recreation or entertainment</b>	11.1%	1.8%
<b>School or College</b>	10.4%	0.0%
<b>Visiting friends or family</b>	8.9%	3.6%
<b>Taking care of personal/business errands</b>	6.7%	5.4%
<b>Shopping</b>	2.2%	1.8%
<b>The Airport</b>	1.4%	12.5%
<b>A doctor's office or medical provider</b>	1.0%	0.0%
<b>Other</b>	1.9%	0.0%
<b>No Answer/Refused</b>	0.1%	1.8%

About 64 percent of the respondents on SamTrans indicated their trip destination as “Home.” “Work” was the second most commonly mentioned destination by 25 percent of the respondents, followed by “Taking care of personal or business errands” (4%). These results are statistically identical to the All Systems results where these three trip destinations were reported by 72, 14, and four percent of the respondents, respectively.

## 2. Where are you going to? Is it to...

	All Systems	SamTrans
<b>Total</b>	1,545	56
<b>Home</b>	71.8%	64.3%
<b>Work</b>	13.9%	25.0%
<b>Taking care of personal/business errands</b>	4.1%	3.6%
<b>Visiting friends or family</b>	4.0%	1.8%
<b>School or College</b>	2.3%	0.0%
<b>Recreation or entertainment</b>	2.1%	3.6%
<b>Shopping</b>	0.6%	0.0%
<b>A doctor's office or medical provider</b>	0.1%	0.0%
<b>The Airport</b>	0.1%	0.0%
<b>Other</b>	0.9%	0.0%
<b>No Answer/Refused</b>	0.1%	1.8%

About six in ten passengers of SamTrans (59%) reported an estimated travel length of 50 minutes or more. Sixteen percent reported their trip length as less than 20 minutes and another 25 percent chose 20 to 49 minutes as their trip length.

When compared to the All Systems riders, a significantly higher percentage of the SamTrans riders indicated their travel length as 75 minutes or more. Conversely, a significantly higher percentage of the All Systems riders than those of SamTrans reported a trip length of 30 to 49 minutes.

**3. For this trip going between the two locations you just mentioned, what will be your total traveling time, including time for walking, waiting, and any route connections? Please think of the nearest total number of minutes.**

	All Systems	SamTrans
<b>Total</b>	1,545	56
<b>Less than 10 minutes</b>	3.0%	5.4%
<b>10 to 19 minutes</b>	10.3%	10.7%
<b>20 to 29 minutes</b>	16.1%	12.5%
<b>30 to 39 minutes</b>	24.1%	8.9%
<b>40 to 49 minutes</b>	19.9%	3.6%
<b>50 to 59 minutes</b>	12.4%	10.7%
<b>60 to 74 minutes</b>	7.7%	10.7%
<b>75 to 90 minutes</b>	3.0%	21.4%
<b>More than 90 minutes</b>	3.0%	16.1%
<b>No Answer/Refused</b>	0.5%	0.0%

The top two trip frequencies reported by the SamTrans riders were “4 to 5 days a week” (45%) and “6 to 7 days a week” (25%). Following this, less than 15 percent of the respondents reported a trip frequency of “1 to 3 days a week” (14%), “Less than once a week or on occasion” (13%), and “Your first time taking the trip” (2%). These results are comparable to those from All Systems.

**4. How often do you travel between these two locations, whether or not you take this transit route, a different route, or a different type of transportation?**

	All Systems	SamTrans
<b>Total</b>	1,545	56
<b>6 to 7 days a week</b>	28.9%	25.0%
<b>4 to 5 days a week</b>	37.7%	44.6%
<b>1 to 3 days a week</b>	21.3%	14.3%
<b>Less than once a week or on occasion</b>	8.6%	12.5%
<b>Your first time taking this trip</b>	3.2%	1.8%
<b>No Answer/Refused</b>	0.3%	1.8%

The highest percentage of SamTrans riders paid for their trip using “Cash” (66%) and “Daily, weekly, monthly or multiple ride ticket or pass” (23%). When compared to the All Systems results, a significantly higher percentage of the SamTrans passengers paid their fare in “Cash.” As opposed to this, a multiple ride ticket or pass was used for fare payment by a significantly higher percentage of the All Systems passengers than by those riding SamTrans. The remaining fare payment methods in both the groups were in single digits and less prominent.

**5. How did you pay for your fare on this trip?**

	All Systems	SamTrans
<b>Total</b>	1,545	56
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	42.7%	23.2%
<b>Cash</b>	42.4%	66.1%
<b>Transfer</b>	6.1%	5.4%
<b>Employee pass paid for by private company</b>	2.7%	1.8%
<b>TransLink®</b>	1.4%	0.0%
<b>Employee pass paid for by transit agency or dependent</b>	0.6%	0.0%
<b>Credit or debit card</b>	0.5%	3.6%
<b>Pass paid for by homeowner's association</b>	0.5%	0.0%
<b>Other</b>	2.8%	0.0%
<b>No Answer/Refused</b>	0.2%	0.0%

Similar to the All Systems results, the SamTrans riders were most likely to indicate their fare category as “Adult” (82%). “Youth or Student” (7%) and “Senior” (9%) were the next most common fare categories for these riders.

**6. What is your fare category?**

	All Systems	SamTrans
<b>Total</b>	1,545	56
<b>Adult</b>	83.1%	82.1%
<b>Youth or student</b>	11.6%	7.1%
<b>Senior</b>	3.1%	8.9%
<b>Disabled</b>	2.1%	0.0%
<b>No Answer/Refused</b>	0.1%	1.8%

About 48 percent of the SamTrans riders indicated that they took public transportation because a car was not available to them on the night of the survey. Of those who did not have a car available, about 59 percent stated that they normally do not have a car available for trips like the one on the night of the survey. This translates into 29 percent of the SamTrans riders being transit-dependent. About 26 percent of the All Systems riders are transit-dependent.

**7. For this trip today, did you take public transportation because an automobile was not available to you?**

	All Systems	SamTrans
<b>Total</b>	1,545	56
<b>Yes</b>	35.8%	48.2%
<b>No</b>	62.0%	51.8%
<b>No Answer/Refused</b>	2.2%	0.0%

**8. (IF QUESTION 7 = YES) Do you normally have an automobile available to you for trips like today's trip?**

	All Systems	SamTrans
<b>Total</b>	553	27
<b>Yes</b>	25.3%	40.7%
<b>No</b>	73.2%	59.3%
<b>No Answer/Refused</b>	1.4%	0.0%

**9. (IF QUESTION 7 = YES AND QUESTION 8 = YES) Does it normally create inconvenience for others to have the automobile available to you?**

	All Systems	SamTrans
<b>Total</b>	140	11
<b>Yes</b>	44.3%	27.3%
<b>No</b>	54.3%	63.6%
<b>No Answer/Refused</b>	1.4%	9.1%

The SamTrans riders were most likely to indicate their home zip codes as “94025” (14%), “94303” (11%), and “94306” (9%).

**10. What is your home zip code?**

<b>94025</b>	14.3%
<b>94303</b>	10.7%
<b>94306</b>	8.9%
<b>94062</b>	7.1%
<b>94301</b>	7.1%
<b>94061</b>	5.4%
<b>94063</b>	5.4%
<b>94070</b>	5.4%
<b>94110</b>	5.4%
<b>94122</b>	3.6%
<b>94132</b>	3.6%
<b>94102</b>	1.8%
<b>94107</b>	1.8%
<b>94115</b>	1.8%
<b>94117</b>	1.8%
<b>94302</b>	1.8%
<b>95050</b>	1.8%
<b>No Answer/Refused</b>	12.5%

About 23 percent of the SamTrans riders reported their home city as “East Palo Alto.” Besides this, “Palo Alto” (21%), “Redwood City” (20%), and “San Francisco” (20%) were the next most common cities of residence reported by these passengers.

**11. What city do you live in?**

<b>East Palo Alto</b>	23.2%
<b>Palo Alto</b>	21.4%
<b>Redwood City</b>	19.6%
<b>San Francisco</b>	19.6%
<b>San Carlos</b>	5.4%
<b>Santa Clara</b>	1.8%
<b>No Answer/Refused</b>	8.9%

Similar to the All Systems results, the respondents of SamTrans were most likely to be 18 to 44 years old. More specifically, 18 percent of the riders were “18 to 24 years old,” 34 percent were “25 to 34 years old,” and 29 percent were “35 to 44 years old.” Few of the other age groups reported were “65 years or older” (7%), “13 to 17 years” (5%), and “45 to 54 years” (4%).

## 12. What is your age?

	All Systems	SamTrans
<b>Total</b>	1,545	56
<b>Under 13</b>	0.1%	0.0%
<b>13 to 17</b>	2.3%	5.4%
<b>18 to 24</b>	27.1%	17.9%
<b>25 to 34</b>	33.5%	33.9%
<b>35 to 44</b>	22.5%	28.6%
<b>45 to 54</b>	7.7%	3.6%
<b>55 to 64</b>	4.1%	1.8%
<b>65 or older</b>	2.1%	7.1%
<b>No Answer/Refused</b>	0.6%	1.8%

About 55 percent of the adult riders of SamTrans reported not having any transit-dependent children in the household. As opposed to this, 19 percent of the respondents reported having at least one transit-dependent child in the household. When compared to the All Systems responses, these results are comparable.

**13. Do you have children under age 13 living with you who depend on public transit for trips to school or other purposes?**

	All Systems	SamTrans
<b>Total</b>	1,507	53
<b>None</b>	66.0%	54.7%
<b>One</b>	8.4%	5.7%
<b>Two</b>	9.2%	11.3%
<b>Three</b>	3.7%	1.9%
<b>Four</b>	1.0%	0.0%
<b>Five or more</b>	0.6%	0.0%
<b>No Answer/Refused</b>	11.1%	26.4%

The SamTrans riders were most likely to report their household size as “Three” (23%) or “Four” (30%). In addition to this, thirteen to 14 percent of these passengers reported their household size as “Two” (14%) and “Five” (13%). Another seven percent of the respondents each were from households with “One” member and “Six to ten” members.

When compared to the All Systems results, a significantly higher percentage of the SamTrans riders reported a household size of “Four” (30% vs. 16%).

**14. How many people are in your household, including yourself?**

	All Systems	SamTrans
<b>Total</b>	1,545	56
<b>One</b>	14.0%	7.1%
<b>Two</b>	15.4%	14.3%
<b>Three</b>	18.3%	23.2%
<b>Four</b>	16.4%	30.4%
<b>Five</b>	14.0%	12.5%
<b>Six to ten</b>	11.0%	7.1%
<b>More than 10</b>	0.5%	1.8%
<b>No Answer/Refused</b>	10.4%	3.6%

The SamTrans riders were most likely to self-identify as “Spanish, Hispanic, or Latino” (34%), followed by “White” (32%). Less than 15 percent of these passengers self-identified as “Black or African American” (13%) and “Asian” (11%). When compared to the All Systems results (23%), a significantly lower percentage of the SamTrans riders reported their ethnic background as “Black or African American.”

**15. Are you Spanish, Hispanic, or Latino?**

**16. What is your race or ethnic identification?**

	All Systems	SamTrans
<b>Total</b>	1,545	56
<b>White</b>	35.4%	32.1%
<b>Spanish/Hispanic/Latino</b>	23.9%	33.9%
<b>Black/African American</b>	23.0%	12.5%
<b>Asian</b>	12.7%	10.7%
<b>Native Hawaiian or Pacific Islander</b>	3.0%	5.4%
<b>American Indian or Alaska Native</b>	1.7%	5.4%
<b>Other</b>	1.6%	0.0%
<b>No Answer/Refused</b>	1.3%	0.0%

\* Note: The above percentages add up to more than 100% because some respondents are of mixed ethnicities, and checked more than one category.

Almost 43 percent of the SamTrans passengers reported their annual household income as “under \$25,000” annually. The next most common income groups were “\$25,000 to \$49,999” (21%), “\$50,000 to \$74,999” (14%), and “\$75,000 to \$99,999” (11%). These numbers are statistically identical to the percentages from all transit systems.

**17. Which of the following best describes the total income including everyone in your household before taxes in 2006?**

	All Systems	SamTrans
<b>Total</b>	1,545	56
<b>Under \$15,000</b>	23.5%	16.1%
<b>\$15,000 to \$24,999</b>	27.4%	26.8%
<b>\$25,000 to \$49,999</b>	21.8%	21.4%
<b>\$50,000 to \$74,999</b>	10.2%	14.3%
<b>\$75,000 to \$99,999</b>	3.7%	10.7%
<b>\$100,000 to \$149,999</b>	1.9%	0.0%
<b>\$150,000 to \$199,999</b>	1.4%	0.0%
<b>\$200,000 or higher</b>	1.4%	0.0%
<b>No Answer/Refused</b>	8.6%	10.7%

About 73 percent of the SamTrans riders were “Male” and 27 percent were “Female.” This gender composition is comparable to the All Systems results.

**Respondent Gender**

	All Systems	SamTrans
<b>Total</b>	1,545	56
<b>Male</b>	69.4%	73.2%
<b>Female</b>	30.5%	26.8%
<b>Not Known</b>	0.1%	0.0%

Unlike 97 percent of the All Systems passengers, all the respondents on SamTrans took the survey “Inside a moving vehicle or vessel.”

#### Interview Location

	All Systems	SamTrans
<b>Total</b>	1,545	56
<b>Inside moving vehicle or vessel</b>	96.5%	100.0%
<b>Station/Stop/Terminal</b>	2.7%	0.0%
<b>Inside vehicle or vessel at a station/stop/terminal</b>	0.8%	0.0%

About 98 percent of the SamTrans riders and 96 percent of all the participants in Phase Two of the study took the survey while “Sitting.”

#### Respondent Position

	All Systems	SamTrans
<b>Total</b>	1,545	56
<b>Sitting</b>	96.0%	98.2%
<b>Standing</b>	3.8%	1.8%
<b>Not Known</b>	0.2%	0.0%

A significantly higher percentage of the SamTrans riders (95%) took the survey in “English,” when compared to the All Systems riders (83%). The remaining five percent of the SamTrans passengers took the survey in Spanish.

#### Interview Language

	All Systems	SamTrans
<b>Total</b>	1,545	56
<b>English</b>	83.4%	94.6%
<b>Spanish</b>	11.1%	5.4%
<b>Mandarin</b>	4.3%	0.0%
<b>Vietnamese</b>	1.2%	0.0%

## **Chapter 4.5. Santa Clara Valley Transportation Authority (VTA)**

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**MTC 2006-2007 TRANSIT PASSENGER DEMOGRAPHIC SURVEY**  
**PHASE TWO – NIGHT TIME**  
**Santa Clara Valley Transportation Authority (VTA)**  
**(Total = 68)**

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### **Methodology Overview**

The study was conducted on VTA buses from 06/26/2007 to 06/30/2007. The night-time/overnight route 22 was included in Phase Two of the survey. A total of 68 surveys were completed, out of which 52 were completed over weekdays and 16 over weekends. Comparisons to the "All Systems" results refer to the overall MTC Phase Two study, and have been tested to a confidence level of 95 percent.

There was one interviewer assigned to the route, who went onboard between 9 PM to 6 AM. All the riders of the selected route during these hours were invited to participate in the survey. Interviewer start time was when the randomly selected bus left in the first hour of its shift. For example, if a route has a bus that left the first stop at 9:00 PM, another leaving at 9:20 PM, and a third leaving at 9:40 PM, the interviewer had one of those three randomly selected as the beginning of his/her shift.

Due to the absence of actual ridership data for the night-time/overnight services, the margin of error could not be computed.

## Findings

Half the VTA passengers indicated coming from “Work” (50%). For the next three most cited trip origins, “Home” (16%), “Taking care of personal or business errands” (13%), and “Visiting friends or family” (9%), the VTA respondents returned statistically identical results to those from All Systems. A significantly lower percentage of the VTA passengers than those of All Systems reported their trip origin as “School or college” (10% vs. 3%).

### 1. When you board this bus/Ferry/Train/Trolley, where were you coming from? Was it from...

	All Systems	VTA
<b>Total</b>	1,545	68
<b>Work</b>	40.6%	50.0%
<b>Home</b>	15.7%	16.2%
<b>Recreation or entertainment</b>	11.1%	7.4%
<b>School or College</b>	10.4%	2.9%
<b>Visiting friends or family</b>	8.9%	8.8%
<b>Taking care of personal/business errands</b>	6.7%	13.2%
<b>Shopping</b>	2.2%	0.0%
<b>The Airport</b>	1.4%	1.5%
<b>A doctor's office or medical provider</b>	1.0%	0.0%
<b>Other</b>	1.9%	0.0%
<b>No Answer/Refused</b>	0.1%	0.0%

About three in four of the respondents on VTA (74%) indicated their trip destination as “Home.” “Work” was the second most commonly mentioned destination by seven percent of the respondents. This was significantly lower than 14 percent of the All Systems passengers who reported their trip destination as “Work.” Few of the other trip destinations reported were “Taking care of personal or business errands” (4%), “School or college” (4%), and “Recreation or entertainment” (3%).

## 2. Where are you going to? Is it to...

	All Systems	VTA
<b>Total</b>	1,545	68
<b>Home</b>	71.8%	73.5%
<b>Work</b>	13.9%	7.4%
<b>Taking care of personal/business errands</b>	4.1%	4.4%
<b>Visiting friends or family</b>	4.0%	1.5%
<b>School or College</b>	2.3%	4.4%
<b>Recreation or entertainment</b>	2.1%	2.9%
<b>Shopping</b>	0.6%	1.5%
<b>A doctor's office or medical provider</b>	0.1%	0.0%
<b>The Airport</b>	0.1%	0.0%
<b>Other</b>	0.9%	4.4%
<b>No Answer/Refused</b>	0.1%	0.0%

The top trip lengths reported by the VTA passengers were “40 to 49 minutes” (19%), “50 to 59 minutes” (16%), and “20 to 29 minutes” (15%). Besides these, about 13 percent of the VTA passengers reported a trip length of less than 20 minutes and another 25 percent reported a length of 60 minutes or more. When compared to the All Systems, a significantly lower percentage of the VTA riders reported a trip length of “30 to 39 minutes.”

**3. For this trip going between the two locations you just mentioned, what will be your total traveling time, including time for walking, waiting, and any route connections? Please think of the nearest total number of minutes.**

	All Systems	VTA
<b>Total</b>	1,545	68
<b>Less than 10 minutes</b>	3.0%	2.9%
<b>10 to 19 minutes</b>	10.3%	10.3%
<b>20 to 29 minutes</b>	16.1%	14.7%
<b>30 to 39 minutes</b>	24.1%	11.8%
<b>40 to 49 minutes</b>	19.9%	19.1%
<b>50 to 59 minutes</b>	12.4%	16.2%
<b>60 to 74 minutes</b>	7.7%	13.2%
<b>75 to 90 minutes</b>	3.0%	8.8%
<b>More than 90 minutes</b>	3.0%	2.9%
<b>No Answer/Refused</b>	0.5%	0.0%

With respect to trip frequency, 43 percent of the VTA riders reported taking the trip “4 to 5 days a week” followed by “6 to 7 days a week” (32%). Less than 15 percent of these passengers took the trip “1 to 3 days a week” (13%), “Less than once a week or on occasion” (6%), and “Your first time taking this trip” (6%). These numbers are statistically identical to the All Systems results.

**4. How often do you travel between these two locations, whether or not you take this transit route, a different route, or a different type of transportation?**

	All Systems	VTA
<b>Total</b>	1,545	68
<b>6 to 7 days a week</b>	28.9%	32.4%
<b>4 to 5 days a week</b>	37.7%	42.6%
<b>1 to 3 days a week</b>	21.3%	13.2%
<b>Less than once a week or on occasion</b>	8.6%	5.9%
<b>Your first time taking this trip</b>	3.2%	5.9%
<b>No Answer/Refused</b>	0.3%	0.0%

Six in ten VTA riders paid their trip fare using “Cash” (62%), which was significantly higher than the All Systems passengers who used this fare payment method (42%). Following this, “Daily, weekly, monthly or multiple ride ticket or pass” was the next most cited method for fare payment. This number is statistically identical to the All Systems, where 43 percent of the respondents paid the fare using a multiple ride ticket or pass.

**5. How did you pay for your fare on this trip?**

	All Systems	VTA
<b>Total</b>	1,545	68
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	42.7%	33.8%
<b>Cash</b>	42.4%	61.8%
<b>Transfer</b>	6.1%	0.0%
<b>Employee pass paid for by private company</b>	2.7%	0.0%
<b>TransLink®</b>	1.4%	1.5%
<b>Employee pass paid for by transit agency or dependent</b>	0.6%	0.0%
<b>Credit or debit card</b>	0.5%	0.0%
<b>Pass paid for by homeowner's association</b>	0.5%	0.0%
<b>Other</b>	2.8%	2.9%
<b>No Answer/Refused</b>	0.2%	0.0%

A significantly higher percentage of the VTA riders than the All Systems riders paid "Adult" fare (94% vs. 83%). As opposed to this, the percentage of All Systems passengers (12%), who paid "Youth or student" fare (12%) was significantly higher when compared to four percent of the VTA passengers paid this fare category.

**6. What is your fare category?**

	All Systems	VTA
<b>Total</b>	1,545	68
<b>Adult</b>	83.1%	94.1%
<b>Youth or student</b>	11.6%	4.4%
<b>Senior</b>	3.1%	0.0%
<b>Disabled</b>	2.1%	1.5%
<b>No Answer/Refused</b>	0.1%	0.0%

Close to half of the VTA riders (49%) took public transportation because a car was not available to them on the night of the survey. Of those who did not have a car available, about 91 percent stated that they normally do not have a car available for trips like the one on the night of the survey. Both these percentages are significantly higher than those at the All Systems level. This translates to 44 percent of the VTA riders being transit-dependent. This again, is significantly higher than the 26 percent of the All Systems riders who were transit-dependent.

**7. For this trip today, did you take public transportation because an automobile was not available to you?**

	All Systems	VTA
<b>Total</b>	1,545	68
<b>Yes</b>	35.8%	48.5%
<b>No</b>	62.0%	51.5%
<b>No Answer/Refused</b>	2.2%	0.0%

**8. (IF QUESTION 7 = YES) Do you normally have an automobile available to you for trips like today's trip?**

	All Systems	VTA
<b>Total</b>	553	33
<b>Yes</b>	25.3%	9.1%
<b>No</b>	73.2%	90.9%
<b>No Answer/Refused</b>	1.4%	0.0%

**9. (IF QUESTION 7 = YES AND QUESTION 8 = YES) Does it normally create inconvenience for others to have the automobile available to you?**

	All Systems	VTA
<b>Total</b>	140	3
<b>Yes</b>	44.3%	66.7%
<b>No</b>	54.3%	33.3%
<b>No Answer/Refused</b>	1.4%	0.0%

The VTA riders were most likely to indicate their home zip codes as “95112” (10%), “94040” (9%), and “94086” (9%).

**10. What is your home zip code?**

95112	10.3%
94040	8.8%
94086	8.8%
94087	7.4%
95051	7.4%
95128	7.4%
95050	4.4%
95110	4.4%
95116	4.4%
95122	4.4%
90210	1.5%
94025	1.5%
94034	1.5%
94041	1.5%
94043	1.5%
94046	1.5%
94112	1.5%
94303	1.5%
95053	1.5%
95070	1.5%
95111	1.5%
95126	1.5%
95127	1.5%
No Answer/Refused	13.3%

Four in ten VTA passengers (41%) reported their home city as “San Jose.” Besides this, “Sunnyvale” (18%), “Mountain View” (12%), and “Santa Clara” (10%) were the next most common cities of residence reported by these passengers.

**11. What city do you live in?**

<b>San Jose</b>	41.2%
<b>Sunnyvale</b>	17.6%
<b>Mountain View</b>	11.8%
<b>Santa Clara</b>	10.3%
<b>Palo Alto</b>	4.4%
<b>Tropicana</b>	2.9%
<b>Beverly Hills</b>	1.5%
<b>Lafayette</b>	1.5%
<b>Menlo Park</b>	1.5%
<b>San Francisco</b>	1.5%
<b>Saratoga</b>	1.5%
<b>No Answer/Refused</b>	4.4%

Similar to the All Systems results, the VTA respondents were most likely to be 18 to 44 years old. More specifically, 31 percent of the riders were “18 to 24 years old,” 32 percent were “25 to 34 years old,” and 18 percent were “35 to 44 years old.” Few of the other age groups reported were “45 to 54 years” (16%) and “13 to 17 years” (2%).

#### 12. What is your age?

	All Systems	VTA
<b>Total</b>	1,545	68
<b>Under 13</b>	0.1%	0.0%
<b>13 to 17</b>	2.3%	1.5%
<b>18 to 24</b>	27.1%	30.9%
<b>25 to 34</b>	33.5%	32.4%
<b>35 to 44</b>	22.5%	17.6%
<b>45 to 54</b>	7.7%	16.2%
<b>55 to 64</b>	4.1%	0.0%
<b>65 or older</b>	2.1%	0.0%
<b>No Answer/Refused</b>	0.6%	1.5%

About two-thirds of the VTA passengers (66%) reported not having any transit-dependent children in the household. As opposed to this, 18 percent of the respondents reported having at least one transit-dependent child in the household. When compared to the All Systems responses, a significantly lower percentage of the VTA riders had “Two” transit-dependent children in the household (9% vs. 3%).

**13. Do you have children under age 13 living with you who depend on public transit for trips to school or other purposes?**

	All Systems	VTA
<b>Total</b>	1,507	67
<b>None</b>	66.0%	65.7%
<b>One</b>	8.4%	7.5%
<b>Two</b>	9.2%	3.0%
<b>Three</b>	3.7%	4.5%
<b>Four</b>	1.0%	3.0%
<b>Five or more</b>	0.6%	0.0%
<b>No Answer/Refused</b>	11.1%	16.4%

The VTA riders were most likely to report their household size as “Two” (22%), “Three” (19%) or “Five” (19%). In addition to this, 15 percent of these passengers reported their household size as “One,” twelve percent as “Four,” and nine percent as “Six to ten.” These percentages are statistically identical to the All Systems results from Phase Two.

**14. How many people are in your household, including yourself?**

	All Systems	VTA
<b>Total</b>	1,545	68
<b>One</b>	14.0%	14.7%
<b>Two</b>	15.4%	22.1%
<b>Three</b>	18.3%	19.1%
<b>Four</b>	16.4%	11.8%
<b>Five</b>	14.0%	19.1%
<b>Six to ten</b>	11.0%	8.8%
<b>More than 10</b>	0.5%	0.0%
<b>No Answer/Refused</b>	10.4%	4.4%

The VTA riders were most likely to self-identify as “White” (35%), followed by “Spanish, Hispanic or Latino” (29%), and “Asian” (19%). Only about ten percent of these passengers reported their ethnic background as “Black or African American.” When compared to the All Systems results (23%), the proportion of “Black or African American” riders on VTA was significantly lower. The remaining ethnicities are comparable to the All Systems results.

**15. Are you Spanish, Hispanic, or Latino?**

**16. What is your race or ethnic identification?**

	All Systems	VTA
<b>Total</b>	1,545	68
<b>White</b>	35.4%	35.3%
<b>Spanish/Hispanic/Latino</b>	23.9%	29.4%
<b>Black/African American</b>	23.0%	10.3%
<b>Asian</b>	12.7%	19.1%
<b>Native Hawaiian or Pacific Islander</b>	3.0%	2.9%
<b>American Indian or Alaska Native</b>	1.7%	1.5%
<b>Other</b>	1.6%	2.9%
<b>No Answer/Refused</b>	1.3%	0.0%

\* Note: The above percentages add up to more than 100% because some respondents are of mixed ethnicities, and checked more than one category.

Half of the VTA passengers (50%) reported their annual household income as less than \$50,000. About 29 percent of these passengers reported a household income of \$50,000 to \$99,999 per year and another seven percent were from households with an annual income of \$100,000 or more.

A significantly higher percentage of the All Systems passengers than those of VTA reported a household income of “\$15,000 to \$24,999.” As opposed to this, when compared to the All Systems results, a significantly higher percentage of the VTA riders reported an annual household income of “\$75,000 to \$99,999.”

**17. Which of the following best describes the total income including everyone in your household before taxes in 2006?**

	All Systems	VTA
<b>Total</b>	1,545	68
<b>Under \$15,000</b>	23.5%	23.5%
<b>\$15,000 to \$24,999</b>	27.4%	5.9%
<b>\$25,000 to \$49,999</b>	21.8%	20.6%
<b>\$50,000 to \$74,999</b>	10.2%	17.6%
<b>\$75,000 to \$99,999</b>	3.7%	11.8%
<b>\$100,000 to \$149,999</b>	1.9%	4.4%
<b>\$150,000 to \$199,999</b>	1.4%	2.9%
<b>\$200,000 or higher</b>	1.4%	0.0%
<b>No Answer/Refused</b>	8.6%	13.2%

The VTA riders were composed of a significantly higher percentage of male respondents, when compared to the All Systems results (79% vs. 69%). Conversely, the proportion of female riders was significantly lower on VTA than that on All Systems (21% vs. 31%).

#### Respondent Gender

	All Systems	VTA
<b>Total</b>	1,545	68
<b>Male</b>	69.4%	79.4%
<b>Female</b>	30.5%	20.6%
<b>Not Known</b>	0.1%	0.0%

All the VTA riders took the survey “Inside a moving vehicle or vessel,” whereas 97 percent of the All Systems passengers took the survey in this location.

#### Interview Location

	All Systems	VTA
<b>Total</b>	1,545	68
<b>Inside moving vehicle or vessel</b>	96.5%	100.0%
<b>Station/Stop/Terminal</b>	2.7%	0.0%
<b>Inside vehicle or vessel at a station/stop/terminal</b>	0.8%	0.0%

About 97 percent of the VTA riders and 96 percent of all the participants in Phase Two of the study took the survey while “Sitting.”

#### Respondent Position

	All Systems	VTA
<b>Total</b>	1,545	68
<b>Sitting</b>	96.0%	97.1%
<b>Standing</b>	3.8%	2.9%
<b>Not Known</b>	0.2%	0.0%

Similar to the All Systems, 82 percent of the VTA riders took the survey in “English,” and the remaining 18 percent took the survey in “Spanish.”

**Interview Language**

	All Systems	VTA
Total	1,545	68
English	83.4%	82.4%
Spanish	11.1%	17.6%
Mandarin	4.3%	0.0%
Vietnamese	1.2%	0.0%

## Chapter 4.6. Wheels

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**MTC 2006-2007 TRANSIT PASSENGER DEMOGRAPHIC SURVEY**  
**PHASE TWO – NIGHT TIME**  
**Wheels**  
**(Total = 22)**

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### **Methodology Overview**

The study was conducted on Wheels buses from 06/12/2007 to 06/16/2007. The night-time/overnight route 810 was included in Phase Two of the survey. A total of 22 surveys were completed, out of which 16 were completed over weekdays and 6 over weekends. Comparisons to the "All Systems" results refer to the total overall MTC Phase Two study, and have been tested to a confidence level of 95 percent.

There was one interviewer assigned to the route, who went onboard between 9 PM to 6 AM. All the riders of the selected route during these hours were invited to participate in the survey. Interviewer start time was when the randomly selected bus left in the first hour of its shift. For example, if a route has a bus that left the first stop at 9:00 PM, another leaving at 9:20 PM, and a third leaving at 9:40 PM, the interviewer had one of those three randomly selected as the beginning of his/her shift.

Due to the absence of actual ridership data for the night-time/overnight services, the margin of error could not be computed.

*Note: Due to the small sample size, caution should be exercised in generalizing the percentage figures in the tables contained in this section of the report.*

## Findings

About four in ten passengers riding Wheels reported coming from “Work” (41%). For the next most common trip origin, “Home,” the respondents on Wheels (27%) returned significantly higher results than those from All Systems (16%). On the other hand, the All Systems passengers were significantly more likely to report their trip origin as “Recreation or entertainment” (11% vs. 0%) and “School or college” (10% vs. 5%), when compared to the Wheels riders.

### 1. When you board this bus/Ferry/Train/Trolley, where were you coming from? Was it from...

	All Systems	Wheels
<b>Total</b>	1,545	22
<b>Work</b>	40.6%	40.9%
<b>Home</b>	15.7%	27.3%
<b>Recreation or entertainment</b>	11.1%	0.0%
<b>School or College</b>	10.4%	4.5%
<b>Visiting friends or family</b>	8.9%	9.1%
<b>Taking care of personal/business errands</b>	6.7%	9.1%
<b>Shopping</b>	2.2%	4.5%
<b>The Airport</b>	1.4%	0.0%
<b>A doctor's office or medical provider</b>	1.0%	4.5%
<b>Other</b>	1.9%	0.0%
<b>No Answer/Refused</b>	0.1%	0.0%

About 55 percent of the respondents on Wheels indicated their trip destination as “Home.” “Work” was the second most commonly mentioned destination by 27 percent of the respondents, followed by “Visiting friends or family” (9%) and “Taking care of personal or business errands” (5%). When compared to the All Systems results, a significantly lower percentage of the Wheels riders reported going “Home.” As opposed to this, a significantly higher percentage of the Wheels than the All Systems riders reported going to “Work” (27% vs. 14%).

## 2. Where are you going to? Is it to...

	All Systems	Wheels
<b>Total</b>	1,545	22
<b>Home</b>	71.8%	54.5%
<b>Work</b>	13.9%	27.3%
<b>Taking care of personal/business errands</b>	4.1%	4.5%
<b>Visiting friends or family</b>	4.0%	9.1%
<b>School or College</b>	2.3%	4.5%
<b>Recreation or entertainment</b>	2.1%	0.0%
<b>Shopping</b>	0.6%	0.0%
<b>A doctor's office or medical provider</b>	0.1%	0.0%
<b>The Airport</b>	0.1%	0.0%
<b>Other</b>	0.9%	0.0%
<b>No Answer/Refused</b>	0.1%	0.0%

About 14 percent of the Wheels respondents reported trip length of less than 20 minutes. Six in ten respondents (59%) indicated their estimated travel time as 20 to 49 minutes, and another 27 percent stated that their trip would last for 50 minutes or more. These proportions are comparable to the All Systems results.

**3. For this trip going between the two locations you just mentioned, what will be your total traveling time, including time for walking, waiting, and any route connections? Please think of the nearest total number of minutes.**

	All Systems	Wheels
<b>Total</b>	1,545	22
<b>Less than 10 minutes</b>	3.0%	4.5%
<b>10 to 19 minutes</b>	10.3%	9.1%
<b>20 to 29 minutes</b>	16.1%	22.7%
<b>30 to 39 minutes</b>	24.1%	22.7%
<b>40 to 49 minutes</b>	19.9%	13.6%
<b>50 to 59 minutes</b>	12.4%	18.2%
<b>60 to 74 minutes</b>	7.7%	4.5%
<b>75 to 90 minutes</b>	3.0%	0.0%
<b>More than 90 minutes</b>	3.0%	4.5%
<b>No Answer/Refused</b>	0.5%	0.0%

The top two trip frequencies reported by the Wheels riders were “4 to 5 days a week” (41%) and “6 to 7 days a week” (23%). The other trip frequencies reported were “1 to 3 days a week” (18%), “Less than once a week or on occasion” (14%), and “Your first time taking the trip” (5%). These numbers are statistically identical to the All Systems results.

**4. How often do you travel between these two locations, whether or not you take this transit route, a different route, or a different type of transportation?**

	All Systems	Wheels
<b>Total</b>	1,545	22
<b>6 to 7 days a week</b>	28.9%	22.7%
<b>4 to 5 days a week</b>	37.7%	40.9%
<b>1 to 3 days a week</b>	21.3%	18.2%
<b>Less than once a week or on occasion</b>	8.6%	13.6%
<b>Your first time taking this trip</b>	3.2%	4.5%
<b>No Answer/Refused</b>	0.3%	0.0%

Half of the Wheels riders paid for their trip using “Cash” (50%), followed by “Daily, weekly, monthly or multiple ride ticket or pass” (27%). These numbers are statistically identical to the All Systems, where 42 and 43 percent of the respondents used these two fare payment methods, respectively. Few of the other fare payment methods reported were, “Transfer” (14%) and “Employee pass paid for by private company” (9%).

**5. How did you pay for your fare on this trip?**

	All Systems	Wheels
<b>Total</b>	1,545	22
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	42.7%	27.3%
<b>Cash</b>	42.4%	50.0%
<b>Transfer</b>	6.1%	13.6%
<b>Employee pass paid for by private company</b>	2.7%	9.1%
<b>TransLink®</b>	1.4%	0.0%
<b>Employee pass paid for by transit agency or dependent</b>	0.6%	0.0%
<b>Credit or debit card</b>	0.5%	0.0%
<b>Pass paid for by homeowner's association</b>	0.5%	0.0%
<b>Other</b>	2.8%	0.0%
<b>No Answer/Refused</b>	0.2%	0.0%

Similar to the All Systems results, the Wheels riders were most likely to indicate their fare category as “Adult” (82%), followed by “Senior” (9%), “Youth or Student” (5%), and “Disabled” (5%).

#### 6. What is your fare category?

	All Systems	Wheels
<b>Total</b>	1,545	22
<b>Adult</b>	83.1%	81.8%
<b>Youth or student</b>	11.6%	4.5%
<b>Senior</b>	3.1%	9.1%
<b>Disabled</b>	2.1%	4.5%
<b>No Answer/Refused</b>	0.1%	0.0%

About 68 percent of the Wheels riders indicated that they took public transportation because a car was not available to them on the night of the survey. This was significantly higher than 36 percent of the All Systems riders who reported the same. Of those who indicated that they did not have a car available, about 73 percent stated that they normally do not have a car available for trips like the one on the night of the survey. This translates to 50 percent of the Wheels riders being transit-dependent. About 26 percent of the All Systems riders are transit-dependent.

**7. For this trip today, did you take public transportation because an automobile was not available to you?**

	All Systems	Wheels
<b>Total</b>	1,545	22
<b>Yes</b>	35.8%	68.2%
<b>No</b>	62.0%	31.8%
<b>No Answer/Refused</b>	2.2%	0.0%

**8. (IF QUESTION 7 = YES) Do you normally have an automobile available to you for trips like today's trip?**

	All Systems	Wheels
<b>Total</b>	553	15
<b>Yes</b>	25.3%	26.7%
<b>No</b>	73.2%	73.3%
<b>No Answer/Refused</b>	1.4%	0.0%

**9. (IF QUESTION 7 = YES AND QUESTION 8 = YES) Does it normally create inconvenience for others to have the automobile available to you?**

	All Systems	Wheels
<b>Total</b>	140	4
<b>Yes</b>	44.3%	75.0%
<b>No</b>	54.3%	25.0%
<b>No Answer/Refused</b>	1.4%	0.0%

The Wheels riders were most likely to indicate their home zip codes as “94549” (18%), “94551” (18%), and “94552” (14%).

**10. What is your home zip code?**

<b>94549</b>	18.2%
<b>94551</b>	18.2%
<b>94552</b>	13.6%
<b>94546</b>	9.1%
<b>94568</b>	9.1%
<b>94537</b>	4.5%
<b>94547</b>	4.5%
<b>94548</b>	4.5%
<b>94550</b>	4.5%
<b>94558</b>	4.5%
<b>94639</b>	4.5%
<b>No Answer/Refused</b>	4.5%

About 36 percent of the Wheels riders (36%) reported their home city as “Dublin.” Besides this, “Livermore” (14%) and “Pleasanton” (14%) were the next most common cities of residence reported by these passengers.

**11. What city do you live in?**

<b>Dublin</b>	36.4%
<b>Livermore</b>	13.6%
<b>Pleasanton</b>	13.6%
<b>Bay Fair</b>	4.5%
<b>Castro Valley</b>	4.5%
<b>Denmark</b>	4.5%
<b>Fairview</b>	4.5%
<b>Hercules</b>	4.5%
<b>Knightsen</b>	4.5%
<b>No Answer/Refused</b>	9.1%

Similar to the All Systems results, the respondents of Wheels were most likely to be 18 to 54 years old. More specifically, 27 percent of the riders were “18 to 24 years old,” 32 percent were “25 to 34 years old,” 14 percent were “35 to 44 years old,” and 18 percent were “45 to 54 years old.”

**12. What is your age?**

	All Systems	Wheels
<b>Total</b>	1,545	22
<b>Under 13</b>	0.1%	0.0%
<b>13 to 17</b>	2.3%	0.0%
<b>18 to 24</b>	27.1%	27.3%
<b>25 to 34</b>	33.5%	31.8%
<b>35 to 44</b>	22.5%	13.6%
<b>45 to 54</b>	7.7%	18.2%
<b>55 to 64</b>	4.1%	0.0%
<b>65 or older</b>	2.1%	9.1%
<b>No Answer/Refused</b>	0.6%	0.0%

About 55 percent of the Wheels riders reported not having any transit-dependent children in the household. As opposed to this, 27 percent of the respondents reported having at least one transit-dependent child in the household. When compared to the All Systems responses, these results on Wheels are statistically identical.

**13. Do you have children under age 13 living with you who depend on public transit for trips to school or other purposes?**

	All Systems	Wheels
<b>Total</b>	1,507	22
<b>None</b>	66.0%	54.5%
<b>One</b>	8.4%	13.6%
<b>Two</b>	9.2%	13.6%
<b>Three</b>	3.7%	0.0%
<b>Four</b>	1.0%	0.0%
<b>Five or more</b>	0.6%	0.0%
<b>No Answer/Refused</b>	11.1%	18.2%

The Wheels riders were most likely to report their household size as “Two” (32%) or “Six to ten” (18%). In addition to this, 14 percent of these passengers reported their household size as “Five” (14%) and another nine percent reported it as “Three.” When compared to the All Systems results, a significantly lower percentage of the Wheels riders reported a household size of “One” (14% vs. 5%).

**14. How many people are in your household, including yourself?**

	All Systems	Wheels
<b>Total</b>	1,545	22
<b>One</b>	14.0%	4.5%
<b>Two</b>	15.4%	31.8%
<b>Three</b>	18.3%	9.1%
<b>Four</b>	16.4%	0.0%
<b>Five</b>	14.0%	13.6%
<b>Six to ten</b>	11.0%	18.2%
<b>More than 10</b>	0.5%	0.0%
<b>No Answer/Refused</b>	10.4%	22.7%

Similar to the All Systems results, 41 percent of the Wheels riders self-identified as “White,” followed by “Spanish, Hispanic or Latino” (32%), and “Black or African American” (14%). Only about nine percent of these passengers reported their ethnic background as “Asian.” When compared to the All Systems results, the ethnic composition of the passengers on Wheels is comparable.

**15. Are you Spanish, Hispanic, or Latino?**

**16. What is your race or ethnic identification?**

	All Systems	Wheels
<b>Total</b>	1,545	22
<b>White</b>	35.4%	40.9%
<b>Spanish/Hispanic/Latino</b>	23.9%	31.8%
<b>Black/African American</b>	23.0%	13.6%
<b>Asian</b>	12.7%	9.1%
<b>Native Hawaiian or Pacific Islander</b>	3.0%	0.0%
<b>American Indian or Alaska Native</b>	1.7%	0.0%
<b>Other</b>	1.6%	0.0%
<b>No Answer/Refused</b>	1.3%	4.5%

\* Note: The above percentages add up to more than 100% because some respondents are of mixed ethnicities, and checked more than one category.

Half of the Wheels passengers reported their annual household income as Less than \$25,000. About nine percent reported a household income of “\$25,000 to \$49,999,” and another 18 percent were from households with an income of \$50,000 or more per year. When compared to the All Systems results, a significantly lower percentage of the Wheels passengers reported a household income of “\$25,000 to \$49,999” annually.

**17. Which of the following best describes the total income including everyone in your household before taxes in 2006?**

	All Systems	Wheels
<b>Total</b>	1,545	22
<b>Under \$15,000</b>	23.5%	31.8%
<b>\$15,000 to \$24,999</b>	27.4%	18.2%
<b>\$25,000 to \$49,999</b>	21.8%	9.1%
<b>\$50,000 to \$74,999</b>	10.2%	9.1%
<b>\$75,000 to \$99,999</b>	3.7%	9.1%
<b>\$100,000 to \$149,999</b>	1.9%	0.0%
<b>\$150,000 to \$199,999</b>	1.4%	0.0%
<b>\$200,000 or higher</b>	1.4%	0.0%
<b>No Answer/Refused</b>	8.6%	22.7%

About 77 percent of the Wheels riders were “Male” and 23 percent were “Female.” This gender composition is statistically comparable to the All Systems results.

**Respondent Gender**

	All Systems	Wheels
<b>Total</b>	1,545	22
<b>Male</b>	69.4%	77.3%
<b>Female</b>	30.5%	22.7%
<b>Not Known</b>	0.1%	0.0%

Unlike the All Systems results (97%), all of the Wheels riders took the survey “Inside a moving vehicle or vessel.”

#### Interview Location

	All Systems	Wheels
<b>Total</b>	1,545	22
<b>Inside moving vehicle or vessel</b>	96.5%	100.0%
<b>Station/Stop/Terminal</b>	2.7%	0.0%
<b>Inside vehicle or vessel at a station/stop/terminal</b>	0.8%	0.0%

All the Wheels riders and 96 percent of all the participants in Phase Two of the study took the survey while “Sitting.”

#### Respondent Position

	All Systems	Wheels
<b>Total</b>	1,545	22
<b>Sitting</b>	96.0%	100.0%
<b>Standing</b>	3.8%	0.0%
<b>Not Known</b>	0.2%	0.0%

With respect to interview language, 82 percent of the Wheels riders completed the survey in “English” and the remaining 18 percent took the survey in Spanish. These numbers are statistically identical to the All Systems results.

#### Interview Language

	All Systems	Wheels
<b>Total</b>	1,545	22
<b>English</b>	83.4%	81.8%
<b>Spanish</b>	11.1%	18.2%
<b>Mandarin</b>	4.3%	0.0%
<b>Vietnamese</b>	1.2%	0.0%