ORIGIN-DESTINATION SURVEYS for Local Bus Service
Work Order #GPC IV-30
Final Report: Survey Implementation and Summary of Raw Data

PREPARED FOR

MIAMI-DADE MPO
Metropolitan Planning Organization

PREPARED BY

Kimley-Horn and Associates, Inc.
Origin-Destination Surveys for Local Bus Service

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September 2012

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</tr>
<tr>
<td>16</td>
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<tr>
<td>17</td>
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</tr>
<tr>
<td>18</td>
<td>(Q17) What is your gender?</td>
</tr>
<tr>
<td>19</td>
<td>(Q18) How old are you?</td>
</tr>
<tr>
<td>20</td>
<td>(Q19) My race is best described as:</td>
</tr>
<tr>
<td>21</td>
<td>(Q20) What is your household’s approximate total annual income?</td>
</tr>
<tr>
<td>22</td>
<td>(Q21) Including you, how many people live in your house?</td>
</tr>
<tr>
<td>23</td>
<td>(Q22) Are you disabled?</td>
</tr>
<tr>
<td>24</td>
<td>(Q23) What is the highest level of education you have completed?</td>
</tr>
<tr>
<td>25</td>
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1. Introduction

The U.S. Federal Transit Administration (FTA) has guidelines for data collection and recommends that transit on-board surveys be conducted every five years. The Miami-Dade County Metropolitan Planning Organization (MPO) is conducting a series of transit ridership on-board surveys in Miami-Dade County to support the regional transit modeling efforts. The current Origin-Destination Surveys for Local Bus Service (Survey) study is the third of five efforts needed to complete on-board surveys for the entire Miami-Dade Transit (MDT) system. The MPO has previously completed the Miami-Dade Metrorail Transit Survey (2009) and the Origin Destination Study for the 95 Express (2012). These surveys are intended to obtain more accurate ridership characteristics, such as origin-destination patterns trip purpose and mode of access and egress. A survey instrument was developed in consultation with the MPO and MDT to ensure the collection address their specific data needs, including information on socioeconomic characteristics and transit travel patterns of current transit riders. The survey questions were targeted to provide insight into trip purpose, modes of travel, origin-destination patterns, modes of payment and other demographic information. The survey data will be used to update and validate the Southeast Regional Planning Model (SERPM) and will be used in the developing the Activity Based Model for the region. The ridership survey data serves to improve regional travel demand model forecasts based upon accurate and useful data on the existing characteristics and travel patterns of transit riders.

1.1 Miami-Dade Transit Local Bus Routes

On-board surveys were conducted systematically over a three-week period in April 2012 for 22 bus local routes served by the MDT Northeast Division Garage. The survey period was specifically selected to account for a broad range of typical riders, in advance of the end of the school year, and surveys were conducted mid-week generally between the hours of 6:00 am and 7:00 pm. This survey effort excluded the 95 Express bus routes that were completed under the prior 95 Express survey effort and the 246 Night Owl. A table of the bus routes and survey schedule is included in Table 1.

1.2 Survey Project Scope

The project scope focused on primarily on survey methodology development, survey instrument design, survey implementation, and database development. The final product is a database containing survey data collected. An initial raw data set was compiled and a preliminary geocoding effort was completed based on the raw data. A revised shapefile and dataset was completed on the raw survey data results and based on an additional review and cleanup effort. The subsequent geocoding effort is documented by a map series located in Section 8. Trip Origin-Destination Maps by Route of this summary report.

The following summary report outlines general findings and summary results. The survey effort does not include data expansion, correction of biases, if any, or conversion of origin-destination format to a productions and attractions format. Additional future data processing and editing is expected to be required.
2. Survey Design

2.1 Sampling Plan

The survey was conducted over the course of three weeks in April 2012 on Tuesday, Wednesday, and Thursday generally between 6 am to 7 pm. The survey accounted for inbound and outbound directional service (i.e., northbound, southbound, eastbound, and westbound). A sampling target was set at surveying ten percent (10%) of daily ridership per route for each of the three time periods (AM peak, PM peak and off-peak), and with careful attention placed in acquiring a balance of inbound and outbound surveys for each time period. Survey teams usually completed round-trips along the surveyed bus routes usually originating from the NE Division Garage, Golden Glades, route terminus or a specific bus stop location.

Table 1 summarizes the overall survey schedule and Table 2 summarizes actual survey rate.

Table 1: Survey Dates

<table>
<thead>
<tr>
<th>Route #</th>
<th>Route Name</th>
<th>Survey Date</th>
<th>Day of Week</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>2</td>
<td>April 11, 2012</td>
<td>Wednesday</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>April 17 and 25, 2012</td>
<td>Tuesday, Wednesday</td>
</tr>
<tr>
<td>9</td>
<td>9</td>
<td>April 12, 2012</td>
<td>Thursday</td>
</tr>
<tr>
<td>10</td>
<td>10</td>
<td>April 12, 2012</td>
<td>Thursday</td>
</tr>
<tr>
<td>16</td>
<td>16</td>
<td>April 12, 2012</td>
<td>Thursday</td>
</tr>
<tr>
<td>17</td>
<td>17</td>
<td>April 17, 2012</td>
<td>Tuesday</td>
</tr>
<tr>
<td>19</td>
<td>19</td>
<td>April 11, 2012</td>
<td>Wednesday</td>
</tr>
<tr>
<td>22</td>
<td>22</td>
<td>April 18 and 25, 2012</td>
<td>Wednesday, Wednesday</td>
</tr>
<tr>
<td>27</td>
<td>27</td>
<td>April 10 and 18, 2012</td>
<td>Tuesday, Wednesday</td>
</tr>
<tr>
<td>29</td>
<td>29</td>
<td>April 10 and 17, 2012</td>
<td>Tuesday, Tuesday</td>
</tr>
<tr>
<td>75</td>
<td>75</td>
<td>April 10, 2012</td>
<td>Tuesday</td>
</tr>
<tr>
<td>77</td>
<td>77</td>
<td>April 11, 2012</td>
<td>Wednesday</td>
</tr>
<tr>
<td>93</td>
<td>Biscayne MAX</td>
<td>April 17, 2012</td>
<td>Tuesday</td>
</tr>
<tr>
<td>97</td>
<td>27 Ave MAX</td>
<td>April 10, 2012</td>
<td>Tuesday</td>
</tr>
<tr>
<td>99</td>
<td>99</td>
<td>April 18, 2012</td>
<td>Wednesday</td>
</tr>
<tr>
<td>105</td>
<td>E</td>
<td>April 18 and 25, 2012</td>
<td>Wednesday, Wednesday</td>
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<td>107</td>
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<td>Wednesday</td>
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<td>April 18, 2012</td>
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<td>S</td>
<td>April 19 and 25, 2012</td>
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<td>Thursday</td>
</tr>
<tr>
<td>183</td>
<td>183 Local</td>
<td>April 19, 2012</td>
<td>Thursday</td>
</tr>
<tr>
<td>277</td>
<td>NW 7 Ave MAX</td>
<td>April 11, 2012</td>
<td>Wednesday</td>
</tr>
</tbody>
</table>
2.2 Survey Questionnaire
The survey questionnaire was developed in coordination with the MPO and MDT. The survey was prepared as a two-sided, letter-sized questionnaire in English, and with translated copies in Spanish and Creole languages. A copy of the printed survey questionnaire is located in Appendix A.

The survey included 25 questions that were intended to provide a comprehensive information base for several different categories:

- Travel patterns (origin and destination)
- Trip purpose
- Mode of access
- Trip characteristics
- Travel behavior
- Frequency of transit use
- Fare payment method
- Household characteristics
- Passenger demographics
- Gender and disability status

Based on past experiences in acquiring quality survey data in Miami-Dade County, the surveys were completed through one-on-one, on-board transit rider interviews by a multilingual survey team surveys using handheld electronic iPad tablets. The electronic survey corresponded directly to the printed survey questions and the survey software application was configured to facilitate consistent data entry. The personal interviews were used to improve the response rate, quality and consistency of data, and better survey the diversity of transit riders. The survey team included English, Spanish and Creole speaking staff, and had printed copies of the survey instrument available in the three languages for reference. Screenshots of the electronic survey are located in Appendix B.

The electronic iPad survey devices each contained a unique identifier, and were reflected in the electronic surveys. Each device was entered in a daily log that enabled correlating survey devices with specific survey team members, routes and schedules. The electronic survey data included date and time stamps, and corresponding iPad device numbers.

2.3 Methodology
The data collection effort focused on entering transit rider survey interview responses. Advance planning and survey preparation was critical to the project success. MDT bus rotaries and passenger count data summaries were analyzed to develop an initial survey work plan. The survey work plan was prepared to determine the appropriate level of staffing needed for each route based on estimated ridership, anticipated response rates, and bus schedules. The work plan was prepared to achieve the ten percent target of valid surveys compared to the route’s average daily ridership. Electronic survey data results were
reviewed during the survey period and allowed for adjustment and reallocation of survey teams to better meet survey target rates.

Survey questions included multiple choice responses and data entry fields. The first nine survey instrument questions, related to the rider’s trip purpose, mode and travel patterns, were mandatory and a response was required before being able to proceed to the next question.

The first nine questions covered key information required for this study, as follows:

- Trip origin – type of place and address or intersection
- Trip purpose
- Trip sequence
- Mode of access/egress
- Parking or park-and-ride locations
- Bus boarding and alighting location
- Trip destination – type of place and address or intersection

Subsequently, sixteen non-mandatory questions helped gain additional information. The response rate was dependent upon the time available and willingness to respond. Many surveys contain phone numbers for future use, if necessary.

All transit riders surveyed participated willingly and were asked to provide consent prior to conducting the interview. Transit rider survey participation was noted as part of the electronic survey to be able to compute response rates.
3. Implementation

3.1 Training
A training session was held on April 9, 2012 at Miami-Dade College North Campus for the team leaders and the survey team. The training session was conducted to familiarize the entire survey team with the project objectives, survey format, survey methods, and to provide hands-on instruction, informational materials, and to answer questions. While some of the team members had prior surveying experience, most did not.

The training consisted of several parts:

- Project Overview
- Instructions & Key Factors
- Sample Survey Exercise using iPad
- Assignment Logistics

The project overview was a brief introduction to the project, including the purpose of the survey and an explanation of the questions. The instructions and key factors were explained to the team members. The expectations of the behavior were presented and discussed. A mock survey was completed with the iPad to help the team members familiarize themselves with the technology, survey questions and survey techniques. Survey teams were assigned and logistics were explained.

3.2 Survey Implementation
The survey was managed by Kimley-Horn and Associate, Inc. (KHA) professionals and staffed using seven (7) on-board survey teams. Each survey teams was led by professionals from KHA or sub-consultant, R.J. Behar & Company, Inc., who served as team leaders, and supported by a team of approximately 30 temporary staff from StaffingNow, a vendor. Each survey team leader was accompanied by approximately two to four staff. The survey team was distinguished by an identification badge and a t-shirt labeled with “Survey Crew.”

This survey was administered on April 10-12, April 17-19, and April 25. Teams were distributed on select routes and runs on each of the designated survey days to improve survey response rate, and to best achieve survey targets for each route. The last survey date was used to address lower than anticipated survey response targets for select routes.

Survey teams were pre-assigned to specific routes and bus runs covering the survey schedule. Survey team members met at a designated central location before proceeding to and boarding the assigned bus at the pre-defined location, such as the NE Division Garage, Golden Glades or Aventura Mall.

The survey team members were each assigned their electronic iPad device with a unique identifier that was recorded in a daily log. The teams boarded the bus and the team leaders were positioned at the front of
The iPads circulated through the bus to survey riders and manage their respective teams. The rest of the survey team was spaced out through the bus and conducted interviews with passengers.

Surveys teams had printed, laminated surveys in three languages (English, Spanish and Creole) to use as visual aids and reference for passengers being interviewed. Each survey team member had access to a transit map on their electronic device, and cards to provide to passengers who have questions or comments directing them to the Miami-Dade County website or the County’s 311 contact number. Printed surveys were available in each of the three languages, if needed, and identified by a unique serial number.

Before beginning the interview, the survey team would enter the bus route number and the direction (inbound/outbound) that the bus was travelling. The iPad device was loaded with “Random #”, a random number generating iPad application, to help reduce interviewer selection bias. After passengers boarded at a stop, “Random #” was to be used to identify their first targeted person to interview, while subsequent interviews could be conducted with adjacent passengers. In practice, the buses were sufficiently staffed so that the survey team interviewed or requested an interview from most or all transit riders on the bus.

The surveyors actively engaged as many bus patrons as they could to complete the maximum amount of valid surveys possible. The survey team asked the potential participant if they would mind answering a few questions. Following verbal consent to be interviewed, the survey team would conduct the survey and enter responses into the iPad. If the person did not wish to participate in the survey, the negative response would be recorded to complete the survey and the survey team would proceed to approach a new transit rider.

The iPads were collected by the team leaders at the end of every survey day, and the information was uploaded to the survey database to be organized and analyzed at a future date.
4. Minimizing and Mitigating Non-Response Bias

4.1 Survey Instrument
Survey instruments play a crucial role in reducing non-response bias. The use of an iPad as the survey instrument and using trained survey interviewers served to increase the response rate and to improve the quality and validity of survey data. As a backup, hard copies of the survey were prepared in three languages, each containing a unique serial number, in case of any mechanical failures or other unanticipated issue in administering the survey. The electronic survey instrument was prepared in English, but the multilingual survey team administered the survey in English, Spanish, Creole, and French, translated the questions, and recorded the answers directly into the iPads.

4.2 Implementation
To mitigate non-response bias for this project, the project methodology included:

1. Developing an easy-to-use survey instrument with simple understand questions
2. Selecting survey team members with prior survey experience
3. Selecting and training survey team members to effectively conduct the survey
4. Directly engaging transit riders to take the survey
5. Actively managing survey teams to engage transit riders
6. Adequately staffing bus routes depending on anticipated ridership
7. Making staffing adjustments to address non-performing survey team staff

Several of the team members were selected based upon experience conducting similar surveys in the past, their grasp on what was necessary to complete a successful survey, and their ability to perform. A training session was completed prior to the actual on-board surveys. Team members were instructed during the training on how to approach people, present themselves and conduct the surveys. They were provided with background information and simple, sample statements to use, and they participated in a trial survey exercise using all of the survey materials. The team was provided a target goal of the number of people to approach for a survey. The team leaders managed their teams and conducted interviews with transit riders.

The time spent completing the survey interview generally ranged from 5 minutes to 15 minutes for each transit rider.

Table 2 summarizes the percent of daily ridership surveyed by route number.
Table 2: Percentage Surveyed of Daily Ridership by Route Number

<table>
<thead>
<tr>
<th>Route</th>
<th>Average Daily Ridership*</th>
<th>Percentage of Daily Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>3,501</td>
<td>7.2%</td>
</tr>
<tr>
<td>3</td>
<td>8,586</td>
<td>12.2%</td>
</tr>
<tr>
<td>9</td>
<td>7,413</td>
<td>9.3%</td>
</tr>
<tr>
<td>10</td>
<td>2,869</td>
<td>14.5%</td>
</tr>
<tr>
<td>16</td>
<td>3,313</td>
<td>16.0%</td>
</tr>
<tr>
<td>17</td>
<td>5,074</td>
<td>8.2%</td>
</tr>
<tr>
<td>19</td>
<td>2,664</td>
<td>8.3%</td>
</tr>
<tr>
<td>22</td>
<td>5,228</td>
<td>13.2%</td>
</tr>
<tr>
<td>27</td>
<td>11,048</td>
<td>9.6%</td>
</tr>
<tr>
<td>29</td>
<td>1,003</td>
<td>8.8%</td>
</tr>
<tr>
<td>75</td>
<td>2,477</td>
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</tr>
<tr>
<td>77</td>
<td>10,893</td>
<td>8.5%</td>
</tr>
<tr>
<td>93</td>
<td>4,143</td>
<td>9.3%</td>
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<tr>
<td>97</td>
<td>1,495</td>
<td>12.3%</td>
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<tr>
<td>99</td>
<td>2,213</td>
<td>8.2%</td>
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<tr>
<td>105</td>
<td>1,790</td>
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<tr>
<td>108</td>
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<tr>
<td>119</td>
<td>13,994</td>
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</tr>
<tr>
<td>135</td>
<td>1,769</td>
<td>10.1%</td>
</tr>
<tr>
<td>183</td>
<td>4,457</td>
<td>9.4%</td>
</tr>
<tr>
<td>277</td>
<td>1,174</td>
<td>16.5%</td>
</tr>
</tbody>
</table>

10 routes exceeded targeted goals to survey 10% of daily ridership

5. Survey Response

5.1 Overall Response
While over 9795 passengers were approached by the survey teams during the seven survey days, 4700 transit riders elected to participate in the survey and completed the minimum nine origin-destination questions. A 48% response rate was calculated by dividing the number of survey responses by the number of people approached to complete the survey.

The 4700 completed surveys make up the data set in use here. Table 3 shows the breakdown of surveys by bus route.

Table 3: Survey Response Rate by Bus Route

<table>
<thead>
<tr>
<th>Route Number</th>
<th>Attempted Surveys</th>
<th>Completed Surveys</th>
<th>Percent Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>253</td>
<td>167</td>
<td>66.0%</td>
</tr>
<tr>
<td>3</td>
<td>1047</td>
<td>351</td>
<td>33.5%</td>
</tr>
<tr>
<td>9</td>
<td>690</td>
<td>303</td>
<td>43.9%</td>
</tr>
<tr>
<td>10</td>
<td>412</td>
<td>216</td>
<td>52.4%</td>
</tr>
<tr>
<td>16</td>
<td>531</td>
<td>238</td>
<td>44.8%</td>
</tr>
<tr>
<td>17</td>
<td>414</td>
<td>224</td>
<td>54.1%</td>
</tr>
<tr>
<td>19</td>
<td>220</td>
<td>126</td>
<td>57.3%</td>
</tr>
<tr>
<td>22</td>
<td>688</td>
<td>205</td>
<td>29.8%</td>
</tr>
<tr>
<td>27</td>
<td>1061</td>
<td>670</td>
<td>63.2%</td>
</tr>
<tr>
<td>29</td>
<td>89</td>
<td>48</td>
<td>53.9%</td>
</tr>
<tr>
<td>75</td>
<td>310</td>
<td>143</td>
<td>46.1%</td>
</tr>
<tr>
<td>77</td>
<td>931</td>
<td>424</td>
<td>45.5%</td>
</tr>
<tr>
<td>93</td>
<td>384</td>
<td>232</td>
<td>60.4%</td>
</tr>
<tr>
<td>97</td>
<td>184</td>
<td>98</td>
<td>53.3%</td>
</tr>
<tr>
<td>99</td>
<td>183</td>
<td>114</td>
<td>62.3%</td>
</tr>
<tr>
<td>105</td>
<td>210</td>
<td>86</td>
<td>41.0%</td>
</tr>
<tr>
<td>107</td>
<td>307</td>
<td>91</td>
<td>29.6%</td>
</tr>
<tr>
<td>108</td>
<td>147</td>
<td>121</td>
<td>82.3%</td>
</tr>
<tr>
<td>119</td>
<td>942</td>
<td>482</td>
<td>51.2%</td>
</tr>
<tr>
<td>135</td>
<td>177</td>
<td>96</td>
<td>54.2%</td>
</tr>
<tr>
<td>183</td>
<td>422</td>
<td>175</td>
<td>41.5%</td>
</tr>
<tr>
<td>277</td>
<td>193</td>
<td>90</td>
<td>46.6%</td>
</tr>
<tr>
<td>Total</td>
<td>9795</td>
<td>4700</td>
<td></td>
</tr>
</tbody>
</table>
6. Data Editing and Processing

6.1 Data Compilation
The electronic survey data was compiled on the survey application website (iSurvey) and downloaded in a Microsoft Excel format file. The survey application database was prepared and tested prior to conducting the on-board surveys to ensure proper compilation, reporting, and data formatting. The electronic survey eliminated the additional requirement for data entry of paper surveys; no paper surveys were requested or completed.

The data was uploaded each night from the iPads to the survey website, compiled, reviewed and evaluated to determine the response rate by route. Following the completion of the surveys, the compiled data was downloaded and reviewed to identify overall errors and prepared for minor cleanup.

The data file is organized with rows representing separate surveys and columns organizing each question and the corresponding responses. Additional survey data fields include the iPad device number, date and time stamp for each entry, as well as survey team entered data (i.e., bus route and direction of travel).

6.2 Preliminary Data Results
As part of initial data compilation and review, the route numbers were verified by cross referencing the iPad device number, data and time of entry, and survey schedule to ensure that the surveys reflected the correct bus route and travel direction. A very small percentage of surveys required that the entry for the bus route be revised, but a larger percentage required adjusting inbound and outbound entries; direction of travel was not critical but this information provides some insight into origin-destination travel patterns.

An initial geocoding effort was prepared using the raw data. The initial maps provided an initial graphic illustration of travel patterns for each bus route. However, the results illustrated the need for some data clean-up. While the electronic surveys reduced secondary data entry error from transcribing paper surveys, they did not preclude transit rider misleading responses or errors, or eliminate data entry errors from survey team members. Upon review of the raw data file, data errors included incorrect typographical spelling for street names and other similar factors.

6.3 Data Review and Revision
A data review and revision effort was prepared on the completed surveys to improve data quality and validity of surveys. A series of subsequent geocoding efforts was completed to correct data entries and map the revised data.
The Origin and Destination locations were reviewed and revised based on:

- Documented origin and destination locations (name of place, business, or attraction)
- Street name description
- Street and block number
- Logical directional attribute compared to street name
- Bus route and relative geographic location
- Logical trip sequence
- Boarding and alighting locations
- Reference and address verification using online maps

While transit riders were often apprehensive in providing their home or work addresses, the block number was often provided or entered. Survey respondents may not have accurately provided origin, destination, boarding and alighting locations, which may need to be further verified. Data revisions completed during the data revision process were limited to origin and destination intersections and addresses, and did not include the boarding and alighting data.

Section 8 of this report contains the origin and destination data maps.
7. Summary of Raw Data

7.1 Survey Data
The following section presents a table and pie chart for each question quantifying the frequency of stated responses received for the total of all of bus routes. Questions with qualitative answers were not included in this section summary and responses for each bus route were not illustrated in this section. Each tabulated summary maintains a total 4,700 responses and indicates the quantity of invalid or no response to avoid providing an extrapolated generalized trend.

The following consists of the final list of questions and serve as the basis of this summary:

1. Where did you begin this one-way trip?
2. What is the address or intersection where you began this one-way trip?
3. Please list all the bus routes and trains you will use during this one-way trip?
4. How did you get to the first transit stop?
5. Where did you get on this bus?
6. Where will you get off this bus?
7. Where will you end this one-way trip?
8. What is the address or intersection of the place where you are going to end your one-way trip?
9. After your last transit trip, how will you get to the end of your one-way trip?
10. How many days per week do you make this trip?
11. What is the average time it takes to make a one-way trip from door to door?
12. What is the fare type that you used for this one-way trip?
13. Does your employer pay any or all of your bus fare?
14. Do you have a valid driver’s license?
15. Is there a car / vehicle available you can use for this trip?
16. How many working, registered motor vehicles (cars, motorcycles, trucks) are owned by members of your household?
17. Gender?
18. My race is best described as?
19. What is you household’s approximate total annual income?
20. Including you, how many people live in your house?
21. Including you, how many are less than 16 years old?
22. Including you, how many are over 65 years old?
23. Including you, work outside of your house?
24. What is the highest level of education you have completed?
25. What is your current employment status?
26. Can you provide a phone number, in case we need to clarify your responses?
7.2 Data Summary
While questions one through nine were mandatory and each have a 100 percent response rate, the remaining questions continued to have strong response rates, which likely corresponds to conducting a personal interview survey process.

Based on the tabulated results, the following observations can be made:

- Trip origins tend to be home-based since more than 53% of survey trips originate from home locations and 18% from work locations.
- Trip destinations have a greater distribution with surveyed trips ending at home representing 36% and at work representing 26%, respectively.
- 56% of transit trip are made using only one bus route, while 32% of trips are made with one transfer.
- Approximately 19 out of 20 transit riders walked to access transit and about two-thirds walked less than one quarter mile to their first or from their last transit stop.
- About 70% of respondents traveled up to 70 minutes for a one-way trip.
- Nearly two-thirds of respondents used cash or a cash value fare card for payment.
- Nearly 50% of respondents indicated they did not possess a valid driver’s license.
- About two-thirds of respondents did not have a vehicle available for their trip.
- Nearly 50% of respondents were between the ages of 16 and 34 years of age.
- About one-half of respondents identified themselves as Black / African-American, while one-third identified themselves as Spanish / Hispanic / Latino.
- While 50% surveyed did not provide income level information, about 40% of those who did respond reported an annual household income less than $16,500 and another 20% earned between $16,500 and $22,000. About 3% of respondents earned over $75,000 per year.
- Over 25% of all survey participants provided their phone number.
Table 4: (Q1) Where did you begin this one-way trip?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
<th>AM Peak</th>
<th>PM Peak</th>
<th>Off Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>Your Workplace</td>
<td>825</td>
<td>91</td>
<td>387</td>
<td>347</td>
</tr>
<tr>
<td>Your Home</td>
<td>2506</td>
<td>1332</td>
<td>179</td>
<td>995</td>
</tr>
<tr>
<td>Shopping</td>
<td>235</td>
<td>19</td>
<td>89</td>
<td>127</td>
</tr>
<tr>
<td>School (K-12)</td>
<td>379</td>
<td>42</td>
<td>145</td>
<td>192</td>
</tr>
<tr>
<td>College/University (Students Only)</td>
<td>224</td>
<td>33</td>
<td>53</td>
<td>138</td>
</tr>
<tr>
<td>Medical / Health Care</td>
<td>124</td>
<td>8</td>
<td>25</td>
<td>91</td>
</tr>
<tr>
<td>Social / Recreational</td>
<td>162</td>
<td>26</td>
<td>36</td>
<td>100</td>
</tr>
<tr>
<td>Other</td>
<td>246</td>
<td>37</td>
<td>48</td>
<td>161</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4700</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Figure 1: (Q1) Where did you begin this one-way trip?

According to the survey, over 53% of riders began their trip from their home.
Table 5: (Q3) How many bus transfers will you make during this one-way trip?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Transfers</td>
<td>2619</td>
</tr>
<tr>
<td>One Transfer</td>
<td>1531</td>
</tr>
<tr>
<td>Two Transfers</td>
<td>429</td>
</tr>
<tr>
<td>Three Transfers</td>
<td>77</td>
</tr>
<tr>
<td>Four Transfers</td>
<td>44</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4700</strong></td>
</tr>
</tbody>
</table>

56% of the respondents did not make any transfers during this one-way trip.

Figure 2: (Q3) How many bus transfers will you make during this one-way trip?
Table 6: (Q4) How did you get to the first transit stop?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walked</td>
<td>4384</td>
</tr>
<tr>
<td>Dropped Off by Car</td>
<td>176</td>
</tr>
<tr>
<td>Biked</td>
<td>53</td>
</tr>
<tr>
<td>Transfer</td>
<td>44</td>
</tr>
<tr>
<td>Drove Alone and Parked</td>
<td>21</td>
</tr>
<tr>
<td>Other</td>
<td>18</td>
</tr>
<tr>
<td>Dropped Off by Car</td>
<td>6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4700</strong></td>
</tr>
</tbody>
</table>

Nearly every transit rider surveyed walked to the first stop: 93%

Figure 3: (Q4) How did you get to the first transit stop?
Table 7: (Q4) If you walked, how far did you travel to get to the first stop?

<table>
<thead>
<tr>
<th>Distance</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 1/4 mile (0-2 blocks)</td>
<td>2974</td>
</tr>
<tr>
<td>1/4 - 1/2 mile (3-4 blocks)</td>
<td>823</td>
</tr>
<tr>
<td>1/2 - 3/4 mile (5-6 blocks)</td>
<td>331</td>
</tr>
<tr>
<td>3/4 - 1 mile (7-8 blocks)</td>
<td>127</td>
</tr>
<tr>
<td>1 - 2 miles (9-16 blocks)</td>
<td>108</td>
</tr>
<tr>
<td>More than 2 miles (17+ blocks)</td>
<td>19</td>
</tr>
<tr>
<td>Didn't walk</td>
<td>318</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4700</strong></td>
</tr>
</tbody>
</table>

Of the people who walked, **63%** traveled up to ¼ mile to their first transit stop.

Figure 4: (Q4) If you walked, how far did you travel to get to the first stop?

- **63%** traveled up to ¼ mile
- **18%** traveled 1/4 - 1/2 mile
- **7%** traveled 1/2 - 3/4 mile
- **7%** traveled 3/4 - 1 mile
- **2%** traveled 1 - 2 miles
- **2%** traveled more than 2 miles
- **0%** didn't walk
Table 8: (Q7) Where will you end this one-way trip?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
<th>AM Peak</th>
<th>PM Peak</th>
<th>Off Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>Your Workplace</td>
<td>1224</td>
<td>707</td>
<td>75</td>
<td>442</td>
</tr>
<tr>
<td>Your Home</td>
<td>1675</td>
<td>149</td>
<td>666</td>
<td>860</td>
</tr>
<tr>
<td>Shopping</td>
<td>314</td>
<td>60</td>
<td>61</td>
<td>193</td>
</tr>
<tr>
<td>School (K-12)</td>
<td>361</td>
<td>272</td>
<td>11</td>
<td>78</td>
</tr>
<tr>
<td>College / University (students only)</td>
<td>286</td>
<td>153</td>
<td>26</td>
<td>107</td>
</tr>
<tr>
<td>Medical / Health Care</td>
<td>141</td>
<td>64</td>
<td>2</td>
<td>75</td>
</tr>
<tr>
<td>Social / Recreational</td>
<td>258</td>
<td>67</td>
<td>56</td>
<td>135</td>
</tr>
<tr>
<td>Other</td>
<td>437</td>
<td>115</td>
<td>65</td>
<td>257</td>
</tr>
<tr>
<td>Total</td>
<td>4700</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Figure 5: (Q7) Where will you end this one-way trip?

62% of riders will end at either their workplace or their home.
Table 9: (Q9) After your last transit trip, how will you get to the end of your one-way trip?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>4487</td>
</tr>
<tr>
<td>Bike</td>
<td>48</td>
</tr>
<tr>
<td>Will be picked up by someone</td>
<td>56</td>
</tr>
<tr>
<td>Ride with someone who parked</td>
<td>6</td>
</tr>
<tr>
<td>Drive a vehicle parked at a location</td>
<td>15</td>
</tr>
<tr>
<td>Other</td>
<td>88</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4700</strong></td>
</tr>
</tbody>
</table>

An overwhelming majority of people walked to their final destination: 96%

Figure 6: (Q9) After your last transit trip, how will you get to the end of your one-way trip?

![Pie chart showing the distribution of responses to the question: Walk 96%, Bike 0%, Will be picked up by someone 1%, Ride with someone who parked 0%, Drive a vehicle parked at a location 2%, Other 1%]
Table 10: (Q9) If you walked, how far did you travel to get to the end of your one-way trip?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 1/4 mile (0-2 blocks)</td>
<td>3182</td>
</tr>
<tr>
<td>1/4 - 1/2 mile (3-4 blocks)</td>
<td>799</td>
</tr>
<tr>
<td>1/2 - 3/4 mile (5-6 blocks)</td>
<td>293</td>
</tr>
<tr>
<td>3/4 - 1 mile (7-8 blocks)</td>
<td>110</td>
</tr>
<tr>
<td>1 - 2 miles (9-16 blocks)</td>
<td>83</td>
</tr>
<tr>
<td>More than 2 miles (17+ blocks)</td>
<td>21</td>
</tr>
<tr>
<td>Didn’t walk</td>
<td>213</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4700</strong></td>
</tr>
</tbody>
</table>

68% of riders walked ¼ of a mile or less to get to their final destination

Figure 7: (Q9) If you walked, how far did you travel to get to the end of your one-way trip?
Table 11: (Q10) How many days per week do you make this trip?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 days a week</td>
<td>435</td>
</tr>
<tr>
<td>6 days a week</td>
<td>357</td>
</tr>
<tr>
<td>5 days a week</td>
<td>1988</td>
</tr>
<tr>
<td>4 days a week</td>
<td>361</td>
</tr>
<tr>
<td>3 days a week</td>
<td>411</td>
</tr>
<tr>
<td>2 days a week</td>
<td>343</td>
</tr>
<tr>
<td>1 day a week</td>
<td>280</td>
</tr>
<tr>
<td>Less than 1 day a week</td>
<td>383</td>
</tr>
<tr>
<td>No Response</td>
<td>142</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4700</strong></td>
</tr>
</tbody>
</table>

While there was a relatively even distribution among most of the options, **42%** of people made their trip **5 days a week**

Figure 8: (Q10) How many days per week do you make this trip?
Table 12: (Q11) What is the average time it takes to make a one-way trip from door to door?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 10 minutes</td>
<td>118</td>
</tr>
<tr>
<td>10 to 40 minutes</td>
<td>1751</td>
</tr>
<tr>
<td>40 to 70 minutes</td>
<td>1552</td>
</tr>
<tr>
<td>70 to 100 minutes</td>
<td>461</td>
</tr>
<tr>
<td>100 to 130 minutes</td>
<td>406</td>
</tr>
<tr>
<td>130 to 160 minutes</td>
<td>59</td>
</tr>
<tr>
<td>Greater than 160 minutes</td>
<td>161</td>
</tr>
<tr>
<td>No Response</td>
<td>192</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4700</strong></td>
</tr>
</tbody>
</table>

The majority of respondents spend somewhere between 10 and 70 minutes on their one-way trip.

Figure 9: (Q11) What is the average time it takes to make a one-way trip from door to door?

![Pie chart showing the distribution of time spent on one-way trips](chart.png)

- Less than 10 minutes: 37%
- 10 to 40 minutes: 33%
- 40 to 70 minutes: 9%
- 70 to 100 minutes: 4%
- 100 to 130 minutes: 3%
- 130 to 160 minutes: 1%
- Greater than 160 minutes: 3%
- No Response: 10%
Table 13: (Q12) What is the fare type that you used for this one-way trip?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash</td>
<td>1637</td>
</tr>
<tr>
<td>EZ Card Cash Value Fare</td>
<td>1361</td>
</tr>
<tr>
<td>Reduced Fare Permit</td>
<td>45</td>
</tr>
<tr>
<td>Golden / Patriot Passport</td>
<td>411</td>
</tr>
<tr>
<td>Day Pass</td>
<td>111</td>
</tr>
<tr>
<td>Monthly Pass</td>
<td>519</td>
</tr>
<tr>
<td>Bus Transfer</td>
<td>13</td>
</tr>
<tr>
<td>Tri-Rail Transfer</td>
<td>2</td>
</tr>
<tr>
<td>Other</td>
<td>66</td>
</tr>
<tr>
<td>No Response</td>
<td>535</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4700</strong></td>
</tr>
</tbody>
</table>

Cash is the favored type of payment, followed closely by the EZ Card Cash Value Fare.

Figure 10: (Q12) What is the fare type that you used for this one-way trip?

![Pie chart showing the distribution of fare types used for one-way trips.](chart.png)

- Cash: 35%
- EZ Card Cash Value Fare: 29%
- Reduced Fare Permit: 11%
- Golden / Patriot Passport: 11%
- Day Pass: 2%
- Monthly Pass: 1%
- Bus Transfer: 0%
- Tri-Rail Transfer: 0%
- Other Transfer: 2%
- No Response: 1%
Table 14: (Q13) Does your employer pay any or all of your bus fare?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>3826</td>
</tr>
<tr>
<td>Yes, some of the cost</td>
<td>91</td>
</tr>
<tr>
<td>Yes, the entire cost (free for me)</td>
<td>135</td>
</tr>
<tr>
<td>No Response</td>
<td>648</td>
</tr>
<tr>
<td>Total</td>
<td>4700</td>
</tr>
</tbody>
</table>

81% reported that their employer did not pay anything towards their bus fare.

Figure 11: (Q13) Does your employer pay any or all of your bus fare?

- **No**: 81%
- **Yes, some of the cost**: 14%
- **Yes, the entire cost (free for me)**: 2%
- **No Response**: 3%
Table 15: (Q14) Do you have a valid driver’s license?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>1712</td>
</tr>
<tr>
<td>No</td>
<td>2242</td>
</tr>
<tr>
<td>No Response</td>
<td>746</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4700</strong></td>
</tr>
</tbody>
</table>

Of the people who answered this question, **43%** responded that they did not have a valid driver’s license. These people likely depend on transit to get around.

Figure 12: (Q14) Do you have a valid driver’s license?

![Pie chart showing the distribution of responses to the question: Yes (36%), No (48%), and No Response (16%).]
Table 16: (Q15) Is there a car/vehicle available you can use for this trip?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>816</td>
</tr>
<tr>
<td>No</td>
<td>3040</td>
</tr>
<tr>
<td>No Response</td>
<td>844</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4700</strong></td>
</tr>
</tbody>
</table>

65% surveyed reported that they did not have access to a vehicle.

Figure 13: (Q15) Is there a car/vehicle available you can use for this trip?

- Yes: 18%
- No: 65%
- No Response: 17%
Table 17: (Q16) How many working, registered motorized vehicles are owned by members of your household?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>1604</td>
</tr>
<tr>
<td>1</td>
<td>1085</td>
</tr>
<tr>
<td>2</td>
<td>544</td>
</tr>
<tr>
<td>3</td>
<td>185</td>
</tr>
<tr>
<td>4</td>
<td>51</td>
</tr>
<tr>
<td>5 +</td>
<td>37</td>
</tr>
<tr>
<td>No Response</td>
<td>1194</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4700</strong></td>
</tr>
</tbody>
</table>

Of the 75% who responded to this question, 45% reported that there were 0 motorized vehicles in their household.

Figure 14: (Q16) How many working, registered motorized vehicles are owned by members of your household?

![Pie chart showing vehicle ownership distribution]

Legend:
- 0
- 1
- 2
- 3
- 4
- 5 +
- No Response
Table 18: (Q17) What is your gender?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>2310</td>
</tr>
<tr>
<td>Female</td>
<td>2390</td>
</tr>
<tr>
<td>Total</td>
<td>4700</td>
</tr>
</tbody>
</table>

The genders are split almost down the middle – there were **80 more female respondents** than male respondents.

Figure 15: (Q17) What is your gender?
Table 19: (Q18) How old are you?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 16</td>
<td>185</td>
</tr>
<tr>
<td>16-24</td>
<td>1395</td>
</tr>
<tr>
<td>25-34</td>
<td>766</td>
</tr>
<tr>
<td>35-44</td>
<td>560</td>
</tr>
<tr>
<td>45-54</td>
<td>634</td>
</tr>
<tr>
<td>55-64</td>
<td>468</td>
</tr>
<tr>
<td>65+</td>
<td>348</td>
</tr>
<tr>
<td>No Response</td>
<td>344</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4700</strong></td>
</tr>
</tbody>
</table>

46% of the riders surveyed were between the ages of 16 and 34.

Figure 16: (Q18) How old are you?

![Pie chart showing age distribution]

Legend:
- Less than 16
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+
- No Response
Table 20: (Q19) My race is best described as:

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Indian</td>
<td>18</td>
</tr>
<tr>
<td>Asian</td>
<td>51</td>
</tr>
<tr>
<td>Black / African American</td>
<td>2248</td>
</tr>
<tr>
<td>Spanish / Hispanic / Latino</td>
<td>1564</td>
</tr>
<tr>
<td>White</td>
<td>359</td>
</tr>
<tr>
<td>Other</td>
<td>217</td>
</tr>
<tr>
<td>No Response</td>
<td>243</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4700</strong></td>
</tr>
</tbody>
</table>

Figure 17: (Q19) My race is best described as:

81% of riders classified their race as Black/African American or Spanish/Hispanic/Latino.
Table 21: (Q20) What is your household’s approximate total annual income?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $16,500</td>
<td>898</td>
</tr>
<tr>
<td>$16,500 - $22,000</td>
<td>443</td>
</tr>
<tr>
<td>$22,000 - $28,000</td>
<td>350</td>
</tr>
<tr>
<td>$28,000 - $35,500</td>
<td>248</td>
</tr>
<tr>
<td>$33,500 - $39,500</td>
<td>130</td>
</tr>
<tr>
<td>$39,500 - $45,000</td>
<td>114</td>
</tr>
<tr>
<td>$45,000 - $75,000</td>
<td>118</td>
</tr>
<tr>
<td>$75,000 +</td>
<td>72</td>
</tr>
<tr>
<td>No Response</td>
<td>2327</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>4700</td>
</tr>
</tbody>
</table>

While 50% of people surveyed chose not to respond to this question, the majority of people who did reported an income of less than **$22,000** annually.

Figure 18: (Q20) What is your household’s approximate total annual income?
Table 22: (Q21) Including you, how many people live in your house?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>571</td>
</tr>
<tr>
<td>2</td>
<td>808</td>
</tr>
<tr>
<td>3</td>
<td>665</td>
</tr>
<tr>
<td>4</td>
<td>598</td>
</tr>
<tr>
<td>5</td>
<td>353</td>
</tr>
<tr>
<td>6</td>
<td>168</td>
</tr>
<tr>
<td>7</td>
<td>86</td>
</tr>
<tr>
<td>8</td>
<td>41</td>
</tr>
<tr>
<td>9</td>
<td>23</td>
</tr>
<tr>
<td>10+</td>
<td>31</td>
</tr>
<tr>
<td>No Response or invalid</td>
<td>1356</td>
</tr>
<tr>
<td>Total</td>
<td>4700</td>
</tr>
</tbody>
</table>

When controlling for the people who did not answer this question, the majority of people have between 1 and 4 people living in their house.

Figure 19: (Q21) Including you, how many people live in your house?

- 1: 29%
- 2: 17%
- 3: 14%
- 4: 13%
- 5: 12%
- 6: 7%
- 7: 4%
- 8: 2%
- 9: 1%
- 10+: 0%
- No Response or invalid: 1%
Table 13: (Q22) Are you disabled?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>333</td>
</tr>
<tr>
<td>No</td>
<td>3573</td>
</tr>
<tr>
<td>No Response</td>
<td>794</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4700</strong></td>
</tr>
</tbody>
</table>

Seven percent (7%) surveyed identified themselves as being disabled.

Figure 20: (Q22) Are you disabled?
Table 24: (Q23) What is the highest level of education you have completed?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grade School</td>
<td>112</td>
</tr>
<tr>
<td>Middle/Junior High School</td>
<td>557</td>
</tr>
<tr>
<td>High School/GED</td>
<td>1700</td>
</tr>
<tr>
<td>Vocational / Technical School</td>
<td>393</td>
</tr>
<tr>
<td>College / University - Undergraduate Degree</td>
<td>841</td>
</tr>
<tr>
<td>College / University - Graduate Degree</td>
<td>216</td>
</tr>
<tr>
<td>No Response</td>
<td>881</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4700</strong></td>
</tr>
</tbody>
</table>

50% surveyed possessed a high school level of education or below

Figure 21: (Q23) What is the highest level of education you have completed?

- Grade School: 12%
- Middle/Junior High School: 19%
- High School/GED: 36%
- Vocational / Technical School: 8%
- College / University - Undergraduate Degree: 5%
- College / University - Graduate Degree: 2%
- No Response: 2%
Table 25: (Q24) What is your current employment status?

<table>
<thead>
<tr>
<th>Description</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Working Full Time</td>
<td>1515</td>
</tr>
<tr>
<td>Working Part Time</td>
<td>776</td>
</tr>
<tr>
<td>Not Working / Unemployed</td>
<td>386</td>
</tr>
<tr>
<td>Student</td>
<td>1050</td>
</tr>
<tr>
<td>Homemaker</td>
<td>51</td>
</tr>
<tr>
<td>Retired</td>
<td>358</td>
</tr>
<tr>
<td>No Response</td>
<td>564</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4700</strong></td>
</tr>
</tbody>
</table>

32% surveyed reported that they were working full time.

Figure 22: (Q24) What is your current employment status?

![Pie chart showing employment status frequencies]

- Working Full Time: 32%
- Working Part Time: 17%
- Not Working / Unemployed: 8%
- Student: 12%
- Homemaker: 8%
- Retired: 22%
- No Response: 1%
8. Trip Origin-Destination Maps by Route

The Origin and Destination Maps included in the following section represent geocoded survey data illustrating the origin and destination locations by bus route. These locations are based upon addresses and intersection survey data provided during the survey, and were updated based on the data review and revision process outlined in Section 6. Significant attention was placed to accurately represent the surveys, while cleaning up the data to retain a strong level of valid surveys.

A separate map was prepared for origin and destination locations by route, and these maps consolidate all route data regardless of the time period or day that the surveys were conducted.

An intensity “heat” map was prepared to illustrate the relative concentration of surveys located within proximity of a single point, bus stop or location. Since the number of surveys represented by each map varies by route, the intensity map is intended to describe a relative concentration of transit rider trip origin and destination locations as compared to an absolute number of surveys.

A darker red color represents a higher concentration of origins and destinations as compared to the less intense green color. Single dots represent surveyed origin and destination locations.

Origin and destination location distribution is generally clustered within walking distances to bus routes. East-west routes tend to illustrate a distributed pattern of origins and destinations, and can be related to having transit riders with transfers between their origin and destination locations.

Certain north-south bus routes and activity centers, such as Miami-Dade College, Aventura Mall, Jackson Memorial Hospital, high schools, shopping areas, Omni Station, Coconut Grove, and Downtown Miami, exhibit high concentrations of origin and destination locations.

8.1 Survey Response Distribution

The following tables provide insight into the transit rider travel patterns by illustrating the direction of travel by route and time period. Tables 26 and 28 provide a summary of actual number of completed surveys and attempted surveys by route, direction and time period. Tables 27 and 29 illustrate the corresponding percentage of surveys. These tables illustrate that the travel distribution for the completed surveys correspond to the attempted surveys, and indicates that future data expansion could be adequately based upon the completed survey results.
# Table 26: Survey Count by Route, Direction and Time Period (Completed Surveys)

<table>
<thead>
<tr>
<th>Route</th>
<th>AM Peak 6:30-9:30 AM</th>
<th>PM Peak 3:30-6:30 PM</th>
<th>Off Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Inbound</td>
<td>Outbound</td>
<td>Inbound</td>
</tr>
<tr>
<td>2</td>
<td>15</td>
<td>11</td>
<td>21</td>
</tr>
<tr>
<td>3</td>
<td>91</td>
<td>134</td>
<td>56</td>
</tr>
<tr>
<td>9</td>
<td>38</td>
<td>62</td>
<td>26</td>
</tr>
<tr>
<td>10</td>
<td>32</td>
<td>23</td>
<td>27</td>
</tr>
<tr>
<td>16</td>
<td>35</td>
<td>32</td>
<td>28</td>
</tr>
<tr>
<td>17</td>
<td>16</td>
<td>35</td>
<td>16</td>
</tr>
<tr>
<td>19</td>
<td>19</td>
<td>17</td>
<td>18</td>
</tr>
<tr>
<td>22</td>
<td>33</td>
<td>47</td>
<td>45</td>
</tr>
<tr>
<td>27</td>
<td>77</td>
<td>100</td>
<td>58</td>
</tr>
<tr>
<td>29</td>
<td>8</td>
<td>12</td>
<td>2</td>
</tr>
<tr>
<td>75</td>
<td>31</td>
<td>22</td>
<td>13</td>
</tr>
<tr>
<td>77</td>
<td>45</td>
<td>76</td>
<td>34</td>
</tr>
<tr>
<td>93</td>
<td>29</td>
<td>16</td>
<td>22</td>
</tr>
<tr>
<td>97</td>
<td>2</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>99</td>
<td>11</td>
<td>18</td>
<td>8</td>
</tr>
<tr>
<td>105</td>
<td>15</td>
<td>23</td>
<td>4</td>
</tr>
<tr>
<td>107</td>
<td>11</td>
<td>19</td>
<td>13</td>
</tr>
<tr>
<td>108</td>
<td>15</td>
<td>24</td>
<td>13</td>
</tr>
<tr>
<td>119</td>
<td>86</td>
<td>104</td>
<td>25</td>
</tr>
<tr>
<td>135</td>
<td>15</td>
<td>20</td>
<td>9</td>
</tr>
<tr>
<td>183</td>
<td>24</td>
<td>20</td>
<td>13</td>
</tr>
<tr>
<td>277</td>
<td>6</td>
<td>11</td>
<td>9</td>
</tr>
</tbody>
</table>
Table 27: Percent of Completed Surveys by Route, Direction and Time Period

<table>
<thead>
<tr>
<th>Route</th>
<th>AM Peak 6:30-9:30 AM</th>
<th>PM Peak 3:30-6:30 PM</th>
<th>Off Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Inbound</td>
<td>Outbound</td>
<td>Inbound</td>
</tr>
<tr>
<td>2</td>
<td>58%</td>
<td>42%</td>
<td>42%</td>
</tr>
<tr>
<td>3</td>
<td>40%</td>
<td>60%</td>
<td>43%</td>
</tr>
<tr>
<td>9</td>
<td>38%</td>
<td>62%</td>
<td>30%</td>
</tr>
<tr>
<td>10</td>
<td>58%</td>
<td>42%</td>
<td>60%</td>
</tr>
<tr>
<td>16</td>
<td>52%</td>
<td>48%</td>
<td>62%</td>
</tr>
<tr>
<td>17</td>
<td>31%</td>
<td>69%</td>
<td>47%</td>
</tr>
<tr>
<td>19</td>
<td>53%</td>
<td>47%</td>
<td>64%</td>
</tr>
<tr>
<td>22</td>
<td>41%</td>
<td>59%</td>
<td>61%</td>
</tr>
<tr>
<td>27</td>
<td>44%</td>
<td>56%</td>
<td>59%</td>
</tr>
<tr>
<td>29</td>
<td>40%</td>
<td>60%</td>
<td>67%</td>
</tr>
<tr>
<td>75</td>
<td>58%</td>
<td>42%</td>
<td>41%</td>
</tr>
<tr>
<td>77</td>
<td>37%</td>
<td>63%</td>
<td>47%</td>
</tr>
<tr>
<td>93</td>
<td>64%</td>
<td>36%</td>
<td>50%</td>
</tr>
<tr>
<td>97</td>
<td>25%</td>
<td>75%</td>
<td>47%</td>
</tr>
<tr>
<td>99</td>
<td>38%</td>
<td>62%</td>
<td>44%</td>
</tr>
<tr>
<td>105</td>
<td>39%</td>
<td>61%</td>
<td>33%</td>
</tr>
<tr>
<td>107</td>
<td>37%</td>
<td>63%</td>
<td>57%</td>
</tr>
<tr>
<td>108</td>
<td>38%</td>
<td>62%</td>
<td>57%</td>
</tr>
<tr>
<td>119</td>
<td>45%</td>
<td>55%</td>
<td>26%</td>
</tr>
<tr>
<td>135</td>
<td>43%</td>
<td>57%</td>
<td>53%</td>
</tr>
<tr>
<td>183</td>
<td>55%</td>
<td>45%</td>
<td>35%</td>
</tr>
<tr>
<td>277</td>
<td>35%</td>
<td>65%</td>
<td>45%</td>
</tr>
</tbody>
</table>
Table 28: Survey Count by Route, Direction and Time Period (Attempted Surveys)

<table>
<thead>
<tr>
<th>Route</th>
<th>AM Peak 6:30-9:30 AM</th>
<th>PM Peak 3:30-6:30 PM</th>
<th>Off Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Inbound</td>
<td>Outbound</td>
<td>Inbound</td>
</tr>
<tr>
<td>2</td>
<td>25</td>
<td>21</td>
<td>35</td>
</tr>
<tr>
<td>3</td>
<td>152</td>
<td>200</td>
<td>119</td>
</tr>
<tr>
<td>9</td>
<td>102</td>
<td>121</td>
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<tr>
<td>10</td>
<td>60</td>
<td>46</td>
<td>45</td>
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<td>16</td>
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<td>17</td>
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<td>19</td>
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<td>29</td>
<td>40</td>
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<td>113</td>
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<tr>
<td>27</td>
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<td>147</td>
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<td>75</td>
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</tr>
<tr>
<td>77</td>
<td>100</td>
<td>170</td>
<td>80</td>
</tr>
<tr>
<td>93</td>
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<td>46</td>
<td>49</td>
</tr>
<tr>
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<td>19</td>
<td>20</td>
</tr>
<tr>
<td>99</td>
<td>20</td>
<td>30</td>
<td>16</td>
</tr>
<tr>
<td>105</td>
<td>32</td>
<td>45</td>
<td>9</td>
</tr>
<tr>
<td>107</td>
<td>43</td>
<td>57</td>
<td>37</td>
</tr>
<tr>
<td>108</td>
<td>21</td>
<td>29</td>
<td>18</td>
</tr>
<tr>
<td>119</td>
<td>179</td>
<td>153</td>
<td>64</td>
</tr>
<tr>
<td>135</td>
<td>22</td>
<td>42</td>
<td>23</td>
</tr>
<tr>
<td>183</td>
<td>49</td>
<td>47</td>
<td>45</td>
</tr>
<tr>
<td>277</td>
<td>19</td>
<td>40</td>
<td>24</td>
</tr>
</tbody>
</table>
Table 29: Percent of Attempted Surveys by Route, Direction and Time Period

| Route | AM Peak 6:30-9:30 AM | | | PM Peak 3:30-6:30 PM | | | Off Peak | | |
|-------|----------------------|----------------|-----------------|----------------------|----------------|----------------|----------------|----------------|
|       | Inbound | Outbound | | Inbound | Outbound | | Inbound | Outbound | |
| 2     | 54%     | 46%      | | 46%     | 54%      | | 49%     | 51%      | |
| 3     | 43%     | 57%      | | 47%     | 53%      | | 63%     | 37%      | |
| 9     | 46%     | 54%      | | 29%     | 71%      | | 55%     | 45%      | |
| 10    | 57%     | 43%      | | 52%     | 48%      | | 40%     | 60%      | |
| 16    | 47%     | 53%      | | 61%     | 39%      | | 46%     | 54%      | |
| 17    | 36%     | 64%      | | 49%     | 51%      | | 60%     | 40%      | |
| 19    | 58%     | 42%      | | 65%     | 35%      | | 43%     | 57%      | |
| 22    | 40%     | 60%      | | 68%     | 32%      | | 46%     | 54%      | |
| 27    | 40%     | 60%      | | 67%     | 33%      | | 49%     | 51%      | |
| 29    | 57%     | 43%      | | 89%     | 11%      | | 38%     | 62%      | |
| 75    | 52%     | 48%      | | 45%     | 55%      | | 49%     | 51%      | |
| 77    | 37%     | 63%      | | 46%     | 54%      | | 37%     | 63%      | |
| 93    | 60%     | 40%      | | 49%     | 51%      | | 50%     | 50%      | |
| 97    | 27%     | 73%      | | 45%     | 55%      | | 50%     | 50%      | |
| 99    | 40%     | 60%      | | 47%     | 53%      | | 52%     | 48%      | |
| 105   | 42%     | 58%      | | 26%     | 74%      | | 69%     | 31%      | |
| 107   | 43%     | 57%      | | 58%     | 42%      | | 47%     | 53%      | |
| 108   | 42%     | 58%      | | 50%     | 50%      | | 61%     | 39%      | |
| 119   | 54%     | 46%      | | 32%     | 68%      | | 61%     | 39%      | |
| 135   | 34%     | 66%      | | 64%     | 36%      | | 57%     | 43%      | |
| 183   | 51%     | 49%      | | 46%     | 54%      | | 45%     | 55%      | |
| 277   | 32%     | 68%      | | 46%     | 54%      | | 51%     | 49%      | |
Miami-Dade MPO Origin-Destination Survey - Bus Route 97

Legend
- Origin/Destination
- Density Assessment
- High Concentration of Trips
- Medium Concentration of Trips
- No Trip Recorded/Low Trip Concentration
- Bus Route 97
- Interstate
- TriRail
- Major Roads
- Municipality
- Broward County Boundary
- Unincorporated Miami-Dade County

Unincorporated Miami-Dade County
Broward County Boundary
Municipality
Major Roads
Bus Route 97
No Trip Recorded/Low Trip Concentration
Medium Concentration of Trips
High Concentration of Trips
Origin/Destination

0 5 10 Miles
APPENDIX A
Transit Passenger Survey
Miami-Dade Transit Passenger Survey

Survey Serial No: __________

The information you provide about your trip will help plan for public transit needs. Please take a few minutes to complete this important survey. All information will be kept strictly confidential.

MDT will not sell or provide your information to any other company or organization.

1. Where did you BEGIN this one-way trip? (Check ONE only)
   a. Your Workplace
   b. Your Home
   c. Shopping
   d. School (K-12)
   e. College / University (students only)
   f. Medical / Health Care
   g. Social / Recreational
   h. Other ____________________________ (airport, hotel, etc.)

2. What is the address or intersection where you BEGAN this one-way trip?
   a. Exact Street Address (eg., 123 NW 1st Street): __________________________________________
      Or ONLY if street address is not known: __________________________________& __________________________________
   b. What is the name of the place (eg., Walmart, Metrocenter): _________________________________

3. Please list all the bus routes and trains you will use during this one-way trip?

4. How did you get to the FIRST transit stop? (Check ONE only)
   a. Walk
   b. Bicycle
   c. Drove a vehicle I parked @ __________________________
   d. Dropped off by someone @ __________________________
   e. Rode with someone who parked @ __________________________
   f. Other: ____________________________________________

5. Where did you GET ON THIS bus?
   Cross Street: _________________________ & __________________________
   or Transit Center: __________________________________________

6. Where will you GET OFF THIS bus?
   Cross Street: _________________________ & __________________________
   or Transit Center: __________________________________________

7. Where will you END this one-way trip? (Check ONE only)
   a. Your Workplace
   b. Your Home
   c. Shopping
   d. School (K-12)
   e. College / University (students only)
   f. Medical / Health Care
   g. Social / Recreational
   h. Other ____________________________ (airport, hotel, etc.)

8. What is the address or intersection of the place where you are going now to END your one-way trip?
   a. Exact Street Address (eg., 123 NW 1st Street): __________________________________________
      ONLY if street address is not known: __________________________________& __________________________________
   b. What is the name of the place (eg., Walmart, Metrocenter): _________________________________

Date: _______/______/2012  Time: _____:____ AM/PM  Bus #: ________  Route: ________  Direction: Inbound/Outbound
9. After your last transit trip, how will you get to the END of your one-way trip? (Check ONE only)
   a. Walk
      □ Up to ¼ mile (0-2 blocks)  ≠ b. Bicycle
      □ ¼ - ½ mile (3-4 blocks)  ≠ c. Drove a vehicle I parked @ _____________
      □ ½ - ¾ mile (5-6 blocks)  ≠ d. Dropped off by someone @ _____________
      □ ¾-1 mile (7-8 blocks)  ≠ e. Rode with someone who parked @ _____________
      □ 1-2 miles (9-16 blocks)  ≠ f. Other: ______________
      □ More than 2 miles (>17 blocks)

10. How many days per week do you make this trip?
    □ 7  □ 6  □ 5  □ 4  □ 3  □ 2  □ 1  □ < 1

11. What is the average time it takes to make a ONE-WAY trip from door to door? ________________ Minutes

12. What is the FARE TYPE that you used for this one-way trip? (Check ONE only)
    a. Cash
    b. EZ Card Cash Fare
    c. Reduced Fare Pass
    d. Golden / Patriot Passport
    e. Day Pass
    f. Monthly Pass
    g. Bus Transfer
    h. Tri-Rail Transfer
    i. Other __________

13. Does your employer pay any or all of your bus fare?
    a. No
    b. Yes, some of the cost.
    c. Yes, the entire cost.

14. Do you have a valid driver’s license?
    □ Yes  □ No

15. Is there a car / vehicle available you can use for this trip?
    □ Yes  □ No

16. How many working, registered motor vehicles (cars, motorcycles, trucks) are owned by members of your household? (Check ONE only)
   □ 0  □ 1  □ 2  □ 3  □ 4  □ 5 +

17. Gender □ Male  □ Female

18. How old are you? (Check ONE only)
    a. Less than 16
    b. 16 - 24
    c. 25 - 34
    d. 35 - 44
    e. 45 - 54
    f. 55 - 64
    g. 65 +

19. My race is best described as: (Check ONE only)
    a. American Indian
    b. Asian
    c. Black / African American
    d. Spanish / Hispanic / Latino
    e. White
    f. Other __________

20. What is your household’s approximate total annual income? (Check ONE only)
   a. Less than $16,500
   b. $16,500 - $22,000
   c. $22,000 - $28,000
   d. $28,000 - $33,500
   e. $33,500 - $39,500
   f. $39,500 - $45,000
   g. $45,000 - $75,000
   h. $75,000 +

21. Including you, how many people live in your house? _____________ (# of people), and of those,
    how many are less than 16 years old? _____________ (# of people)
    how many are over 65 years old? _____________ (# of people)
    work outside of your house? _____________ (# of people)

22. Are you disabled?  □ Yes  □ No

23. What is the HIGHEST level of education you have completed? (Check ONE only)
   a. Grade School
   b. Middle / Junior High School
   c. High School / GED
   d. Vocational / Technical School
   e. College / University – Undergraduate Degree
   f. College / University – Graduate Degree

24. What is your current EMPLOYMENT status? (Check ONE only)
   a. Working Full Time
   b. Working Part Time
   c. Not Working / Unemployed
   d. Student
   e. Homemaker
   f. Retired

25. Can you provide a PHONE NUMBER, in case we need to clarify your responses? ________________
Encuesta para el Pasajero del Departamento de Transito De Miami-Dade

Número de serie de la encuesta: ________

La información que usted nos provea acerca de su viaje, nos ayudará a planificar las necesidades de la transportación pública. Por favor tome unos minutos para completar esta importante encuesta.

Toda información será estrictamente confidencial

El Departamento de transito de Miami-Dade no venderá o facilitará su información a ninguna otra compañía o identidad.

1. ¿Desde donde COMENZÓ este viaje de una sola ida? (Marque UNA sola respuesta)
   a. Centro laboral       d. Escuela (K-12)
   b. Su hogar           e. Colegio / Universidad (estudiantes solamente)
   c. Centro Comercial   f. Oficina Médica / Centro de Salud
   g. Centro Social / Recreacional
   h. Otro ________________

2. ¿Cuál es la dirección o la intersección del lugar de PARTIDA de este viaje de una sola ida?
   a. Dirección exacta (ej. 123 NW 1st Street): ____________________________
      Si se desconoce la dirección, nombre la intersección: ____________________
      con ____________________
      ej. NW 1st Street NE 2nd Avenue
   b. ¿Cuál es el nombre del lugar de su PARTIDA? (ej. Wal-Mart, Metrocenter, etc.): ____________________________

3. Por favor mencione todas las rutas de autobús y trenes que utilizará durante este viaje de una sola ida?
   PARTIDA →          →         →         →         →         →         → DESTINO

4. ¿Cómo llegó a su primera parada? (Marque UNA sola respuesta)
   a. Caminará
   □ hasta ¼ milla (0-2 cuadras)
   □ ¼ - ½ milla (3-4 cuadras)
   □ ½ - ¾ milla (5-6 cuadras)
   □ ¾-1 milla (7-8 cuadras)
   □ 1-2 millas (9-16 cuadras)
   □ Más de 2 millas (>17 cuadras)
   b. Bicicleta
   c. Manejará un vehículo que dejó estacionado en: __________
   d. Será recogido por alguna persona en: __________
   e. Viajará con alguien que dejó un vehículo estacionado en: __________
   f. Otro: ________________________________

5. ¿En donde ABORDÓ este autobús? Intersección: __________ con __________
   ej. NW 1st Street NE 2nd Avenue
   Parada de autobús: ________________________________

6. ¿En donde SE BAJÓ de este autobús? Intersección: __________ con __________
   ej. NW 1st Street NE 2nd Avenue
   Parada de autobús: ________________________________

7. ¿Cuál es el DESTINO FINAL de este viaje de una sola ida? (Marque UNA sola respuesta)
   a. Centro laboral       d. Escuela (K-12)
   b. Su hogar           e. Colegio / Universidad (estudiantes solamente)
   c. Centro Comercial   f. Oficina Médica / Centro de Salud
   g. Centro Social / Recreacional
   h. Otro ________________

8. ¿Cuál es la dirección o la intersección del lugar de DESTINO de este viaje de una sola ida?
   a. Dirección exacta (ej. 123 NW 1st Street): ____________________________
      Si desconoce la dirección, nombre la intersección: ____________________
      con ____________________
      ej. NW 1st Street NE 2nd Avenue
   b. ¿Cuál es el nombre del lugar de su destino, (ej. Wal-Mart, Metrocenter, etc.): ____________________________

9. Después de su última parada con el trasporte publico, ¿qué método utilizara para llegar a el **DESTINO** final en este viaje de una sola ida? (Marque UNA sola respuesta)
   a. Caminará
      □ hasta ¼ milla (0-2 cuadras)  □ ½ - ¾ milla (3-4 cuadras)
      □ ¾ - 1 milla (5-6 cuadras)  □ 1-2 millas (9-16 cuadras)
      □ Más de 2 millas (>17 cuadras)
   b. Bicicleta
   c. Manejará un vehículo que dejó estacionado en: _________
   d. Será recogido por alguna persona en: ________________
   e. Viajará con alguien que dejó un vehículo estacionado en: 
      _______________________________________________________
   f. Otro: __________________________

10. **¿Cuántos días a la semana usted realiza este viaje?**
    □ 7 □ 6 □ 5 □ 4 □ 3 □ 2 □ 1 □ < 1

11. **¿Cuál es el tiempo estimado que toma de puerta a puerta para realizar este viaje de una sola ida? _____ Minutos**

12. **¿Cual fue el tipo de tarifa que utilizó para este viaje de una sola ida? (Marque UNA sola respuesta)**
   a. Efectivo
   b. Tarjeta de efectivo EZ
   c. Pase de tarifa reducida
   d. Dorado / Pasaporte Patriota
   e. Pase de un Día
   f. Pase Mensual
   g. Transferencia de Autobús
   h. Transferencia de Tri-Rail
   i. Otro: __________________________

13. **¿Paga su empleador parte o todo el costo de su tarifa?**
   a. No
   b. Sí, parte el costo
   c. Sí, todo el costo

14. **¿Posee usted una licencia de conducir válida?**
    □ Sí  □ No

15. **¿Dispone usted de un automóvil / vehículo para realizar este viaje?**
    □ Sí  □ No

16. **¿Cuántos vehículos de motor (automóvil, motocicletas, camiones etc.) que funcionen y estén registrados le pertenecen a miembros de su hogar? (Marque UNA sola respuesta)**
    □ 0 □ 1 □ 2 □ 3 □ 4 □ 5 +

17. **Genero**  □ Masculino  □ Femenino

18. **¿Cuál es su edad? (Marque UNA sola respuesta)**
   a. Menor de 16
   b. 16 - 24
   c. 25 - 34
   d. 35 - 44
   e. 45 - 54
   f. 55 - 64
   g. 65 +

19. **La raza que me caracteriza es: (Marque UNA sola respuesta)**
   a. Indio-Americano
   b. Asiático
   c. Negro / Afro-Americano
   d. Español / Hispano / Latino
   e. Raza Blanca
   f. Otro: __________________________

20. **¿Cuál es el ingreso total aproximado de su hogar? (Marque UNA sola respuesta)**
   a. Menos de $16,500
   b. $16,500 - $22,000
   c. $22,000 - $28,000
   d. $28,000 - $33,500
   e. $33,500 - $39,500
   f. $39,500 - $45,000
   g. $45,000 - $75,000
   h. $75,000 +

21. **Incluyéndose a usted, ¿cuántas personas viven en su hogar?**
    _____________ (# de personas)
    ¿cuántas son menores de 16 años de edad? _____________ (# de personas)
    ¿cuántos son mayores de 65 años de edad? _____________ (# de personas)
    ¿cuántas personas trabajan fuera de su hogar? _____________ (# de personas)

22. **¿Esta usted deshabilitado?**
    □ Sí  □ No

23. **¿Cuál es el mayor grado de educación que usted ha completado? (Marque UNA sola respuesta)**
   a. Escuela Primaria / Elemental
   b. Escuela Intermedia
   c. Escuela Superior / GED
   d. Vocacional / Escuela Técnica
   e. Colegio / Universidad – Estudios de Licenciatura
   f. Colegio / Universidad – Postgrado

24. **¿Cuál es su situación de empleo actual? (Marque UNA sola respuesta)**
   a. Trabajo Tiempo Completo
   b. Trabajo Tiempo Parcial
   c. Desempleado / no trabaja
   d. Estudiante
   e. Ama / Amo de casa
   f. Retirado

25. **En caso de necesitar aclarar sus respuestas, nos podría facilitar su número de teléfono? ________________**
Sondaj pasaje Depatman de Transpò de Miami-Dade (MDT)

Nimewo seri de sondaj: 

Enfòmasyon nou bay sou vwayaj ou ap ede plan pou ede ou bezwen transpò piblik yo.
Pran kòk minit de yon pou konplete sondaj enpòtan sa a.

Yo tout enfòmasyon ap rete konfidansyèl strictement.
MDT pap vann ou bay enfòmasyon yur pou tout lôt konpayi ou òganizasyon.

Kòmanse

1. Ki kote ou te KÒMÀNSE vwayaj sa? (Tcheke youn sèlman)
   a. Travy ou
   b. Lakay ou
   c. Makèt / Magazen
   d. Lekòl (K-12)
   e. Kolèj / Inivèsite (elèv sèlman)
   f. Medikal / Swen Sante
   g. Sosyal / Loisirs
   h. Lòt (ex. épòt, otèl, ect)

2. Ki adres ou nan ki entèsekson kote ou te KÒMÀNSE vwayaj yon sans sa a?
   a. Ekzakt adres (ex. 123 NW 1st Street):
      ri ou UNIQUEMENT si ou pas konne ekzakt adres ri lan: ______________________________ ak ______________________________
      ex. NW 1st Street NE 2nd Avenue
   b. Kijan ou rele kote sa a? (ex. Wal-Mart, Metrocenter, etc.):

3. Souple di m tout otobis ak antrene wout pou nou pran pandan yon sèl chemen vwayaj sa a?
   Kòmanse
   Preye wout otobis
   Ou estasyon de transpò
   Ou: _____________________________
   2ère: _____________________________
   3ère: _____________________________
   4ère: _____________________________
   5ère: _____________________________
   Destinasyon

4. Ki jan ou te rive nan pwemye ke arè? (Tcheke youn sèlman)
   a. Maché
   b. Bisiklèt
   c. Ki te kondwi yon machin mwen voiture nan ________
   d. Depoze pa yon moun nan ______________________
   e. Rode ak yon moun ki voiture nan
   f. Lòt: ________________________________
   □ 1/4 Kilomèt (0-2 blòk)
   □ 1/4-1/2 kilomèt (3-4 blòk)
   □ 1/2-3/4 kilomèt (5-6 blòk)
   □ 3/4-1 kilomèt (7-8 blòk)
   □ 1-2 kilomèt (9-16 blòk)
   □ Plis passe 2 kilomèt (blòk plis passe 17)

5. Kote ou jwenn avec otobis sa?
   Entèsekson: ______________ ak ______________________________
   ex. NW 1st Street NE 2nd Avenue
   Sant Transpò: ______________________________

6. Ki kote ou ap sot otobis la?
   Entèsekson: ______________________________ ak ______________________________
   ex. NW 1st Street NE 2nd Avenue
   Sant Transpò: ______________________________

7. Ki kote vwayaj sa pral FINI (Tcheke youn sèlman)
   a. Travy ou
   b. Lakay ou
   c. Makèt / Magazen
   d. Lekòl (K-12)
   e. Kolèj / Inivèsite (elèv sèlman)
   f. Medikal / Swen Sante
   g. Sosyal / Loisirs
   h. Lòt (ex. épòt, otèl, ect)

8. Ki adres ou nan ki entèsekson kote ou te FINI vwayaj yon sans sa a?
   a. Ekzakt adres (ex. 123 NW 1st Street):
      ri ou UNIQUEMENT si ou pas konne ekzakt adres ri lan: ______________________________ ak ______________________________
      ex. NW 1st Street NE 2nd Avenue
   b. Kijan ou rele kote sa a? (ex. Wal-Mart, Metrocenter, etc.):

Dat: _____ / _____ / 2012  Lè: _____ AM/PM  Bis #: ________ Wout: ________ Direksyón: Entrant/Sortant
9. Apré ou pase ke vwayaj, ki jan pou ou ta jwenn pou FEN vwayaj ou a? (Tcheke youn sèlman)
   a. Machè
   □ 0 - ¼ kilomèt (0-2 blök)
   □ ¼ - ½ kilomèt (3-4 blök)
   □ ½ - ¾ kilomèt (5-6 blök)
   □ ¾ - 1 kilomèt (7-8 blök)
   □ 1-2 kilomèt (9-16 blök)
   □ Plis pase 2 kilomèt (blök plis pase 17)
   b. Bisiklèt
   c. Ki te kondwi yon machin mwen voiture nan ______
   d. Depoze pa yon moun nan ______________
   e. Rode ak yon moun ki voiture nan ______________
   f. Lôt: ______________________

10. Konbyen jou nan semèn n' ap fè vwayaj sa?
    □ 7   □ 6   □ 5   □ 4   □ 3   □ 2   □ 1   □ < 1

11. Konbyen tan èske li pran pou ou fini yon vwayaj yon sèl chemen pòt pour pòt? ______________________ Minit

12. Ki jan ou peye pou vwayaj ou? (Tcheke youn sèlman)
    a. Kach
    b. Valè lajan likid kat EZ
    c. Te redwi pase pou antre
    d. Golden patrivòt paspò
ger
    e. Pase pou jou
    f. Pase pou mois
    g. Transfè bis
    h. Transfè Tri-Rail
    i. Lôt: ______________________

13. Èske travay ou peye kèk oubyen tout ou pri kous ou?
    a. Non
    b. Oui, kèk pri kous
    c. Oui, tout pri kous

14. Èske ou gen yon lisans chofè valab?
    □ Oui   □ Non

15. Èske gen yon machin ki te kapab itilize pou vwayaj sa?
    □ Oui   □ Non

16. Konbyen machin yo (machin, moto, camions) sont à pa manb lakay ou ki travay epi ki te anrejistre? (Tcheke youn sèlman)
    □ 0   □ 1   □ 2   □ 3   □ 4   □ 5 +

17. Idantite
    □ Belye   □ Femme

18. Ìò Ki laj ou? (Tcheke youn sèlman)
    a. Mwens ké 16
    b. 16 - 24
    c. 25 - 34
    d. 35 - 44
    e. 45 - 54
    f. 55 - 64
    g. 65 +

19. Pi bon fason pou dekri ras mwen se: (Tcheke youn sèlman)
    a. Mériken Indyen
    b. Aziatik
    c. Nwa / Afriken Mériken
    d. PanYòl / Ispanik / Laten
    e. Blan
    f. Lôt: ______________________

20. Konben ou touché shak ane pou lakay ou? (Tcheke youn sèlman)
    a. Mwens ké $16,500
    b. $16,500 - $22,000
    c. $22,000 - $28,000
    d. $28,000 - $33,500
    e. $33,500 - $39,500
    f. $39,500 - $45,000
    g. $45,000 - $75,000
    h. $75,000 +

21. Enkli tèt ou, konbyen moun viv nan kay ou?
    konbyen ki mwens ké 16 an? __________________ (kantité moun)
    konbyen ki plis ké 65 an?
    __________________ (kantité moun)
    konbyen ki travay en deyò kay la?
    __________________ (kantité moun)

22. Èske ou andikapè?
    □ Oui   □ Non

23. Ki dènye degre edikasyon ou? (Tcheke youn sèlman)
    a. Elemantè
    b. Dezýèm
    c. Lekòl
    □ Vokasyonèl / Teknik
    d. Segondè lekol
    e. Inivèsite

24. Kisa ou ap fè pou travay nan moman sa? (Tcheke youn sèlman)
    a. Travay temps complet
    b. Pati nan tan
    c. Pa travay/au
    □ Elèv
    □ Homemaker
    □ Retrete

25. Èske ou ka ban yon nimewo telefon pou si nou ta nou bezwen pou klarifye réponses ou? ____________________
APPENDIX B

Electronic Survey Screen Views
Miami-Dade Transit Passenger Survey.

The information you provide will be used to help plan for public transit needs. All information will be kept strictly confidential.

Touch the Start button to continue...

Are you willing to answer some survey questions? All your information will be kept completely CONFIDENTIAL.

- Yes
- No

1. Where did you BEGIN this one-way trip?

- a. Your Workplace
- b. Your Home
- c. Shopping
- d. School (K-12)
- e. College / University (Students Only)
- f. Medical / Health Care
- g. Social / Recreational
- h. Other (airport, hotel, etc.)

2. What is the name of the place? (Example: MDC North Campus, Government Center, WalMart)

You must enter some text.
Survey Team: This information is critical to transit service planning in Miami-Dade County. Please place special attention to entering LOCATION, DIRECTION and PLACE names. For any questions, please contact a survey team leader.
In case of emergency, contact 305-367-1130 or 954-535-5100 for assistance.

What is the date? 2012-05-07
What is the time? 13:09

What is the Bus Route Number?
Route: 7

What direction is this bus traveling?
- Inbound
- Outbound
- Run Direction

If you were provided a printed survey, what is the Survey Serial # listed on the top right corner?

Do you know the exact Street Address of the place where you began the trip?
- Yes
- No

2. What is the exact Address NUMBER where you BEGAN this one-way trip? (# only)
Number: 100 #

What is the exact address STREET DIRECTION where you BEGAN this one-way trip? (NW, NE, SW, SE, etc.)
- N
- NW
- NE
- S
- SW
- SE
- E
- W
- None of the above
St Direction:

What is the exact address STREET NAME where you BEGAN this one-way trip? (Example: 1st, Biscayne - Name only)
1st

What is the exact address STREET TYPE where you BEGAN this one-way trip? (Example: Street, Avenue)
- Street
- Avenue
- Boulevard
- Road
- Drive
- Place
- Other
Street Type:

What is the exact address ZIP CODE where you BEGAN this one-way trip?
ZIP: 33128
We need to understand the exact order of bus routes, Metrorail, Metromover or other shuttles that you will use to make this one-way trip. Including THIS BUS, please list all bus, Metrorail, Metromover, Tri-Rail or other transit service used on your trip. (Example: Metromover Financial District Station --> 93 or Metrorail Brickell Station --> 135)

3. What is the FIRST Bus Route or Transit Station used to BEGIN your one-way transit trip? (Example: Metromover College North, Biscayne Max, Tri-Rail, or bus route)

What is the SECOND bus, Metrorail, Metromover or Tri-Rail Station that you will use? (Example: S, 135, Metromover --> Click Next, if none)

What is the THIRD bus, Metrorail, Metromover or Tri-Rail Station that you will use? (Example: Metromover, Biscayne Max --> Click Next, if none)

What is the FOURTH bus, Metrorail, Metromover or Tri-Rail Station that you will use? (Example: Metrorail North, Metromover --> Click Next, if none)

4. How did you get to the FIRST transit stop?

- Walk
- Bike
- Drove a vehicle and parked
- Dropped of by someone in a car
- Rode with someone who parked their car
- Other

4.a. How many blocks?

- Up to 1/4 mile (0-2 blocks)
- 1/4 - 1/2 mile (3-4 blocks)
- 1/2 - 3/4 mile (5-6 blocks)
- 3/4 - 1 mile (7-8 blocks)
- 1 - 2 miles (9-16 blocks)
- More than 2 miles (17+ blocks)

5. Where did you GET ON THIS Bus? (Example: Metromover School Board Station - or - NE 17th St) --> Enter Cross St on Next Line

What is the Cross Street? (Example: NW 2nd Ave)
7. Where will you END this one-way trip?

- Your Workplace
- Your Home
- Shopping
- School (K-12)
- College / University (students only)
- Medical / Health Care
- Social / Recreational
- Other

8. What is the name of the place? (Example: MDC North Campus, Government Center, Walmart)

Aventura Mall
Do you know the exact Street Address of the place where you will END the trip?

- Yes
- No

9. How did you get to the final DESTINATION at the END of your one-way trip?

- Walk
- Bike
- Drive a vehicle parked at a location
- Will be picked up by someone
- Ride with someone who parked
- Other
How many blocks?

- Up to 1/4 mile (0-2 blocks)
- 1/4 - 1/2 mile (3-4 blocks)
- 1/2 - 3/4 mile (5-6 blocks)
- 3/4 - 1 mile (7-8 blocks)
- 1 - 2 miles (9-16 blocks)
- More than 2 miles (17+ blocks)

10. How many days per week do you make this trip?

- 7
- 6
- 5
- 4
- 3
- 2
- 1
- Less than 1

11. What is the average time it takes to make a ONE-WAY trip from door to door? (minutes)

12. What is the FARE TYPE that you used for this one-way trip?

- a. Cash
- b. EZ Card Cash Value Fare
- c. Reduced Fare Permit
- d. Golden / Patriot Passport
- e. Day Pass
- f. Monthly Pass
- g. Bus Transfer
- h. Tri-Rail Transfer
- i. Other
13. Does your employer pay any or all of your bus fare?

- No
- Yes, some of the cost
- Yes, the entire cost (free for me)

14. Do you have a valid driver’s license?

- Yes
- No

15. Is there a car / motor vehicle available for this trip?

- Yes
- No

16. How many working, registered motor vehicles (cars, motorcycles, trucks) are owned by members of your household?

[Insert keyboard view for input]
17. Gender

- Male
- Female

18. How old are you?

- a. Less than 16
- b. 16 - 24
- c. 25 - 34
- d. 35 - 44
- e. 45 - 54
- f. 55 - 64
- g. 65 +

19. My race is best described as:

- a. American Indian
- b. Asian
- c. Black / African American
- d. Spanish / Hispanic / Latino
- e. White
- f. Other

20. What is your household’s approximate total annual income?

- a. Less than $16,500
- b. $16,500 - $22,000
- c. $22,000 - $28,000
- d. $28,000 - $33,500
- e. $33,500 - $39,500
- f. $39,500 - $45,000
- g. $45,000 - $75,000
- h. $75,000 +
21. Including you, how many people live in your house?

Total: 2

22. Are you disabled?

- Yes
- No

23. What is the HIGHEST level of education you have completed?

- a. Grade School
- b. Middle / Junior High School
- c. High School / GED
- d. Vocational / Technical School
- e. College / University – Undergraduate Degree
- f. College / University – Graduate Degree

24. What is your current EMPLOYMENT status?

- a. Working Full Time
- b. Working Part Time
- c. Not Working / Unemployed
- d. Student
- e. Homemaker
- f. Retired
25. Can you provide a PHONE NUMBER, in case we need to clarify your responses?
305-555-1212

26. Language used for survey
- English
- Spanish
- Creole

Thank you for completing the survey. For additional information or questions specifically about this survey, please contact Kimley-Horn at 954-535-5100 or the Miami-Dade MPO at 305-375-4507.

For all other comments and questions for Miami-Dade County Transit, please call 3-1-1, or visit miamidade.gov/transit.