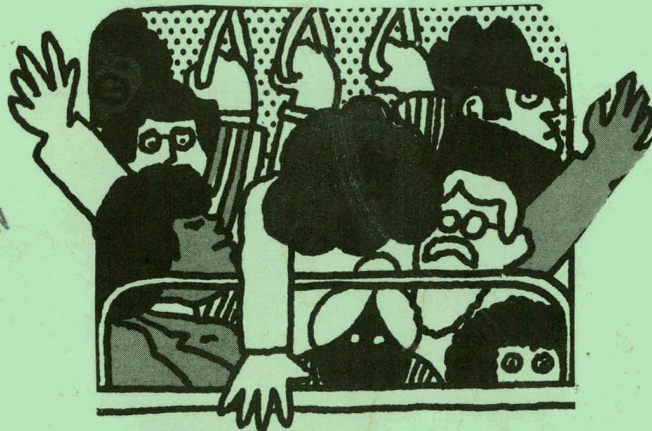


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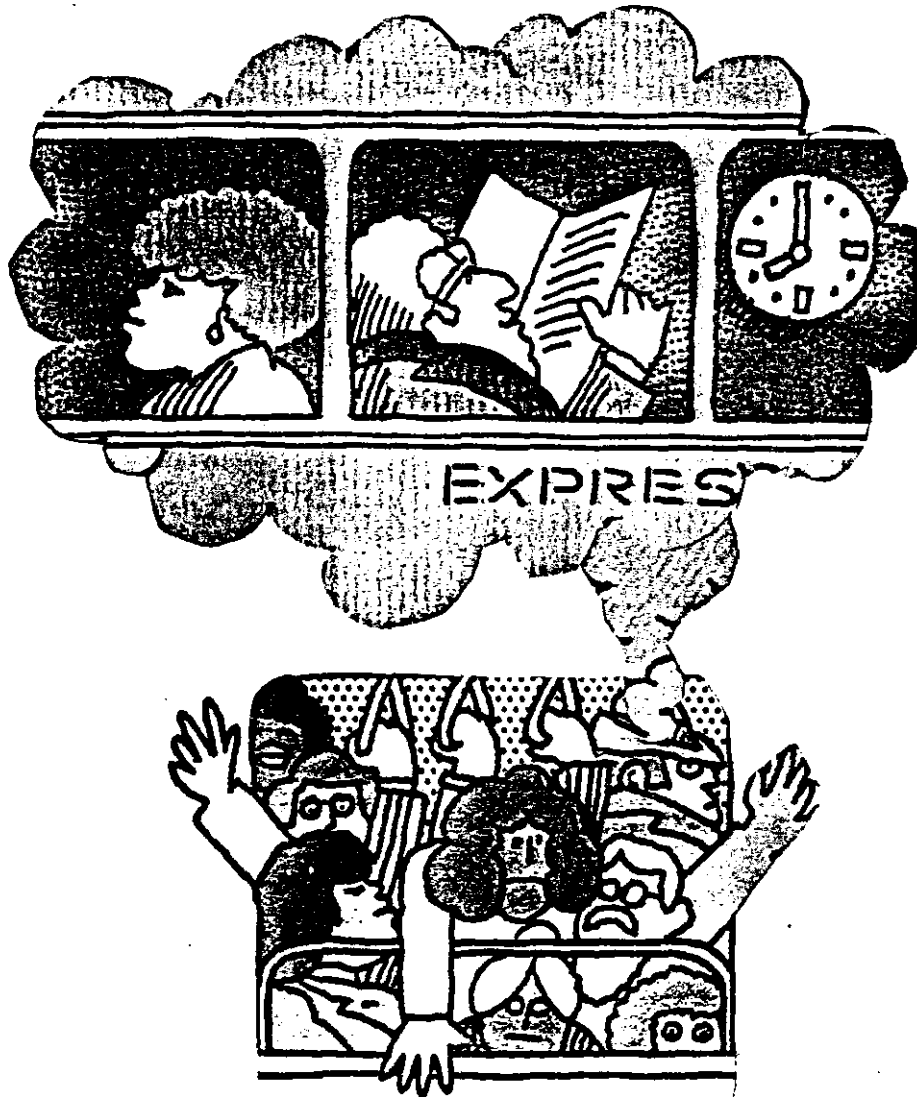
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OCTOBER, 1975

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* Figures include all riders making trips for all purposes except non-adult school trips.

FOREWARD

In November of 1972, the voters of Metropolitan Dade County approved "Decade of Progress" Bond Issue Number Three which authorized the sale of \$132.5 Million in bonds for the purpose of providing a Transit Improvement Program.

Dade County responded by commissioning Simpson and Curtin Transportation Engineers of Philadelphia, Pennsylvania to design a short-term Transit Development Program. Within a year, Kaiser Engineers of Oakland, California was selected to conduct a Preliminary Engineering Study in developing a long-term Transit Improvement Program including some form of Rapid Transit for Dade County.

Coordination of these studies with the overall transportation planning effort is ensured by the Policy and Technical Committees of the Miami Urban Area Transportation Study (MUATS). The comprehensive County Transportation Plan, initially completed in 1969, and approved in 1975, and the Transit Technical Study, completed in 1972, were also performed under the guidance of MUATS.

As a tool for the continuing short-term and long-term transportation planning programs, a county-wide transit survey was conducted in September of 1974. The survey was designed by Schimpeler Corradino Associates of Louisville, Kentucky and performed and analyzed by the Dade County Office of Transportation Administration in cooperation with personnel from the Metro Transit Agency, National City Management Company, and the Transport Workers Union of America Local 291.

A similar survey was conducted by Simpson and Curtin Transportation Engineers in March of 1969.⁽¹⁾ The 1974 survey provides some new types of data in addition to updating the earlier information.

This report presents a tabulation and analysis of the results of the 1974 Dade County Transit Survey. In addition, the techniques used in designing and conducting the survey and processing the data are documented.

(1) 1969 Transit Use, Simpson and Curtin Transportation Engineers, December 1969.

SUMMARY

The analysis of transit ridership and travel characteristics encompasses the investigation of a broad range of attributes that vary by geographic area, population group, and a number of other variables. Thus, it would not be appropriate to draw generalized conclusions. However, selected significant results can be summarized as follows:

- Two out of every three transit riders are female.
- About half of all transit riders are between 40 and 69 years of age.
- About one in four riders is Latin.
- About one in five riders is black.
- About one in ten riders is a tourist.
- Median annual family income of transit riders is \$6,050, much lower than the overall population level in Dade County.
- Over one-half of all resident transit riders do not own a usable vehicle.
- About four out of ten riders have to transfer to another bus to reach their final destination.
- Over one-half of all transit trips are made either to or from work.
- About one out of every four trips is made either to or from Miami Beach.
- Almost one out of every four trips is made either to or from the Central Business District - Civic Center area.

- About 7,000 daily transit trips are made between south Miami Beach and the "Hotel-Row" District directly to the north.

I. STUDY AREA

A. Scope

The survey was administered on all regular Metro Transit Agency routes, all regular Coral Gables Municipal Bus System routes, Gray Line Route D, and the Dade County loading point of the Broward County Transit Authority Route 18. (2) These routes were selected with the intention of surveying all bus passengers having at least one trip end within the study area shown in Figure I-1.

B. Demographic Characteristics (3)

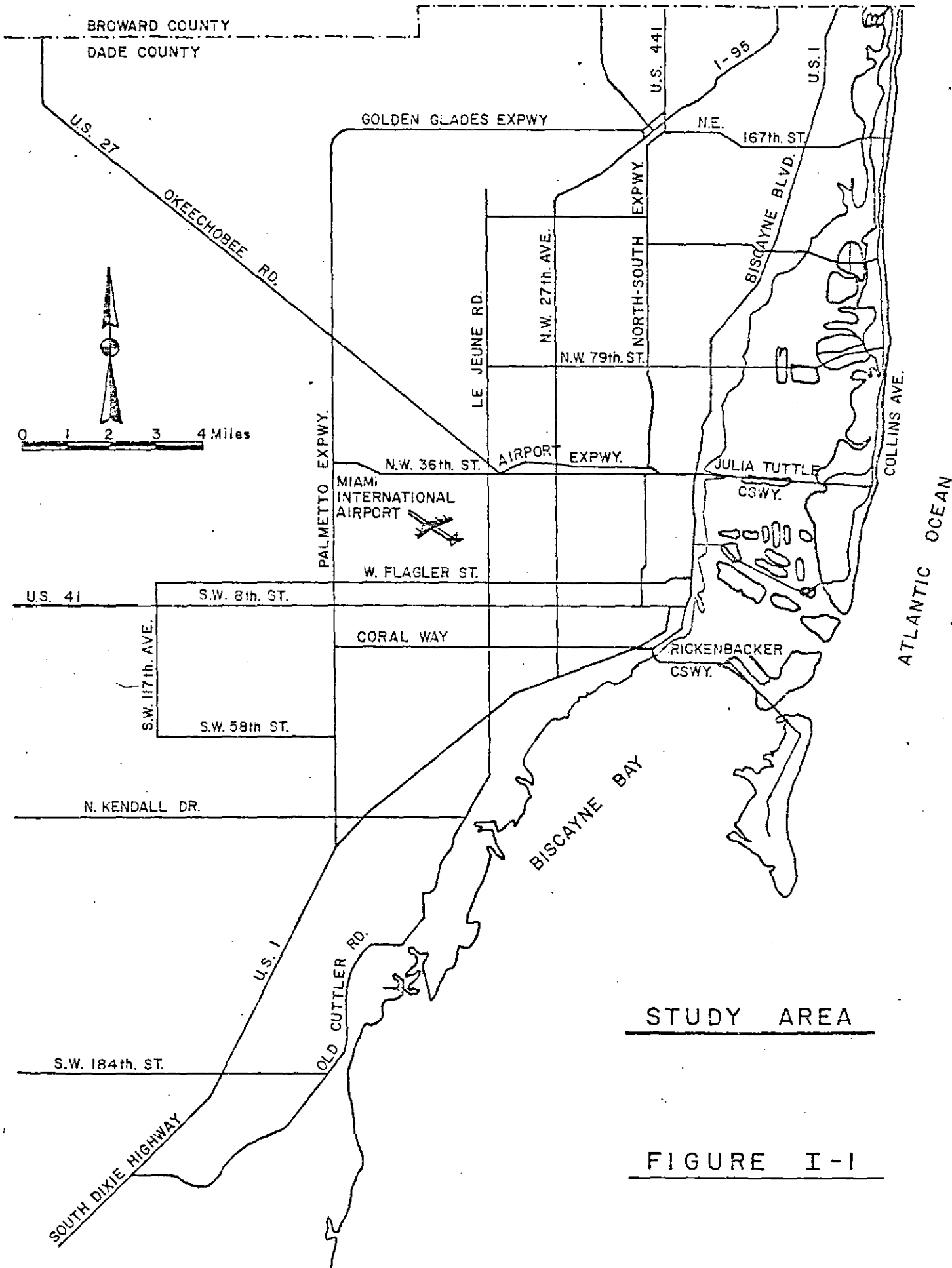
The population of Dade County in 1974 is estimated to be 1.4 million persons. These persons are distributed over a developed area of approximately 280 square miles with population densities ranging from less than five persons per residential acre in the western and southern fringes to over 40 persons per residential acre in the south Miami Beach and Downtown areas.

Three main population groups emerge. Approximately 15% of the persons in Dade County are Black, 24% are Spanish-speaking, while most of the remaining 61% are Non-Latin White. In addition, about 14% of Dade County persons are elderly (at least 65 years of age).

The 1970 mean annual household income ranged from about \$6,000 in the western fringes and in selected portions of the Downtown and south Miami Beach areas to about \$12,000 in the Coral Gables area with a median value of about \$9,200. The 1973 auto ownership rate of 1.13 autos per household is one of the highest in the nation.

(2) Since the survey was conducted, the Metro Transit Authority has been changed to the Metro Transit Agency and the Coral Gables Municipal Bus System has merged with the Metro Transit Agency.

(3) Demographic characteristics are based on 1970 census data.



STUDY AREA

FIGURE I-1

C. Transit Service

The bulk of public transit service in Dade County is provided by the Metro Transit Agency (MTA). The MTA operated 46,000 daily vehicle miles while carrying approximately 93% of the total Dade County weekday transit riders during the Winter of 1973-74. The 65 regular MTA routes span the entire area of the County. The geographic distribution of all routes is shown in Figure I-2.

The second largest public transit system in Dade County is the Coral Gables Municipal Bus System (CGMBS). The CGMBS carried approximately 5% of the total weekday riders during the Winter of 1973-1974. Eleven regular CGMBS routes are operated in the City of Coral Gables and specific areas to the west, south, and to the Downtown area, in addition to a special school service.

Most of the remaining 2% of riders were carried by Gray Line Sightseeing Tours, Inc., a private operator offering service from the Miami Central Business District to Miami Beach, Hollywood and Ft. Lauderdale.

Inter-county transit riders, which comprise about 2% of all Dade County riders, are served by the MTA, Gray Line, the Broward County Transit Authority, Greyhound Lines, East, Inc., and Continental Southeastern Lines, Inc. (Trailways). In addition, special services are offered by a number of privately-owned jitneys in the central Dade County area.

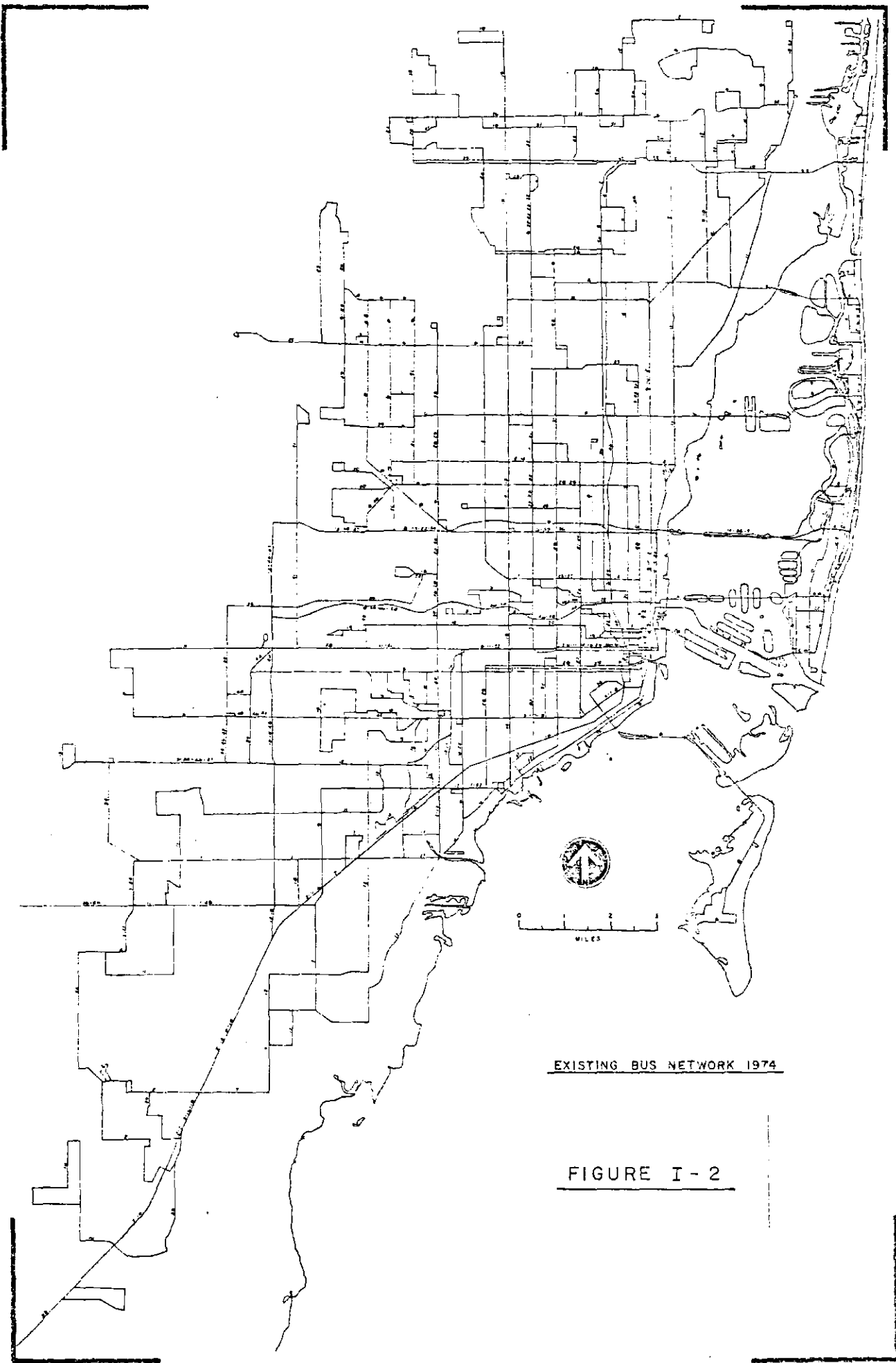
D. Transit Ridership

A total of 184,600 passengers rode the surveyed transit systems on an average weekday in the Winter of 1973-1974 (Table I-1). These included over 18,000 non-adult students making trips to or from school. (4)

Riders on the MTA system totaled 167,000 with maximum route ridership of 11,500 and 11,300 on Routes L and 5 respectively. Of all MTA riders, about 63% were carried on mainland (non-express) routes, 36% on Miami Beach routes, and about 1% on express routes. The Coral Gables Municipal Bus System carried almost 10,000 daily passengers, with a relatively large proportion (29%) of non-adult school trips. A list of ridership on all routes is contained in Appendix B.

Although MTA express routes carried only about 2,000 persons, it should be noted that new express services, implemented since the 1973-1974 Winter, have caused an increase in express ridership to over 4,000 in January of 1975. These new routes

(4) For the purpose of determining time trends, non-adult school trips have been removed before compiling certain 1974 tabulations. This was necessary because non-adult school riders were excluded from the regular 1969 survey. The affected tables are annotated in the "List of Tables".



EXISTING BUS NETWORK 1974

FIGURE I - 2

AVERAGE WEEKDAY TRANSIT RIDERSHIP⁽⁵⁾
WINTER OF 1973-1974

Service System ⁽⁶⁾	Elementary, Junior & Senior High School Riders	Non-School Riders	TOTAL RIDERS
MTA Mainland Routes	10,920	93,860	104,780
MTA Express Routes	-	2,040	2,040
MTA Beach Routes	<u>4,040</u>	<u>56,150</u>	<u>60,190</u>
<u>Subtotal MTA:</u>	<u>14,960</u>	<u>152,050</u>	<u>167,010</u>
<u>Coral Gables Municipal Bus System</u>	<u>3,040</u>	<u>6,770</u>	<u>9,810</u>
<u>Gray Line Company</u>	<u>70</u>	<u>7,640</u>	<u>7,710</u>
<u>Broward County Transit Authority</u>	<u>-</u>	<u>100</u>	<u>100</u>
GRAND TOTAL:	<u>18,070</u>	<u>166,560</u>	<u>184,630</u>

(5) Total ridership counts based on revenue receipts for January 30, 1974 (See Section A-6).

(6) All routes are categorized in this report into "service systems" to reflect general differences in type of ridership, service area, or system ownership. In reality, all service systems are integrated into one complete transit network.

include the Blue Dash, which serves commuter trips to the downtown area from the south, the Orange Streaker, which serves a similar clientele to Downtown and the Miami International Airport from the north, and the Green Dart which carries passengers from the Model Cities - central Miami area into Downtown Miami.

II. TRANSIT RIDERSHIP CHARACTERISTICS

A. Sex

Approximately two-thirds of all transit riders are female. This is reflected by the fact that only 16% of female transit riders had an alternate vehicle available for their trip as compared with 25% for male riders. As shown in Table II-1, the female proportion is slightly higher on Coral Gables routes, probably due to the large number of female domestics that normally ride the Coral Gables system.

On express routes, males outnumber females by a slight margin. This is due to the fact that express routes are directed explicitly towards serving work trips, and there are more males in the Dade County work force.

The overall percentage of male riders has risen from 29.8% in 1969 to 34.1% in 1974. This may be an indication of a growing number of non-captive male workers that are switching to transit for their work trip either because of increased express service, higher auto operating costs, or other factors. This point is reinforced by the disproportionate increase in work trips over other purposes since 1969. (See Table III-7).

B. Age

For the most part, the age distribution of transit riders has remained static since 1969 with perhaps a slight shift towards the younger end of the distribution.

Almost half of all riders are in the middle age bracket (40-69 years), although the largest single group is the 20-29 year bracket with 19.0% of all riders (Table II-2). Due to the large number of elderly on Miami Beach, those routes show a significantly higher proportion of persons over 60 years of age.

Riders on express routes are clearly different in that over 90% are spread uniformly between the ages of 20 and 59. This corresponds very closely to what would be expected in ridership drawn almost entirely from the work force.

TABLE II-1
SEX OF TRANSIT RIDERS
PERCENTAGE

Service System	Male	Female
MTA Mainland Routes	31.7	68.3
MTA Express Routes	51.6	48.4
MTA Beach Routes	37.4	62.6
<u>MTA</u>	<u>34.1</u>	<u>65.9</u>
<u>Coral Gables Municipal Bus System</u>	<u>26.9</u>	<u>73.1</u>
<u>Gray Line</u>	<u>40.9</u>	<u>59.1</u>
<u>Broward County Transit Authority</u>	<u>38.3</u>	<u>61.7</u>
GRAND TOTAL:	<u>34.1</u>	<u>65.9</u>

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When compared with data from the 1970 Census, the age distribution of transit riders shows some interesting trends. The ridership index developed in Figure II-1 is based on the ratio of the transit ridership in a given age bracket, to the overall population in the age bracket and is an indicator of the relative transit-orientation of different age groups when compared with each other.(1) The average index for all age groups between 20 and 100 years was set at 100.

The 20-29 year bracket has an index of 108 indicating transit ridership levels slightly above the overall mean. The index drops well below 100 for the middle age bracket (30-49 years) showing more extensive use of the automobile. Persons in the 60-69 year bracket have the highest orientation to transit of any age bracket. Finally, persons above 80 years of age have the lowest index perhaps indicating a relative inability to use public transit due to physical handicaps associated with old age.

(1) It should be noted that the validity of these comparisons is based on the assumption that total trip-making rates do not vary significantly for different age groups and that the age distribution of the overall population has not changed significantly since 1970.

RIDERSHIP INDEX BASED ON AGE

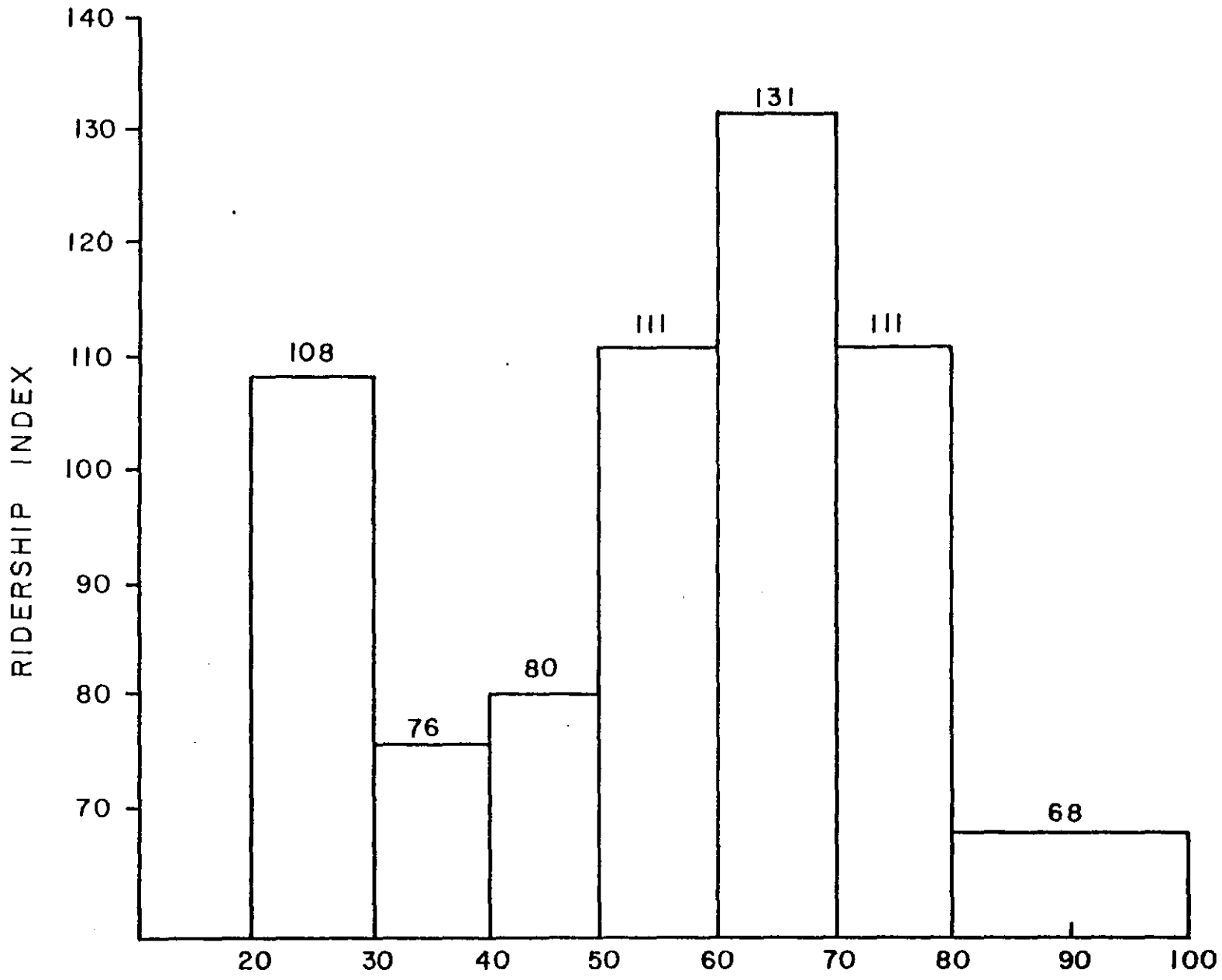


FIGURE II-1

C. Annual Family Income

As can be seen in Figure II-2, 22% of all transit riders have annual family incomes less than \$3,000. Six out of every ten riders have incomes less than \$7,500, while less than 5% are in the "\$25,000 and over" range.

When compared to 1969 figures, the annual family income level of transit riders shows a substantial increase; especially among resident riders where median annual income rose 38% from \$4,200 to \$5,800 (Table II-3). Median income level of tourist riders rose by 8% to \$9,800.

Some of this increase can be explained by inflationary trends. Unfortunately, the effect of inflation upon income levels in Dade County is very difficult to ascertain at the present time and thus, it is nearly impossible to explicitly determine how 1974 transit rider incomes relate to 1969 transit rider incomes and to 1974 overall population income levels in Dade County.

In general terms, however, it can be concluded that the average income of transit riders is still well below the Dade County average as was the case in 1969. The overall median annual family income in 1970 was about \$9,250. Obviously, this figure was greater in 1974. Yet, the median income of all transit riders in 1974 was only \$6,050.

In relative terms, riders on Coral Gables routes showed a disproportionate increase in income when compared with the other service systems. Resident income rose by 50% and tourist income by 46%. In absolute terms, both resident and tourist incomes on the Coral Gables system are significantly higher than the other service systems except for the express services. The median annual family income of riders on express routes is the highest of all categories at \$14,800.

ANNUAL FAMILY INCOME OF TRANSIT RIDERS

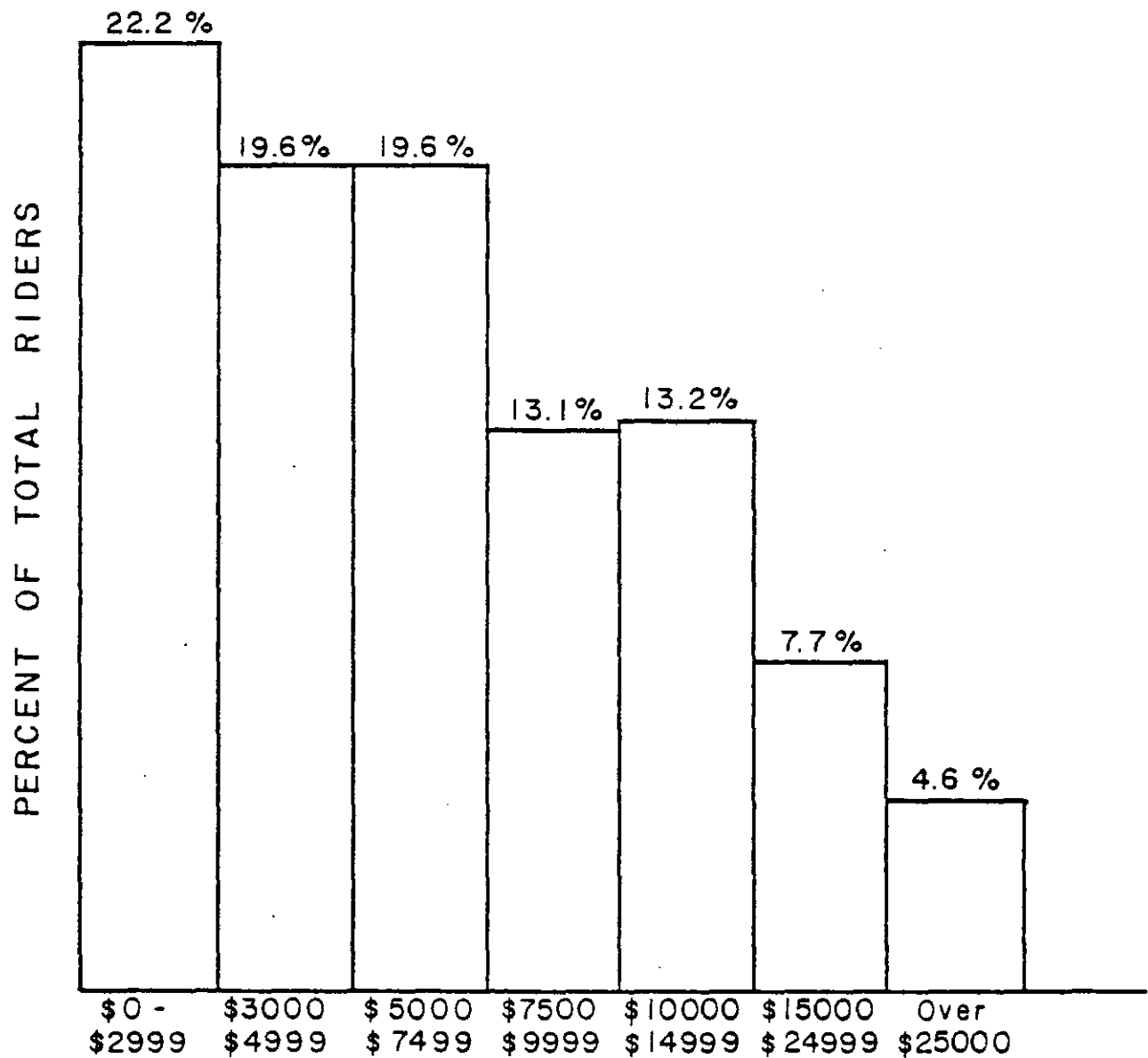


FIGURE II-2

TABLE II-3
 MEDIAN ANNUAL FAMILY INCOME OF TRANSIT RIDERS

Service System	Resident	Tourist	All Riders
MTA Mainland	\$ 5,500	\$ 5,000	\$ 5,450
MTA Express	\$14,800	-	\$14,800
MTA Beach	\$ 5,800	\$10,600	\$ 6,500
<u>M T A</u>	<u>\$ 5,700</u>	<u>\$ 9,700</u>	<u>\$ 5,900</u>
<u>Coral Gables Municipal Bus System</u>	<u>\$ 8,500</u>	<u>\$13,000</u>	<u>\$ 8,650</u>
<u>Gray Line</u>	<u>\$ 6,300</u>	<u>\$10,600</u>	<u>\$ 9,750</u>
<u>Broward County Transit Authority</u>	<u>\$ 4,700</u>	<u>-</u>	<u>\$ 4,700</u>
GRAND TOTAL:	\$ 5,800	\$ 9,800	\$ 6,050

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TABLE II-4
 VEHICLE AVAILABILITY OF TRANSIT RIDERS
 PERCENTAGE

Service System	RESIDENT		TOURIST		ALL RIDERS	
	Available	Not Available	Available	Not Available	Available	Not Available
MTA Mainland	15.6	84.4	36.7	63.3	16.2	83.8
MTA Express	75.6	24.4	33.3	66.7	75.5	24.5
MTA Beach	13.6	86.4	44.0	56.0	21.2	79.8
<u>M T A</u>	<u>15.9</u>	<u>84.1</u>	<u>42.9</u>	<u>57.1</u>	<u>18.5</u>	<u>81.5</u>
Coral Gables Municipal Bus System	<u>18.7</u>	<u>81.3</u>	<u>17.0</u>	<u>83.0</u>	<u>18.6</u>	<u>81.4</u>
<u>Gray Line</u>	<u>21.0</u>	<u>79.0</u>	<u>34.6</u>	<u>65.4</u>	<u>25.0</u>	<u>75.0</u>
Broward County Transit Authority	<u>15.6</u>	<u>84.4</u>	<u>-</u>	<u>100.0</u>	<u>-</u>	<u>-</u>
GRAND TOTAL:	<u>16.2</u>	<u>83.8</u>	<u>41.0</u>	<u>59.0</u>	<u>18.8</u>	<u>81.2</u>

D. Vehicle Ownership/Vehicle Availability

55% of all resident riders do not own a vehicle. This is up by six percentage points from 1969. On the other hand, 16.2% of all resident riders had some vehicle available for their trip as compared with 12.1% in 1969.

On first analysis, this would seem to indicate conflicting results. However, closer analysis of the exact wording of the vehicle availability questions in both the 1969 and 1974 surveys shows that the 1974 question allows the inclusion of more types of vehicles as "available".

1969 Question: "Was a car available to you for this trip?"

1974 Question: "Was a vehicle (other than a bus) available for this trip?"

It is quite conceivable that some persons would interpret taxicabs, bicycles and other vehicles as being applicable to the latter question and not to the former. Thus, the wording of the question may have acted to inflate the current vehicle availability data, resulting in data that is not really comparable with the 1969 information.

This hypothesis is reinforced in examining the responses of tourist riders. In 1969, only 16% of tourists claimed to have a car available for their trip. In 1974, however, over 40% said they had a vehicle available. Yet, in 1974, 92% of all tourist riders neither brought a car nor rented one, whereas in 1969 only about 80% of tourist riders fell into this category.

Thus, in 1974, less tourist riders had brought cars than was the case in 1969 and yet more claimed to have a vehicle available. The most plausible explanation is that many tourist riders included taxicabs in their response to the vehicle availability question in 1974 whereas most did not in 1969 due to the wording of the question. (It is also significant to note that in the 1969 survey, the question immediately prior to the vehicle availability question referred to the tourist either bringing or renting a "car". This would tend to discourage the interpretation of the word "car" in the vehicle availability question as meaning a taxicab.)

It was felt that the 1974 question was more appropriate in that the actual purpose of the question was to establish the existence or non-existence of an alternate travel mode, whether that mode was a personal car, taxicab, or any other form of transportation other than a bus. This is significant in defining a rider's status as either "choice" or "captive".

Resident vehicle availability rates are lowest on Miami Beach where only 13.5% of the riders reported an available vehicle (Table II-4). The highest rate occurs on express services where about three quarters of all riders had at least one other vehicle available for their trip. This is a good indication of the extent to which express services are directed towards serving the choice rider.

As stated previously, over 55% of all resident riders do not own a vehicle (Table II-5). About 32% own one auto and only about 13% own two or more automobiles. Of all resident transit riders, the average number of autos owned per household is about .63, which is much lower than the estimated 1973 figure of 1.13 for the entire population. (2)

(2)

Dade County Planning Department

TABLE II-5
 VEHICLE OWNERSHIP OF RESIDENT TRANSIT RIDERS
 PERCENTAGE

Service System	NONE	ONE	TWO	THREE OR MORE
MTA Mainland	52.3	34.5	10.2	3.0
MTA Express	7.6	39.7	42.4	10.3
MTA Beach	66.9	25.3	5.7	2.1
<u>M T A</u>	<u>56.2</u>	<u>31.7</u>	<u>9.3</u>	<u>2.8</u>
<u>Coral Gables Municipal Bus System</u>	<u>38.5</u>	<u>41.2</u>	<u>15.5</u>	<u>4.8</u>
<u>Gray Line</u>	<u>58.0</u>	<u>32.4</u>	<u>7.2</u>	<u>2.4</u>
<u>Broward County Transit Authority</u>	<u>56.7</u>	<u>33.3</u>	<u>10.0</u>	<u>-</u>
GRAND TOTAL:	55.4	32.2	9.5	2.9

As was the case with vehicle availability, the lowest vehicle ownership rates occur on the Beach routes where two thirds of all riders do not own a vehicle. Riders on Coral Gables routes rank higher than the average in this category with over 60% owning at least one auto and over 20% owning two or more. Riders on express routes show extremely high vehicle ownership rates with over 90% owning at least one vehicle and over 50% owning at least two.

Response to the vehicle availability question is probably the best indicator of true "captivity" to transit, although it is not the only one. Absolute dependence on the transit mode depends to a certain extent upon other factors such as vehicle ownership and annual family income. For instance, a person that claims to have no available alternative travel mode and yet has a high income level cannot be considered truly captive. In cases such as this, the rider may have chosen to be captive. Thus, a feasible range for the actual system wide transit captivity rate would have a lower bound of 14% which is the percentage of persons that had no vehicle available, owned no vehicles, and had an annual family income of less than \$3,000 (Table II-6). An upper bound would be about 81% which is the percentage of persons that simply reported no vehicle available for their trip.

TABLE II-6
 RANGE OF TRANSIT CAPTIVITY RATES
 R E S I D E N T S
 PERCENTAGE

Number of Autos Owned	Annual Family Income	Percent Captive
0	less than \$ 3,000	14.2
0,1	less than \$ 3,000	17.7
any	less than \$ 3,000	18.9
0	less than \$ 5,000	26.1
0,1	less than \$ 5,000	33.6
any	less than \$ 5,000	35.5
0	less than \$ 7,500	36.2
0,1	less than \$ 7,500	48.3
any	less than \$ 7,500	51.5
0	less than \$10,000	41.7
0,1	less than \$10,000	57.9
any	less than \$10,000	62.5
0	less than \$15,000	45.5
0,1	less than \$15,000	66.0
any	less than \$15,000	72.4
0	less than \$25,000	46.7
0,1	less than \$25,000	69.7
any	less than \$25,000	77.7
0	over \$25,000	47.7
0,1	over \$25,000	71.4
any	any	81.0

E. Ethnic Background

Slightly over one-half of all Dade County transit riders are classified as non-Latin whites. About one-quarter are of Latin descent, one-fifth are black, and the remaining "other" riders make up about 3%.

Both the black and latin groups show highest frequencies of transit travel on MTA mainland routes, each comprising about 30% of all mainland trips (Tables II-7). The percentage of Latin riders on Beach routes is not far from the overall mean at 21%, whereas, black riders make up only about 9% of trips on Beach routes. About 86% of all express riders are non-Latin whites, while Latins and Blacks make up only about 7% and 4% respectively.

Further analysis of ethnic background is included in Section V.

TABLE II-7
 ETHNIC BACKGROUND OF TRANSIT RIDERS
 PERCENTAGE

Service System	Black	Latin	Non-Latin White	Other
MTA Mainland	30.4	29.5	37.8	2.2
MTA Express	4.4	6.9	86.2	2.6
MTA Beach	9.4	20.6	66.8	3.3
<u>M T A</u>	<u>22.5</u>	<u>26.0</u>	<u>48.9</u>	<u>2.7</u>
<u>Coral Gables Municipal Bus System</u>	<u>11.0</u>	<u>21.4</u>	<u>63.4</u>	<u>4.3</u>
<u>Gray Line</u>	<u>7.8</u>	<u>7.1</u>	<u>79.2</u>	<u>5.8</u>
<u>Broward County Transit Authority</u>	<u>22.0</u>	<u>3.1</u>	<u>65.5</u>	<u>9.4</u>
GRAND TOTAL:	<u>21.3</u>	<u>24.8</u>	<u>50.9</u>	<u>2.8</u>

III. TRAVEL CHARACTERISTICS - TRIP PATTERNS

A. Mode-of-Access

The dominant means of traveling to the bus is the walk mode which comprises almost 90% of all modes (Table III-1). The second most important mode-of-access is the automobile with 2.9% of riders arriving as auto passengers and 2.2% arriving as auto drivers.

This pattern varies considerably for express routes. 51% of all express riders arrive as the auto driver. This mode is commonly called "park and ride". The "kiss and ride's" (or auto passengers) make up about 17% of express riders. Only three out of ten express riders travel to the bus on foot. This heavy use of the auto as a mode-of-access is consistent with the extremely high income, auto ownership, and auto availability levels for express riders.

Riders on Beach routes show a higher dependency on the walk mode than the average rider with 93% of these riders arriving on foot. Only about 2% travel to the bus via the auto mode. This is consistent with the lower vehicle ownership levels of Miami Beach residents.

B. Mode of Egress - Transfers

Based on copiled responses, about three quarters of all riders apparently complete their journey on foot, while 23% must use another bus. However, experience in other transit surveys has shown that some people apparently misinterpret the mode-of-egress question for the bus mode. (1) It is hypothesized that some of those riders that must walk to reach their second bus respond with "walk" rather than "bus". Thus, a separate and somewhat redundant question was included as a validity check: "Must you transfer to another bus to reach your destination?"

The affirmative response to the transfer question was consistently about 35% higher than the associated response to the mode-of-egress question for each service system. In a direct comparison of the mode-of-egress and transfer questions, 78% of respondents were consistent in their answers whereas 22% were not.

(1) Louisville Metropolitan Transit Study, Schnipeler Corradino Associates, Louisville, Kentucky, September 1973.

TABLE III-1
MODE-OF-ACCESS OF TRANSIT RIDERS
PERCENTAGE

Service System	Walk	Drive Auto	Auto Passenger	Bus	Other
MTA Mainland	90.0	2.0	3.2	4.4	0.4
MTA Express	29.7	51.1	17.4	0.9	0.9
MTA Beach	92.8	0.8	1.4	4.3	0.7
<u>M T A</u>	<u>90.1</u>	<u>2.3</u>	<u>2.8</u>	<u>4.3</u>	<u>0.5</u>
<u>Coral Gables Municipal Bus System</u>	<u>85.1</u>	<u>1.2</u>	<u>3.9</u>	<u>8.9</u>	<u>0.9</u>
<u>Gray Line</u>	<u>86.3</u>	<u>0.9</u>	<u>4.6</u>	<u>8.0</u>	<u>0.3</u>
<u>Broward County Transit Authority</u>	<u>44.2</u>	<u>5.9</u>	<u>5.8</u>	<u>44.0</u>	<u>-</u>
GRAND TOTAL:	89.6	2.2	2.9	4.8	0.5
	=====	=====	=====	=====	=====

Thus, a more reliable estimate is that 37% of all riders must transfer to another bus to reach their final destination (Table III-2). Assuming the hypothesis concerning question misinterpretation to be correct, this would mean that actually only 60% of all riders complete their journey on foot after only one bus trip. Also assuming that the same situation existed in the 1969 survey, the proportion of riders who are required to transfer is currently almost 25% lower than in 1969, indicating a somewhat higher level of transit service.

Lower transfer rates are evident on MTA Beach routes and the Beach-oriented Gray Line Route D. This is probably due to the linear geography of the Beach and the relatively short average trip length of Beach trips. The special geography of Miami Beach funnels trips into one linear corridor whereas trips on the mainland are essentially unconstrained in this respect.

In general, express riders have the lowest transfer rates. This is due to the greater aggregation of work-destinations which allows for more direct transit service and the greater use of the automobile as the first mode of the trip.

C. Trip Frequency

As shown in Table III-3, over half of all transit riders make their trip ten times a week. About 28% travel less frequently and 17% more frequently than the normal twice-a-day rate.

Almost nine out of every ten work trips are made ten or more times a week (Table III-4). This is reflected in the work-trip-oriented express service where 90% of riders make the same trip ten or more times a week. The only other trip purposes showing this high level of frequency are the non-adult and adult school purposes with only 10% and 26% respectively making less than two trips a day.

The percentage of trips made less than ten times a week for the trip purposes ranges from 61% for "other" trips to 72% for "health care" trips. This is reflected in the non-work-oriented Beach routes where over one third of all riders make their trips less than ten times a week.

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TABLE III-3
TRIP FREQUENCY OF TRANSIT RIDERS
BY SERVICE SYSTEM
PERCENTAGE

Service System	Less than ten times a week	Ten Times a week	More than ten times a week
MTA Mainland	21.9	61.4	16.7
MTA Express	9.4	89.4	1.2
MTA Beach	37.6	42.2	20.2
<u>MTA</u>	<u>27.0</u>	<u>55.3</u>	<u>17.7</u>
<u>Coral Gables Municipal Bus System</u>	<u>20.8</u>	<u>70.5</u>	<u>8.7</u>
<u>Gray Line</u>	<u>48.6</u>	<u>31.9</u>	<u>19.5</u>
<u>Broward County Transit Authority</u>	<u>60.0</u>	<u>23.3</u>	<u>16.7</u>
GRAND TOTAL:	<u>27.7</u>	<u>55.0</u>	<u>17.3</u>

TABLE III-4
 TRIP FREQUENCY OF TRANSIT RIDERS
 BY TRIP PURPOSE
 PERCENTAGE

Trip Purpose	Less than ten times a week	Ten times a week	More than ten times a week
Work	11.2	67.2	21.6
Shopping	71.7	19.3	9.0
Social/Recreation	67.9	19.3	12.8
Non-Adult School	9.6	85.7	4.7
Adult School	25.6	67.0	7.4
Health Care	72.5	17.6	9.9
Social Service	65.0	29.3	5.7
Other	61.1	31.5	7.4

D. Load Profile

The "time of boarding" item is the only piece of information that cannot be factored entirely using the theory of travel symmetry. Thus, the load profile shown in Table III-5 only applies to trips made in one direction (generally inbound to the CBD) for the entire operating day.

The inbound directional peak loading hour is 7:00 A.M. to 8:00 A.M. during which 20% of all inbound trips are made. The inbound loading then drops off steadily for the remainder of the day.

The same situation occurs for work and non-work trips. However, work trips show a more pronounced peak with 26% of inbound trips occurring between 7:00 and 8:00 A.M. Non-work trips show a flatter and more extended peak with 54% of inbound trips spread uniformly over the hours between 7:00 A.M. and 12:00 Noon. Less than 12% of all inbound non-work trips were made during the peak hour.

E. Bus Stop Loadings

Coding of bus stop loadings and unloadings has been deferred until a complete and updated bus-stop dictionary is compiled.

TABLE III-5
 TRANSIT LOADING PROFILE
 TOTAL DAILY TRIPS
 PERCENTAGE

Hour	Work	Non-Work	All trips
12:00 - 1:00 AM	0.9	1.2	1.0
1:00 - 2:00 AM	0.2	0.5	0.3
2:00 - 3:00 AM	0.3	0.2	0.3
3:00 - 4:00 AM	0.3	0.2	0.2
4:00 - 5:00 AM	0.3	0.2	0.3
5:00 - 6:00 AM	2.9	0.4	1.8
6:00 - 7:00 AM	13.7	4.8	9.9
7:00 - 8:00 AM	26.5	11.8	20.3
8:00 - 9:00 AM	20.3	10.2	16.1
9:00 - 10:00 AM	6.8	11.3	8.7
10:00 - 11:00 AM	4.1	10.6	6.8
11:00 - 12:00 Noon	2.3	10.4	5.7
12:00 - 1:00 PM	1.7	5.5	3.3
1:00 - 2:00 PM	2.2	6.9	4.2
2:00 - 3:00 PM	2.6	7.4	4.7
3:00 - 4:00 PM	3.0	5.2	3.9
4:00 - 5:00 PM	4.2	3.3	3.8
5:00 - 6:00 PM	3.9	3.0	3.6
6:00 - 7:00 PM	1.4	2.4	1.8
7:00 - 8:00 PM	0.4	1.2	0.7
8:00 - 9:00 PM	0.3	0.9	0.7
9:00 - 10:00 PM	0.6	1.2	0.9
10:00 - 11:00 PM	0.5	0.7	0.6
11:00 - 12:00 PM	0.4	0.5	0.4

F. Trip Purpose

Over one-half of all transit trips are made either to or from work (2) (Table III-6). The next most important purpose is shopping which comprises only one in ten trips. About 9% are made for a social-recreation purpose and 9% for a non-adult school purpose. Adult school, health care, and other trips each account for between 5% and 6% with social service the least encountered purpose making up only about 2% of all trips.

The nature of express service riders is clearly reflected in the trip purpose tabulations where almost 100% of trips are made for work. On Beach routes, the work purpose is of less importance. Non-work purposes such as shopping, social-recreation, and health care have their highest levels on Beach routes. The influence of non-adult school trips on the Coral Gables Municipal Bus System is clear with almost 30% of all trips made for this purpose.

In Table III-7, the 1974 trip purpose data is put in a form that is comparable with 1969 data. The most obvious change is that work has increased from 51% to 59% whereas shopping has decreased from about 18% to 11%. All other purposes have remained at about the same level. An additional tabulation of trip purpose is included in Appendix E.

(2)

Trip purpose is defined as the activity at the destination point except when this activity is "home" in which case the trip purpose is the activity at the origin end of the trip.

TABLE III-6
TRIP PURPOSE OF TRANSIT RIDERS
PERCENTAGE

	Work	Shopping	Social Recreation	Non-Adult School	Adult School	Health Care	Social Service	Other
MTA Mainland	61.6	5.9	4.1	9.3	7.0	4.3	1.8	5.1
MTA Express	97.5	0.1	0.2	0.5	0.8	0.2	-	0.4
MTA Beach	40.3	17.5	17.0	5.4	3.1	6.6	1.4	7.8
<u>MTA</u>	<u>54.4</u>	<u>10.0</u>	<u>8.6</u>	<u>7.8</u>	<u>5.6</u>	<u>5.1</u>	<u>1.6</u>	<u>6.0</u>
<u>Coral Gables Municipal Bus System</u>	<u>44.2</u>	<u>6.7</u>	<u>3.4</u>	<u>29.0</u>	<u>8.7</u>	<u>2.6</u>	<u>0.9</u>	<u>3.8</u>
<u>Gray Line</u>	<u>43.9</u>	<u>15.5</u>	<u>23.9</u>	<u>0.9</u>	<u>0.6</u>	<u>2.8</u>	<u>0.6</u>	<u>11.6</u>
<u>Broward County Transit Authority</u>	<u>36.4</u>	<u>33.2</u>	<u>3.1</u>	<u>3.1</u>	<u>6.0</u>	<u>-</u>	<u>3.1</u>	<u>15.1</u>
GRAND TOTAL:	53.4	10.2	9.0	8.7	5.5	4.9	1.6	6.1
	=====	=====	=====	=====	=====	=====	=====	=====

TABLE III-7
TRIP PURPOSE
PERCENTAGE

	<u>1969</u>	<u>1974</u>
Work	51.2	58.9
Shopping	18.2	11.2
Social-recreation	10.0	9.9
School (Adult)	6.6	6.1
Other (3)	<u>14.0</u>	<u>13.9</u>
TOTAL:	100.0	100.0
	<u> </u>	<u> </u>

(3) "Other" as defined in the 1969 survey is comparable with the total of "health care", "social service" and "other" as defined in the 1974 survey.

IV. TRAVEL CHARACTERISTICS - TRAVEL DESIRES

A. Trip Origins

The single homogeneous area in Dade County with the highest transit trip activity is the south Miami Beach area with 24,200 daily transit trip origins (Table IV-1). The actual core Central Business District, which is much smaller in terms of geographic area, is the second most active with 17,600 origins. However, there are defineable activity centers immediately to the north, northwest, and south of the CBD which, when grouped together with the CBD, generate over 40,000 transit trip origins. It is also interesting to note that the three main Beach districts generate over 47,000 transit trip origins or about one in every four trips.

Of about 74,000 home-based work trips, over 9,000 have an origin in the Central Business District. Other significant work trip generators are the south Miami Beach area, the Herald Building area, Model Cities, and Little Havana. The highest proportion of transit work trips as a percentage of total transit trips occurs in the major employment centers. These include the Central Business District, Civic Center, and Miami International Airport.

B. Travel Corridors

Many of the major transit travel corridors in Dade County are oriented towards Miami Beach. Travel between the south Beach area and the "Hotel-row" district directly to the north amounts to about 7,000 daily transit trips (Figure IV-1). Over 6,200 trips are made between the south Beach area and the Surfside - Bay Harbour district. In addition, 7,500 trips are made totally within the south Beach area. This is an indication that a relatively large proportion of Beach trips have a short trip length. Considering the entire Beach as a single corridor, about 32,500 trips have both origin and destination points in this corridor.

TABLE IV-1
MAJOR TRANSIT TRIP GENERATORS

A R E A	Districts (Zones)	Daily Home based-work transit trip origins	% work	Total daily transit trips origin	% of Total daily transit trips
CBD Area	1,5(022,023,024, 090,091,093, 094,095,098, 11,119, 123)	19,900	49	40,900	18.7
South Miami Bch.	48	6,600	27	24,200	13.1
CBD	1	9,000	51	17,600	9.5
Surfside-Bay Harbour	50	3,900	30	13,000	7.0
Herald Bldg.- Jordan Marsh Area	5	5,500	47	11,600	6.3
Model Cities	7	4,300	42	10,300	5.6
Hotel Row-Indian Creek	49	2,900	29	10,000	5.4
Little Havan	4	4,100	45	9,100	4.9
Miami International Airport Area	29	2,900	50	5,800	3.1
Civil Center	(118, 119, 123)	1,750	50	3,500	1.9

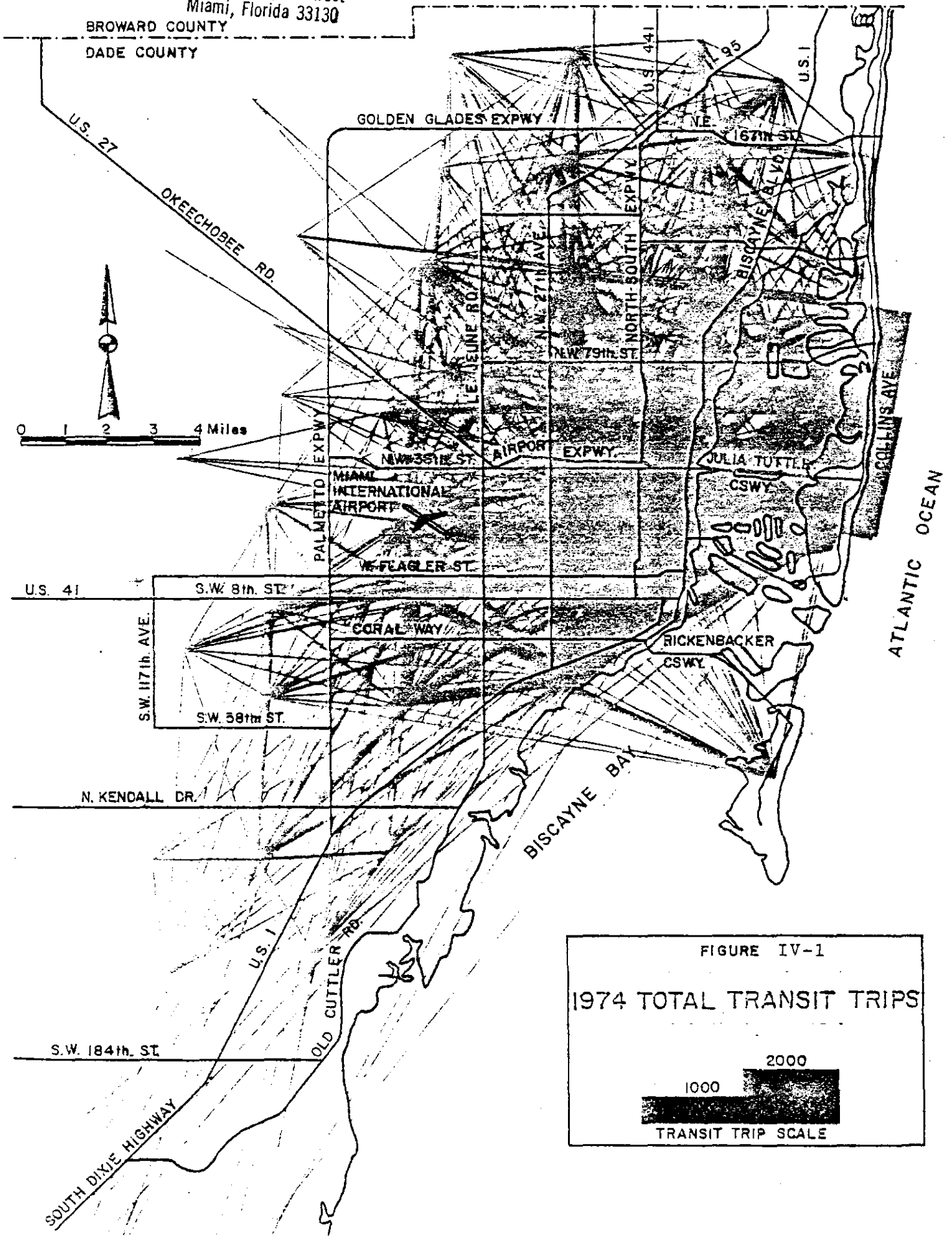


FIGURE IV-1
 1974 TOTAL TRANSIT TRIPS
 1000 2000
 TRANSIT TRIP SCALE

Travel corridors to the Central Business District emanate outward in the typical radial pattern that has been observed in many urban areas. As shown in Figures IV-2 and IV-3, major corridors extend eastward to the south Miami Beach area (4,800 trips), and southwestward to the Brickell - Coconut Grove area (4,200 trips). Of all resident transit trips to the CBD, about 13% originate in the south Miami Beach area, whereas, over 35% of CBD tourist trips have their origin in the south Beach area.

The major work trip corridor is between the Central Business District and the medium density residential area immediately to the southwest with over 2,200 daily transit trips. Other important corridors radiate outward from the CBD to south Miami Beach (1,800 trips), Little Havana (1,800 trips), Coral Gables - West Miami (1,200 trips) and the Miami International Airport area (1,200 trips). South Miami Beach is a secondary focal point for transit work trips.

Significant corridors extend northward from the south Miami Beach area to Surfside - Bay Harbour (1,800) and Hotel-Row (1,400). About 1,300 transit work trips are made between south Miami Beach and the Herald Building area on the mainland.

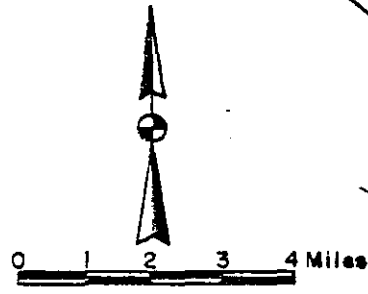
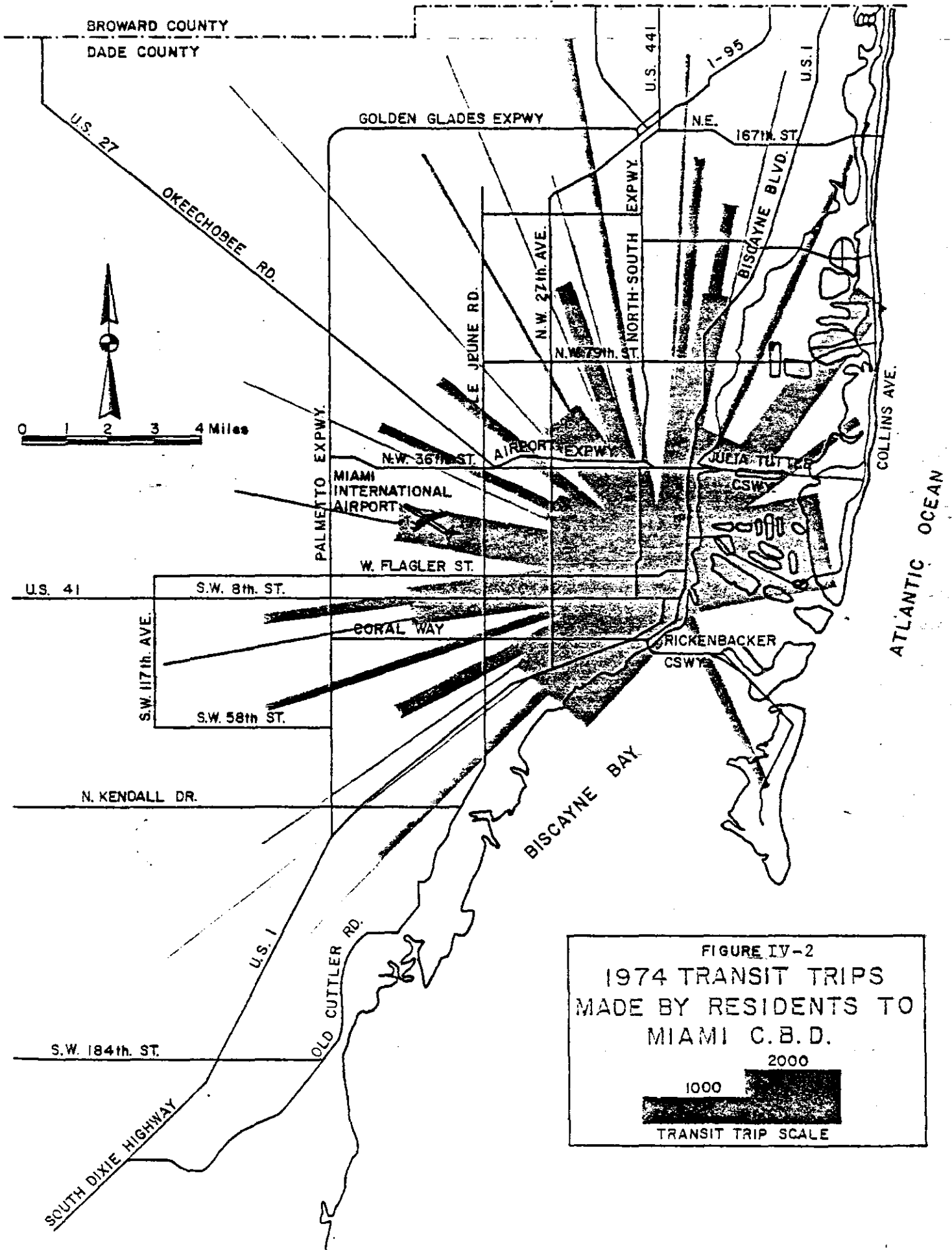


FIGURE IV-2
 1974 TRANSIT TRIPS
 MADE BY RESIDENTS TO
 MIAMI C.B.D.
 1000 2000
 TRANSIT TRIP SCALE

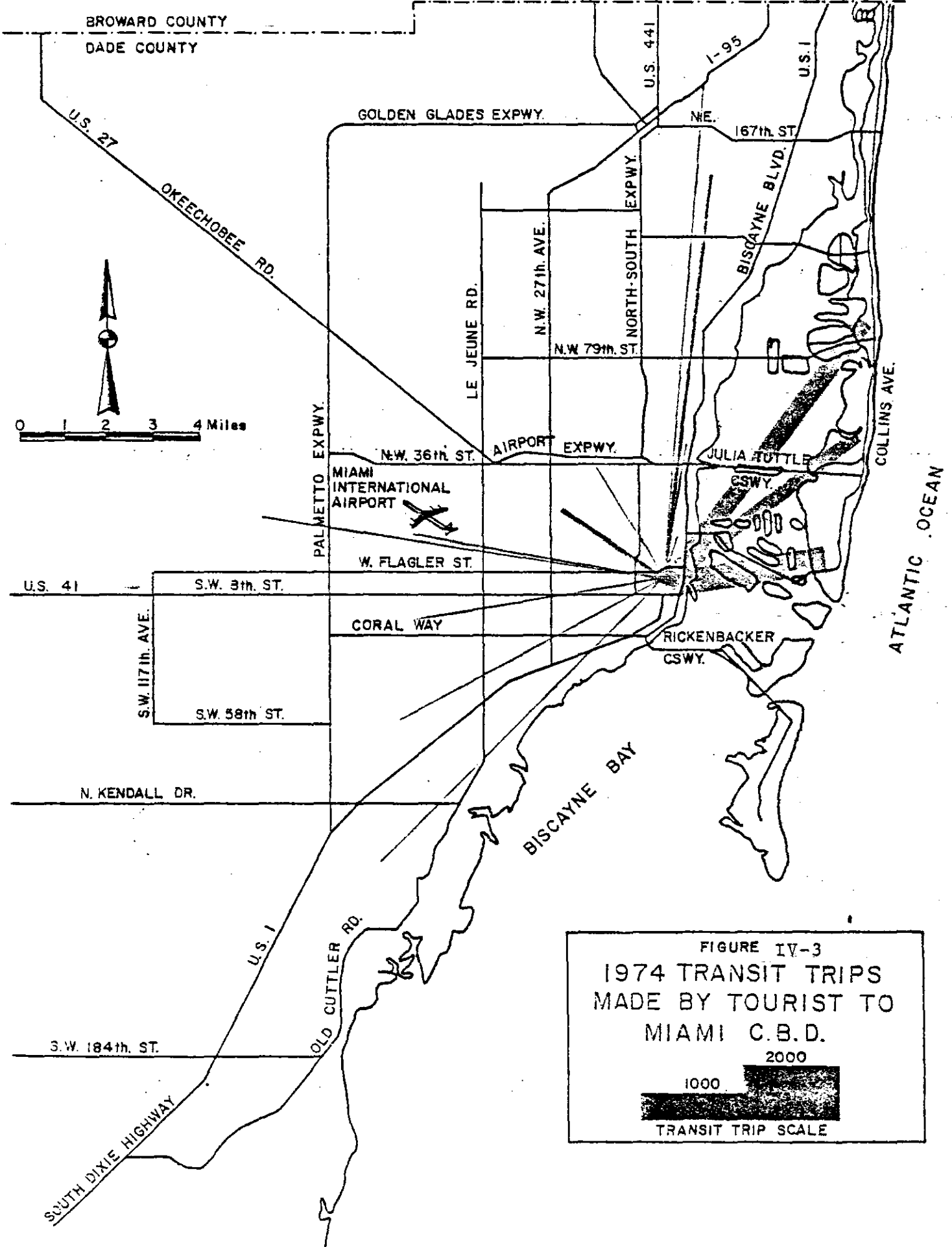


FIGURE IV-3
 1974 TRANSIT TRIPS
 MADE BY TOURIST TO
 MIAMI C.B.D.
 2000
 1000
 TRANSIT TRIP SCALE

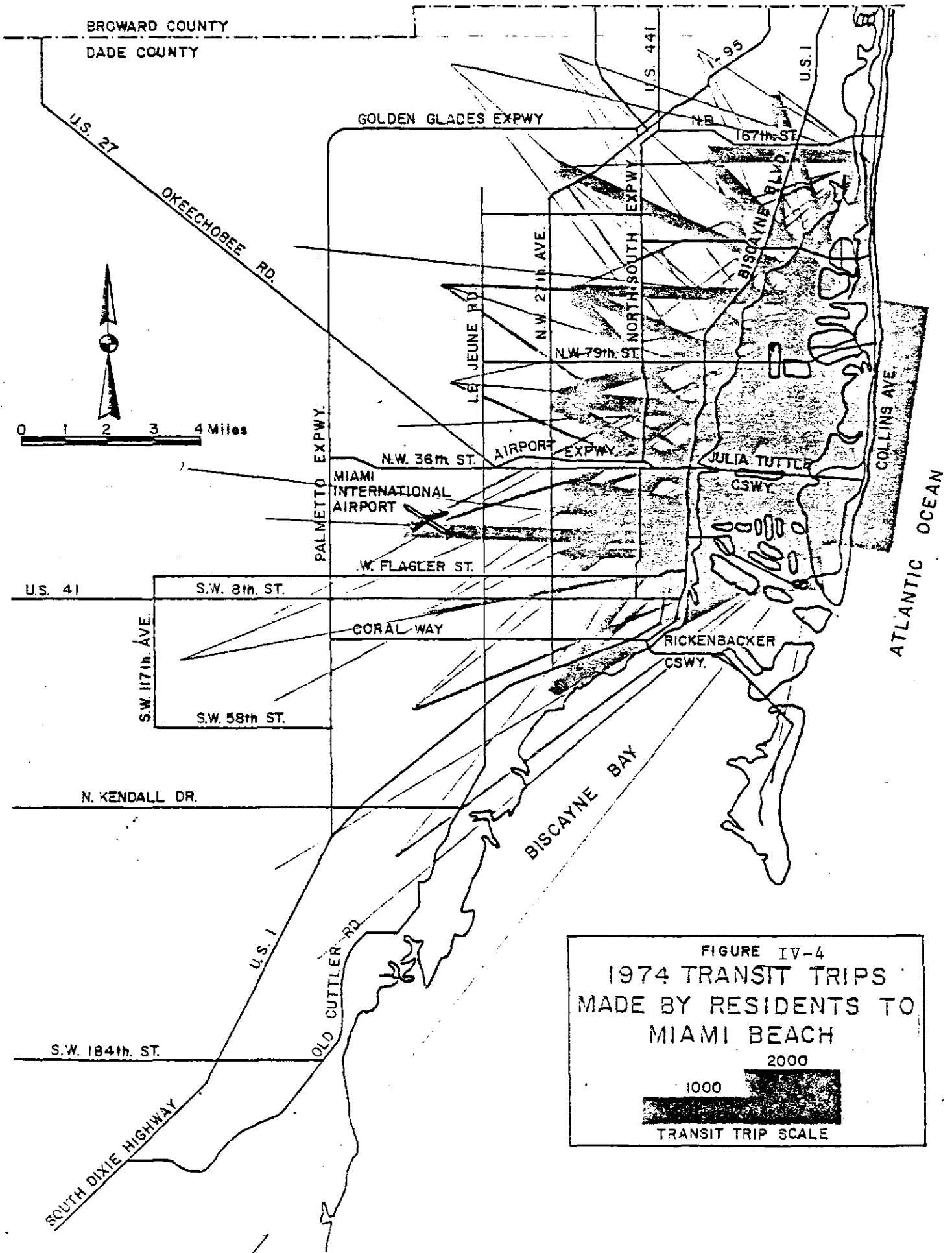


FIGURE IV-4
 1974 TRANSIT TRIPS
 MADE BY RESIDENTS TO
 MIAMI BEACH

2000
 1000

TRANSIT TRIP SCALE

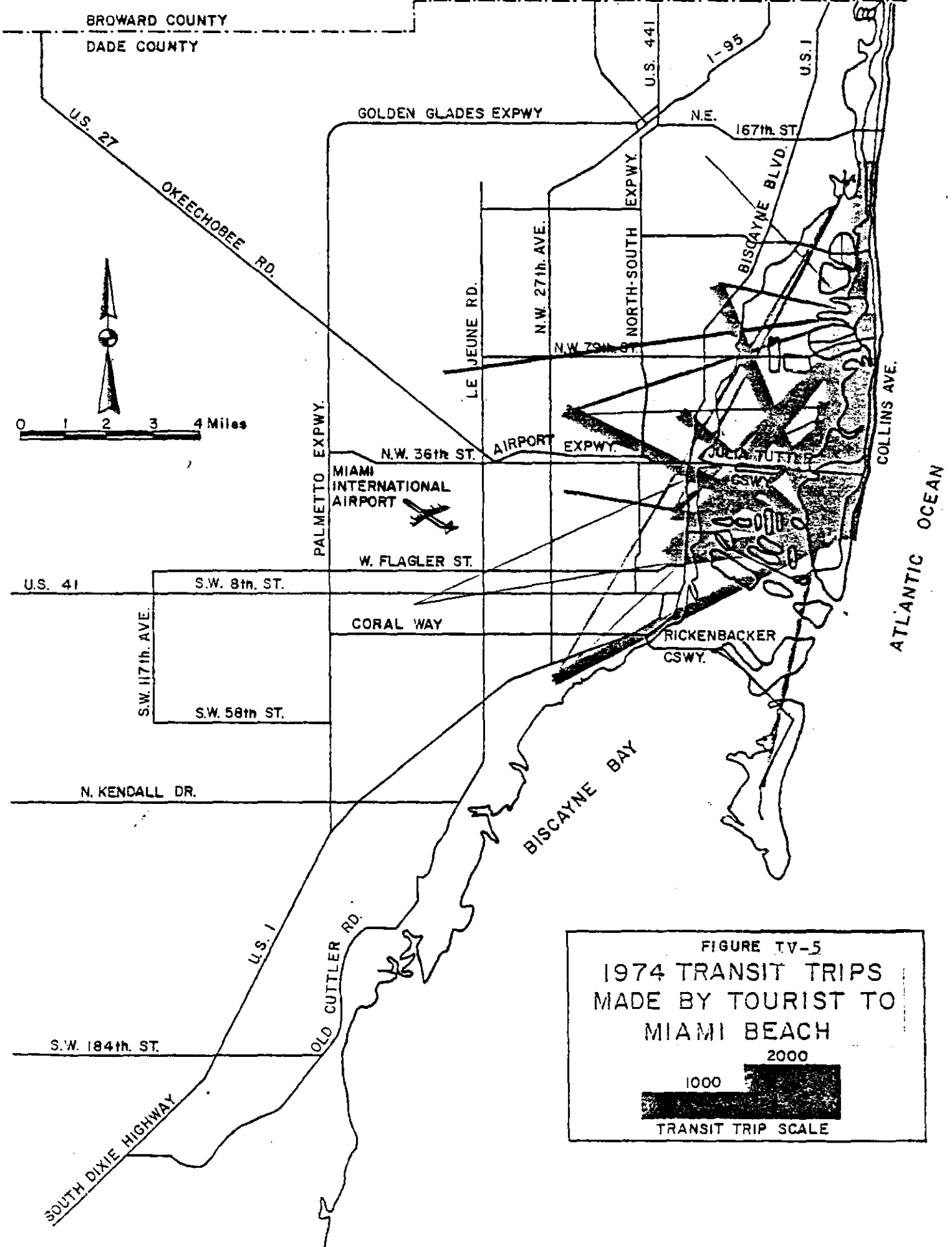


FIGURE TV-5
 1974 TRANSIT TRIPS
 MADE BY TOURIST TO
 MIAMI BEACH

1000 2000

TRANSIT TRIP SCALE

V. SPECIAL POPULATION GROUP ANALYSIS

A. Latin transit riders

Due to a massive migration of persons from Cuba in the 1960's and Dade County's close proximity to Latin America, about one quarter of the County's population are of Latin descent (24% in the 1970 Census). This proportion holds at the same level for transit ridership where 25% of all riders are Latin.

The Latin transit rider is somewhat more likely to own a vehicle and have a vehicle available when compared with the average rider (Table V-1). In contrast, the median annual family income of Latin transit riders is somewhat lower than the overall average. This apparent contradiction could possibly be related to certain special characteristics of the Latin culture or perhaps certain occupational characteristics.

It is interesting to note that over 16% of Latin riders are tourists as compared with the average of 10%. This is most probably related to Dade County's position as a major attractor of travelers from South and Central America.

Trip origins of Latin transit riders are somewhat concentrated in a band extending from the area south of Miami International Airport, along Flagler Street, through the Central Business District to the south Miami Beach area. About 45% of all Latin trip ends are located in this area. The largest individual generators of Latin transit trips are the Little Havana area, where 62% (5700 origins) of all trips are made by Latin persons, and the south Miami Beach area (5300 origins).

TABLE V-1

SELECTED RIDERSHIP CHARACTERISTIC
TRENDS AS COMPARED WITH THE OVER-
ALL TRANSIT RIDERSHIP AVERAGE

Population Group	Higher	Lower
Latin	Auto Ownership Auto Availability % Tourist	Income
Black	Auto Ownership % Requiring Transfer % Work Trips % Females	Income Auto Availability % Social-recreation trips % Shopping trips % Tourist
Elderly	% Walking (as Mode-of-Access % Non-work trips	Income Auto Ownership Auto Availability % Work Trips % Female % Tourist

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B. Black transit riders

The proportion of transit riders that are black is about 21%. This is somewhat higher than the overall population average of 15% in 1970.

Black transit riders generally have lower income and auto availability levels than average transit riders. (Table V-1) However, auto ownership levels are slightly higher with about 52% owning no vehicle as compared with 55% of all riders.

The black rider is more likely to have to transfer to another bus to reach the final destination than the average rider. This could possibly indicate that the current transit system is somewhat less efficient in terms of providing direct service to predominately black areas.

Work trips make up a higher proportion, whereas social-recreation trips make up a lower proportion of transit trips made by blacks. In general, the black rider is more likely to be female and less likely to be a tourist than the average rider.

Transit travel is concentrated in a rather wide band situated in a north-south direction. Over 63% of all trip ends of black transit riders are located in this area which stretches from the Dade County line on the north to the Miami River and CBD on the south. The single dominant producer of black transit trips is the Model Cities area with over 9,300 trip origins. Other major producers are districts located directly to the north and south of Model Cities with 4,900 and 4,000 black transit trip origins respectively.

C. Elderly transit riders

About 14% of all transit riders are 65 years of age or older. This is exactly equal to the proportion of the overall population that was in the elderly bracket in 1970. Persons over 65 years of age are often grouped together in transportation studies because of their special transportation needs.

Elderly transit riders have significantly lower income and auto availability levels (Table V-1). In addition, almost 80% of elderly transit riders do not own even one automobile as compared with 55% for all riders.

The lower auto ownership level is reflected in the fact that 94% of elderly transit riders must walk to their first bus trip as compared with 90% on the average. This is unfortunate in that, of any single major population group, the elderly are the least able to walk any significant distance due to physical limitations.

Elderly riders make a significantly smaller proportion of their trips for the work purpose. Likewise, all non-work categories except "non-adult school" and "adult school" show higher frequencies of transit trips among elderly riders.

Over 56% of the trip origins of elderly riders are concentrated in Miami Beach and the Miami Central Business District. The south Miami area generates about 6,900 elderly transit trip origins or about 28% of all elderly transit trips.

The rest of the Beach south of Haulover Park accounts for 4,900 elderly trip origins, while the Central Business District is the source of almost 2,200 trip origins of elderly persons.

D. Tourist transit riders

Transit service in Dade County is somewhat unique in that about one out of every ten riders is a tourist.⁽¹⁾ Survey results show that the tourist rider is very different from the resident rider; not only in terms of ridership characteristics but also in terms of trip patterns and travel desires.

Of tourist riders, only slightly more than half are female as compared with over two-thirds of resident riders. Consistent with the concept of the vacationing tourist, the main trip purpose is social-recreation which makes up about 43% of all tourist transit trips. This is in contrast to the resident rider whose main transit trip purpose is work. Thus, the tourist rider makes a larger proportion of trips in the off-peak hours.

(1) The ratio of resident to tourist riders was extrapolated from the results of the 1969 survey (See Appendix A, Section 6). This was the only reasonable alternative since the 1974 survey was conducted during September (which is the off-peak tourist season) and all results were factored to represent an average winter weekday (which is in the peak tourist season).

It would be expected that a tourist, having the financial ability to travel to Dade County, would have a higher income level than a resident. This is substantiated by the fact that the median annual family income level of tourist is almost twice as high as that of residents.

Tourist travel activity, as was shown in Figure IV-5, is strongly oriented towards Miami Beach, which is that main hub of all tourist activity in Dade County. Even most tourist travel to the CBD is made from the Beach (Figure IV-3).

Almost 92% of all tourist riders neither brought a car nor rented one. About 2% rented a car, 4% brought a car, and, surprisingly enough, almost 2% of tourist riders both brought and rented a car.

APPENDIX A. TRANSIT SURVEY DESCRIPTION

The data gathering portion of this study consisted of a system wide on-board transit survey. The survey was conducted on an average weekday in September and involved a self-administered, mail-back survey form.

1. Procedures

The basic concept involved a postcard survey form distributed by the bus operators over the entire day of the survey. The card could either be mailed back postage-free or returned directly to the operator.

The survey form was distributed by the operators in one direction only on all regular MTA routes, all regular Coral Gables Municipal Bus System routes, Gray Line Route D, and at the Dade loading point of the Broward County Transit Authority Route 18. The convention was to select the "inbound" direction for routes passing through the CBD and either "southbound" or "eastbound" for cross town routes. This procedure is based on the theory of travel symmetry⁽¹⁾ which hypothesizes that trips are made in pairs, with one trip being a mirror image of the other. This theory has been shown to hold true in most cases.

For each run, the directional split was estimated. The estimates ranged from 75% inbound for morning peak trippers⁽²⁾ to 40% inbound for afternoon peak trippers.

(1) Technical Memorandum II - "Characteristics of Bay Area Transit Riders in 1965", Simpson and Curtin, San Francisco, California, 1965

(2) A tripper is a run that operates for less than the full regular run period usually scheduled during the morning or evening peak period.

A packet of serially-numbered survey forms was prepared for each operator with enough forms to accommodate all riders on that particular run. This was accomplished by examining ridership figures⁽³⁾ for a typical Wednesday in August, 1974. For each run the inbound directional percentage was applied to the Wednesday ridership for that run and 15% of that total was added as a safety measure. This procedure adequately covered most of the runs. Those runs that were not supplied with an adequate number of the forms were generally trippers, due to the fact that trippers normally show the largest day-to-day variations in ridership levels.

Included in each packet was a Survey Trip Report to be filled out by the operator. This report requested information on operator and run identification, total cards issued, cards issued on each trip of the run, and starting times for each trip of the run. The recording of cards issued was accomplished simply by recording the serial number of the top card on the stack as the operator began each trip. This Survey Trip Report was useful as both a loading check and a schedule check.

Survey cards were given only to fare-paying riders to eliminate duplication on transfer trips. In addition, the operators were instructed to set aside a card for every rider that refused to accept one so that an accurate count of fare-paying customers could be made for that day.

The public was made aware of the survey in a number of ways including newspaper articles, bus placards, radio and television interviews. Samples of these are shown in Figures A-1 and A-2. Emphasis was placed on the importance of obtaining a good response from the public.

(3) MTA ridership figures are estimated by applying a factor on a route-by-route basis to the route revenue received on a given day.

2. Survey Card

The survey card, shown in Figures A-3 and A-4, was designed to obtain information on the travel desires, trip patterns and demographic characteristics of the bus rider. The front portion of the card contained a pre-printed postal permit, return address, and a bilingual message from the County Manager in an effort to elicit the maximum possible cooperation from bus riders. The questionnaire portion of the card included 16 questions involving 19 separate items of information. Each question was carefully worded to elicit the exact type of response desired. Attitudinal-type responses were not specifically requested; although many riders felt compelled to include comments.⁽⁴⁾

(4) Earlier in 1974, the attitudes of Dade County residents toward both the existing the future transit systems were solicited in the form of a home-interview survey, conducted by Wilbur Smith and Associates, as a part of the Dade County Rapid Transit Preliminary Engineering Study. See Urban Profile and Environmental Inventory, Wilbur Smith & Associates/Kaiser Engineers, June, 1974.

The Miami Herald 9/ 9/74

Talk of Our Town

Bus Riders To Be Given Survey Forms

Dade bus riders will be asked to participate in a ridership survey Wednesday. All passengers aboard MTA, Coral Gables and Gray Line buses will be given postage-paid forms by bus drivers. The forms are returnable to county transportation officials. The survey will be conducted in one direction only, on buses inbound to downtown Miami and southbound on Miami Beach. The purpose is to document and update information on transit use, evaluate passenger travel patterns and gather information about passengers' feelings and ideas for better service. Participation is voluntary.

FIGURE A-1

16-A THE JOURNAL Sat. Sept. 7, 1974

Bus-riders to be surveyed this Wednesday North Dade Journal

Bus riders on the MTA, Coral Gables, and Miami Beach buses will get something to do while they ride this Wednesday.

The County Transportation Coordinator's office will be passing out voluntary survey forms to southbound Miami Beach riders and riders traveling into the Central Business district.

Transportation Coordinator John Dyer said the form will take only a few minutes to fill out and can be returned by mail.

Dyer said one of the bits of information his office is interested in is the percentage of people who own two cars

and use public transportation.

The purpose of the survey "is to document and update information on transit use, to evaluate passenger travel patterns, and gather information about passenger feelings and ideas," according to a county spokesman. It is part of the overall program seeking to improve public transit for Dade residents.

FIGURE A-2

TRANSIT SURVEY

WEDS. SEP. 11

**PLEASE GIVE
A MINUTE OR TWO
TO FILL IN
A SURVEY CARD**

METROPOLITAN DADE COUNTY TRANSIT ON-BOARD SURVEY

We need to learn more about your travel habits in an effort to improve transit service. Your cooperation will greatly assist in this effort. Please answer the following questions about this trip (one-way) you are now making. Thank you for your assistance.

9. 1. How did you get to this bus? Walked 1 Drove Auto 2 Auto Passenger 3
 Another Bus 4 Other 5
11. 2. What time did you get on this bus? xxxx a.m. xxxx p.m.
16. 3. Where did you get on this bus?
 (nearest street corner, building or address) xxxx xxx
24. 4. The place you have come from is:
 (address, building or intersection) xxxx
29. 5. From what activity are you traveling? Work 1 Shopping 2 Social-Recreation 3
 School 4 Home 5 Health Care 6 Social Services 7 Other 8
31. 6. Where will you get off this bus?
 (nearest street corner, building or address) xxxx xxx
39. 7. Must you transfer to another bus to reach your destination? Yes 1 No 2
41. 8. The place you are going is:
 (address, building or intersection) xxxx
46. 9. To what activity are you traveling? Work 1 Shop 2 Social-Recreational 3
 School 4 Home 5 Health Care 6 Social Services 7 Other 8
48. 10. After leaving this bus, how will you complete your trip to this activity?
 Walk 1 Drive Auto 2 Auto Passenger 3 Another Bus 4 Other 5
50. 11. How often do you make this bus trip each week? xx
53. 12. a. Are you Male 1 Female 2 b. Are you Black 1 Latin 2
 Non-Latin White 3 Other 4 c. What is your age xx
58. 13. a. Are you a resident 1 or tourist 2 b. Did you bring your car Yes 1 No 2
 or rent one Yes 1 No 2
62. 14. How many vehicles (other than buses) are available for use by your household? x
64. 15. Was a vehicle (other than a bus) available for this trip? Yes 1 No 2
66. 16. What is your total family income? \$0-\$2,999 1 \$3,000-\$4,999 2 \$5,000-\$7,499 3
 \$7,500-\$9,999 4 \$10,000-\$14,999 5 \$15,000-\$24,999 6 Over \$25,000 7

After filling out this card, please return it to the bus driver or drop it in any mailbox - Postage Free.

Thank you,

Metropolitan Dade County
 Manager's Office

99 3215

ENCUESTA ENTRE LOS PASAJEROS A BORDO DE LOS AUTOBUSES -- CONDADO DE DADE

Quisiéramos saber más acerca de sus costumbres al viajar, para poder mejorar el servicio de tránsito. Su cooperación será de gran valor en este empeño. Por favor, conteste las siguientes preguntas acerca de este viaje que Ud. está haciendo. Muchas gracias por su cooperación.

9. 1. ¿Cómo tomó Ud. este ómnibus? A pie 1; En automóvil 2; Como pasajero de auto 3;
 Desde otro ómnibus 4; Otro 5
11. 2. ¿A qué hora tomó Ud. este ómnibus xxxx a.m. xxxx p.m.
16. 3. ¿Dónde tomó Ud. este ómnibus?
 (esquina de la calle más cercana, edificio o dirección) xxxx xxx
24. 4. Lugar de donde Ud. viene:
 (dirección, edificio o intersección) xxxx
29. 5. ¿De qué clase de lugar viene usted? Trabajo 1; Compras 2; Recreación Social 3;
 Escuela 4; Casa 5; Centro de Salud 6; Servicio Social 7; Otro 8
31. 6. ¿Dónde se baja Ud. de este ómnibus?
 (esquina de la calle más cercana, edificio o dirección) xxxx xxx
39. 7. ¿Tiene Ud. que trasladarse a otro ómnibus para llegar a donde se dirige? Sí 1 No 2
41. 8. Lugar a donde Ud. va:
 (Dirección, edificio o intersección) xxxx
46. 9. ¿Por qué razón está Ud. viajando? Trabajo 1; Comercio 2; Recreación Social 3;
 Escuela 4; Casa 5; Centro de Salud 6; Servicio Social 7; Otro 8
48. 10. Después de bajarse de este ómnibus, ¿cómo terminará Ud. su viaje a ese lugar?
 A pie 1; Por auto 2; Como pasajero de auto 3; Por otro ómnibus 4; Otro 5
50. 11. ¿Con qué frecuencia hace Ud. este viaje cada semana? xx
53. 12. ¿Es Ud. hombre 1 o mujer 2? ¿Es de raza negra 1 o es hispano 2?
 Es Ud. de raza blanca, no hispano? 3 ¿Otro? 4 ¿Su edad? xx
58. 13. ¿Es Ud. residente? 1; ¿Es turista? 2; Si es turista, ¿trajo su auto? Sí 1 No 2
 ¿o alquilo Ud. un carro? Sí 1 No 2
62. 14. ¿De cuántos vehículos particulares disponen en su casa? x
64. 15. ¿Tuvo Ud. disponible para este viaje algún otro que no fuese este ómnibus? Sí 1 No 2
66. 16. ¿Cuánto suma el ingreso total de su familia?
 \$0-\$2,999 1; \$3,000-\$4,999 2; \$5,000-\$7,499 3; \$7,500-\$9,999 4;
 \$10,000-\$14,999 5; \$15,000-\$24,999 6; Over \$25,000 7

Después que llene este cuestionario, por favor, entrégueselo al chofer del ómnibus o póngalo al correo - Recuerde que el frangueo es gratis.

Muchas gracias,

Condado de Dade
 Oficina del Administrador

FIGURE A-3

Dear Bus Patron:

Metropolitan Dade County would like to have your cooperation in obtaining necessary information to improve transit service in our community. Will you please take a moment and complete the questions on the other side of this card. After answering the questions, please return the card to the bus driver or drop it in any mailbox-postage free.

Thank you.

R. Ray Goode
Metropolitan Dade
County Manager

Estimado Pasajero:

Al Condado de Dade le gustaría contar con su cooperación, para obtener la información necesaria a fin de mejorar los servicios de tránsito en nuestra comunidad.

¿Quisiera Usted dedicarse un momento a contestar las preguntas que aparecen al dorso?

Después de contestar las preguntas, mucho le agradeceré que la devuelva al chofer del ómnibus o la coloque dentro de cualquier buzón. El porte está pagado.

Muchas gracias,

R. Ray Goode
Administrador del
Condado de Dade.

FIRST CLASS
PERMIT NO. 13471
MIAMI, FLORIDA

BUSINESS REPLY MAIL

NO POSTAGE STAMP NECESSARY
IF MAILED IN THE UNITED STATES

Metropolitan Dade County
Office Of Transportation Coord.
Ainsley Bldg. Rm. 607
14 NE First Ave.
MIAMI, FLORIDA 33130

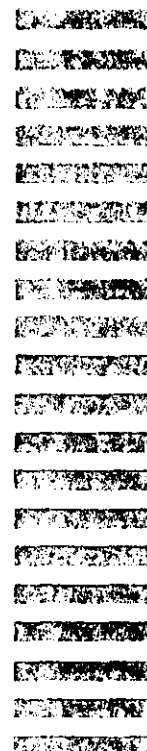


FIGURE A-4

In addition, the route and run number could be derived from the six-digit serial number. The serial number was also useful in preparing the operators' packets and recording the number of cards handed out on each trip of a given run.

To aid in the coding and keypunching process, the keypunch format was designed along with the survey card itself. The first punch column number assigned to each question was placed in the margin on the card itself directly to the left of that question. Multiple answers were also pre-numbered on the card. In this way, a number of questions required no coding. The survey card itself was used as a coding sheet for the remaining questions, thus allowing the data to be keypunched directly from the survey cards. In addition to this self-coding feature, the cards were color-coded by bus system to allow for easier separation and coding.

Because of the large Spanish-speaking population and in accordance with the Metro Dade County Commission's resolution designating Dade County as bilingual, the survey card was printed in both English and Spanish. This fact, together with the relatively large number of questions, led to an unavoidably large card size.

3. Survey Day

The survey was conducted on Wednesday, September 11, 1974. Fortunately, the weather was excellent and did not distort the true transit travel patterns.

In selecting the proper day of the week, three previous years of ridership records were reviewed. It was desirable to select the weekday that was "most" average or typical with respect to travel patterns. The best and most accessible measure of this was determined to be the daily ridership count. Thus, the average revenue by weekday (excluding holidays) and by month was computed. Wednesday was chosen because it was the median weekday for September with respect to total daily ridership.

Prior to survey day, packets were prepared containing survey forms, the Survey Trip Report, and an ample supply of pencils. On the front of each packet was printed the route and run numbers and the operator's instructions.

Since it was critical that the operators fully understand the procedure involved, a number of steps were taken to properly inform them. Large, clear posters, outlining the procedures to be followed by the operators, were placed in prominent locations in the dispatch and operators' lounge areas. In addition, a number of supervisors and other personnel were

on hand on September 10 and September 11 to reiterate the instructions and answer any last-minute questions. (This was probably the most effective means of communication.) Finally, the operator's instructions were printed directly onto the face of the survey packet for quick reference while in the field.

Packets were given out for the entire span of operating hours to operators as they reported to the central dispatch area for their daily assignments. At MTA, all operators, including those on relief runs, are required to report first to the dispatch window at the central facility before beginning the run. This was generally the case for the other bus systems as well.

Extra survey materials were available at the dispatch area for last minute changes. In addition, all mobile supervisors carried extra cards. Drivers were instructed to call the central office if they ran out of cards while in the field. The nearest supervisor could then be informed by two-way radio to supply extra cards to that operator. This option had to be exercised in only a few cases.

Upon receiving the packets, the operators proceeded to distribute the cards on their respective runs without any service disruptions. Upon completion of their runs, the operators were required to return the packets containing all unused survey cards, completed cards that had been handed back, and the completed Survey Trip Report.

Due to the extremely large volume of MTA operators reporting to the small dispatch area during the morning and afternoon peaks, (approximately 100 operators in 30 minutes), some operators left the area without receiving a packet. Thus, 20 regular runs that had apparently been missed were surveyed on the following Wednesday, September 18.

4. Response Rate

Based on revenue ridership counts on Wednesday, September 11, approximately 152,000 trips were made on the MTA, 9,800 on the Coral Gables Municipal Bus System, 2,700 on Gray Line Route D, and approximately 100 from the Dade boarding point of the Broward County Transit Authority Route 18. Based on the theory of Travel Symmetry mentioned earlier, these numbers represent a total of about 82,400 persons making one-way trips as shown in Table A-1.

At least 18,000 survey cards were returned. Those that were either illegible or obviously frivolous were removed before the coding process began.

TABLE A-1
DADE COUNTY TRANSIT RIDERSHIP
SURVEY RESPONSE

	Daily "One-way" Ridership Sept. 11/74	Usable Cards Returned	Effective Percentage Response	Cards Mailed Back	Percentage Mail-Backs
MTA	76,116	14,989	19.7	5,624	37.5
CGMBS	4,905	2,234	45.5	763	34.2
GRAY LINE	1,371	281	20.5	171	60.9
BCTA(5)	<u>50</u>	<u>36</u>	<u>72.0</u>	<u>7</u>	<u>19.4</u>
TOTAL	82,442	17,540	21.3	6,570	37.5
	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>

The effective response rate (per cent of total "one-way" riders that returned usable cards), ranged from 45.5% for the Coral Gables Municipal Bus System to 19.7% for the Metro Transit Agency with an overall average of 21.2%. When compared to other surveys, this over-all average is quite reasonable considering the size of the survey card and the number of questions involved. The abnormally high response rate encountered on the Coral Gables Municipal Bus System (overtwice that of MTA), was probably due to the extra control and rider convenience associated with a central terminal building for all routes and the overall "transit awareness" of Coral Gables residents due to extensive publicity over a November 11 referendum to relinquish the bus system to Metropolitan Dade County. (This referendum was passed by the residents of Coral Gables.)

(5) Some cards were mistakenly given out in Broward County; thus the BCTA response rate is not accurate.

It is interesting to note that only a little over one-third of those that returned cards mailed them back. This is somewhat of an indication of the relative ease with which the survey card could be comprehended and responded to.

The response rate to each question is shown in Table A-2. Most of the rates were above 90%. The "origin" and "destination" questions appeared to be slightly more difficult in that only 88% and 81% responded to these. Surprisingly, only about 76% of respondents disclosed their age. As is normally expected in survey work, a relatively small percent (76%) responded to the income question.

5. Coding And Key punching

The data had to be put in a form that was amenable to computer analysis. This was accomplished by assigning a number or "code" to all possible responses. The entire coding and key punching format is included in Appendix G.

As mentioned previously, the code number for many of the responses was printed directly onto the survey card. A mark placed in a particular space could be visually associated with the proper code number. Thus, for these questions, it was only necessary to check for legibility and to insure that only one response had been checked. (In the case of multiple responses for a single question, the "no response" code number was assigned unless the coder was able to discern a single prominent or reasonable response).

The most time-consuming portion of the coding process involved the origin and destination questions. The responses were keyed to the standard Miami Urban Area Transportation Study 723 traffic zone system for Dade County by locating the position on a map overlaid with the traffic zones. All external points to be north of the county were assigned "901" and all points south "900".

After the cards were coded, the information was transferred to magnetic computer tape by the "key-to-disc" process. This process allows data to be transferred from a keyboard directly to a computer tape. Each survey card was allocated the equivalent space of an 80-column computer card. The space is termed a "record".

6. Editing, Factoring, And Processing

The data was sorted by serial number and all responses were checked for validity. Any survey records that contained a response outside the valid range for that question were removed from the tape.

TABLE A-2
 RESPONSE TO INDIVIDUAL SURVEY QUESTIONS

Question number & description	% Response (6)
# 1 Mode-of-access	98.7
# 2 Boarding Time	97.9
# 3 Boarding Location	(uncoded)
# 4 Trip Origin	87.7
# 5 Origin Activity (Purpose)	96.8
# 6 Disembarking Location	(uncoded)
# 7 Need to Transfer	88.1
# 8 Trip Destination	81.3
# 9 Destination Activity (Purpose)	95.0
#10 Mode-of-egress	94.2
#11 Trip Frequency	90.0
#12a Sex	98.4
#12b Ethnic Background	93.0
#12c Age	76.3
#13a Resident/Tourist Status	94.8
#13b Bring-car (only for tourist)	3.5
#13c Rent-car (only for tourist)	1.8
#14 Vehicle Ownership	89.4
#15 Vehicle Availability	92.9
#16 Family Income	75.7

(6) Based on total number of usable survey cards returned

Once the data was sorted and edited, factors had to be developed to extrapolate the sample of 17,540 cards up to the total daily ridership for an average weekday in the Winter of 1973-74. It was decided that factoring by route and by resident-tourist status would account for most of the variation in the data without introducing too much stratification for the sample size involved. The resident-tourist factor was especially important because the number of tourists in Dade County during September is significantly lower than the number in Winter.

A single day in the Winter of 1973-74 was selected as the base for factoring by reviewing the MTA ridership records for January, February, and March of 1974. The average daily MTA ridership for this period was 167,000. January 30, 1974 was then selected as the base day because the MTA ridership for that day was approximately equal to the overall average.

The base Winter tourist ridership was derived by applying the 1969 percentage tourist figures⁽⁷⁾ for each route to the January 30, 1974 ridership for that route. The base resident ridership was then computed by subtracting the base tourist ridership from the total base ridership. Factors for tabulation purposes were then computed by dividing the base resident (tourist) ridership for a given route by the number of resident (tourist) survey cards⁽⁸⁾ returned for that route with a valid response to the question involving resident-tourist status. These factors are included in Appendix H of this report.

An additional set of factors was developed for the purpose of building trip tables.⁽⁹⁾ Building a trip table requires that all survey records used have a valid response to the questions involving origin, destination, origin purpose and destination purpose in addition to the question involving resident-tourist status. The trip table factors were computed by dividing the base resident (tourist) ridership for a given route by the number of resident (tourist) survey records⁽¹⁰⁾ for that route that satisfied the above-mentioned criteria.

(7)

The only figures available on tourist transit ridership were contained in 1969 Transit Use, Interim #1, Simpson & Curtin Transportation Engineers, December 1969.

(8)

16,610 survey cards were used for tabulation factor development.

(9)

A trip table is an ixj matrix such that each element X_{ij} equals the number of trips produced at zone i and attracted to zone j .

(10)

11,778 survey cards were used for trip table factor development.

The set of records that satisfy the trip table criteria is a subset of the set of records that satisfy the tabulation criteria. However, the more restrictive set of trip table factors was not chosen as the single common factor set because requiring that relatively difficult questions such as point of origin or trip purpose be validly answered could tend to bias the sample by including a greater percentage of the riders with a higher education level. While this would probably not be significant for overall travel patterns, it may be of importance when considering ridership characteristics that are logically correlated with education level such as auto ownership or income.

In actually building the trip table, half of all trips were separated and "reversed" in the computer records. This amounted to switching the zone numbers for the origin and destination points. This procedure was necessary because the sample represented "one-way" trips only.

All tabulations and trip tables were constructed using PLANPAC, the Federal Highway Administration battery of computer programs commonly used for transportation planning. Tabulations were performed using the program PRKTAB, which is a very useful program allowing multiple cross-tabulations. Trip tables were built using a number of programs including TRPTAB, TRPVERT, and SPLIT.

7. Survey Validity

The error due to random variations in sample data can be quantified as follows. The value to be tested is the sample proportion of riders having a given attribute (e.g. percent of riders owning one car). The sample proportion is taken as the maximum likelihood estimate of the actual proportion. An interval about the estimate can be established, such that the actual value is expected to lie in the interval with a given level of confidence.

The following standards are set:

Confidence Level = .05 (i.e. This requires that there be a 95% probability that the actual proportion lies within the interval "I")

Confidence interval about proportion estimate = $\pm .10$
(calculated for $P = .25$ or $.75$)

Then, the sample size required to establish the validity of the data on a route-by-route basis based on the above standards can be derived from the following equation: (11)

$$I = \frac{na}{n} \pm 1.96 \left(P \frac{(1-P)}{n} \times \left(1 - \frac{n}{N} \right) \right)^{\frac{1}{2}}$$

where

I = confidence interval for P.

n = sample size for a given route.

na = sample number of riders with the tested attribute.

N = total number of riders for a given route.

P = na/n = sample proportion of riders with attribute.

On a route-by-route basis, data for 99% of the routes was considered to be valid based on the standards established. These standards essentially indicate that there is a 95% probability that the actual proportion for a given attribute is within $\pm .10$ of the sample proportion for that attribute. When aggregated to system-wide figures, the interval of 95% confidence reduces to less than $\pm .01$.

For example, if the survey results showed that 35% (.35 as a decimal fraction) of all riders on a given route were female, then there is a 95% chance that the actual percentage is between 25% and 45%.

This procedure assumes that the sample proportion being tested is either .25 or .75. A particular proportion value must be assumed because the required sample size for a given set of standards increases as the sample proportion approaches .50 and decreases as the sample proportion approaches either zero or one. Thus, the selection of .25 or .75 implies an average required sample size.

(11) Traffic Engineering, Matson, T.M., Smith, W.S., Hurd, F.W., McGrawHill Book Company, Inc., New York, 1955.

APPENDIX B. TRANSIT RIDERSHIP

TABLE B-1

TRANSIT RIDERSHIP BY ROUTE

MTA Mainland Regular	January 30, 1974		Total Riders	September 11/74
	Non-Adult School Riders	Non-School Riders		Total Riders
1	352	5232	5584	4808
2-Local	64	620	684	649
3	189	1006	1195	1051
4	120	2489	2609	2480
5	590	10751	11341	13400
6	481	5463	5944	6456
7	-	176	176	138
9-Local	462	1316	1778	1551
10	425	1826	2251	1891
11	761	9953	10714	10437
12	466	2055	2521	2446
14	1530	7526	9056	7649
15	637	5608	6245	6827
17	25	779	804	842
19	79	1364	1446	1541
20	161	1557	1718	1857
21	743	4343	5086	4994
22	58	830	888	763
23	218	1900	2118	2425
24	91	2016	2107	1961
25	682	2731	3413	3590
26-Local	662	4677	5339	4654
27	40	2324	2364	2449
28	270	1622	1892	1613
29	201	3210	3411	3388
30	291	4065	4356	3819
31	211	831	1042	1197
32	367	1985	2352	1998
33	152	589	741	759
34	274	1729	2003	2146
35	73	327	400	456
37	156	926	1081	1106
41	77	515	592	566
42-Local *	-	177	177	-
46 *	-	-	-	38
49-Local *	-	-	-	57
BB	17	829	846	650
GSS	-	506	506	531
<hr/>				
SUBTOTAL:	10925	93855	104780	103183
	<hr/>	<hr/>	<hr/>	<hr/>

TABLE B-1

(CONTINUED)

TRANSIT RIDERSHIP BY ROUTE

MTA Mainland Express	January 30, 1974		Total Riders	September 11/74
	Non-Adult School Riders	Non-School Riders		Total Riders
Blue Dash *	-	545	545	1446
Orange Streaker*	-	605	605	1298
8-Express	-	203	203	161
13-Express	-	162	162	175
18-Express *	-	-	-	22
45-Express	-	124	124	71
47-Express	-	152	152	112
48-Express	-	208	208	225
Ryder-Express	-	39	39	25
SUBTOTAL:	-	<u>2038</u>	<u>2038</u>	<u>3535</u>
<u>MTA BEACH</u>				
A	54	1302	1356	730
B	118	999	1117	748
C	208	7789	7997	5235
E	42	294	336	316
F	68	1032	1100	931
G	153	2919	3072	2107
H	510	5720	6230	3765
K	1024	6562	7586	6159
L	498	10970	11463	9908
O	153	537	690	595
R	727	2437	3164	2390
S	175	8159	8334	5886
T	316	5896	6212	4873
W	-	1535	1535	1280
SUBTOTAL:	<u>4041</u>	<u>56151</u>	<u>60192</u>	<u>44923</u>
<u>MTA</u>				
SUBTOTAL:	<u>14966</u>	<u>152044</u>	<u>167010</u>	<u>151641</u>

TABLE B-1

(CONTINUED)

TRANSIT RIDERSHIP BY ROUTE

MTA Mainland Express	January 30, 1974		Total Riders	September 11/74 Total Riders
	Non-Adult School Riders	Non-School Riders		
CGMBS				
5	59	173	232	208
6	22	117	139	128
7-8	103	2183	2286	2013
9	160	605	765	703
10	109	301	410	384
11	483	1023	1506	1608
12	353	280	633	564
13	450	756	1206	1334
14	157	315	472	423
16	128	637	765	703
17	102	210	312	278
School	912	169	1081	1464
SUBTOTAL:	3038	6769	9807	9810
	=====	=====	=====	=====

TABLE B-1
(CONTINUED)

TRANSIT RIDERSHIP BY ROUTE

Gray Line	January 30, 1974		Total Riders	September 11/74
	Non-Adult School Riders	Non-School Riders		Total Riders
<u>Gray Line</u>	<u>69</u>	<u>7645</u>	<u>7714</u>	2743
<u>BCTA</u>	<u> </u>	<u>100</u>	<u>100</u>	<u>100</u>
GRAND TOTAL:	18073	166558	184631	164294

*Due to service changes between January and September, 1974, the following routes were matched together for factoring purposes:

JANUARY	SEPTEMBER
16	Blue Dash Rts. 2, 16, 40, 42, 43, 44
Did not exist	18
42-Local	Did not exist
Did not exist	46
Did not exist	49-Local
49-Express	Orange Streaker Rts.
50-Express	9, 26, 49, 50
CHCC-Shuttle	GSS-Shuttle
OBCC-Shuttle (1)	

(1) OBCC-Shuttle passengers were not counted because there was no fare charged in January.

ROUTE MTA MAINLAND REGULAR	P E R C E N T			
	MALE	RESIDENT FEMALE	MALE	TOURIST FEMALE
1	29.5	65.4	3.6	1.5
2-Local	15.3	84.7	-	-
3	37.9	59.2	2.9	-
4	26.3	72.4	1.1	0.2
5	29.2	68.8	1.0	1.0
6	33.0	63.2	3.2	0.6
7	14.3	85.7	-	-
9-Local	33.2	66.4	0.1	0.3
10	29.5	67.2	0.6	2.7
11	28.8	67.9	1.1	2.2
12	27.0	63.6	4.7	4.7
14	27.7	69.3	2.1	0.9
15	32.6	64.1	2.2	1.1
17	33.3	66.7	-	-
19	31.6	65.2	1.1	2.1
20	41.4	55.2	2.1	1.2
21	22.0	76.7	-	1.3
22	32.8	67.2	-	-
23	29.8	65.7	4.5	-
24	24.8	73.4	1.4	0.4
25	33.2	66.8	-	-
26-Local	36.3	61.0	0.9	1.8

TABLE C-1
(CONTINUED)

SEX OF TRANSIT RIDERS BY ROUTE

ROUTE	P E R C E N T				
	MTA MAINLAND REGULAR	RESIDENT MALE	RESIDENT FEMALE	TOURIST MALE	TOURIST FEMALE
27		28.0	71.2	0.8	-
28		34.4	65.6	-	-
29		30.4	59.0	-	10.6
30		32.5	64.7	1.6	1.2
31		30.3	67.4	1.7	0.6
32		26.9	66.9	-	6.2
33		20.5	75.7	3.8	-
34		39.1	59.6	1.4	-
35		21.5	78.5	-	-
37		19.0	79.3	1.7	-
41		38.3	58.2	3.5	-
BB		38.8	58.2	0.6	2.5
GSS		37.8	62.2	-	-
<u>SUBTOTAL :MTA MAINLAND REGULAR</u>		<u>30.2</u>	<u>66.7</u>	<u>1.5</u>	<u>1.6</u>
<u>MTA EXPRESS</u>					
2-Dash		37.4	62.6	-	-
16-Dash		44.9	55.1	-	-
40-Dash		38.5	61.5	-	-
42-Dash		51.3	47.4	-	1.3
43-Dash		40.0	60.0	-	-
44-Dash		34.5	62.1	-	3.4
9-Streaker		35.4	64.6	-	-
26-Streaker		38.0	61.1	-	0.9
49-Streaker		49.0	51.0	-	-

TABLE C-1
(CONTINUED)

SEX OF TRANSIT RIDERS BY ROUTE

ROUTE	P E R C E N T				
	MTA EXPRESS	RESIDENT MALE	RESIDENT FEMALE	TOURIST MALE	TOURIST FEMALE
50-Streaker	51.6	47.9	0.5	-	-
8-Express	83.3	16.7	-	-	-
13-Express	84.8	15.2	-	-	-
45-Express	77.3	22.7	-	-	-
47-Express	95.0	5.0	-	-	-
48-Express	15.7	84.3	-	-	-
SUBTOTAL: MTA EXPRESS	51.5	48.3	0.1		0.1
<u>MTA BEACH</u>					
A	28.5	68.5	3.0		-
B	28.8	63.4	5.1		2.6
C	30.9	43.6	16.0		9.6
E	29.2	70.8	-		-
F	16.7	83.3	-		-
G	23.7	73.3	3.1		-
H	25.7	53.0	8.5		12.8
K	28.1	50.4	8.6		12.9
L	26.5	51.6	8.8		13.2
ø	31.1	68.9	-		-
R	27.6	59.4	8.7		4.3
S	22.9	42.4	17.4		17.4
T	25.8	44.1	15.0		15.0
W	21.3	69.2	9.5		-
SUBTOTAL: MTA BEACH	<u>26.4</u>	<u>51.4</u>	<u>11.0</u>		<u>11.2</u>
MTA	<u>29.1</u>	<u>60.8</u>	<u>5.0</u>		<u>5.1</u>

TABLE C-1
(CONTINUED)

SEX OF TRANSIT RIDERS BY ROUTE

ROUTE	P E R C E N T			
	RESIDENT		TOURIST	
CGMBS	MALE	FEMALE	MALE	FEMALE
5	41.2	58.8	-	-
6	25.7	74.3	-	-
7-8	22.6	70.6	3.8	3.0
9	22.1	77.9	-	-
10	20.0	71.7	8.3	-
11	22.9	67.8	3.4	5.9
12	25.5	74.5	-	-
13	27.3	67.0	-	5.7
14	35.7	64.3	-	-
16	23.7	76.3	-	-
17	18.3	73.0	8.7	-
School	31.9	68.1	-	-
<u>CGMBS</u>	<u>24.5</u>	<u>70.6</u>	<u>2.4</u>	<u>2.5</u>
<u>GRAY LINE</u>	<u>26.1</u>	<u>43.4</u>	<u>14.8</u>	<u>15.8</u>
<u>BCTA</u>	<u>35.2</u>	<u>61.7</u>	<u>3.1</u>	<u>-</u>
GRAND TOTAL:	28.8	60.4	5.3	5.5
=====	=====	=====	=====	=====

ANNUAL FAMILY INCOME OF TRANSIT RIDERS BY ROUTE

ROUTE		PERCENT													
MTA		RESIDENT							TOURIST						
Mainland	Regular	0-2999	3000-4999	5000-7499	7500-9999	10000-14999	15000-25000	OVER 25000	0-2999	3000-4999	5000-7499	7500-9999	10000-14999	15000-25000	OVER 25000
	1	22.6	18.4	17.9	13.7	10.6	7.8	3.4	1.9	2.5	-	-	0.6	-	0.6
	2-Local	20.0	25.5	20.0	18.2	12.7	3.6	-	-	-	-	-	-	-	-
	3	23.8	27.4	14.3	20.2	7.1	7.1	-	-	-	-	-	-	-	-
	4	23.6	18.5	25.6	14.9	10.8	4.6	1.0	0.3	-	0.3	-	0.5	-	-
	5	26.9	19.9	19.3	13.7	12.1	5.6	1.3	-	0.4	-	-	0.8	-	-
	6	21.1	20.0	19.7	10.8	13.4	9.6	2.1	-	0.8	0.4	1.2	0.4	-	0.4
	7	66.7	-	-	33.3	-	-	-	-	-	-	-	-	-	-
	9-Local	21.1	17.9	14.6	13.8	16.2	9.7	6.5	0.1	-	-	-	-	-	-
	10	20.9	9.5	29.8	14.0	13.3	7.6	2.5	0.4	1.1	0.4	-	0.4	-	-
	11	19.4	18.5	20.0	17.0	14.2	7.0	1.5	0.5	-	-	0.9	0.9	-	-
	12	17.0	11.2	27.3	14.9	9.5	5.8	2.5	-	2.0	2.0	5.9	-	-	2.0
	14	30.6	24.4	18.0	11.0	6.4	3.3	2.8	1.1	-	1.1	0.4	-	0.4	0.4
	15	29.0	21.7	17.8	10.8	10.2	4.7	2.6	1.4	1.4	-	-	-	0.5	-
	17	31.0	17.2	19.0	13.8	10.3	8.6	-	-	-	-	-	-	-	-
	19	23.7	14.9	20.2	14.0	15.8	7.9	0.9	-	1.3	-	-	-	-	1.3
	20	22.4	19.7	22.4	9.5	12.9	8.1	2.7	-	0.4	0.4	1.2	-	0.4	-
	21	37.1	26.1	19.1	8.1	4.6	2.9	1.2	0.9	-	-	-	-	-	-
	22	40.0	17.8	26.7	4.4	6.7	2.2	2.2	-	-	-	-	-	-	-
	23	22.8	27.8	22.1	7.0	11.4	3.2	0.6	-	-	-	-	-	-	5.1
	24	26.2	24.9	19.5	12.1	8.7	5.4	1.3	0.4	-	-	-	0.9	-	0.4
	25	29.4	22.7	19.6	11.3	11.3	5.2	0.5	-	-	-	-	-	-	-
	26-Local	18.6	20.4	24.0	14.7	10.0	8.6	2.5	1.1	-	-	-	-	-	-
	27	24.0	29.0	17.0	13.0	7.0	7.0	3.0	-	-	-	-	-	-	-
	28	22.9	29.2	16.7	12.5	12.5	2.1	4.2	-	-	-	-	-	-	-

TABLE C-2
(CONTINUED)

ANNUAL FAMILY INCOME OF TRANSIT RIDERS BY ROUTE

ROUTE		PERCENT													
MTA		RESIDENT							TOURIST						
Mainland Regular	0-2999	3000-4999	5000-7499	7500-9999	10000-14999	15000-25000	OVER 25000	0-2999	3000-4999	5000-7499	7500-9999	10000-14999	15000-25000	OVER 25000	
29	25.5	20.6	21.1	14.2	6.4	3.4	1.5	6.8	-	-	-	-	-	-	
30	24.7	20.5	23.8	11.9	13.3	3.8	0.5	1.0	-	-	0.5	-	-	-	
31	21.8	14.8	18.3	12.7	17.6	9.2	2.8	0.7	-	-	0.7	0.7	-	0.7	
32	25.5	21.0	23.3	12.0	9.0	3.8	1.5	-	3.9	-	-	-	-	-	
33	39.4	20.4	12.2	9.5	8.2	5.4	-	4.8	-	-	-	-	-	-	
34	15.4	15.4	17.7	13.8	20.7	12.3	3.1	-	0.8	0.8	-	-	-	-	
35	36.4	16.4	9.1	20.0	14.5	-	3.6	-	-	-	-	-	-	-	
37	24.4	26.8	14.6	14.6	7.3	7.3	2.4	-	-	2.4	-	-	-	-	
41	15.0	19.6	24.1	19.6	10.5	6.0	1.5	-	-	-	3.7	-	-	-	
BB	6.6	15.3	13.1	19.7	19.7	17.5	6.6	-	-	-	-	-	-	1.4	
GSS	10.3	5.7	17.2	13.8	25.3	13.8	13.8	-	-	-	-	-	-	-	
SUBTOTAL:	<u>24.5</u>	<u>20.5</u>	<u>20.0</u>	<u>13.0</u>	<u>11.2</u>	<u>6.1</u>	<u>2.1</u>	<u>0.8</u>	<u>0.5</u>	<u>0.2</u>	<u>0.4</u>	<u>0.3</u>	<u>0.1</u>	<u>0.3</u>	
MTA xpress															
2-DASH	3.6	4.5	5.5	10.9	26.4	32.7	16.4	-	-	-	-	-	-	-	
16-DASH	1.7	4.4	7.2	13.3	27.8	33.9	11.7	-	-	-	-	-	-	-	
40-DASH	3.3	1.7	3.3	11.7	26.7	31.7	21.7	-	-	-	-	-	-	-	
42-DASH	1.4	1.4	2.9	11.4	30.0	31.4	20.0	-	-	1.4	-	-	-	-	
43-DASH	-	1.4	11.3	14.1	28.2	23.9	21.1	-	-	-	-	-	-	-	
44-DASH	3.4	-	13.8	10.3	24.1	37.9	6.9	-	-	-	-	-	3.4	-	

(Continued)

ANNUAL FAMILY INCOME OF TRANSIT RIDERS BY ROUTE

ROUTE	RESIDENT							TOURIST						
	MTA Express	0- 2999	3000- 4999	5000- 7499	7500- 9999	10000- 14999	15000- 25000	OVER 25000	0- 2999	3000- 4999	5000- 7499	7500- 9999	10000- 14999	15000- 25000
STREAKER	-	2.5	10.1	13.9	25.3	36.7	10.1	1.3	-	-	-	-	-	-
26-STREAKER	2.0	5.0	12.9	13.9	27.7	34.7	3.0	-	-	-	-	1.0	-	-
-STREAKER	-	4.7	7.0	18.6	20.9	34.9	14.0	-	-	-	-	-	-	-
50-STREAKER	1.6	4.8	4.8	8.0	31.6	38.5	10.2	0.5	-	-	-	-	-	-
-EXPRESS	-	2.4	-	-	47.6	47.6	2.4	-	-	-	-	-	-	-
-EXPRESS	-	-	-	1.7	44.8	39.7	13.8	-	-	-	-	-	-	-
45-EXPRESS	-	-	-	-	22.5	57.5	20.0	-	-	-	-	-	-	-
-EXPRESS	-	-	-	-	41.2	50.0	8.8	-	-	-	-	-	-	-
48-EXPRESS	-	1.6	9.5	17.5	38.1	27.0	6.3	-	-	-	-	-	-	-
BTOTAL:	<u>1.0</u>	<u>2.7</u>	<u>5.4</u>	<u>8.9</u>	<u>32.8</u>	<u>37.8</u>	<u>11.0</u>	<u>0.1</u>	-	<u>0.1</u>	-	<u>0.1</u>	<u>0.1</u>	-
MTA Express														
<u>A BEACH</u>														
A	16.8	24.1	9.6	12.0	21.7	9.6	2.4	-	-	-	3.7	-	-	-
B	11.2	20.1	20.1	11.2	11.2	15.7	4.5	-	3.0	-	-	-	-	3.0
C	21.1	16.5	17.2	9.2	8.1	1.8	3.2	3.8	3.8	7.6	-	3.8	-	3.8
E	14.3	28.6	21.4	7.1	21.4	-	7.1	-	-	-	-	-	-	-
F	30.0	28.0	18.0	12.0	8.0	-	4.0	-	-	-	-	-	-	-
G	18.4	21.5	16.8	20.7	12.8	4.8	0.8	-	-	-	4.2	-	-	-
H	13.8	19.9	17.1	8.9	9.8	3.7	4.6	-	-	-	5.6	5.6	-	11.2
K	18.5	21.3	14.8	9.0	8.5	4.2	1.7	-	-	5.5	5.5	5.5	5.5	-
L	18.5	16.4	17.1	10.4	9.6	4.9	2.5	4.3	2.6	1.7	-	2.6	4.3	5.1
O	29.2	8.3	37.5	8.3	4.2	8.3	4.2	-	-	-	-	-	-	-
R	18.6	16.4	15.7	13.4	14.2	11.2	3.7	-	-	-	6.8	-	-	-
S	10.2	10.8	16.5	9.6	8.6	4.1	2.0	5.4	1.1	7.6	2.2	6.5	6.5	8.7

(Continued)

ANNUAL FAMILY INCOME OF TRANSIT RIDERS BY ROUTE

ROUTE	RESIDENT							TOURIST						
	0- 2999	3000- 4999	5000- 7499	7500- 9999	10000- 14999	15000- 25000	OVER 25000	0- 2999	3000- 4999	5000- 7499	7500- 9999	10000- 14999	15000- 25000	OVER 25000
MTA BEACH														
T	11.0	13.2	13.2	10.6	8.9	8.9	2.6	3.2	6.3	3.2	3.2	6.3	6.3	3.2
W	15.7	30.3	14.6	10.1	28.1	-	1.1	-	-	-	-	-	-	-
UBTOTAL: MTA BEACH	<u>16.3</u>	<u>17.1</u>	<u>16.3</u>	<u>10.3</u>	<u>10.1</u>	<u>4.9</u>	<u>2.6</u>	<u>2.6</u>	<u>2.0</u>	<u>3.7</u>	<u>2.4</u>	<u>4.0</u>	<u>3.2</u>	<u>4.5</u>
MTA	<u>21.3</u>	<u>19.0</u>	<u>18.4</u>	<u>12.0</u>	<u>11.1</u>	<u>6.1</u>	<u>2.4</u>	<u>1.4</u>	<u>1.0</u>	<u>1.5</u>	<u>1.1</u>	<u>1.7</u>	<u>1.2</u>	<u>1.8</u>
CGMBS														
5	3.8	15.4	23.1	11.5	23.1	19.2	3.8	-	-	-	-	-	-	-
6	17.2	10.3	24.1	17.2	17.2	6.9	6.9	-	-	-	-	-	-	-
-8	13.5	14.9	16.4	12.7	15.5	13.5	6.8	-	1.0	-	1.9	-	1.9	1.9
9	8.7	14.6	14.6	17.5	23.3	14.6	6.8	-	-	-	-	-	-	-
10	17.9	13.4	17.9	9.0	14.9	11.9	4.5	-	-	-	-	-	10.5	-
11	16.4	9.1	8.4	13.5	20.4	13.1	7.6	4.2	-	1.0	-	3.1	-	3.1
12	26.5	2.9	11.8	5.9	20.6	17.6	14.7	-	-	-	-	-	-	-
13	12.5	14.3	19.6	17.0	16.1	15.2	5.4	-	-	-	-	-	-	-
14	3.1	25.0	6.2	9.4	21.9	18.7	15.6	-	-	-	-	-	-	-
16	13.6	10.2	22.0	18.6	16.9	13.6	5.1	-	-	-	-	-	-	-
17	33.5	14.9	3.7	3.7	11.2	7.4	14.9	10.7	-	-	-	-	-	-
SCHOOL	5.1	7.7	12.8	20.5	15.4	17.9	20.5	-	-	-	-	-	-	-
CGMBS	<u>13.9</u>	<u>13.2</u>	<u>15.0</u>	<u>13.6</u>	<u>17.7</u>	<u>14.0</u>	<u>7.8</u>	<u>1.0</u>	<u>0.3</u>	<u>0.2</u>	<u>0.6</u>	<u>0.5</u>	<u>1.1</u>	<u>1.1</u>
GRAY LINE	<u>14.7</u>	<u>13.9</u>	<u>14.7</u>	<u>7.7</u>	<u>12.2</u>	<u>5.7</u>	<u>3.3</u>	<u>2.9</u>	<u>1.5</u>	<u>4.4</u>	<u>4.4</u>	<u>5.9</u>	<u>4.4</u>	<u>4.4</u>
ICTA	<u>22.7</u>	<u>31.8</u>	<u>13.6</u>	<u>22.7</u>	<u>9.1</u>	-	-	-	-	-	-	-	-	-
GRAND TOTAL:	<u>20.7</u>	<u>18.6</u>	<u>18.1</u>	<u>11.9</u>	<u>11.4</u>	<u>6.4</u>	<u>2.7</u>	<u>1.5</u>	<u>1.0</u>	<u>1.5</u>	<u>1.2</u>	<u>1.8</u>	<u>1.3</u>	<u>1.9</u>

VEHICLE OWNERSHIP OF TRANSIT RIDERS BY ROUTE

ROUTE	PERCENT			
	RESIDENT			
<u>MTA MAINLAND REGULAR</u>	<u>NONE</u>	<u>ONE</u>	<u>TWO</u>	<u>OVER TWO</u>
1	52.3	31.5	12.2	3.9
2-Local	33.3	50.0	12.1	4.5
3	50.4	35.4	11.1	3.0
4	56.3	33.5	8.8	1.4
5	52.0	36.5	8.6	2.9
6	49.1	36.3	11.4	3.3
7	50.0	50.0	-	-
9-Local	54.1	31.1	10.4	4.4
10	44.0	48.7	6.7	0.7
11	52.1	36.1	9.0	2.7
12	56.1	31.0	11.4	1.6
14	60.0	32.7	5.2	2.1
15	45.4	37.3	12.3	5.0
17	49.2	36.9	13.8	-
19	53.8	37.7	5.4	3.1
20	49.7	34.3	11.8	4.1
21	60.5	26.5	10.0	3.0
22	56.0	32.0	8.0	4.0
23	52.2	34.8	10.6	2.5
24	53.3	35.3	9.0	2.4
25	50.6	32.9	13.9	2.6
26-Local	53.4	32.6	10.2	3.7
27	70.5	22.9	3.8	2.9
28	52.6	28.1	15.8	3.5

TABLE C-3
(Continued)

VEHICLE OWNERSHIP OF TRANSIT RIDERS BY ROUTE				
ROUTE	PERCENT RESIDENT			
<u>MTA MAINLAND REGULAR</u>	<u>NONE</u>	<u>ONE</u>	<u>TWO</u>	<u>OVER TWO</u>
29	59.3	28.7	9.3	2.8
30	51.7	36.8	10.3	1.2
31	29.1	47.0	17.2	6.6
32	51.7	36.6	8.3	3.4
33	57.5	32.5	8.8	1.3
34	43.1	35.4	16.7	4.9
35	33.9	48.4	16.1	1.6
37	46.7	40.0	11.1	2.2
41	32.8	50.0	12.5	4.7
BB	37.5	33.3	29.2	-
GSS	22.7	40.9	29.5	6.8
<u>SUBTOTAL: MTA MAINLAND REGULAR</u>	<u>52.3</u>	<u>34.5</u>	<u>10.2</u>	<u>3.0</u>
<u>MTA EXPRESS</u>				
2-DASH	11.4	41.5	34.1	13.0
16-DASH	6.9	37.6	44.6	10.9
40-DASH	1.5	36.4	47.0	15.2
42-DASH	4.0	52.0	36.0	8.0
43-DASH	11.8	46.1	30.3	11.8
44-DASH	13.8	37.9	37.9	10.3
9-STREAKER	8.6	35.8	48.1	7.4
26-STREAKER	11.2	41.1	41.1	6.5

TABLE C-3
(Continued)

VEHICLE OWNERSHIP OF TRANSIT RIDERS BY ROUTE

ROUTE	PERCENT			
	RESIDENT			
<u>MTA EXPRESS</u>	<u>NONE</u>	<u>ONE</u>	<u>TWO</u>	<u>OVER TWO</u>
49-STREAKER	8.2	40.8	44.9	6.1
50-STREAKER	8.3	37.6	42.9	11.2
8-STREAKER	2.1	52.1	35.4	10.4
13-EXPRESS	6.2	29.2	56.9	7.7
45-EXPRESS	-	31.8	52.3	15.9
47-EXPRESS	7.7	35.9	41.0	15.4
48-EXPRESS	14.5	42.0	37.7	5.8
SUBTOTAL: MTA EXPRESS	<u>7.6</u>	<u>39.7</u>	<u>42.4</u>	<u>10.3</u>
<u>MTA BEACH</u>				
A	67.4	27.9	4.7	-
B	53.2	38.3	6.4	2.1
C	75.2	18.6	4.4	1.8
E	61.9	23.8	9.5	4.8
F	84.5	12.1	3.4	-
G	57.6	33.5	5.7	3.2
H	63.5	23.9	8.0	4.7
K	65.1	26.0	6.3	2.6
L	61.5	30.7	6.0	1.8
O	60.0	23.3	13.3	3.3
R	65.8	25.3	7.0	1.9
S	70.6	24.6	3.7	1.1
T	68.1	23.7	7.1	1.1
W	87.5	8.7	1.0	2.9

TABLE C-3
(Continued)

VEHICLE OWNERSHIP OF TRANSIT RIDERS BY ROUTE				
PERCENT				
ROUTE	RESIDENT			
	<u>NONE</u>	<u>ONE</u>	<u>TWO</u>	<u>OVER TWO</u>
SUBTOTAL: MTA BEACH	<u>66.9</u>	<u>25.3</u>	<u>5.7</u>	<u>2.1</u>
<u>MTA</u>	<u>56.2</u>	<u>31.7</u>	<u>9.3</u>	<u>2.8</u>
<u>CGMBS</u>				
5	42.4	42.4	9.1	6.1
6	38.7	45.2	12.9	3.2
7-8	42.0	41.0	13.0	4.1
9	39.7	42.1	14.3	4.0
10	35.9	39.7	20.5	3.8
11	30.0	43.4	21.0	5.5
12	34.2	39.5	18.4	7.9
13	35.6	43.0	15.4	6.0
14	38.1	40.5	21.4	-
16	44.3	41.4	8.6	5.7
17	57.1	35.7	-	7.1
SCHOOL	20.5	29.5	43.2	6.8
<u>CGMBS</u>	<u>38.5</u>	<u>41.2</u>	<u>15.5</u>	<u>4.8</u>
<u>GRAY LINE</u>	<u>58.0</u>	<u>32.4</u>	<u>7.2</u>	<u>2.4</u>
<u>BCTA</u>	<u>56.7</u>	<u>33.3</u>	<u>10.0</u>	<u>-</u>
<u>GRAND TOTAL:</u>	<u>55.4</u>	<u>32.2</u>	<u>9.5</u>	<u>2.9</u>

VEHICLE AVAILABILITY OF TRANSIT RIDERS BY ROUTE				
ROUTE	PERCENT			
	RESIDENT		TOURIST	
MTA MAINLAND REGULAR	<u>AVAILABLE</u>	<u>NOT AVAILABLE</u>	<u>AVAILABLE</u>	<u>NOT AVAILABLE</u>
1	18.1	76.1	0.5	5.3
2-Local	9.9	90.1	-	-
3	15.2	81.8	-	3.0
4	14.9	83.7	-	1.5
5	15.0	82.9	0.7	1.4
6	17.8	78.8	2.0	1.3
7	16.7	83.3	-	-
9-Local	13.2	86.4	-	0.5
10	16.5	80.3	1.3	1.9
11	15.2	81.3	1.9	1.6
12	15.8	75.8	6.7	1.7
14	12.1	85.3	0.7	2.0
15	12.7	84.3	-	3.0
17	23.8	76.2	-	-
19	14.8	81.9	1.1	2.2
20	20.5	76.3	1.3	2.0
21	14.6	84.0	-	1.4
22	13.2	86.8	-	-
23	11.0	84.4	4.7	-
24	12.6	85.4	0.4	1.6
25	17.8	82.2	-	-
26-Local	13.2	84.0	0.9	1.8
27	10.5	88.6	0.9	-
28	15.5	84.5	-	-

TABLE C-4
(Continued)

VEHICLE AVAILABILITY OF TRANSIT RIDERS BY ROUTE

ROUTE	PERCENT			
	RESIDENT		TOURIST	
MTA MAINLAND REGULAR	AVAILABLE	NOT AVAILABLE	AVAILABLE	NOT AVAILABLE
29	11.4	77.3	5.7	5.7
30	16.8	81.1	0.4	1.7
31	8.8	88.8	0.6	1.8
32	11.8	81.7	-	6.5
33	9.0	87.0	-	4.0
34	18.4	80.9	-	0.7
35	14.5	85.5	-	-
37	16.4	81.8	1.8	-
41	18.1	78.2	-	3.7
BB	34.5	62.9	1.3	1.3
GSS	48.4	51.6	-	-
SUBTOTAL: MTA MAINLAND REGULAR	<u>15.1</u>	<u>81.9</u>	<u>1.1</u>	<u>1.9</u>
<u>MTA EXPRESS</u>				
2-DASH	72.4	27.6	-	-
16-DASH	68.5	31.5	-	-
40-DASH	86.4	13.6	-	-
42-DASH	85.3	13.3	-	1.3
43-DASH	80.3	19.7	-	-
44-DASH	75.9	24.1	-	-
9-STREAKER	76.5	22.2	-	1.2
26-STREAKER	72.9	26.2	0.9	-

TABLE C-4
(Continued)

VEHICLE AVAILABILITY OF TRANSIT RIDERS BY ROUTE

PERCENT

ROUTE

MTA EXPRESS	<u>AVAILABLE</u>	<u>NOT AVAILABLE</u>	<u>AVAILABLE</u>	<u>NOT AVAILABLE</u>
49-STREAKER	69.4	30.6	-	-
50-STREAKER	70.3	29.2	-	0.5
8-EXPRESS	85.4	14.6	-	-
13-EXPRESS	81.3	18.7	-	-
45-EXPRESS	82.2	17.8	-	-
47-EXPRESS	85.0	15.0	-	-
48-EXPRESS	59.4	40.6	-	-
SUBTOTAL: MTA EXPRESS	<u>75.4</u>	<u>24.3</u>	<u>0.1</u>	<u>0.2</u>
<u>MTA BEACH</u>				
A	13.8	83.1	3.1	-
B	15.7	76.4	-	7.9
C	8.5	64.2	6.8	20.5
E	9.5	90.5	-	-
F	3.2	96.8	-	-
G	13.0	83.7	-	3.3
H	12.5	68.5	9.5	9.5
K	11.1	69.6	14.5	4.8
L	11.6	67.5	6.3	14.6
O	14.7	85.3	-	-
R	11.9	74.6	4.5	9.0
S	9.0	54.8	14.3	21.9
T	10.7	61.9	19.1	8.2
W	4.9	84.8	10.2	-

TABLE C-4
(Continued)

VEHICLE AVAILABILITY OF TRANSIT RIDERS BY ROUTE				
ROUTE	PERCENT			
	RESIDENT		TOURIST	
	<u>AVAILABLE</u>	<u>NOT AVAILABLE</u>	<u>AVAILABLE</u>	<u>NOT AVAILABLE</u>
SUBTOTAL: MTA BEACH	<u>10.6</u>	<u>67.6</u>	<u>9.6</u>	<u>12.2</u>
<u>MTA</u>	<u>14.3</u>	<u>75.9</u>	<u>4.2</u>	<u>5.6</u>
<u>CGMBS</u>				
5	8.8	91.2	-	-
6	30.3	69.7	-	-
7-8	19.5	74.1	0.8	5.6
9	20.2	79.8	-	-
10	21.0	70.4	8.7	-
11	18.3	72.9	0.9	7.9
12	14.9	85.1	-	-
13	13.4	80.7	-	5.9
14	19.0	81.0	-	-
16	9.6	90.4	-	-
17	3.1	87.8	-	9.0
SCHOOL	47.8	52.2	-	-
<u>CGMBS</u>	<u>17.8</u>	<u>77.5</u>	<u>0.8</u>	<u>3.9</u>
<u>GRAY LINE</u>	<u>14.8</u>	<u>55.6</u>	<u>10.2</u>	<u>19.3</u>
<u>BCTA</u>	<u>15.1</u>	<u>81.7</u>	<u>-</u>	<u>3.2</u>
<u>GRAND TOTAL:</u>	<u>14.5</u>	<u>75.0</u>	<u>4.3</u>	<u>6.2</u>

MODE-OF-ACCESS OF TRANSIT RIDERS BY ROUTE

PERCENT										
ROUTE	RESIDENT					TOURIST				
MTA MAINLAND REGULAR	WALK	DRIVE	AUTO PASSENGER	BUS	OTHER	WALK	DRIVE	AUTO PASSENGER	BUS	OTHER
1	84.6	1.8	2.7	4.3	0.9	5.0	-	0.5	-	-
2-Local	91.8	-	2.7	5.5	-	-	-	-	-	-
3	91.6	-	3.7	1.8	-	2.9	-	-	-	-
4	93.5	0.4	0.9	3.4	0.4	1.1	0.2	-	-	-
5	88.5	3.2	2.6	3.5	0.3	1.0	-	-	1.0	-
6	81.4	4.4	6.3	3.3	0.7	3.5	-	0.3	-	-
7	100.0	-	-	-	-	-	-	-	-	-
9-Local	90.4	1.8	3.1	4.3	-	0.4	-	-	-	-
10	87.3	2.5	3.5	3.5	-	2.7	-	0.6	-	-
11	87.8	2.3	2.8	3.5	0.2	3.0	-	-	0.4	-
12	86.1	0.3	2.7	1.0	0.3	9.5	-	-	-	-
14	89.5	1.2	2.5	4.1	-	2.7	-	-	-	-
15	86.1	1.9	5.1	3.2	0.5	3.2	-	-	-	-
17	97.1	-	1.4	1.4	-	-	-	-	-	-
19	92.5	1.4	0.7	2.1	-	2.2	1.1	-	-	-
20	85.9	2.7	3.2	3.8	1.1	2.5	-	-	0.3	0.6
21	89.0	0.4	2.2	6.6	0.4	1.3	-	-	-	-
22	82.8	-	3.4	13.8	-	-	-	-	-	-
23	91.0	0.6	1.7	2.2	-	4.5	-	-	-	-
24	87.5	0.6	2.8	7.3	-	1.8	-	-	-	-
25	96.9	0.8	0.8	1.2	0.4	-	-	-	-	-
26-Local	87.7	1.4	3.1	4.7	0.6	2.6	-	-	-	-
27	80.7	1.7	4.2	11.8	0.8	0.8	-	-	-	-
28	93.3	-	5.0	1.7	-	-	-	-	-	-

TABLE C-5
(Continued)

MODE OF ACCESS OF TRANSIT RIDERS BY ROUTE										
PERCENT										
ROUTE	RESIDENT					TOURIST				
MTA MAINLAND REGULAR	WALK	DRIVE	AUTO PASSENGER	BUS	OTHER	WALK	DRIVE	AUTO PASSENGER	BUS	OTHER
29	78.9	0.8	4.2	5.4	-	5.4	5.4	-	-	-
30	93.0	0.4	1.9	1.9	-	2.8	-	-	-	-
31	78.4	0.6	7.4	10.2	1.1	1.7	-	-	-	0.6
32	85.6	0.6	1.2	5.3	1.2	3.1	-	3.1	-	-
33	80.4	1.1	5.3	8.5	1.1	3.7	-	-	-	-
34	74.9	4.6	5.3	12.5	1.3	1.4	-	-	-	-
35	81.0	3.2	14.3	1.6	-	-	-	-	-	-
37	93.0	-	1.8	3.5	-	-	-	1.8	-	-
41	89.4	1.4	1.4	2.8	1.4	3.5	-	-	-	-
BB	87.5	1.9	1.9	3.8	1.9	3.0	-	-	-	-
GSS	65.3	26.5	3.1	5.1	-	-	-	-	-	-
SUBTOTAL :MTA MAINLAND REGULAR	<u>87.4</u>	<u>1.8</u>	<u>3.1</u>	<u>4.2</u>	<u>0.4</u>	<u>2.6</u>	<u>0.2</u>	<u>0.1</u>	<u>0.2</u>	<u>-</u>
<u>MTA EXPRESS</u>										
2-DASH	26.0	47.2	23.6	0.8	2.4	-	-	-	-	-
16-DASH	36.9	41.3	19.4	1.5	1.0	-	-	-	-	-
40-DASH	24.2	51.5	15.2	6.1	3.0	-	-	-	-	-
42-DASH	37.3	46.7	13.3	1.3	-	1.3	-	-	-	-
43-DASH	39.5	44.7	13.2	1.3	1.3	-	-	-	-	-
44-DASH	60.0	20.0	16.7	-	-	-	3.3	-	-	-
9-STREAKER	12.2	54.9	25.6	6.1	-	-	1.2	-	-	-
26-STREAKER	19.4	59.3	19.4	0.9	-	-	0.9	-	-	-
49-STREAKER	34.0	44.0	22.0	-	-	-	-	-	-	-

TABLE C-5
(Continued)

MODE-OF-ACCESS OF TRANSIT RIDERS BY ROUTE										
PERCENT										
ROUTE	RESIDENT					TOURIST				
	WALK	DRIVE	AUTO PASSENGER	BUS	OTHER	WALK	DRIVE	AUTO PASSENGER	BUS	OTHER
MTA EXPRESS										
50-STREAKER	18.5	56.0	23.6	-	1.4	-	-	0.5	-	-
8-EXPRESS	59.6	27.7	12.8	-	-	-	-	-	-	-
13-EXPRESS	9.2	70.8	18.5	-	1.5	-	-	-	-	-
45-EXPRESS	33.3	60.0	4.4	-	2.2	-	-	-	-	-
47-EXPRESS	20.0	72.5	7.5	-	-	-	-	-	-	-
48-EXPRESS	39.4	42.3	18.3	-	-	-	-	-	-	-
SUBTOTAL: MTA EXPRESS	<u>29.6</u>	<u>51.0</u>	<u>17.3</u>	<u>0.9</u>	<u>0.9</u>	<u>0.1</u>	<u>0.1</u>	<u>0.1</u>	<u>-</u>	<u>-</u>
MTA BEACH										
A	73.2	2.0	2.0	19.8	-	3.1	-	-	-	-
B	83.0	3.8	-	5.7	-	7.6	-	-	-	-
C	69.5	0.3	0.6	3.5	0.6	25.5	-	-	-	-
E	75.0	4.2	8.3	8.3	4.2	-	-	-	-	-
F	87.3	-	-	12.7	-	-	-	-	-	-
G	88.9	1.1	2.9	4.0	-	-	3.1	-	-	-
H	70.1	0.9	2.5	4.6	0.7	21.1	-	-	-	-
K	75.0	0.2	0.6	2.3	0.5	21.4	-	-	-	-
L	68.0	1.6	2.2	5.9	0.2	19.5	-	-	1.9	0.6
O	97.7	-	-	2.3	-	-	-	-	-	-
R	84.5	-	0.5	1.4	0.5	13.1	-	-	-	-
S	62.0	0.2	1.1	0.8	0.5	34.5	-	-	-	0.9
T	67.0	0.5	1.6	2.6	0.2	28.1	-	-	-	-
W	90.4	-	-	-	-	9.6	-	-	-	-

TABLE C-5
(Continued)

MODE-OF-ACCESS OF TRANSIT RIDERS BY ROUTE

PERCENT

ROUTE	RESIDENT					TOURIST				
	WALK	DRIVE	AUTO PASSENGER	BUS	OTHER	WALK	DRIVE	AUTO PASSENGER	BUS	OTHER
MTA BEACH										
SUBTOTAL:	<u>71.5</u>	<u>0.7</u>	<u>1.4</u>	<u>3.9</u>	<u>0.4</u>	<u>21.3</u>	<u>0.1</u>	<u>-</u>	<u>0.4</u>	<u>0.3</u>
MTA	<u>80.7</u>	<u>2.1</u>	<u>2.7</u>	<u>4.1</u>	<u>0.4</u>	<u>9.4</u>	<u>0.2</u>	<u>0.1</u>	<u>0.2</u>	<u>0.1</u>
CGMBS										
5	91.2	2.9	2.9	2.9	-	-	-	-	-	-
6	94.3	2.9	-	2.9	-	-	-	-	-	-
7-8	69.1	1.6	5.2	16.2	1.1	5.3	-	0.8	0.8	-
9	85.5	0.8	5.3	8.4	-	-	-	-	-	-
10	90.7	-	1.2	-	-	8.2	-	-	-	-
11	79.5	0.3	3.5	6.2	1.2	8.5	-	-	-	0.8
12	95.8	-	-	4.2	-	-	-	-	-	-
13	86.4	2.4	4.2	1.2	-	5.8	-	-	-	-
14	95.1	-	-	4.9	-	-	-	-	-	-
16	76.1	2.4	4.8	9.7	-	6.9	-	-	-	-
17	88.6	-	-	3.0	-	8.5	-	-	-	-
SCHOOL	87.2	-	-	4.3	8.5	-	-	-	-	-
CGMBS	<u>80.1</u>	<u>1.2</u>	<u>3.7</u>	<u>8.7</u>	<u>0.8</u>	<u>5.0</u>	<u>-</u>	<u>0.2</u>	<u>0.2</u>	<u>0.1</u>
GRAY LINE	<u>56.6</u>	<u>0.9</u>	<u>3.5</u>	<u>8.0</u>	<u>0.3</u>	<u>29.7</u>	<u>-</u>	<u>1.1</u>	<u>-</u>	<u>-</u>
BCTA	<u>41.1</u>	<u>5.9</u>	<u>5.9</u>	<u>44.0</u>	<u>-</u>	<u>3.1</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
GRAND TOTAL:	<u>79.4</u>	<u>2.0</u>	<u>2.8</u>	<u>4.6</u>	<u>0.4</u>	<u>10.2</u>	<u>0.2</u>	<u>0.1</u>	<u>0.2</u>	<u>0.1</u>

TABLE C-6

MODE-OF-EGRESS OF TRANSIT RIDERS BY ROUTE										
PERCENT										
ROUTE	RESIDENT					TOURIST				
MTA MAINLAND REGULAR	WALK	DRIVE	AUTO PASSENGER	BUS	OTHER	WALK	DRIVE	AUTO PASSENGER	BUS	OTHER
1	66.3	0.9	1.4	24.9	0.7	3.7	-	0.5	1.6	-
2-Local	52.2	-	5.8	39.1	2.9	-	-	-	-	-
3	70.8	-	-	26.2	-	-	-	-	3.0	-
4	75.5	-	0.4	22.7	-	0.9	-	-	0.5	-
5	73.8	0.4	1.1	22.3	0.8	0.3	-	-	1.3	-
6	74.3	0.2	0.8	20.5	0.6	2.7	-	-	0.7	0.3
7	71.4	-	14.3	14.3	-	-	-	-	-	-
9-Local	65.1	-	2.6	31.9	-	0.3	-	-	0.1	-
10	73.8	-	2.1	19.9	1.0	2.5	-	-	0.6	-
11	75.1	0.8	0.7	19.5	0.5	1.5	-	-	1.9	-
12	69.7	-	1.7	18.1	0.7	6.5	-	-	3.3	-
14	72.2	0.4	0.8	22.7	0.6	1.6	-	0.3	1.3	-
15	63.4	0.2	0.7	31.7	1.0	1.9	0.4	-	0.7	-
17	76.1	1.5	-	22.4	-	-	-	-	-	-
19	71.4	0.7	-	24.5	-	2.2	1.1	-	-	-
20	71.0	-	1.1	22.7	1.7	2.2	0.3	-	1.0	-
21	64.9	-	0.5	32.9	0.5	0.7	-	-	0.7	-
22	63.8	-	1.7	34.5	-	-	-	-	-	-
23	68.4	-	1.8	25.1	-	-	-	4.7	-	-
24	64.8	-	1.1	29.3	2.9	1.1	0.4	-	0.4	-
25	70.2	0.4	0.4	27.8	1.2	-	-	-	-	-
26-Local	68.9	0.9	1.7	24.7	1.1	1.8	-	-	0.9	-
27	78.4	-	-	19.8	0.9	0.9	-	-	-	-
28	75.0	1.8	1.8	21.4	-	-	-	-	-	-

TABLE C-6
(Continued)

MODE-OF-EGRESS OF TRANSIT RIDERS BY ROUTE

PERCENT

ROUTE	RESIDENT					TOURIST				
	WALK	DRIVE	AUTO PASSENGER	BUS	OTHER	WALK	DRIVE	AUTO PASSENGER	BUS	OTHER
MTA MAINLAND REGULAR										
29	70.0	0.4	1.2	17.4	-	5.5	5.5	-	-	-
30	77.4	-	0.4	19.0	0.8	2.1	-	-	0.4	-
31	67.7	0.6	1.8	25.7	1.8	1.8	0.6	-	-	-
32	69.2	-	0.6	23.9	-	6.4	-	-	-	-
33	51.3	-	-	43.8	1.1	3.8	-	-	-	-
34	66.6	0.7	5.1	21.7	4.3	1.6	-	-	-	-
35	80.6	-	4.8	12.9	1.6	-	-	-	-	-
37	69.6	1.8	-	26.8	-	-	-	-	1.8	-
41	83.0	-	1.5	11.9	-	3.7	-	-	-	-
BB	78.7	2.1	-	14.5	2.1	0.7	0.7	-	-	1.3
GSS	77.5	5.6	5.6	10.1	1.1	-	-	-	-	-
SUBTOTAL: MTA MAINLAND REGULAR	<u>71.1</u>	<u>0.4</u>	<u>1.1</u>	<u>23.6</u>	<u>0.8</u>	<u>1.8</u>	<u>0.2</u>	<u>0.1</u>	<u>0.9</u>	<u>-</u>
MTA EXPRESS										
2-DASH	90.0	0.8	1.7	6.7	0.8	-	-	-	-	-
16-DASH	89.2	1.0	0.5	9.3	-	-	-	-	-	-
40-DASH	95.3	1.6	3.1	-	-	-	-	-	-	-
42-DASH	97.3	-	-	1.4	-	1.4	-	-	-	-
43-DASH	92.0	4.0	-	4.0	-	-	-	-	-	-
44-DASH	86.7	-	-	6.7	3.3	3.3	-	-	-	-
9-STREAKER	90.0	1.2	1.2	6.2	1.2	-	-	-	-	-
26-STREAKER	80.7	4.6	2.8	11.0	-	-	-	-	0.9	-
49-STREAKER	88.0	2.0	2.0	8.0	-	-	-	-	-	-

TABLE C-6
(Continued)

MODE-OF_EGRESS OF TRANSIT RIDERS BY ROUTE										
PERCENT										
ROUTE	RESIDENT					TOURIST				
	WALK	DRIVE	AUTO PASSENGER	BUS	OTHER	WALK	DRIVE	AUTO PASSENGER	BUS	OTHER
MTA EXPRESS										
50-STREAKER	87.3	4.7	0.9	5.7	0.9	-	-	-	0.5	-
8-EXPRESS	95.3	-	-	-	4.7	-	-	-	-	-
13-EXPRESS	96.9	3.1	-	-	-	-	-	-	-	-
45-EXPRESS	93.3	4.4	-	2.2	-	-	-	-	-	-
47-EXPRESS	90.0	5.0	2.5	-	2.5	-	-	-	-	-
48-EXPRESS	88.2	-	-	11.8	-	-	-	-	-	-
SUBTOTAL: MTA EXPRESS	<u>90.2</u>	<u>2.5</u>	<u>0.9</u>	<u>5.3</u>	<u>0.9</u>	<u>0.1</u>	<u>-</u>	<u>-</u>	<u>0.1</u>	<u>-</u>
<u>MTA BEACH</u>										
A	77.8	-	-	22.2	-	-	-	-	-	-
B	71.9	-	2.1	20.5	-	5.5	-	-	-	-
C	55.4	0.3	0.3	17.3	2.0	21.2	-	-	3.5	-
E	77.3	-	-	22.7	-	-	-	-	-	-
F	78.8	-	1.5	19.7	-	-	-	-	-	-
G	79.8	-	-	16.7	-	3.4	-	-	-	-
H	61.8	0.3	0.8	17.3	0.8	14.3	-	-	4.8	-
K	53.8	0.3	0.7	21.9	0.7	22.6	-	-	-	-
L	57.6	0.1	0.1	20.5	0.4	13.7	-	0.7	6.2	0.7
O	78.4	-	-	13.5	8.1	-	-	-	-	-
R	69.8	-	0.5	15.0	-	14.7	-	-	-	-
S	48.4	0.2	0.2	14.6	0.2	29.1	0.9	1.9	4.7	-
T	56.3	-	-	16.4	0.2	27.1	-	-	-	-
W	62.9	-	-	26.2	-	10.9	-	-	-	-

TABLE C-6
(Continued)

MODE-OF-EGRESS OF TRANSIT RIDERS BY ROUTE										
PERCENT										
ROUTE	RESIDENT					TOURIST				
	WALK	DRIVE	AUTO PASSENGER	BUS	OTHER	WALK	DRIVE	AUTO PASSENGER	BUS	OTHER
SUBTOTAL: MTA BEACH	<u>58.6</u>	<u>0.2</u>	<u>0.3</u>	<u>18.3</u>	<u>0.6</u>	<u>18.4</u>	<u>0.1</u>	<u>0.4</u>	<u>3.0</u>	<u>0.1</u>
MTA	<u>66.9</u>	<u>0.4</u>	<u>0.8</u>	<u>21.4</u>	<u>0.7</u>	<u>7.7</u>	<u>0.2</u>	<u>0.2</u>	<u>1.6</u>	<u>0.1</u>
CGMBS										
5	75.8	-	-	24.2	-	-	-	-	-	-
6	66.7	-	-	33.3	-	-	-	-	-	-
7-8	51.8	2.3	2.3	36.5	0.9	3.1	-	-	3.1	-
9	64.5	0.8	0.8	32.2	1.7	-	-	-	-	-
10	57.6	-	2.4	31.8	-	-	-	-	8.3	-
11	66.8	0.6	1.5	19.7	1.8	6.1	-	1.7	0.9	0.9
12	72.3	-	2.1	25.5	-	-	-	-	-	-
13	64.0	1.8	1.8	26.6	-	5.8	-	-	-	-
14	64.3	2.4	-	31.0	2.4	-	-	-	-	-
16	72.6	-	-	26.0	1.4	-	-	-	-	-
17	53.3	-	3.1	34.5	-	9.0	-	-	-	-
SCHOOL	88.6	-	-	9.1	2.3	-	-	-	-	-
CGMBS	<u>62.0</u>	<u>1.2</u>	<u>1.6</u>	<u>29.4</u>	<u>1.0</u>	<u>2.9</u>	<u>-</u>	<u>0.3</u>	<u>1.5</u>	<u>0.1</u>
GRAY LINE	<u>58.5</u>	<u>-</u>	<u>0.9</u>	<u>9.7</u>	<u>1.6</u>	<u>16.9</u>	<u>-</u>	<u>-</u>	<u>9.0</u>	<u>3.4</u>
BCTA	<u>64.4</u>	<u>3.2</u>	<u>-</u>	<u>29.0</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>3.4</u>	<u>-</u>	<u>-</u>
GRAND TOTAL:	<u>66.3</u>	<u>0.4</u>	<u>0.8</u>	<u>21.3</u>	<u>0.8</u>	<u>7.9</u>	<u>0.2</u>	<u>0.2</u>	<u>1.9</u>	<u>0.2</u>

TABLE C-7

ETHNIC BACKGROUND OF TRANSIT RIDERS BY ROUTE									
ROUTE	RESIDENT				TOURIST				
	MTA Main-land Reg.	Black	Latin	Non-Latin White	Other	Black	Latin	Non-Latin White	Other
1		43.2	14.1	35.4	2.1	2.3	1.2	1.2	0.6
2-Local		83.1	7.7	9.2	-	-	-	-	-
3		4.1	57.1	35.7	-	-	3.2	-	-
4		31.4	24.6	42.7	-	0.3	0.5	0.5	-
5		13.7	45.7	36.7	2.5	0.4	1.1	-	-
6		9.7	42.1	43.0	1.5	-	1.8	1.8	-
7		100.0	-	-	-	-	-	-	-
9-Local		15.1	15.1	67.8	1.4	0.2	0.1	0.1	-
10		13.2	13.9	62.0	6.6	-	2.4	1.2	0.8
11		4.1	38.7	51.4	2.8	-	1.7	1.3	-
12		12.5	16.5	61.8	2.2	-	5.3	-	1.8
14		35.4	27.9	32.1	1.4	1.4	0.3	1.0	0.3
15		46.0	28.4	21.8	1.5	1.1	-	0.8	0.4
17		3.3	47.5	45.9	3.3	-	-	-	-
19		3.2	51.8	39.7	1.6	1.2	-	2.5	-
20		11.7	36.4	45.2	2.9	0.7	1.7	1.3	-
21		90.3	3.1	2.6	2.6	0.8	0.8	-	-
22		74.5	12.7	12.7	-	-	-	-	-
23		65.8	10.2	17.4	1.8	4.8	-	-	-
24		61.8	17.5	17.5	1.7	0.4	0.4	0.8	-
25		56.6	22.2	19.9	1.4	-	-	-	-
26-Local		38.5	12.2	45.4	1.9	2.0	-	-	-
27		18.9	21.7	58.5	-	-	-	0.9	-
28		23.7	45.8	30.5	-	-	-	-	-
29		22.8	34.4	29.6	1.3	6.0	6.0	-	-
30		14.3	36.9	43.6	3.4	-	1.3	0.4	-
31		23.3	13.7	56.2	5.5	-	-	1.4	-
32		56.7	9.1	24.8	2.6	3.4	-	3.4	-
33		38.5	16.1	33.5	7.5	-	-	4.4	-
34		13.7	26.6	54.6	4.3	-	-	0.8	-
35		51.7	6.9	39.7	1.7	-	-	-	-
37		57.7	13.5	25.0	1.9	1.9	-	-	-
41		3.1	54.3	37.1	1.6	-	3.8	-	-
BB		-	38.1	51.6	6.7	-	3.6	-	-
GSS		8.0	9.2	81.6	1.1	-	-	-	-
SUBTOTAL MAINLAND REGULAR:									
		<u>29.5</u>	<u>28.4</u>	<u>37.1</u>	<u>2.1</u>	<u>0.9</u>	<u>1.1</u>	<u>0.7</u>	<u>0.1</u>
MTA EXPRESS									
2-Dash		8.6	5.2	83.6	2.6	-	-	-	-
16-Dash		8.3	8.3	79.3	4.1	-	-	-	-
40-Dash		6.6	4.9	82.0	6.6	-	-	-	-
42-Dash		-	5.7	92.9	-	-	1.4	-	-
43-Dash		2.9	1.4	88.4	7.2	-	-	-	-
44-Dash		3.6	3.6	82.1	7.1	3.6	-	-	-
9-Streaker		6.6	1.3	89.5	1.3	-	1.3	-	-

TABLE C-8

TRIP PURPOSE OF TRANSIT RIDERS								
R E S I D E N T S								
	Work	Shopping	Social- Recreation	Non-Adult School	Health Care	Social Service	Other	Adult School
1	62.6	6.7	1.9	5.0	5.5	1.7	3.6	12.9
2-Local	67.5	9.1	2.6	6.4	6.4	1.3	1.3	5.1
3	65.8	7.5	2.5	15.8	3.3	0.8	3.3	0.8
4	73.0	8.7	1.7	3.9	3.0	1.7	3.5	4.4
5	70.1	5.0	3.3	4.7	4.1	1.9	4.1	6.5
6	70.4	5.9	4.2	6.8	4.0	1.7	3.3	3.7
7	75.0	-	-	-	25.0	-	-	-
9-Local	46.8	5.4	3.9	25.4	7.9	1.5	2.4	6.8
10	50.8	5.5	5.0	18.1	5.5	2.1	8.0	4.2
11	66.5	7.0	4.2	6.0	3.6	1.2	5.0	6.2
12	58.1	7.8	4.8	17.6	3.6	1.1	3.3	3.9
14	57.6	6.7	4.1	15.3	3.6	2.5	5.4	4.7
15	56.0	4.8	4.4	9.0	4.2	2.0	4.2	15.1
17	70.5	8.8	1.5	1.5	11.7	1.5	1.5	2.9
19	63.7	7.5	9.7	2.2	3.7	0.8	3.7	9.0
20	64.0	6.2	5.7	9.3	2.6	2.1	7.8	2.1
21	65.7	2.5	4.2	12.6	4.2	2.5	2.9	5.4
22	79.4	1.6	3.2	6.4	1.6	1.6	4.8	1.6
23	69.7	2.2	2.7	10.3	6.5	1.6	3.8	3.2
24	69.2	3.8	1.1	3.8	8.1	1.1	9.7	3.2
25	55.9	4.6	4.6	19.2	5.2	2.1	3.8	4.6
26-Local	64.3	5.6	5.3	11.6	3.7	2.4	3.4	3.2
27	55.1	2.5	5.1	0.8	11.0	5.1	16.1	4.2
28	61.9	2.8	5.6	14.1	2.8	1.4	7.0	4.2
29	70.2	5.1	2.6	6.3	4.2	0.8	3.4	7.6
30	66.3	6.5	2.2	6.5	4.7	1.4	5.4	6.9
31	47.9	3.0	2.0	17.9	0.5	0.5	3.6	24.4
32	55.2	8.8	2.8	15.5	6.1	1.1	5.6	5.0
33	49.1	6.4	2.8	19.1	6.3	3.6	8.2	4.5
34	52.7	4.7	2.9	11.2	2.9	-	2.9	22.8
35	25.6	7.2	1.4	12.8	4.2	4.2	4.2	38.4
37	74.1	3.2	1.6	12.9	3.2	-	1.6	3.2
41	73.4	2.7	1.3	13.4	2.7	1.3	-	5.3
BB	53.2	17.0	4.3	2.2	2.2	-	17.0	4.3
GSS	68.5	4.3	2.1	-	6.4	2.1	16.2	-
SUBTOTAL								
MTA MAIN	<u>63.4</u>	<u>5.7</u>	<u>3.7</u>	<u>9.5</u>	<u>4.5</u>	<u>1.8</u>	<u>4.8</u>	<u>6.7</u>
LAND								
MTA EXP.								
2	94.8	-	1.7	-	-	-	3.3	-
16	95.8	-	-	1.0	1.0	-	1.0	1.5
40	98.5	-	-	-	-	-	-	1.5

TABLE C-8
(CONTINUED)

TRIP PURPOSE OF TRANSIT RIDERS								
R E S I D E N T S								
	Work	Shopping	Social- Recreation	Non-Adult School	Health Care	Social Service	Other	Adult School
42	98.7	-	-	-	-	1.3	-	-
43	93.4	-	-	-	-	-	-	6.6
44	90.4	-	-	6.5	-	-	-	3.1
9	93.9	-	-	2.4	2.4	-	-	1.2
26	97.2	0.9	-	-	-	-	-	1.8
49	98.0	-	-	-	-	-	2.0	-
50	98.7	-	-	-	-	-	0.5	0.9
8	97.9	-	-	2.0	-	-	-	-
13	100.0	-	-	-	-	-	-	-
45	100.0	-	-	-	-	-	-	-
47	100.0	-	-	-	-	-	-	-
48	100.0	-	-	-	-	-	-	-
SUBTOTAL								
MTA EXP.	<u>95.8</u>	<u>0.1</u>	<u>0.1</u>	<u>0.3</u>	<u>2.5</u>	<u>-</u>	<u>0.4</u>	<u>0.8</u>
MTA BEACH								
A	58.0	14.0	12.0	4.0	2.0	-	4.0	6.0
B	64.2	13.2	7.6	7.6	1.9	-	-	5.7
C	46.8	13.2	6.8	3.0	10.6	2.6	11.1	5.5
E	31.9	48.0	8.0	8.0	4.0	-	-	-
F	68.2	11.6	7.3	5.8	2.8	-	2.8	1.4
G	71.8	3.8	6.4	4.5	5.7	1.3	5.2	1.3
H	43.4	18.8	12.6	8.2	7.6	1.5	6.4	1.5
K	45.8	13.1	9.2	11.3	8.2	1.2	6.2	4.8
L	56.9	12.2	7.5	5.1	6.6	1.4	5.6	4.6
Ø	31.3	20.3	5.5	22.2	3.7	-	11.0	5.5
R	30.1	10.7	11.1	18.9	15.8	1.4	8.3	3.7
S	49.5	18.6	7.6	2.9	11.5	1.0	6.3	2.6
T	60.6	11.4	5.2	5.9	4.3	1.9	5.2	5.5
W	18.5	43.4	12.4	-	13.3	4.4	7.1	0.9
SUBTOTAL								
MTA BEACH	<u>50.3</u>	<u>14.6</u>	<u>8.4</u>	<u>6.7</u>	<u>8.1</u>	<u>1.5</u>	<u>6.5</u>	<u>3.9</u>
MTA CGMBS								
5	52.4	6.8	2.3	24.7	-	-	2.3	11.2
6	66.5	5.1	-	15.3	-	-	2.5	10.2
7-8	70.4	4.9	3.3	4.0	3.1	0.5	5.9	7.8
9	61.2	5.7	-	19.7	2.5	0.6	2.5	7.6
10	39.4	15.7	1.9	28.4	3.9	1.0	3.9	5.8
11	37.0	6.7	2.9	29.1	2.2	0.4	2.9	18.5

TRIP PURPOSE OF TRANSIT RIDERS								
T O U R I S T S								
Route	Work	Shopping	Social- Recreational	Non-Adult School	Health Care	Social Service	Other	Adult School
1	27.2	9.1	27.2	9.1	-	-	-	27.2
2-Local								
3	-	-	-	-	-	-	-	100.0
4	16.8	-	-	-	-	16.8	33.2	33.2
5	-	40.0	-	-	-	-	40.0	20.0
6	8.3	25.0	16.7	16.7	8.3	-	25.0	-
7	-	-	-	-	-	-	-	-
9-Local								
10	7.1	54.3	7.7	15.4	7.7	-	7.7	-
11	-	-	33.4	-	16.7	16.7	-	33.4
12	33.4	16.6	-	-	-	-	16.6	33.4
14	16.6	16.6	50.0	16.6	-	-	-	-
15	37.5	-	-	-	-	-	37.5	25.0
17	-	-	-	-	-	-	-	-
19	-	-	49.5	25.2	-	-	25.2	-
20	9.0	18.3	45.4	-	-	-	18.3	9.0
21	33.4	-	-	33.4	-	-	33.4	-
22	-	-	-	-	-	-	-	-
23	-	-	100.0	-	-	-	-	-
24	20.0	20.0	-	-	20.0	-	40.0	-
25	-	-	-	-	-	-	-	-
26-Local	50.0	-	-	-	-	-	-	50.0
27	-	-	-	-	-	-	-	100.0
28	-	-	-	-	-	-	-	-
29	-	100.0	-	-	-	-	-	-
30	14.2	28.6	14.2	-	-	-	42.5	-
31	-	25.0	25.0	25.0	-	-	-	25.0
32	50.0	-	-	-	-	-	50.0	-
33	-	-	-	-	-	-	100.0	-
34	100.0	-	-	-	-	-	-	-
35	-	-	-	-	-	-	-	-
37	-	-	-	50.0	-	-	50.0	-
41	-	-	-	-	-	-	100.0	-
BB	-	-	60.0	-	-	-	40.0	-
GSS	-	-	-	-	-	-	-	-
SUBTOTAL								
MTA MAIN	<u>16.1</u>	<u>17.6</u>	<u>18.0</u>	<u>6.5</u>	<u>2.4</u>	<u>1.5</u>	<u>17.0</u>	<u>20.8</u>
LAND								
MTA EXP.								
2	-	-	-	-	-	-	-	-
16	-	-	-	-	-	-	-	-
40	-	-	-	-	-	-	-	-
42	100.0	-	-	-	-	-	-	-

TABLE C-9
(CONTINUED)

TRIP PURPOSE OF TRANSIT RIDERS								
T O U R I S T S								
Route	Work	Shopping	Social- Recreational	Non-Adult School	Health Care	Social Service	Other	Adult School
43	-	-	-	-	-	-	-	-
44	100.0	-	-	-	-	-	-	-
9	100.0	-	-	-	-	-	-	-
26	100.0	-	-	-	-	-	-	-
49	-	-	-	-	-	-	-	-
50	-	-	100.0	-	-	-	-	-
8	-	-	-	-	-	-	-	-
13	-	-	-	-	-	-	-	-
45	-	-	-	-	-	-	-	-
47	-	-	-	-	-	-	-	-
48	-	-	-	-	-	-	-	-
SUBTOTAL								
MTA EXP.	<u>77.6</u>	<u>-</u>	<u>22.4</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
MTA BEACH								
A	-	-	-	-	-	-	-	-
B	-	-	66.7	-	-	-	-	33.3
C	-	14.3	71.4	-	-	-	14.3	-
E	-	-	-	-	-	-	-	-
F	-	-	-	-	-	-	-	-
G	-	100.0	-	-	-	-	-	-
H	-	20.0	80.0	-	-	-	-	-
K	-	50.0	33.3	-	-	-	16.7	-
L	15.6	34.4	46.9	-	3.1	-	-	-
Ø	-	-	-	-	-	-	-	-
R	-	-	33.3	33.3	-	-	33.3	-
S	8.1	21.6	56.8	-	2.7	-	10.8	-
T	-	36.4	18.2	-	-	9.1	36.4	-
W	-	-	-	-	-	-	-	-
SUBTOTAL								
MTA BEACH	<u>4.9</u>	<u>28.7</u>	<u>49.7</u>	<u>0.9</u>	<u>1.2</u>	<u>1.3</u>	<u>13.0</u>	<u>0.2</u>
MTA	<u>7.1</u>	<u>26.6</u>	<u>43.7</u>	<u>2.0</u>	<u>1.5</u>	<u>1.3</u>	<u>13.7</u>	<u>4.1</u>
CGMBS								
5	-	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-	-
7-8	22.2	22.2	-	-	-	11.1	33.4	11.1
9	-	-	-	-	-	-	-	-
10	-	100.0	-	-	-	-	-	-
11	-	18.2	27.2	-	-	-	9.1	45.4

TABLE C-9
(CONTINUED)

TRIP PURPOSE OF TRANSIT RIDERS								
T O U R I S T S								
Route	Work	Shopping	Social- Recreational	Non-Adult School	Health Care	Social Service	Other	Adult School
12	-	-	-	-	-	-	-	-
13	50.0	-	-	50.0	-	-	-	-
14	-	-	-	100.0	-	-	-	-
16	-	-	-	-	-	-	-	-
17	-	100.0	-	-	-	-	-	-
School	-	-	-	-	-	-	-	-
CGMBS	<u>19.0</u>	<u>23.5</u>	<u>6.6</u>	<u>17.6</u>	-	<u>4.1</u>	<u>14.5</u>	<u>14.9</u>
Gray	-	<u>25.9</u>	<u>51.9</u>	-	-	-	<u>22.2</u>	-
BCTA	<u>100.0</u>	-	-	-	-	-	-	-
GRAND TOTAL	6.6	26.4	43.8	2.1	1.2	1.2	14.8	3.9
=====	=====	=====	=====	=====	=====	=====	=====	=====

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NEED FOR TRANSFER OF TRANSIT RIDERS BY ROUTE

Route	P E R C E N T	
	Transfer	No Transfer
<u>MTA Mainland Regular</u>		
1	39.6	60.4
2-Local	58.6	41.4
3	42.6	57.4
4	38.2	61.8
5	38.2	61.8
6	42.4	57.6
7	14.3	85.7
9-Local	42.3	57.7
10	28.4	71.6
11	34.5	65.5
12	32.0	68.0
14	44.2	55.8
15	54.2	45.8
17	44.1	55.9
19	41.4	58.6
20	46.2	53.8
21	56.1	43.9
22	52.5	47.5
23	52.5	47.5
24	45.5	54.5
25	45.5	54.5
26-Local	45.1	54.9
27	26.9	73.1
28	45.0	55.0
29	40.0	60.0
30	38.2	61.8
31	39.3	60.7
32	38.1	61.9
33	65.3	34.7
34	36.4	63.6
35	18.6	81.4
37	60.7	39.3
41	17.6	82.4
BB	16.3	83.7
GSS	11.2	88.8
<u>SUBTOTAL</u>	<u>41.6</u>	<u>58.4</u>
<u>MTA Mainland Express</u>		
2-Dash	6.8	93.2
16-Dash	14.9	85.1
40-Dash	5.0	95.0
42-Dash	4.1	95.9
43-Dash	9.9	90.1
44-Dash	21.4	78.6
9-Streaker	15.2	84.8
26-Streaker	17.0	83.0
49-Streaker	15.9	84.1
50-Streaker	13.5	86.5

NEED FOR TRANSFER OF TRANSIT RIDERS BY ROUTE

Route	P E R C E N T	
	Transfer	No Transfer
8-Express	2.3	97.7
13-Express	-	100.0
45-Express	6.7	93.3
47-Express	2.7	97.3
48-Express	12.9	87.1
SUBTOTAL	<u>9.1</u>	<u>90.9</u>
<u>MTA BEACH</u>		
A	60.4	39.6
B	42.8	57.2
C	35.0	65.0
E	28.0	72.0
F	42.6	57.4
G	32.1	67.9
H	21.9	78.1
K	25.2	74.8
L	38.1	61.9
O	17.0	83.0
R	23.2	76.8
S	23.8	76.2
T	21.4	78.6
W	27.6	72.4
SUBTOTAL MTA BEACH	<u>29.4</u>	<u>70.4</u>
<u>MTA</u>	<u>36.9</u>	<u>63.1</u>
<u>CGMBS</u>		
5	85.4	14.6
6	70.3	29.7
7-8	65.6	34.4
9	56.3	43.7
10	58.7	41.3
11	30.9	69.1
12	36.4	63.6
13	36.3	63.7
14	69.4	30.6
16	57.0	43.0
17	35.7	64.3
School	40.9	59.1
SUBTOTAL	<u>49.8</u>	<u>50.2</u>
<u>Gray Line</u>	<u>13.4</u>	<u>86.6</u>
<u>BCTA</u>	<u>39.3</u>	<u>60.7</u>
GRAND TOTAL:	36.7	63.3
=====	=====	=====

TABLE C-11
AGE OF TRANSIT RIDERS BY ROUTE

ROUTE	P E R C E N T								
	10- 19	20- 29	30- 39	40- 49	50- 59	60- 69	70- 79	80- 89	90- 99
<u>MTA Mainland Regular</u>									
1	10.1	31.6	12.5	13.6	15.0	11.5	4.7	1.0	-
2-Local	20.0	32.5	17.5	10.0	7.5	10.0	2.5	-	-
3	7.4	9.9	6.2	17.3	25.9	18.5	13.6	1.2	-
4	3.2	21.8	15.7	17.3	16.7	17.0	5.8	1.9	0.6
5	7.8	15.9	13.4	16.5	18.6	17.5	8.8	1.4	-
6	10.2	13.7	10.8	19.5	21.1	18.3	5.5	0.7	0.2
7	-	-	16.7	50.0	16.7	16.7	-	-	-
9-Local	13.5	17.9	11.8	10.3	16.0	15.3	10.1	5.1	-
10	5.5	21.4	9.2	12.4	17.1	20.6	12.9	1.0	-
11	8.3	18.7	11.5	17.2	19.8	16.6	6.4	1.2	0.2
12	11.9	17.7	8.5	12.0	21.3	17.4	8.9	2.2	-
14	8.4	17.8	14.2	17.8	16.4	14.4	8.4	2.7	-
15	18.9	25.3	10.0	13.6	15.0	15.1	1.9	0.3	-
17	1.9	11.1	14.8	13.0	29.6	14.8	13.0	1.9	-
19	5.1	27.0	8.4	16.7	18.2	12.1	10.2	2.3	-
20	6.1	18.8	15.3	11.8	23.6	13.8	10.6	-	-
21	17.3	30.9	17.7	14.0	15.1	5.1	-	-	-
22	7.9	23.7	15.8	21.1	15.8	15.8	-	-	-
23	11.9	32.2	10.2	16.1	13.6	13.6	1.7	0.8	-
24	15.0	27.7	17.4	11.9	10.3	10.8	6.1	0.8	-
25	18.5	22.9	9.6	10.2	17.2	15.3	5.7	0.6	-
26-Local	12.8	27.2	14.8	12.8	17.6	10.0	4.0	0.8	-
27	-	10.3	18.4	11.5	16.1	23.0	16.1	4.6	-
28	-	28.6	8.6	14.3	31.4	14.3	2.9	-	-
29	6.7	21.0	16.9	21.5	19.0	9.8	3.6	1.5	-
30	7.5	17.4	14.5	12.9	20.9	13.5	9.9	3.0	0.5
31	32.6	28.7	5.4	14.0	10.1	5.2	3.1	-	-
32	10.1	31.5	12.5	9.3	17.1	14.8	4.7	-	-
33	16.2	25.0	10.3	11.8	16.2	10.3	8.8	1.5	-
34	21.6	25.6	10.4	11.2	16.0	8.0	7.3	-	-
35	50.0	22.7	4.5	11.4	2.3	6.8	2.3	-	-
37	11.8	20.6	14.7	14.7	17.6	8.8	5.9	5.9	-
41	11.3	17.0	20.8	18.9	15.1	13.2	3.8	-	-
BB	2.3	14.1	21.9	17.2	17.9	14.8	9.4	2.3	-
GSS	1.4	29.0	13.0	18.8	23.2	7.2	4.3	2.9	-
<u>SUBTOTAL</u>	<u>10.3</u>	<u>21.2</u>	<u>12.9</u>	<u>15.2</u>	<u>18.0</u>	<u>14.4</u>	<u>6.6</u>	<u>1.4</u>	<u>0.1</u>
<u>MTA Mainland Express</u>									
2-Dash	3.2	40.9	20.4	9.7	19.4	6.5	-	-	-
16-Dash	5.5	32.9	19.5	20.1	18.3	3.7	-	-	-
40-Dash	3.9	41.2	27.5	17.6	5.9	3.9	-	-	-
42-Dash	-	61.0	16.9	10.2	8.5	1.7	1.7	-	-
43-Dash	3.3	50.8	13.1	16.4	14.8	1.6	-	-	-
44-Dash	-	23.1	23.1	23.1	23.1	7.7	-	-	-

TABLE C-11
(CONTINUED)
AGE OF TRANSIT RIDERS BY ROUTE

ROUTE	P E R C E N T								
	10- 19	20- 29	30- 39	40- 49	50- 59	60- 69	70- 79	80- 89	90- 99
9-Streaker	4.3	35.7	18.6	24.3	12.9	4.3	-	-	-
26-Streaker	5.0	40.0	17.5	28.8	7.5	1.2	-	-	-
49-Streaker	-	36.1	16.7	11.1	22.2	11.1	2.8	-	-
50-Streaker	3.2	17.5	20.8	20.8	31.8	5.2	0.6	-	-
8-Express	-	-	8.1	27.0	48.6	16.2	-	-	-
13-Express	-	4.2	29.2	35.4	22.9	8.3	-	-	-
45-Express	-	17.9	28.2	20.5	28.2	5.1	-	-	-
47-Express	-	6.5	9.7	35.5	41.9	6.5	-	-	-
48-Express	4.0	30.0	30.0	22.0	12.0	2.0	-	-	-
<u>SUBTOTAL</u>	<u>2.5</u>	<u>25.3</u>	<u>20.8</u>	<u>24.9</u>	<u>20.6</u>	<u>5.7</u>	<u>0.2</u>	<u>-</u>	<u>-</u>
<u>MTA BEACH</u>									
A	2.8	16.7	5.6	2.8	13.9	33.3	22.2	2.8	-
B	2.4	17.6	10.4	16.8	21.6	14.4	9.6	7.2	-
C	4.5	17.6	3.7	21.7	14.5	19.8	17.4	0.8	-
E	-	7.1	14.3	14.3	14.3	50.0	-	-	-
F	4.4	15.6	11.1	17.8	22.2	22.2	4.4	2.2	-
G	7.5	9.4	12.2	17.2	19.8	27.3	6.6	-	-
H	6.0	15.0	11.4	8.3	7.3	33.9	15.2	2.7	0.3
K	7.0	10.1	7.3	9.5	28.9	16.6	16.6	3.8	0.3
L	9.7	16.1	12.5	14.0	15.2	18.6	11.8	2.2	-
O	9.1	18.2	3.0	3.0	9.1	42.4	15.2	-	-
R	5.1	14.2	6.4	12.2	7.7	25.6	23.8	3.8	1.3
S	5.6	18.1	11.8	10.0	13.6	20.6	17.5	1.4	1.5
T	6.1	13.7	18.0	19.6	12.6	15.0	12.6	2.1	0.2
W	1.1	1.1	4.4	2.2	11.0	29.7	44.0	6.6	-
<u>SUBTOTAL</u>	<u>6.3</u>	<u>14.9</u>	<u>10.3</u>	<u>13.5</u>	<u>15.1</u>	<u>21.6</u>	<u>15.8</u>	<u>2.3</u>	<u>0.4</u>
<u>MTA</u>	<u>8.7</u>	<u>18.9</u>	<u>12.1</u>	<u>14.7</u>	<u>17.0</u>	<u>16.9</u>	<u>9.8</u>	<u>1.7</u>	<u>0.2</u>
<u>CGMBS</u>									
5	8.3	29.2	12.5	29.2	12.5	-	8.3	-	-
6	7.4	14.8	7.4	18.5	22.2	25.9	-	3.7	-
7-8	5.7	25.8	11.3	15.9	22.8	12.0	6.0	0.6	-
9	7.8	23.3	10.0	14.4	23.3	15.6	5.6	-	-
10	27.0	11.1	7.9	12.7	12.7	15.9	6.3	3.2	1.6
11	35.2	34.6	5.8	7.7	6.6	5.0	3.1	0.8	1.1
12	23.5	20.6	17.6	14.7	14.7	8.8	-	-	-
13	29.3	15.9	10.8	11.5	15.9	13.0	2.9	0.7	-
14	18.2	24.2	15.2	18.2	-	18.2	6.1	-	-
16	16.4	18.2	7.3	16.4	14.5	16.4	9.1	1.8	-
17	17.4	21.7	8.7	21.7	26.1	-	4.3	-	-
School	12.8	5.1	2.6	2.6	7.7	20.5	12.8	20.5	15.4

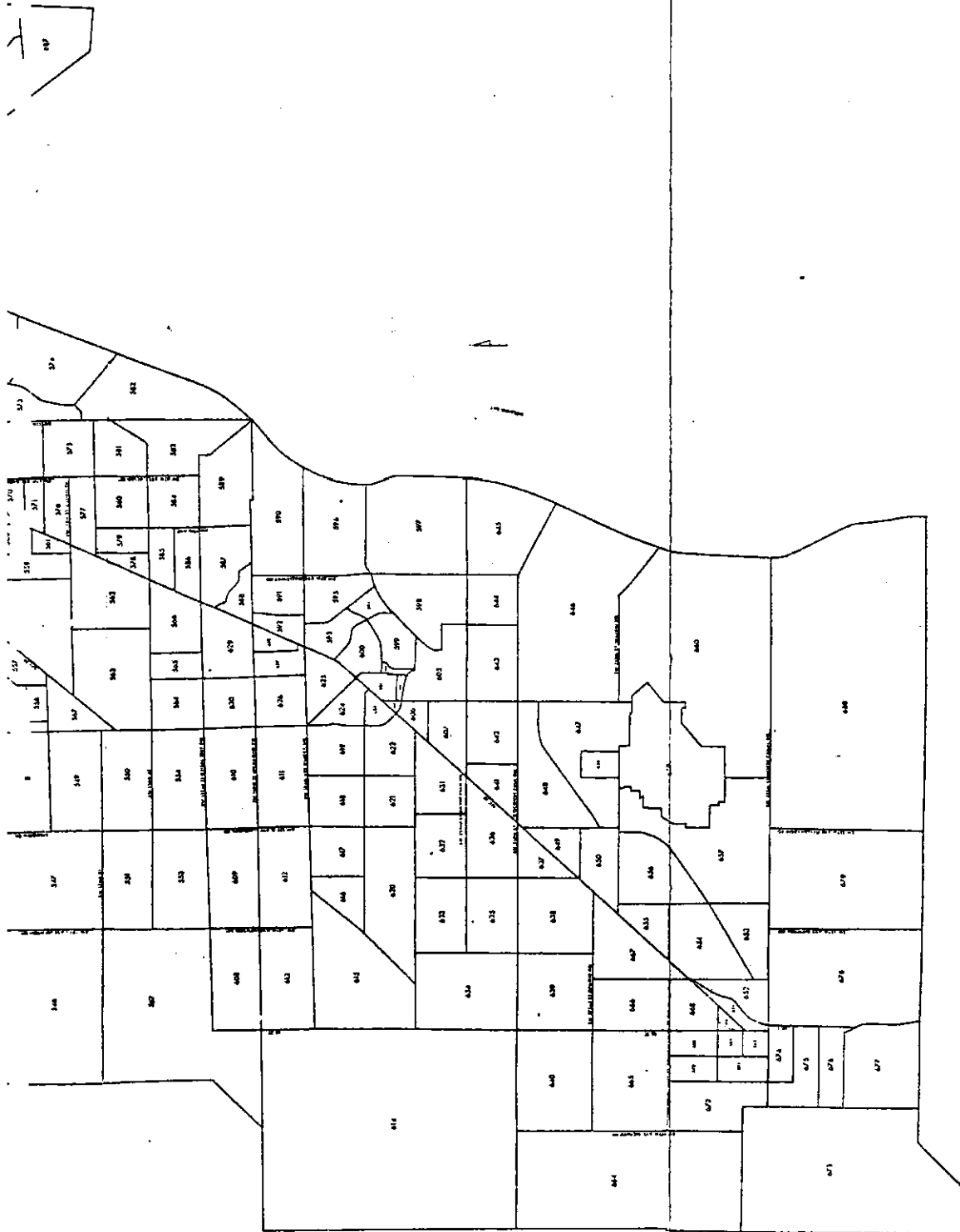
TABLE C-11
(CONTINUED)

AGE OF TRANSIT RIDERS BY ROUTE

ROUTE	P E R C E N T								
	10- 19	20- 29	30- 39	40- 49	50- 59	60- 69	70- 79	80- 89	90- 99
<u>SUBTOTAL</u>	<u>17.2</u>	<u>23.3</u>	<u>9.9</u>	<u>14.1</u>	<u>16.3</u>	<u>11.9</u>	<u>5.3</u>	<u>1.4</u>	<u>0.7</u>
<u>Gray Line</u>	<u>6.3</u>	<u>15.4</u>	<u>8.0</u>	<u>6.9</u>	<u>20.0</u>	<u>30.2</u>	<u>12.0</u>	<u>1.3</u>	<u>-</u>
<u>BCTA</u>	<u>10.3</u>	<u>20.9</u>	<u>17.2</u>	<u>13.8</u>	<u>10.3</u>	<u>20.6</u>	<u>6.9</u>	<u>-</u>	<u>-</u>
<u>GRAND TOTAL:</u>	<u>9.0</u>	<u>19.0</u>	<u>11.8</u>	<u>14.3</u>	<u>17.0</u>	<u>17.3</u>	<u>9.7</u>	<u>1.7</u>	<u>0.2</u>
	====	====	====	====	====	====	====	====	====

3 of 3

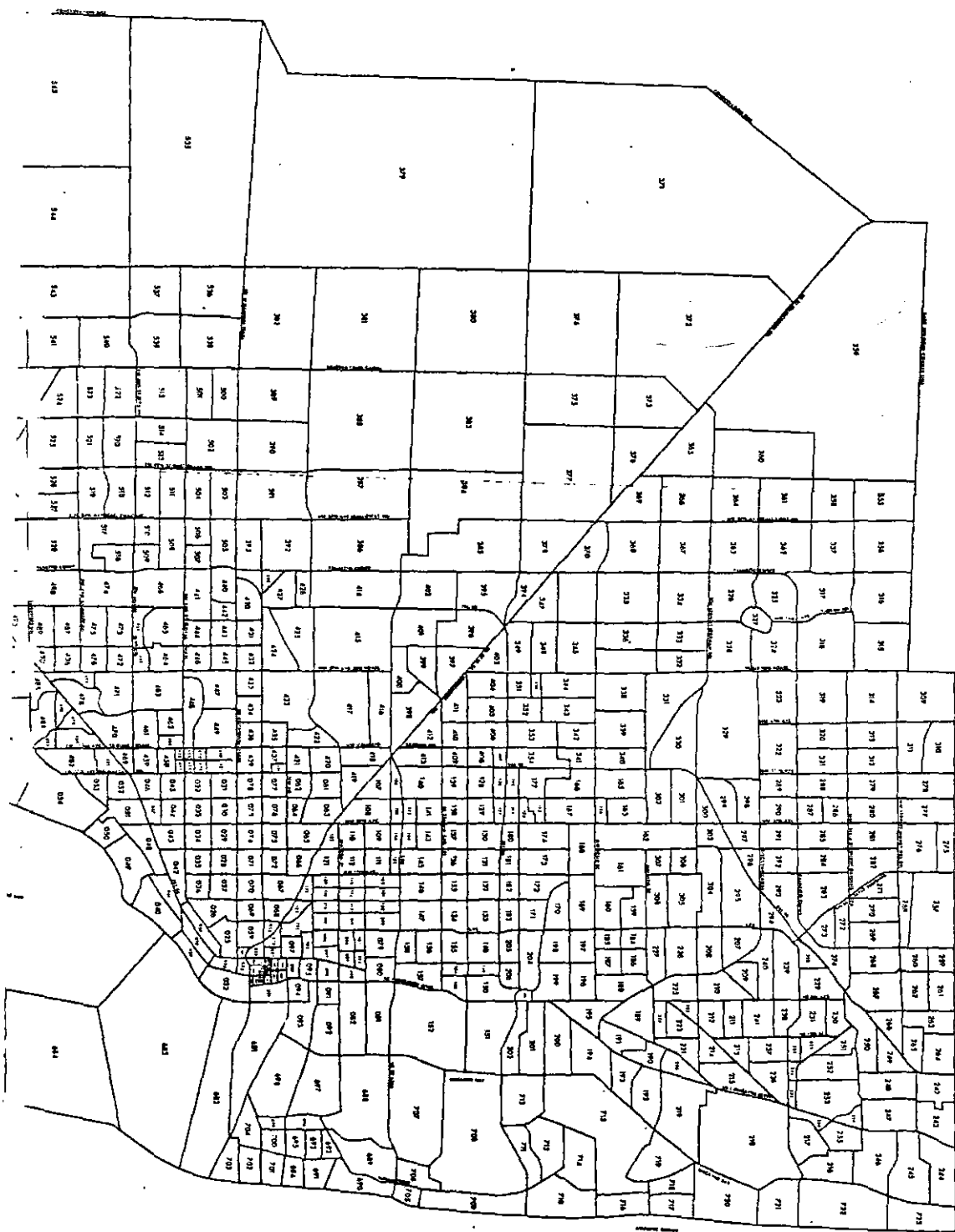
FIGURE D-1



MIAMI URBAN AREA
TRAFFIC ZONES

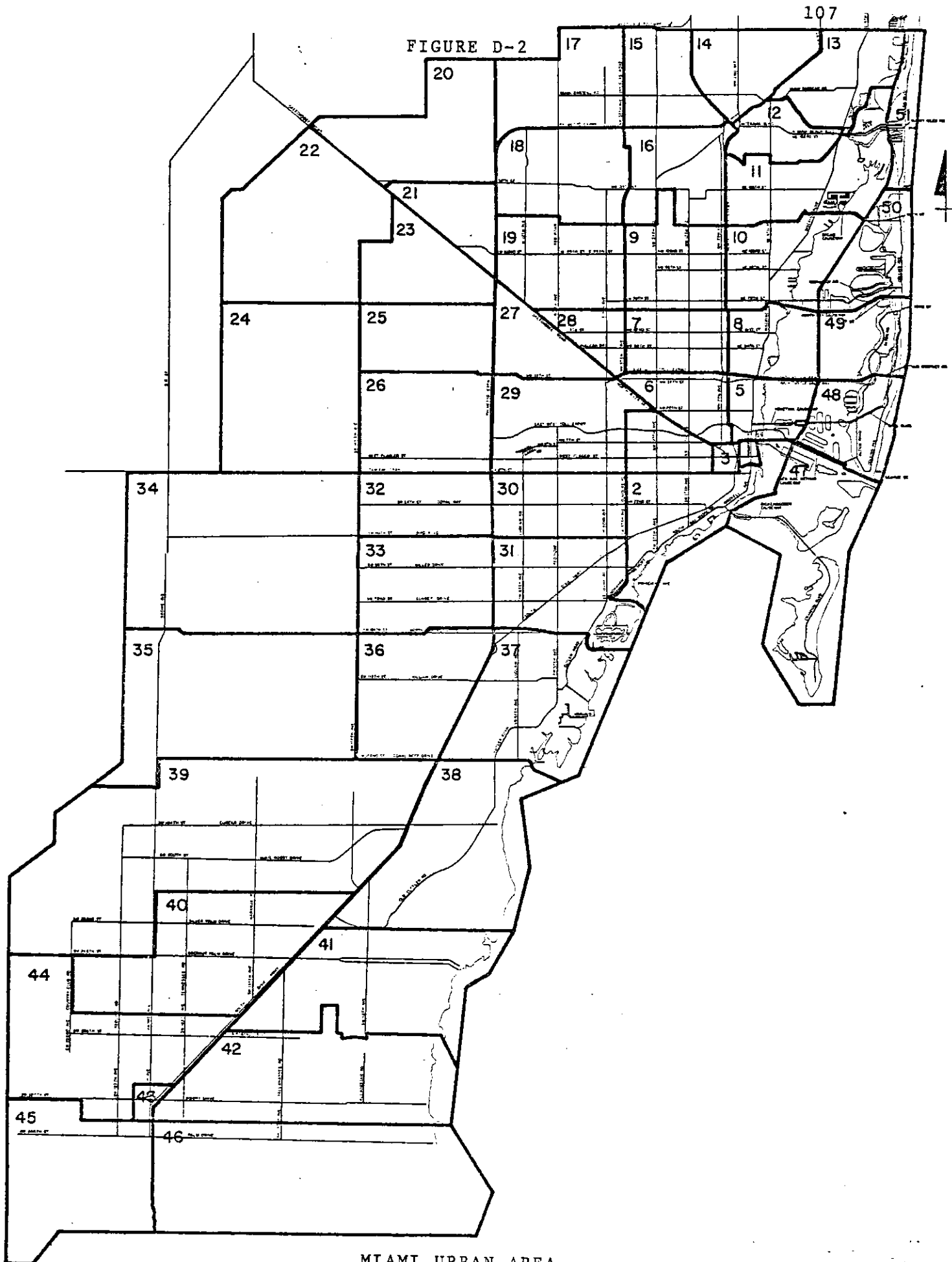
FIGURE D-1

(CONTINUED)



MIAMI URBAN AREA
TRAFFIC ZONES

FIGURE D-2



MIAMI URBAN AREA
TRAFFIC DISTRICTS

TRANSIT TRIP END SUMMARY				
DISTRICT	TOTAL INS	TOTAL OUTS	INTRA- ZONALS	TRIP ENDS
1	17627	17629	418	35256
2	10222	10214	1164	20436
3	2777	2771	106	5548
4	9130	9142	1204	18272
5	11613	11609	456	23222
6	9757	9765	921	19522
7	10259	10261	1664	20520
8	5376	5374	243	10750
9	7545	7536	1041	15081
10	5058	5057	336	10115
11	2972	2982	244	5954
12	4001	3998	484	7999
13	1584	1584	78	3168
14	1181	1177	89	2358
15	1107	1108	18	2215
16	2878	2878	271	5756
17	827	827	50	1654
18	436	434	38	870
19	2770	2775	439	5545
20	10	10	0	20
21	61	60	0	121
22	2	2	0	4
23	27	27	0	54
24	22	21	0	43
25	94	97	0	191
26	882	882	315	1764
27	1025	1023	66	2048
28	1532	1528	139	3060
29	5772	5782	342	11554
30	5627	5625	1134	11252
31	3540	3536	453	7076
32	1692	1695	321	3387
33	876	878	40	1754
34	266	262	0	528
35	26	26	0	52
36	1517	1522	153	3039
37	1187	1178	200	2365
38	416	415	28	831
39	292	296	0	588
40	21	21	0	42
41	11	10	0	21

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TABLE D-1
(CONTINUED)

TRANSIT TRIP END SUMMARY				
DISTRICT	TOTAL INS	TOTAL OUTS	INTRA- ZONALS	TRIP ENDS
42	33	33	8	66
43	22	22	0	44
44	35	33	0	68
45	13	13	0	26
46	0	0	0	0
47	799	799	26	1598
48	24206	24212	7534	48418
49	10042	10039	1109	20081
50	13022	13023	2587	26045
51	2765	2764	90	5529
<u>TOTALS:</u>	<u>182955</u> =====	<u>182955</u> =====	<u>23809</u> =====	<u>365910</u> =====

TABLE D-2
 (CONTINUED)

TRIPS FROM DISTRICT 17 TO ALL OTHER DISTRICTS (ABS.TOTAL = 827)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	46	17	1	25	22	106	37	8	184
10	10	-	29	27	15	85	51	50	9	-
20	-	-	-	-	-	-	-	-	3	22
30	14	11	-	-	-	-	-	-	-	-
40	-	-	-	-	-	-	-	9	26	12
50	-	8	-	-	-	-	-	-	-	-

TRIPS FROM DISTRICT 18 TO ALL OTHER DISTRICTS (ABS.TOTAL = 434)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	83	10	10	9	108	26	16	10	30
10	-	-	9	5	-	8	-	8	38	19
20	-	-	-	-	-	-	-	-	-	36
30	9	-	-	-	-	-	-	-	-	-

TRIPS FROM DISTRICT 19 TO ALL OTHER DISTRICTS (ABS.TOTAL = 2775)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	435	47	71	101	271	138	144	107	320
10	78	15	7	-	-	18	73	-	19	439
20	-	-	-	-	-	7	-	16	153	145
30	14	16	10	-	3	-	-	-	-	-
40	-	-	-	-	-	-	-	10	50	45
50	23	-	-	-	-	-	-	-	-	-

TRIPS FROM DISTRICT 20 TO ALL OTHER DISTRICTS (ABS.TOTAL = 10)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	9	-	-	-	1	-	-	-	-

TRIPS FROM DISTRICT 21 TO ALL OTHER DISTRICTS (ABS.TOTAL = 60)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	-	20	-	7	-	-	4	-	-
10	5	-	-	-	-	3	-	-	-	-
20	-	-	-	-	-	-	-	-	14	-
50	7	-	-	-	-	-	-	-	-	-

TRIPS FROM DISTRICT 22 TO ALL OTHER DISTRICTS (ABS.TOTAL = 2)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	1	-	-	-	-	1	-	-	-

(CONTINUED)

TRIPS FROM DISTRICT 23 TO ALL OTHER DISTRICTS (ABS.TOTAL = 27)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	10	-	-	-	-	-	9	-	8

TRIPS FROM DISTRICT 24 TO ALL OTHER DISTRICTS (ABS.TOTAL = 21)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	2	-	-	-	7	-	-	-	-
20	-	-	-	-	-	-	-	2	-	-
40	-	-	-	-	-	-	-	-	10	-

TRIPS FROM DISTRICT 25 TO ALL OTHER DISTRICTS (ABS. TOTAL = 97)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	11	-	-	8	8	-	17	-	8
10	-	-	-	-	10	-	-	-	-	7
20	-	-	-	-	-	-	-	-	10	-
30	-	-	-	2	-	-	-	-	-	-
40	-	-	-	-	-	-	-	16	-	-

TRIPS FROM DISTRICT 26 TO ALL OTHER DISTRICTS (ABS.TOTAL = 882)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	92	25	22	49	45	22	19	7	-
10	36	-	-	-	-	-	8	-	-	-
20	-	-	-	-	-	-	315	-	-	78
30	75	11	29	10	-	-	8	-	-	16
40	-	-	-	-	-	-	-	-	15	-

TRIPS FROM DISTRICT 27 TO ALL OTHER DISTRICTS (ABS.TOTAL = 1023)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	114	56	33	48	73	93	127	38	60
10	22	9	11	-	-	9	10	-	-	17
20	-	-	-	-	2	-	-	66	57	125
30	22	-	6	2	-	7	-	-	-	-
40	-	-	-	-	-	-	-	7	-	9

(CONTINUED)

TRIPS FROM DISTRICT 32 TO ALL OTHER DISTRICTS (ABS.TOTAL = 1695)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	225	74	72	116	100	36	10	-	17
10	3	-	-	2	-	-	-	-	-	10
20	-	-	-	-	-	-	28	6	-	144
30	183	146	321	29	41	-	70	43	-	-
40	-	-	-	-	-	-	-	2	3	-
50	14	-	-	-	-	-	-	-	-	-

TRIPS FROM DISTRICT 33 TO ALL OTHER DISTRICTS (ABS.TOTAL = 878)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	106	89	12	33	44	56	24	-	-
10	-	-	20	-	-	10	-	-	-	-
20	-	-	-	-	-	2	10	2	-	82
30	86	29	26	40	13	-	138	45	-	-
40	-	-	-	-	-	-	-	1	3	7

TRIPS FROM DISTRICT 34 TO ALL OTHER DISTRICTS (ABS.TOTAL = 262)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	30	11	4	-	10	13	-	-	1
10	-	-	-	-	-	-	-	-	-	3
20	-	-	-	-	-	-	-	-	-	32
30	19	18	42	13	-	-	28	16	-	-
40	-	-	-	-	-	-	-	-	15	7

TRIPS FROM DISTRICT 35 TO ALL OTHER DISTRICTS (ABS.TOTAL = 26)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	1	-	-	-	-	-	-	-	-
20	-	-	-	-	-	-	-	7	-	5
30	-	2	-	-	-	-	11	-	-	-

TRIPS FROM DISTRICT 36 TO ALL OTHER DISTRICTS (ABS.TOTAL = 1522)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	51	156	-	5	30	57	-	42	8
10	-	-	-	-	-	9	-	-	-	-
20	-	-	-	-	-	-	8	-	-	66
30	166	255	70	137	28	11	153	113	33	86
40	4	-	-	5	12	4	-	-	13	-

TABLE D-2

(CONTINUED)

TRIPS FROM DISTRICT 37 TO ALL OTHER DISTRICTS (ABS.TOTAL = 1178)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	96	44	25	35	7	18	28	-	-
10	-	-	10	-	-	-	-	-	-	-
20	-	-	-	-	-	-	-	-	-	33
30	123	164	42	47	15	-	112	200	43	24
40	17	-	-	-	2	-	-	-	78	-
50	15	-	-	-	-	-	-	-	-	-

TRIPS FROM DISTRICT 38 TO ALL OTHER DISTRICTS (ABS.TOTAL = 415)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	24	21	1	-	56	13	9	1	-
20	-	-	-	-	-	-	-	-	-	32
30	20	60	-	-	-	-	34	45	28	4
40	-	8	-	-	-	-	-	-	60	-

TRIPS FROM DISTRICT 39 TO ALL OTHER DISTRICTS (ABS.TOTAL = 296)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	21	5	1	-	4	22	-	-	-
20	-	-	-	-	-	-	16	-	-	19
30	23	64	-	-	-	-	88	25	4	-
40	-	-	-	4	-	-	-	-	-	-

TRIPS FROM DISTRICT 40 TO ALL OTHER DISTRICTS (ABS.TOTAL = 21)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
30	-	-	-	-	-	-	3	18	-	-

TRIPS FROM DISTRICT 41 TO ALL OTHER DISTRICTS (ABS.TOTAL = 10)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
20	-	-	-	-	-	-	-	-	-	3
30	-	-	-	-	-	-	-	-	7	-

TRIPS FROM DISTRICT 42 TO ALL OTHER DISTRICTS (ABS.TOTAL = 33)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	4	1	-	-	-	-	-	-	-
20	-	-	-	-	-	-	-	-	-	1
40	-	-	8	4	-	8	-	-	7	-

TABLE D-2

(CONTINUED)

TRIPS FROM DISTRICT 49 TO ALL OTHER DISTRICTS (ABS.TOTAL = 10039)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	407	165	18	148	420	116	355	222	249
10	238	90	92	47	17	24	47	11	-	44
20	-	-	-	-	-	-	-	9	16	96
30	-	6	-	7	7	-	-	-	-	-
40	-	-	-	-	-	-	-	71	3519	1109
50	2174	276								

TRIPS FROM DISTRICT 50 TO ALL OTHER DISTRICTS (ABS.TOTAL = 13023)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	917	101	41	160	728	144	322	153	246
10	365	259	353	114	82	3	131	-	-	23
20	-	8	-	-	-	-	-	-	73	55
30	12	10	13	-	-	-	-	15	-	-
40	-	-	-	-	-	-	-	15	3131	2172
50	2587	790								

TRIPS FROM DISTRICT 51 TO ALL OTHER DISTRICTS (ABS.TOTAL = 2764)

<u>ZONE</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>
0	-	105	81	18	19	160	16	30	-	52
10	41	51	241	34	-	12	10	8	-	-
40	-	-	-	-	-	-	-	-	729	277
50	790	90								

APPENDIX E. ALTERNATE TRIP PURPOSE TABULATION

Trip purpose of transit riders is often compiled in a slightly different way for certain transportation planning applications.⁽¹⁾ This involves categorizing a trip as "home-based" if one end of the trip is "home". (e.g., A trip from work to home would be "home-based work".) If "home" is not the activity at either end of the trip, then the trip is classified as "non-home-based". (e.g., A trip from "school" to "shopping" would be "non-home-based".)

In coding and analyzing responses to the trip purpose questions, it was apparent that some transit riders had misunderstood the exact meaning of the questions. A disproportionately large number of riders indicated that they were traveling both to and from a certain purpose. (i.e. "work-to-work", "shopping-to-shopping".) This theory was reinforced by the fact that a number of respondents had at first indicated that their trip was to and from a single activity and then had apparently changed the response after reviewing their answers.

To correct this situation, the 1974 tabulations of home-based and non-home-based trip purposes were modified based on 1969 data. The number of riders in 1969 that were traveling both to and from a particular purpose was calculated as a percent of all riders simply traveling to that purpose. This percentage was used as a control figure in adjusting the 1974 data. The results are shown in Table III-7.

(1) Specifically, the results of this survey was used in calibrating a modal split model for Dade County - Modal Split Model Calibration for Dade County, Schimpeler Corradino Associates, February 29, 1975

TABLE E-1
TRIP PURPOSE ADJUSTMENTS

Trip Purpose	Unad-justed 1974 transit trips	Unad-justed home-based percent-age	1969 Transit Trips	1969 home-based percent-age	Adjusted 1974 transit trips
Home-based work	59,633	59.4%	51,868	74.1%	74,391
Home-based school*	20,416	74.0%	33,856	96.3%	25,647
Home-based other	20,911	38.9%	41,214	71.5%	38,435
Non-home based	81,995	-	35,832	-	44,482
TOTAL:	182,955		162,770		182,955

*Includes non-adult and adult school trips except those using special school services provided by the Public and Parochial School Systems. The special school trips were included in the original tabulation of home-based school trips by Simpson and Curtin in 1969. (The school purpose was adjusted separately for adult and non-adult trips in the above table).

APPENDIX F. SELECTED CHARACTERISTICS OF SPECIAL POPULATION GROUPS

TABLE F-1

S E X

	<u>MALE</u>	<u>FEMALE</u>
Latin	39.3	60.7
Black	23.6	76.4
Elderly	44.0	56.0
Tourist	49.1	50.9
All Riders	34.1	65.9

TABLE F-2

INCOME

	<u>0 -</u> <u>2999</u>	<u>3000-</u> <u>4999</u>	<u>5000-</u> <u>7499</u>	<u>7500-</u> <u>9999</u>	<u>10,000</u> <u>14,999</u>	<u>15,000</u> <u>24,999</u>	<u>Over</u> <u>25,000</u>	<u>Median</u>
Latin	27.1	22.5	19.2	12.5	11.1	4.2	3.4	\$5050
Black	33.7	23.8	18.2	10.4	7.2	4.1	2.5	\$4370
Elderly	31.7	25.7	17.3	9.9	7.9	3.4	4.0	\$4420
Tourist	14.7	9.8	14.7	11.8	17.6	12.7	18.6	\$9800
All Riders	22.2	19.6	19.6	13.1	13.2	7.7	4.6	\$6050

TABLE F-3
 VEHICLE OWNERSHIP AND AVAILABILITY
 (Vehicle Ownership For Resident Only)

	<u>None</u>	<u>One</u>	<u>Two</u>	<u>Over Two</u>	<u>Vehicle Available</u>	<u>Vehicle Not Available</u>
Latin	45.4	39.5	11.6	3.7	19.7	80.3
Black	51.7	32.3	12.1	3.9	15.1	84.9
Elderly	79.4	16.3	3.1	1.1	13.0	87.0
Tourist	-	-	-	-	41.0	59.0
All Riders	55.4	32.2	9.5	2.9	18.8	81.2

TABLE F-4
 MODE-OF-ACCESS

	<u>Walk</u>	<u>Drive</u>	<u>Auto Passenger</u>	<u>Bus</u>	<u>Other</u>
Latin	91.8	1.9	1.7	4.3	0.3
Black	88.5	1.0	2.8	7.1	0.5
Elderly	94.0	0.8	1.1	3.8	0.4
Tourist	94.4	1.9	0.9	1.9	0.9
All Riders	89.6	2.2	2.9	4.8	0.5

MODE-OF-EGRESS

	<u>Walk</u>	<u>Drive</u>	<u>Auto Passenger</u>	<u>Bus</u>	<u>Other</u>
Latin	73.2	0.4	0.5	24.7	1.2
Black	66.9	0.9	1.7	29.8	0.7
Elderly	74.7	0.2	0.5	23.7	1.0
Tourist	76.0	1.9	1.9	18.3	1.9
All Riders	74.2	0.6	1.0	23.2	1.0

TABLE F-6

RESIDENT/TOURIST STATUS

	<u>Residents</u>	<u>Tourists</u>
Latin	83.5	16.5
Black	94.8	5.2
Elderly	94.1	5.9
Tourist	-	100.0
All Riders	89.5	10.5

TABLE F-7

TRIP PURPOSE

	<u>Work</u>	<u>Shopping</u>	<u>Social- Recreation</u>	<u>Non- Adult School</u>	<u>Health Care</u>	<u>Social Service</u>	<u>Other</u>	<u>Adult School</u>
Latin	55.1	7.5	11.3	6.6	5.3	1.9	5.2	7.1
Black	64.0	4.7	3.4	13.0	3.2	1.0	3.6	7.1
Elderly	29.1	25.0	15.4	-	13.8	3.3	11.1	2.4
Tourist	6.6	26.4	43.8	2.1	1.2	1.2	14.8	3.9
All Riders	53.4	10.2	9.0	8.7	4.9	1.6	6.1	5.5

TABLE F-8
TRIP ORIGINS

DISTRICT	<u>LATIN</u>		<u>BLACK</u>		<u>ELDERLY</u>		<u>TOURIST</u>	
	TRIP ORIGINS	PERCENT OF TOTAL	TRIP ORIGINS	PERCENT OF TOTAL	TRIP ORIGINS	PERCENT OF TOTAL	TRIP ORIGINS	PERCENT OF TOTAL
1	4562	25.9	2129	12.1	2193	12.4	1203	6.8
2	3735	36.5	1437	14.1	1172	11.5	795	7.8
3	1248	44.9	332	12.0	439	15.8	47	1.7
4	5699	62.4	918	10.1	1315	14.4	133	1.5
5	3272	28.2	3122	26.9	1101	9.5	618	5.3
6	2849	29.2	4129	42.3	906	9.3	195	2.0
7	764	6.6	9342	91.1	241	2.3	461	4.5
8	1043	19.4	1976	36.8	477	8.9	267	5.0
9	872	11.6	4934	65.4	279	3.7	283	3.8
10	642	12.7	1183	23.4	586	11.6	315	6.2
11	271	9.1	392	13.2	378	12.7	46	1.5
12	290	7.2	611	15.3	693	17.3	137	3.4
13	106	6.7	176	11.1	338	21.3	59	3.7
14	112	9.5	118	10.0	187	15.8	23	1.9
15	96	8.7	702	63.4	36	3.3	-	-
16	244	8.5	1517	52.7	77	2.7	72	2.5
17	172	20.8	436	52.7	23	2.8	50	6.0
18	176	40.4	87	20.0	10	2.3	99	22.7
19	862	31.1	456	16.5	125	4.5	77	2.8
20	-	-	-	-	-	-	-	-
21	16	26.2	3	4.9	5	8.2	-	-
22	-	-	-	-	-	-	-	-
23	-	-	6	22.2	-	-	-	-
24	2	9.1	-	-	-	-	-	-
25	19	20.2	18	19.1	10	10.6	-	-
26	332	37.6	-	-	30	3.4	121	13.7
27	136	13.3	213	20.8	117	11.4	12	1.2

TABLE F-8
(CONTINUED)

DISTRICT	<u>LATIN</u>		<u>BLACK</u>		<u>ELDERLY</u>		<u>TOURIST</u>	
	TRIP ORIGINS	PERCENT OF TOTAL	TRIP ORIGINS	PERCENT OF TOTAL	TRIP ORIGINS	PERCENT OF TOTAL	TRIP ORIGINS	PERCENT OF TOTAL
28	669	43.7	148	10.0	107	7.0	41	2.7
29	2446	42.4	492	8.5	624	10.8	71	1.2
30	1554	27.6	706	12.5	558	9.9	331	5.9
31	509	14.4	890	25.1	149	4.2	121	3.4
32	720	42.6	87	5.1	128	7.6	30	1.8
33	219	25.0	58	6.6	105	12.0	11	1.3
34	92	34.6	14	5.3	10	3.8	-	-
35	-	-	3	11.5	8	30.8	-	-
36	191	12.6	530	34.9	11	0.7	63	4.2
37	197	16.6	224	18.9	29	2.4	80	-
38	3	0.7	106	25.5	6	1.4	10	2.4
39	15	5.1	185	63.4	10	3.4	-	-
40	-	-	17	80.9	-	-	-	-
41	-	-	-	-	4	36.4	-	-
42	18	54.5	10	30.3	-	-	-	-
43	-	-	14	63.6	-	-	-	-
44	-	-	23	65.7	-	-	-	-
45	-	-	13	100.0	-	-	-	-
46	-	-	-	-	-	-	-	-
47	170	21.3	74	9.3	84	10.5	142	17.8
48	5339	22.1	1559	6.4	6917	28.6	3979	16.4
49	998	9.9	1073	10.7	2123	21.1	2243	22.3
50	1516	11.6	852	6.5	2860	22.0	3130	24.0
51	119	4.3	302	10.9	534	19.3	840	30.4
TOTAL	<u>42230</u>	<u>23.1</u>	<u>41715</u>	<u>22.8</u>	<u>25002</u>	<u>13.7</u>	<u>16105</u>	<u>8.8</u>

APPENDIX G. CODING AND KEYPUNCHING FORMAT

<u>QUESTION NUMBER AND DESCRIPTION</u>	<u>RESPONSE</u>	<u>CODE</u>	<u>COMPUTER CARD COLUMNS</u>
#1 (Mode-of-Access)	All	Self-Coded	9
#2 (Boarding Time)	Valid time of day	4-digit value in "military time"	11-14
	"AM"	4444	
	"PM"	5555	
	No Response	9999	
#3 (Boarding Location)	All	Not Coded	16-22
#4 (Trip Origin)	All valid locations within Dade County	3-digit MUATS traffic zone	24-27
	All valid locations to the south of Dade County	900	
	All valid locations to the north of Dade County	901	
#5 (Origin Activity)	All except "4"	Self-Coded	29
	"4" (School)	If age is 19 or more, or if the response to question #4 or question #8 is obviously college or adult school, then code "9". Otherwise no additional coding is necessary	

CODING AND KEYPUNCHING FORMAT

(CONTINUED)

<u>QUESTION NUMBER AND DESCRIPTION</u>	<u>RESPONSE</u>	<u>CODE</u>	<u>COMPUTER CARD COLUMNS</u>
#13a (Rent-Car)	Same as question #13b	Same as question #13b	60
#14 (Vehicle Owner- ship)	All except no response	Self-coded	62
	No response	9	
#15 (Vehicle Availability)	All	Self-Coded	64
#16 (Family Income)	All	Self-Coded	66
Route Number (First two digits of printed serial number)	-	-	1-2
Card Number (last four digits of printed serial number)	-	-	3-6
Factor (see Section A-6)	-	-	69-73

General Instructions

1. A multiple response to a single question is not considered to be a valid response (i.e. "No Response" is coded).
2. All responses are checked for legibility and clarified if necessary.
3. A "No Response" is left blank unless specific instructions apply to the particular question.
4. All computer card columns not referred to in the specific instructions are left blank.

(CONTINUED)

<u>QUESTION NUMBER AND DESCRIPTION</u>	<u>RESPONSE</u>	<u>CODE</u>	<u>COMPUTER CARD COLUMNS</u>
#6 (Disembarking Location)	All	Not Coded	31-37
#7 (Need to Transfer)	All	Self-Coded	39
#8 (Trip Destination)	Same as question #4	Same as question #4	41-44
#9 (Destination Activity)	Same as question #5	Same as question #5	46
#10 (Mode-of-Egress)	All	Self-Coded	48
#11 (Trip Frequency)	"0-7"	Self-Coded	50-51
	"8" or "9"	"4"	
	"10" or "11"	"5"	
	"12" or "13"	"6"	
	"14" and over	"7"	
	No response	"99"	
#12a (Sex)	All	Self-Coded	53
#12b (Ethnic Background)	All	Self-Coded	54
#12c (Age)	All	Self-Coded	55-56
#13a (Resident/Tourist Status)	All	Self-Coded	58
#13b (Bring-Car)	All	Response is crossed out if response to question #13a was "Resident" (otherwise no additional coding is neccary)	59

APPENDIX H. SAMPLE EXPANSION FACTORS

<u>ROUTE</u>	<u>RESIDENT FACTOR</u>	<u>TOURIST FACTOR</u>
MTA MAINLAND		
REGULAR		
1	11.81	26.08
2-Local	8.10	-
3	9.25	29.00
4	10.62	5.57
5	13.83	34.00
6	9.91	17.00
7	22.00	-
9-Local	8.20	1.40
10	9.01	5.38
11	9.44	36.89
12	6.81	32.43
14	15.25	22.67
15	12.97	20.00
17	11.17	-
19	9.51	14.50
20	8.25	4.73
21	19.31	28.67
22	13.67	-
23	10.28	83.00
24	11.01	7.20
25	10.39	-
26-Local	12.98	41.00
27	19.54	19.54
28	24.86	-
29	12.15	169.00
30	15.10	16.14
31	4.84	4.84
32	11.74	61.00
33	6.25	22.00
34	11.12	12.00
35	5.13	5.13
37	15.90	15.90
41	7.27	18.00
BB	15.79	5.00
GSS	5.11	-

LIBRARY
 METROPOLITAN DADE COUNTY
 TRANSPORTATION ADMINISTRATION
 44 West Flagler Street
 Miami, Florida 33130

SAMPLE EXPANSION FACTORS

(CONTINUED)

<u>ROUTE</u>	<u>RESIDENT FACTOR</u>	<u>TOURIST FACTOR</u>
<u>MTA MAINLAND EXPRESS</u>		
2-Dash	0.94	0.94
16-Dash	0.94	0.94
40-Dash	0.94	0.94
42-Dash	0.94	0.94
43-Dash	0.94	0.94
44-Dash	0.94	0.94
9-Streaker	1.31	1.31
26-Streaker	1.31	1.31
49-Streaker	1.31	1.31
50-Streaker	1.31	1.31
8-Express	4.14	-
13-Express	2.45	-
18-Express	-	-
45-Express	2.76	-
47-Express	3.80	-
48-Express	2.93	-
 <u>MTA BEACH</u>		
A	24.41	38.00
B	18.93	25.33
C	22.67	245.87
E	9.18	-
F	11.37	-
G	13.40	71.30
H	13.25	241.80
K	10.66	283.00
L	11.39	71.30
O	12.11	-
R	11.78	107.50
S	13.27	73.51
T	10.09	147.00
W	11.59	144.00

SAMPLE EXPANSION FACTORS

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(CONTINUED)

<u>ROUTE</u>	<u>RESIDENT FACTOR</u>	<u>TOURIST FACTOR</u>
<u>CGMBS</u>		
5	4.87	-
6	3.12	-
7-8	4.81	16.22
9	4.36	-
10	3.56	25.00
11	2.99	8.58
12	5.69	-
13	4.43	42.50
14	7.54	27.00
16	7.83	45.00
17	6.26	18.00
School	3.65	-
<u>Gray-Line</u>	22.40	80.59
<u>BCTA</u>	21.68	23.00
