
THE NORTH CENTRAL TEXAS
Regional Transit Onboard Origin Destination Survey
2022-2023

-

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Table of Contents

EXECUTIVE SUMMARY	8
Objectives	8
Survey Coverage	9
Survey Instrument	10
Surveys Collected.....	10
Survey Methodology.....	12
Regional Transit Rider Profile	13
Regional Transit Trip Characteristics	15
Response Rates (by Mode)	17
Report Organization.....	17
CHAPTER 1: SURVEY DEVELOPMENT.....	19
Sampling Plan	19
Sources of Ridership Data.....	19
Sampling Plan for O2O Counts and OD Survey.....	20
Origin-Destination Sampling Plan Creation.....	20
Survey Instrument Development Process	20
Fall 22 Pilot Test	22
Pilot Details.....	22
Response Statistics.....	23
Survey Length.....	23
Geocoding statistics	24
Survey Instrument Design Comments/Issues	24
Spring 23 Pilot Test	24
Pilot Details.....	24
Survey Instrument Design Comments.....	25
Survey Marketing.....	25
CHAPTER 2: SURVEY ADMINISTRATION	28
Data Collection Activities	28
Labor Recruitment and Training	28

OD Survey Administration.....	32
In-Field Quality Assurance/Quality Control	33
Data Collection Dashboard.....	34
Data Quality Assurance and Processing.....	34
O2O QA/QC Plan.....	34
OD QA/QC Plan.....	36
Pre-Processing Ratio Checks	38
Transit Review Team (TRT)	39
Post-Processing Additional Checks.....	42
Process for Identifying Complete Records.....	42
CHAPTER 3: SURVEY WEIGHTING AND EXPANSION	44
Data Expansion Overview	44
Types of Data Expansion	45
Type 1 Expansion: Rail Routes with APC Data, O2O Counts, and OD Survey Data.....	47
Type 2 Expansion: Bus Routes with APC Data, OD Survey Data, but No O2O Counts Data	53
Type 3 Expansion: Bus Routes with O2O Counts and OD Survey Data, but without Stop-Level Ridership/APC Data.....	53
Type 4 Expansion: Bus Routes with OD Survey Data, without O2O Counts Data or Stop-Level Ridership/APC Data.....	54
Types of Data Expansion Breakdown.....	57
General Rule for Expansion Factors	57
Linked Trip Expansion Factors for All Records	58
CHAPTER 4: REGIONAL FIXED ROUTE DATA ANALYSIS (OD)	60
Regional Overall Ridership Profile.....	60
Gender	60
Age	62
Ethnicity/Race.....	64
Household Income.....	67
Household Size.....	71
Employment Status.....	73
Household Employment	75
Student Status.....	78

Disability Status	80
Visitor/Resident Status	81
Language Spoken at Home Other Than English	83
Language Spoken at Home	84
English Speaking Ability	92
Household Vehicles.....	94
Household Vehicle for Trip	96
Driver’s License	98
Frequency of Public Transit Use	99
Smartphone/Cell Phone Use	102
Regional Overall Trip Profile.....	103
Trip Purpose.....	104
Transit Trip Mode	107
Origin Type of Place	108
Origin Map	112
Destination Type of Place	118
Destination Map	122
Access Mode.....	128
Access Walk Distance.....	130
Boarding Time.....	133
Wait Time.....	137
Egress Mode	139
Egress Walk Distance	142
Same Trip Frequency	144
Trip Planning	146
Where purchased Pass	149
Pass Type	152
Pass Payment.....	154
Pass Duration	157
Number of Transfers.....	159
Pass Type by Pass Duration	163

CHAPTER 5: REGIONAL SURVEY SUMMARY BY SERVICE TYPE (OD)	168
Regional Rider Profile Summary by Service Type.....	168
Regional Trip Profile by Service Type	181
CHAPTER 6: Regional Mobility On-Demand	197
Overview.....	197
Fall 2022 Data Collection.....	199
Spring 2023 Data Collection	200
Data Quality Assurance	200
Data Expansion	201
Lessons Learned	201
Regional Mobility On-Demand Data Analysis	201
Regional Mobility On-Demand Ridership Profile.....	202
Regional Mobility On-Demand Trip Profile	212

APPENDIX A: Survey Instrument (Paper).....	226
APPENDIX B: Survey Instrument (Tablet)	231
APPENDIX C: Sample Plans	254
APPENDIX D: Fixed Route Data Dictionary	265
APPENDIX E: Types of Fixed Route Data Expansion	295
APPENDIX F: Mobility On-Demand Paper Survey Instrument.....	298
APPENDIX G: Mobility On-Line Survey Instrument.....	307
APPENDIX H: Mobility On-Demand Data Dictionary.....	325
Agency Book: DART Fixed Route and GoLink Survey Findings	357
Agency Book: DCTA Fixed Route and GoZone Survey Findings	357
Agency Book: Trinity Metro Fixed Route and ZIPZONE Survey Findings.....	357
Agency Book: Trinity Railway Express Survey Findings.....	357
Agency Book: Arlington Via Survey Findings	357

List of Tables

Table 1: Survey Data Elements	10
Table 2: Surveys By Agency	11
Table 3: Surveys by System and Mode	11
Table 4: Regional Transit Rider Profile	13
Table 5: Regional Trip Profile	15
Table 6: Response Rates	17
Table 7: Project Time Periods	19
Table 8: Fall 22 Pilot Survey Routes	22
Table 9: Spring 23 Pilot Survey Routes	25
Table 10: Directional Checks.....	35
Table 11: Speed/Distance/Time Check.....	36
Table 12: Access/Egress Mode Distance Checks	37
Table 13: Origin to Destination Distance Checks.....	38
Table 14: Boarding and Alighting Distance Checks.....	38
Table 15: Ratio Checks	39
Table 16: Pre-Processing General Issues	40
Table 17: Transfer Issues and Actions	41
Table 18: Segmentation with Stop-Level Ridership Example	45
Table 19: Table Example for Boarding/Alighting Segment locations	48
Table 20: Rail Data Expansion Table Results of O2O Counts.....	48
Table 21: Rail Data Expansion Table Distribution of O2O Counts	49
Table 22: Rail Data Expansion Table Initial Estimate of Ridership Flows between Segments	49
Table 23: Stop-Level Ridership/APC Data	50
Table 24: Iterative Balance Process	51
Table 25: Final Estimate of Ridership Flows between Stations	51
Table 26: Number of Completed Surveys.....	52
Table 27: Weighting Factors	52
Table 28A: Gender – Regional	60
Table 28B: Gender – Local Bus	60
Table 28C: Gender – Express Bus	61

Table 28D: Gender – Commuter Rail.....	61
Table 28E: Gender – Light Rail.....	61
Table 28F: Gender – Streetcar.....	61
Table 29A: Age – Regional Total.....	62
Table 29B: Age – Local Bus.....	62
Table 29C: Age – Express Bus.....	63
Table 29D: Age – Commuter Rail.....	63
Table 29E: Age – Light Rail.....	64
Table 29F: Age – Streetcar.....	64
Table 30A: Ethnicity/Race – Regional Total.....	64
Table 30B: Ethnicity/Race - Local Bus.....	65
Table 30C: Ethnicity/Race - Express Bus.....	65
Table 30D: Ethnicity/Race – Commuter Rail.....	65
Table 30E: Ethnicity/Race – Light Rail.....	66
Table 30F: Ethnicity/Race – Streetcar.....	66
Table 31A: Household Income – Regional Total.....	67
Table 31B: Household Income – Local Bus.....	67
Table 31C: Household Income – Express Bus.....	68
Table 31D: Household Income – Commuter Rail.....	69
Table 31E: Household Income – Light Rail.....	69
Table 31F: Household Income – Streetcar.....	70
Table 34A: Household Employment – Regional Total.....	75
Table 34B: Household Employment – Local Bus.....	76
Table 34C: Household Employment – Express Bus.....	76
Table 34D: Household Employment – Commuter Rail.....	77
Table 34E: Household Employment – Light Rail.....	77
Table 34F: Household Employment – Streetcar.....	78
Table 35A: Student Status – Regional Total.....	78
Table 35B: Student Status – Local Bus.....	78
Table 35C: Student Status – Express Bus.....	79
Table 35D: Student Status – Commuter Rail.....	79
Table 35E: Student Status – Light Rail.....	79

Table 35F: Student Status – Streetcar	79
Table 36A: Disability Status –Regional Total	80
Table 36B: Disability Status –Local Bus.....	80
Table 36C: Disability Status –Express Bus.....	80
Table 36D: Disability Status –Commuter Rail	80
Table 36E: Disability Status –Light Rail	81
Table 36F: Disability Status –Streetcar	81
Table 37A: Visitor/Resident Status – Regional Total	81
Table 37B: Visitor/Resident Status – Local Bus	81
Table 37C: Visitor/Resident Status – Express Bus	82
Table 37D: Visitor/Resident Status – Commuter Rail.....	82
Table 37E: Visitor/Resident Status – Light Rail.....	82
Table 37F: Visitor/Resident Status – Streetcar.....	82
Table 38A: Language Spoken at Home Other than English – Regional Total	83
Table 38B: Language Spoken at Home Other than English – Local Bus	83
Table 38C: Language Spoken at Home Other than English – Express Bus	83
Table 38D: Language Spoken at Home Other than English – Commuter Rail.....	83
Table 38E: Language Spoken at Home Other than English – Light Rail.....	84
Table 38F: Language Spoken at Home Other than English – Streetcar.....	84
Table 39A: Language Spoken at Home – Regional Total	84
Table 39B: Language Spoken at Home – Local Bus	86
Table 39C: Language Spoken at Home – Express Bus	88
Table 39D: Language Spoken at Home – Commuter Rail.....	88
Table 39E: Language Spoken at Home – Light Rail.....	89
Table 39F: Language Spoken at Home – Streetcar	91
Table 40A: English Speaking Ability – Regional Total	92
Table 40B: English Speaking Ability – Local Bus	92
Table 40C: English Speaking Ability – Express Bus	92
Table 40D: English Speaking Ability – Commuter Rail.....	93
Table 40E: English Speaking Ability – Light Rail.....	93
Table 40F: English Speaking Ability – Streetcar	93
Table 41A: Number of Household Vehicles – Regional Total	94

Table 41B: Number of Household Vehicles – Local Bus	94
Table 41C: Number of Household Vehicles – Express Bus	95
Table 41D: Number of Household Vehicles – Commuter Rail.....	95
Table 41E: Number of Household Vehicles – Light Rail.....	96
Table 41F: Number of Household Vehicles – Streetcar.....	96
Table 42A: Use Household Vehicle for Trip – Regional Total	96
Table 42B: Use Household Vehicle for Trip - Local Bus	97
Table 42C: Use Household Vehicle for Trip - Express Bus	97
Table 42D: Use Household Vehicle for Trip – Commuter Rail.....	97
Table 42E: Use Household Vehicle for Trip – Light Rail.....	97
Table 42F: Use Household Vehicle for Trip – Streetcar	98
Table 43A: Valid Driver’s License – Regional Total	98
Table 43B: Valid Driver’s License – Local Bus	98
Table 43C: Valid Driver’s License – Express Bus	98
Table 43D: Valid Driver’s License – Commuter Rail.....	99
Table 43E: Valid Driver’s License – Light Rail.....	99
Table 43F: Valid Driver’s License – Streetcar.....	99
Table 44A: Public Transit Use Frequency–Regional Total	100
Table 44B: Public Transit Use Frequency –Local Bus.....	100
Table 44C: Public Transit Use Frequency – Express Bus.....	100
Table 44D: Public Transit Use Frequency – Commuter Rail	101
Table 44E: Public Transit Use Frequency – Light Rail	101
Table 44F: Public Transit Use Frequency – Streetcar	101
Table 45A: Smartphone/Cell Phone Use – Regional Total	102
Table 45B: Smartphone/Cell Phone Use – Local Bus.....	102
Table 45C: Smartphone/Cell Phone Use – Express Bus.....	102
Table 45D: Smartphone/Cell Phone Use – Commuter Rail	103
Table 45E: Smartphone/Cell Phone Use – Light Rail	103
Table 45F: Smartphone/Cell Phone Use - Streetcar	103
Table 46A: Trip Purpose – Regional Total.....	104
Table 46B: Trip Purpose – Local Bus.....	104
Table 46C: Trip Purpose – Express Bus	105

Table 46D: Trip Purpose – Commuter Rail	105
Table 46E: Trip Purpose – Light Rail	106
Table 46F: Trip Purpose – Streetcar	106
Table 47A: Transit Trip Mode – Regional Total	107
Table 47B: Transit Trip Mode – Local Bus.....	107
Table 47C: Transit Trip Mode – Express Bus.....	107
Table 47D: Transit Trip Mode – Commuter Rail	107
Table 47E: Transit Trip Mode – Light Rail	108
Table 47F: Transit Trip Mode – Streetcar	108
Table 48A: Transit Trip Mode – Regional Total	108
Table 48B: Transit Trip Mode – Local Bus.....	109
Table 48C: Transit Trip Mode – Express Bus.....	109
Table 48D: Transit Trip Mode – Commuter Rail	110
Table 48E: Transit Trip Mode – Light Rail	110
Table 48F: Transit Trip Mode – Streetcar	111
Table 49A: Destination Type of Place – Regional Total	118
Table 49B: Destination Type of Place – Local Bus	118
Table 49C: Destination Type of Place – Express Bus	119
Table 49D: Destination Type of Place – Commuter Rail.....	120
Table 49E: Destination Type of Place – Light Rail.....	120
Table 49F: Destination Type of Place – Streetcar	121
Table 50A: Access Mode - Regional Total.....	128
Table 50B: Access Mode – Local Bus	128
Table 50C: Access Mode – Express Bus	129
Table 50D: Access Mode – Commuter Rail.....	129
Table 50E: Access Mode – Light Rail.....	130
Table 50F: Access Mode – Streetcar.....	130
Table 51A: Access Walk Distance – Regional Total	130
Table 51B: Access Walk Distance – Local Bus.....	131
Table 51C: Access Walk Distance – Express Bus.....	131
Table 51D: Access Walk Distance – Commuter Rail	132
Table 51E: Access Walk Distance – Light Rail	132

Table 51F: Access Walk Distance – Streetcar	132
Table 52A: Boarding Time – Regional Total	133
Table 52B: Boarding Time – Local Bus	133
Table 52C: Boarding Time – Express Bus	134
Table 52D: Boarding Time – Commuter Rail	135
Table 52E: Boarding Time – Light Rail	135
Table 52F: Boarding Time – Streetcar	136
Table 53A: Wait Time – Regional Total.....	137
Table 53B: Wait Time – Local Bus.....	137
Table 53C: Wait Time – Express Bus	138
Table 53D: Wait Time – Commuter Rail	138
Table 53E: Wait Time – Light Rail	138
Table 53F: Wait Time – Streetcar	139
Table 54A: Egress Mode – Regional Total	139
Table 54B: Egress Mode – Local Bus.....	140
Table 54C: Egress Mode – Express Bus.....	140
Table 54D: Egress Mode – Commuter Rail	141
Table 54E: Egress Mode – Light Rail	141
Table 54F: Egress Mode – Streetcar	142
Table 55A: Egress Walk Distance – Regional Total	142
Table 55B: Egress Walk Distance – Local Bus	143
Table 55C: Egress Walk Distance – Express Bus	143
Table 55D: Egress Walk Distance – Commuter Rail.....	143
Table 55E: Egress Walk Distance – Light Rail.....	144
Table 55F: Egress Walk Distance – Streetcar.....	144
Table 56A: Frequency of Same Trip – Regional Total.....	144
Table 56B: Frequency of Same Trip – Local Bus	145
Table 56C: Frequency of Same Trip – Express Bus	145
Table 56C: Frequency of Same Trip – Commuter Rail	145
Table 56D: Frequency of Same Trip – Light Rail	146
Table 56F: Frequency of Same Trip - Streetcar	146
Table 57A: Trip Planning – Regional Total	146

Table 57B: Trip Planning – Local Bus	147
Table 57C: Trip Planning – Express Bus	147
Table 57D: Trip Planning – Commuter Rail.....	148
Table 57E: Trip Planning – Light Rail.....	148
Table 57F: Trip Planning – Streetcar.....	148
Table 58A: Where Purchased Pass – Regional Total	149
Table 58B: Where Purchased Pass – Local Bus.....	149
Table 58C: Where Purchased Pass – Express Bus.....	150
Table 58D: Where Purchased Pass –Commuter Rail	150
Table 58E: Where Purchased Pass – Light Rail	151
Table 58F: Where Purchased Pass – Streetcar	151
Table 59A: Pass Type – Regional Total	152
Table 59B: Pass Type – Local Bus.....	153
Table 59C: Pass Type – Express Bus.....	153
Table 59D: Pass Type - Commuter Rail.....	153
Table 59E: Pass Type – Light Rail	154
Table 59F: Pass Type – Streetcar	154
Table 60A: Pass Payment – Regional Total.....	155
Table 60B: Pass Payment – Local Bus	155
Table 60C: Pass Payment – Express Bus	155
Table 60D: Pass Payment – Commuter Rail.....	156
Table 60E: Pass Payment – Light Rail.....	156
Table 60F: Pass Payment – Streetcar.....	157
Table 61A: Pass Duration – Regional Total	157
Table 61B: Pass Duration – Local Bus	157
Table 61C: Pass Duration – Express Bus	158
Table 61D: Pass Duration – Commuter Rail.....	158
Table 61E: Pass Duration – Light Rail.....	159
Table 61F: Pass Duration – Streetcar.....	159
Table 62A: Number of Transfers – Regional Total.....	159
Table 62B: Number of Transfers – Local Bus	161
Table 62C: Number of Transfers – Express Bus	161

Table 62D: Number of Transfers – Commuter Rail	161
Table 62E: Number of Transfers – Light Rail	161
Table 62F: Number of Transfers – Streetcar	162
Table 63A: Pass Type by Pass Duration – Regional Total	163
Table 63B: Pass Type by Pass Duration – Local Bus.....	164
Table 63C: Pass Type by Pass Duration – Express Bus.....	165
Table 63D: Pass Type by Pass Duration – Commuter Rail	166
Table 63E: Pass Type by Pass Duration – Light Rail	167
Table 63F: Pass Type by Pass Duration – Streetcar	167
Table 64: Gender by Service Type (% Weighted Value)	168
Table 65: Age by Service Type (% Weighted Value)	169
Table 66: Ethnicity/Race by Service Type (% Weighted Value).....	169
Table 67: Household Income by Service Type (% Weighted Value).....	170
Table 68: Household Size by Service Type (% Weighted Value).....	171
Table 69: Employment Status by Service Type (% Weighted Value).....	172
Table 70: Household Employment by Service Type (% Weighted Value)	173
Table 71: Student Status by Service Type (% Weighted Value).....	173
Table 72: Disability Status by Service Type (% Weighted Value)	174
Table 73: Visitor Status by Service Type (% Weighted Value).....	174
Table 74: Language Spoken at Home Other Than English? (% Weighted Value).....	174
Table 75: Language Spoken at Home (% Weighted Value)	175
Table 76: English Speaking Ability by Service Type (% Weighted Value)	177
Table 77: Household Vehicles by Service Type (% Weighted Value).....	178
Table 78: Use Household Vehicle by Service Type (% Weighted Value)	178
Table 79: Valid Driver’s License by Service Type (% Weighted Value)	179
Table 80: Public Transit Usage by Service Type (% Weighted Value).....	179
Table 81: Smartphone/Cell Phone by Service Type (% Weighted Value).....	179
Table 82: Trip Purpose by Service Type (% Weighted Value).....	181
Table 83: Trip Mode by Service Type (% Weighted Value)	181
Table 84: Origin Type of Place by Service Type (% Weighted Value)	183
Table 85: Destination Type of Place by Service Type (% Weighted Value)	184
Table 86: Access Mode by Service Type (% Weighted Value)	185

Table 87: Walking Distance From Origin by Service Type (% Weighted Value)	186
Table 88: Boarding Time by Service Type (% Weighted Value).....	187
Table 89: Wait Time by Service Type (% Weighted Value).....	188
Table 90: Egress Mode by Service Type (% Weighted Value).....	189
Table 91: Egress Walk Distance by Service Type (% Weighted Value).....	190
Table 92: Frequency of Making Same Trip By Service Type (% Weighted Value)	190
Table 93: Trip Planning By Service type (% Weighted Value).....	191
Table 94: Pass Type By Service Type (% Weighted Value)	192
Table 95: Pass Purchase Location By Service Type (% Weighted Value).....	193
Table 96: Pass Purchase Method By Service Type (% Weighted Value).....	194
Table 97: Pass Duration By Service Type (%Weighted Value).....	195
Table 98: System Transfers by Service Type (%Weighted Value).....	195
Table 99: Mobility On-Demand Zones and Surveys Collected	199
Table 100: Gender - Regional Mobility On-Demand	202
Table 101: Age - Regional Mobility On-Demand	203
Table 102: Ethnicity/Race - Regional Mobility On-Demand.....	203
Table 103: Household Income - Regional Mobility On-Demand.....	204
Table 104: Household Size - Regional Mobility On-Demand.....	205
Table 105: Employment Status – Regional Mobility On-Demand.....	205
Table 106: Household Employment – Regional Mobility On-Demand.....	206
Table 107: Student Status - Regional Mobility On-Demand.....	206
Table 108: Disability Status - Regional Mobility On-Demand.....	207
Table 109: Special Assistance – Regional Mobility On-Demand	207
Table 110: Visitor/Resident Status - Regional Mobility On-Demand	207
Table 111: Speak Language other than English at Home - Regional Mobility On-Demand	207
Table 113: English Speaking Ability - Regional Mobility On-Demand	209
Table 114: Number of Household Vehicles - Regional Mobility On-Demand	210
Table 115: Use Household Vehicle for Trip - Regional Mobility On-Demand	210
Table 116: Public Transit Usage Frequency - Regional Mobility On-Demand.....	211
Table 117: Smartphone/Cell Phone – Regional Mobility On-Demand.....	211
Table 118: Trip Purpose - Regional Mobility On-Demand.....	212

Table 119: Trip Mode - Regional Mobility On-Demand.....	212
Table 120: Origin Type of Place - Regional Mobility On-Demand	213
Table 121: Destination Type of Place - Regional Mobility On-Demand	215
Table 122: Access Mode - Regional Mobility On-Demand	217
Table 123: Access Walk Time - Regional Mobility On-Demand.....	217
Table 124: Boarding Time - Regional Mobility On-Demand.....	218
Table 125: Wait Time - Regional Mobility On-Demand.....	218
Table 126: Egress Mode - Regional Mobility On-Demand.....	219
Table 127: Egress Walk Time - Regional Mobility On-Demand	219
Table 128: Frequency of Making Same Trip - Regional Mobility On-Demand	220
Table 129: Make this Trip in the Opposite Direction - Regional Mobility On-Demand	220
Table 130: Trip Planning - Regional Mobility On-Demand	221
Table 131: Pass Purchase Location - Regional Mobility On-Demand.....	221
Table 132: Pass Type - Regional Mobility On-Demand.....	222
Table 133: Pass Payment Method - Regional Mobility On-Demand	223
Table 134: Pass Duration - Regional Mobility On-Demand	224
Table 135: Reduced Pass - Regional Mobility On-Demand	224
Table 136: Number of Transfers - Regional Mobility On-Demand.....	225

List of Figures

Figure 1: Coverage Area for DART, DCTA, and Trinity Metro	9
Figure 2: Marketing Material.....	26
Figure 3: Survey Team Badges for Fall 22 and Spring 23 data collections	29
Figure 4: OD Survey Random Number.....	32
Figure 5: Types of Data Expansion.....	46
Figure 6: Type 1 Expansion/Rail Expansion	47
Figure 7: Type 2 Expansion/Rail Expansion	53
Figure 8: Type 4 Expansion	54
Figure 9: Bus Data Expansion Table Results of On-to-Off Counts	55
Figure 10: Bus Data Expansion Table Distribution of On-to-Off Counts	55
Figure 11: Bus Data Expansion Table Initial Estimate of Ridership Flows Between Segments	56
Figure 12: Number of Completed Surveys.....	56
Figure 13: Weighting Factors.....	57
Figure 14: Types of Data Expansion.....	57
Figure 15: Sample Calculations of Linked Trip Multiplying Factors.....	59
Figure 16A: Origin Map - Regional.....	112
Figure 17A: Destination Map - Regional.....	122
Figure 18: Mobility On-Demand Service Map for DART, DCTA, Trinity Metro, and Arlington.....	198
Figure 19: Origin Type of Places Map - Regional Mobility On-Demand	214
Figure 21: Destination Type of Places Map of Regional Mobility On-Demand	216
Figure 21: NCT 2022-2023 On-Board Paper Survey (PG 1).....	226
Figure 22: Dart Bus On-Board Paper Survey Pt. 2	227
Figure 23: DCTA Fare and Payment Questionnaire Options: Questions 18-21.....	228
Figure 24: Trinity Metro Fare and Payment Questionnaire Options: Questions 18-21	228
Figure 25: TRE FARE AND PAYMENT QUESTIONNAIRE OPTIONS: QUESTIONS 18-21.....	229
Figure 26: DART FARE AND PAYMENT QUESTIONNAIRE OPTIONS: QUESTIONS 18-21.....	229
Figure 27: DART Market Segmentation Questions: QUESTIONS 37-40	230
Figure 28: NCT Transit OB Survey– Survey Selection Screen	231
Figure 29: NCT TRANSIT OB Survey – Interviewer Initial Screen.....	231
Figure 30: NCT TRANSIT OB Survey – Route/Direction Selection.....	231
Figure 31: NCT TRANSIT OB Survey – Choosing A Random User	231
Figure 32: NCT TRANSIT OB Survey Q: Can you Participate in the Survey?	232
Figure 33: NCT TRANSIT OB Survey - Q: Are you a Visitor?	232
Figure 34: NCT TRANSIT OB Survey - Q: What is your home address?	233
Figure 35: Q1: NCT TRANSIT OB Survey - Q: What type of place are you coming from?	234

Figure 36: Q11A, C: NCT TRANSIT OB Survey - Q: How many transit vehicles did you use? If one or more, Which Transit Vehicles did you use?.....234

Figure 37: Q4: NCT TRANSIT OB Survey - Q: How did you get from your origin?235

Figure 38: NCT TRANSIT OB Survey - Q: What type of place are you going to now?235

Figure 39: Q7: NCT TRANSIT OB Survey - Q: What is the name of the place you are going to now?236

Figure 40: Q8: NCT TRANSIT OB Survey - Q: What is the exact address of this place?236

Figure 41: Q11B, C: NCT TRANSIT OB Survey - Q: How many transit vehicles did you use?.....236

Figure 42: Q9: NCT TRANSIT OB Survey - Q: How will you get to your destination?236

Figure 43: Q9: NCT TRANSIT OB Survey - Q: how far will you walk? (in minutes)236

Figure 44: Q3: NCT TRANSIT OB Survey - Q: Where did you get on for this one way trip?237

Figure 45: Q8: NCT TRANSIT OB Survey - Q: Where will you get off on this one way trip?.....237

Figure 46: Q12: NCT TRANSIT OB Survey - Q: What time did you board this transit vehicle?.....237

Figure 47: Q13: NCT TRANSIT OB Survey - Q: How long were you waiting?238

Figure 48: Q14: NCT TRANSIT OB Survey - Q: How often do you use public transit?238

Figure 49: Q15: NCT TRANSIT OB Survey - Q: How often do you make a transit trip?238

Figure 50: Q16: NCT TRANSIT OB Survey - Q: Will you make this trip in the opposite direction?.....238

Figure 51:: NCT TRANSIT OB Survey - Q: what time will you leave for this trip in the opposite direction?.....238

Figure 52: Q17: NCT TRANSIT OB Survey - Q: What did you use to plan this trip? (DART).....239

Figure 53: Q18: NCT TRANSIT OB Survey - Q: What kind of pass did you use?.....239

Figure 54: NCT TRANSIT OB Survey - Q: How long was it good for?239

Figure 55: Q18: NCT TRANSIT OB Survey - Q: What kind of pass did you use and How long was it good for? (DCTA Specific)240

Figure 56:: NCT TRANSIT OB Survey - Q: What kind of pass did you use and How long was it good for? (Trinity Metro Specific).....240

Figure 57: Q20: NCT TRANSIT OB Survey - Q: How did you pay for your pass? (DART Specific)240

Figure 58: Q20: NCT TRANSIT OB Survey - Q: How did you pay for your pass? (DCTA Specific)241

Figure 59: Q20: NCT TRANSIT OB Survey - Q: How did you pay for your pass? (Trinity Metro Specific)241

Figure 60: NCT TRANSIT OB Survey - Q: Where did you get your pass for this trip?242

Figure 61: Q22,22a: NCT TRANSIT OB Survey - Q: How many working vehicles are available in your household?242

Figure 62: Q23,24,25: NCT TRANSIT OB Survey - Q: How many people live in your household?.....242

Figure 63: Q26,27: NCT TRANSIT OB Survey - Q: What is your employment/ Student status?.....243

Figure 64: Q28,29,30,31,32: NCT TRANSIT OB Survey - Q: driver’s license, age, Ethnicity, & Gender?243

Figure 65: Q35: NCT TRANSIT OB Survey - Q: Do you carry a smartphone, or Cell PHONE?244

Figure 66: Q33: NCT TRANSIT OB Survey - Q: What is your total household income before taxes?244

Figure 67: Fall 22 Mobility On-Demand Survey Page 1245

Figure 68: Fall 22 Mobility On-Demand Survey Page 2	246
Figure 69: Mobility On-Demand Paper Survey	298
Figure 71: DCTA Payment Questions	303
Figure 72: Trinity Metro Payment Options.....	303
Figure 73: Arlington Via Payment Questions.....	304
Figure 74: DART GoLink Survey Instrument	305
Figure 74: DART GoLink Landing Page	307
Figure 75: GoLink On-line Survey Instrument	308
Figure 76: DCTA GoZone Landing Page	319
Figure 77: DCTA GoZone Survey Instrument Modifications.....	320
Figure 78: Trinity Metro ZipZone Landing Page	321
Figure 79: Trinity Metro ZIPZONE Survey Instrument Modifications.....	321
Figure 80: Arlington Via Landing Page.....	323
Figure 81: Arlington Via Survey Instrument Modifications	324

THE NORTH CENTRAL TEXAS 2022-2023 REGIONAL TRANSIT ONBOARD ORIGIN-DESTINATION SURVEY EXECUTIVE SUMMARY

In Fall 2022 and Spring 2023, North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), Denton County Transit Authority (DCTA) and Trinity Metro partnered together to conduct an onboard, Origin-Destination Transit Survey, aimed to examine the highly traveled regions of North Central Texas. The purpose of the study was to collect and establish the patterns and trip-making decisions of weekday transit passengers to assist the transit agencies in their planning process and for use in NCTCOG's regional travel model. ETC Institute was contracted to manage and execute the onboard, weekday, surveying of local bus, commuter bus, commuter rail, light rail, trolley/shuttle, and Mobility On-Demand, for each of the transit systems below:

- Dallas Area Rapid Transit
- Denton County Transportation Authority
- Trinity Metro
- Trinity Railway Express (TRE)
- Arlington Via

The coverage area for DART, DCTA, Trinity Metro, and TRE are shown in Figure 1.

Objectives

The primary objectives for the survey were as follows:

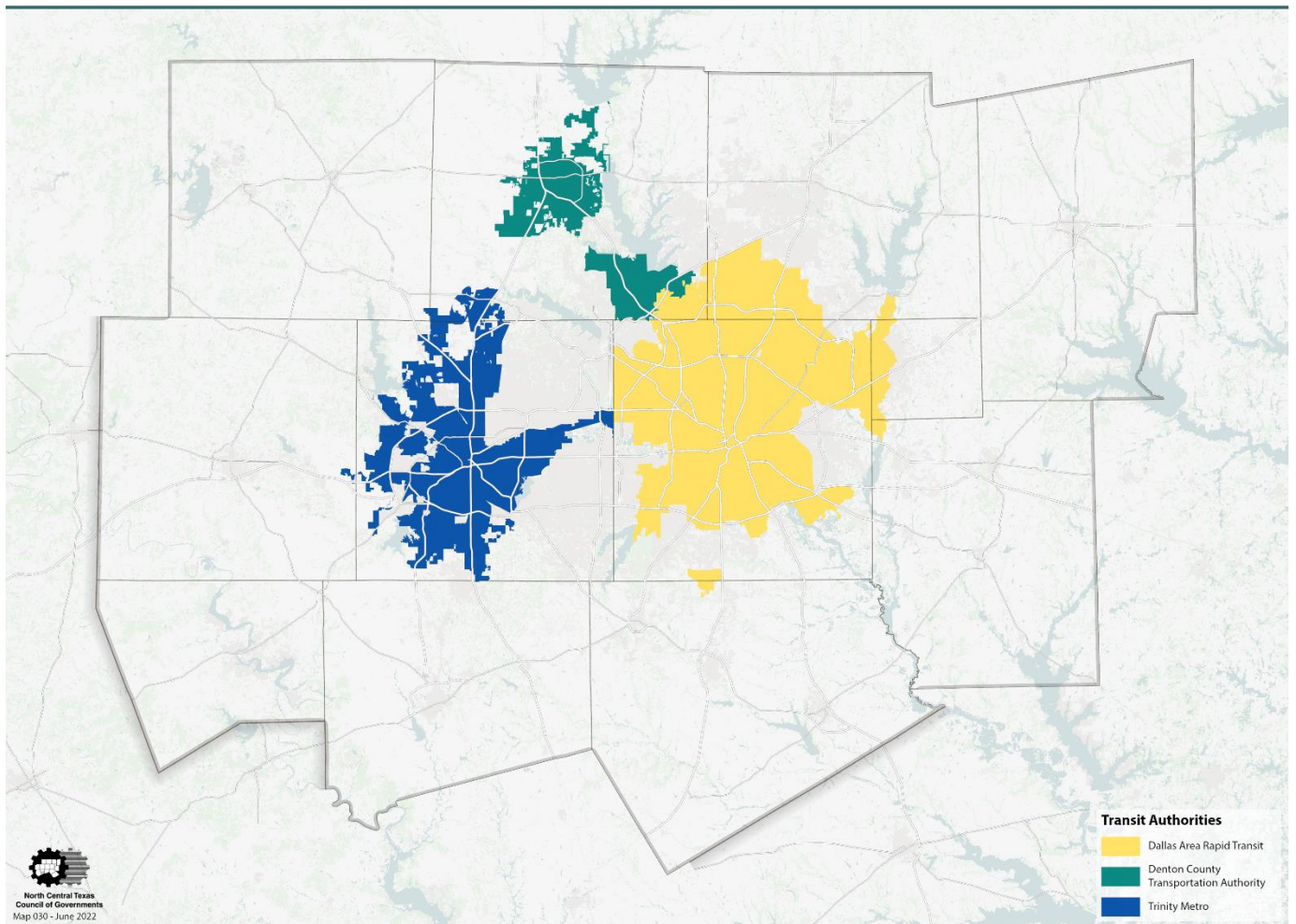
- Compile statistically accurate information about transit passengers and how they use transit in the region.
- Generate reliable linked Origin-Destination (OD) data needed by the transit agencies to aid design of the transit system to match the needs of the existing and potential users and needs by NCTCOG to support travel demand modeling and transportation network simulation activities used for regional long-range transportation planning.
- Assess changes in trip characteristics and ridership profiles of transit riders by comparing the 2022-2023 survey results with data collected from previous transit surveys in north central Texas.
- Collect recent travel pattern data to be used in applications for Federal Transit Authority (FTA) Grant programs.

- Meet the Title VI Civil Right Requirements per the latest FTA guidance. This includes providing data that supports requirements to collect and report demographic data, monitor transit service, and evaluate service and fare changes.

Survey Coverage

FIGURE 1: COVERAGE AREA FOR DART, DCTA, AND TRINITY METRO

North Central Texas Major Transit Authorities



Survey Instrument

Representatives from NCTCOG, DART, DCTA, and Trinity Metro worked together to develop a survey instrument that met the needs of all the agencies and had consistent wording and response options for all agencies. The survey focused on collecting (1) all elements of the “one-way” trip including trip purpose, origin and destination addresses, boarding and alighting locations, access and egress modes, and transfers made; (2) information needed for the travel demand model and transit planning, including person and household demographics; and (3) Title VI information to be used for transit agency compliance.

TABLE 1: SURVEY DATA ELEMENTS

Data Elements Captured During the Survey	
Elements of the "One-way Trip"	Other Trip Characteristics/Title VI/Demos
Respondents' Primary Residence (Home Location)	Fare Type and Duration
Respondents' Origin Type and Location	Frequency of Transit Usage
Respondents' Destination Type and Location	Age, Race/Ethnicity, Gender
Route Respondent Currently Riding	Household Income and No. of Household Vehicles
Transfer Routes Used During One-way Trip	Employment/Student Status and School Place
Boarding and Alighting Stops/Locations	English Proficiency
Mode Used by Respondents' to Access/Egress Transit	Size of Household and No. of Employed Household Members

Surveys Collected

The survey project aimed to collect 10% of the weekday ridership for all routes across all transit agencies (DART, DCTA, and Trinity Metro). This target was modified for certain routes to include 20% of the weekday ridership for all routes whose ridership was less than 500 and 15% of the ridership at the connection stations between the three commuter rail lines. The target sample sizes across all transit agencies and bus and rail modes amounted to 18,293 completed weekday surveys. The actual number of completed weekday surveys was 32,976. The following table documents the weekday ridership, target sample size, and actual number of surveys collected for each transit agency’s bus and rail systems.

TABLE 2: SURVEYS BY AGENCY

Provider/Mode	Target Sample Size	Surveys Collected
Dallas Area Rapid Transit (DART)		
DART Rail	6,293	11,070
DART Bus	8,995	16,350
DART Total	14,909	27,420
Trinity Railway Express (TRE)		
TRE Rail	379	995
TRE Total	379	995
Trinity Metro (TRINITY METRO)		
TRINITY METRO Rail	146	450
TRINITY METRO Bus	1,667	2,468
TRINITY METRO Total	1,813	2,918
Denton County Transportation Authority (DCTA)		
DCTA Rail	152	253
DCTA Bus	1,040	1,390
DCTA Total	1,192	1,643
All Systems Combined	18,293	32,976

TABLE 3: SURVEYS BY SYSTEM AND MODE

Provider/Mode	Average Daily Ridership (ADR)	Target Sample Size	Percent of ADR Sampling Plan	Surveys Collected	Percent ADR Captured
Dallas Area Rapid Transit (DART)					
Blue DART Light Rail	9,520	1,428	15%	2,741	29%
Green DART Light Rail	11,553	1,733	15%	3,106	27%
Orange DART Light Rail	8,727	1,309	15%	2,172	26%
Red DART Light Rail	9,620	1,443	15%	3,051	32%
Streetcar/Trolley	1,506	301	20%	381	25%
DART Rail Total	41,953	6,293	15%	11,451	29%
DART Bus	89,950	9,133	10%	15,969	18%
DART total	173,850	21,580	10-15%	27,420	16%

Provider/Mode	Average Daily Ridership (ADR)	Target Sample Size	Percent of ADR Sampling Plan	Surveys Collected	Percent ADR Captured
Trinity Railway Express (TRE)					
TRE Trinity Railway	2,527	379	15%	995	39%
TRE Total	2,527	379	15%	995	39%
Trinity Metro (TM)					
TM TEXRail	730	147	20%	450	62%
TM Bus	16,670	1,680	10%	2,468	15%
TM Total	17,400	1,813	10-20%	2,918	17%
Denton County Transportation Authority (DCTA)					
DCTA A-train	760	152	20%	253	33%
DCTA Bus	10,400	1,041	10%	1,390	13%
DCTA Total	11,160	1,192	10-20%	1,643	15%
All Systems Combined	160,457	18,292	10-20%	32,976	21%

Survey Methodology

ETC interviewers conducted the Origin-Destination survey on local bus and rail by intercept interviews of passengers. Interviewers randomly selected passengers to participate in the interview throughout the duration of the trip. If the passenger agreed, the interviewer conducted the survey using a tablet personal computer (tablet), recording responses in real-time. The tablet computers had on-screen mapping features that allowed for geocoding of addresses based on feedback from the passenger. The interviewer was available to answer any passenger questions to ensure the accuracy of the data collected. To provide the passenger with more privacy, respondents could also select responses to demographic questions directly on the tablet themselves. For express routes, surveys were conducted via paper intercepts and followed with rider debriefs to confirm completion and accuracy. This was done to maximize survey collection during the brief windows of the service.

For non-English speaking riders, ETC employed multilingual interviewers. While ETC interviewers can speak various languages such as Chinese, Vietnamese, French, and Arabic, the majority of non-English interviews were conducted in Spanish.

Regional Transit Rider Profile

TABLE 4: REGIONAL TRANSIT RIDER PROFILE

2022/23 NCTCOG Regional OD Survey Demographics (% Weighted Value)			
Age		Ethnicity/Race	
Under 18	1.8%	American Indian/Alaskan Native	0.9%
18 - 19	5.6%	Asian/Indian	5.9%
20 - 24	20.6%	Black/African American	49.4%
25 - 34	26.3%	Hispanic/Latino	21.4%
35 - 44	20.8%	Native Hawaiian/Pacific Islander	0.6%
45 - 54	13.5%	White/Caucasian	25.7%
55 - 64	7.9%	Other	0.3%
65+	3.5%	Two or more Races/Ethnicities	0.3%
Gender		Do you speak another language at home?	
Male	58.3%	Yes	21.7%
Female	41.5%	No	78.3%
Other	0.1%	Household Income	
Refused/No Answer	0.1%	\$0 - \$19,999	19.6%
How often do you use public transit?		\$20,000 - \$24,999	10.8%
every weekday	65.4%	\$25,000 - \$32,999	11.5%
2-4 times/week	22.9%	\$33,000 - \$39,999	12.0%
once/week	2.7%	\$40,000 - \$49,999	9.2%
2-3 times/month	3.4%	\$50,000 - \$59,999	6.9%
once/month	1.7%	\$60,000 - \$74,999	5.5%
less than once/month	3.8%	\$75,000 - \$99,999	5.2%
Household Size		\$100,000 or More	2.9%
One (1)	23.7%	Refused/No Answer	16.4%
Two (2)	23.3%	Available Vehicles To Household	
Three (3)	22.6%	None (0)	49.2%
Four (4)	15.0%	One (1)	31.2%
Five (5)	10.0%	Two (2)	16.1%
Six or More (6+)	5.5%	Three or More (3+)	3.5%

Age

- 67.7% of riders are between 25 and 44 years old.
- 24.9% of riders are older than 44 years old.

Gender

- 58.3% of riders are male.
- 41.5% of riders are female.

Transit Usage Frequency

- Most riders (65.4%) use public transit every weekday.
- The second largest group (22.9%) use public transit two to four times per week.
- 11.6% of riders use public transit one or fewer times per week.

Household Size

- 47% of riders live in a household by themselves or with one other person.
- 53% of riders live with at least two other people.

Ethnicity/Race

- 49.4% of riders are Black or African American.
- 25.7% of riders are White or Caucasian.
- 21.4% of riders are Hispanic or Latino.

Language

- 21.7% of riders speak a language other than English at home.
- 76.0% of those individuals speak Spanish at home.

Household Income

- Nearly one-fifth (19.6%) of riders have a household income of less than \$20,000 per year.
- 32.7% of riders have a household income between \$25,000 and \$50,000 per year.
- 8.1% of riders have a household income of \$75,000 or more per year.

Available Vehicles at Home

- 49.2% of riders do not have an available vehicle at home.
- 31.2% of riders have one available vehicle at home.
- 44.1% of riders with at least one available vehicle in their household could have used it for their trip.

Regional Transit Trip Characteristics

TABLE 5: REGIONAL TRIP PROFILE

2022/23 NCTCOG Regional OD Trip Characteristics (% Weighted Value)			
Trip Purpose		Wait Time For Transit to Arrive (In Min.)	
Home-Based Work	48.6%	5 minutes or less	50.1%
Home-Based Education College	10.2%	6-10 minutes	36.7%
Home-Based Social/Recreation	10.2%	11-20 minutes	10.6%
Home-Based Personal	9.9%	More Than 20 Minutes	2.6%
Home-Based Shopping	6.1%	Boarding Time	
Home-Based Eating Out	3.7%	Before 6:30 am	6.4%
Home-Based Education K-12	1.4%	6:30 am to 8:00am	8.8%
Other Home-Based Trip	1.3%	8:00am to 10:00 am	11.2%
Non-Home-Based Other	5.5%	10:00am to 12:00pm	10.7%
Non-Home-Based Work	3.0%	12:00pm to 2:00 pm	12.6%
Transit Trip Mode		2:00 pm to 4:00 pm	13.3%
Bus Only	49.0%	4:00 pm to 6:00 pm	14.8%
Bus/Rail	27.3%	6:00 pm to 8:00 pm	12.3%
Rail Only	23.7%	8:00 pm to 10:00 pm	7.2%
Number of Transfers		10:00 pm and Later	2.8%
0	56.5%	Walk Distance to Destination (In Min.)	
1	30.1%	5 minutes or less	65.2%
2	11.3%	6-10 minutes	20.4%
3	2.0%	11-20 minutes	10.7%
4	0.0%	21-30 minutes	2.8%
5+	0.0%	More than 30 minutes	1.0%
Access Mode		Where did you get your pass?	
Walk	87.8%	GoPass Mobile App	40.4%
Was dropped off by someone	4.5%	On the bus/train	27.3%
Drove alone and parked	2.8%	Ticket Vending Machine	11.6%
Uber, Lyft, etc.	1.5%	School/University/Employer	11.3%
Other	3.3%	Other	9.3%

Trip Purpose

- Nearly half (48.6%) of surveys were conducted with riders doing home-based work trips.
- Home-based education and home-based social/recreation accounted for 20.4% of trips surveyed.
- 91.5% of trips surveyed involved home as the origin or destination.

Transit Trip Mode

- 49% of riders surveyed rode buses only on the trip in which they were surveyed.
- 27.3% of riders rode both bus and rail on the trip in which they were surveyed.
- 23.7% of riders rode rail only on the trip in which they were surveyed.

Transfers

- 56.5% of riders indicated that their trips did not involve a transfer.
- 30.1% of riders indicated that their trip required one transfer.
- 13.3% of riders indicated that their trip required two or more transfers.

Access Mode

- 87.8% of riders walked to their first transit element.
- 4.5% were dropped off by someone going someplace else.

Wait Time

- Half (50.1%) of riders said they had to wait five minutes or less for their bus or train to arrive.

Boarding Time

- The most popular boarding time for riders surveyed was between 4:00pm and 6:00pm.

Walk Distance to Destination

- Most riders (65.2%) said that they had to walk five minutes or less to their destination after they deboarded their final transit vehicle.

Pass Purchase

- 40.4% of riders purchased their pass on the GoPass Mobile App.
- 27.3% of riders purchased their pass onboard the bus or train.

Response Rates (by Mode)

TABLE 6: RESPONSE RATES

Provider/Mode	# of Riders Asked to Participate (by Mode)	# of Riders Who Agreed to Participate (by Mode)	# of Riders Who Refused	Actual Response Rate (by Mode)	Actual Refusal Rate (by Mode)
Dallas Area Rapid Transit (DART)					
Blue DART Light Rail	3,459	2,741	718	79%	21%
Green DART Light Rail	3,822	3,106	716	81%	19%
Orange DART Light Rail	2,843	2,172	671	76%	24%
Red DART Light Rail	3,802	3,051	751	80%	20%
Streetcar/Trolley	455	381	74	84%	16%
DART Rail Total	14,381	11,451	2,856	80%	20%
DART Bus	21,976	15,969	5,626	73%	26%
DART total	36,357	27,420	8,482	75%	23%
Trinity Metro (TM)					
TM TexRail	563	450	113	80%	20%
TM Bus	3,354	2,468	886	74%	26%
TM Total	3,917	2,918	999	74%	26%
Denton County Transportation Authority (DCTA)					
DCTA A train	296	253	43	85%	15%
DCTA Bus	1,592	1,390	202	87%	13%
DCTA Total	1,888	1,643	245	87%	13%
Trinity Railway Express (TRE)					
TRE Trinity Railway	1,292	995	297	77%	23%
TRE Total	1,292	995	297	77%	23%
All Systems Combined	43,454	32,976	10,023	76%	23%

Report Organization

This first three chapters of this report present the main details of the survey covering Survey Development, Survey Administration, and Survey Weighting and Expansion.

Results of the Regional Fixed Route Survey are presented in total and by service type in Chapters 4 and 5. The Mobility On-Demand data collection and regional results are presented in Chapter 6. The appendixes contain reference items including survey instruments, data definition tables, and sampling plans.

Individual agency findings have been provided in five agency books: DART, DCTA, Trinity Metro, TRE, and Arlington Transportation.

CHAPTER 1: SURVEY DEVELOPMENT

This transit onboard survey project consisted of two major elements. The On-to-Off survey element is intended to identify boarding and alighting patterns of transit riders as well as provide a basis for expanding the results of the main Origin-Destination (OD) survey. The OD Survey element consisted of detailed surveys of riders conducted on-board rail and bus routes. This chapter will discuss development of the sampling plan, survey instrument and the general survey implementation of both elements.

Sampling Plan

North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), Trinity Metro and ETC established sampling goals for all bus route, light rail, commuter rail, and trolley/streetcar/shuttle. The distribution of completed surveys mirrored the population distribution of riders on the region’s major transit systems. Table 2 shows the time periods for the weekday collection of this survey.

TABLE 7: PROJECT TIME PERIODS

Time Range	Time Period
Before 6:30 AM	Pre-Early AM
6:30 AM - 8:59 AM	AM Peak
9:00 AM - 11:59 AM	AM
12:00 PM - 2:59 PM	Midday
3:00 PM - 6:59 PM	Early Evening
After 7PM	Late Evening

Sources of Ridership Data

DART, DCTA, and Trinity Metro provided average weekday ridership numbers for each bus route, trolley, shuttle, and streetcar to be surveyed by route, direction, and time of day. For each rail line, the transit agencies provided average weekday ridership by route, direction, time of day, and boarding station. DCTA and Trinity Metro’s fall 2021 ridership numbers (September-October 2021) were used to draw a final sampling plan and data collection plan for the DCTA and Trinity Metro for the Fall 2022 Survey. DART’s September 2022 ridership numbers were used to make route, direction, and time of day goals for the Spring 2023 Survey. For TRE, the distribution by direction, time of day, and boarding stop was taken from April 2022, but grown to September 2022 ridership totals for use in the Spring 2023 data collection. ETC then summarized the provided ridership by route, time-of-day, and direction to create cell level percentages (Route/Direction/Time-of-day) and normalize the daily ridership totals.

Sampling Plan for O2O Counts and OD Survey

On-to-Off (O2O) counts are collected to capture passenger boarding and alighting pairs; each boarding and alighting pair contains the stop an individual passenger boarded onto and then the stop they alighted off the transit line). O2O counts are necessary in expanding the rail and occasionally bus data by segmenting station on and off points. The sampling plan for the O2O counts for the NCT Regional On-Board Survey was designed to obtain completed pairs from a minimum of 20% of the daily ridership depending on high ridership bus routes and all rail lines for all transit agencies (DART, DCTA, Trinity Metro).

Origin-Destination Sampling Plan Creation

ETC established route level, direction, time of day, and station level sample sizes using sampling strata, by combining the average ridership numbers for each agency. The strata were created for local bus, commuter bus, commuter rail, light rail, trolley/shuttle, and Mobility On-Demand. Each strata (i.e., Rail, Local Bus) contains average weekday daily ridership categories from high to low ridership.

The overall Origin-Destination (OD) goal was to collect 10% of the weekday ridership for all routes, 20% of the weekday ridership for all routes whose ridership was less than 500, and 15% of the ridership at the connection points between the three commuter rail lines. NCTCOG applied these sampling rates (10%, 15%, and 20%) to the total average weekday ridership for all systems to come up with the total number of completed surveys (18,293). ETC then developed an OD sample plan from the route level strata ensuring the completion of at least 18,293 OD surveys across all bus and rail lines of the three transit agencies. Route level goals were provided by NCTCOG which used the forementioned strata. Cell level goals were created by route, direction, and time-of-day by utilizing ridership data from September-October 2022 for DCTA and Trinity Metro, September 2022 for DART, and April and September 2022 for TRE. The cell level goals were created off a combination of cell level (route/direction/time-of-day) boarding percentages. Table 3 shows the sample sizes by system/mode, including individual rail lines.

Survey Instrument Development Process

The survey instrument development process began by having representatives from NCTCOG, DART, DCTA, and Trinity Metro review the data requirements for the transit onboard survey. Since it was a regional survey, the agencies strived to have one survey instrument to be used for data collection on all agencies, while making sure each agency's needs were addressed in any additional questions or the options available to the various questions. To be comparable to the last regional survey in 2014, the team used the survey instrument from the 2014 North Central Texas Regional Transit Travel Survey as a starting point. The survey focused on collecting (1) all elements of the "one-way" trip including trip purpose, origin, and destination addresses, boarding and alighting locations, access and egress modes, and transfers made; (2) information needed for the travel demand model and transit planning, including

person and household demographics; and (3) Title VI information to be used for transit agency compliance.

Among the data requested from the questionnaire are the following:

- Whether the respondent is a resident of the DFW region
- Home address
- One-Way Trip:
 - Origin and Destination addresses
 - Boarding and Alighting Locations
 - Access and Egress mode
 - Trip purpose
 - Number of transfers
 - Transfer routes
 - Time of Day trip was completed
 - Direction of travel
 - Wait Time
 - Trip Planning
- Frequency of transit use
- Pass and Payment
 - Pass Type
 - Pass Duration
 - Method of payment
- Household Demographics
 - Number of household occupants
 - Number of vehicles available to the household
 - Number of members of the household (15+) who are employed
 - Household Income
- Person Demographics
 - Age
 - Disability status
 - Race/Ethnicity
 - Gender
 - English language ability
 - Employment status
 - Student status
 - Driver's license status

The survey instrument was included in the Pilot Test described in the next section to determine if users had any difficulties understanding the questions or options. The final version of the paper questionnaire for each agency is included in Appendix A.

Fall 22 Pilot Test

Pilot Details

ETC Institute conducted a pilot test of the survey during the week of August 22nd, 2022. The pilot test involved the administration of Origin-Destination (OD) surveys and On-to-Off (O2O surveys) as a test to the survey instrument. It also replicated all tasks that will be conducted for the administration of the full OD survey to test the process from sampling and data collection to downloading and cleaning the data. The primary goals for the pilot test were as follows:

- (1) assess the full sampling and survey methodology using tablet interview using ETC’s smart programming and built in Quality Assurance Quality Control (QAQC)-logic
- (2) evaluate the process for selecting respondents and data collection procedures
- (3) evaluate methods used to ensure that customers selected for the survey can participate regardless of disability or English language proficiency
- (4) evaluate response rates and factors that contribute to non-response
- (5) assess real-time geocoding procedures as well as transfer feasibility, distance ratio checks, and all other QAQC, both in field and post-survey
- (6) assess the questions included in the survey instrument and make recommendations for streamlining/modifying questions to improve the clarity and ability to administer the survey in a timely manner
- (7) assess survey length and make recommendations on shortening or lengthening the survey by service type, etc.
- (8) check that all the responses are making it successfully into the database file of the instrument and no data is lost

The routes included in the pilot plan were chosen based on the need to test the survey instrument, tablet programming and methods on various transit riders and conditions. Routes sampled included a mix of low and high-volume routes; representation of all service types (local, circular, rail, and on-demand); and several Limited English Proficiency (LEP) routes. The final route list included in the pilot test were Trinity Metro bus routes 1, 4, 24, 31, and 91; commuter rail line DCTA A-Train and Mercantile Zip Zone (OD Intercept). In addition to OD interviews, the pilot test also involved the completion of On-to-Off (O2O) surveys on one trip each of one commuter rail line (A-Train) and one local bus route (Route 1). The list of routes and the pilot survey routes are provided in Table 8.

TABLE 8: FALL 22 PILOT SURVEY ROUTES

Route Name	Agency	Route Type	Pilot Surveys
Route 1 – Hemphill	Trinity Metro	Bus - Radial	OD and O2O

Route Name	Agency	Route Type	Pilot Surveys
Route 4 – East Rosedale	Trinity Metro	Bus - Radial	OD
Route 24 – Berry	Trinity Metro	Bus - Crosstown	OD
Route 31 – TRE Link	Trinity Metro	Bus - Circulator	OD
A-train	DCTA	Rail – Commuter Rail	OD and O2O
ZipZone – Mercantile	Trinity Metro	Mobility On-Demand	OD

Response Statistics

The pilot test involved the administration of OD surveys on Bus, Rail and Zip Zone intercept targeting. The goal was to obtain at least 200 surveys that are useable for modeling purposes as described in the contract scope; the definition of a usable survey is provided in Appendix A. The 221 usable surveys were collected across the different services with 69 complete on Light Rail Transit (LRT), 148 on bus lines, and four on Zip Zone intercepts.

A total of 338 riders were asked to participate. Of those 338 riders, 246 (72.7%) riders indicated they had time to complete the survey with the interviewer; 88 riders (26.03%) refused; 4 (<1%) riders indicated they would like to take the survey but did not have time to complete it.

Nearly all surveys (94.5%) were completed on the bus/rail with the interviewer. 5.5% of completed surveys were completed off the bus/rail with the interviewer; these were started on the bus/rail, but completed off of the bus/rail due to a lack of time on the bus/rail. Out of the 246 riders who initially completed the survey, 137 gave a follow-up phone number/email. The completed surveys were run through the QA/QC process and 221 were deemed usable. Of the 246 riders who initially completed a survey, 98.7% were conducted in English and 1.3% were conducted in Spanish.

Survey Length

On average, the survey took 6.90 minutes to complete, with the longest survey length being over 9 minutes and the shortest survey being just under 5 minutes to complete via Tablet PC. Survey lengths were based on completed surveys.

The average time to complete the first half of the survey was 4.20 minutes; the first half of the survey included trip elements from Origin to Destination. The average time to complete the second half of the survey was 2.70 minutes; the second half of the survey included sections covering other trip information, fare and payment, and Title VI and demographics.

Geocoding statistics

All addresses (Origin, Destination, Boarding, Alighting) were geocoded in real-time on the Tablet PC's. Ninety percent (90%) of the pilot records were deemed "Useable" after a visual review and post-processing of the dataset. One reason this can happen is that despite what is presenting in the map and geocoding, the rider is unwillingly to provide complete or exact details of their trip such as origin and Destination Type of Places.

Survey Instrument Design Comments/Issues

The pilot test confirmed that the survey instrument could be successfully administered to riders.

The main change resulting was to update the programming of removing MicroTransit (GoLink, Via, ZipZone, and GoZone) from the access and egress mode questions and to be included as individual routes that users could select when describing the path of their one-way trip.

During the evaluation of intercepting ZipZone riders, Interviewers were able to target ZipZone users for participation in the intercept survey to determine how accurately they could provide responses. No issues were encountered, and users were able to properly provide all elements of their one-way trip. During this targeting, it was noted that the volume of ZipZone users was very low, therefore, intercepting these users in the field would not yield adequate number of responses for this user group.

Spring 23 Pilot Test

Pilot Details

ETC Institute conducted a pilot test of the spring 23 survey during the week of February 6th, 2023. The pilot test involved the administration of Origin-Destination (OD) surveys and On-to-Off (O2O surveys) as a test to the survey instrument. The tasks and goals corresponded to what occurred in the Fall 22 pilot test.

The routes included in the pilot plan were chosen based on the need to test the survey instrument, tablet programming and methods on various transit riders and conditions. Routes sampled included a mix of low and high-volume routes; representation of all service types (local, express, light rail, and commuter rail); and Limited English Proficiency (LEP) routes. The final route list included in the pilot test were DART bus routes 9, 229, and 305, and the Blue LRT line, and TRE commuter rail line. The list of routes and the pilot survey routes are provided in Table 9.

TABLE 9: SPRING 23 PILOT SURVEY ROUTES

Route Name	Agency	Route Type	Pilot Surveys
Route 9 – Jefferson Gaston	DART	Bus - Radial	OD
Route 229 – MacArthur Beltline	DART	Bus - Radial	OD
Route 305 – Addison Express	DART	Bus - Express	OD
RED LINE	DART	Light Rail	OD
TRE	TRE	Commuter Rail	OD

Survey Instrument Design Comments

The pilot test confirmed that the survey instrument could be successfully administered to riders.

The main recommendations/notes were the following:

1. The survey is long with the DART Market Segmentation questions, so recommend that it is only offered to every 5th person.
2. With the right encouragement, surveyors can get a better response rate on household income question than was obtain in the fall survey.

Survey Marketing

Marketing of the survey was done through different methods. Physical posters written in Spanish and English were placed on some vehicles, rail stations, and kiosks. Riders were also informed of the survey through rider alerts and rack cards on transit vehicles. Press releases and radio interviews were included. Social media posts were made on Facebook and Twitter, transit agencies informed their ridership through apps or emails, and a website was constructed to provide general information about the survey. Examples of the posters used are provided in Figure 2.

FIGURE 2: MARKETING MATERIAL



WE WANT TO HEAR FROM YOU

Transit Survey: Starting August 2022

Making Regional Transit Better For You

How do you use transit services? We want to know. Be on the lookout for a survey team. The information they collect from you will be used to help better serve your needs.

For more information, please call 817-608-2343 or visit www.nctcog.org/transitsurvey.







QUEREMOS SABER DE USTED

Encuesta sobre el sistema de Transporte: A partir de agosto 2022



Ayúdenos a mejorar el Sistema de Transporte Regional

¿Cómo utiliza los servicios de transporte? Queremos saberlo. Este atento por el equipo de encuestadores. La información que nos proporcione nos ayudara a atender mejor sus necesidades.

Para más información, llame al 817-608-2343 o visite www.nctcog.org/transitsurvey.








WE WANT TO HEAR FROM YOU

Transit Survey: Starting February 2023

Help Us Make Regional Transit Better For You

How do you use transit services? We want to know. Be on the lookout for a survey team. The information you provide will help us better serve your needs.

For more information, please call 817-608-2343 or visit www.nctcog.org/transitsurvey.








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A partir de febrero 2023*

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o visite www.nctcog.org/transitsurvey.



CHAPTER 2: SURVEY ADMINISTRATION

Data Collection Activities

Labor Recruitment and Training

Assembling a team of high-quality survey staff was one of the most important steps in both the O2O and OD administration process. ETC collaborated with the staffing firms ANIK and Stat Team Staffing to provide interviewers for the both the O2O and OD surveys.

ETC conducted two major training sessions for data collection. The first session was for the O2O counts, and the second session was for the OD survey. When additional surveyors were needed for either survey type, there were additional training sessions conducted throughout the data collection process with smaller groups. Training sessions focused on the study's purpose and objectives, the survey instruments, scripts on how to respond to passengers' questions, how to use data collection tools, instructions on how to conduct themselves when working with the public, and safety training. ETC provided in-depth project-specific training to ensure successful data collection. The training reviewed project specifics and field procedures and provided training on how to actively engage customers (passengers). Key highlights in the training included courtesy, professionalism, and person-to-person interactions.

The survey staff were instructed to understand that while they were not NCTCOG, or any of the other transit systems employees, they were representing all agencies while on transit vehicles or property and they needed to act in a manner that reflected positively. Maximizing participation and legitimizing the survey among passengers depended on the public response to the survey staff. For that purpose, ETC imposed strict dress code standards that required survey staff to wear clean appropriate clothing to present a casual, yet neat, appearance that ensured professionalism and comfort. Survey staff were provided with surveyor badges and vests, identifying interviewers from other transit agencies staff and passengers; the badges used are pictured in Figure 3.

FIGURE 3: SURVEY TEAM BADGES FOR FALL 22 AND SPRING 23 DATA COLLECTIONS



Training O2O Surveyors

The ETC field manager created the necessary training materials and conducted the On-to-Off (O2O) Survey training. The primary tool that was used for the training session was a PowerPoint presentation. The training discussed the following topics:

- Equipment use and set-up
- Methodologies for collecting rail boarding and alighting pairs
- How to approach passengers
- How to manage refusals
- How to react in various situations that may be encountered
- Safety training

Surveyors were evaluated on their proficiency and were provided with additional coaching if needed. If the surveyor was deemed unable to perform the O2O count, they were replaced.

Training OD Interviewers

The ETC field manager created the necessary training materials and conducted the Origin-Destination (OD) Survey training that is consistent of classroom training and field training. The classroom training session included a PowerPoint presentation to explain the purpose and objectives of the survey, questionnaire content, interviewer procedures and requirements, survey logistics, how to maximize response rates (including hard-to-survey passengers), and the data collection process in a step-by-step format. Other goals of the training included building interview staff confidence,

helping interview staff feel that they are an important part of the survey's success, and helping them understand the importance of the survey and its benefits to the community.

ETC ensures that the training addressed the following details:

- Tips on intercepting/interacting with passengers with disabilities
- Tips on intercepting/interacting with limited English proficiency passengers
- Cultural sensitivity
- Importance of understanding the intent of the questions
- Importance of random selection and properly recording all refusals
- Importance of data confidentiality
- Overview of the participating transit systems
- Overview of the topics covered in tablet questionnaire
- How to manage passenger comments and complaints
- Instructions on conveying the purpose of the survey to passengers
- Safety training

Toward the end of training, interviewers conducted mock interviews using the tablets. This exercise allowed ETC staff to gauge each interviewer's comprehension of the survey instrument and provide feedback as needed. Following classroom training, interviewers conducted live interviews with passengers under the supervision of ETC staff. ETC supervisors oversaw interviewers and provided feedback on performance throughout the remainder of the training day.

Interviewers who were conducting the survey properly began field training. Interviewers who needed more help, but showed promise, were asked to spend a second day in the field under direct supervision. During the field training period, the interviewer's productivity and data quality were assessed by ETC staff.

O2O Survey Administration

O2O Surveyors Roles

The O2O surveyors were responsible for the collection of the O2O counts using the tablet program. Surveyors asked the riders at which stop they entered (if not observed) and at what stop they will exit the train.

O2O Program Procedure - Bus

ETC collects Boarding-to-Alighting transit stop pairs using state-of-the art, high-yield tools and methodologies developed in-house. These On-to-Off counts are used to guide the data collection plan for the onboard Origin Destination (OD) survey and supplement the Automated Passenger Count (APC) data in the OD survey expansion process.

The O2O counts were collected using ETC's proprietary software running on GPS-capable tablets equipped with barcode scanners. Tablets onboard the same bus are paired up before a data collection session begins. Each rider's route, direction, boarding and alighting information (time, latitude and longitude) are captured with a high degree of accuracy via the following process:

- Before any collection takes place, surveyor staff are trained on every aspect of the onboard process.

Supervisory staff administer a variety of quality control checks during tablet set-up, including review of Route #, Team #, Block #, Run #, Bus #, and Partner Tablet ID#.

- Surveyor staff visually inspect GTFS loaded in the program and report missing stops.
- These Onboard Team Members are positioned at the front door and back doors, just behind the yellow boarding line.
- Once a rider boards the bus and pays their fare, they are asked to participate.
- If the transit rider agrees, the onboard team member scans a card.
- The team member immediately gives the scanned card to the transit rider and asks them to hold the card until they exit through the backdoor.
- Bus riders are asked to keep the barcoded card for the duration of their trip on that transit vehicle.
- Bus riders are asked to hand their cards back as they exit the vehicle. The cards are scanned as the riders exit the bus by an onboard team member.

The O2O software sends the scanned data to the O2O server where a server-side processing system evaluates the data and pairs up the boarding and the alighting locations of each rider based on the unique barcode, time stamps, and other variables.

The O2O software is centered on a live map of the current transit route and associated stops. Our onboard data collection staff is able to follow the map of the route and accurately select the riders' boarding and alighting locations. Route termini are clearly marked on the map and the surveyor is alerted when he/she approaches a route terminus, where the session is closed and a new session begins when the bus/train begins a new run.

O2O Program Procedure - Rail

The O2O counts were collected using tablets equipped with a survey program consisting of two questions: "Where did you get on this rail line?" and "Where will you get off this rail line?". The riders' route, direction, boarding and alighting information, and time were captured with a high degree of accuracy via the following process:

- Transit riders were asked to participate as they entered the rail vehicle.
- Each rider entering the rail line was asked where they got on that line (if not observed from the surveyor) and where they will get off the same rail line by a surveyor.
- The surveyor would select the boarding and alighting stops from a programmed drop-down menu, which was associated with rail line they were collecting O2Os.

The O2O software sent the entered data to the O2O server where a server-side processing system stored the data for review. Before any collection took place, surveyor staff were trained on every aspect of the onboard process.

OD Survey Administration

OD Survey Interviewer Roles

For the OD Survey, interviewers boarded their assigned bus/train and selected riders at random to participate in the survey. While conducting the interview, interviewers asked the respondent each question from the survey tablet and recorded each response provided to them by the passenger.

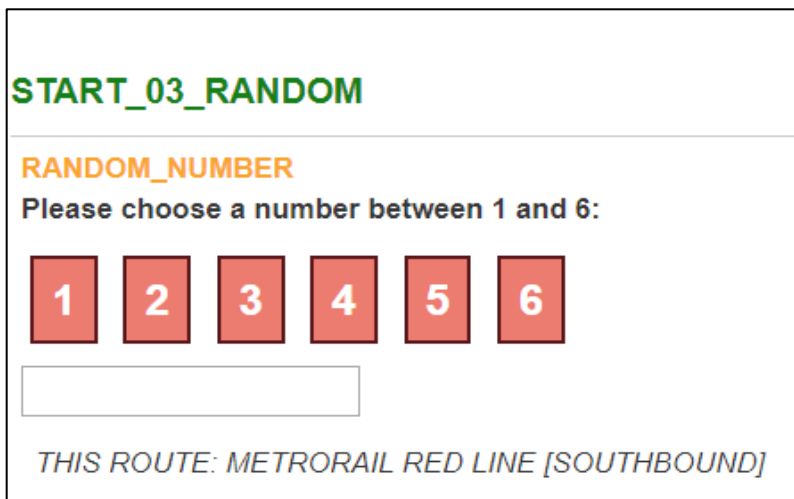
Selection of Participants

For the OD tablet surveys, a random number generator was used to determine which passengers were asked to participate in the survey after boarding the surveying bus as shown in Figure 6.

If four people boarded a bus, the surveyor would press 4 on the tablet, and the tablet randomly generated a number from 1 to 4 (see example below). If the answer was 2, the second person who boarded the bus was asked to participate in the survey. If the answer was 1, the first person was asked to participate in the survey, and so forth.

The selection was limited to the first six people who boarded a bus or train at any given stop to ensure the interviewer could keep track of the passengers as they boarded. For example, if 20 people boarded a bus or train, the surveyor would press 6 and the tablet program would randomly pick one of the first six people for the survey.

FIGURE 4: OD SURVEY RANDOM NUMBER



The screenshot shows a tablet interface with the following elements:

- Header: **START_03_RANDOM** in green text.
- Section: **RANDOM_NUMBER** in orange text.
- Instruction: **Please choose a number between 1 and 6:** in black text.
- Buttons: Six red square buttons with white numbers 1, 2, 3, 4, 5, and 6.
- Input: A white rectangular text input field below the buttons.
- Footer: *THIS ROUTE: METRORAIL RED LINE [SOUTHBOUND]* in blue italicized text.

If the interview is refused by the randomly selected rider, then the rider who boarded before the rider selected would be approached. For some express/commuter routes, hard copy questionnaires were administered to all boarding passengers to maximize the number of returned complete surveys.

Respondents who did not have time to complete the survey during their trip or spoke a language other than the interviewers were given the option of providing their contact information to conduct the survey at another time. Those who provided their phone numbers for call back ability were then contacted by ETC's call center to complete the survey. Only 12 surveys were completed by phone. Those interviewers that did speak the foreign language of the rider translated the English tablet version and indicated which language the interview was conducted in.

ETC tried to maintain bilingual (English/Spanish) interviewer staff throughout the entire project. At least 50% of the interview staff were bilingual. In addition to the English/Spanish interview staff, there were interviewers that spoke other languages such as French, Korean, Vietnamese, Chinese, Arabic, and other languages. The majority of interviews were conducted in English (X%) with X% of the surveys being conducted in Spanish. Other languages the survey was conducted in, including Hmong and Mandarin Chinese, made up less than 1% combined.

OD Survey Procedure

All routes that were classified as local bus routes, trolley, shuttle, streetcar, light rail, or commuter rail were surveyed using tablets. Interviewers selected people for the survey in accordance with the sampling procedures described earlier in this subsection. Once an interviewer had selected a person for the survey, the interviewer did the following tasks:

- Approached the person who was selected and asked him or her to participate in the survey.
- If the person refused, the interviewer ended the survey.
- If the person agreed to participate, the interviewer asked the respondent if he or she had at least 5 minutes to complete the survey.
- If the person did not have at least 5 minutes on the bus, the interviewer asked the person to provide his/her name and contact information to send a link to a self-administered online version. A link was emailed or texted after the interviewer collected the passenger's information. If the passenger did not complete the survey, a phone interviewer from ETC's call center contacted the respondent and asked him/her to provide the information by phone. This methodology ensured that people who completed short trips on public transit were well represented. The majority of passengers were able to complete the surveys onboard.
- If the person had at least 5 minutes on the bus or rail, the interviewer began administering the survey to the respondent as a face-to-face interview using a tablet computer to record the answers.

In-Field Quality Assurance/Quality Control

Every day, ETC's field supervisors reviewed each interviewer's data for the following issues to assess whether the employee was conducting the survey properly:

- Distribution of surveys by demographics
- Distribution of surveys by trip characteristics
- Length of each survey in minutes
- Percentage of refusals
- Percentage of short trips

ETC's field supervisors also conducted checks on the locations where the interviews took place by viewing the surveys in real time using mapping visualization tool. The survey is programmed to project the location of where five of the

survey's questions are asked which populates an "S" in the survey when viewing the mapping visualization tool. These checks ensured data integrity and identified if an interviewer was not onboard their vehicle conducting interviews.

Data Collection Dashboard

ETC created a dashboard for NCTCOG, DART, DCTA and Trinity Metro to view both collection productivity and demographics collected by route. ETC Supervisors monitored the data collection with a similar dashboard to monitor collection goals and conduct quality control on interviewers' data.

Data Quality Assurance and Processing

Many of the processes described in previous sections of this report were elements of the overall quality assurance/quality control (QA/QC) process that was implemented throughout survey administration. The establishment of sampling goals and procedures for managing the goals ensured that a representative sample was obtained from each bus/rail route. Training of interviewers and the high levels of oversight provided by the field manager and the field supervisors ensured that the survey was administered properly. Also, the use of the latest geocoding tools such as ETC's tablet survey with an embedded Google map search, ETC Elvis program, and Caliper® Maptitude Geographic Information System (GIS) software all contributed to the high quality of geocoding accuracy that was achieved.

The following subsections describe the QA/QC processes that were implemented before and after the data were collected.

O2O QA/QC Plan

Pre-Processing QA/QC

An analysis of the rail station stop list within the study area is conducted by ETC's GIS analyst before the survey. Effective stop geocoding depends on the initial quality of the stop data. Some of the specific checks that are conducted during the pre-processing phase include:

- Sort and delete low confidence records that are created. Confidence levels are created based on the O2O software's QA/QC algorithm, described in the next section.
- Check completeness of all fields for each record.
- Verify the time of day when a pair is reasonable given the published operating schedule for the route.

The record-matching algorithm uses the barcode value and time stamp of the scan to match the ON and OFF records. The level of confidence of the match, expressed as a number - e.g. 100 means perfect match – is determined based on auxiliary attributes of the scans falling within certain tolerances or matching expected values. These auxiliary attributes include:

- Route and Direction of the candidate scans should match; if one or both do not match, the reliability of the match is affected and marked.
- Enter and Exit– the ON scan is expected to have the Enter tag while the OFF scan should have the Exit tag; if either scan does not, a capture error is recorded and match reliability is affected.
- Paired device ID – the OFF scan is expected to have been captured on a device that is paired up with the ON

scan device.

- Session Number – each active device (e.g., a tablet) generates a globally unique ID (session number) that is then associated with its every scan operation. All devices that are co-located on the same transit vehicle are paired with each other via Bluetooth, allowing every device’s unique ID, its session number, and all paired devices’ IDs to be saved as part of every scan record. Given that the on2off barcode cards are reused, this series of IDs helps assure accurate matching of the on and off scans.
- Time gap between two consecutive candidate scans must be between a minimum and a maximum value, e.g. 1 min to 3 hours; the maximum value is set for the specific transit system and type of route under study.
- Travel time and vehicle speed must make sense.
- If travel time is greater than X (e.g. 30 min), vehicle speed must be greater than Y (e.g. 5 mph). The values of X and Y depend on the type of route and transit system; for example, a computer route would be different than local routes and shuttles..
- Distance between location of two matching scans must be greater than L (e.g. 0.1 mile).

Post-Processing QA/QC

After boarding/alighting stops were successfully geocoded, the next step in this process involved the application of a QA/QC check for direction.

Directional Check

Following the boarding and alighting stop locations being geocoded, the direction of travel for each record is confirmed. Stop locations and IDs are then updated based on established direction. Table 10 shows actions that are taken if the direction is incorrect.

TABLE 10: DIRECTIONAL CHECKS

Issue	Description of Issue	Suggested Action
Directionality of Record	Boarding and alighting locations indicate that the trip is going in the opposite direction of what was selected by the surveyor.	Change Direction of Route Selected and if necessary update boarding and alighting locations based on appropriate direction.

Speed / Distance / Time Check

After directions are finalized, the next step is to run each record through the Speed / Distance / Time checks. If any of the conditions in Table 11 are met, the record is flagged for further review.

TABLE 11: SPEED/DISTANCE/TIME CHECK

On-to-Off Check Name	Check	Condition 1	Flag?
Speed Check	Checks Speed between boarding and alighting pair	< 1mph	Yes
		>70mph	Yes
Distance Check	Checks Distance between boarding and alighting pair	< 0.12 miles	Yes
		Exceeds route terminus to terminus distance	Yes
Time Check	Checks time between boarding and alighting pair	< 1 minute	Yes
		Exceeds route terminus to terminus average time	Yes

OD QA/QC Plan

Pre-Processing Distance Checks

A series of distance and ratio checks are preprogrammed into the FS online visual review tool in order to allow for ETC Institute's Transit Review Team (TRT) to take a more systematic approach in reviewing complete records. The TRT process for editing surveys is described in a later section. *Note: The distance and ratio checks described are meant to alert the reviewer that closer evaluation is needed. It does not necessarily indicate that the record is inaccurate or unusable. The distances used for the checks are created using the great-circle distance formula which is based on a straight line from point A to point B that takes into account the curvature of the earth.*

Access/Egress Mode Distance Check

Table 12 shows the distance checks for access (Origin to Boarding of the 1st Transit Vehicle) and egress modes (Alighting from the last Transit Vehicle to Destination).

TABLE 12: ACCESS/EGRESS MODE DISTANCE CHECKS

Distance Check Name	Check	Condition 1	Condition 2	Flag?
Origin to Boarding	Origin to Boarding distance is greater than 1.75 miles	Access Mode - ANY USE OF A VEHICLE (ie, dropped off, rode with others, drove, taxi...)		No
		Access Mode - Walk/Wheelchair/Skateboard	There is at least one transfer from origin to boarding	No
		Access Mode - Walk/Wheelchair/Skateboard	There are no transfers from origin to boarding	Yes
	Origin to Boarding distance is less than .2 miles	Access Mode - ANY USE OF A VEHICLE (ie, dropped off, rode with others, drove, taxi...)		Yes
		Access Mode - Every mode	There is at least one transfer from origin to boarding	Yes
		Access Mode - Walk/Wheelchair/Skateboard	There are no transfers from origin to boarding	No
Alighting to Destination	Alighting to Destination distance is greater than 1.75 miles	Egress Mode - ANY USE OF A VEHICLE (ie, will get picked up, ride with others, drive, taxi...)		No
		Egress Mode - Walk/Wheelchair/Skateboard	There is at least one transfer from alighting to destination	No
		Egress Mode - Walk/Wheelchair/Skateboard	There are no transfers from alighting to destination	Yes
	Alighting to Destination distance is less than .2 miles	Egress Mode - ANY USE OF A VEHICLE (ie, will get picked up, ride with others, drive, taxi...)		Yes
		Egress Mode - Every mode	There is at least one transfer from alighting to destination	Yes
		Egress Mode - Walk/Wheelchair/Skateboard	There are no transfers from alighting to destination	No

*1.75 mile is used because it is a straight-line distance so it ends up being closer to 2 miles with actual street travel.

Origin to Destination Distance Check

Table 13 shows the distance checks based on the origin and Destination Type of Places.

TABLE 13: ORIGIN TO DESTINATION DISTANCE CHECKS

Distance Check Name	Check	Flag Record
Origin to Destination	Origin equals the Destination	Yes
	Origin to Destination is greater than 50 miles	Yes
	Origin to Destination is less than .25 miles	Yes

Boarding and Alighting Distance Check

Table 14 shows the distance checks based on the boarding and alighting locations.

TABLE 14: BOARDING AND ALIGHTING DISTANCE CHECKS

Distance Check Name	Check	Flag Record
Boarding to Alighting	Boarding equals the Alighting	Yes
	Boarding to Alighting is less than .25 miles	Yes

Pre-Processing Ratio Checks

After all transfer checks are completed, the next step in this process involves the application of a series of QA/QC Ratio Checks.

Three ratio checks are conducted for each record. First, the distance between boarding and alighting is divided by the distance between origin and destination. If the rider has a high ratio, then the rider is on the bus for an extensive time compared to the origin to destination distance. If the check created an extremely low ratio, the use of transit seemed unnecessary.

Second, the distance between origin and boarding is divided by the distance between origin and destination. If the rider has a high ratio, the origin to boarding distance is excessive compared to the origin to destination.

Third, the distance between alighting and destination is divided by the distance between origin and destination. If the rider has a high ratio, the alighting to destination distance is excessive compared to the origin to destination. **Table 15** describes in more detail the ratio checks used, and the conditions in which a record would be flagged.

TABLE 15: RATIO CHECKS

Ratio Checks	Check	Result of Formula	Condition 1	Condition 2	Flag?
Boarding to Alighting distance divided by Origin to Destination distance	Boarding to Alighting Distance/Origin to Destination Distance	the result of this formula is 1.5 or greater			Yes
	Boarding to Alighting Distance/Origin to Destination Distance	the result of this formula is less than .3	Access and Egress modes are both Walk/Wheelchair/Skateboard	There are NO transfers involved in the trip	Yes
	Boarding to Alighting Distance/Origin to Destination Distance	the result of this formula is less than .3	Access or Egress mode - ANY USE OF A VEHICLE		No
	Boarding to Alighting Distance/Origin to Destination Distance	the result of this formula is less than .3	There is at least one transfer involved in the trip		No
Origin to Boarding distance divided by Origin to Destination distance	Origin to Boarding Distance/Origin to Destination Distance	the result of this formula is 1 or greater	there is at least one transfer from origin to boarding		No
	Origin to Boarding Distance/Origin to Destination Distance	the result of this formula is 1 or greater	Access Mode - ANY USE OF A VEHICLE (ie, dropped off, rode with others, drove, taxi...)		No
	Origin to Boarding Distance/Origin to Destination Distance	the result of this formula is 1 or greater	Access Mode - Walk/Wheelchair/Skateboard	There are no transfers from origin to boarding	Yes
Alighting to Destination divided by Origin to Destination	Alighting to Destination Distance/Origin to Destination Distance	the result of this formula is 1 or greater	there is at least one transfer from alighting to destination		No
	Alighting to Destination Distance/Origin to Destination Distance	the result of this formula is 1 or greater	Egress Mode - ANY USE OF A VEHICLE (ie, will get picked up, ride with others, drive, taxi...)		No
	Alighting to Destination Distance/Origin to Destination Distance	the result of this formula is 1 or greater	Egress Mode - Walk/Wheelchair/Skateboard	There are no transfers from alighting to destination	Yes

Transit Review Team (TRT)

ETC Institute has a dedicated team whose priority is reviewing and editing completed records through the use of an online visual review tool. One of their other key responsibilities is the process of calling and completing “Callback” surveys. Callback surveys are surveys that are unable to be completed in the field. The “Callback” is conducted within a few days of when the initial survey began so that the information of the trip can be more easily recalled by the respondent.

The TRT reviews all complete records collected for the survey, paying special attention to records that are automatically flagged by the online visual review tool. Prior to making edits to any survey, they first attempt to contact the respondent to clarify any questionable answer choices regarding the trip. If no contact is made, or if contact is not possible, the following actions are taken.

Pre-Processing General Issues and Actions

Table 16 below describes the general issues that could occur within a trip where changes may have been appropriate.

TABLE 16: PRE-PROCESSING GENERAL ISSUES

Issue	Description of Issue	Action
Origin/Destination Issue - 1	Origin/Destination appears incorrect because the wrong location of a multiple-location organization was selected	If for example, an Origin/Destination appears illogical based on the college campus that was selected, but an appropriate campus of the same college does appear logical given the other points and answer choices of the trip, then the appropriate campus will be selected.
Origin/Destination Issue - 2	Origin/Destination appears to have been geocoded to the incorrect city/state	If for example, an Origin/Destination appears illogical based on the city/state that was geocoded, but the address/intersection is logical within the trip if the city/state are changed. This occurs occasionally because the surveyor selects the wrong choice from the list of possible address choices that appear in the online survey instrument, then the appropriate address information will be inserted.
Access/Egress Mode	Access/Egress Mode seems illogical based on trip	If the access/egress mode involves the use of a vehicle and the distance from either origin to boarding or alighting to destination is less than .2 miles then the access/egress mode is recoded to walk/walked and that change will be reflected in the database. Unless the terrain of the area makes walking unlikely.
Directionality of Record	Boarding and alighting locations indicate that the trip is going in the opposite direction of what was selected by the surveyor.	Change Direction of Route Selected and if necessary update boarding and alighting locations based on appropriate direction.

Transfer Issues and Actions

Table 17 below describes the transfer issues that could occur within a trip where changes may have been appropriate.

TABLE 17: TRANSFER ISSUES AND ACTIONS

Issue #	Description of Issue	Action
Transfer Issue - 1	The transfer(s) seems illogical based on either the origin to boarding or alighting to destination	If the transfer appears to have been selected incorrectly based on surveyor misselection/passenger error then an appropriate transfer(s) will be inserted based on the geocoded points of the trip, the time of day of the trip and the direction of travel. If no appropriate transfers can be found, then the record will be removed from the database.
Transfer Issue - 2	The transfer(s) seems unnecessary based on either the origin to boarding or alighting to destination	If the transfer(s) appears to be unnecessary because the distance from the origin to boarding or alighting to destination is less than 0.2 miles then the trip will be reviewed in further detail to determine if the transfer(s) are inappropriate. Aspects that will determine appropriateness are: the terrain (0.1 miles for example is a very short distance but a river inbetween the origin and boarding location could require an individual to use a transfer as opposed to being able to walk), disability, age, and alternate access/egress modes (IE if someone indicates walking 1 mile from origin to boarding but then indicates taking 2 transfers from alighting to destination to travel a total of 0.1 miles they have likely indicated transfers for a future trip later in the day). <i>NOTE: The 0.2 distance is only used as guideline to create a flag for closer review. Typically only extreme distances have transfers removed.</i>
Transfer Issue - 3	The passenger indicated that they did not use a transfer but based on their access/egress mode and the distance between either the origin to boarding or alighting to destination suggests that a transfer was likely used.	If the access/egress mode is "walked/walk" and no transfer is indicated, and the distance between either origin to boarding or alighting to destination is greater than 2 miles, then an appropriate transfer(s) will be inserted based on the geocoded points of the trip, the time of day of the trip and the direction of travel. If no appropriate transfers can be found, then the record will be removed from the database.
Transfer Issue - 4	Duplicate Transfers in the Route Path	If duplicate transfers exist in the route path, the path is reviewed to determine which route(s) were incorrectly entered. If a review of the record suggests that the transfer route(s) is/are unnecessary then they will be removed. If the transfers suggest that trip is a round trip and not a one-way trip then the record will be removed from the database.

Post-Processing Additional Checks

After all records are reviewed by the TRT, the next step in this process involved the application of a series of QA/QC “non-trip” checks. Non-trip checks are described as anything not pertaining to the respondent’s actual trip, i.e. demographic information.

Non-trip related checks included:

- Ensuring the respondents who indicated that they are employed also reported that at least one member of their household is employed.
- Ensuring the time of day a survey is completed and reasonable given the published operating schedule for the route.
- Ensuring that the appropriate fare type is used in response to the age of respondent.
- Checking that there is a representative demographic distribution based on age, gender, and income status.
- Removing any personal contact information used for quality control purposes during the data collection portion of the project in order to protect the anonymity of the respondents.

Once all records go through the pre-processing and post-processing QA/QC checks, those that are deemed complete and usable are then used to update the completion report used by the FS to ensure that all contractual goals have been met. After the final high-level review is completed, metadata (a codebook) is created in order to suitably explain the data in the database.

Process for Identifying Complete Records

To classify a survey as being complete, the record must contain all elements of the one-way trip, including complete answers to the following:

- Route/direction
- Time of trip
- All transfer routes used
- Home address
- Origin address
- Destination address
- Origin place type
- Destination place type
- Access mode
- Egress mode
- Boarding location
- Alighting location

In addition to the required trip data questions, a survey must be marked as complete by the online survey program, which occurs only if the interviewer has navigated through every required question on the online survey instrument including demographic questions.

CHAPTER 3: SURVEY WEIGHTING AND EXPANSION

The North Central Texas regional transit interviews were expanded by route, direction, time-of-day for routes without Automated Passenger Count (APC data). For routes and lines with APC data, the surveys were also expanded by segments containing the boarding and corresponding alighting location of the rider. The following sections describe the methodology that was used to develop the unlinked expansion factors. Unlinked expansion factors are weights, when summed up, match the daily ridership of the system.

Data Expansion Overview

When survey quantity goals are created, they are typically based upon a percentage of the average weekday ridership for the routes in the system and desired confidence levels. These are further broken down by time periods and directions. If the route has been deemed a circular or loop route, the ridership is broken down into time periods only, as directional components cannot be obtained accurately. These routes are deemed circular or loop routes because many riders that will board going in one “direction” but alight going the other “direction” due to the functionality of the route. The six time periods for this survey, shown in Figure 2, were created based off the specific needs of NCTCOG, DART, DCTA, and Trinity Metro. Once a sample percentage is agreed upon, the goals for the survey collection are based off the ridership for each route by time period and direction then multiplied by the sampling percentage. The purpose of developing survey quantity goals is to collect an appropriate number of survey records that will be expanded to represent the total average weekday ridership of each route by time period and direction.

To further increase the specificity of the expansion process, segments were created for each route with APC data. The reason for that is you can only accurately determine the flows between two segments when you have APC data. Stops were grouped into segments along that route so that boarding segments could be paired with alighting segments when creating the expansion factor. When a route is segmented in half, you have the possibility of three boarding to alighting cell combinations: board segment 1 to alight segment 1, board segment 1 to alight segment 2, board segment 2 to alight segment 2. Routes with stop-level ridership data were separated based on direction and then each direction was divided into two segments based on the total boardings. Starting from the beginning end of a route in one direction, stops are added to the first segment as cumulative boardings are calculated. After approximately half of the route’s total ridership in that direction was accounted for, a new segment was created. Table 18 is a simplified example of segmentation with stop-level ridership.

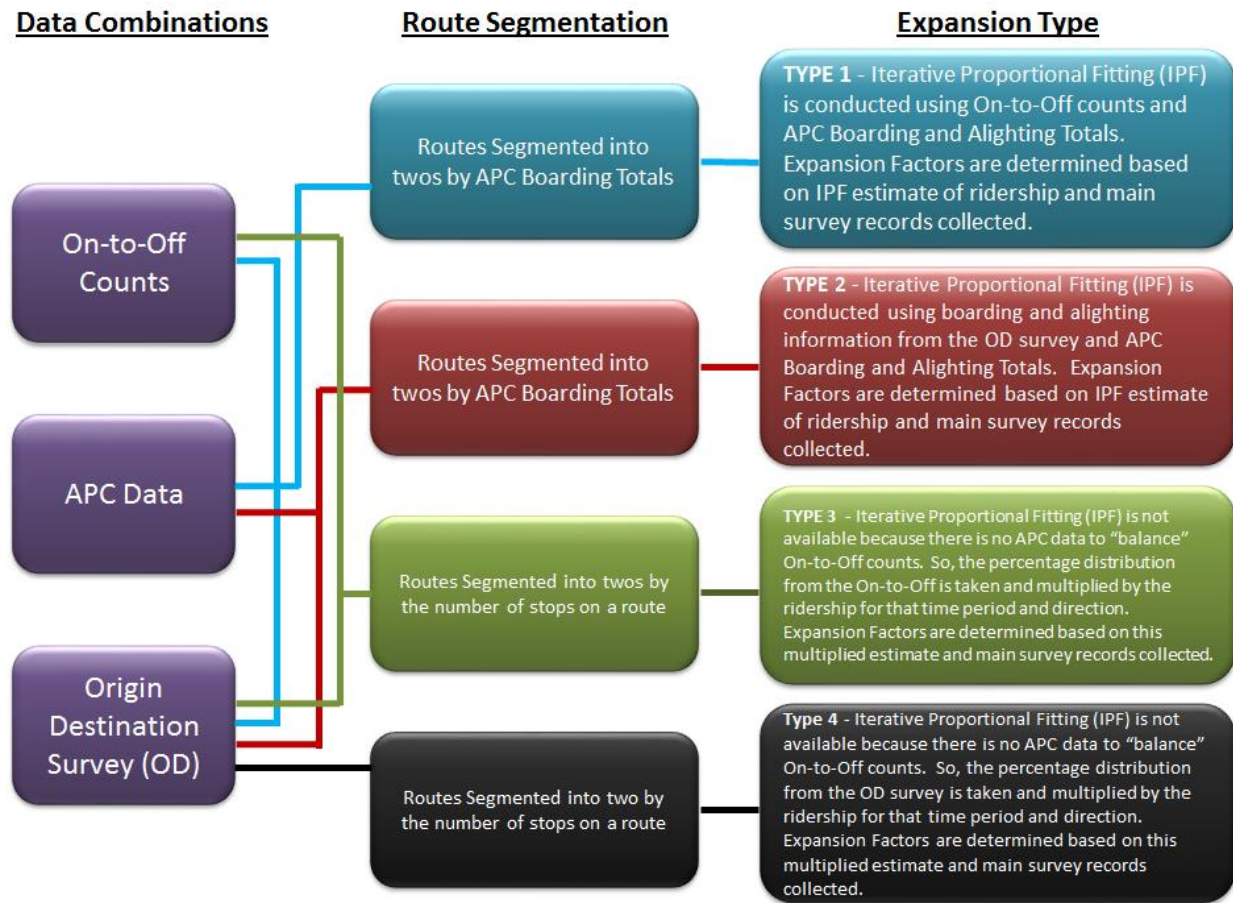
TABLE 18: SEGMENTATION WITH STOP-LEVEL RIDERSHIP EXAMPLE

Segmentation with APC Example					
Direction: Eastbound	APC DATA		Segmentation		
	Boardings	Alightings	Running Total of Boardings	Running Percentage of Total Boardings	Segment
Stop 1	35	0	35	23.0%	1
Stop 2	5	10	40	26.3%	1
Stop 3	4	5	44	28.9%	1
Stop 4	19	10	63	41.4%	1
Stop 5	12	12	75	49.3%	1
Stop 6	20	4	95	62.5%	2
Stop 7	20	4	115	75.7%	2
Stop 8	15	3	130	85.5%	2
Stop 9	15	5	145	95.4%	2
Stop 10	3	10	148	97.4%	2
Stop 11	2	15	150	98.7%	2
Stop 12	2	11	152	100.0%	2
Stop 13	0	10	152	100.0%	2
Stop 14	0	15	152	100.0%	2
Stop 15	0	38	152	100.0%	2
	152	152			

Types of Data Expansion

The type of data expansion conducted depended on the data available for the specific route. There were three types of data that created the combinations that guided the type of expansion used: Stop-Level Ridership/APC Data (from NCTCOG, DART, DCTA, and Trinity Metro), O2O counts data (collected by ETC), and OD Survey Data (collected by ETC). Figure 8 shows the data combinations, the corresponding route segmentation, and type of expansion used.

FIGURE 5: TYPES OF DATA EXPANSION

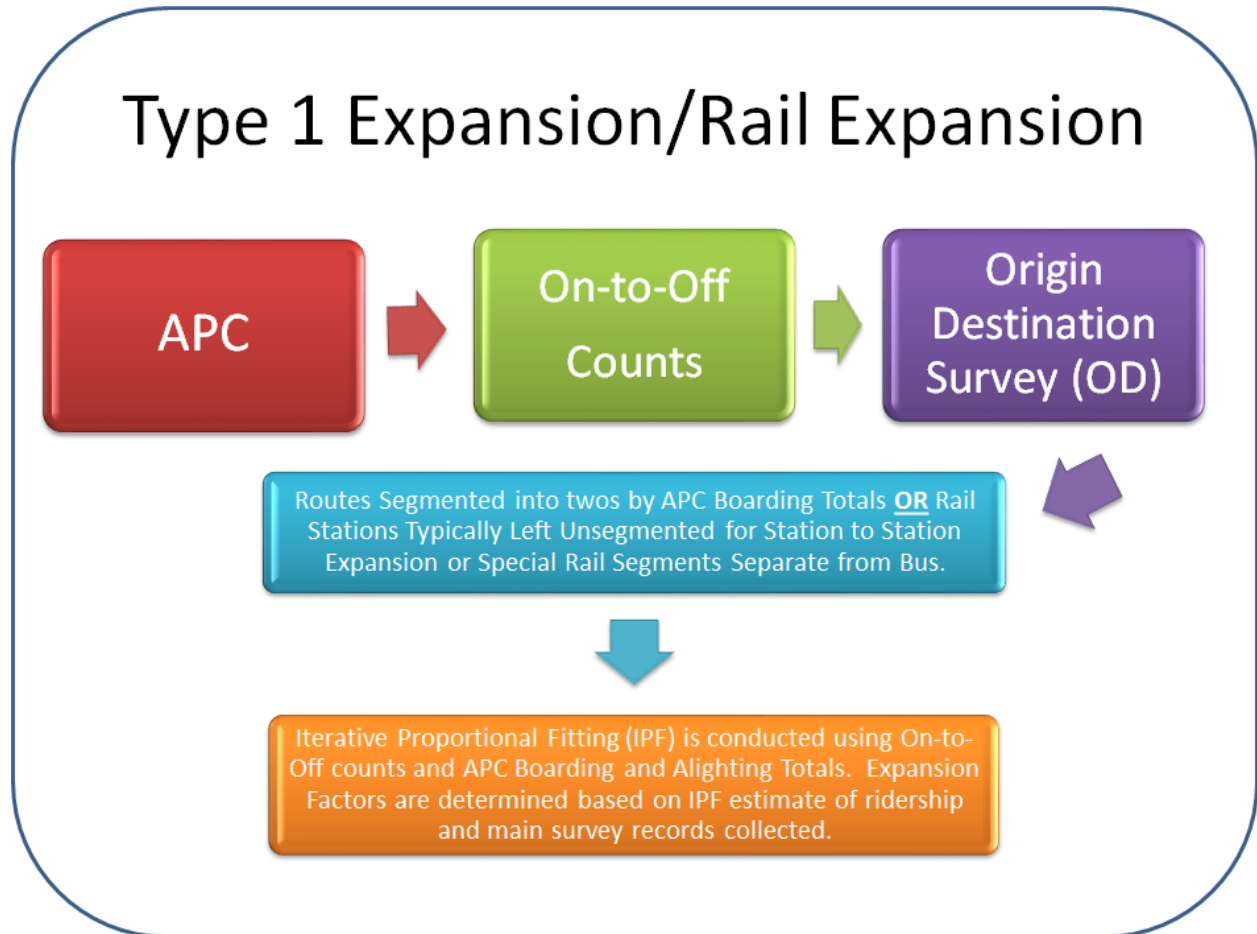


Iterative Proportional Fitting (IPF) is used in multiple types of expansion discussed later in this section. For IPF to work properly, the boarding totals must match the alighting totals. For this reason, through the process of normalization, ridership alightings are adjusted using a multiplying factor (% of alighting per station/stop) to make sure their totals match the boarding totals. These are typically nominal alterations; however, if there are significant differences in boarding and alighting totals by direction of a route, it may require additional review of the functionality of the route (removing directional components and deeming the route circular or loop) to ensure that the surveys are both collected and expanded appropriately.

Type 1 Expansion: Rail Routes with APC Data, O2O Counts, and OD Survey Data

Of the four types of bus expansion discussed, Type 1 Expansion is the preferred method as it incorporates all three types of data that were available. Type 1 expansion was used for rail. The rail segments were then appended to both the O2O and OD data based on the boarding and alighting locations. Figure 8 explains the methodology for Type 1 expansion.

FIGURE 6: TYPE 1 EXPANSION/RAIL EXPANSION



The process for how the data was expanded in Type 1 Expansion is explained below.

Table 19 shows Table 1 expansion process, the segmented results for the O2O counts that were administered for a route, station/stop, direction, and time period. Each row in the table identifies the segment where passengers boarded the route. The columns in the table identify the segments where people alighted the route. Table 20 shows an example of the boarding and alighting segment location of the tables within the expansion process.

TABLE 19: TABLE EXAMPLE FOR BOARDING/ALIGHTING SEGMENT LOCATIONS

TABLE: EXAMPLE				
		Alighting Segments		
Segment		Total	1	2
Boarding Segments	1	X	X	15
	2	X	X	X
	Total	X	X	X

For example, 15 of the O2O counts had riders board in segment 1 and alight in segment 2.

TABLE 20: RAIL DATA EXPANSION TABLE RESULTS OF O2O COUNTS

TABLE 1: RESULTS OF THE ON-TO-OFF SURVEY			
Route: Example Eastbound (6am-9am)		ACTUAL RIDERSHIP FROM ON/OFF SURVEY	
Segment	Total	1	2
1	20	5	15
2	25		25
Total	45	5	40

Table 21 shows the Table 2 expansion process, the distribution of the data in Table 19 [Table 1 Expansion Process] expressed as a percentage of all boardings for the specific time period and direction. Table 9 was created by dividing each O2O cell in Table 19 [Table 1 Expansion Process] by the sum of all O2O counts in Table 20 [Table 1 Expansion Process], which is 45. For example, 15/45 (33.3% of all trips boarded in segment 1 and alighted in segment 2 is shown in Table 21 [Table 2 Expansion Process].

TABLE 21: RAIL DATA EXPANSION TABLE DISTRIBUTION OF O2O COUNTS

TABLE 2: DISTRIBUTION OF THE ON-TO-OFF SURVEY			
Route: Example Eastbound (6am-9am)		PERCENTAGE OF THE DISTRIBUTION OF RIDERSHIP COUNTS FROM ON/OFF SURVEY	
Segment	Total	1	2
1	44.4%	11.1%	33.3%
2	55.6%		55.6%
Total	100.0%	11.1%	88.9%

The total ridership for the route, time period, and direction was applied to the O2O distribution percentages shown in Table 21 [Table 2 Expansion Process].

This produces an estimate of the ridership flow for the boarding segment to the alighting segment as shown in Table 22 [Table 3 Expansion Process]. Applying the actual ridership of 320, obtained from the APC data, creates an initial estimate of 107 trips (33.3% × 320) boarding in segment 1 and alighting in segment 2.

TABLE 22: RAIL DATA EXPANSION TABLE INITIAL ESTIMATE OF RIDERSHIP FLOWS BETWEEN SEGMENTS

TABLE 3: INITIAL ESTIMATE OF RIDERSHIP FLOWS BETWEEN STATION			
(PERCENTAGES IN TABLE 2 WERE APPLIED TO THE TOTAL BOARDINGS FOR THIS TIME PERIOD FOR THIS DIRECTION)			
Route: Example Eastbound (6am-9am)		PROJECTED RIDERSHIP BASE ON THE ON/OFF SURVEY	
Segment	Total	1	2
1	142	36	107
2	178		178
Total	320	36	284

In order to develop a more accurate estimate of the ridership flows between segments on each route, ETC developed an IPF algorithm to balance the differences between the ridership projected from the O2O counts (shown in Table 22 [Table 3 Expansion Process]) and the APC ridership for each segment (shown in Table 23 [Table 4 Expansion Process]). The IPF process is described below.

TABLE 23: STOP-LEVEL RIDERSHIP/APC DATA

TABLE 4: BOARDINGS AND ALIGHTINGS BY STATION			
<u>Route: Example Eastbound (6am-9am)</u>			
Average Weekday Ridership	Total	1	2
BOARDINGS	320	100	220
ALIGHTINGS	320	20	300
DIFFERENCE FROM PROJECTED			
BOARDINGS	0	-42	42
ALIGHTINGS	0	-16	16

Step 1: Correction for the Boardings. The estimated ridership from the O2O counts for each route (as shown in Table 22 [Table 3 Expansion Process]) was multiplied by the ratio of the actual boardings from Stop-Level Ridership/APC Data for each segment by the estimated boardings for each segment. For example, if the actual boardings for segment 1 were 120 and the estimated boardings were 100, each cell associated with segment 1 would have been multiplied by 1.2 (120/100) to adjust the estimated boardings to actual boardings.

Step 2: Correction for the Alighting. Once the correction in Step 1 was applied, the estimated boardings would be equal to the actual boardings. However, the adjustment to the boarding totals may have changed the alighting estimates. To correct the alighting estimates, the new values calculated in Step 1 were adjusted by multiplying the ratio of the actual alighting from the Stop-Level Ridership/APC Data for each stop by the estimated alighting for each segment from Step 1. For example, if the actual alighting for segment 2 were 220 and the estimated alighting from Step 1 was 200, each cell associated with Segment 2 would have been multiplied by 1.1 (220/200) to adjust the estimated alighting from Step 1 to actual alighting.

The processes described in Steps 1 and 2 were repeated sequentially until the difference between the actual and estimated boarding and alighting were zero. Table 24 [Table 5 Expansion Process] shows that after seven balancing iterations in this algorithm, there were no differences between the projected distribution and the actual boarding and alighting stops.

TABLE 24: ITERATIVE BALANCE PROCESS

TABLE 5: ITERATIVE BALANCING PROCESS				
4th STEP of ITERATIVE BALANCING TO CORRECT DISTRIBUTION OF RIDERSHIP BY ALIGHTING LOCATION				
Stop Name	Total	DIFFERENCE FROM ACTUAL BOARDINGS	1	2
1	100	0	20	80
2	220	0	0	220
Total	320	0	20	300
DIFFERENCE FROM ACTUAL ALIGHTINGS	0		0	0
4th STEP of ITERATIVE BALANCING TO CORRECT DISTRIBUTION OF RIDERSHIP BY BOARDING LOCATION				
Stop Name	Total	DIFFERENCE FROM ACTUAL BOARDINGS	1	2
1	100	0	20	80
2	220	0	0	220
Total	320	0	20	300
DIFFERENCE FROM ACTUAL ALIGHTINGS	0		0	0

The final estimate for ridership flows is shown in Table 25 [Table 6 Expansion Process].

TABLE 25: FINAL ESTIMATE OF RIDERSHIP FLOWS BETWEEN STATIONS

TABLE 6: FINAL ESTIMATE OF RIDERSHIP FLOWS BETWEEN STATIONS			
Route: Example Eastbound (6am-9am)			
Segment	Total	1	2
1	100	20	80
2	220		220
Total	320	20	300

The actual number of OD records completed for each boarding to alighting segment pair is shown in Table 26 [Table 7 Expansion Process]. To calculate the expansion factors, the final estimate of ridership between segments shown in Table 25 [Table 6 Expansion Process] was divided by the actual number of OD records collected, as shown in Table 26 [Table 7 Expansion Process]. This calculation produces the expansion factors shown in Table 27 [Table 8 Expansion Process]. For example, the 80 estimated riders projected to board in segment 1 and alight in segment 2 were divided by the 9 OD records to produce an expansion factor of 8.89 to be applied to records who board in segment 1 and alighting in segment 2 during the example Eastbound (6–9 a.m.) Time Period as shown in Table 27 [Table 8 Expansion Process].

TABLE 26: NUMBER OF COMPLETED SURVEYS

TABLE 7: NUMBER OF COMPLETED SURVEYS			
Route: Example Eastbound (6am-9am)			
Segment	Total	1	2
1	11	2	9
2	23		23
Total	34	2	32

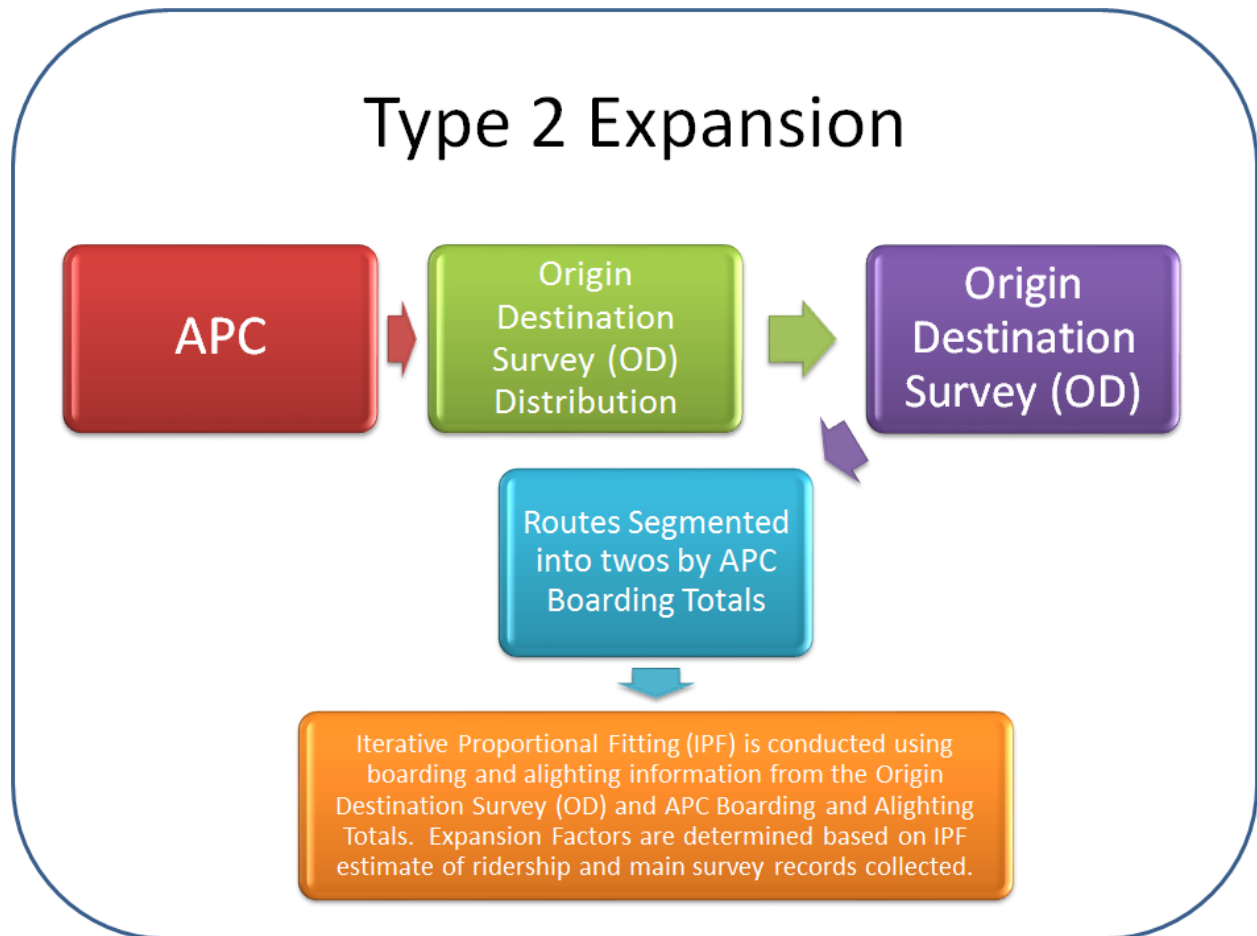
TABLE 27: WEIGHTING FACTORS

TABLE 8: WEIGHTING FACTORS			
Route: Example Eastbound (6am-9am)			
Segment	Total	1	2
1	19	10.00	8.89
2	10		9.57
Total	28	10	18

Type 2 Expansion: Bus Routes with APC Data, OD Survey Data, but No O2O Counts Data

Bus routes with no O2O counts but with APC data were expanded with Type 2 expansion. This type of expansion also divided stops into two segments based on total boarding distribution by direction. These segments were then appended to the OD records based on the boarding and alighting locations. The expansion method is exactly like Type 1 expansion, with the only difference being that the distribution of OD records was substituted for the O2O counts data. The Bus expansion for non-high ridership routes was conducted this way. The figure below explains the methodology for Type 2 expansion.

FIGURE 7: TYPE 2 EXPANSION/RAIL EXPANSION



Type 3 Expansion: Bus Routes with O2O Counts and OD Survey Data, but without Stop-Level Ridership/APC Data

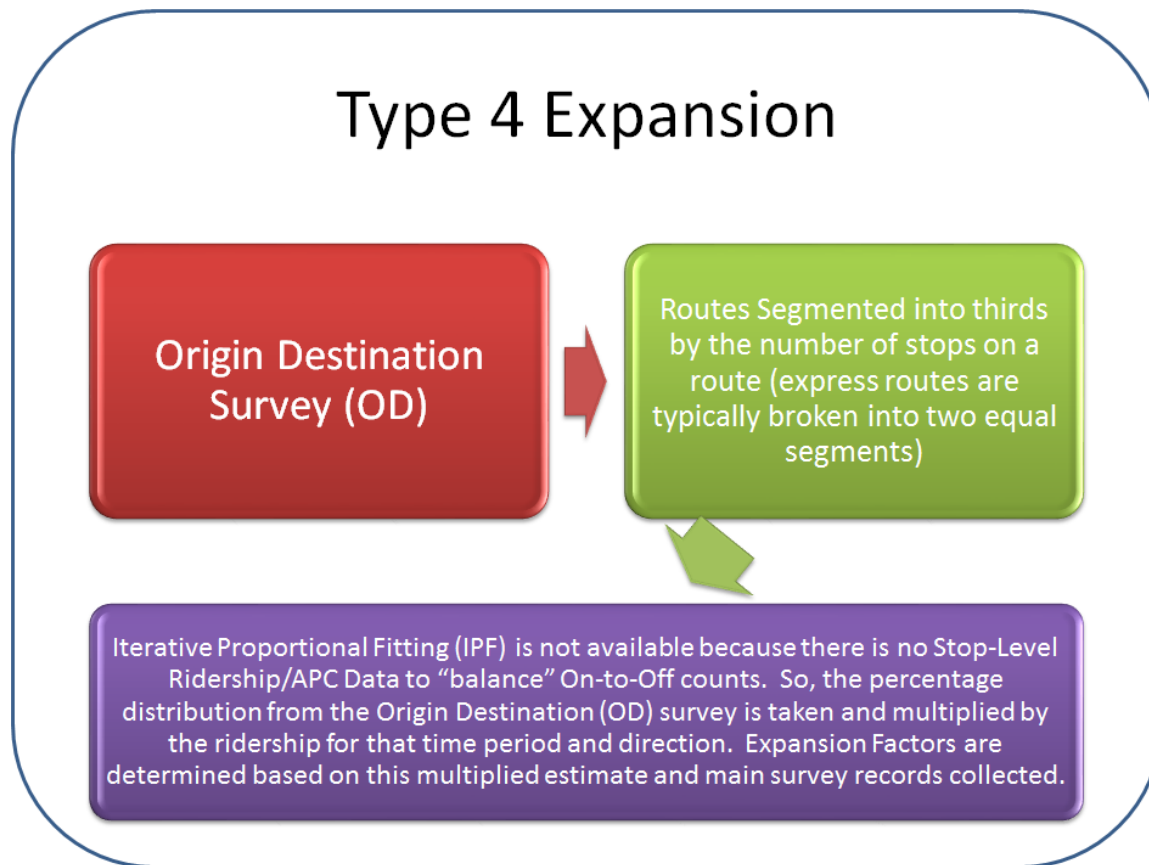
Expansion Type 3 is used for routes where O2O counts are collected but Stop-Level Ridership/APC Data is not available. Routes without Stop-Level Ridership/APC Data are segmented into three segments based

on number of stops along a route. These segments were then appended to the O2O and OD Survey databases. The expansion method is less complex than the two previously discussed types of expansion. **Type 3 expansion was not used for this project.**

Type 4 Expansion: Bus Routes with OD Survey Data, without O2O Counts Data or Stop-Level Ridership/APC Data

For routes that only have OD Survey data, Type 4 expansion is used. This method was used for all of the non-APC/O2O systems. Routes in these systems were expanded at the route level by direction and time of day based on daily ridership reported by the agencies.

FIGURE 8: TYPE 4 EXPANSION



Type 4: Expansion Methodology for Bus Routes with OD Survey Data, without On-to-Off Counts or Stop-Level Ridership / APC Data

Figure 7-23 shows the segmented results from the OD survey that replaced the on-to-off counts. Each row in the table identifies the segment where passengers boarded the bus. The columns in the table identify the segments where people alighted. For example, 7 of the OD surveys had riders board in segment 2 and alight in segment 3.

FIGURE 9: BUS DATA EXPANSION TABLE RESULTS OF ON-TO-OFF COUNTS

TABLE 1: Main Survey Results (Replacing On-to-Off Results)		Total Boardings this Direction During this Time Period = 300		
<u>Route: Example Eastbound (6-9am)</u>		DISTRIBUTION OF COMPLETED ON2OFF SURVEYS		
Segment		1	2	3
1	16	4	4	8
2	10		3	7
3	4			4
Total	30	4	7	19

Figure 10 shows the distribution of the data in Figure 9 as a percentage of all boardings for the route. Figure 10 was created by dividing each on-to-off cell in Figure 9 by the sum of all OD records in Figure 9, which is 30. For example, 7/30 (23.33%) of all trips boarded in segment 2 and alighted in segment 3 as shown in Figure 10.

FIGURE 10: BUS DATA EXPANSION TABLE DISTRIBUTION OF ON-TO-OFF COUNTS

TABLE 2: DISTRIBUTION OF THE ON-TO-OFF SURVEY				
<u>Route: Example Eastbound (6-9am)</u>		DISTRIBUTION OF ON2OFF SURVEYS AS % OF ALL COMPLETED ON2OFF SURVEYS		
Segment		1	2	3
1	53.33%	13.33%	13.33%	26.67%
2	33.33%	0.00%	10.00%	23.33%
3	13.33%	0.00%	0.00%	13.33%
Total	100%	13.33%	23.33%	63.33%

The total ridership for the route, time period, and direction was applied to the on-to-off distribution shown in Figure 12. This produced an estimate of the ridership flow on the route based on the boarding segment to the alighting segment as shown in Figure 13. Applying the actual ridership of 300 to the distribution created an estimate that 70 trips (23.33% x 300) board in segment 2 and alight in segment 3.

FIGURE 11: BUS DATA EXPANSION TABLE INITIAL ESTIMATE OF RIDERSHIP FLOWS BETWEEN SEGMENTS

TABLE 3: ESTIMATE OF RIDERSHIP FLOWS BETWEEN SEGMENTS				
(percentages in table 2 were applied to the total boardings for this time period in this direction)				
Route: Example Eastbound (6-9am)		ESTIMATED RIDERSHIP BASED ON THE ON-TO-OFF SURVEY		
Segment		1	2	3
1	160	40	40	80
2	100	0	30	70
3	40	0	0	40
Total	300	40	70	190

The actual number of OD records that were completed for each boarding-to-alighting segment pair is shown in Figure 12. To calculate the expansion factors, the estimate of ridership between segments, shown in Figure 11, was divided by the actual number of OD records that were completed between segments shown in Figure 12. This calculation produced the expansion factors shown in Figure 13. The 70 estimated riders were divided by the 7 completed OD records to produce a factor of 10.00 to be applied to riders who boarded in segment 2 and alighted in segment 3 as shown in Figure 13.

FIGURE 12: NUMBER OF COMPLETED SURVEYS

TABLE 4: NUMBER OF COMPLETED INTERCEPT SURVEYS		Total Number of Surveys = 30		
Route: Example Eastbound (6-9am)		NUMBER OF COMPLETED SURVEYS		
Segment		1	2	3
1	16	4	4	8
2	10		3	7
3	4			4
Total	30	4	7	19

FIGURE 13: WEIGHTING FACTORS

Route: Example Eastbound (6-9am)				
Segment		1	2	3
1	10.00	10.00	10.00	10.00
2	10.00		10.00	10.00
3	10.00			10.00
Total	10.00	10.00	10.00	10.00

Once all the expansion factors were calculated, each factor was applied to all surveys with the same route, direction, time-of-day, boarding segment, and alighting segment.

Types of Data Expansion Breakdown

The table below shows the type of expansion used project routes. Appendix D contains a list containing each route and the type of expansion used.

FIGURE 14: TYPES OF DATA EXPANSION

Expansion Type	Routes	(%) Routes
EXPANSION #1	27	17.2%
EXPANSION #2	70	44.6%
EXPANSION #3	0	0.0%
EXPANSION #4	60	38.2%
Grand Total	157	100.0%

General Rule for Expansion Factors

While there are no specific guidelines for the expansion factor values, ETC tries to keep expansion factors below three times the average expansion factor. This adjustment is made to keep any one record from representing a markedly high number of riders in the system. The formula for determining this guideline is:

Guideline Weight Factor = 1 / (Sampling percent) × 3

If the expansion factor for a boarding segment to alighting segment pair is greater than three times the average expansion factor, then it is aggregated into the adjacent boarding-to-alighting segment where it

will have the least impact on the previously existing expansion factors. This guideline is used for all the expansion types.

NCTCOG also imposed a rule that there should be approximately 10 samples for each expansion cell; otherwise, the expansion cell should be collapsed to merge time of day, direction, or segments or routes into a cluster where needed.

The data expansion above produces the unlinked weight factor for each record. The unlinked weight factor matches the daily ridership on the system.

Linked Trip Expansion Factors for All Records

While the unlinked weight factor counts each boarding as a separate trip regardless of transfers, the linked-trip weight factor requires transfers be included in the trip, which helps to account for the number of transfers that were made by each passenger reducing the daily ridership because a single passenger can account for multiple unlinked ridership. Linked expansion factors are generated after the unlinked expansion factors are created.

Linked Trip Multiplying Factor

First, you must calculate the Multiplying Factor for each survey record which is related to the number of transfers in the corresponding record. The equation to create the Multiplying Factor is shown below:

$$\text{Linked Trip Multiplying Factor} = [1 / (1 + \# \text{ of transfers})]$$

If a passenger did not make a transfer, the linked trip multiplying factor would be 1.0 because the person would have only boarded one vehicle. If a person made two transfers, the linked trip expansion factor would be 0.33 because the person would have boarded three transit vehicles during his/her one-way trip. An example of how the linked trip expansion factors were calculated is provided in Figure 15.

FIGURE 15: SAMPLE CALCULATIONS OF LINKED TRIP MULTIPLYING FACTORS

Number of Transfers	Calculation [1/(1+Number of Transfers)]	Linked Trip Multiplying Factor
0	[1/(1+0)]	1
1	[1/(1+1)]	0.5
2	[1/(1+2)]	0.33
3	[1/(1+3)]	0.25

Linked Trip Weight Factor

Once the linked trip multiplying factor of a survey record is determined, one can calculate the linked trip weight factor. The linked trip weight factor is found by taking the product of the unlinked trip weight factor by the linked trip Multiplying Factor and is shown in the equation below.

Linked Trip Weight Factor = Unlinked Trip Weight Factor x Linked Trip Multiplying Factor

CHAPTER 4: REGIONAL FIXED ROUTE DATA ANALYSIS (OD)

The following chapter highlights demographic and trip-related survey findings from the project for riders surveyed on all NCT services that were part of the 22-23 North Central Texas Regional Transit Onboard Survey. Two major categories of survey findings are presented: ridership profile and trip profile.

For each data category, findings are shown through six tables: regional total and then the five service types of Local Bus, Express Bus, Commuter Rail, Light Rail, and Streetcar. The findings in this section were expanded using the Unlinked Weight Factors in the database.

Regional Overall Ridership Profile

This section lists tables of weighted and unweighted data for rider characteristics across all DART, Trinity Metro, DCTA, and TRE fixed bus routes and rail lines.

Gender

TABLE 28A: GENDER – REGIONAL

Surveyed ridership is approximately 42% female and 58% male. Less than 1% identified as something other than male or female or refused to answer.

Gender	Count	% Count	Weight	% Weight
Female	13,828	41.9%	71,818	41.5%
Male	19,079	57.9%	100,891	58.3%
Other	46	0.1%	233	0.1%
Refused/No Answer	23	0.1%	152	0.1%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 28B: GENDER – LOCAL BUS

Gender - Local Bus	Count	% Count	Weight	% Weight
Male	10,930	56.3%	59,270	56.6%
Female	8,447	43.5%	45,292	43.2%
Other	26	0.1%	166	0.2%
Refused/No Answer	8	0.0%	65	0.1%
Total	19,411	100.0%	104,792	100.0%

TABLE 28C: GENDER – EXPRESS BUS

Gender - Express Bus	Count	% Count	Weight	% Weight
Male	226	54.3%	784	54.0%
Female	190	45.7%	668	46.0%
Total	416	100.0%	1,452	100.0%

TABLE 28D: GENDER – COMMUTER RAIL

Gender - Commuter Rail	Count	% Count	Weight	% Weight
Male	971	57.2%	3,744	58.3%
Female	724	42.6%	2,667	41.5%
Other	2	0.1%	10	0.2%
Refused/No Answer	1	0.1%	2	0.0%
Total	1,698	100.0%	6,424	100.0%

TABLE 28E: GENDER – LIGHT RAIL

Gender - Light Rail	Count	% Count	Weight	% Weight
Male	6,743	60.9%	36,480	61.5%
Female	4,295	38.8%	22,681	38.2%
Other	18	0.2%	57	0.1%
Refused/No Answer	14	0.1%	84	0.1%
Total	11,070	100.0%	59,303	100.0%

TABLE 28F: GENDER – STREETCAR

Gender - Streetcar	Count	% Count	Weight	% Weight
Male	209	54.9%	613	54.6%
Female	172	45.1%	510	45.4%
Total	381	100.0%	1,123	100.0%

Age

TABLE 29A: AGE – REGIONAL TOTAL

26.3% of respondents are between the ages of 25 – 34 followed by 20.8% of riders between 35 - 44 years of age, and 20.6% 20 - 24 years of age. The rest of the age categories had a 14% or less selection.

Age	Count	% Count	Weight	% Weight
Under 18	566	1.7%	3073	1.8%
18 - 19	1726	5.2%	9682	5.6%
20 - 24	6326	19.2%	35646	20.6%
25 - 34	8876	26.9%	45584	26.3%
35 - 44	7149	21.7%	35979	20.8%
45 - 54	4489	13.6%	23337	13.5%
55 - 64	2662	8.1%	13745	7.9%
65+	1182	3.6%	6048	3.5%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 29B: AGE – LOCAL BUS

Age - Local Bus	Count	% Count	Weight	% Weight
Under 18	397	2.0%	2,114	2.0%
18 - 19	1,289	6.6%	7,447	7.1%
20 - 24	4,279	22.0%	25,042	23.9%
25 - 34	4,996	25.7%	25,982	24.8%
35 - 44	3,867	19.9%	19,963	19.1%
45 - 54	2,421	12.5%	12,819	12.2%
55 - 64	1,472	7.6%	7,813	7.5%
65+	690	3.6%	3,612	3.4%
Total	19,411	100.0%	104,792	100.0%

TABLE 29C: AGE – EXPRESS BUS

Age - Express Bus	Count	% Count	Weight	% Weight
Under 18	2	0.5%	6	0.4%
18 - 19	6	1.4%	34	2.4%
20 - 24	29	7.0%	113	7.8%
25 - 34	98	23.6%	353	24.3%
35 - 44	170	40.9%	578	39.8%
45 - 54	70	16.8%	230	15.8%
55 - 64	30	7.2%	100	6.9%
65+	11	2.6%	38	2.6%
Total	416	100.0%	1,452	100.0%

TABLE 29D: AGE – COMMUTER RAIL

Age - Commuter Rail	Count	% Count	Weight	% Weight
Under 18	7	0.4%	19	0.3%
18 - 19	50	2.9%	177	2.8%
20 - 24	280	16.5%	1,086	16.9%
25 - 34	509	30.0%	1,968	30.6%
35 - 44	369	21.7%	1,376	21.4%
45 - 54	269	15.8%	1,001	15.6%
55 - 64	141	8.3%	542	8.4%
65+	73	4.3%	255	4.0%
Total	1,698	100.0%	6,424	100.0%

TABLE 29E: AGE – LIGHT RAIL

Age - Light Rail	Count	% Count	Weight	% Weight
Under 18	154	1.4%	920	1.6%
18 - 19	377	3.4%	2,012	3.4%
20 - 24	1,671	15.1%	9,224	15.6%
25 - 34	3,130	28.3%	16,864	28.4%
35 - 44	2,666	24.1%	13,841	23.3%
45 - 54	1,686	15.2%	9,143	15.4%
55 - 64	998	9.0%	5,230	8.8%
65+	388	3.5%	2,069	3.5%
Total	11,070	100.0%	59,303	100.0%

TABLE 29F: AGE – STREETCAR

Age - Streetcar	Count	% Count	Weight	% Weight
Under 18	6	1.6%	14	1.2%
18 - 19	4	1.0%	12	1.1%
20 - 24	67	17.6%	181	16.1%
25 - 34	143	37.5%	417	37.1%
35 - 44	77	20.2%	221	19.7%
45 - 54	43	11.3%	145	12.9%
55 - 64	21	5.5%	59	5.3%
65+	20	5.2%	74	6.6%
Total	381	100.0%	1,123	100.0%

Ethnicity/Race

TABLE 30A: ETHNICITY/RACE – REGIONAL TOTAL

Nearly half of respondents (49.4%) identify themselves as Black, 25.7% identify as White, and 21.4% Hispanic.

Ethnicity/Race	Count	% Count	Weight	% Weight
American Indian/Alaskan Native	298	0.9%	1610	0.9%
Asian/Indian	1803	5.5%	10190	5.9%
Black/African American	16156	49.0%	85591	49.4%

Ethnicity/Race	Count	% Count	Weight	% Weight
Hispanic/Latino	7038	21.3%	36972	21.4%
Native Hawaiian/Pacific Islander	185	0.6%	1026	0.6%
White/Caucasian	8832	26.8%	44520	25.7%
Other	90	0.3%	548	0.3%
Two or more Races/Ethnicities	112	0.3%	579	0.3%

TABLE 30B: ETHNICITY/RACE - LOCAL BUS

Ethnicity/Race - Local Bus	Count	% Count	Weight	% Weight
American Indian/Alaskan Native	168	0.9%	977	0.9%
Asian/Indian	1,315	6.8%	7,718	7.4%
Black/African American	9,801	50.5%	52,912	50.5%
Hispanic/Latino	4,338	22.3%	23,468	22.4%
Native Hawaiian/Pacific Islander	114	0.6%	630	0.6%
White/Caucasian	4,464	23.0%	23,189	22.1%
Other	55	0.3%	364	0.3%
Two or more Races/Ethnicities	848	4.4%	4,487	4.3%

TABLE 30C: ETHNICITY/RACE - EXPRESS BUS

Ethnicity/Race - Express Bus	Count	% Count	Weight	% Weight
American Indian/Alaskan Native	3	0.7%	13	0.9%
Asian/Indian	6	1.4%	22	1.5%
Black/African American	116	27.9%	422	29.1%
Hispanic/Latino	36	8.7%	117	8.0%
Native Hawaiian/Pacific Islander	1	0.2%	6	0.4%
White/Caucasian	264	63.5%	910	62.7%
Other	1	0.2%	4	0.3%
Two or more Races/Ethnicities	11	2.6%	43	3.0%

TABLE 30D: ETHNICITY/RACE – COMMUTER RAIL

Ethnicity/Race - Commuter Rail	Count	% Count	Weight	% Weight
American Indian/Alaskan Native	12	0.7%	46	0.7%
Asian/Indian	65	3.8%	267	4.2%

Ethnicity/Race - Commuter Rail	Count	% Count	Weight	% Weight
Black/African American	583	34.3%	2,233	34.8%
Hispanic/Latino	245	14.4%	890	13.9%
Native Hawaiian/Pacific Islander	6	0.4%	20	0.3%
White/Caucasian	852	50.2%	3,191	49.7%
Other	8	0.5%	20	0.3%
Two or more Races/Ethnicities	72	4.2%	240	3.7%

TABLE 30E: ETHNICITY/RACE – LIGHT RAIL

Ethnicity/Race - Light Rail	Count	% Count	Weight	% Weight
American Indian/Alaskan Native	112	1.0%	567	1.0%
Asian/Indian	393	3.6%	2,110	3.6%
Black/African American	5,581	50.4%	29,805	50.3%
Hispanic/Latino	2,330	21.0%	12,244	20.6%
Native Hawaiian/Pacific Islander	64	0.6%	370	0.6%
White/Caucasian	3,043	27.5%	16,608	28.0%
Other	25	0.2%	158	0.3%
Two or more Races/Ethnicities	495	4.5%	2,655	4.5%

TABLE 30F: ETHNICITY/RACE – STREETCAR

Ethnicity/Race - Streetcar	Count	% Count	Weight	% Weight
American Indian/Alaskan Native	3	0.8%	6	0.5%
Asian/Indian	24	6.3%	72	6.4%
Black/African American	75	19.7%	218	19.4%
Hispanic/Latino	89	23.4%	255	22.7%
White/Caucasian	209	54.9%	623	55.5%
Other	1	0.3%	2	0.2%
Two or more Races/Ethnicities	19	5.0%	51	4.5%

Household Income

TABLE 31A: HOUSEHOLD INCOME – REGIONAL TOTAL

When asked “Which of the following BEST describes your total household income in 2021 before taxes?” 14.6% of surveyed riders indicated their annual household income was less than \$15,000 dollars per year. Another 5. % answered their income was between \$15,000 - \$19,999.

Household Income	Count	% Count	Weight	% Weight
Less than \$15,000	4539	13.8%	25257	14.6%
\$15,000 - \$19,999	1622	4.9%	8669	5.0%
\$20,000 - \$21,999	1834	5.6%	9903	5.7%
\$22,000 - \$24,999	1629	4.9%	8731	5.0%
\$25,000 - \$27,999	1701	5.2%	8839	5.1%
\$28,000 - \$32,999	2129	6.5%	11049	6.4%
\$33,000 - \$34,999	1981	6.0%	10603	6.1%
\$35,000 - \$39,999	1843	5.6%	10095	5.8%
\$40,000 - \$44,999	1703	5.2%	8789	5.1%
\$45,000 - \$49,999	1351	4.1%	7195	4.2%
\$50,000 - \$54,999	1287	3.9%	6477	3.7%
\$55,000 - \$59,999	1071	3.2%	5434	3.1%
\$60,000 - \$64,999	931	2.8%	4679	2.7%
\$65,000 - \$74,999	974	3.0%	4905	2.8%
\$75,000 - \$79,999	970	2.9%	4692	2.7%
\$80,000 - \$99,999	877	2.7%	4278	2.5%
\$100,000 - \$149,999	702	2.1%	3265	1.9%
\$150,000 or more	353	1.1%	1804	1.0%
Refused/No Answer	5479	16.6%	28431	16.4%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 31B: HOUSEHOLD INCOME – LOCAL BUS

Household Income - Local Bus	Count	% Count	Weight	% Weight
Less than \$15,000	3,145	16.2%	18,088	17.3%
\$15,000 - \$19,999	1,114	5.7%	6,005	5.7%
\$20,000 - \$21,999	1,127	5.8%	6,204	5.9%
\$22,000 - \$24,999	1,016	5.2%	5,456	5.2%
\$25,000 - \$27,999	1,066	5.5%	5,512	5.3%
\$28,000 - \$32,999	1,366	7.0%	7,251	6.9%

Household Income - Local Bus	Count	% Count	Weight	% Weight
\$33,000 - \$34,999	1,252	6.4%	6,776	6.5%
\$35,000 - \$39,999	1,068	5.5%	5,881	5.6%
\$40,000 - \$44,999	1,019	5.2%	5,391	5.1%
\$45,000 - \$49,999	776	4.0%	4,134	3.9%
\$50,000 - \$54,999	722	3.7%	3,714	3.5%
\$55,000 - \$59,999	568	2.9%	2,927	2.8%
\$60,000 - \$64,999	488	2.5%	2,550	2.4%
\$65,000 - \$74,999	464	2.4%	2,396	2.3%
\$75,000 - \$79,999	436	2.2%	2,171	2.1%
\$80,000 - \$99,999	322	1.7%	1,721	1.6%
\$100,000 - \$149,999	180	0.9%	807	0.8%
\$150,000 or more	65	0.3%	289	0.3%
Refused/No Answer	3,217	16.6%	17,520	16.7%
Total	19,411	100.0%	104,792	100.0%

TABLE 31C: HOUSEHOLD INCOME – EXPRESS BUS

Household Income - Express Bus	Count	% Count	Weight	% Weight
Less than \$15,000	13	3.1%	40	2.8%
\$15,000 - \$19,999	7	1.7%	31	2.1%
\$20,000 - \$21,999	8	1.9%	33	2.3%
\$22,000 - \$24,999	5	1.2%	14	1.0%
\$25,000 - \$27,999	16	3.8%	70	4.8%
\$28,000 - \$32,999	12	2.9%	38	2.6%
\$33,000 - \$34,999	11	2.6%	40	2.8%
\$35,000 - \$39,999	12	2.9%	42	2.9%
\$40,000 - \$44,999	17	4.1%	59	4.1%
\$45,000 - \$49,999	9	2.2%	31	2.1%
\$50,000 - \$54,999	10	2.4%	38	2.6%
\$55,000 - \$59,999	23	5.5%	70	4.8%
\$60,000 - \$64,999	19	4.6%	66	4.6%
\$65,000 - \$74,999	36	8.7%	115	7.9%
\$75,000 - \$79,999	42	10.1%	136	9.4%
\$80,000 - \$99,999	61	14.7%	205	14.1%
\$100,000 - \$149,999	53	12.7%	200	13.8%
\$150,000 or more	19	4.6%	69	4.7%

Household Income - Express Bus	Count	% Count	Weight	% Weight
Refused/No Answer	43	10.3%	155	10.7%
Total	416	100.0%	1,452	100.0%

TABLE 31D: HOUSEHOLD INCOME – COMMUTER RAIL

Household Income - Commuter Rail	Count	% Count	Weight	% Weight
Less than \$15,000	155	9.1%	581	9.0%
\$15,000 - \$19,999	28	1.6%	93	1.4%
\$20,000 - \$21,999	40	2.4%	156	2.4%
\$22,000 - \$24,999	45	2.7%	169	2.6%
\$25,000 - \$27,999	61	3.6%	229	3.6%
\$28,000 - \$32,999	63	3.7%	257	4.0%
\$33,000 - \$34,999	68	4.0%	286	4.5%
\$35,000 - \$39,999	70	4.1%	242	3.8%
\$40,000 - \$44,999	80	4.7%	292	4.5%
\$45,000 - \$49,999	50	2.9%	189	2.9%
\$50,000 - \$54,999	50	2.9%	150	2.3%
\$55,000 - \$59,999	69	4.1%	277	4.3%
\$60,000 - \$64,999	37	2.2%	112	1.7%
\$65,000 - \$74,999	78	4.6%	307	4.8%
\$75,000 - \$79,999	72	4.2%	255	4.0%
\$80,000 - \$99,999	96	5.7%	386	6.0%
\$100,000 - \$149,999	75	4.4%	284	4.4%
\$150,000 or more	47	2.8%	159	2.5%
Refused/No Answer	514	30.3%	2,001	31.2%
Total	1,698	100.0%	6,424	100.0%

TABLE 31E: HOUSEHOLD INCOME – LIGHT RAIL

Household Income - Light Rail	Count	% Count	Weight	% Weight
Less than \$15,000	1,172	10.6%	6,381	10.8%
\$15,000 - \$19,999	465	4.2%	2,518	4.2%
\$20,000 - \$21,999	636	5.7%	3,454	5.8%
\$22,000 - \$24,999	550	5.0%	3,060	5.2%
\$25,000 - \$27,999	541	4.9%	2,985	5.0%

Household Income - Light Rail	Count	% Count	Weight	% Weight
\$28,000 - \$32,999	672	6.1%	3,455	5.8%
\$33,000 - \$34,999	640	5.8%	3,471	5.9%
\$35,000 - \$39,999	682	6.2%	3,896	6.6%
\$40,000 - \$44,999	583	5.3%	3,032	5.1%
\$45,000 - \$49,999	508	4.6%	2,821	4.8%
\$50,000 - \$54,999	498	4.5%	2,561	4.3%
\$55,000 - \$59,999	404	3.6%	2,142	3.6%
\$60,000 - \$64,999	381	3.4%	1,938	3.3%
\$65,000 - \$74,999	378	3.4%	2,046	3.5%
\$75,000 - \$79,999	399	3.6%	2,066	3.5%
\$80,000 - \$99,999	370	3.3%	1,895	3.2%
\$100,000 - \$149,999	350	3.2%	1,829	3.1%
\$150,000 or more	183	1.7%	1,155	1.9%
Refused/No Answer	1,658	15.0%	8,599	14.5%
Total	11,070	100.0%	59,303	100.0%

TABLE 31F: HOUSEHOLD INCOME – STREETCAR

Household Income - Streetcar	Count	% Count	Weight	% Weight
Less than \$15,000	54	14.2%	167	14.9%
\$15,000 - \$19,999	8	2.1%	22	1.9%
\$20,000 - \$21,999	23	6.0%	57	5.0%
\$22,000 - \$24,999	13	3.4%	32	2.9%
\$25,000 - \$27,999	17	4.5%	43	3.8%
\$28,000 - \$32,999	16	4.2%	47	4.2%
\$33,000 - \$34,999	10	2.6%	30	2.7%
\$35,000 - \$39,999	11	2.9%	34	3.0%
\$40,000 - \$44,999	4	1.0%	15	1.3%
\$45,000 - \$49,999	8	2.1%	22	1.9%
\$50,000 - \$54,999	7	1.8%	15	1.3%
\$55,000 - \$59,999	7	1.8%	17	1.5%
\$60,000 - \$64,999	6	1.6%	12	1.1%
\$65,000 - \$74,999	18	4.7%	41	3.7%
\$75,000 - \$79,999	21	5.5%	64	5.7%

Household Income - Streetcar	Count	% Count	Weight	% Weight
\$80,000 - \$99,999	28	7.3%	71	6.3%
\$100,000 - \$149,999	44	11.5%	146	13.0%
\$150,000 or more	39	10.2%	133	11.9%
Refused/No Answer	47	12.3%	156	13.9%
Total	381	100.0%	1,123	100.0%

Household Size

TABLE 32A: HOUSEHOLD SIZE – REGIONAL TOTAL

The largest group of respondents (23.7%) indicated they lived alone. 23.3% of respondents shared that they live in a household with two people (including themselves). A combined 37.6% of respondents lived in a home with 3-4 members.

Household Size	Count	% Count	Weight	% Weight
One (1)	7713	23.4%	40941	23.7%
Two (2)	7688	23.3%	40291	23.3%
Three (3)	7292	22.1%	39049	22.6%
Four (4)	5080	15.4%	25990	15.0%
Five (5)	3408	10.3%	17388	10.0%
Six (6)	1074	3.3%	5666	3.3%
Seven (7)	399	1.2%	2035	1.2%
Eight (8)	107	0.3%	506	0.3%
Nine (9)	31	0.1%	162	0.1%
Ten or More (10+)	184	0.6%	1066	0.6%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 32B: HOUSEHOLD SIZE – LOCAL BUS

Household Size - Local Bus	Count	% Count	Weight	% Weight
One (1)	4,399	22.7%	23,820	22.7%
Two (2)	4,472	23.0%	24,610	23.5%
Three (3)	4,466	23.0%	24,375	23.3%
Four (4)	3,133	16.1%	16,541	15.8%
Five (5)	1,931	9.9%	9,976	9.5%

Household Size - Local Bus	Count	% Count	Weight	% Weight
Six (6)	617	3.2%	3,302	3.2%
Seven (7)	225	1.2%	1,219	1.2%
Eight (8)	54	0.3%	267	0.3%
Nine (9)	19	0.1%	102	0.1%
Ten or More (10+)	95	0.5%	579	0.6%
Total	19,411	100.0%	104,792	100.0%

TABLE 32C: HOUSEHOLD SIZE – EXPRESS BUS

Household Size - Express Bus	Count	% Count	Weight	% Weight
One (1)	96	23.1%	328	22.6%
Two (2)	185	44.5%	631	43.5%
Three (3)	56	13.5%	192	13.2%
Four (4)	53	12.7%	202	13.9%
Five (5)	19	4.6%	69	4.8%
Six (6)	2	0.5%	11	0.8%
Seven (7)	2	0.5%	6	0.4%
Eight (8)	1	0.2%	3	0.2%
Ten or More (10+)	2	0.5%	10	0.7%
Total	416	100.0%	1,452	100.0%

TABLE 32D: HOUSEHOLD SIZE – COMMUTER RAIL

Household Size - Commuter Rail	Count	% Count	Weight	% Weight
One (1)	373	22.0%	1,348	21.0%
Two (2)	469	27.6%	1,802	28.0%
Three (3)	313	18.4%	1,212	18.9%
Four (4)	270	15.9%	1,006	15.7%
Five (5)	184	10.8%	729	11.3%
Six (6)	66	3.9%	259	4.0%
Seven (7)	18	1.1%	49	0.8%
Eight (8)	2	0.1%	8	0.1%
Nine (9)	2	0.1%	8	0.1%
Ten or More (10+)	1	0.1%	4	0.1%
Total	1,698	100.0%	6,424	100.0%

TABLE 32E: HOUSEHOLD SIZE – LIGHT RAIL

Household Size - Light Rail	Count	% Count	Weight	% Weight
One (1)	2,758	24.9%	15,204	25.6%
Two (2)	2,458	22.2%	12,933	21.8%
Three (3)	2,386	21.6%	13,055	22.0%
Four (4)	1,556	14.1%	8,041	13.6%
Five (5)	1,243	11.2%	6,505	11.0%
Six (6)	377	3.4%	2,066	3.5%
Seven (7)	149	1.3%	753	1.3%
Eight (8)	47	0.4%	221	0.4%
Nine (9)	10	0.1%	52	0.1%
Ten or More (10+)	86	0.8%	474	0.8%
Total	11,070	100.0%	59,303	100.0%

TABLE 32F: HOUSEHOLD SIZE – STREETCAR

Household Size - Streetcar	Count	% Count	Weight	% Weight
One (1)	87	22.8%	240	21.4%
Two (2)	104	27.3%	315	28.1%
Three (3)	71	18.6%	215	19.1%
Four (4)	68	17.8%	200	17.8%
Five (5)	31	8.1%	109	9.7%
Six (6)	12	3.1%	29	2.5%
Seven (7)	5	1.3%	8	0.8%
Eight (8)	3	0.8%	6	0.6%
Total	381	100.0%	1,123	100.0%

Employment Status

TABLE 33A: EMPLOYMENT STATUS – REGIONAL TOTAL

60.2% of respondents indicated that they are employed full-time. 20.3% shared that they are employed part-time.

Employment Status	Count	% Count	Weight	% Weight
Employed full-time	20441	62.0%	104116	60.2%
Employed part-time	6317	19.2%	35083	20.3%
Not currently employed and not seeking work	2472	7.5%	13999	8.1%
Not currently employed but seeking work	2049	6.2%	11334	6.5%
Homemaker	281	0.9%	1304	0.8%
Retired	1416	4.3%	7258	4.2%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 33B: EMPLOYMENT STATUS – LOCAL BUS

Employment Status - Local Bus	Count	% Count	Weight	% Weight
Employed full-time	10,786	55.6%	56,161	53.6%
Employed part-time	4,388	22.6%	24,803	23.7%
Not currently employed and not seeking work	1,863	9.6%	10,779	10.3%
Not currently employed but seeking work	1,302	6.7%	7,363	7.0%
Homemaker	189	1.0%	928	0.9%
Retired	883	4.5%	4,758	4.5%
Total	19,411	100.0%	104,792	100.0%

TABLE 33C: EMPLOYMENT STATUS – EXPRESS BUS

Employment Status - Express Bus	Count	% Count	Weight	% Weight
Employed full-time	382	91.8%	1,308	90.1%
Employed part-time	24	5.8%	112	7.7%
Not currently employed and not seeking work	8	1.9%	24	1.7%
Not currently employed but seeking work	1	0.2%	3	0.2%
Retired	1	0.2%	5	0.4%
Total	416	100.0%	1,452	100.0%

TABLE 33D: EMPLOYMENT STATUS – COMMUTER RAIL

Employment Status - Commuter Rail	Count	% Count	Weight	% Weight
Employed full-time	1,282	75.5%	4,909	76.4%
Employed part-time	216	12.7%	790	12.3%
Not currently employed and not seeking work	70	4.1%	242	3.8%

Employment Status - Commuter Rail	Count	% Count	Weight	% Weight
Not currently employed but seeking work	43	2.5%	156	2.4%
Homemaker	21	1.2%	75	1.2%
Retired	66	3.9%	251	3.9%
Total	1,698	100.0%	6,424	100.0%

TABLE 33E: EMPLOYMENT STATUS – LIGHT RAIL

Employment Status - Light Rail	Count	% Count	Weight	% Weight
Employed full-time	7,680	69.4%	40,823	68.8%
Employed part-time	1,660	15.0%	9,304	15.7%
Not currently employed and not seeking work	526	4.8%	2,935	4.9%
Not currently employed but seeking work	699	6.3%	3,803	6.4%
Homemaker	63	0.6%	282	0.5%
Retired	442	4.0%	2,156	3.6%
Total	11,070	100.0%	59,303	100.0%

TABLE 33F: EMPLOYMENT STATUS – STREETCAR

Employment Status - Streetcar	Count	% Count	Weight	% Weight
Employed full-time	311	81.6%	915	81.5%
Employed part-time	29	7.6%	74	6.6%
Not currently employed and not seeking work	5	1.3%	19	1.7%
Not currently employed but seeking work	4	1.0%	9	0.8%
Homemaker	8	2.1%	18	1.6%
Retired	24	6.3%	87	7.8%
Total	381	100.0%	1,123	100.0%

Household Employment

TABLE 34A: HOUSEHOLD EMPLOYMENT – REGIONAL TOTAL

More than one-third (37.7%) of the respondents revealed two people within their household (15 years and older) were employed either part- or full-time. 31.7% of surveyed riders came from one-person-employed households. 16.2% indicated they had three working people in their household. 8.7% of riders lived in households with no employment.

Household Employment	Count	% Count	Weight	% Weight
None (0)	2758	8.4%	15123	8.7%
One (1)	10333	31.3%	54913	31.7%
Two (2)	12677	38.4%	65175	37.7%
Three (3)	5373	16.3%	27991	16.2%
Four (4)	1346	4.1%	7210	4.2%
Five (5)	281	0.9%	1517	0.9%
Six (6)	60	0.2%	294	0.2%
Seven (7)	38	0.1%	226	0.1%
Eight (8)	22	0.1%	101	0.1%
Nine (9)	5	0.0%	31	0.0%
Ten or More (10+)	83	0.3%	512	0.3%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 34B: HOUSEHOLD EMPLOYMENT – LOCAL BUS

Household Employment - Local Bus	Count	% Count	Weight	% Weight
None (0)	1,877	9.7%	10,441	10.0%
One (1)	5,959	30.7%	32,670	31.2%
Two (2)	7,226	37.2%	37,786	36.1%
Three (3)	3,208	16.5%	17,425	16.6%
Four (4)	842	4.3%	4,670	4.5%
Five (5)	173	0.9%	1,075	1.0%
Six (6)	43	0.2%	226	0.2%
Seven (7)	25	0.1%	148	0.1%
Eight (8)	11	0.1%	53	0.1%
Nine (9)	1	0.0%	8	0.0%
Ten or More (10+)	46	0.2%	291	0.3%
Total	19,411	100.0%	104,792	100.0%

TABLE 34C: HOUSEHOLD EMPLOYMENT – EXPRESS BUS

Household Employment - Express Bus	Count	% Count	Weight	% Weight
None (0)	3	0.7%	11	0.8%
One (1)	132	31.7%	472	32.5%
Two (2)	249	59.9%	834	57.4%

Household Employment - Express Bus	Count	% Count	Weight	% Weight
Three (3)	24	5.8%	105	7.2%
Four (4)	4	1.0%	14	1.0%
Seven (7)	1	0.2%	3	0.2%
Eight (8)	2	0.5%	8	0.6%
Ten or More (10+)	1	0.2%	5	0.3%
Total	416	100.0%	1,452	100.0%

TABLE 34D: HOUSEHOLD EMPLOYMENT – COMMUTER RAIL

Household Employment - Commuter Rail	Count	% Count	Weight	% Weight
None (0)	86	5.1%	312	4.9%
One (1)	470	27.7%	1,746	27.2%
Two (2)	773	45.5%	2,991	46.6%
Three (3)	273	16.1%	1,032	16.1%
Four (4)	78	4.6%	284	4.4%
Five (5)	16	0.9%	50	0.8%
Six (6)	1	0.1%	6	0.1%
Seven (7)	1	0.1%	3	0.1%
Total	1,698	100.0%	6,424	100.0%

TABLE 34E: HOUSEHOLD EMPLOYMENT – LIGHT RAIL

Household Employment - Light Rail	Count	% Count	Weight	% Weight
None (0)	770	7.0%	4,285	7.2%
One (1)	3,681	33.3%	19,777	33.3%
Two (2)	4,255	38.4%	23,040	38.9%
Three (3)	1,799	16.3%	9,219	15.5%
Four (4)	403	3.6%	2,192	3.7%
Five (5)	88	0.8%	380	0.6%
Six (6)	15	0.1%	60	0.1%
Seven (7)	10	0.1%	69	0.1%
Eight (8)	9	0.1%	40	0.1%
Nine (9)	4	0.0%	23	0.0%
Ten or More (10+)	36	0.3%	217	0.4%
Total	11,070	100.0%	59,303	100.0%

TABLE 34F: HOUSEHOLD EMPLOYMENT – STREETCAR

Household Employment - Streetcar	Count	% Count	Weight	% Weight
None (0)	22	5.8%	74	6.6%
One (1)	91	23.9%	248	22.1%
Two (2)	174	45.7%	524	46.7%
Three (3)	69	18.1%	211	18.7%
Four (4)	19	5.0%	50	4.4%
Five (5)	4	1.0%	12	1.1%
Six (6)	1	0.3%	2	0.2%
Seven (7)	1	0.3%	2	0.2%
Total	381	100.0%	1,123	100.0%

Student Status

TABLE 35A: STUDENT STATUS – REGIONAL TOTAL

82.9% of respondents indicated that they were not students. 14.5% attend a college or university.

Student Status	Count	% Count	Weight	% Weight
Not a student	27878	84.5%	143523	82.9%
Yes - College / University	4256	12.9%	25078	14.5%
Yes - K-12th grade	730	2.2%	3979	2.3%
Yes - Vocational / Technical / Trade school	71	0.2%	271	0.2%
Yes - Other	41	0.1%	243	0.1%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 35B: STUDENT STATUS – LOCAL BUS

Student Status - Local Bus	Count	% Count	Weight	% Weight
Not a student	15,591	80.3%	81,305	77.6%
Yes - College / University	3,240	16.7%	20,422	19.5%
Yes - K-12th grade	521	2.7%	2,794	2.7%
Yes - Vocational / Technical / Trade school	38	0.2%	148	0.1%
Yes - Other	21	0.1%	123	0.1%

Student Status - Local Bus	Count	% Count	Weight	% Weight
Total	19,411	100.0%	104,792	100.0%

TABLE 35C: STUDENT STATUS – EXPRESS BUS

Student Status - Express Bus	Count	% Count	Weight	% Weight
Not a student	402	96.6%	1,389	95.6%
Yes - College / University	12	2.9%	57	4.0%
Yes - K-12th grade	2	0.5%	6	0.4%
Total	416	100.0%	1,452	100.0%

TABLE 35D: STUDENT STATUS – COMMUTER RAIL

Student Status - Commuter Rail	Count	% Count	Weight	% Weight
Not a student	1,438	84.7%	5,453	84.9%
Yes - College / University	235	13.8%	867	13.5%
Yes - K-12th grade	6	0.4%	18	0.3%
Yes - Vocational / Technical / Trade school	14	0.8%	59	0.9%
Yes - Other	5	0.3%	26	0.4%
Total	1,698	100.0%	6,424	100.0%

TABLE 35E: STUDENT STATUS – LIGHT RAIL

Student Status - Light Rail	Count	% Count	Weight	% Weight
Not a student	10,101	91.2%	54,348	91.6%
Yes - College / University	741	6.7%	3,653	6.2%
Yes - K-12th grade	194	1.8%	1,144	1.9%
Yes - Vocational / Technical / Trade school	19	0.2%	64	0.1%
Yes - Other	15	0.1%	94	0.2%
Total	11,070	100.0%	59,303	100.0%

TABLE 35F: STUDENT STATUS – STREETCAR

Student Status - Streetcar	Count	% Count	Weight	% Weight
Not a student	346	90.8%	1,027	91.5%
Yes - College / University	28	7.3%	79	7.0%

Student Status - Streetcar	Count	% Count	Weight	% Weight
Yes - K-12th grade	7	1.8%	17	1.5%
Total	381	100.0%	1,123	100.0%

Disability Status

TABLE 36A: DISABILITY STATUS –REGIONAL TOTAL

The survey asked riders; “Do you have a disability that limits your mobility?” 94.3% of surveyed riders do not have a disability that limits their mobility.

Disability Status	Count	% Count	Weight	% Weight
Yes	1911	5.8%	9872	5.7%
No	31065	94.2%	163222	94.3%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 36B: DISABILITY STATUS –LOCAL BUS

Disability Status - Local Bus	Count	% Count	Weight	% Weight
Yes	1,221	6.3%	6,490	6.2%
No	18,190	93.7%	98,302	93.8%
Total	19,411	100.0%	104,792	100.0%

TABLE 36C: DISABILITY STATUS –EXPRESS BUS

Disability Status - Express Bus	Count	% Count	Weight	% Weight
Yes	6	1.4%	21	1.4%
No	410	98.6%	1,431	98.6%
Total	416	100.0%	1,452	100.0%

TABLE 36D: DISABILITY STATUS –COMMUTER RAIL

Disability Status - Commuter Rail	Count	% Count	Weight	% Weight
Yes	44	2.6%	154	2.4%
No	1,654	97.4%	6,269	97.6%
Total	1,698	100.0%	6,424	100.0%

TABLE 36E: DISABILITY STATUS –LIGHT RAIL

Disability Status - Light Rail	Count	% Count	Weight	% Weight
Yes	633	5.7%	3,188	5.4%
No	10,437	94.3%	56,115	94.6%
Total	11,070	100.0%	59,303	100.0%

TABLE 36F: DISABILITY STATUS –STREETCAR

Disability Status - Streetcar	Count	% Count	Weight	% Weight
Yes	7	1.8%	18	1.6%
No	374	98.2%	1,105	98.4%
Total	381	100.0%	1,123	100.0%

Visitor/Resident Status

TABLE 37A: VISITOR/RESIDENT STATUS – REGIONAL TOTAL

The survey asked riders; “Are you a visitor to the Dallas – Fort Worth area?” About 98% of respondents are not visitors.

Visitor/Resident Status	Count	% Count	Weight	% Weight
Yes	849	2.6%	4248	2.5%
No	32127	97.4%	168847	97.5%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 37B: VISITOR/RESIDENT STATUS – LOCAL BUS

Visitor/Resident Status - Local Bus	Count	% Count	Weight	% Weight
Yes	348	1.8%	1,791	1.7%
No	19,063	98.2%	103,002	98.3%
Total	19,411	100.0%	104,792	100.0%

TABLE 37C: VISITOR/RESIDENT STATUS – EXPRESS BUS

Visitor/Resident Status - Express Bus	Count	% Count	Weight	% Weight
Yes	7	1.7%	25	1.7%
No	409	98.3%	1,427	98.3%
Total	416	100.0%	1,452	100.0%

TABLE 37D: VISITOR/RESIDENT STATUS – COMMUTER RAIL

Visitor/Resident Status - Commuter Rail	Count	% Count	Weight	% Weight
Yes	105	6.2%	412	6.4%
No	1,593	93.8%	6,012	93.6%
Total	1,698	100.0%	6,424	100.0%

TABLE 37E: VISITOR/RESIDENT STATUS – LIGHT RAIL

Visitor/Resident Status - Light Rail	Count	% Count	Weight	% Weight
Yes	324	2.9%	1,810	3.1%
No	10,746	97.1%	57,493	96.9%
Total	11,070	100.0%	59,303	100.0%

TABLE 37F: VISITOR/RESIDENT STATUS – STREETCAR

Visitor/Resident Status - Streetcar	Count	% Count	Weight	% Weight
Yes	65	17.1%	210	18.7%
No	316	82.9%	913	81.3%
Total	381	100.0%	1,123	100.0%

Language Spoken at Home Other Than English

TABLE 38A: LANGUAGE SPOKEN AT HOME OTHER THAN ENGLISH – REGIONAL TOTAL

Over 78% of respondents speak only English in their home and about 22% speak some a language other than English at home.

Do you speak a language other than English at home?	Count	% Count	Weight	% Weight
Yes	7069	21.4%	37638	21.7%
No	25907	78.6%	135457	78.3%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 38B: LANGUAGE SPOKEN AT HOME OTHER THAN ENGLISH – LOCAL BUS

Do you speak a language other than English at home? - Local Bus	Count	% Count	Weight	% Weight
Yes	4,435	22.8%	24,479	23.4%
No	14,976	77.2%	80,313	76.6%
Total	19,411	100.0%	104,792	100.0%

TABLE 38C: LANGUAGE SPOKEN AT HOME OTHER THAN ENGLISH – EXPRESS BUS

Do you speak a language other than English at home? - Express Bus	Count	% Count	Weight	% Weight
Yes	32	7.7%	108	7.5%
No	384	92.3%	1,344	92.5%
Total	416	100.0%	1,452	100.0%

TABLE 38D: LANGUAGE SPOKEN AT HOME OTHER THAN ENGLISH – COMMUTER RAIL

Do you speak a language other than English at home? - Commuter Rail	Count	% Count	Weight	% Weight
Yes	305	18.0%	1,125	17.5%
No	1,393	82.0%	5,299	82.5%
Total	1,698	100.0%	6,424	100.0%

TABLE 38E: LANGUAGE SPOKEN AT HOME OTHER THAN ENGLISH – LIGHT RAIL

Do you speak a language other than English at home? - Light Rail	Count	% Count	Weight	% Weight
Yes	2,198	19.9%	11,631	19.6%
No	8,872	80.1%	47,672	80.4%
Total	11,070	100.0%	59,303	100.0%

TABLE 38F: LANGUAGE SPOKEN AT HOME OTHER THAN ENGLISH – STREETCAR

Do you speak a language other than English at home? - Streetcar	Count	% Count	Weight	% Weight
Yes	99	26.0%	294	26.2%
No	282	74.0%	829	73.8%
Total	381	100.0%	1,123	100.0%

Language Spoken at Home

Respondents who indicated they did speak another language besides English were asked which specific language they spoke. 76.0% of riders indicated they spoke Spanish.

TABLE 39A: LANGUAGE SPOKEN AT HOME – REGIONAL TOTAL

Which Language?	Count	% Count	Weight	% Weight
Spanish	5390	76.2%	28602	76.0%
Hindi	495	7.0%	2865	7.6%
Telugu	311	4.4%	1682	4.5%
French	99	1.4%	481	1.3%
Arabic, Standard	78	1.1%	515	1.4%
German	47	0.7%	191	0.5%
Chinese, Mandarin	46	0.7%	281	0.7%
Swahili	43	0.6%	197	0.5%
Vietnamese	42	0.6%	191	0.5%
Chinese	35	0.5%	185	0.5%
Somali	33	0.5%	145	0.4%
American Sign Language (ASL)	32	0.5%	150	0.4%
Farsi (Persian)	25	0.4%	127	0.3%
Other	24	0.3%	122	0.3%
Bengali	22	0.3%	191	0.5%

Which Language?	Count	% Count	Weight	% Weight
Japanese	22	0.3%	124	0.3%
Old Spanish	20	0.3%	108	0.3%
Indonesian	18	0.3%	115	0.3%
Amharic	17	0.2%	94	0.2%
Italian	16	0.2%	63	0.2%
Korean	16	0.2%	103	0.3%
Urdu	16	0.2%	58	0.2%
Haitian Creole French	15	0.2%	70	0.2%
Portuguese	15	0.2%	68	0.2%
Chinese, Cantonese	12	0.2%	50	0.1%
Pidgin, Nigerian	11	0.2%	36	0.1%
Afrikaans	10	0.1%	41	0.1%
Filipino	10	0.1%	40	0.1%
Hebrew	10	0.1%	73	0.2%
Tagalog	10	0.1%	38	0.1%
Armenian, Eastern	9	0.1%	45	0.1%
Hawaiian	9	0.1%	43	0.1%
Russian	9	0.1%	44	0.1%
Hmong	8	0.1%	44	0.1%
Zulu	7	0.1%	37	0.1%
Old English	6	0.1%	19	0.1%
Punjabi	6	0.1%	28	0.1%
Albanian, Tosk	4	0.1%	15	0.0%
Dutch	4	0.1%	18	0.0%
Galindian, Eastern	4	0.1%	28	0.1%
Jamaican	4	0.1%	22	0.1%
Kannada	4	0.1%	9	0.0%
Nepali	4	0.1%	24	0.1%
Polish	4	0.1%	27	0.1%
Chippewa	3	0.0%	15	0.0%
Finnish	3	0.0%	17	0.0%
Leonese	3	0.0%	15	0.0%
Lepontic	3	0.0%	15	0.0%
Middle English	3	0.0%	11	0.0%
Sinhala	3	0.0%	12	0.0%
Belize Creole	2	0.0%	4	0.0%

Which Language?	Count	% Count	Weight	% Weight
Cebuano	2	0.0%	10	0.0%
Greek	2	0.0%	11	0.0%
Indo-Portuguese	2	0.0%	16	0.0%
Judeo-Malayalam	2	0.0%	7	0.0%
Low German	2	0.0%	14	0.0%
Saami, Inari	2	0.0%	15	0.0%
Shingazidja	2	0.0%	10	0.0%
Thai	2	0.0%	12	0.0%
Turkish	2	0.0%	3	0.0%
Armenian	1	0.0%	4	0.0%
Bemba	1	0.0%	2	0.0%
BerbiceCreoleDutch	1	0.0%	0	0.0%
Bulgarian	1	0.0%	5	0.0%
Jewish Malayalam	1	0.0%	8	0.0%
Lao	1	0.0%	6	0.0%
Panjabi, Eastern	1	0.0%	8	0.0%
Samoan	1	0.0%	5	0.0%
Swedish	1	0.0%	5	0.0%
Grand Total	7,069	100.0%	37,638	100.0%

TABLE 39B: LANGUAGE SPOKEN AT HOME – LOCAL BUS

Which Language? - Local Bus	Count	% Count	Weight	% Weight
Spanish	3,282	74.0%	17,819	72.8%
Hindi	372	8.4%	2,242	9.2%
Telugu	299	6.7%	1,630	6.7%
Arabic, Standard	53	1.2%	377	1.5%
French	42	0.9%	243	1.0%
Chinese, Mandarin	24	0.5%	181	0.7%
Bengali	18	0.4%	168	0.7%
Swahili	30	0.7%	154	0.6%
German	24	0.5%	126	0.5%
American Sign Language (ASL)	22	0.5%	112	0.5%
Chinese	22	0.5%	110	0.4%
Farsi (Persian)	19	0.4%	100	0.4%

Which Language? - Local Bus	Count	% Count	Weight	% Weight
Somali	19	0.4%	94	0.4%
Other	14	0.3%	88	0.4%
Old Spanish	13	0.3%	86	0.3%
Vietnamese	15	0.3%	83	0.3%
Korean	11	0.2%	65	0.3%
Haitian Creole French	13	0.3%	64	0.3%
Japanese	10	0.2%	54	0.2%
Amharic	10	0.2%	52	0.2%
Portuguese	8	0.2%	46	0.2%
Hawaiian	8	0.2%	40	0.2%
Urdu	8	0.2%	39	0.2%
Indonesian	5	0.1%	38	0.2%
Armenian, Eastern	5	0.1%	35	0.1%
Afrikaans	8	0.2%	33	0.1%
Chinese, Cantonese	5	0.1%	29	0.1%
Polish	4	0.1%	27	0.1%
Hebrew	6	0.1%	26	0.1%
Nepali	4	0.1%	24	0.1%
Hmong	4	0.1%	24	0.1%
Punjabi	4	0.1%	23	0.1%
Filipino	6	0.1%	21	0.1%
Italian	5	0.1%	19	0.1%
Zulu	3	0.1%	19	0.1%
Jamaican	3	0.1%	15	0.1%
Chippewa	3	0.1%	15	0.1%
Saami, Inari	2	0.0%	15	0.1%
Pidgin, Nigerian	3	0.1%	13	0.1%
Shingazidja	2	0.0%	10	0.0%
Tagalog	4	0.1%	10	0.0%
Russian	2	0.0%	9	0.0%
Indo-Portuguese	1	0.0%	9	0.0%
Panjabi, Eastern	1	0.0%	8	0.0%
Jewish Malayalam	1	0.0%	8	0.0%
Middle English	1	0.0%	8	0.0%

Which Language? - Local Bus	Count	% Count	Weight	% Weight
Thai	1	0.0%	8	0.0%
Kannada	3	0.1%	7	0.0%
Galindian, Eastern	1	0.0%	7	0.0%
Old English	2	0.0%	6	0.0%
Sinhala	1	0.0%	5	0.0%
Bulgarian	1	0.0%	5	0.0%
Swedish	1	0.0%	5	0.0%
Leonese	1	0.0%	5	0.0%
Lepontic	1	0.0%	5	0.0%
Samoan	1	0.0%	5	0.0%
Armenian	1	0.0%	4	0.0%
Greek	1	0.0%	3	0.0%
Bemba	1	0.0%	2	0.0%
BerbiceCreoleDutch	1	0.0%	0	0.0%
Total	4,435	100.0%	24,479	100.0%

TABLE 39C: LANGUAGE SPOKEN AT HOME – EXPRESS BUS

Which Language? - Express Bus	Count	% Count	Weight	% Weight
Spanish	25	78.1%	85	78.8%
Chinese, Mandarin	2	6.3%	7	6.4%
Russian	1	3.1%	4	3.7%
French	1	3.1%	3	3.1%
German	1	3.1%	3	3.1%
Urdu	1	3.1%	3	2.7%
Vietnamese	1	3.1%	2	2.2%
Total	32	100.0%	108	100.0%

TABLE 39D: LANGUAGE SPOKEN AT HOME – COMMUTER RAIL

Which Language? - Commuter Rail	Count	% Count	Weight	% Weight
Spanish	218	71.5%	827	73.5%
Hindi	20	6.6%	82	7.3%
French	14	4.6%	51	4.6%
German	8	2.6%	26	2.3%

Which Language? - Commuter Rail	Count	% Count	Weight	% Weight
Vietnamese	7	2.3%	17	1.5%
Russian	4	1.3%	16	1.4%
American Sign Language (ASL)	4	1.3%	14	1.2%
Chinese	3	1.0%	13	1.1%
Arabic, Standard	3	1.0%	11	1.0%
Telugu	2	0.7%	8	0.7%
Chinese, Mandarin	4	1.3%	6	0.6%
Haitian Creole French	2	0.7%	6	0.6%
Swahili	2	0.7%	6	0.5%
Indonesian	2	0.7%	6	0.5%
Dutch	2	0.7%	5	0.5%
Sinhala	1	0.3%	5	0.5%
Amharic	1	0.3%	5	0.4%
Tagalog	1	0.3%	5	0.4%
Chinese, Cantonese	1	0.3%	4	0.4%
Old Spanish	2	0.7%	4	0.3%
Turkish	2	0.7%	3	0.3%
Portuguese	1	0.3%	3	0.3%
Urdu	1	0.3%	3	0.2%
Total	305	100.0%	1,125	100.0%

TABLE 39E: LANGUAGE SPOKEN AT HOME – LIGHT RAIL

Which Language? - Light Rail	Count	% Count	Weight	% Weight
Spanish	1,794	81.6%	9,667	83.1%
Hindi	95	4.3%	514	4.4%
French	39	1.8%	172	1.5%
Arabic, Standard	22	1.0%	127	1.1%
Vietnamese	18	0.8%	86	0.7%
Chinese, Mandarin	15	0.7%	85	0.7%
Indonesian	11	0.5%	71	0.6%
Japanese	11	0.5%	64	0.6%
Chinese	10	0.5%	62	0.5%
Somali	14	0.6%	51	0.4%

Which Language? - Light Rail	Count	% Count	Weight	% Weight
Hebrew	4	0.2%	47	0.4%
Italian	10	0.5%	42	0.4%
Swahili	11	0.5%	38	0.3%
Amharic	6	0.3%	37	0.3%
Other	10	0.5%	34	0.3%
Telugu	6	0.3%	34	0.3%
Korean	3	0.1%	33	0.3%
German	12	0.5%	32	0.3%
Farsi (Persian)	6	0.3%	26	0.2%
American Sign Language (ASL)	6	0.3%	24	0.2%
Tagalog	5	0.2%	23	0.2%
Bengali	4	0.2%	23	0.2%
Pidgin, Nigerian	8	0.4%	23	0.2%
Galindian, Eastern	3	0.1%	22	0.2%
Hmong	4	0.2%	20	0.2%
Portuguese	6	0.3%	19	0.2%
Old Spanish	5	0.2%	18	0.2%
Filipino	4	0.2%	18	0.2%
Zulu	4	0.2%	18	0.2%
Chinese, Cantonese	6	0.3%	17	0.1%
Albanian, Tosk	4	0.2%	15	0.1%
Russian	2	0.1%	15	0.1%
Low German	2	0.1%	14	0.1%
Urdu	6	0.3%	14	0.1%
Old English	4	0.2%	14	0.1%
Dutch	2	0.1%	13	0.1%
Cebuano	2	0.1%	10	0.1%
Leonese	2	0.1%	10	0.1%
Lepontic	2	0.1%	10	0.1%
Armenian, Eastern	4	0.2%	10	0.1%
Afrikaans	2	0.1%	8	0.1%
Greek	1	0.0%	7	0.1%
Indo-Portuguese	1	0.0%	7	0.1%
Judeo-Malayalam	2	0.1%	7	0.1%

Which Language? - Light Rail	Count	% Count	Weight	% Weight
Lao	1	0.0%	6	0.1%
Jamaican	1	0.0%	6	0.1%
Belize Creole	2	0.1%	4	0.0%
Thai	1	0.0%	4	0.0%
Middle English	2	0.1%	4	0.0%
Hawaiian	1	0.0%	2	0.0%
Kannada	1	0.0%	2	0.0%
Punjabi	1	0.0%	1	0.0%
Total	2,198	100.0%	11,631	100.0%

TABLE 39F: LANGUAGE SPOKEN AT HOME – STREETCAR

Which Language? - Streetcar	Count	% Count	Weight	% Weight
Spanish	71	71.7%	205	69.7%
Hindi	8	8.1%	27	9.3%
Finnish	3	3.0%	17	5.8%
French	3	3.0%	11	3.6%
Telugu	4	4.0%	10	3.5%
Japanese	1	1.0%	5	1.8%
Korean	2	2.0%	4	1.5%
Punjabi	1	1.0%	4	1.3%
German	2	2.0%	3	0.9%
Vietnamese	1	1.0%	3	0.9%
Chinese, Mandarin	1	1.0%	2	0.6%
Italian	1	1.0%	2	0.6%
Sinhala	1	1.0%	1	0.4%
Total	99	100.0%	294	100.0%

English Speaking Ability

60.2% of respondents who indicated that they speak a language besides English at home said that they speak English very well.

TABLE 40A: ENGLISH SPEAKING ABILITY – REGIONAL TOTAL

How well do you speak English?	Count	% Count	Weight	% Weight
Very Well	4259	60.2%	22640	60.2%
Well	1695	24.0%	9025	24.0%
Less Than Well	778	11.0%	4171	11.1%
Not At All	337	4.8%	1802	4.8%
Grand Total	7,069	100.0%	37,638	100.0%

TABLE 40B: ENGLISH SPEAKING ABILITY – LOCAL BUS

How well do you speak English? - Local Bus	Count	% Count	Weight	% Weight
Very Well	2,519	56.8%	14,145	57.8%
Well	1,191	26.9%	6,402	26.2%
Less Than Well	504	11.4%	2,737	11.2%
Not At All	221	5.0%	1,195	4.9%
Total	4,435	100.0%	24,479	100.0%

TABLE 40C: ENGLISH SPEAKING ABILITY – EXPRESS BUS

How well do you speak English? - Express Bus	Count	% Count	Weight	% Weight
Very Well	26	81.3%	92	85.0%
Well	1	3.1%	1	0.9%
Less Than Well	4	12.5%	11	10.1%
Not At All	1	3.1%	4	3.9%
Total	32	100.0%	108	100.0%

TABLE 40D: ENGLISH SPEAKING ABILITY – COMMUTER RAIL

How well do you speak English? - Commuter Rail	Count	% Count	Weight	% Weight
Very Well	226	74.1%	842	74.9%
Well	71	23.3%	261	23.2%
Less Than Well	7	2.3%	17	1.5%
Not At All	1	0.3%	4	0.4%
Total	305	100.0%	1,125	100.0%

TABLE 40E: ENGLISH SPEAKING ABILITY – LIGHT RAIL

How well do you speak English? - Light Rail	Count	% Count	Weight	% Weight
Very Well	1,417	64.5%	7,347	63.2%
Well	408	18.6%	2,300	19.8%
Less Than Well	259	11.8%	1,387	11.9%
Not At All	114	5.2%	598	5.1%
Total	2,198	100.0%	11,631	100.0%

TABLE 40F: ENGLISH SPEAKING ABILITY – STREETCAR

How well do you speak English? - Streetcar	Count	% Count	Weight	% Weight
Very Well	71	71.7%	214	72.6%
Well	24	24.2%	62	20.9%
Less Than Well	4	4.0%	19	6.5%
Total	99	100.0%	294	100.0%

Household Vehicles

49.2% of respondents indicated that they do not have a vehicle available to them at their household. 31.2% said that they have one available vehicle at their household.

TABLE 41A: NUMBER OF HOUSEHOLD VEHICLES – REGIONAL TOTAL

Number of Vehicles per Household	Count	% Count	Weight	% Weight
None (0)	15820	48.0%	85224	49.2%
One (1)	10339	31.4%	54040	31.2%
Two (2)	5582	16.9%	27858	16.1%
Three (3)	988	3.0%	4722	2.7%
Four (4)	185	0.6%	985	0.6%
Five (5)	38	0.1%	163	0.1%
Six (6)	15	0.0%	54	0.0%
Seven (7)	4	0.0%	19	0.0%
Eight (8)	3	0.0%	9	0.0%
Ten or More (10+)	2	0.0%	21	0.0%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 41B: NUMBER OF HOUSEHOLD VEHICLES – LOCAL BUS

Number of Vehicles per Household - Local Bus	Count	% Count	Weight	% Weight
None (0)	10,347	53.3%	56,661	54.1%
One (1)	5,814	30.0%	31,130	29.7%
Two (2)	2,707	13.9%	14,173	13.5%
Three (3)	443	2.3%	2,277	2.2%
Four (4)	83	0.4%	461	0.4%
Five (5)	12	0.1%	52	0.0%
Six (6)	3	0.0%	20	0.0%
Eight (8)	1	0.0%	8	0.0%
Ten or More (10+)	1	0.0%	11	0.0%
Total	19,411	100.0%	104,792	100.0%

TABLE 41C: NUMBER OF HOUSEHOLD VEHICLES – EXPRESS BUS

Number of Vehicles per Household - Express Bus	Count	% Count	Weight	% Weight
None (0)	73	17.5%	267	18.4%
One (1)	117	28.1%	407	28.1%
Two (2)	210	50.5%	710	48.9%
Three (3)	15	3.6%	65	4.5%
Six (6)	1	0.2%	2	0.2%
Total	416	100.0%	1,452	100.0%

TABLE 41D: NUMBER OF HOUSEHOLD VEHICLES – COMMUTER RAIL

Number of Vehicles per Household - Commuter Rail	Count	% Count	Weight	% Weight
None (0)	384	22.6%	1,408	21.9%
One (1)	555	32.7%	2,157	33.6%
Two (2)	576	33.9%	2,168	33.7%
Three (3)	141	8.3%	522	8.1%
Four (4)	33	1.9%	133	2.1%
Five (5)	4	0.2%	15	0.2%
Six (6)	2	0.1%	4	0.1%
Seven (7)	2	0.1%	6	0.1%
Ten or More (10+)	1	0.1%	10	0.1%
Total	1,698	100.0%	6,424	100.0%

TABLE 41E: NUMBER OF HOUSEHOLD VEHICLES – LIGHT RAIL

Number of Vehicles per Household - Light Rail	Count	% Count	Weight	% Weight
None (0)	4,911	44.4%	26,615	44.9%
One (1)	3,702	33.4%	19,884	33.5%
Two (2)	1,987	17.9%	10,496	17.7%
Three (3)	368	3.3%	1,788	3.0%
Four (4)	67	0.6%	383	0.6%
Five (5)	22	0.2%	96	0.2%
Six (6)	9	0.1%	28	0.0%
Seven (7)	2	0.0%	13	0.0%
Eight (8)	2	0.0%	1	0.0%
Total	11,070	100.0%	59,303	100.0%

TABLE 41F: NUMBER OF HOUSEHOLD VEHICLES – STREETCAR

Number of Vehicles per Household - Streetcar	Count	% Count	Weight	% Weight
None (0)	105	27.6%	272	24.2%
One (1)	151	39.6%	462	41.1%
Two (2)	102	26.8%	311	27.7%
Three (3)	21	5.5%	70	6.3%
Four (4)	2	0.5%	8	0.8%
Total	381	100.0%	1,123	100.0%

Household Vehicle for Trip

44.1% of respondents who indicated that they have at least one available vehicle at their household said they could have used it for their trip.

TABLE 42A: USE HOUSEHOLD VEHICLE FOR TRIP – REGIONAL TOTAL

Could you have used one of these vehicles for this trip?	Count	% Count	Weight	% Weight
Yes	7868	45.9%	38751	44.1%
No	9288	54.1%	49120	55.9%
Grand Total	17,156	100.0%	87,871	100.0%

TABLE 42B: USE HOUSEHOLD VEHICLE FOR TRIP - LOCAL BUS

Could you have used one of these vehicles for this trip? - Local Bus	Count	% Count	Weight	% Weight
Yes	3,304	36.5%	17,065	35.5%
No	5,760	63.5%	31,066	64.5%
Total	9,064	100.0%	48,131	100.0%

TABLE 42C: USE HOUSEHOLD VEHICLE FOR TRIP - EXPRESS BUS

Could you have used one of these vehicles for this trip? - Express Bus	Count	% Count	Weight	% Weight
Yes	301	87.8%	1,030	87.0%
No	42	12.2%	155	13.0%
Total	343	100.0%	1,185	100.0%

TABLE 42D: USE HOUSEHOLD VEHICLE FOR TRIP – COMMUTER RAIL

Could you have used one of these vehicles for this trip? - Commuter Rail	Count	% Count	Weight	% Weight
Yes	892	67.9%	3,384	67.5%
No	422	32.1%	1,631	32.5%
Total	1,314	100.0%	5,015	100.0%

TABLE 42E: USE HOUSEHOLD VEHICLE FOR TRIP – LIGHT RAIL

Could you have used one of these vehicles for this trip? - Light Rail	Count	% Count	Weight	% Weight
Yes	3,217	52.2%	16,797	51.4%
No	2,942	47.8%	15,891	48.6%
Total	6,159	100.0%	32,688	100.0%

TABLE 42F: USE HOUSEHOLD VEHICLE FOR TRIP – STREETCAR

Could you have used one of these vehicles for this trip? - Streetcar	Count	% Count	Weight	% Weight
Yes	154	55.8%	474	55.7%
No	122	44.2%	377	44.3%
Total	276	100.0%	851	100.0%

Driver’s License

60.3% of respondents indicated that they have a valid driver’s license.

TABLE 43A: VALID DRIVER’S LICENSE – REGIONAL TOTAL

Do you have a valid driver's license?	Count	% Count	Weight	% Weight
Yes	20106	61.0%	104441	60.3%
No	12870	39.0%	68653	39.7%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 43B: VALID DRIVER’S LICENSE – LOCAL BUS

Do you have a valid driver's license? - Local Bus	Count	% Count	Weight	% Weight
Yes	11,001	56.7%	59,615	56.9%
No	8,410	43.3%	45,177	43.1%
Total	19,411	100.0%	104,792	100.0%

TABLE 43C: VALID DRIVER’S LICENSE – EXPRESS BUS

Do you have a valid driver's license? - Express Bus	Count	% Count	Weight	% Weight
Yes	377	90.6%	1,308	90.1%
No	39	9.4%	144	9.9%
Total	416	100.0%	1,452	100.0%

TABLE 43D: VALID DRIVER’S LICENSE – COMMUTER RAIL

Do you have a valid driver's license? - Commuter Rail	Count	% Count	Weight	% Weight
Yes	1,480	87.2%	5,615	87.4%
No	218	12.8%	809	12.6%
Total	1,698	100.0%	6,424	100.0%

TABLE 43E: VALID DRIVER’S LICENSE – LIGHT RAIL

Do you have a valid driver's license? - Light Rail	Count	% Count	Weight	% Weight
Yes	6,947	62.8%	37,005	62.4%
No	4,123	37.2%	22,299	37.6%
Total	11,070	100.0%	59,303	100.0%

TABLE 43F: VALID DRIVER’S LICENSE – STREETCAR

Do you have a valid driver's license? - Streetcar	Count	% Count	Weight	% Weight
Yes	301	79.0%	899	80.1%
No	80	21.0%	224	19.9%
Total	381	100.0%	1,123	100.0%

Frequency of Public Transit Use

65.4% of respondents indicated that they use public transit every weekday. 22.9% said that they use it two to four times per week.

TABLE 44A: PUBLIC TRANSIT USE FREQUENCY—REGIONAL TOTAL

How often do you use public transit on weekdays?	Count	% Count	Weight	% Weight
every weekday	21,206	64.3%	113,227	65.4%
2-4 times/week	7,726	23.4%	39,596	22.9%
once/week	904	2.7%	4713	2.7%
2-3 times/month	1180	3.6%	5926	3.4%
once/month	585	1.8%	3005	1.7%
less than once/month	1375	4.2%	6627	3.8%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 44B: PUBLIC TRANSIT USE FREQUENCY –LOCAL BUS

How often do you use public transit on weekdays? - Local Bus	Count	% Count	Weight	% Weight
every weekday	12,807	66.0%	69,985	66.8%
2-4 times/week	4,662	24.0%	24,746	23.6%
once/week	533	2.7%	2,851	2.7%
2-3 times/month	609	3.1%	3,171	3.0%
once/month	306	1.6%	1,559	1.5%
less than once/month	494	2.5%	2,480	2.4%
Total	19,411	100.0%	104,792	100.0%

TABLE 44C: PUBLIC TRANSIT USE FREQUENCY – EXPRESS BUS

How often do you use public transit on weekdays? - Express Bus	Count	% Count	Weight	% Weight
every weekday	304	73.1%	1,024	70.5%
2-4 times/week	92	22.1%	352	24.2%
once/week	7	1.7%	28	1.9%
2-3 times/month	5	1.2%	16	1.1%
once/month	1	0.2%	4	0.3%
less than once/month	7	1.7%	28	2.0%
Total	416	100.0%	1,452	100.0%

TABLE 44D: PUBLIC TRANSIT USE FREQUENCY – COMMUTER RAIL

How often do you use public transit on weekdays? - Commuter Rail	Count	% Count	Weight	% Weight
every weekday	763	44.9%	2,821	43.9%
2-4 times/week	513	30.2%	2,036	31.7%
once/week	51	3.0%	208	3.2%
2-3 times/month	111	6.5%	428	6.7%
once/month	32	1.9%	122	1.9%
less than once/month	228	13.4%	808	12.6%
Total	1,698	100.0%	6,424	100.0%

TABLE 44E: PUBLIC TRANSIT USE FREQUENCY – LIGHT RAIL

How often do you use public transit on weekdays? - Light Rail	Count	% Count	Weight	% Weight
every weekday	7,130	64.4%	38,855	65.5%
2-4 times/week	2,378	21.5%	12,210	20.6%
once/week	310	2.8%	1,617	2.7%
2-3 times/month	449	4.1%	2,293	3.9%
once/month	239	2.2%	1,294	2.2%
less than once/month	564	5.1%	3,035	5.1%
Total	11,070	100.0%	59,303	100.0%

TABLE 44F: PUBLIC TRANSIT USE FREQUENCY – STREETCAR

How often do you use public transit on weekdays? - Streetcar	Count	% Count	Weight	% Weight
every weekday	202	53.0%	543	48.4%
2-4 times/week	81	21.3%	252	22.4%
once/week	3	0.8%	9	0.8%
2-3 times/month	6	1.6%	18	1.6%
once/month	7	1.8%	26	2.3%
less than once/month	82	21.5%	275	24.5%
Total	381	100.0%	1,123	100.0%

Smartphone/Cell Phone Use

TABLE 45A: SMARTPHONE/CELL PHONE USE – REGIONAL TOTAL

83.5% of respondents indicated that they carry a smartphone with them. 8.8% said they carry a cellphone.

Do you carry the following?	Count	% Count	Weight	% Weight
Smartphone	27,638	83.8%	144,498	83.5%
Cell phone	2,890	8.8%	15,170	8.8%
Smartphone AND Cell phone	1,702	5.2%	9,098	5.3%
NEITHER smartphone nor cell phone	710	2.2%	4,144	2.4%
Refused/No Answer	36	0.1%	183	0.1%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 45B: SMARTPHONE/CELL PHONE USE – LOCAL BUS

Do you carry the following? - Local Bus	Count	% Count	Weight	% Weight
Smartphone	16,147	83.2%	87,270	83.3%
Cell phone	1,878	9.7%	10,036	9.6%
Smartphone AND Cell phone	948	4.9%	4,923	4.7%
NEITHER smartphone nor cell phone	424	2.2%	2,501	2.4%
Refused/No Answer	14	0.1%	62	0.1%
Total	19,411	100.0%	104,792	100.0%

TABLE 45C: SMARTPHONE/CELL PHONE USE – EXPRESS BUS

Do you carry the following? - Express Bus	Count	% Count	Weight	% Weight
Smartphone	409	98.3%	1,425	98.2%
Cell phone	4	1.0%	16	1.1%
Smartphone AND Cell phone	1	0.2%	4	0.3%
NEITHER smartphone nor cell phone	2	0.5%	7	0.5%
Total	416	100.0%	1,452	100.0%

TABLE 45D: SMARTPHONE/CELL PHONE USE – COMMUTER RAIL

Do you carry the following? - Commuter Rail	Count	% Count	Weight	% Weight
Smartphone	1,609	94.8%	6,066	94.4%
Cell phone	65	3.8%	280	4.4%
Smartphone AND Cell phone	12	0.7%	40	0.6%
NEITHER smartphone nor cell phone	11	0.6%	35	0.6%
Refused/No Answer	1	0.1%	2	0.0%
Total	1,698	100.0%	6,424	100.0%

TABLE 45E: SMARTPHONE/CELL PHONE USE – LIGHT RAIL

Do you carry the following? - Light Rail	Count	% Count	Weight	% Weight
Smartphone	9,097	82.2%	48,626	82.0%
Cell phone	943	8.5%	4,838	8.2%
Smartphone AND Cell phone	741	6.7%	4,132	7.0%
NEITHER smartphone nor cell phone	269	2.4%	1,593	2.7%
Refused/No Answer	20	0.2%	115	0.2%
Total	11,070	100.0%	59,303	100.0%

TABLE 45F: SMARTPHONE/CELL PHONE USE - STREETCAR

Do you carry the following? - Streetcar	Count	% Count	Weight	% Weight
Smartphone	376	98.7%	1,111	98.9%
NEITHER smartphone nor cell phone	4	1.0%	8	0.7%
Refused/No Answer	1	0.3%	4	0.3%
Total	381	100.0%	1,123	100.0%

Regional Overall Trip Profile

This section lists tables of weighted and unweighted data for trip characteristics across all DART, Trinity Metro, DCTA, and TRE fixed bus routes and rail lines.

Trip Purpose

TABLE 46A: TRIP PURPOSE – REGIONAL TOTAL

48.6% of respondents indicated that they were on home-based work trips.

Trip Purpose	Count	% Count	Weight	% Weight
Home-Based Accompany	205	0.6%	1011	0.6%
Home-Based Airport	255	0.8%	1167	0.7%
Home-Based Eating Out	1173	3.6%	6362	3.7%
Home-Based Education College	2951	8.9%	17694	10.2%
Home-Based Education K-12	434	1.3%	2427	1.4%
Home-Based Other	10	0.0%	65	0.0%
Home-Based Personal	3361	10.2%	17104	9.9%
Home-Based Shopping	1996	6.1%	10583	6.1%
Home-Based Social/Recreation	3434	10.4%	17685	10.2%
Home-Based Work	16337	49.5%	84199	48.6%
Non-Home-Based Other	1819	5.5%	9594	5.5%
Non-Home-Based Work	1001	3.0%	5204	3.0%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 46B: TRIP PURPOSE – LOCAL BUS

Trip Purpose - Local Bus	Count	% Count	Weight	% Weight
Home-Based Work	8,729	45.0%	45,981	43.9%
Home-Based Education College	2,364	12.2%	15,019	14.3%
Home-Based Personal	2,129	11.0%	11,120	10.6%
Home-Based Social/Recreation	1,793	9.2%	9,436	9.0%
Home-Based Shopping	1,551	8.0%	8,111	7.7%
Non-Home-Based Other	929	4.8%	4,937	4.7%
Home-Based Eating Out	782	4.0%	4,189	4.0%
Non-Home-Based Work	576	3.0%	3,053	2.9%
Home-Based Education K-12	329	1.7%	1,812	1.7%
Home-Based Accompany	171	0.9%	848	0.8%
Home-Based Airport	52	0.3%	255	0.2%
Home-Based Other	6	0.0%	32	0.0%
Total	19,411	100.0%	104,792	100.0%

TABLE 46C: TRIP PURPOSE – EXPRESS BUS

Trip Purpose - Express Bus	Count	% Count	Weight	% Weight
Home-Based Work	368	88.5%	1,250	86.1%
Home-Based Personal	12	2.9%	43	3.0%
Home-Based Education College	8	1.9%	42	2.9%
Home-Based Social/Recreation	6	1.4%	29	2.0%
Home-Based Eating Out	6	1.4%	28	1.9%
Non-Home-Based Other	7	1.7%	25	1.7%
Home-Based Accompany	3	0.7%	10	0.7%
Home-Based Shopping	2	0.5%	9	0.6%
Non-Home-Based Work	2	0.5%	7	0.5%
Home-Based Airport	1	0.2%	4	0.3%
Home-Based Education K-12	1	0.2%	4	0.3%
Total	416	100.0%	1,452	100.0%

TABLE 46D: TRIP PURPOSE – COMMUTER RAIL

Trip Purpose - Commuter Rail	Count	% Count	Weight	% Weight
Home-Based Work	896	52.8%	3,473	54.1%
Home-Based Social/Recreation	203	12.0%	686	10.7%
Home-Based Education College	149	8.8%	591	9.2%
Non-Home-Based Other	143	8.4%	536	8.3%
Home-Based Airport	94	5.5%	337	5.2%
Home-Based Personal	82	4.8%	329	5.1%
Home-Based Eating Out	57	3.4%	200	3.1%
Non-Home-Based Work	44	2.6%	177	2.8%
Home-Based Shopping	27	1.6%	85	1.3%
Home-Based Accompany	3	0.2%	11	0.2%
Total	1,698	100.0%	6,424	100.0%

TABLE 46E: TRIP PURPOSE – LIGHT RAIL

Trip Purpose - Light Rail	Count	% Count	Weight	% Weight
Home-Based Work	6,209	56.1%	33,144	55.9%
Home-Based Social/Recreation	1,375	12.4%	7,377	12.4%
Home-Based Personal	1,123	10.1%	5,564	9.4%
Non-Home-Based Other	659	6.0%	3,831	6.5%
Home-Based Shopping	400	3.6%	2,324	3.9%
Home-Based Education College	423	3.8%	2,027	3.4%
Non-Home-Based Work	345	3.1%	1,841	3.1%
Home-Based Eating Out	293	2.6%	1,839	3.1%
Home-Based Education K-12	103	0.9%	609	1.0%
Home-Based Airport	108	1.0%	572	1.0%
Home-Based Accompany	28	0.3%	141	0.2%
Home-Based Other	4	0.0%	34	0.1%
Total	11,070	100.0%	59,303	100.0%

TABLE 46F: TRIP PURPOSE – STREETCAR

Trip Purpose - Streetcar	Count	% Count	Weight	% Weight
Home-Based Work	135	35.4%	350	31.1%
Non-Home-Based Other	81	21.3%	265	23.6%
Home-Based Social/Recreation	57	15.0%	158	14.0%
Non-Home-Based Work	34	8.9%	127	11.3%
Home-Based Eating Out	35	9.2%	106	9.4%
Home-Based Shopping	16	4.2%	54	4.8%
Home-Based Personal	15	3.9%	48	4.2%
Home-Based Education College	7	1.8%	15	1.3%
Home-Based Education K-12	1	0.3%	2	0.2%
Total	381	100.0%	1,123	100.0%

Transit Trip Mode

TABLE 47A: TRANSIT TRIP MODE – REGIONAL TOTAL

48.5% of respondents rode buses only for the trip on which they were surveyed.

Transit Trip Mode	Count	% Count	Weight	% Weight
Bus Only	15527	47.1%	83900	48.5%
Bus/Rail	9242	28.0%	46725	27.0%
Rail Only	8207	24.9%	42469	24.5%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 47B: TRANSIT TRIP MODE – LOCAL BUS

Transit Trip Mode - Local Bus	Count	% Count	Weight	% Weight
Bus Only	15,149	78.0%	82,586	78.8%
Bus/Rail	4,262	22.0%	22,206	21.2%
Total	19,411	100.0%	104,792	100.0%

TABLE 47C: TRANSIT TRIP MODE – EXPRESS BUS

Transit Trip Mode - Express Bus	Count	% Count	Weight	% Weight
Bus Only	385	92.5%	1,342	92.4%
Bus/Rail	31	7.5%	110	7.6%
Total	416	100.0%	1,452	100.0%

TABLE 47D: TRANSIT TRIP MODE – COMMUTER RAIL

Transit Trip Mode - Commuter Rail	Count	% Count	Weight	% Weight
Rail Only	1,353	79.7%	5,157	80.3%
Bus/Rail	345	20.3%	1,266	19.7%
Total	1,698	100.0%	6,424	100.0%

TABLE 47E: TRANSIT TRIP MODE – LIGHT RAIL

Transit Trip Mode - Light Rail	Count	% Count	Weight	% Weight
Rail Only	6,428	58.1%	35,808	60.4%
Bus/Rail	4,642	41.9%	23,495	39.6%
Total	11,070	100.0%	59,303	100.0%

TABLE 47F: TRANSIT TRIP MODE – STREETCAR

Transit Trip Mode - Streetcar	Count	% Count	Weight	% Weight
Bus Only	290	76.1%	889	79.1%
Bus/Rail	91	23.9%	234	20.9%
Total	381	100.0%	1,123	100.0%

Origin Type of Place

TABLE 48A: TRANSIT TRIP MODE – REGIONAL TOTAL

47.2% of respondents indicated that their home was the origin of their trip.

Origin Type of Place	Count	% Count	Weight	% Weight
Your HOME	15664	47.5%	81699	47.2%
Your usual WORKPLACE	8212	24.9%	42623	24.6%
College / University (student only)	1711	5.2%	10332	6.0%
Personal business (bank, post office)	1216	3.7%	6212	3.6%
Shopping	1198	3.6%	6331	3.7%
Social visits (friends / relatives)	1098	3.3%	5869	3.4%
Medical appointment / Doctor's visit	874	2.7%	4374	2.5%
Eating / Dining Out	766	2.3%	4063	2.3%
Other business related	480	1.5%	2495	1.4%
Hotel or Lodging	405	1.2%	1939	1.1%
Recreation	399	1.2%	2079	1.2%
Sightseeing	292	0.9%	1615	0.9%
School (K-12) (student only)	240	0.7%	1400	0.8%
Airport (airline passenger only)	189	0.6%	938	0.5%
Sporting event	126	0.4%	572	0.3%
Pick up / Drop off someone (daycare, school)	89	0.3%	433	0.3%
Other	17	0.1%	121	0.1%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 48B: TRANSIT TRIP MODE – LOCAL BUS

Origin Type of Place - Local Bus	Count	% Count	Weight	% Weight
Your HOME	9,644	49.7%	51,368	49.0%
Your usual WORKPLACE	4,189	21.6%	22,453	21.4%
College / University (student only)	1,345	6.9%	8,727	8.3%
Shopping	878	4.5%	4,587	4.4%
Personal business (bank, post office)	772	4.0%	3,898	3.7%
Social visits (friends / relatives)	592	3.0%	3,208	3.1%
Medical appointment / Doctor's visit	494	2.5%	2,697	2.6%
Eating / Dining Out	466	2.4%	2,384	2.3%
Other business related	264	1.4%	1,414	1.3%
Recreation	192	1.0%	1,025	1.0%
School (K-12) (student only)	169	0.9%	984	0.9%
Hotel or Lodging	167	0.9%	805	0.8%
Sightseeing	94	0.5%	515	0.5%
Pick up / Drop off someone (daycare, school)	73	0.4%	350	0.3%
Airport (airline passenger only)	42	0.2%	222	0.2%
Sporting event	20	0.1%	104	0.1%
Other	10	0.1%	50	0.0%
Total	19,411	100.0%	104,792	100.0%

TABLE 48C: TRANSIT TRIP MODE – EXPRESS BUS

Origin Type of Place - Express Bus	Count	% Count	Weight	% Weight
Your HOME	235	56.5%	750	51.6%
Your usual WORKPLACE	158	38.0%	606	41.8%
College / University (student only)	5	1.2%	28	1.9%
Personal business (bank, post office)	4	1.0%	16	1.1%
Eating / Dining Out	3	0.7%	15	1.0%
Hotel or Lodging	3	0.7%	9	0.6%
Social visits (friends / relatives)	3	0.7%	9	0.6%
Shopping	1	0.2%	6	0.4%
Airport (airline passenger only)	1	0.2%	4	0.3%
Pick up / Drop off someone (daycare, school)	1	0.2%	4	0.3%
School (K-12) (student only)	1	0.2%	4	0.3%

Origin Type of Place - Express Bus	Count	% Count	Weight	% Weight
Medical appointment / Doctor's visit	1	0.2%	1	0.1%
Total	416	100.0%	1,452	100.0%

TABLE 48D: TRANSIT TRIP MODE – COMMUTER RAIL

Origin Type of Place - Commuter Rail	Count	% Count	Weight	% Weight
Your HOME	766	45.1%	2,924	45.5%
Your usual WORKPLACE	480	28.3%	1,847	28.7%
College / University (student only)	81	4.8%	300	4.7%
Airport (airline passenger only)	59	3.5%	240	3.7%
Personal business (bank, post office)	49	2.9%	186	2.9%
Hotel or Lodging	46	2.7%	174	2.7%
Social visits (friends / relatives)	51	3.0%	173	2.7%
Eating / Dining Out	42	2.5%	162	2.5%
Sightseeing	27	1.6%	108	1.7%
Recreation	24	1.4%	81	1.3%
Shopping	23	1.4%	74	1.1%
Medical appointment / Doctor's visit	14	0.8%	63	1.0%
Sporting event	22	1.3%	43	0.7%
Other business related	10	0.6%	31	0.5%
Pick up / Drop off someone (daycare, school)	3	0.2%	14	0.2%
School (K-12) (student only)	1	0.1%	4	0.1%
Total	1,698	100.0%	6,424	100.0%

TABLE 48E: TRANSIT TRIP MODE – LIGHT RAIL

Origin Type of Place - Light Rail	Count	% Count	Weight	% Weight
Your HOME	4,858	43.9%	26,244	44.3%
Your usual WORKPLACE	3,306	29.9%	17,450	29.4%
Social visits (friends / relatives)	445	4.0%	2,454	4.1%
Personal business (bank, post office)	384	3.5%	2,087	3.5%
Shopping	281	2.5%	1,619	2.7%
Medical appointment / Doctor's visit	362	3.3%	1,604	2.7%
Eating / Dining Out	230	2.1%	1,437	2.4%

Origin Type of Place - Light Rail	Count	% Count	Weight	% Weight
College / University (student only)	273	2.5%	1,263	2.1%
Other business related	205	1.9%	1,047	1.8%
Sightseeing	163	1.5%	963	1.6%
Recreation	164	1.5%	887	1.5%
Hotel or Lodging	147	1.3%	820	1.4%
Airport (airline passenger only)	86	0.8%	471	0.8%
Sporting event	83	0.7%	423	0.7%
School (K-12) (student only)	64	0.6%	398	0.7%
Other	7	0.1%	70	0.1%
Pick up / Drop off someone (daycare, school)	12	0.1%	64	0.1%
Total	11,070	100.0%	59,303	100.0%

TABLE 48F: TRANSIT TRIP MODE – STREETCAR

Origin Type of Place - Streetcar	Count	% Count	Weight	% Weight
Your HOME	161	42.3%	413	36.8%
Your usual WORKPLACE	79	20.7%	266	23.7%
Hotel or Lodging	42	11.0%	131	11.6%
Recreation	19	5.0%	86	7.6%
Eating / Dining Out	25	6.6%	66	5.9%
Shopping	15	3.9%	46	4.1%
Sightseeing	8	2.1%	28	2.5%
Social visits (friends / relatives)	7	1.8%	24	2.2%
Personal business (bank, post office)	7	1.8%	24	2.1%
College / University (student only)	7	1.8%	15	1.4%
School (K-12) (student only)	5	1.3%	10	0.9%
Medical appointment / Doctor's visit	3	0.8%	8	0.7%
Other business related	1	0.3%	3	0.2%
Airport (airline passenger only)	1	0.3%	1	0.1%
Sporting event	1	0.3%	1	0.1%
Total	381	100.0%	1,123	100.0%

Origin Map

FIGURE 16A: ORIGIN MAP - REGIONAL

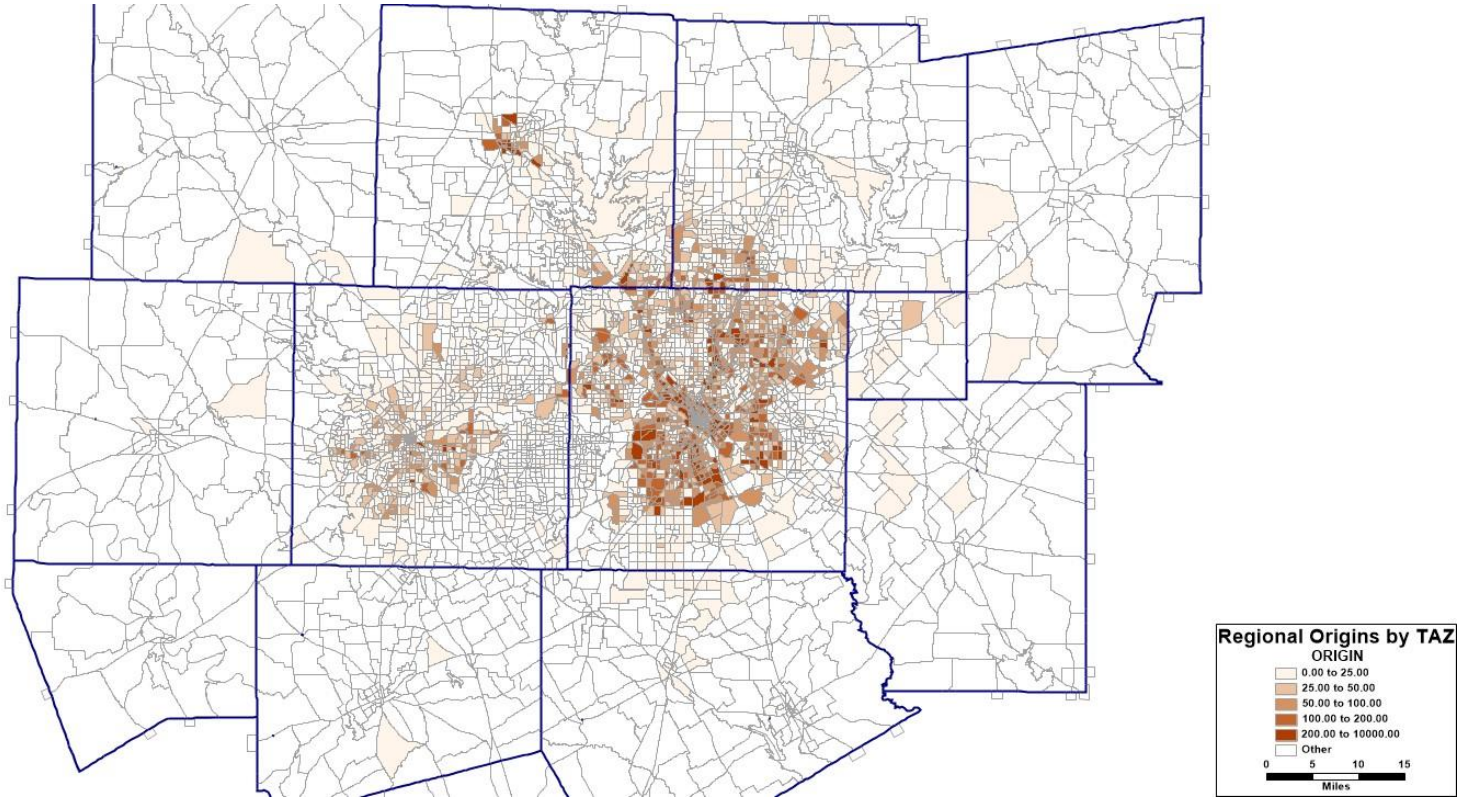


FIGURE 16B: ORIGIN MAP - LOCAL BUS

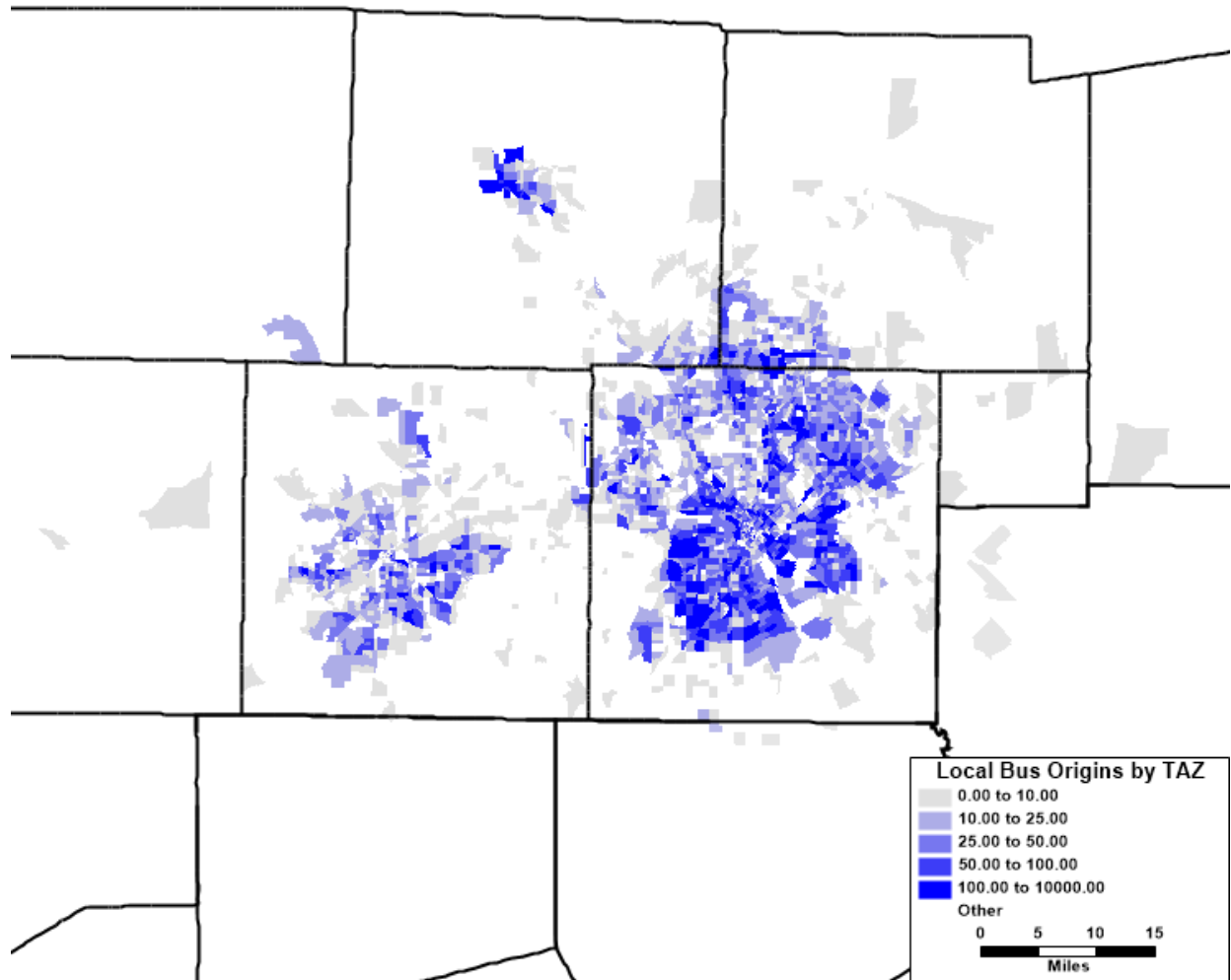


FIGURE 16C: ORIGIN MAP – EXPRESS BUS

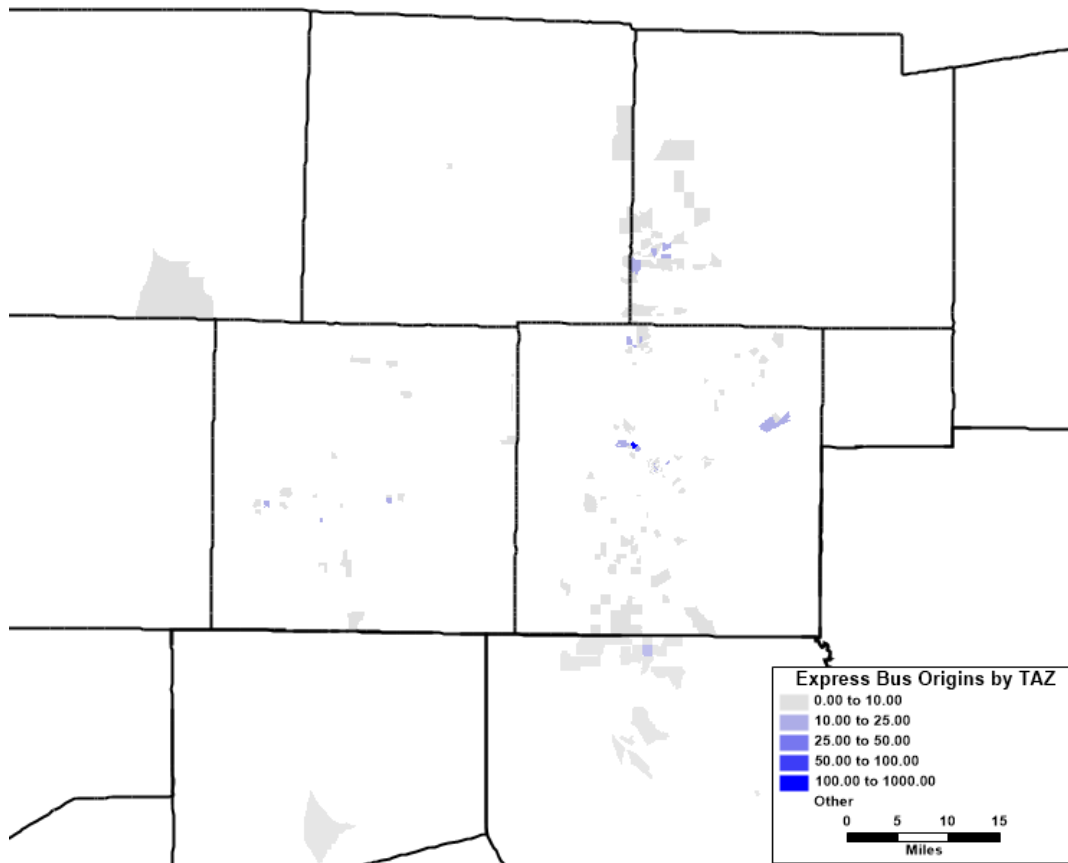


FIGURE 16D: ORIGIN MAP - COMMUTER RAIL

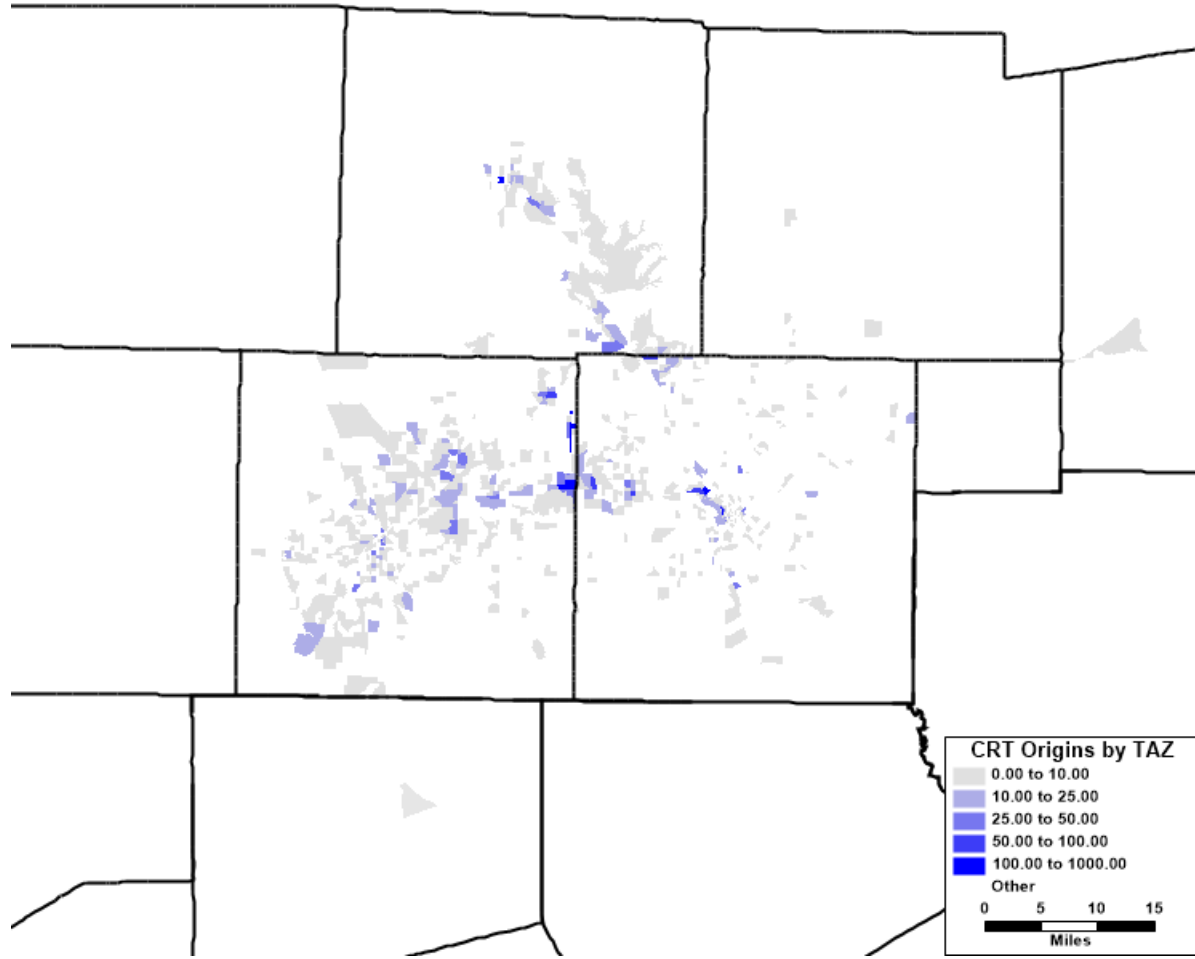


FIGURE 16E: ORIGIN MAP - LIGHT RAIL

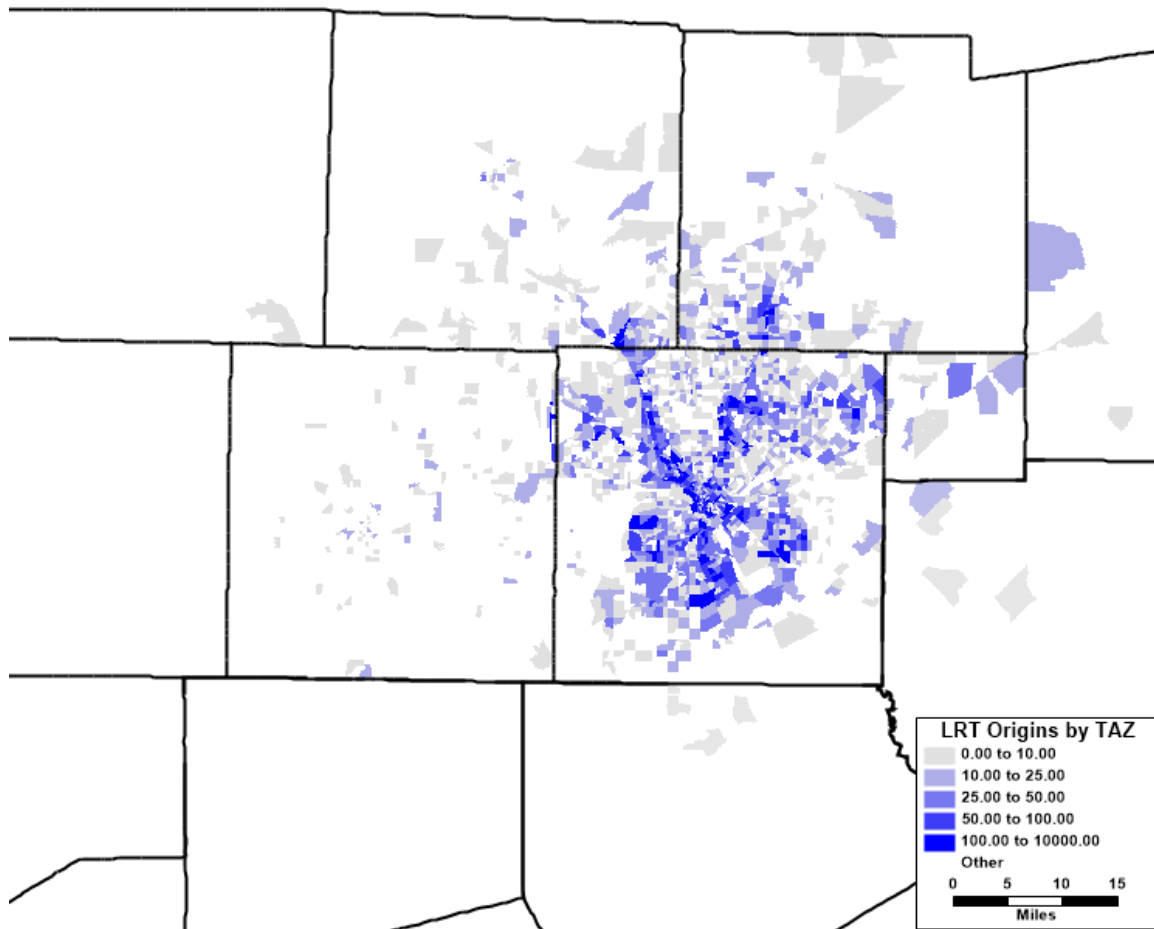
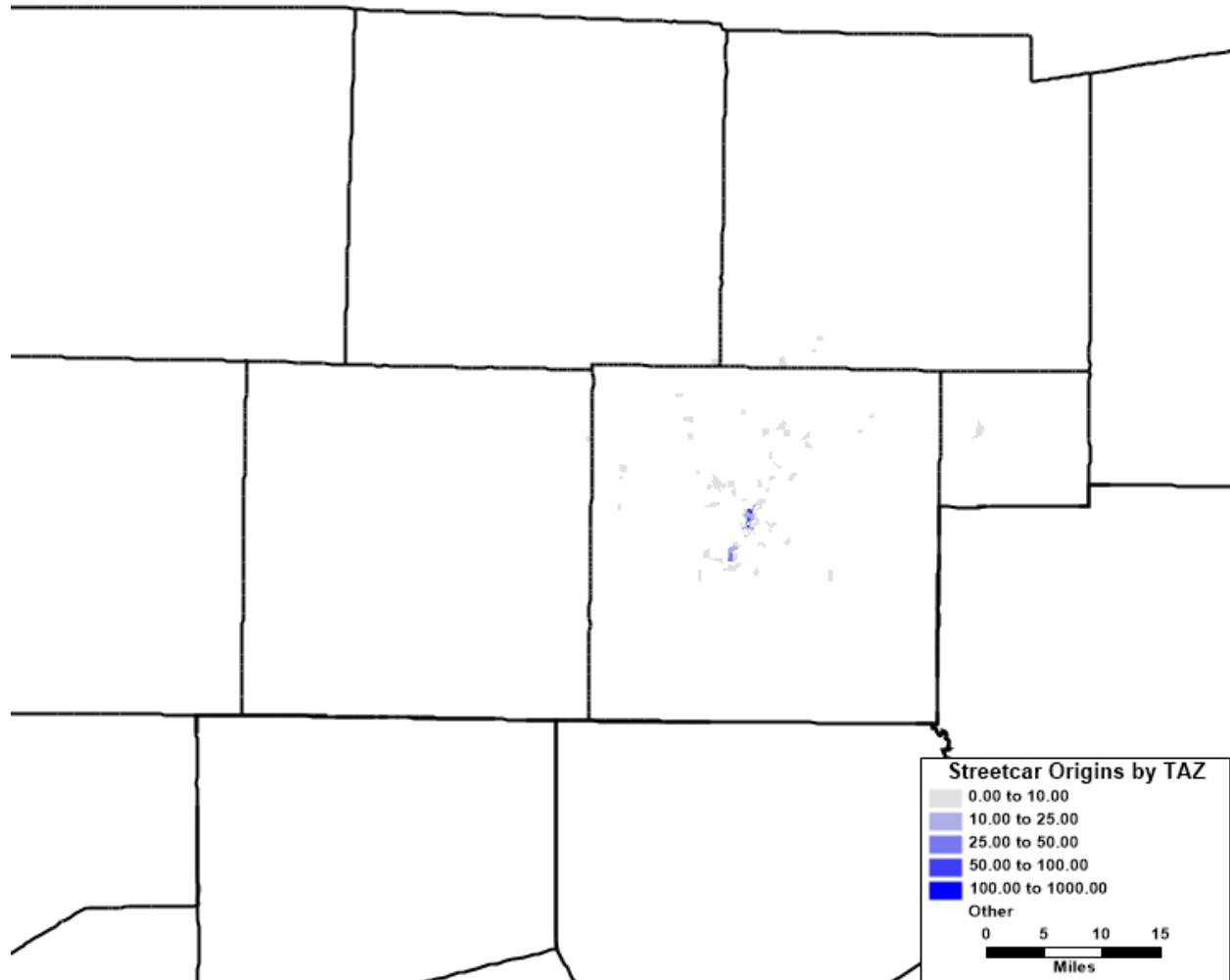


FIGURE 16F: ORIGIN MAP - STREETCAR



Destination Type of Place

TABLE 49A: DESTINATION TYPE OF PLACE – REGIONAL TOTAL

44.3% of respondents indicated that their home was the destination of their trip.

Destination Type of Place	Count	% Count	Weight	% Weight
Your HOME	14492	43.9%	76597	44.3%
Your usual WORKPLACE	8174	24.8%	41714	24.1%
Social visits (friends / relatives)	1708	5.2%	8840	5.1%
College / University (student only)	1594	4.8%	9616	5.6%
Shopping	1362	4.1%	7073	4.1%
Personal business (bank, post office)	1270	3.9%	6686	3.9%
Eating / Dining Out	999	3.0%	5332	3.1%
Medical appointment / Doctor's visit	842	2.6%	4222	2.4%
Other business related	588	1.8%	3204	1.9%
Recreation	534	1.6%	2707	1.6%
Sightseeing	317	1.0%	1657	1.0%
Hotel or Lodging	271	0.8%	1430	0.8%
Airport (airline passenger only)	257	0.8%	1085	0.6%
School (K-12) (student only)	236	0.7%	1244	0.7%
Sporting event	170	0.5%	858	0.5%
Pick up / Drop off someone (daycare, school)	149	0.5%	734	0.4%
Other	13	0.0%	97	0.1%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 49B: DESTINATION TYPE OF PLACE – LOCAL BUS

Destination Type of Place - Local Bus	Count	% Count	Weight	% Weight
Your HOME	8,262	42.6%	45,434	43.4%
Your usual WORKPLACE	4,557	23.5%	23,469	22.4%
College / University (student only)	1,283	6.6%	8,129	7.8%
Shopping	1,087	5.6%	5,666	5.4%
Social visits (friends / relatives)	1,005	5.2%	5,284	5.0%
Personal business (bank, post office)	827	4.3%	4,342	4.1%
Eating / Dining Out	634	3.3%	3,296	3.1%
Medical appointment / Doctor's visit	511	2.6%	2,680	2.6%
Other business related	360	1.9%	2,038	1.9%

Destination Type of Place - Local Bus	Count	% Count	Weight	% Weight
Recreation	279	1.4%	1,468	1.4%
School (K-12) (student only)	187	1.0%	956	0.9%
Sightseeing	122	0.6%	638	0.6%
Pick up / Drop off someone (daycare, school)	123	0.6%	614	0.6%
Hotel or Lodging	92	0.5%	409	0.4%
Airport (airline passenger only)	48	0.2%	211	0.2%
Sporting event	28	0.1%	127	0.1%
Other	6	0.0%	31	0.0%
Total	19,411	100.0%	104,792	100.0%

TABLE 49C: DESTINATION TYPE OF PLACE – EXPRESS BUS

Destination Type of Place - Express Bus	Count	% Count	Weight	% Weight
Your HOME	172	41.3%	670	46.1%
Your usual WORKPLACE	210	50.5%	647	44.5%
Personal business (bank, post office)	7	1.7%	28	1.9%
College / University (student only)	4	1.0%	20	1.4%
Eating / Dining Out	4	1.0%	19	1.3%
Sporting event	3	0.7%	17	1.2%
Recreation	3	0.7%	12	0.8%
Medical appointment / Doctor's visit	3	0.7%	10	0.7%
Shopping	2	0.5%	7	0.5%
Pick up / Drop off someone (daycare, school)	2	0.5%	6	0.4%
Social visits (friends / relatives)	2	0.5%	6	0.4%
Other business related	2	0.5%	5	0.3%
Hotel or Lodging	1	0.2%	4	0.3%
Airport (airline passenger only)	1	0.2%	2	0.1%
Total	416	100.0%	1,452	100.0%

TABLE 49D: DESTINATION TYPE OF PLACE – COMMUTER RAIL

Destination Type of Place - Commuter Rail	Count	% Count	Weight	% Weight
Your HOME	745	43.9%	2,788	43.4%
Your usual WORKPLACE	443	26.1%	1,727	26.9%
College / University (student only)	77	4.5%	327	5.1%
Airport (airline passenger only)	83	4.9%	275	4.3%
Social visits (friends / relatives)	75	4.4%	237	3.7%
Eating / Dining Out	49	2.9%	179	2.8%
Sporting event	34	2.0%	173	2.7%
Personal business (bank, post office)	39	2.3%	159	2.5%
Hotel or Lodging	37	2.2%	153	2.4%
Recreation	32	1.9%	105	1.6%
Shopping	25	1.5%	84	1.3%
Medical appointment / Doctor's visit	21	1.2%	72	1.1%
Other business related	14	0.8%	71	1.1%
Sightseeing	22	1.3%	68	1.1%
Pick up / Drop off someone (daycare, school)	2	0.1%	7	0.1%
Total	1,698	100.0%	6,424	100.0%

TABLE 49E: DESTINATION TYPE OF PLACE – LIGHT RAIL

Destination Type of Place - Light Rail	Count	% Count	Weight	% Weight
Your HOME	5,208	47.0%	27,387	46.2%
Your usual WORKPLACE	2,885	26.1%	15,691	26.5%
Social visits (friends / relatives)	604	5.5%	3,259	5.5%
Personal business (bank, post office)	384	3.5%	2,119	3.6%
Eating / Dining Out	253	2.3%	1,617	2.7%
Medical appointment / Doctor's visit	302	2.7%	1,442	2.4%
Shopping	232	2.1%	1,253	2.1%
College / University (student only)	226	2.0%	1,132	1.9%
Recreation	200	1.8%	1,075	1.8%
Other business related	202	1.8%	1,063	1.8%
Sightseeing	147	1.3%	872	1.5%
Hotel or Lodging	122	1.1%	800	1.3%
Airport (airline passenger only)	125	1.1%	597	1.0%

Destination Type of Place - Light Rail	Count	% Count	Weight	% Weight
Sporting event	102	0.9%	534	0.9%
School (K-12) (student only)	49	0.4%	288	0.5%
Pick up / Drop off someone (daycare, school)	22	0.2%	108	0.2%
Other	7	0.1%	66	0.1%
Total	11,070	100.0%	59,303	100.0%

TABLE 49F: DESTINATION TYPE OF PLACE – STREETCAR

Destination Type of Place - Streetcar	Count	% Count	Weight	% Weight
Your HOME	105	27.6%	318	28.4%
Eating / Dining Out	59	15.5%	221	19.7%
Your usual WORKPLACE	79	20.7%	180	16.1%
Sightseeing	26	6.8%	78	7.0%
Shopping	16	4.2%	64	5.7%
Hotel or Lodging	19	5.0%	63	5.6%
Social visits (friends / relatives)	22	5.8%	54	4.8%
Recreation	20	5.2%	46	4.1%
Personal business (bank, post office)	13	3.4%	37	3.3%
Other business related	10	2.6%	27	2.4%
Medical appointment / Doctor's visit	5	1.3%	18	1.6%
College / University (student only)	4	1.0%	9	0.8%
Sporting event	3	0.8%	7	0.7%
Total	381	100.0%	1,123	100.0%

Destination Map

FIGURE 17A: DESTINATION MAP - REGIONAL

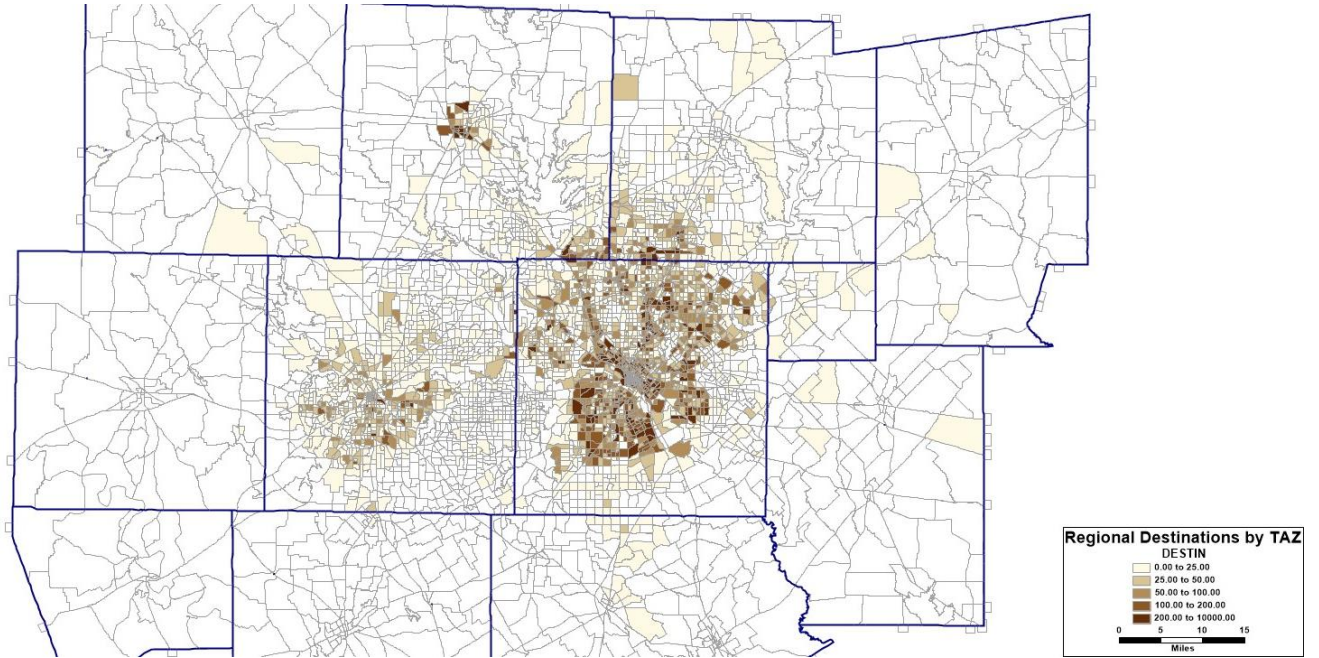


FIGURE 17B: DESTINATION MAP - LOCAL BUS

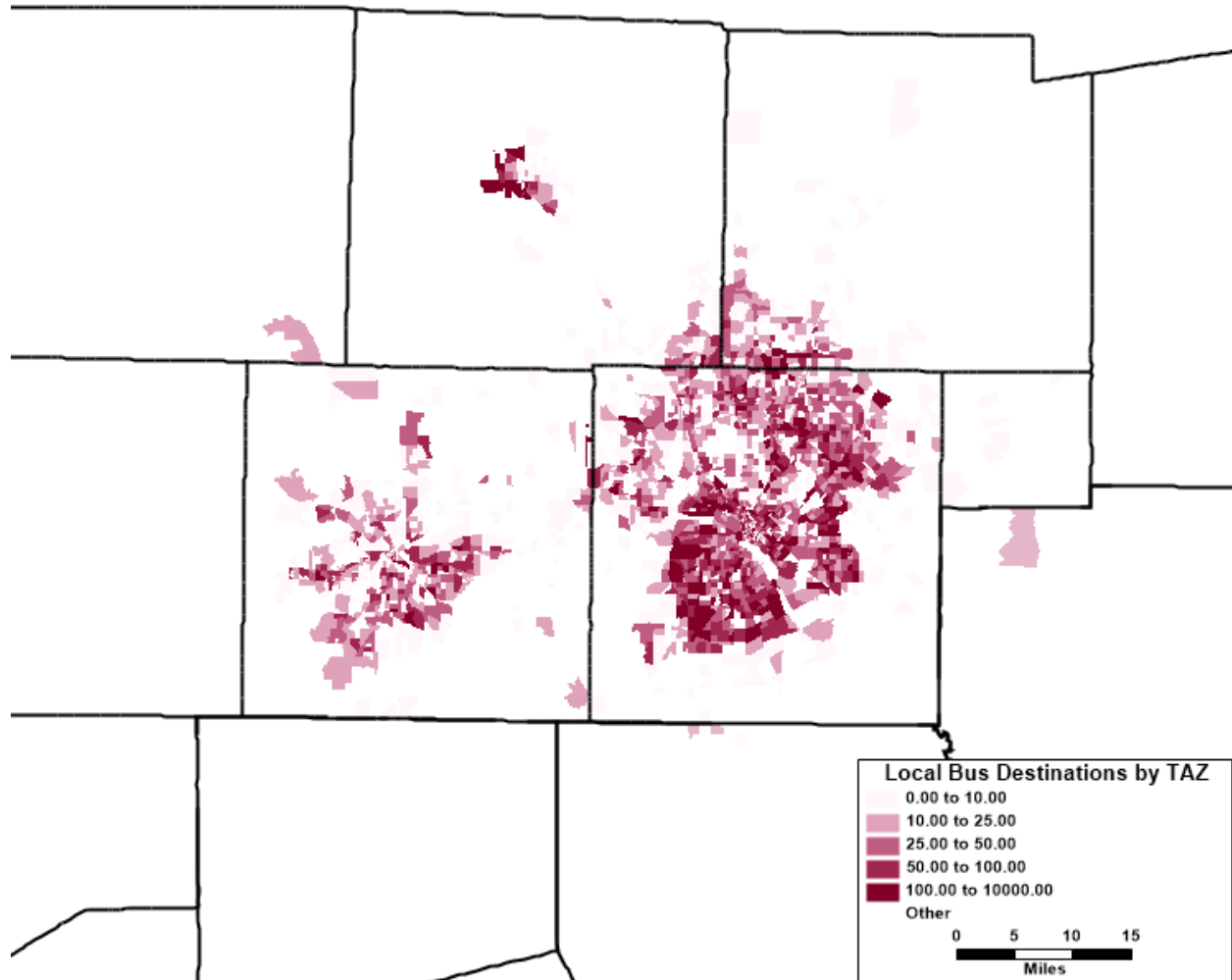


FIGURE 17C: DESTINATION MAP - EXPRESS BUS

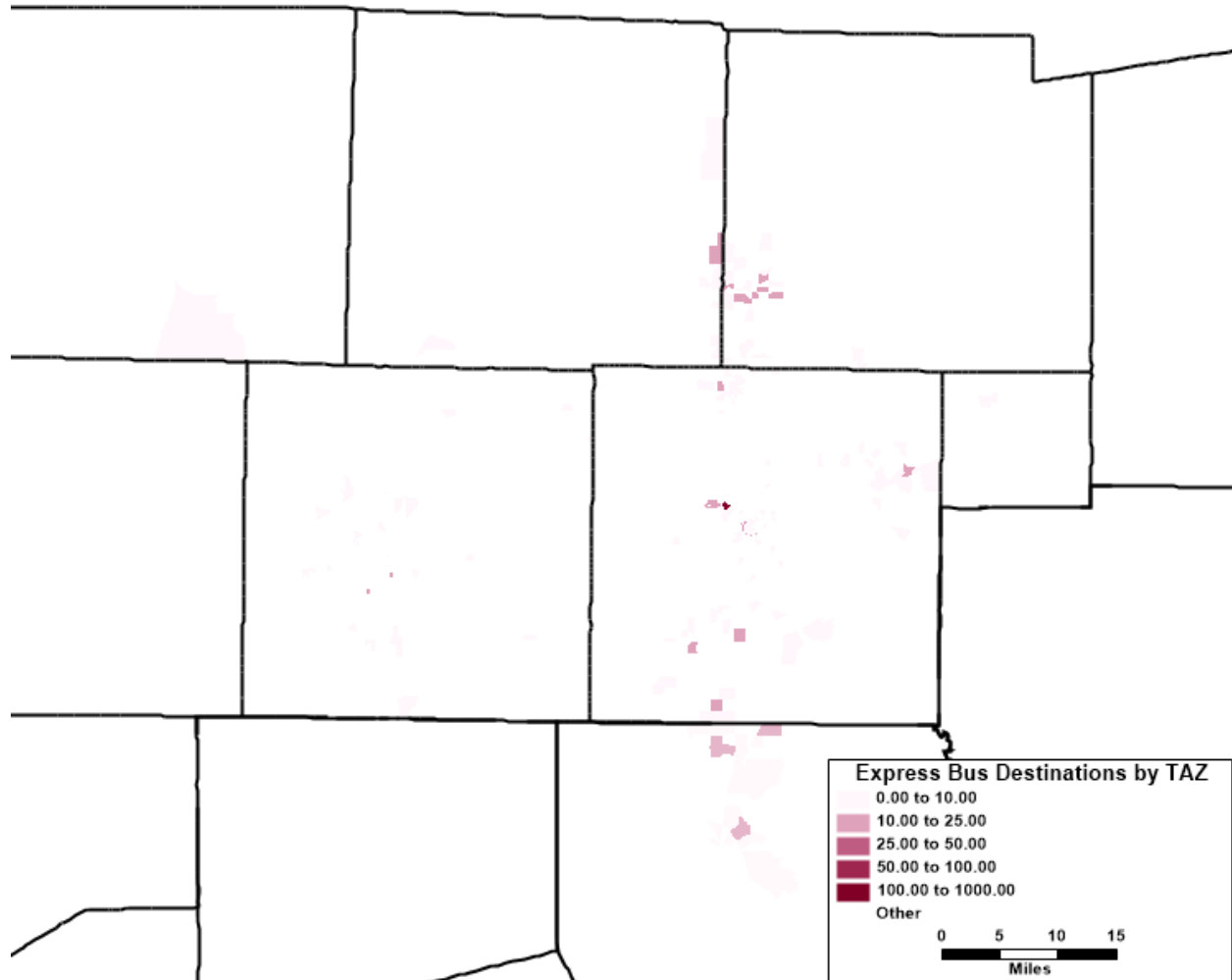


FIGURE 17D: DESTINATION MAP - COMMUTER RAIL

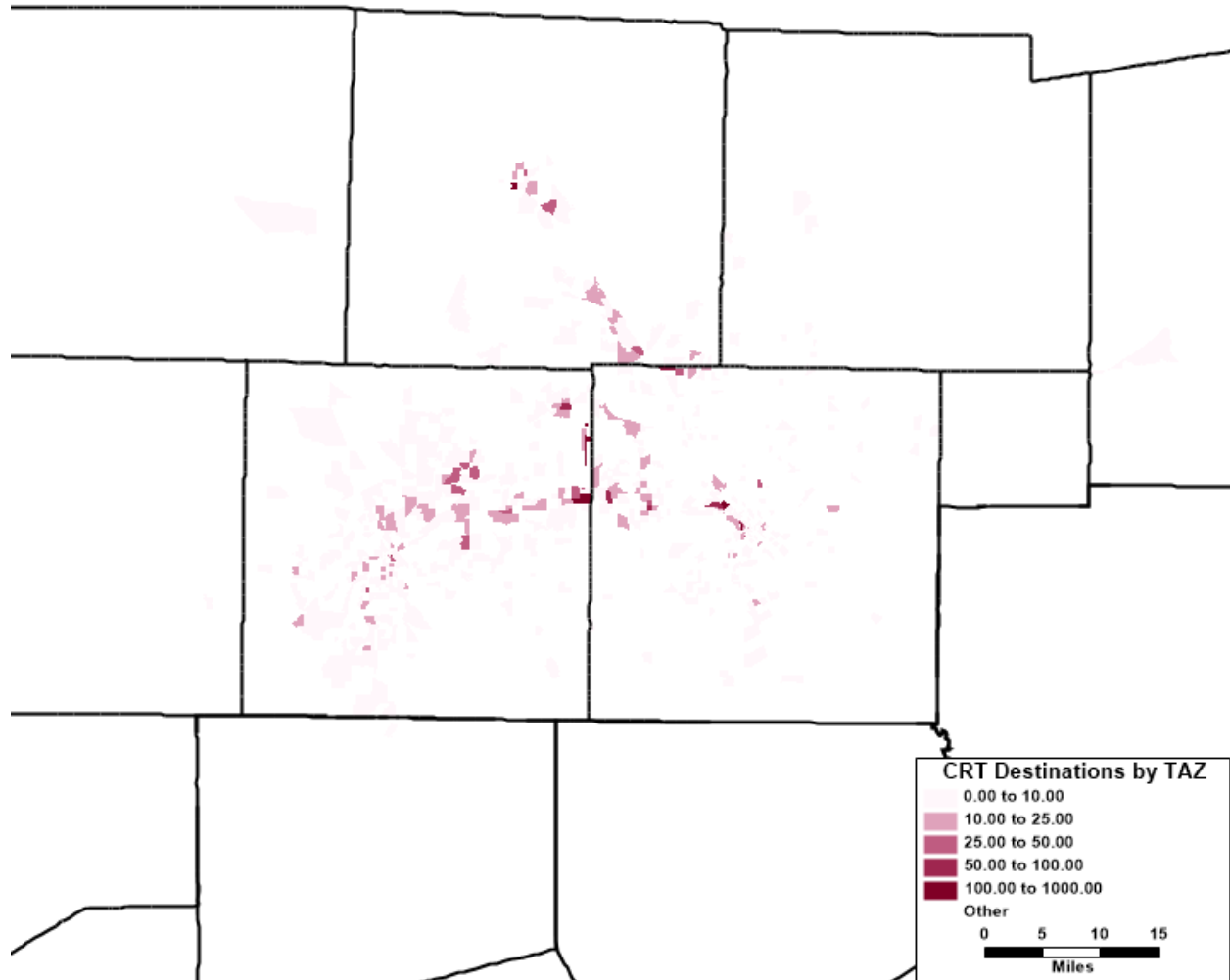


FIGURE 17E: DESTINATION MAP - LIGHT RAIL

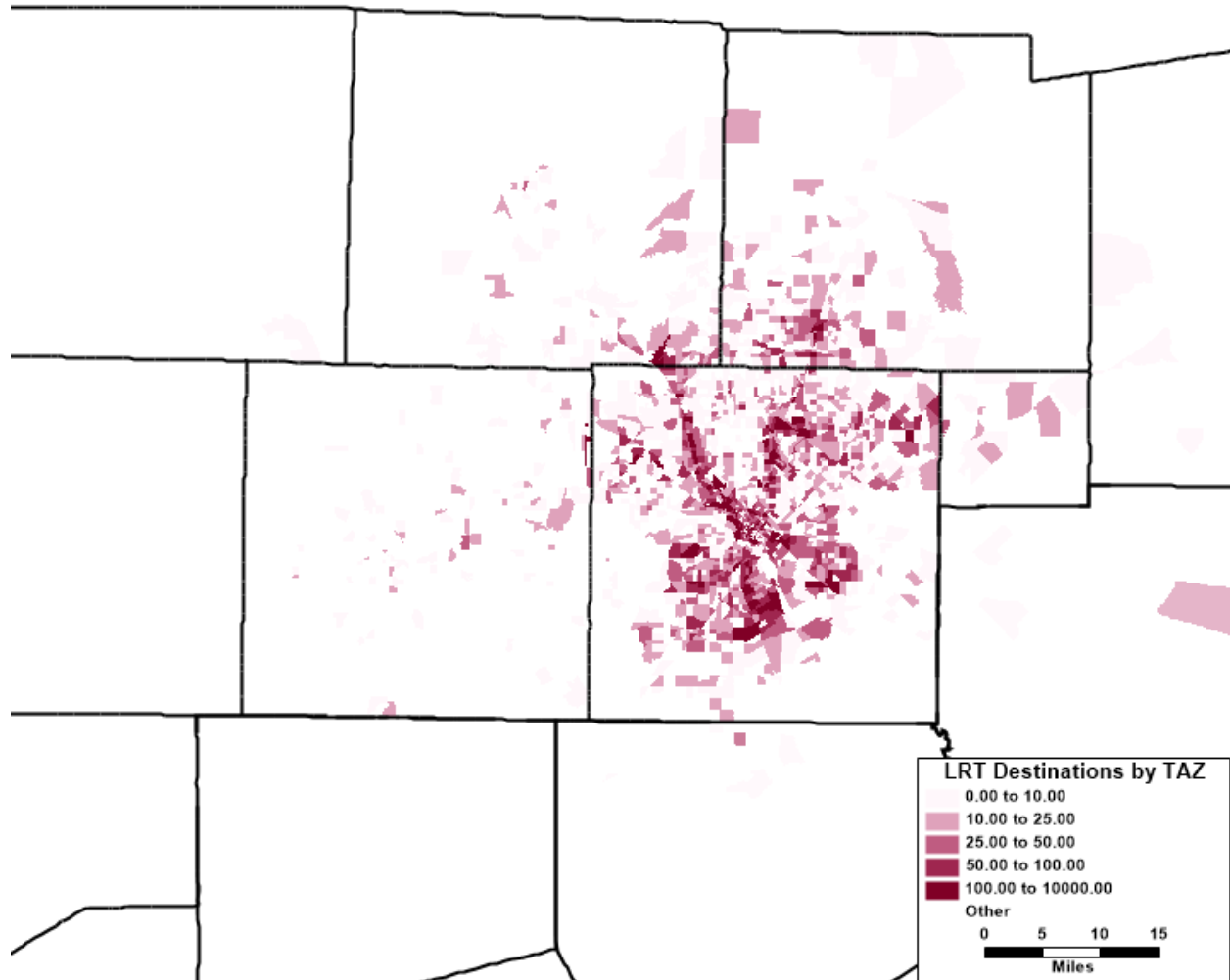
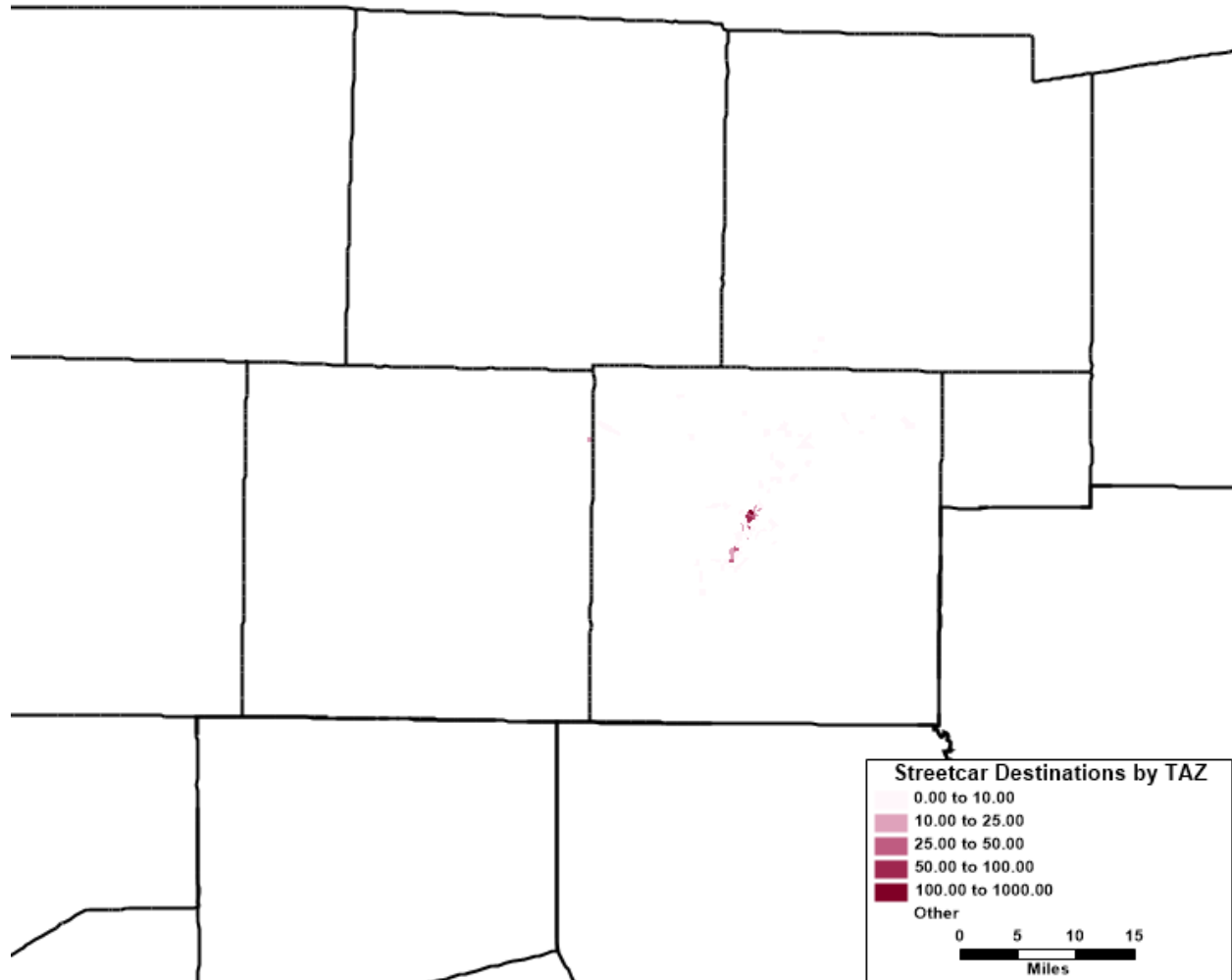


FIGURE 17F: DESTINATION MAP - STREETCAR



Access Mode

TABLE 50A: ACCESS MODE - REGIONAL TOTAL

87.8% of respondents said that they walked from their Origin to the first bus or train of their one-way trip.

How did you get from your Origin (Access Mode)	Count	% Count	Weight	% Weight
Walk	28,696	87.0%	152,028	87.8%
Was dropped off by someone going someplace else	1,543	4.7%	7,807	4.5%
Drove alone and parked	1,075	3.3%	4,894	2.8%
Uber, Lyft, etc.	522	1.6%	2,664	1.5%
Personal Bike	505	1.5%	2,607	1.5%
Drove or rode with others and parked	297	0.9%	1,383	0.8%
Wheelchair	203	0.6%	1,045	0.6%
Electric Scooter	74	0.2%	334	0.2%
Other	26	0.1%	145	0.1%
Bike Share	19	0.1%	107	0.1%
Taxi	16	0.0%	80	0.0%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 50B: ACCESS MODE – LOCAL BUS

How did you get from your Origin (Access Mode) - Local Bus	Count	% Count	Weight	% Weight
Walk	17,918	92.3%	97,226	92.8%
Was dropped off by someone going someplace else	606	3.1%	3,192	3.0%
Personal Bike	224	1.2%	1,169	1.1%
Drove alone and parked	260	1.3%	1,079	1.0%
Uber, Lyft, etc.	154	0.8%	810	0.8%
Wheelchair	132	0.7%	671	0.6%
Drove or rode with others and parked	56	0.3%	324	0.3%
Electric Scooter	25	0.1%	127	0.1%
Other	22	0.1%	118	0.1%
Taxi	7	0.0%	41	0.0%
Bike Share	7	0.0%	35	0.0%
Total	19,411	100.0%	104,792	100.0%

TABLE 50C: ACCESS MODE – EXPRESS BUS

How did you get from your Origin (Access Mode) - Express Bus	Count	% Count	Weight	% Weight
Walk	251	60.3%	936	64.5%
Drove alone and parked	128	30.8%	390	26.9%
Was dropped off by someone going someplace else	17	4.1%	54	3.7%
Uber, Lyft, etc.	9	2.2%	34	2.3%
Personal Bike	5	1.2%	19	1.3%
Electric Scooter	3	0.7%	12	0.8%
Drove or rode with others and parked	3	0.7%	6	0.4%
Total	416	100.0%	1,452	100.0%

TABLE 50D: ACCESS MODE – COMMUTER RAIL

How did you get from your Origin (Access Mode) - Commuter Rail	Count	% Count	Weight	% Weight
Walk	1,003	59.1%	3,792	59.0%
Drove alone and parked	230	13.5%	946	14.7%
Was dropped off by someone going someplace else	213	12.5%	729	11.3%
Drove or rode with others and parked	94	5.5%	371	5.8%
Personal Bike	66	3.9%	285	4.4%
Uber, Lyft, etc.	74	4.4%	249	3.9%
Electric Scooter	8	0.5%	23	0.4%
Bike Share	5	0.3%	14	0.2%
Wheelchair	4	0.2%	13	0.2%
Taxi	1	0.1%	2	0.0%
Total	1,698	100.0%	6,424	100.0%

TABLE 50E: ACCESS MODE – LIGHT RAIL

How did you get from your Origin (Access Mode) - Light Rail	Count	% Count	Weight	% Weight
Walk	9,1676	82.8%	49,015	82.7%
Was dropped off by someone going someplace else	699	6.3%	3,797	6.4%
Drove alone and parked	452	4.1%	2,468	4.2%
Uber, Lyft, etc.	284	2.6%	1,569	2.6%
Personal Bike	209	1.9%	1,132	1.9%
Drove or rode with others and parked	137	1.2%	670	1.1%
Wheelchair	67	0.6%	362	0.6%
Electric Scooter	37	0.3%	170	0.3%
Bike Share	7	0.1%	57	0.1%
Taxi	8	0.1%	37	0.1%
Other	4	0.0%	27	0.0%
Total	11,070	100.0%	59,303	100.0%

TABLE 50F: ACCESS MODE – STREETCAR

How did you get from your Origin (Access Mode) - Streetcar	Count	% Count	Weight	% Weight
Walk	358	94.0%	1,060	94.4%
Was dropped off by someone going someplace else	8	2.1%	34	3.0%
Drove or rode with others and parked	7	1.8%	12	1.1%
Drove alone and parked	5	1.3%	10	0.9%
Uber, Lyft, etc.	1	0.3%	3	0.2%
Personal Bike	1	0.3%	3	0.2%
Electric Scooter	1	0.3%	2	0.2%
Total	381	100.0%	1,123	100.0%

Access Walk Distance

TABLE 51A: ACCESS WALK DISTANCE – REGIONAL TOTAL

Of those respondents who said that they walked from their Origin to the first bus or train of their one-way trip, 64.9% walked 5 minutes or less.

How far did you walk from origin? (In minutes)	Count	% Count	Weight	% Weight
5 minutes or less	18,656	65.0%	98,706	64.9%
6-10 minutes	6,040	21.0%	32,553	21.4%
11-20 minutes	3,170	11.0%	16,560	10.9%
21-30 minutes	616	2.1%	3,141	2.1%
More than 30 minutes	212	0.7%	1,059	0.7%
Not Provided	2	0.0%	9	0.0%
Grand Total	28,696	100.0%	152,028	100.0%

TABLE 51B: ACCESS WALK DISTANCE – LOCAL BUS

How far did you walk from origin? (In minutes) - Local Bus	Count	% Count	Weight	% Weight
5 minutes or less	12,446	69.5%	67,583	69.5%
6-10 minutes	3,646	20.3%	19,932	20.5%
11-20 minutes	1,499	8.4%	7,979	8.2%
21-30 minutes	231	1.3%	1,240	1.3%
More than 30 minutes	94	0.5%	482	0.5%
Not Provided	2	0.0%	9	0.0%
Total	17,919	100.0%	97,232	100.0%

TABLE 51C: ACCESS WALK DISTANCE – EXPRESS BUS

How far did you walk from origin? (In minutes) - Express Bus	Count	% Count	Weight	% Weight
5 minutes or less	190	75.7%	701	74.9%
6-10 minutes	42	16.7%	161	17.2%
11-20 minutes	13	5.2%	52	5.6%
21-30 minutes	4	1.6%	14	1.5%
More than 30 minutes	2	0.8%	8	0.9%
Total	251	100.0%	936	100.0%

TABLE 51D: ACCESS WALK DISTANCE – COMMUTER RAIL

How far did you walk from origin? (In minutes) - Commuter Rail	Count	% Count	Weight	% Weight
5 minutes or less	470	46.9%	1,726	45.5%
6-10 minutes	290	28.9%	1,101	29.0%
11-20 minutes	162	16.2%	636	16.8%
21-30 minutes	41	4.1%	152	4.0%
More than 30 minutes	40	4.0%	177	4.7%
Total	1,003	100.0%	3,792	100.0%

TABLE 51E: ACCESS WALK DISTANCE – LIGHT RAIL

How far did you walk from origin? (In minutes) - Light Rail	Count	% Count	Weight	% Weight
5 minutes or less	5,283	57.6%	27,903	56.9%
6-10 minutes	1,991	21.7%	11,137	22.7%
11-20 minutes	1,481	16.2%	7,855	16.0%
21-30 minutes	337	3.7%	1,730	3.5%
More than 30 minutes	74	0.8%	389	0.8%
Total	9,167	100.0%	49,018	100.0%

TABLE 51F: ACCESS WALK DISTANCE – STREETCAR

How far did you walk from origin? (In minutes) - Streetcar	Count	% Count	Weight	% Weight
5 minutes or less	267	74.6%	792	74.8%
6-10 minutes	71	19.8%	222	21.0%
11-20 minutes	15	4.2%	37	3.5%
21-30 minutes	3	0.8%	5	0.5%
More than 30 minutes	2	0.6%	3	0.3%
Total	358	100.0%	1,060	100.0%

Boarding Time

TABLE 52A: BOARDING TIME – REGIONAL TOTAL

7.6% of respondents indicated that they boarded the bus or train between 4:00pm and 5:00pm.

What time did you BOARD this transit vehicle?	Count	% Count	Weight	% Weight
Before 6:30 am	2178	6.6%	11094	6.4%
6:30 am - 7:00 am	989	3.0%	5069	2.9%
7:00 am - 8:00 am	2045	6.2%	10078	5.8%
8:00 am - 9:00 am	2078	6.3%	10517	6.1%
9:00 am - 10:00 am	1765	5.4%	8884	5.1%
10:00 am - 11:00 am	1930	5.9%	9593	5.5%
11:00 am - 12:00 noon	1794	5.4%	8842	5.1%
12:00 noon - 1:00 pm	2075	6.3%	10677	6.2%
1:00 pm - 2:00 pm	2098	6.4%	11095	6.4%
2:00 pm - 3:00 pm	1927	5.8%	10100	5.8%
3:00 pm - 4:00 pm	2306	7.0%	12855	7.4%
4:00 pm - 5:00 pm	2353	7.1%	13232	7.6%
5:00 pm - 6:00 pm	2268	6.9%	12334	7.1%
6:00 pm - 7:00 pm	1991	6.0%	11061	6.4%
7:00 pm - 8:00 pm	1895	5.7%	10316	6.0%
8:00 pm - 9:00 pm	1517	4.6%	8081	4.7%
9:00 pm - 10:00 pm	830	2.5%	4381	2.5%
10:00 pm - 11:00 pm	572	1.7%	2992	1.7%
11:00 pm and later	365	1.1%	1892	1.1%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 52B: BOARDING TIME – LOCAL BUS

What time did you BOARD this transit vehicle? - Local Bus	Count	% Count	Weight	% Weight
Before 6:30 am	1,130	5.8%	6,061	5.8%
6:30 am - 7:00 am	542	2.8%	2,747	2.6%
7:00 am - 8:00 am	1,202	6.2%	5,795	5.5%
8:00 am - 9:00 am	1,293	6.7%	6,661	6.4%
9:00 am - 10:00 am	1,153	5.9%	5,746	5.5%
10:00 am - 11:00 am	1,314	6.8%	6,519	6.2%
11:00 am - 12:00 noon	1,197	6.2%	5,925	5.7%

What time did you BOARD this transit vehicle? - Local Bus	Count	% Count	Weight	% Weight
12:00 noon - 1:00 pm	1,348	6.9%	6,951	6.6%
1:00 pm - 2:00 pm	1,410	7.3%	7,649	7.3%
2:00 pm - 3:00 pm	1,219	6.3%	6,465	6.2%
3:00 pm - 4:00 pm	1,376	7.1%	8,209	7.8%
4:00 pm - 5:00 pm	1,279	6.6%	7,849	7.5%
5:00 pm - 6:00 pm	1,207	6.2%	7,030	6.7%
6:00 pm - 7:00 pm	996	5.1%	6,075	5.8%
7:00 pm - 8:00 pm	1,071	5.5%	6,128	5.8%
8:00 pm - 9:00 pm	833	4.3%	4,620	4.4%
9:00 pm - 10:00 pm	439	2.3%	2,287	2.2%
10:00 pm - 11:00 pm	254	1.3%	1,340	1.3%
11:00 pm and later	148	0.8%	737	0.7%
Total	19,411	100.0%	104,792	100.0%

TABLE 52C: BOARDING TIME – EXPRESS BUS

What time did you BOARD this transit vehicle? - Express Bus	Count	% Count	Weight	% Weight
Before 6:30 am	93	22.4%	254	17.5%
6:30 am - 7:00 am	44	10.6%	125	8.6%
7:00 am - 8:00 am	63	15.1%	190	13.1%
8:00 am - 9:00 am	48	11.5%	147	10.1%
9:00 am - 10:00 am	2	0.5%	9	0.6%
12:00 noon - 1:00 pm	1	0.2%	2	0.1%
2:00 pm - 3:00 pm	8	1.9%	29	2.0%
3:00 pm - 4:00 pm	38	9.1%	158	10.9%
4:00 pm - 5:00 pm	42	10.1%	176	12.2%
5:00 pm - 6:00 pm	41	9.9%	194	13.4%
6:00 pm - 7:00 pm	27	6.5%	135	9.3%
7:00 pm - 8:00 pm	7	1.7%	22	1.5%
8:00 pm - 9:00 pm	2	0.5%	12	0.8%
Total	416	100.0%	1,452	100.0%

TABLE 52D: BOARDING TIME – COMMUTER RAIL

What time did you BOARD this transit vehicle? - Commuter Rail	Count	% Count	Weight	% Weight
Before 6:30 am	166	9.8%	617	9.6%
6:30 am - 7:00 am	44	2.6%	221	3.4%
7:00 am - 8:00 am	101	5.9%	469	7.3%
8:00 am - 9:00 am	94	5.5%	428	6.7%
9:00 am - 10:00 am	70	4.1%	226	3.5%
10:00 am - 11:00 am	88	5.2%	263	4.1%
11:00 am - 12:00 noon	79	4.7%	255	4.0%
12:00 noon - 1:00 pm	77	4.5%	260	4.0%
1:00 pm - 2:00 pm	92	5.4%	276	4.3%
2:00 pm - 3:00 pm	98	5.8%	326	5.1%
3:00 pm - 4:00 pm	127	7.5%	544	8.5%
4:00 pm - 5:00 pm	139	8.2%	608	9.5%
5:00 pm - 6:00 pm	128	7.5%	498	7.8%
6:00 pm - 7:00 pm	122	7.2%	536	8.3%
7:00 pm - 8:00 pm	105	6.2%	348	5.4%
8:00 pm - 9:00 pm	62	3.7%	227	3.5%
9:00 pm - 10:00 pm	49	2.9%	164	2.6%
10:00 pm - 11:00 pm	50	2.9%	135	2.1%
11:00 pm and later	7	0.4%	22	0.3%
Total	1,698	100.0%	6,424	100.0%

TABLE 52E: BOARDING TIME – LIGHT RAIL

What time did you BOARD this transit vehicle? - Light Rail	Count	% Count	Weight	% Weight
Before 6:30 am	783	7.1%	4,150	7.0%
6:30 am - 7:00 am	355	3.2%	1,970	3.3%
7:00 am - 8:00 am	667	6.0%	3,601	6.1%
8:00 am - 9:00 am	620	5.6%	3,235	5.5%
9:00 am - 10:00 am	520	4.7%	2,851	4.8%
10:00 am - 11:00 am	505	4.6%	2,744	4.6%
11:00 am - 12:00 noon	497	4.5%	2,611	4.4%

What time did you BOARD this transit vehicle? - Light Rail	Count	% Count	Weight	% Weight
12:00 noon - 1:00 pm	622	5.6%	3,352	5.7%
1:00 pm - 2:00 pm	573	5.2%	3,076	5.2%
2:00 pm - 3:00 pm	591	5.3%	3,242	5.5%
3:00 pm - 4:00 pm	736	6.6%	3,863	6.5%
4:00 pm - 5:00 pm	865	7.8%	4,521	7.6%
5:00 pm - 6:00 pm	859	7.8%	4,507	7.6%
6:00 pm - 7:00 pm	818	7.4%	4,242	7.2%
7:00 pm - 8:00 pm	672	6.1%	3,684	6.2%
8:00 pm - 9:00 pm	588	5.3%	3,133	5.3%
9:00 pm - 10:00 pm	331	3.0%	1,895	3.2%
10:00 pm - 11:00 pm	259	2.3%	1,495	2.5%
11:00 pm and later	209	1.9%	1,132	1.9%
Total	11,070	100.0%	59,303	100.0%

TABLE 52F: BOARDING TIME – STREETCAR

What time did you BOARD this transit vehicle? - Streetcar	Count	% Count	Weight	% Weight
Before 6:30 am	6	1.6%	12	1.1%
6:30 am - 7:00 am	4	1.0%	7	0.6%
7:00 am - 8:00 am	12	3.1%	24	2.1%
8:00 am - 9:00 am	23	6.0%	47	4.2%
9:00 am - 10:00 am	20	5.2%	52	4.6%
10:00 am - 11:00 am	23	6.0%	67	6.0%
11:00 am - 12:00 noon	21	5.5%	51	4.5%
12:00 noon - 1:00 pm	27	7.1%	113	10.1%
1:00 pm - 2:00 pm	23	6.0%	95	8.4%
2:00 pm - 3:00 pm	11	2.9%	38	3.3%
3:00 pm - 4:00 pm	29	7.6%	82	7.3%
4:00 pm - 5:00 pm	28	7.3%	77	6.9%
5:00 pm - 6:00 pm	33	8.7%	104	9.3%
6:00 pm - 7:00 pm	28	7.3%	73	6.5%
7:00 pm - 8:00 pm	40	10.5%	134	11.9%
8:00 pm - 9:00 pm	32	8.4%	90	8.0%

What time did you BOARD this transit vehicle? - Streetcar	Count	% Count	Weight	% Weight
9:00 pm - 10:00 pm	11	2.9%	35	3.1%
10:00 pm - 11:00 pm	9	2.4%	22	2.0%
11:00 pm and later	1	0.3%	2	0.2%
Total	381	100.0%	1,123	100.0%

Wait Time

TABLE 53A: WAIT TIME – REGIONAL TOTAL

Half (50.1%) of respondents said that they waited for five minutes or less for their bus/train to arrive.

How long (in minutes) were you waiting at the bus stop for this bus/train to arrive?	Count	% Count	Weight	% Weight
5 minutes or less	16,486	50.0%	86,676	50.1%
6-10 minutes	12,005	36.4%	63,506	36.7%
11-20 minutes	3600	10.9%	18421	10.6%
21-30 minutes	643	1.9%	3298	1.9%
More than 30 minutes	242	0.7%	1193	0.7%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 53B: WAIT TIME – LOCAL BUS

How long (in minutes) were you waiting at the bus stop for this bus/train to arrive? - Local Bus	Count	% Count	Weight	% Weight
5 minutes or less	9,790	50.4%	52,940	50.5%
6-10 minutes	7,043	36.3%	38,000	36.3%
11-20 minutes	2,048	10.6%	11,063	10.6%
21-30 minutes	387	2.0%	2,091	2.0%
More than 30 minutes	143	0.7%	699	0.7%
Total	19,411	100.0%	104,792	100.0%

TABLE 53C: WAIT TIME – EXPRESS BUS

How long (in minutes) were you waiting at the bus stop for this bus/train to arrive? - Express Bus	Count	% Count	Weight	% Weight
5 minutes or less	300	72.1%	1,026	70.6%
6-10 minutes	84	20.2%	296	20.4%
11-20 minutes	25	6.0%	108	7.4%
21-30 minutes	4	1.0%	14	1.0%
More than 30 minutes	3	0.7%	9	0.6%
Total	416	100.0%	1,452	100.0%

TABLE 53D: WAIT TIME – COMMUTER RAIL

How long (in minutes) were you waiting at the bus stop for this bus/train to arrive? - Commuter Rail	Count	% Count	Weight	% Weight
5 minutes or less	668	39.3%	2,538	39.5%
6-10 minutes	571	33.6%	2,218	34.5%
11-20 minutes	345	20.3%	1,245	19.4%
21-30 minutes	81	4.8%	306	4.8%
More than 30 minutes	33	1.9%	117	1.8%
Total	1,698	100.0%	6,424	100.0%

TABLE 53E: WAIT TIME – LIGHT RAIL

How long (in minutes) were you waiting at the bus stop for this bus/train to arrive? - Light Rail	Count	% Count	Weight	% Weight
5 minutes or less	5,488	49.6%	29,452	49.7%
6-10 minutes	4,203	38.0%	22,704	38.3%
11-20 minutes	1,146	10.4%	5,893	9.9%
21-30 minutes	170	1.5%	885	1.5%
More than 30 minutes	63	0.6%	369	0.6%
Total	11,070	100.0%	59,303	100.0%

TABLE 53F: WAIT TIME – STREETCAR

How long (in minutes) were you waiting at the bus stop for this bus/train to arrive? - Streetcar	Count	% Count	Weight	% Weight
5 minutes or less	240	63.0%	720	64.1%
6-10 minutes	104	27.3%	290	25.8%
11-20 minutes	36	9.4%	112	9.9%
21-30 minutes	1	0.3%	2	0.2%
Total	381	100.0%	1,123	100.0%

Egress Mode

TABLE 54A: EGRESS MODE – REGIONAL TOTAL

88.6% of respondents said that they walked to their destination after disembarking their bus or train.

How did you get to your destination? (Egress Mode)	Count	% Count	Weight	% Weight
Walk	29,007	88.0%	153,381	88.6%
Get in a parked vehicle and drive alone	1,187	3.6%	5,421	3.1%
Be picked up by someone going someplace else	1,000	3.0%	5,387	3.1%
Uber, Lyft, etc.	495	1.5%	2,675	1.5%
Personal Bike	492	1.5%	2,555	1.5%
Get in a parked vehicle and drive / ride with others	444	1.3%	1,907	1.1%
Wheelchair	212	0.6%	1,097	0.6%
Electric Scooter	72	0.2%	344	0.2%
Other	28	0.1%	128	0.1%
Bike Share	20	0.1%	118	0.1%
Taxi	19	0.1%	82	0.0%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 54B: EGRESS MODE – LOCAL BUS

How did you get to your destination? (Egress Mode) - Local Bus	Count	% Count	Weight	% Weight
Walk	18,185	93.7%	98,456	94.0%
Be picked up by someone going someplace else	344	1.8%	2,012	1.9%
Personal Bike	206	1.1%	1,096	1.0%
Get in a parked vehicle and drive alone	242	1.2%	1,037	1.0%
Wheelchair	139	0.7%	713	0.7%
Uber, Lyft, etc.	130	0.7%	640	0.6%
Get in a parked vehicle and drive / ride with others	109	0.6%	543	0.5%
Electric Scooter	24	0.1%	132	0.1%
Other	21	0.1%	102	0.1%
Bike Share	7	0.0%	40	0.0%
Taxi	4	0.0%	22	0.0%
Total	19,411	100.0%	104,792	100.0%

TABLE 54C: EGRESS MODE – EXPRESS BUS

How did you get to your destination? (Egress Mode) - Express Bus	Count	% Count	Weight	% Weight
Walk	280	67.3%	925	63.7%
Get in a parked vehicle and drive alone	107	25.7%	409	28.2%
Be picked up by someone going someplace else	13	3.1%	55	3.8%
Uber, Lyft, etc.	6	1.4%	23	1.6%
Personal Bike	4	1.0%	15	1.1%
Get in a parked vehicle and drive / ride with others	2	0.5%	11	0.7%
Electric Scooter	2	0.5%	8	0.5%
Taxi	1	0.2%	3	0.2%
Other	1	0.2%	2	0.2%
Total	416	100.0%	1,452	100.0%

TABLE 54D: EGRESS MODE – COMMUTER RAIL

How did you get to your destination? (Egress Mode) - Commuter Rail	Count	% Count	Weight	% Weight
Walk	1,009	59.4%	3,911	60.9%
Get in a parked vehicle and drive alone	255	15.0%	913	14.2%
Get in a parked vehicle and drive / ride with others	144	8.5%	472	7.4%
Be picked up by someone going someplace else	124	7.3%	468	7.3%
Personal Bike	69	4.1%	312	4.9%
Uber, Lyft, etc.	77	4.5%	274	4.3%
Electric Scooter	8	0.5%	25	0.4%
Bike Share	4	0.2%	17	0.3%
Wheelchair	4	0.2%	15	0.2%
Taxi	3	0.2%	13	0.2%
Other	1	0.1%	2	0.0%
Total	1,698	100.0%	6,424	100.0%

TABLE 54E: EGRESS MODE – LIGHT RAIL

How did you get to your destination? (Egress Mode) - Light Rail	Count	% Count	Weight	% Weight
Walk	9,168	82.8%	49,029	82.7%
Get in a parked vehicle and drive alone	580	5.2%	3,050	5.1%
Be picked up by someone going someplace else	517	4.7%	2,846	4.8%
Uber, Lyft, etc.	279	2.5%	1,727	2.9%
Personal Bike	212	1.9%	1,129	1.9%
Get in a parked vehicle and drive / ride with others	183	1.7%	852	1.4%
Wheelchair	69	0.6%	368	0.6%
Electric Scooter	38	0.3%	179	0.3%
Bike Share	9	0.1%	60	0.1%
Taxi	11	0.1%	44	0.1%
Other	4	0.0%	19	0.0%
Total	11,070	100.0%	59,303	100.0%

TABLE 54F: EGRESS MODE – STREETCAR

How did you get to your destination? (Egress Mode) - Streetcar	Count	% Count	Weight	% Weight
Walk	365	95.8%	1,059	94.3%
Get in a parked vehicle and drive / ride with others	6	1.6%	30	2.7%
Get in a parked vehicle and drive alone	3	0.8%	12	1.0%
Uber, Lyft, etc.	3	0.8%	10	0.9%
Be picked up by someone going someplace else	2	0.5%	5	0.5%
Other	1	0.3%	4	0.3%
Personal Bike	1	0.3%	3	0.2%
Total	381	100.0%	1,123	100.0%

Egress Walk Distance

TABLE 55A: EGRESS WALK DISTANCE – REGIONAL TOTAL

Of the respondents who indicated that they walked to their destination, 65.2% of them had a walk of five minutes or less.

How far did you walk to destination? (in minutes)	Count	% Count	Weight	% Weight
5 minutes or less	18,885	65.1%	99,940	65.2%
6-10 minutes	5,797	20.0%	31,243	20.4%
11-20 minutes	3,175	10.9%	16,402	10.7%
21-30 minutes	852	2.9%	4,303	2.8%
More than 30 minutes	297	1.0%	1,482	1.0%
Not Provided	1	0.0%	5	0.0%
Grand Total	29,008	100.0%	153,384	100.0%

TABLE 55B: EGRESS WALK DISTANCE – LOCAL BUS

How far did you walk to destination? (in minutes) - Local Bus	Count	% Count	Weight	% Weight
5 minutes or less	12,549	69.0%	67,610	68.7%
6-10 minutes	3,621	19.9%	20,010	20.3%
11-20 minutes	1,542	8.5%	8,387	8.5%
21-30 minutes	343	1.9%	1,716	1.7%
More than 30 minutes	129	0.7%	729	0.7%
Not Provided	1	0.0%	5	0.0%
Total	18,185	100.0%	98,457	100.0%

TABLE 55C: EGRESS WALK DISTANCE – EXPRESS BUS

How far did you walk to destination? (in minutes) - Express Bus	Count	% Count	Weight	% Weight
5 minutes or less	213	76.1%	683	73.9%
6-10 minutes	39	13.9%	135	14.6%
11-20 minutes	18	6.4%	72	7.8%
21-30 minutes	9	3.2%	34	3.6%
More than 30 minutes	1	0.4%	1	0.1%
Total	280	100.0%	925	100.0%

TABLE 55D: EGRESS WALK DISTANCE – COMMUTER RAIL

How far did you walk to destination? (in minutes) - Commuter Rail	Count	% Count	Weight	% Weight
5 minutes or less	484	48.0%	1,953	49.9%
6-10 minutes	262	26.0%	969	24.8%
11-20 minutes	139	13.8%	498	12.7%
21-30 minutes	51	5.1%	203	5.2%
More than 30 minutes	73	7.2%	289	7.4%
Total	1,009	100.0%	3,911	100.0%

TABLE 55E: EGRESS WALK DISTANCE – LIGHT RAIL

How far did you walk to destination? (in minutes) - Light Rail	Count	% Count	Weight	% Weight
5 minutes or less	5,354	58.4%	28,840	58.8%
6-10 minutes	1,816	19.8%	9,975	20.3%
11-20 minutes	1,461	15.9%	7,414	15.1%
21-30 minutes	445	4.9%	2,343	4.8%
More than 30 minutes	92	1.0%	458	0.9%
Total	9,168	100.0%	49,030	100.0%

TABLE 55F: EGRESS WALK DISTANCE – STREETCAR

How far did you walk to destination? (in minutes) - Streetcar	Count	% Count	Weight	% Weight
5 minutes or less	285	78.1%	854	80.6%
6-10 minutes	59	16.2%	155	14.6%
11-20 minutes	15	4.1%	36	3.4%
21-30 minutes	4	1.1%	8	0.8%
More than 30 minutes	2	0.5%	6	0.6%
Total	365	100.0%	1,059	100.0%

Same Trip Frequency

TABLE 56A: FREQUENCY OF SAME TRIP – REGIONAL TOTAL

51.4% of respondents indicated that they make the same trip they were surveyed on every weekday.

How often do you make a transit trip between this starting point and destination on weekdays?	Count	% Count	Weight	% Weight
every weekday	16,551	50.2%	88,961	51.4%
2-4 times/week	8,120	24.6%	42,394	24.5%
once/week	1,341	4.1%	7,019	4.1%
2-3 times/month	2,193	6.7%	11,024	6.4%
once/month	1,626	4.9%	8,262	4.8%
less than once/month	3,145	9.5%	15,434	8.9%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 56B: FREQUENCY OF SAME TRIP – LOCAL BUS

How often do you make a transit trip between this starting point and destination on weekdays? - Local Bus	Count	% Count	Weight	% Weight
every weekday	9,771	50.3%	54,224	51.7%
2-4 times/week	4,842	24.9%	25,965	24.8%
once/week	888	4.6%	4,829	4.6%
2-3 times/month	1,393	7.2%	7,094	6.8%
once/month	1,016	5.2%	5,151	4.9%
less than once/month	1,501	7.7%	7,529	7.2%
Total	19,411	100.0%	104,792	100.0%

TABLE 56C: FREQUENCY OF SAME TRIP – EXPRESS BUS

How often do you make a transit trip between this starting point and destination on weekdays? - Express Bus	Count	% Count	Weight	% Weight
every weekday	290	69.7%	975	67.2%
2-4 times/week	94	22.6%	353	24.3%
once/week	6	1.4%	24	1.6%
2-3 times/month	4	1.0%	10	0.7%
once/month	6	1.4%	25	1.7%
less than once/month	16	3.8%	65	4.5%
Total	416	100.0%	1,452	100.0%

TABLE 56C: FREQUENCY OF SAME TRIP – COMMUTER RAIL

How often do you make a transit trip between this starting point and destination on weekdays? - Commuter Rail	Count	% Count	Weight	% Weight
every weekday	622	36.6%	2,322	36.1%
2-4 times/week	509	30.0%	2,051	31.9%
once/week	61	3.6%	221	3.4%
2-3 times/month	122	7.2%	466	7.3%
once/month	58	3.4%	212	3.3%
less than once/month	326	19.2%	1,152	17.9%
Total	1,698	100.0%	6,424	100.0%

TABLE 56D: FREQUENCY OF SAME TRIP – LIGHT RAIL

How often do you make a transit trip between this starting point and destination on weekdays? - Light Rail	Count	% Count	Weight	% Weight
every weekday	5,765	52.1%	31,177	52.6%
2-4 times/week	2,592	23.4%	13,810	23.3%
once/week	357	3.2%	1,843	3.1%
2-3 times/month	651	5.9%	3,383	5.7%
once/month	527	4.8%	2,800	4.7%
less than once/month	1,178	10.6%	6,290	10.6%
Total	11,070	100.0%	59,303	100.0%

TABLE 56F: FREQUENCY OF SAME TRIP - STREETCAR

How often do you make a transit trip between this starting point and destination on weekdays? - Streetcar	Count	% Count	Weight	% Weight
every weekday	103	27.0%	264	23.5%
2-4 times/week	83	21.8%	214	19.1%
once/week	29	7.6%	102	9.1%
2-3 times/month	23	6.0%	70	6.3%
once/month	19	5.0%	74	6.6%
less than once/month	124	32.5%	399	35.5%
Total	381	100.0%	1,123	100.0%

Trip Planning

TABLE 57A: TRIP PLANNING – REGIONAL TOTAL

34.7% of respondents said they used the Go Pass App to plan their trip, and 35% said they did not do any trip planning.

What did you use to plan this trip?	Count	% Count	Weight	% Weight
Go Pass App	11678	35.4%	60035	34.7%
Did not do any trip planning	11385	34.5%	60653	35.0%
Google Maps	3721	11.3%	19437	11.2%

What did you use to plan this trip?	Count	% Count	Weight	% Weight
Apple Maps	2409	7.3%	12268	7.1%
Use paper schedules	1904	5.8%	10330	6.0%
Transit Agency Online Trip Planner	918	2.8%	5200	3.0%
Call Customer Service	747	2.3%	3808	2.2%
Other	187	0.6%	1204	0.7%
Refused/No Answer	27	0.1%	158	0.1%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 57B: TRIP PLANNING – LOCAL BUS

What did you use to plan this trip? - Local Bus	Count	% Count	Weight	% Weight
Did not do any trip planning	7,040	36.3%	38,732	37.0%
Go Pass App	6,265	32.3%	32,835	31.3%
Google Maps	2,134	11.0%	11,419	10.9%
Use paper schedules	1,344	6.9%	7,455	7.1%
Apple Maps	1,352	7.0%	6,909	6.6%
Transit Agency Online Trip Planner	615	3.2%	3,789	3.6%
Call Customer Service	484	2.5%	2,468	2.4%
Other	166	0.9%	1,125	1.1%
Refused/No Answer	11	0.1%	60	0.1%
Total	19,411	100.0%	104,792	100.0%

TABLE 57C: TRIP PLANNING – EXPRESS BUS

What did you use to plan this trip? - Express Bus	Count	% Count	Weight	% Weight
Go Pass App	312	75.0%	1,105	76.1%
Did not do any trip planning	78	18.8%	250	17.2%
Apple Maps	10	2.4%	40	2.8%
Google Maps	9	2.2%	31	2.1%
Use paper schedules	6	1.4%	19	1.3%
Transit Agency Online Trip Planner	1	0.2%	6	0.4%
Total	416	100.0%	1,452	100.0%

TABLE 57D: TRIP PLANNING – COMMUTER RAIL

What did you use to plan this trip? - Commuter Rail	Count	% Count	Weight	% Weight
Did not do any trip planning	617	36.3%	2,407	37.5%
Go Pass App	547	32.2%	2,002	31.2%
Google Maps	197	11.6%	777	12.1%
Apple Maps	147	8.7%	549	8.5%
Transit Agency Online Trip Planner	102	6.0%	355	5.5%
Use paper schedules	46	2.7%	183	2.9%
Other	21	1.2%	79	1.2%
Call Customer Service	20	1.2%	69	1.1%
Refused/No Answer	1	0.1%	3	0.1%
Total	1,698	100.0%	6,424	100.0%

TABLE 57E: TRIP PLANNING – LIGHT RAIL

What did you use to plan this trip? - Light Rail	Count	% Count	Weight	% Weight
Go Pass App	4,406	39.8%	23,693	40.0%
Did not do any trip planning	3,509	31.7%	18,840	31.8%
Google Maps	1,334	12.1%	7,037	11.9%
Apple Maps	874	7.9%	4,702	7.9%
Use paper schedules	507	4.6%	2,670	4.5%
Call Customer Service	243	2.2%	1,271	2.1%
Transit Agency Online Trip Planner	182	1.6%	994	1.7%
Refused/No Answer	15	0.1%	95	0.2%
Total	11,070	100.0%	59,303	100.0%

TABLE 57F: TRIP PLANNING – STREETCAR

What did you use to plan this trip? - Streetcar	Count	% Count	Weight	% Weight
Did not do any trip planning	141	37.0%	423	37.7%
Go Pass App	148	38.8%	400	35.6%
Google Maps	47	12.3%	173	15.4%
Apple Maps	26	6.8%	68	6.1%

What did you use to plan this trip? - Streetcar	Count	% Count	Weight	% Weight
Transit Agency Online Trip Planner	18	4.7%	56	5.0%
Use paper schedules	1	0.3%	3	0.2%
Total	381	100.0%	1,123	100.0%

Where purchased Pass

TABLE 58A: WHERE PURCHASED PASS – REGIONAL TOTAL

40.4% of respondents said they obtained their pass from the GoPass Mobile App. 27.3% purchased their pass on the bus or train.

Where did you get your pass?	Count	% Count	Weight	% Weight
GoPass Mobile App	13687	41.5%	69953	40.4%
On the bus/train	8920	27.0%	47331	27.3%
Ticket Vending Machine	3868	11.7%	20146	11.6%
School/University/Employer	3279	9.9%	19530	11.3%
Go Zone App	456	1.4%	2401	1.4%
DART Store	365	1.1%	1818	1.1%
Public agency (social services)	360	1.1%	1849	1.1%
Transit agency website	301	0.9%	1422	0.8%
Sales outlet (like a grocery store)	214	0.6%	1077	0.6%
Trinity Metro Central Station	112	0.3%	453	0.3%
Downtown Denton Transit Center	66	0.2%	271	0.2%
Trinity Metro Employee Pass	10	0.0%	34	0.0%
ZIPZONE App	3	0.0%	9	0.0%
Other	250	0.8%	1272	0.7%
Refused/No Answer	1085	3.3%	5528	3.2%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 58B: WHERE PURCHASED PASS – LOCAL BUS

Where did you get your pass? - Local Bus	Count	% Count	Weight	% Weight
GoPass Mobile App	7,241	37.3%	37,716	36.0%
On the bus/train	6,747	34.8%	35,891	34.3%
School/University/Employer	2,318	11.9%	14,926	14.2%
Ticket Vending Machine	1,052	5.4%	5,685	5.4%

Where did you get your pass? - Local Bus	Count	% Count	Weight	% Weight
Refused/No Answer	798	4.1%	4,203	4.0%
Go Zone App	307	1.6%	1,617	1.5%
Public agency (social services)	228	1.2%	1,180	1.1%
DART Store	204	1.1%	1,032	1.0%
Transit agency website	164	0.8%	819	0.8%
Sales outlet (like a grocery store)	140	0.7%	635	0.6%
Other	110	0.6%	618	0.6%
Trinity Metro Central Station	62	0.3%	274	0.3%
Downtown Denton Transit Center	37	0.2%	188	0.2%
ZIPZONE App	3	0.0%	9	0.0%
Total	19,411	100.0%	104,792	100.0%

TABLE 58C: WHERE PURCHASED PASS – EXPRESS BUS

Where did you get your pass? - Express Bus	Count	% Count	Weight	% Weight
GoPass Mobile App	334	80.3%	1,143	78.7%
On the bus/train	44	10.6%	163	11.2%
School/University/Employer	23	5.5%	91	6.3%
Ticket Vending Machine	3	0.7%	15	1.0%
Trinity Metro Central Station	3	0.7%	13	0.9%
Refused/No Answer	2	0.5%	8	0.6%
Transit agency website	3	0.7%	7	0.5%
DART Store	2	0.5%	7	0.4%
Downtown Denton Transit Center	2	0.5%	6	0.4%
Total	416	100.0%	1,452	100.0%

TABLE 58D: WHERE PURCHASED PASS –COMMUTER RAIL

Where did you get your pass? - Commuter Rail	Count	% Count	Weight	% Weight
GoPass Mobile App	730	43.0%	2,776	43.2%
Ticket Vending Machine	349	20.6%	1,278	19.9%
School/University/Employer	229	13.5%	888	13.8%
Refused/No Answer	141	8.3%	554	8.6%
On the bus/train	73	4.3%	288	4.5%

Where did you get your pass? - Commuter Rail	Count	% Count	Weight	% Weight
Transit agency website	46	2.7%	184	2.9%
Trinity Metro Central Station	45	2.7%	156	2.4%
DART Store	16	0.9%	65	1.0%
Other	18	1.1%	64	1.0%
Sales outlet (like a grocery store)	12	0.7%	52	0.8%
Downtown Denton Transit Center	17	1.0%	42	0.7%
Trinity Metro Employee Pass	10	0.6%	34	0.5%
Public agency (social services)	7	0.4%	23	0.4%
Go Zone App	5	0.3%	19	0.3%
Total	1,698	100.0%	6,424	100.0%

TABLE 58E: WHERE PURCHASED PASS – LIGHT RAIL

Where did you get your pass? - Light Rail	Count	% Count	Weight	% Weight
GoPass Mobile App	5,252	47.4%	27,991	47.2%
Ticket Vending Machine	2,457	22.2%	13,147	22.2%
On the bus/train	1,931	17.4%	10,593	17.9%
School/University/Employer	683	6.2%	3,541	6.0%
Refused/No Answer	136	1.2%	746	1.3%
Go Zone App	130	1.2%	731	1.2%
DART Store	142	1.3%	713	1.2%
Public agency (social services)	121	1.1%	635	1.1%
Transit agency website	86	0.8%	408	0.7%
Sales outlet (like a grocery store)	60	0.5%	382	0.6%
Other	60	0.5%	369	0.6%
Downtown Denton Transit Center	10	0.1%	36	0.1%
Trinity Metro Central Station	2	0.0%	11	0.0%
Total	11,070	100.0%	59,303	100.0%

TABLE 58F: WHERE PURCHASED PASS – STREETCAR

Where did you get your pass? - Streetcar	Count	% Count	Weight	% Weight
On the bus/train	125	32.8%	395	35.2%
GoPass Mobile App	130	34.1%	328	29.2%

Where did you get your pass? - Streetcar	Count	% Count	Weight	% Weight
Other	62	16.3%	221	19.7%
School/University/Employer	26	6.8%	83	7.4%
Go Zone App	14	3.7%	34	3.0%
Ticket Vending Machine	7	1.8%	21	1.9%
Refused/No Answer	8	2.1%	17	1.5%
Public agency (social services)	4	1.0%	10	0.9%
Sales outlet (like a grocery store)	2	0.5%	9	0.8%
Transit agency website	2	0.5%	4	0.3%
DART Store	1	0.3%	1	0.1%
Total	381	100.0%	1,123	100.0%

Pass Type

TABLE 59A: PASS TYPE – REGIONAL TOTAL

75.9% of respondents indicated that they used a DART Local pass for their trip.

What kind of pass did you use for this trip?	Count	% Count	Weight	% Weight
DART_Local	25178	76.4%	131451	75.9%
TM_Local	1941	5.9%	9487	5.5%
DART Student ID	1553	4.7%	8461	4.9%
DCTA_Local	1320	4.0%	8794	5.1%
DART_Regional	971	2.9%	5040	2.9%
TM_Regional	469	1.4%	1840	1.1%
TCC Student ID	274	0.8%	1634	0.9%
DCTA_Regional	69	0.2%	400	0.2%
TRE Single Ride	66	0.2%	270	0.2%
Express/TRE 1-Zone	63	0.2%	266	0.2%
Trinity Metro Employee Pass	10	0.0%	34	0.0%
GoZone	9	0.0%	103	0.1%
Refused/No Answer	1053	3.2%	5314	3.1%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 59B: PASS TYPE – LOCAL BUS

What kind of pass did you use for this trip? - Local Bus	Count	% Count	Weight	% Weight
DART_Local	13,961	71.9%	73,178	69.8%
DCTA_Local	1,162	6.0%	8,246	7.9%
TM_Local	1,530	7.9%	7,942	7.6%
DART Student ID	1,133	5.8%	6,267	6.0%
Refused/No Answer	785	4.0%	4,115	3.9%
DART_Regional	434	2.2%	2,491	2.4%
TCC Student ID	202	1.0%	1,358	1.3%
TM_Regional	140	0.7%	759	0.7%
DCTA_Regional	36	0.2%	236	0.2%
Express/TRE 1-Zone	21	0.1%	111	0.1%
GoZone	7	0.0%	89	0.1%
Total	19,411	100.0%	104,792	100.0%

TABLE 59C: PASS TYPE – EXPRESS BUS

What kind of pass did you use for this trip? - Express Bus	Count	% Count	Weight	% Weight
DART_Local	386	92.8%	1,321	91.0%
TM_Local	22	5.3%	104	7.2%
TM_Regional	4	1.0%	11	0.8%
Refused/No Answer	2	0.5%	8	0.6%
DART Student ID	1	0.2%	5	0.3%
Express/TRE 1-Zone	1	0.2%	3	0.2%
Total	416	100.0%	1,452	100.0%

TABLE 59D: PASS TYPE - COMMUTER RAIL

What kind of pass did you use for this trip? - Commuter Rail	Count	% Count	Weight	% Weight
TM_Local	389	22.9%	1,441	22.4%
TM_Regional	325	19.1%	1,070	16.7%
DART_Regional	257	15.1%	1,018	15.8%
DART_Local	194	11.4%	850	13.2%

What kind of pass did you use for this trip? - Commuter Rail	Count	% Count	Weight	% Weight
DCTA_Local	158	9.3%	548	8.5%
Refused/No Answer	133	7.8%	525	8.2%
TCC Student ID	72	4.2%	276	4.3%
TRE Single Ride	66	3.9%	270	4.2%
DCTA_Regional	33	1.9%	163	2.5%
Express/TRE 1-Zone	41	2.4%	152	2.4%
DART Student ID	18	1.1%	63	1.0%
Trinity Metro Employee Pass	10	0.6%	34	0.5%
GoZone	2	0.1%	14	0.2%
Total	1,698	100.0%	6,424	100.0%

TABLE 59E: PASS TYPE – LIGHT RAIL

What kind of pass did you use for this trip? - Light Rail	Count	% Count	Weight	% Weight
DART_Local	10,281	92.9%	55,041	92.8%
DART Student ID	384	3.5%	2,081	3.5%
DART_Regional	280	2.5%	1,532	2.6%
Refused/No Answer	125	1.1%	650	1.1%
Total	11,070	100.0%	59,303	100.0%

TABLE 59F: PASS TYPE – STREETCAR

What kind of pass did you use for this trip? - Streetcar	Count	% Count	Weight	% Weight
DART_Local	356	93.4%	1,061	94.5%
DART Student ID	17	4.5%	45	4.0%
Refused/No Answer	8	2.1%	17	1.5%
Total	381	100.0%	1,123	100.0%

Pass Payment

TABLE 60A: PASS PAYMENT – REGIONAL TOTAL

35.3% of respondents paid for their pass with cash, and 34.5% paid on the GoPass App.

How did you pay for your pass?	Count	% Count	Weight	% Weight
Cash	11558	35.0%	61059	35.3%
GoPass App	11717	35.5%	59803	34.5%
Gift/Free/No Charge	3583	10.9%	20983	12.1%
Credit/Debit card	2665	8.1%	13727	7.9%
GoPass Tap Card	1085	3.3%	5477	3.2%
Refused/No Answer	1053	3.2%	5314	3.1%
SmartPhone/Digital Wallet	789	2.4%	4394	2.5%
Payroll deduction	516	1.6%	2305	1.3%
Trinity Metro Employee Pass	10	0.0%	34	0.0%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 60B: PASS PAYMENT – LOCAL BUS

How did you pay for your pass? - Local Bus	Count	% Count	Weight	% Weight
Cash	7,387	38.1%	39,185	37.4%
GoPass App	6,334	32.6%	33,014	31.5%
Gift/Free/No Charge	2,422	12.5%	15,548	14.8%
Credit/Debit card	1,282	6.6%	6,790	6.5%
Refused/No Answer	785	4.0%	4,115	3.9%
GoPass Tap Card	614	3.2%	2,999	2.9%
SmartPhone/Digital Wallet	408	2.1%	2,354	2.2%
Payroll deduction	179	0.9%	787	0.8%
Total	19,411	100.0%	104,792	100.0%

TABLE 60C: PASS PAYMENT – EXPRESS BUS

How did you pay for your pass? - Express Bus	Count	% Count	Weight	% Weight
GoPass App	324	77.9%	1,101	75.8%
Cash	43	10.3%	164	11.3%
Payroll deduction	16	3.8%	60	4.1%
Credit/Debit card	14	3.4%	50	3.4%
Gift/Free/No Charge	6	1.4%	34	2.4%

How did you pay for your pass? - Express Bus	Count	% Count	Weight	% Weight
GoPass Tap Card	8	1.9%	28	1.9%
Refused/No Answer	2	0.5%	8	0.6%
SmartPhone/Digital Wallet	3	0.7%	7	0.5%
Total	416	100.0%	1,452	100.0%

TABLE 60D: PASS PAYMENT – COMMUTER RAIL

How did you pay for your pass? - Commuter Rail	Count	% Count	Weight	% Weight
GoPass App	623	36.7%	2,363	36.8%
Cash	285	16.8%	1,052	16.4%
Credit/Debit card	280	16.5%	1,009	15.7%
Gift/Free/No Charge	217	12.8%	903	14.1%
Refused/No Answer	133	7.8%	525	8.2%
Payroll deduction	99	5.8%	335	5.2%
SmartPhone/Digital Wallet	27	1.6%	105	1.6%
GoPass Tap Card	24	1.4%	99	1.5%
Trinity Metro Employee Pass	10	0.6%	34	0.5%
Total	1,698	100.0%	6,424	100.0%

TABLE 60E: PASS PAYMENT – LIGHT RAIL

How did you pay for your pass? - Light Rail	Count	% Count	Weight	% Weight
GoPass App	4,302	38.9%	22,988	38.8%
Cash	3,820	34.5%	20,590	34.7%
Credit/Debit card	1,089	9.8%	5,879	9.9%
Gift/Free/No Charge	740	6.7%	3,839	6.5%
GoPass Tap Card	427	3.9%	2,321	3.9%
SmartPhone/Digital Wallet	347	3.1%	1,919	3.2%
Payroll deduction	220	2.0%	1,118	1.9%
Refused/No Answer	125	1.1%	650	1.1%
Total	11,070	100.0%	59,303	100.0%

TABLE 60F: PASS PAYMENT – STREETCAR

How did you pay for your pass? - Streetcar	Count	% Count	Weight	% Weight
Gift/Free/No Charge	198	52.0%	659	58.7%
GoPass App	134	35.2%	337	30.0%
Cash	23	6.0%	68	6.0%
GoPass Tap Card	12	3.1%	30	2.6%
Refused/No Answer	8	2.1%	17	1.5%
SmartPhone/Digital Wallet	4	1.0%	8	0.7%
Payroll deduction	2	0.5%	5	0.4%
Total	381	100.0%	1,123	100.0%

Pass Duration

TABLE 61A: PASS DURATION – REGIONAL TOTAL

40.9% of respondents said that they used a Day Pass for their trip. 20.6% used an AM/PM Pass.

How long is your pass good for?	Count	% Count	Weight	% Weight
Single Ride	4249	12.9%	21965	12.7%
AM/PM pass	6756	20.5%	35734	20.6%
Midday pass	586	1.8%	2970	1.7%
Day pass	13711	41.6%	70871	40.9%
7 Day pass	241	0.7%	1171	0.7%
Monthly (31 Day pass)	3365	10.2%	17251	10.0%
Annual pass	3005	9.1%	17784	10.3%
Trinity Metro Employee Pass	10	0.0%	34	0.0%
Refused/No Answer	1053	3.2%	5314	3.1%
Grand Total	32,976	100.0%	173,094	100.0%

TABLE 61B: PASS DURATION – LOCAL BUS

How long is your pass good for? - Local Bus	Count	% Count	Weight	% Weight
Day pass	7,520	38.7%	39,883	38.1%
AM/PM pass	3,980	20.5%	21,300	20.3%
Annual pass	2,175	11.2%	13,835	13.2%
Single Ride	2,440	12.6%	12,704	12.1%
Monthly (31 Day pass)	1,928	9.9%	10,064	9.6%

How long is your pass good for? - Local Bus	Count	% Count	Weight	% Weight
Refused/No Answer	785	4.0%	4,115	3.9%
Midday pass	385	2.0%	1,859	1.8%
7 Day pass	198	1.0%	1,032	1.0%
Total	19,411	100.0%	104,792	100.0%

TABLE 61C: PASS DURATION – EXPRESS BUS

How long is your pass good for? - Express Bus	Count	% Count	Weight	% Weight
Day pass	301	72.4%	1,047	72.1%
Monthly (31 Day pass)	49	11.8%	154	10.6%
Single Ride	31	7.5%	109	7.5%
Annual pass	20	4.8%	89	6.1%
AM/PM pass	12	2.9%	44	3.0%
Refused/No Answer	2	0.5%	8	0.6%
7 Day pass	1	0.2%	2	0.2%
Total	416	100.0%	1,452	100.0%

TABLE 61D: PASS DURATION – COMMUTER RAIL

How long is your pass good for? - Commuter Rail	Count	% Count	Weight	% Weight
Day pass	746	43.9%	2,785	43.4%
Monthly (31 Day pass)	250	14.7%	938	14.6%
Single Ride	235	13.8%	921	14.3%
Annual pass	221	13.0%	853	13.3%
Refused/No Answer	133	7.8%	525	8.2%
AM/PM pass	55	3.2%	211	3.3%
7 Day pass	42	2.5%	136	2.1%
Trinity Metro Employee Pass	10	0.6%	34	0.5%
Midday pass	6	0.4%	21	0.3%
Total	1,698	100.0%	6,424	100.0%

TABLE 61E: PASS DURATION – LIGHT RAIL

How long is your pass good for? - Light Rail	Count	% Count	Weight	% Weight
Day pass	4,979	45.0%	26,687	45.0%
AM/PM pass	2,697	24.4%	14,144	23.8%
Single Ride	1,365	12.3%	7,687	13.0%
Monthly (31 Day pass)	1,125	10.2%	6,055	10.2%
Annual pass	586	5.3%	2,995	5.0%
Midday pass	193	1.7%	1,086	1.8%
Refused/No Answer	125	1.1%	650	1.1%
Total	11,070	100.0%	59,303	100.0%

TABLE 61F: PASS DURATION – STREETCAR

How long is your pass good for? - Streetcar	Count	% Count	Weight	% Weight
Single Ride	178	46.7%	544	48.4%
Day pass	165	43.3%	470	41.9%
Monthly (31 Day pass)	13	3.4%	41	3.6%
AM/PM pass	12	3.1%	35	3.1%
Refused/No Answer	8	2.1%	17	1.5%
Annual pass	3	0.8%	13	1.1%
Midday pass	2	0.5%	4	0.4%
Total	381	100.0%	1,123	100.0%

Number of Transfers

TABLE 62A: NUMBER OF TRANSFERS – REGIONAL TOTAL

56.5% of respondents did not use a transfer for their one-way trip. 30.1% had one transfer in their one-way trip.

Number of Transfers - Local Bus	Count	% Count	Weight	% Weight
0	18,307	55.5%	97,846	56.5%
1	10,077	30.6%	52,121	30.1%
2	3,910	11.9%	19,628	11.3%
3	667	2.0%	3,426	2.0%

4	13	0.0%	68	0.0%
5	1	0.0%	3	0.0%
6	1	0.0%	2	0.0%
Total	32,976	100.0%	173,094	100.0%

TABLE 62B: NUMBER OF TRANSFERS – LOCAL BUS

Number of Transfers - Local Bus	Count	% Count	Weight	% Weight
0	11,031	56.8%	60,937	58.2%
1	5,803	29.9%	30,941	29.5%
2	2,223	11.5%	11,199	10.7%
3	346	1.8%	1,681	1.6%
4	7	0.0%	32	0.0%
5	1	0.0%	3	0.0%
Total	19,411	100.0%	104,792	100.0%

TABLE 62C: NUMBER OF TRANSFERS – EXPRESS BUS

Number of Transfers - Express Bus	Count	% Count	Weight	% Weight
0	336	80.8%	1,147	79.0%
1	53	12.7%	197	13.6%
2	23	5.5%	95	6.6%
3	4	1.0%	12	0.8%
Total	416	100.0%	1,452	100.0%

TABLE 62D: NUMBER OF TRANSFERS – COMMUTER RAIL

Number of Transfers - Commuter Rail	Count	% Count	Weight	% Weight
0	1,216	71.6%	4,570	71.1%
1	331	19.5%	1,259	19.6%
2	122	7.2%	483	7.5%
3	27	1.6%	108	1.7%
4	1	0.1%	2	0.0%
6	1	0.1%	2	0.0%
Total	1,698	100.0%	6,424	100.0%

TABLE 62E: NUMBER OF TRANSFERS – LIGHT RAIL

Number of Transfers - Light Rail	Count	% Count	Weight	% Weight
0	5,443	49.2%	30,327	51.1%
1	3,814	34.5%	19,526	32.9%

Number of Transfers - Light Rail	Count	% Count	Weight	% Weight
2	1,520	13.7%	7,796	13.1%
3	288	2.6%	1,621	2.7%
4	5	0.0%	34	0.1%
Total	11,070	100.0%	59,303	100.0%

TABLE 62F: NUMBER OF TRANSFERS – STREETCAR

Number of Transfers - Streetcar	Count	% Count	Weight	% Weight
0	281	73.8%	865	77.1%
1	76	19.9%	198	17.6%
2	22	5.8%	55	4.9%
3	2	0.5%	5	0.4%
Total	381	100.0%	1,123	100.0%

Pass Type by Pass Duration

TABLE 63A: PASS TYPE BY PASS DURATION – REGIONAL TOTAL

Pass Type by Duration (Pass Type by How long is your pass good for?)	Single Ride	AM/PM pass	Midday pass	Day pass	7 Day pass	Monthly (31 Day pass)	Annual pass	Trinity Metro Employee Pass	Refused/No Answer	Grand Total
DART Student ID	3.9%	3.0%	0.1%	28.9%	0.0%	14.7%	49.4%	0.0%	0.0%	100.0%
DART_Local	14.0%	26.9%	2.2%	44.3%	0.0%	9.7%	2.9%	0.0%	0.0%	100.0%
DART_Regional	1.1%	0.6%	0.0%	72.1%	0.0%	15.3%	10.9%	0.0%	0.0%	100.0%
DCTA_Local	0.0%	1.2%	0.0%	5.5%	3.3%	11.3%	78.8%	0.0%	0.0%	100.0%
DCTA_Regional	0.0%	0.0%	0.0%	16.3%	19.3%	19.1%	45.3%	0.0%	0.0%	100.0%
Express/TRE 1-Zone	14.2%	3.7%	0.0%	52.6%	5.3%	14.8%	9.3%	0.0%	0.0%	100.0%
GoZone	0.0%	0.0%	0.0%	13.9%	0.0%	0.0%	86.1%	0.0%	0.0%	100.0%
TCC Student ID	0.1%	0.0%	0.0%	0.0%	0.5%	3.1%	96.3%	0.0%	0.0%	100.0%
TM_Local	23.2%	0.1%	0.1%	53.9%	7.9%	11.4%	3.3%	0.0%	0.0%	100.0%
TM_Regional	35.8%	0.5%	0.0%	38.2%	1.9%	14.9%	8.7%	0.0%	0.0%	100.0%
TRE Single Ride	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Trinity Metro Employee Pass	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Refused/No Answer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

TABLE 63B: PASS TYPE BY PASS DURATION – LOCAL BUS

Pass Type by Duration (Pass Type by How long is your pass good for?) - Local Bus	Single Ride	AM/PM pass	Midday pass	Day pass	7 Day pass	Monthly (31 Day pass)	Annual pass	Refused/No Answer	Total
DART Student ID	2.8%	3.1%	0.1%	28.7%	0.0%	12.5%	52.7%	0.0%	100.0%
DART_Local	13.9%	28.8%	2.5%	42.9%	0.0%	9.5%	2.4%	0.0%	100.0%
DART_Regional	0.0%	0.0%	0.0%	70.5%	0.0%	19.3%	10.2%	0.0%	100.0%
DCTA_Local	0.0%	0.5%	0.0%	3.4%	2.8%	10.9%	82.3%	0.0%	100.0%
DCTA_Regional	0.0%	0.0%	0.0%	20.4%	30.3%	18.9%	30.4%	0.0%	100.0%
Express/TRE 1-Zone	22.7%	8.9%	0.0%	32.2%	12.7%	5.2%	18.3%	0.0%	100.0%
GoZone	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
TCC Student ID	0.0%	0.0%	0.0%	0.0%	0.6%	2.9%	96.5%	0.0%	100.0%
TM_Local	22.2%	0.0%	0.0%	56.5%	8.5%	10.3%	2.5%	0.0%	100.0%
TM_Regional	75.4%	0.0%	0.0%	7.1%	3.7%	10.5%	3.2%	0.0%	100.0%
Refused/No Answer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

TABLE 63C: PASS TYPE BY PASS DURATION – EXPRESS BUS

Pass Type by Duration (Pass Type by How long is your pass good for?) - Express Bus	Single Ride	AM/PM pass	Day pass	7 Day pass	Monthly (31 Day pass)	Annual pass	Refused/No Answer	Total
DART Student ID	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
DART_Local	7.9%	2.9%	74.5%	0.0%	10.6%	4.1%	0.0%	100.0%
Express/TRE 1-Zone	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%
TM_Local	4.3%	0.0%	55.1%	2.2%	5.0%	33.3%	0.0%	100.0%
TM_Regional	0.0%	0.0%	50.0%	0.0%	50.0%	0.0%	0.0%	100.0%
Refused/No Answer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

TABLE 63D: PASS TYPE BY PASS DURATION – COMMUTER RAIL

Pass Type by Duration (Pass Type by How long is your pass good for?) - Commuter Rail	Single Ride	AM/PM pass	Midday pass	Day pass	7 Day pass	Monthly (31 Day pass)	Annual pass	Trinity Metro Employee Pass	Refused/No Answer	Total
DART Student ID	0.0%	0.0%	0.0%	1.5%	0.0%	34.6%	63.9%	0.0%	0.0%	100.0%
DART_Local	7.3%	12.1%	1.0%	57.8%	0.0%	16.5%	5.4%	0.0%	0.0%	100.0%
DART_Regional	5.2%	3.0%	0.0%	73.4%	0.0%	15.1%	3.3%	0.0%	0.0%	100.0%
DCTA_Local	0.0%	10.5%	0.0%	36.1%	9.4%	18.4%	25.5%	0.0%	0.0%	100.0%
DCTA_Regional	0.0%	0.0%	0.0%	10.5%	3.4%	19.3%	66.8%	0.0%	0.0%	100.0%
Express/TRE 1-Zone	8.2%	0.0%	0.0%	68.5%	0.0%	20.4%	2.9%	0.0%	0.0%	100.0%
GoZone	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
TCC Student ID	0.6%	0.0%	0.0%	0.2%	0.0%	3.8%	95.4%	0.0%	0.0%	100.0%
TM_Local	30.2%	0.7%	0.9%	39.5%	5.0%	18.1%	5.6%	0.0%	0.0%	100.0%
TM_Regional	8.0%	0.9%	0.0%	60.2%	0.6%	17.6%	12.8%	0.0%	0.0%	100.0%
TRE Single Ride	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Trinity Metro Employee Pass	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Refused/No Answer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

TABLE 63E: PASS TYPE BY PASS DURATION – LIGHT RAIL

Pass Type by Duration (Pass Type by How long is your pass good for?) - Light Rail	Single Ride	AM/PM pass	Midday pass	Day pass	Monthly (31 Day pass)	Annual pass	Refused/No Answer	Total
DART Student ID	6.5%	2.7%	0.0%	30.4%	20.5%	39.8%	0.0%	100.0%
DART_Local	13.7%	25.6%	2.0%	45.3%	10.0%	3.5%	0.0%	100.0%
DART_Regional	0.0%	0.0%	0.0%	73.8%	9.1%	17.1%	0.0%	100.0%
Refused/No Answer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

TABLE 63F: PASS TYPE BY PASS DURATION – STREETCAR

Pass Type by Duration (Pass Type by How long is your pass good for?) - Streetcar	Single Ride	AM/PM pass	Midday pass	Day pass	Monthly (31 Day pass)	Annual pass	Refused/No Answer	Total
DART Student ID	6.5%	2.7%	0.0%	30.4%	20.5%	39.8%	0.0%	100.0%
DART_Local	13.7%	25.6%	2.0%	45.3%	10.0%	3.5%	0.0%	100.0%
DART_Regional	0.0%	0.0%	0.0%	73.8%	9.1%	17.1%	0.0%	100.0%
Refused/No Answer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

CHAPTER 5: REGIONAL SURVEY SUMMARY BY SERVICE TYPE (OD)

This chapter lists tables of weighted data for rider characteristics across all DART, Trinity Metro, DCTA, and TRE fixed route bus and rail lines. Each table summarizes the five types of service and the regional total.

Regional Rider Profile Summary by Service Type

TABLE 64: GENDER BY SERVICE TYPE (% WEIGHTED VALUE)

Gender	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Female	43.2%	46.0%	41.5%	38.2%	45.4%	41.5%
Male	56.6%	54.0%	58.3%	61.5%	54.6%	58.3%
Other	0.2%	0.0%	0.2%	0.1%	0.0%	0.1%
Refused/No Answer	0.1%	0.0%	0.0%	0.1%	0.0%	0.1%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 65: AGE BY SERVICE TYPE (% WEIGHTED VALUE)

Age	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Under 18	2.0%	0.4%	0.3%	1.6%	1.2%	1.8%
18 - 19	7.1%	2.4%	2.8%	3.4%	1.1%	5.6%
20 - 24	23.9%	7.8%	16.9%	15.6%	16.1%	20.6%
25 - 34	24.8%	24.3%	30.6%	28.4%	37.1%	26.3%
35 - 44	19.1%	39.8%	21.4%	23.3%	19.7%	20.8%
45 - 54	12.2%	15.8%	15.6%	15.4%	12.9%	13.5%
55 - 64	7.5%	6.9%	8.4%	8.8%	5.3%	7.9%
65+	3.4%	2.6%	4.0%	3.5%	6.6%	3.5%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 66: ETHNICITY/RACE BY SERVICE TYPE (% WEIGHTED VALUE)

Ethnicity/Race	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
American Indian/Alaskan Native	0.9%	0.9%	0.7%	1.0%	0.5%	0.9%
Asian/Indian	7.4%	1.5%	4.2%	3.6%	6.4%	5.9%
Black/African American	50.5%	29.1%	34.8%	50.3%	19.4%	49.4%
Hispanic/Latino	22.4%	8.0%	13.9%	20.6%	22.7%	21.4%
Native Hawaiian/Pacific Islander	0.6%	0.4%	0.3%	0.6%	0.0%	0.6%
White/Caucasian	22.1%	62.7%	49.7%	28.0%	55.5%	25.7%
Other	0.3%	0.3%	0.3%	0.3%	0.2%	0.3%
Two or more Races/Ethnicities	4.3%	3.0%	3.7%	4.5%	4.5%	4.3%

TABLE 67: HOUSEHOLD INCOME BY SERVICE TYPE (% WEIGHTED VALUE)

Household Income	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Less than \$15,000	17.3%	2.8%	9.0%	10.8%	14.9%	14.6%
\$15,000 - \$19,999	5.7%	2.1%	1.4%	4.2%	1.9%	5.0%
\$20,000 - \$21,999	5.9%	2.3%	2.4%	5.8%	5.0%	5.7%
\$22,000 - \$24,999	5.2%	1.0%	2.6%	5.2%	2.9%	5.0%
\$25,000 - \$27,999	5.3%	4.8%	3.6%	5.0%	3.8%	5.1%
\$28,000 - \$32,999	6.9%	2.6%	4.0%	5.8%	4.2%	6.4%
\$33,000 - \$34,999	6.5%	2.8%	4.5%	5.9%	2.7%	6.1%
\$35,000 - \$39,999	5.6%	2.9%	3.8%	6.6%	3.0%	5.8%
\$40,000 - \$44,999	5.1%	4.1%	4.5%	5.1%	1.3%	5.1%
\$45,000 - \$49,999	3.9%	2.1%	2.9%	4.8%	1.9%	4.2%
\$50,000 - \$54,999	3.5%	2.6%	2.3%	4.3%	1.3%	3.7%
\$55,000 - \$59,999	2.8%	4.8%	4.3%	3.6%	1.5%	3.1%
\$60,000 - \$64,999	2.4%	4.6%	1.7%	3.3%	1.1%	2.7%
\$65,000 - \$74,999	2.3%	7.9%	4.8%	3.5%	3.7%	2.8%
\$75,000 - \$79,999	2.1%	9.4%	4.0%	3.5%	5.7%	2.7%
\$80,000 - \$99,999	1.6%	14.1%	6.0%	3.2%	6.3%	2.5%
\$100,000 - \$149,999	0.8%	13.8%	4.4%	3.1%	13.0%	1.9%
\$150,000 or more	0.3%	4.7%	2.5%	1.9%	11.9%	1.0%
Refused/No Answer	16.7%	10.7%	31.2%	14.5%	13.9%	16.4%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 68: HOUSEHOLD SIZE BY SERVICE TYPE (% WEIGHTED VALUE)

Household Size	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
One (1)	22.7%	22.6%	21.0%	25.6%	21.4%	23.7%
Two (2)	23.5%	43.5%	28.0%	21.8%	28.1%	23.3%
Three (3)	23.3%	13.2%	18.9%	22.0%	19.1%	22.6%
Four (4)	15.8%	13.9%	15.7%	13.6%	17.8%	15.0%
Five (5)	9.5%	4.8%	11.3%	11.0%	9.7%	10.0%
Six (6)	3.2%	0.8%	4.0%	3.5%	2.5%	3.3%
Seven (7)	1.2%	0.4%	0.8%	1.3%	0.8%	1.2%
Eight (8)	0.3%	0.2%	0.1%	0.4%	0.6%	0.3%
Nine (9)	0.1%	0.0%	0.1%	0.1%	0.0%	0.1%
Ten or More (10+)	0.6%	0.7%	0.1%	0.8%	0.0%	0.6%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 69: EMPLOYMENT STATUS BY SERVICE TYPE (% WEIGHTED VALUE)

Employment Status	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Employed full-time	53.6%	90.1%	76.4%	68.8%	81.5%	60.2%
Employed part-time	23.7%	7.7%	12.3%	15.7%	6.6%	20.3%
Not currently employed and not seeking work	10.3%	1.7%	3.8%	4.9%	1.7%	8.1%
Not currently employed but seeking work	7.0%	0.2%	2.4%	6.4%	0.8%	6.5%
Homemaker	0.9%	0.0%	1.2%	0.5%	1.6%	0.8%
Retired	4.5%	0.4%	3.9%	3.6%	7.8%	4.2%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 70: HOUSEHOLD EMPLOYMENT BY SERVICE TYPE (% WEIGHTED VALUE)

Household Employment	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
None (0)	10.0%	0.8%	4.9%	7.2%	6.6%	8.7%
One (1)	31.2%	32.5%	27.2%	33.3%	22.1%	31.7%
Two (2)	36.1%	57.4%	46.6%	38.9%	46.7%	37.7%
Three (3)	16.6%	7.2%	16.1%	15.5%	18.7%	16.2%
Four (4)	4.5%	1.0%	4.4%	3.7%	4.4%	4.2%
Five (5)	1.0%	0.0%	0.8%	0.6%	1.1%	0.9%
Six (6)	0.2%	0.0%	0.1%	0.1%	0.2%	0.2%
Seven (7)	0.1%	0.2%	0.1%	0.1%	0.2%	0.1%
Eight (8)	0.1%	0.6%	0.0%	0.1%	0.0%	0.1%
Nine (9)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ten or More (10+)	0.3%	0.3%	0.0%	0.4%	0.0%	0.3%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 71: STUDENT STATUS BY SERVICE TYPE (% WEIGHTED VALUE)

Student Status	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Not a student	77.6%	95.6%	84.9%	91.6%	91.5%	82.9%
Yes - College / University	19.5%	4.0%	13.5%	6.2%	7.0%	14.5%
Yes - K-12th grade	2.7%	0.4%	0.3%	1.9%	1.5%	2.3%
Yes - Vocational / Technical / Trade school	0.1%	0.0%	0.9%	0.1%	0.0%	0.2%
Yes - Other	0.1%	0.0%	0.4%	0.2%	0.0%	0.1%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 72: DISABILITY STATUS BY SERVICE TYPE (% WEIGHTED VALUE)

Disability Status	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Yes	6.2%	1.4%	2.4%	5.4%	1.6%	5.7%
No	93.8%	98.6%	97.6%	94.6%	98.4%	94.3%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 73: VISITOR STATUS BY SERVICE TYPE (% WEIGHTED VALUE)

Visitor/Resident Status	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Yes	1.7%	1.7%	6.4%	3.1%	18.7%	2.5%
No	98.3%	98.3%	93.6%	96.9%	81.3%	97.5%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 74: LANGUAGE SPOKEN AT HOME OTHER THAN ENGLISH? (% WEIGHTED VALUE)

Do you speak a language other than English at home?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Yes	23.4%	7.5%	17.5%	19.6%	26.2%	21.7%
No	76.6%	92.5%	82.5%	80.4%	73.8%	78.3%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 75: LANGUAGE SPOKEN AT HOME (% WEIGHTED VALUE)

Which language?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Spanish	72.8%	78.8%	73.5%	83.1%	69.7%	76.0%
Hindi	9.2%	0.0%	7.3%	4.4%	9.3%	7.6%
Telugu	6.7%	0.0%	0.7%	0.3%	3.5%	4.5%
Arabic, Standard	1.5%	0.0%	1.0%	1.1%	0.0%	1.4%
French	1.0%	3.1%	4.6%	1.5%	3.6%	1.3%
Chinese, Mandarin	0.7%	6.4%	0.6%	0.7%	0.6%	0.7%
Swahili	0.6%	0.0%	0.5%	0.3%	0.0%	0.5%
Bengali	0.7%	0.0%	0.0%	0.2%	0.0%	0.5%
Vietnamese	0.3%	2.2%	1.5%	0.7%	0.9%	0.5%
German	0.5%	3.1%	2.3%	0.3%	0.9%	0.5%
Chinese	0.4%	0.0%	1.1%	0.5%	0.0%	0.5%
American Sign Language (ASL)	0.5%	0.0%	1.2%	0.2%	0.0%	0.4%
Somali	0.4%	0.0%	0.0%	0.4%	0.0%	0.4%
Farsi (Persian)	0.4%	0.0%	0.0%	0.2%	0.0%	0.3%
Japanese	0.2%	0.0%	0.0%	0.6%	1.8%	0.3%
Other	0.4%	0.0%	0.0%	0.3%	0.0%	0.3%
Indonesian	0.2%	0.0%	0.5%	0.6%	0.0%	0.3%
Old Spanish	0.3%	0.0%	0.3%	0.2%	0.0%	0.3%
Korean	0.3%	0.0%	0.0%	0.3%	1.5%	0.3%
Amharic	0.2%	0.0%	0.4%	0.3%	0.0%	0.2%
Hebrew	0.1%	0.0%	0.0%	0.4%	0.0%	0.2%
Haitian Creole French	0.3%	0.0%	0.6%	0.0%	0.0%	0.2%
Portuguese	0.2%	0.0%	0.3%	0.2%	0.0%	0.2%
Italian	0.1%	0.0%	0.0%	0.4%	0.6%	0.2%
Urdu	0.2%	2.7%	0.2%	0.1%	0.0%	0.2%

Which language?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Chinese, Cantonese	0.1%	0.0%	0.4%	0.1%	0.0%	0.1%
Armenian, Eastern	0.1%	0.0%	0.0%	0.1%	0.0%	0.1%
Russian	0.0%	3.7%	1.4%	0.1%	0.0%	0.1%
Hmong	0.1%	0.0%	0.0%	0.2%	0.0%	0.1%
Hawaiian	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%
Afrikaans	0.1%	0.0%	0.0%	0.1%	0.0%	0.1%
Filipino	0.1%	0.0%	0.0%	0.2%	0.0%	0.1%
Tagalog	0.0%	0.0%	0.4%	0.2%	0.0%	0.1%
Zulu	0.1%	0.0%	0.0%	0.2%	0.0%	0.1%
Pidgin, Nigerian	0.1%	0.0%	0.0%	0.2%	0.0%	0.1%
Galindian, Eastern	0.0%	0.0%	0.0%	0.2%	0.0%	0.1%
Punjabi	0.1%	0.0%	0.0%	0.0%	1.3%	0.1%
Polish	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%
Nepali	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%
Jamaican	0.1%	0.0%	0.0%	0.1%	0.0%	0.1%
Old English	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%
Dutch	0.0%	0.0%	0.5%	0.1%	0.0%	0.0%
Finnish	0.0%	0.0%	0.0%	0.0%	5.8%	0.0%
Indo-Portuguese	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
Albanian, Tosk	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
Chippewa	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Leonese	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
Lepontic	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
Saami, Inari	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Low German	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
Sinhala	0.0%	0.0%	0.5%	0.0%	0.4%	0.0%

Which language?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Thai	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Middle English	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Greek	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
Shingazidja	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cebuano	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
Kannada	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Panjabi, Eastern	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Jewish Malayalam	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Judeo-Malayalam	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
Lao	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
Bulgarian	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Swedish	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Samoan	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Belize Creole	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Armenian	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Turkish	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%
Bemba	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
BerbiceCreoleDutch	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 76: ENGLISH SPEAKING ABILITY BY SERVICE TYPE (% WEIGHTED VALUE)

How well do you speak English?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Very Well	57.8%	85.0%	74.9%	63.2%	72.6%	60.2%
Well	26.2%	0.9%	23.2%	19.8%	20.9%	24.0%
Less Than Well	11.2%	10.1%	1.5%	11.9%	6.5%	11.1%

How well do you speak English?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Not At All	4.9%	3.9%	0.4%	5.1%	0.0%	4.8%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 77: HOUSEHOLD VEHICLES BY SERVICE TYPE (% WEIGHTED VALUE)

Number of Vehicles per Household	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
None (0)	54.1%	18.4%	21.9%	44.9%	24.2%	49.2%
One (1)	29.7%	28.1%	33.6%	33.5%	41.1%	31.2%
Two (2)	13.5%	48.9%	33.7%	17.7%	27.7%	16.1%
Three (3)	2.2%	4.5%	8.1%	3.0%	6.3%	2.7%
Four (4)	0.4%	0.0%	2.1%	0.6%	0.8%	0.6%
Five (5)	0.0%	0.0%	0.2%	0.2%	0.0%	0.1%
Six (6)	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%
Seven (7)	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
Eight (8)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ten or More (10+)	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 78: USE HOUSEHOLD VEHICLE BY SERVICE TYPE (% WEIGHTED VALUE)

Could you have used one of these vehicles for this trip?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Yes	35.5%	87.0%	67.5%	51.4%	55.7%	44.1%
No	64.5%	13.0%	32.5%	48.6%	44.3%	55.9%

Could you have used one of these vehicles for this trip?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 79: VALID DRIVER’S LICENSE BY SERVICE TYPE (% WEIGHTED VALUE)

Do you have a valid driver's license?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Yes	56.9%	90.1%	87.4%	62.4%	80.1%	60.3%
No	43.1%	9.9%	12.6%	37.6%	19.9%	39.7%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 80: PUBLIC TRANSIT USAGE BY SERVICE TYPE (% WEIGHTED VALUE)

How often do you use public transit on weekdays?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
every weekday	66.8%	70.5%	43.9%	65.5%	48.4%	65.4%
2-4 times/week	23.6%	24.2%	31.7%	20.6%	22.4%	22.9%
once/week	2.7%	1.9%	3.2%	2.7%	0.8%	2.7%
2-3 times/month	3.0%	1.1%	6.7%	3.9%	1.6%	3.4%
once/month	1.5%	0.3%	1.9%	2.2%	2.3%	1.7%
less than once/month	2.4%	2.0%	12.6%	5.1%	24.5%	3.8%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 81: SMARTPHONE/CELL PHONE BY SERVICE TYPE (% WEIGHTED VALUE)

Do you carry the following?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Smartphone	83.3%	98.2%	94.4%	82.0%	98.9%	83.5%
Cell phone	9.6%	1.1%	4.4%	8.2%	0.0%	8.8%

Do you carry the following?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Smartphone AND Cell phone	4.7%	0.3%	0.6%	7.0%	0.0%	5.3%
NEITHER smartphone nor cell phone	2.4%	0.5%	0.6%	2.7%	0.7%	2.4%
Refused/No Answer	0.1%	0.0%	0.0%	0.2%	0.3%	0.1%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Regional Trip Profile by Service Type

This section lists tables of weighted data for trip characteristics across all DART, Trinity Metro, DCTA, and TRE fixed route bus and rail lines. It has been broken out by the five types of service.

TABLE 82: TRIP PURPOSE BY SERVICE TYPE (% WEIGHTED VALUE)

Trip Purpose	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Home-Based Accompany	0.8%	0.7%	0.2%	0.2%	0.0%	0.6%
Home-Based Airport	0.2%	0.3%	5.2%	1.0%	0.0%	0.7%
Home-Based Eating Out	4.0%	1.9%	3.1%	3.1%	9.4%	3.7%
Home-Based Education College	14.3%	2.9%	9.2%	3.4%	1.3%	10.2%
Home-Based Education K-12	1.7%	0.3%	0.0%	1.0%	0.2%	1.4%
Home-Based Other	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
Home-Based Personal	10.6%	3.0%	5.1%	9.4%	4.2%	9.9%
Home-Based Shopping	7.7%	0.6%	1.3%	3.9%	4.8%	6.1%
Home-Based Social/Recreation	9.0%	2.0%	10.7%	12.4%	14.0%	10.2%
Home-Based Work	43.9%	86.1%	54.1%	55.9%	31.1%	48.6%
Non-Home-Based Other	4.7%	1.7%	8.3%	6.5%	23.6%	5.5%
Non-Home-Based Work	2.9%	0.5%	2.8%	3.1%	11.3%	3.0%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 83: TRIP MODE BY SERVICE TYPE (% WEIGHTED VALUE)

Transit Trip Mode	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Bus Only	78.8%	92.4%	0.0%	0.0%	79.1%	49.0%
Bus/Rail	21.2%	7.6%	19.7%	39.6%	20.9%	27.3%

Transit Trip Mode	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Rail Only	0.0%	0.0%	80.3%	60.4%	0.0%	23.7%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 84: ORIGIN TYPE OF PLACE BY SERVICE TYPE (% WEIGHTED VALUE)

Origin Type of Place	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Your HOME	49.0%	51.6%	45.5%	44.3%	36.8%	47.2%
Your usual WORKPLACE	21.4%	41.8%	28.7%	29.4%	23.7%	24.6%
College / University (student only)	8.3%	1.9%	4.7%	2.1%	1.4%	6.0%
Shopping	4.4%	0.4%	1.1%	2.7%	4.1%	3.7%
Personal business (bank, post office)	3.7%	1.1%	2.9%	3.5%	2.1%	3.6%
Social visits (friends / relatives)	3.1%	0.6%	2.7%	4.1%	2.2%	3.4%
Medical appointment / Doctor's visit	2.6%	0.1%	1.0%	2.7%	0.7%	2.5%
Eating / Dining Out	2.3%	1.0%	2.5%	2.4%	5.9%	2.3%
Other business related	1.3%	0.0%	0.5%	1.8%	0.2%	1.4%
Recreation	1.0%	0.0%	1.3%	1.5%	7.6%	1.2%
Hotel or Lodging	0.8%	0.6%	2.7%	1.4%	11.6%	1.1%
Sightseeing	0.5%	0.0%	1.7%	1.6%	2.5%	0.9%
School (K-12) (student only)	0.9%	0.3%	0.1%	0.7%	0.9%	0.8%
Airport (airline passenger only)	0.2%	0.3%	3.7%	0.8%	0.1%	0.5%
Sporting event	0.1%	0.0%	0.7%	0.7%	0.1%	0.3%
Pick up / Drop off someone (daycare, school)	0.3%	0.3%	0.2%	0.1%	0.0%	0.3%
Other	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 85: DESTINATION TYPE OF PLACE BY SERVICE TYPE (% WEIGHTED VALUE)

Destination Type of Place	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Your HOME	43.4%	46.1%	43.4%	46.2%	28.4%	44.3%
Your usual WORKPLACE	22.4%	44.5%	26.9%	26.5%	16.1%	24.1%
College / University (student only)	7.8%	1.4%	5.1%	1.9%	0.8%	5.6%
Social visits (friends / relatives)	5.0%	0.4%	3.7%	5.5%	4.8%	5.1%
Shopping	5.4%	0.5%	1.3%	2.1%	5.7%	4.1%
Personal business (bank, post office)	4.1%	1.9%	2.5%	3.6%	3.3%	3.9%
Eating / Dining Out	3.1%	1.3%	2.8%	2.7%	19.7%	3.1%
Medical appointment / Doctor's visit	2.6%	0.7%	1.1%	2.4%	1.6%	2.4%
Other business related	1.9%	0.3%	1.1%	1.8%	2.4%	1.9%
Recreation	1.4%	0.8%	1.6%	1.8%	4.1%	1.6%
Sightseeing	0.6%	0.0%	1.1%	1.5%	7.0%	1.0%
Hotel or Lodging	0.4%	0.3%	2.4%	1.3%	5.6%	0.8%
School (K-12) (student only)	0.9%	0.0%	0.0%	0.5%	0.0%	0.7%
Airport (airline passenger only)	0.2%	0.1%	4.3%	1.0%	0.0%	0.6%
Sporting event	0.1%	1.2%	2.7%	0.9%	0.7%	0.5%
Pick up / Drop off someone (daycare, school)	0.6%	0.4%	0.1%	0.2%	0.0%	0.4%
Other	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 86: ACCESS MODE BY SERVICE TYPE (% WEIGHTED VALUE)

How did you get from your Origin? (Access Mode)	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Walk	92.8%	64.5%	59.0%	82.7%	94.4%	87.8%
Was dropped off by someone going someplace else	3.0%	3.7%	11.3%	6.4%	3.0%	4.5%
Drove alone and parked	1.0%	26.9%	14.7%	4.2%	0.9%	2.8%
Uber, Lyft, etc.	0.8%	2.3%	3.9%	2.6%	0.2%	1.5%
Personal Bike	1.1%	1.3%	4.4%	1.9%	0.2%	1.5%
Drove or rode with others and parked	0.3%	0.4%	5.8%	1.1%	1.1%	0.8%
Wheelchair	0.6%	0.0%	0.2%	0.6%	0.0%	0.6%
Electric Scooter	0.1%	0.8%	0.4%	0.3%	0.2%	0.2%
Other	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%
Bike Share	0.0%	0.0%	0.2%	0.1%	0.0%	0.1%
Taxi	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 87: WALKING DISTANCE FROM ORIGIN BY SERVICE TYPE (% WEIGHTED VALUE)

How far did you walk from origin? (In minutes)	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
5 minutes or less	69.5%	74.9%	45.5%	56.9%	74.8%	64.9%
6-10 minutes	20.5%	17.2%	29.0%	22.7%	21.0%	21.4%
11-20 minutes	8.2%	5.6%	16.8%	16.0%	3.5%	10.9%
21-30 minutes	1.3%	1.5%	4.0%	3.5%	0.5%	2.1%
More than 30 minutes	0.5%	0.9%	4.7%	0.8%	0.3%	0.7%
Refused/No Answer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 88: BOARDING TIME BY SERVICE TYPE (% WEIGHTED VALUE)

What time did you BOARD this transit vehicle?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Before 6:30 am	5.8%	17.5%	9.6%	7.0%	1.1%	6.4%
6:30 am - 7:00 am	2.6%	8.6%	3.4%	3.3%	0.6%	2.9%
7:00 am - 8:00 am	5.5%	13.1%	7.3%	6.1%	2.1%	5.8%
8:00 am - 9:00 am	6.4%	10.1%	6.7%	5.5%	4.2%	6.1%
9:00 am - 10:00 am	5.5%	0.6%	3.5%	4.8%	4.6%	5.1%
10:00 am - 11:00 am	6.2%	0.0%	4.1%	4.6%	6.0%	5.5%
11:00 am - 12:00 noon	5.7%	0.0%	4.0%	4.4%	4.5%	5.1%
12:00 noon - 1:00 pm	6.6%	0.1%	4.0%	5.7%	10.1%	6.2%
1:00 pm - 2:00 pm	7.3%	0.0%	4.3%	5.2%	8.4%	6.4%
2:00 pm - 3:00 pm	6.2%	2.0%	5.1%	5.5%	3.3%	5.8%
3:00 pm - 4:00 pm	7.8%	10.9%	8.5%	6.5%	7.3%	7.4%
4:00 pm - 5:00 pm	7.5%	12.2%	9.5%	7.6%	6.9%	7.6%
5:00 pm - 6:00 pm	6.7%	13.4%	7.8%	7.6%	9.3%	7.1%
6:00 pm - 7:00 pm	5.8%	9.3%	8.3%	7.2%	6.5%	6.4%
7:00 pm - 8:00 pm	5.8%	1.5%	5.4%	6.2%	11.9%	6.0%
8:00 pm - 9:00 pm	4.4%	0.8%	3.5%	5.3%	8.0%	4.7%
9:00 pm - 10:00 pm	2.2%	0.0%	2.6%	3.2%	3.1%	2.5%
10:00 pm - 11:00 pm	1.3%	0.0%	2.1%	2.5%	2.0%	1.7%
11:00 pm and later	0.7%	0.0%	0.3%	1.9%	0.2%	1.1%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 89: WAIT TIME BY SERVICE TYPE (% WEIGHTED VALUE)

How long (in minutes) were you waiting at the bus stop for this bus/train to arrive?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
5 minutes or less	50.5%	70.6%	39.5%	49.7%	64.1%	50.1%
6-10 minutes	36.3%	20.4%	34.5%	38.3%	25.8%	36.7%
11-20 minutes	10.6%	7.4%	19.4%	9.9%	9.9%	10.6%
21-30 minutes	2.0%	1.0%	4.8%	1.5%	0.2%	1.9%
More than 30 minutes	0.7%	0.6%	1.8%	0.6%	0.0%	0.7%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 90: EGRESS MODE BY SERVICE TYPE (% WEIGHTED VALUE)

How did you get to your destination? (Egress Mode)	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Walk	94.0%	63.7%	60.9%	82.7%	94.3%	88.6%
Get in a parked vehicle and drive alone	1.0%	28.2%	14.2%	5.1%	1.0%	3.1%
Be picked up by someone going someplace else	1.9%	3.8%	7.3%	4.8%	0.5%	3.1%
Uber, Lyft, etc.	0.6%	1.6%	4.3%	2.9%	0.9%	1.5%
Personal Bike	1.0%	1.1%	4.9%	1.9%	0.2%	1.5%
Get in a parked vehicle and drive / ride with others	0.5%	0.7%	7.4%	1.4%	2.7%	1.1%
Wheelchair	0.7%	0.0%	0.2%	0.6%	0.0%	0.6%
Electric Scooter	0.1%	0.5%	0.4%	0.3%	0.0%	0.2%
Other	0.1%	0.2%	0.0%	0.0%	0.3%	0.1%
Bike Share	0.0%	0.0%	0.3%	0.1%	0.0%	0.1%
Taxi	0.0%	0.2%	0.2%	0.1%	0.0%	0.0%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 91: EGRESS WALK DISTANCE BY SERVICE TYPE (% WEIGHTED VALUE)

How far will you walk?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
5 minutes or less	68.7%	73.9%	49.9%	58.8%	80.6%	65.2%
6-10 minutes	20.3%	14.6%	24.8%	20.3%	14.6%	20.4%
11-20 minutes	8.5%	7.8%	12.7%	15.1%	3.4%	10.7%
21-30 minutes	1.7%	3.6%	5.2%	4.8%	0.8%	2.8%
More than 30 minutes	0.7%	0.1%	7.4%	0.9%	0.6%	1.0%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 92: FREQUENCY OF MAKING SAME TRIP BY SERVICE TYPE (% WEIGHTED VALUE)

How often do you make a transit trip between this starting point and destination on weekdays?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
every weekday	51.7%	67.2%	36.1%	52.6%	23.5%	51.4%
2-4 times/week	24.8%	24.3%	31.9%	23.3%	19.1%	24.5%
once/week	4.6%	1.6%	3.4%	3.1%	9.1%	4.1%
2-3 times/month	6.8%	0.7%	7.3%	5.7%	6.3%	6.4%
once/month	4.9%	1.7%	3.3%	4.7%	6.6%	4.8%
less than once/month	7.2%	4.5%	17.9%	10.6%	35.5%	8.9%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 93: TRIP PLANNING BY SERVICE TYPE (% WEIGHTED VALUE)

What did you use to plan this trip?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Did not do any trip planning	37.0%	17.2%	37.5%	31.8%	37.7%	35.0%
Go Pass App	31.3%	76.1%	31.2%	40.0%	35.6%	34.7%
Google Maps	10.9%	2.1%	12.1%	11.9%	15.4%	11.2%
Apple Maps	6.6%	2.8%	8.5%	7.9%	6.1%	7.1%
Use paper schedules	7.1%	1.3%	2.9%	4.5%	0.2%	6.0%
Transit Agency Online Trip Planner	3.6%	0.4%	5.5%	1.7%	5.0%	3.0%
Call Customer Service	2.4%	0.0%	1.1%	2.1%	0.0%	2.2%
Other	1.1%	0.0%	1.2%	0.0%	0.0%	0.7%
Refused/No Answer	0.1%	0.0%	0.1%	0.2%	0.0%	0.1%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 94: PASS TYPE BY SERVICE TYPE (% WEIGHTED VALUE)

WHAT KIND OF PASS DID YOU USE FOR THIS TRIP?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
DART_LOCAL	69.8%	91.0%	13.2%	92.8%	94.5%	75.9%
TM_LOCAL	7.6%	7.2%	22.4%	0.0%	0.0%	5.5%
DCTA_LOCAL	7.9%	0.0%	8.5%	0.0%	0.0%	5.1%
DART STUDENT ID	6.0%	0.3%	1.0%	3.5%	4.0%	4.9%
DART_REGIONAL	2.4%	0.0%	15.8%	2.6%	0.0%	2.9%
TM_REGIONAL	0.7%	0.8%	16.7%	0.0%	0.0%	1.1%
TCC STUDENT ID	1.3%	0.0%	4.3%	0.0%	0.0%	0.9%
DCTA_REGIONAL	0.2%	0.0%	2.5%	0.0%	0.0%	0.2%
TRE SINGLE RIDE	0.0%	0.0%	4.2%	0.0%	0.0%	0.2%
EXPRESS/TRE 1-ZONE	0.1%	0.2%	2.4%	0.0%	0.0%	0.2%
GOZONE	0.1%	0.0%	0.2%	0.0%	0.0%	0.1%
TRINITY METRO EMPLOYEE PASS	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%
REFUSED/NO ANSWER	3.9%	0.6%	8.2%	1.1%	1.5%	3.1%
GRAND TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 95: PASS PURCHASE LOCATION BY SERVICE TYPE (% WEIGHTED VALUE)

Where did you get your pass?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
GoPass Mobile App	36.0%	78.7%	43.2%	47.2%	29.2%	40.4%
On the bus/train	34.3%	11.2%	4.5%	17.9%	35.2%	27.3%
Ticket Vending Machine	5.4%	1.0%	19.9%	22.2%	1.9%	11.6%
School/University/Employer	14.2%	6.3%	13.8%	6.0%	7.4%	11.3%
Go Zone App	1.5%	0.0%	0.3%	1.2%	3.0%	1.4%
Public agency (social services)	1.1%	0.0%	0.4%	1.1%	0.9%	1.1%
DART Store	1.0%	0.4%	1.0%	1.2%	0.1%	1.1%
Transit agency website	0.8%	0.5%	2.9%	0.7%	0.3%	0.8%
Sales outlet (like a grocery store)	0.6%	0.0%	0.8%	0.6%	0.8%	0.6%
Trinity Metro Central Station	0.3%	0.9%	2.4%	0.0%	0.0%	0.3%
Downtown Denton Transit Center	0.2%	0.4%	0.7%	0.1%	0.0%	0.2%
Trinity Metro Employee Pass	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%
ZIPZONE App	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other	0.6%	0.0%	1.0%	0.6%	19.7%	0.7%
Refused/No Answer	4.0%	0.6%	8.6%	1.3%	1.5%	3.2%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 96: PASS PURCHASE METHOD BY SERVICE TYPE (% WEIGHTED VALUE)

How did you pay for your pass?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Cash	37.4%	11.3%	16.4%	34.7%	6.0%	35.3%
GoPass App	31.5%	75.8%	36.8%	38.8%	30.0%	34.5%
Gift/Free/No Charge	14.8%	2.4%	14.1%	6.5%	58.7%	12.1%
Credit/Debit card	6.5%	3.4%	15.7%	9.9%	0.0%	7.9%
GoPass Tap Card	2.9%	1.9%	1.5%	3.9%	2.6%	3.2%
SmartPhone/Digital Wallet	2.2%	0.5%	1.6%	3.2%	0.7%	2.5%
Payroll deduction	0.8%	4.1%	5.2%	1.9%	0.4%	1.3%
Trinity Metro Employee Pass	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%
Refused/No Answer	3.9%	0.6%	8.2%	1.1%	1.5%	3.1%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 97: Pass Duration By Service Type (%Weighted VALUE)

How long is your pass good for?	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
Single Ride	12.1%	7.5%	14.3%	13.0%	48.4%	12.7%
AM/PM pass	20.3%	3.0%	3.3%	23.8%	3.1%	20.6%
Midday pass	1.8%	0.0%	0.3%	1.8%	0.4%	1.7%
Day pass	38.1%	72.1%	43.4%	45.0%	41.9%	40.9%
7 Day pass	1.0%	0.2%	2.1%	0.0%	0.0%	0.7%
Monthly (31 Day pass)	9.6%	10.6%	14.6%	10.2%	3.6%	10.0%
Annual pass	13.2%	6.1%	13.3%	5.0%	1.1%	10.3%
Trinity Metro Employee Pass	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%
Refused/No Answer	3.9%	0.6%	8.2%	1.1%	1.5%	3.1%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

TABLE 98: SYSTEM TRANSFERS (%WEIGHTED VALUE)

Transfers	LOCAL BUS	EXPRESS BUS	COMMUTER RAIL	LIGHT RAIL	STREETCAR	TOTAL
0	58.2%	79.0%	71.1%	51.1%	77.1%	56.5%
1	29.5%	13.6%	19.6%	32.9%	17.6%	30.1%
2	10.7%	6.6%	7.5%	13.1%	4.9%	11.3%
3	1.6%	0.8%	1.7%	2.7%	0.4%	2.0%
4	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
5	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
6	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

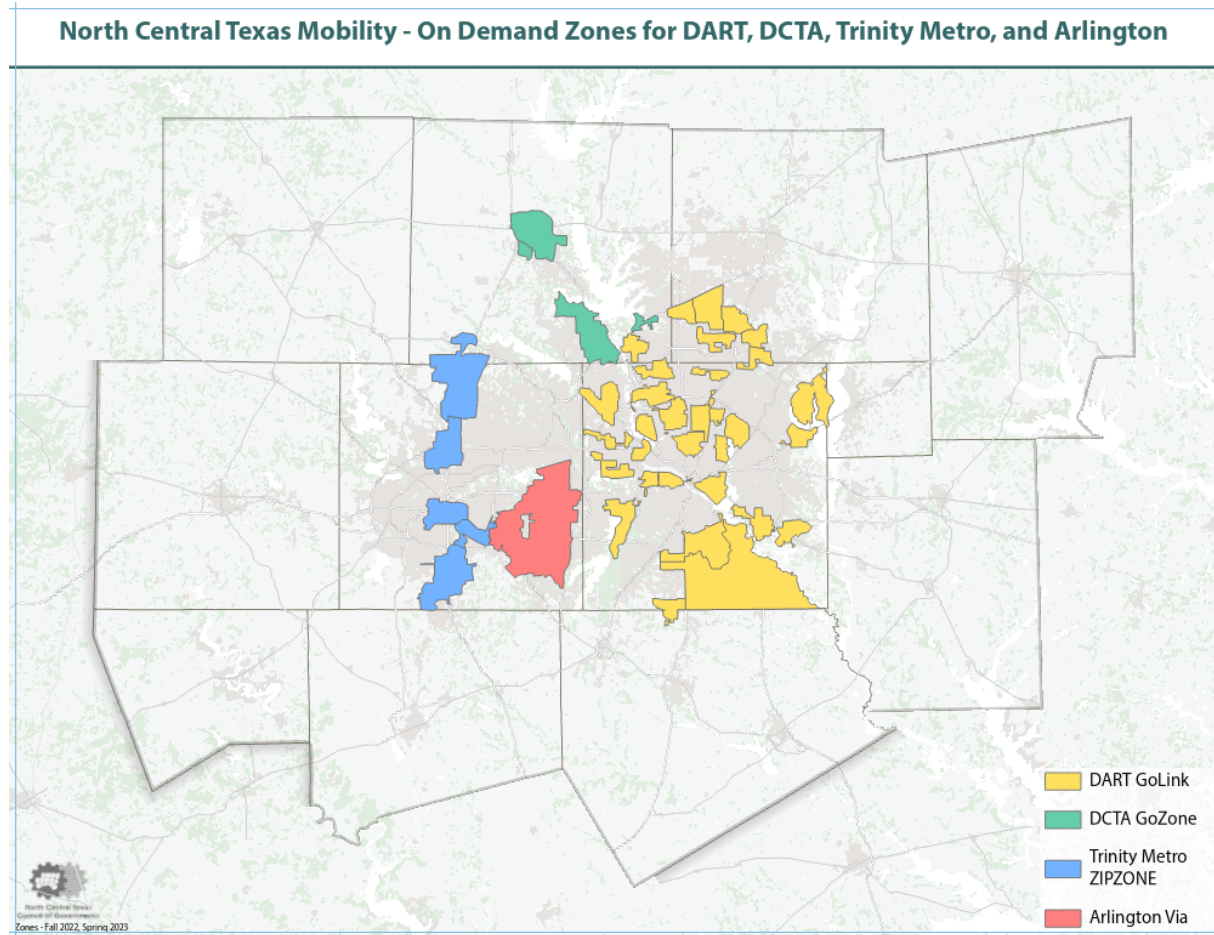
CHAPTER 6: Regional Mobility On-Demand

Overview

In addition to a survey of fixed bus route and rail line services, the 2022-2023 North Central Texas Onboard Survey project included a survey of available Mobility On-Demand services. Mobility On-Demand is defined as tech-enabled shared transportation that lives in the space between traditional fixed route transit and ride hailing technology. Mobility On-Demand routes are nimble; their “schedules” are not fixed, as they shift constantly based on rider demand. The transit vehicles for this service range in size and include cars, vans, shuttles, and buses.

ETC Institute conducted a self-administered version of the Origin-Destination survey to riders using Mobility On-Demand services of the transit agencies participating in the fixed route OD survey. GoLink (DART), GoZone (DCTA), ZIPZONE (Trinity Metro), and Arlington Via are the services included in this survey. The on-demand zone coverage is shown in Figure 18.

FIGURE 18: MOBILITY ON-DEMAND SERVICE MAP FOR DART, DCTA, TRINITY METRO, AND ARLINGTON



The purpose of the survey was to learn more about the weekday travel patterns of Mobility On-Demand and how they use the services. The survey was designed to collect one-way trip details, location data, fare and payment information, person and household demographic information. The survey instrument closely followed the format of the 2022-2023 North Central Texas Regional Onboard survey, so the results could be compared with the fixed route survey. Each agency was asked to review the fixed route survey instrument, provide appropriate fare and payment options, and suggest questions that could be included. The main changes were the inclusion of different fare and payment modified for each transit agency and the rider’s need for special assistance options. The final survey instrument(s) and online survey screens are provided in Appendix F and Appendix G respectively. The final data definition table is provided in Appendix H.

The goal of the survey was to collect 10% of the total average weekday ridership on the on-demand services. The target ridership for all Mobility On-Demand services totaled 8,833. 1,534 surveys were collected across the four agencies. The details by agency are shown in Table 99.

TABLE 99: MOBILITY ON-DEMAND ZONES AND SURVEYS COLLECTED

Mobility On-Demand Service	Zones Surveyed	Total Ridership	Surveys Collected
Arlington Via	1	2,578	462
Dallas Area Rapid Transit (DART) GoLink	34	3,864	408
Denton County Transportation Authority (DCTA) GoZone	2	2,015	531
Trinity Metro ZIPZONES	23	376	133
All Systems Combined	60	8,833	1,534

GoZone, ZIPZONE, and Arlington Via were surveyed in fall 2022 and GoLink was surveyed in spring 2023. This chapter will provide details of the two data collections, data processing, and a regional analysis of the data.

Fall 2022 Data Collection

In fall 22, DCTA, Trinity Metro, and Arlington Transportation worked together to have a common approach to the Mobility On-Demand data collection. At the time, all three services made use of Via to operate their Mobility On-Demand service that were included in the survey, so streamlining the survey for GoZone, ZIPZONE, and Arlington Via was, Trinity Metro, and Arlington Transportation was also logical.

When evaluating the best way to invite riders to the survey, the project team reviewed how people booked their rides. Only 5% or less of total ridership of GoZone, ZIPZONE, and Arlington Via booked through the phone, so the recruitment efforts focused on phone app users.

Working with Via, the Origin and Destination (OD) survey recruitment included messaging through each agency’s Mobility On-Demand app and electronic mail (email). The messages used the followed stages of booking through the app:

- After completing a trip booked through the app, a rider would receive an in-app message inviting them to participate in the survey and including a link to the agency’s Mobility On-Demand survey.
- Two days after completing a trip booked through the app, a rider would receive an in-app message inviting them to participate in the survey and including a link to the agency’s Mobility On-Demand survey.
- One week after completing a trip booked through the app, a rider would receive an email message explaining the survey and inviting them to participate in the survey and including a link to the agency’s Mobility On-Demand survey.

Since the Via app programming was not able to turn off the message on weekends or non-survey days, a message was added to the survey to request only weekday Mobility On-Demand trips. In the case of ZIPZONE, the language included stated the following: “If you are currently making a WEEKDAY ZIPZONE

then answer based on this trip. If not, please recall your most recent weekday one-way trip using ZIPZONE and answer based on that trip.”

The survey went live on October 24, 2022. On November 17, 2022, the survey In-App and e-mail messaging was turned off since the survey goals had been reached for each agency, and the project team wanted to avoid responses that includes non-regular travel, such as Thanksgiving travel, being included in the survey.

Spring 2023 Data Collection

DART GoLink was surveyed in spring 2023. At the time of the survey, people wishing to book a DART GoLink trip could book the GoLink service in three ways: over the phone, through the Uber App using a special code, and through the GoPass App. Through the GoPass App, people could ride a GoLink vehicle or could choose to use Uber for their GoLink ride. The only people that could be reached for the survey are those who booked over the phone or through the GoPass app and used a GoLink vehicle for their trip.

There were three different phases for the Spring 2023 Mobility On-Demand survey. The first phase was conducted during the Origin and Destination (OD) survey and included sending the survey link through the app at the time a respondent booked the trip. Passengers who booked a Mobility On-Demand trip were asked if they would be willing to participate in the survey and if the passenger answered yes, they were redirected to the self-administered online link.

When the number of surveys collected seemed to stagnate, the second phase involved more marketing of the survey through the following methods:

- 1) Placing signs onboard dedicated on-demand vehicles that contained a QR code linking the passenger to the survey.
- 2) Drivers handed out cards that contained a QR code linking the passenger to the survey.
- 3) For those booking via phone, the on-hold message mentioned the survey and provided a survey link/phone number.
- 4) Reminding people of the survey on on-demand vehicles through social media.

The third phase of recruitment involved targeted surveying in the field onboard vehicles and at rail platforms, and Mobility On-Demand zones where survey goals had not been reached and which had dedicated vehicles for Mobility On-Demand services. Survey onboard vehicles also took place on West Dallas Circuit, since they did not use the same app to book as other GoLink zones. Survey goals were reached by June 2, 2023 and the data collection ended.

Data Quality Assurance

Once collected, the data went through the same quality control process that was specified in Chapter 2 for the Regional On-Board Survey fixed route data collection.

In addition, there was an extra process needed to identify the on-demand zone(s) that were used by the respondent. This process involved connecting the boarding and alighting locations specified in the on-line survey against the on-demand zone shapefiles and zone anchor point information provided by each transit agency. Even in cases where surveys were collected on-board vehicles, this process allowed checking if multiple on-demand zones were used to complete the one-way trip.

Data Expansion

The cleaned survey records were expanded to the total on-demand ridership of the zone or zone group during the survey time frame. The unlinked weight factor was calculated as the total ridership of the zone or zone group divided by the total number of surveys for that zone or zone group. Where enough surveys were collected, survey records were expanded by on-demand zone by time-of-day period. Arlington Via, DCTA GoZone, and Trinity Metro ZipZone were expanded to October 2022 weekday ridership, and DART GoLink was expanded to April 23 weekday ridership.

Lessons Learned

Some things that the team noticed during the Mobility On-Demand data collection were the following:

- Via messaging worked for this project, but it is important to be aware of other in-app messages taking place during the time of the survey. For example, other in-app messages on the transit agency apps invited riders to participate in other surveys, tip drivers, and provide app feedback. The project team did have concerns about user fatigue towards in-app messages.
- It is important to have testers for these surveys including employees who use the service and can verify receipt of messages.
- Questions still remain on why the response rate was lower on DART than the other on-demand services. In addition, DART GoLink had lower response rates from users of iOS vs users of Android devices.

Regional Mobility On-Demand Data Analysis

In this section, the ridership profile and trip profiles data tables have been created for the Regional Mobility On-Demand service that were part of the 2022-2023 North Central Texas Regional Transit Onboard Survey. The weight and percent weight columns use the unlinked weight of riders, unless otherwise specified.

Some notable findings for regional Mobility On-Demand section are the following:

- **Age:** Over 45% of riders are aged 25-44.
- **Income:** Over 52% of riders have income less than \$33,000.
- **Household Vehicles:** 49.2% of riders do not have a vehicle available to their household.
- **Employment:** 72.4% are employed full-time or part-time.

- **School:** 28.3 attend college/university, K-12, or vocational/ technical/trade school.
- **Trip Purpose:**
 - Over half of riders were surveyed on work-related trips. 42.1% were surveyed on home-based work trips, and another 9.5% were surveyed on non-home-based work trips.
 - 9.8% were surveyed on home-based education college trips.
- **Mode:**
 - **Access Mode:** Over 93% of Mobility On-Demand walked from their origin to access transit.
 - **Egress Mode:** Over 93% of Mobility On-Demand walked from their last transit vehicle to their destination.
 - **Trip Mode:** 72% of riders were surveyed on trips that used on-demand vehicles only.
- **Wait Time:** 56.9% waited 10 minutes or less for their Mobility On-Demand vehicle.
- **Same Trip:**
 - 68% of riders will make the same trip on two or more weekdays each week.
 - Two-thirds of riders will make the trip in the opposite direction on the same day.

Regional Mobility On-Demand Ridership Profile

TABLE 100: GENDER - REGIONAL MOBILITY ON-DEMAND

49.7% of On-Demand riders are male. 46.2% are female.

Gender	Count	% Count	Weight	% Weight
Female	713	46.5%	4,081	46.2%
Male	752	49.0%	4,388	49.7%
Other	23	1.5%	97	1.1%
Prefer not to say	46	3.0%	268	3.0%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 101: AGE - REGIONAL MOBILITY ON-DEMAND

26.2% of riders are between 25 and 34 years old. Over 47% of riders are age 35 or older.

Age	Count	% Count	Weight	% Weight
Under 18	58	3.8%	307	3.5%
18 - 19	121	7.9%	637	7.2%
20 - 24	290	18.9%	1,414	16.0%
25 - 34	387	25.2%	2,312	26.2%
35 - 44	274	17.9%	1,734	19.6%
45 - 54	170	11.1%	1,068	12.1%
55 - 64	128	8.3%	774	8.8%
65+	106	6.9%	587	6.6%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 102: ETHNICITY/RACE - REGIONAL MOBILITY ON-DEMAND

Riders were asked to specify all of the ethnicity/races that apply to them. 38.7% of riders are Black/African American. 30.9% are White/Caucasian. 16.5% are Hispanic/Latino.

Ethnicity/Race	Count	% Count	Weight	% Weight
American Indian/Alaskan Native	44	2.9%	288	3.3%
Asian/Indian	262	17.1%	1,399	15.8%
Black/African American	522	34.0%	3,417	38.7%
Hispanic/Latino	254	16.6%	1,477	16.7%
Native Hawaiian/Pacific Islander	10	0.7%	74	0.8%
White/Caucasian	537	35.0%	2,734	30.9%
Two or more Races/Ethnicities	104	6.8%	576	6.5%

TABLE 103: HOUSEHOLD INCOME - REGIONAL MOBILITY ON-DEMAND

25.0% of riders have an annual household income of less than \$15,000. 52.4% of riders have an annual household income of less than \$33,000.

Household Income	Count	% Count	Weight	% Weight
Less than \$15,000	423	27.6%	2,211	25.0%
\$15,000 - \$19,999	130	8.5%	686	7.8%
\$20,000 - \$21,999	84	5.5%	505	5.7%
\$22,000 - \$24,999	57	3.7%	390	4.4%
\$25,000 - \$27,999	59	3.8%	359	4.1%
\$28,000 - \$32,999	75	4.9%	476	5.4%
\$33,000 - \$34,999	44	2.9%	280	3.2%
\$35,000 - \$39,999	73	4.8%	417	4.7%
\$40,000 - \$44,999	54	3.5%	346	3.9%
\$45,000 - \$49,999	34	2.2%	207	2.3%
\$50,000 - \$54,999	37	2.4%	228	2.6%
\$55,000 - \$59,999	19	1.2%	133	1.5%
\$60,000 - \$64,999	38	2.5%	235	2.7%
\$65,000 - \$74,999	32	2.1%	189	2.1%
\$75,000 - \$79,999	25	1.6%	168	1.9%
\$80,000 - \$99,999	37	2.4%	187	2.1%
\$100,000 - \$149,999	34	2.2%	235	2.7%
\$150,000 or more	28	1.8%	148	1.7%
Refused/No Answer	251	16.4%	1,435	16.2%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 104: HOUSEHOLD SIZE - REGIONAL MOBILITY ON-DEMAND

25.7% of riders live in a household with one other person, and 22.5% of riders live alone. 17.2% of riders live in a household with two other people, and 17.2% live in a household with three other people.

Household Size	Count	% Count	Weight	% Weight
One (1)	360	23.5%	1,990	22.5%
Two (2)	392	25.6%	2,273	25.7%
Three (3)	269	17.5%	1,519	17.2%
Four (4)	256	16.7%	1,516	17.2%
Five (5)	135	8.8%	815	9.2%
Six (6)	66	4.3%	379	4.3%
Seven (7)	18	1.2%	105	1.2%
Eight (8)	13	0.8%	103	1.2%
Nine (9)	6	0.4%	32	0.4%
Ten or More (10+)	19	1.2%	102	1.2%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 105: EMPLOYMENT STATUS – REGIONAL MOBILITY ON-DEMAND

49.8% of riders are employed full-time. 22.6% of riders are employed part-time.

Employment Status	Count	% Count	Weight	% Weight
Employed full-time	698	45.5%	4,396	49.8%
Employed part-time	369	24.1%	1,995	22.6%
Not currently employed, but seeking work	199	13.0%	1,019	11.5%
Not currently employed, and not seeking work	141	9.2%	755	8.5%
Retired	101	6.6%	551	6.2%
Homemaker	26	1.7%	118	1.3%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 106: HOUSEHOLD EMPLOYMENT – REGIONAL MOBILITY ON-DEMAND

37.5% of riders live in a household with only one employed individual. 30.2% live in a household with two employed individuals.

Household Employment	Count	% Count	Weight	% Weight
None (0)	236	15.4%	1,183	13.4%
One (1)	567	37.0%	3,310	37.5%
Two (2)	446	29.1%	2,671	30.2%
Three (3)	177	11.5%	1,047	11.9%
Four (4)	67	4.4%	407	4.6%
Five (5)	19	1.2%	95	1.1%
Six (6)	9	0.6%	48	0.5%
Seven (7)	1	0.1%	2	0.0%
Eight (8)	3	0.2%	16	0.2%
Nine (9)	2	0.1%	16	0.2%
Ten or More (10+)	7	0.5%	39	0.4%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 107: STUDENT STATUS - REGIONAL MOBILITY ON-DEMAND

22.9% attend a college or university. 5.4% attend K-12 or a vocational, technical or trade school.

Student Status	Count	% Count	Weight	% Weight
Not a student	1,014	66.1%	6,243	70.7%
Yes - College / University	418	27.2%	2,020	22.9%
Yes - K-12th grade	74	4.8%	416	4.7%
Yes - Vocational / Technical / Trade school	11	0.7%	61	0.7%
Other	12	0.8%	48	0.5%
Refused / No Answer	5	0.3%	46	0.5%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 108: DISABILITY STATUS - REGIONAL MOBILITY ON-DEMAND

10.6% of riders have a disability that limits their mobility.

Disability Status	Count	% Count	Weight	% Weight
Yes	176	11.5%	939	10.6%
No	1,281	83.5%	7,519	85.1%
Prefer not to say	77	5.0%	376	4.3%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 109: SPECIAL ASSISTANCE – REGIONAL MOBILITY ON-DEMAND

2.4% riders need assistance using a lift or ramp to ride Mobility On-Demand. 1% need the assistance of a service animal and 0.6% need a Patient Care Assistant.

Special Assistance	Count	% Count	Weight	% Weight
Lift/Ramp	35	2.3%	215	2.4%
Patient Care Assistant (PCA)	12	0.8%	56	0.6%
Service Animal	16	1.0%	87	1.0%
Other	9	0.6%	36	0.4%
None	1,429	93.2%	8,286	93.8%

TABLE 110: VISITOR/RESIDENT STATUS - REGIONAL MOBILITY ON-DEMAND

83.7% of riders are residents of the area.

Visitor/Resident Status	Count	% Count	Weight	% Weight
Yes	274	17.9%	1,444	16.3%
No	1,260	82.1%	7,390	83.7%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 111: SPEAK LANGUAGE OTHER THAN ENGLISH AT HOME - REGIONAL MOBILITY ON-DEMAND

26.3% of riders speak a language other than English at home.

Do you speak a language other than English at home?	Count	% Count	Weight	% Weight
Yes	412	26.9%	2,320	26.3%
No	1,122	73.1%	6,514	73.7%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 112: LANGUAGE SPOKEN AT HOME - REGIONAL MOBILITY ON-DEMAND

Of those that speak a language other than English at home, 44% speak Spanish, and 15.9% speak Telugu.

Which Language?	Count	% Count	Weight	% Weight
Spanish	167	40.5%	1,021	44.0%
Telugu	82	19.9%	369	15.9%
Other	46	11.2%	263	11.3%
Hindi	43	10.4%	253	10.9%
Nepali	6	1.5%	29	1.3%
Somali	3	0.7%	28	1.2%
Arabic, Standard	4	1.0%	27	1.2%
Urdu	6	1.5%	27	1.2%
Swahili	5	1.2%	26	1.1%
Chinese	2	0.5%	21	0.9%
French	5	1.2%	18	0.8%
American Sign Language (ASL)	5	1.2%	18	0.8%
Bengali	4	1.0%	17	0.8%
Chinese, Mandarin	3	0.7%	15	0.7%
Portuguese	3	0.7%	15	0.7%
Hmong	1	0.2%	15	0.6%
Indonesian	1	0.2%	15	0.6%
Korean	2	0.5%	13	0.6%
Vietnamese	4	1.0%	13	0.6%
Algonquin	1	0.2%	12	0.5%
Italian	2	0.5%	11	0.5%
Tagalog	1	0.2%	11	0.5%
Farsi, Eastern	2	0.5%	11	0.5%
Russian	2	0.5%	10	0.4%
Sinhala	1	0.2%	10	0.4%
Kannada	2	0.5%	9	0.4%
Frisian, Saterlandic	1	0.2%	6	0.3%
German	1	0.2%	6	0.3%
Old English	1	0.2%	6	0.3%
Bagvalal	1	0.2%	6	0.3%
Refused/No Answer	1	0.2%	5	0.2%
Albanian, Tosk	1	0.2%	4	0.2%
Armenian	1	0.2%	3	0.1%

Which Language?	Count	% Count	Weight	% Weight
Japanese	1	0.2%	3	0.1%
Afrikaans	1	0.2%	3	0.1%
Grand Total	412	99.9%	2,320	100.0%

TABLE 113: ENGLISH SPEAKING ABILITY - REGIONAL MOBILITY ON-DEMAND

Of the riders that speak a language other than English at home, 75.8% said that they speak English very well.

How well do you speak English?	Count	% Count	Weight	% Weight
Very well	312	75.7%	1,757	75.8%
Well	80	19.4%	441	19.0%
Less than well	18	4.4%	106	4.6%
Not at all	2	0.5%	15	0.6%
Grand Total	412	100.0%	2,319	100.0%

TABLE 114: NUMBER OF HOUSEHOLD VEHICLES - REGIONAL MOBILITY ON-DEMAND

49.2% of riders do not have an available household vehicle. 29.5% of riders have one available vehicle in their household.

Number of Vehicles per Household	Count	% Count	Weight	% Weight
None (0)	779	50.8%	4,343	49.2%
One (1)	434	28.3%	2,603	29.5%
Two (2)	219	14.3%	1,300	14.7%
Three (3)	70	4.6%	431	4.9%
Four (4)	20	1.3%	104	1.2%
Five (5)	3	0.2%	19	0.2%
Six (6)	1	0.1%	6	0.1%
Eight (8)	1	0.1%	4	0.0%
Ten or more (10+)	7	0.5%	23	0.3%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 115: USE HOUSEHOLD VEHICLE FOR TRIP - REGIONAL MOBILITY ON-DEMAND

Of the riders that indicated they had at least one vehicle available at home, 26.8% said that they could have used it for the trip in which they were surveyed.

Could you have used one of these vehicles for this trip?	Count	% Count	Weight	% Weight
Yes	229	30.3%	1,205	26.8%
No	526	69.7%	3,285	73.2%
Grand Total	755	100.0%	4,490	100.0%

TABLE 116: PUBLIC TRANSIT USAGE FREQUENCY - REGIONAL MOBILITY ON-DEMAND

43.8% of respondents ride public transit every weekday. 32.0% ride public transit two to four times per week.

How often do you use public transit on weekdays?	Count	% Count	Weight	% Weight
every weekday	577	37.6%	3,871	43.8%
2-4 times/week	522	34.0%	2,828	32.0%
once/week	104	6.8%	551	6.2%
2-3 times/month	127	8.3%	610	6.9%
once/month	45	2.9%	228	2.6%
less than once/month	159	10.4%	745	8.4%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 117: SMARTPHONE/CELL PHONE – REGIONAL MOBILITY ON-DEMAND

Mobility On-Demand riders were asked to whether they carried a smartphone, cell phone, both, or neither. 92.5% of riders carry a smartphone only, 5.6% carry a cell phone only, and 1.4% carry both.

Do you carry the following:	Count	% Count	Weight	% Weight
Smartphone Only	1,426	93.0%	8,170	92.5%
Cell Phone Only	77	5.0%	492	5.6%
Smartphone and Cell Phone	19	1.2%	124	1.4%
Neither	12	0.8%	45	0.5%
Grand Total	1,534	100.0%	8,831	100.0%

Regional Mobility On-Demand Trip Profile

TABLE 118: TRIP PURPOSE - REGIONAL MOBILITY ON-DEMAND

42.1% of riders were surveyed on Home-Based Work trips. 9.8% were surveyed on Home-Based Education trips, and 9.6% were surveyed on Home-Based Personal trips.

Trip Purpose	Count	% Count	Weight	% Weight
Home-Based Work	558	36.4%	3,722	42.1%
Home-Based Education College	185	12.1%	866	9.8%
Home-Based Personal	159	10.4%	845	9.6%
Non-Home-Based Work	130	8.5%	842	9.5%
Home-Based Shopping	175	11.4%	840	9.5%
Non-Home-Based Other	135	8.8%	698	7.9%
Home-Based Social/Recreation	79	5.1%	454	5.1%
Home-Based Eating Out	47	3.1%	211	2.4%
Home-Based Education K-12	36	2.3%	202	2.3%
Home-Based Accompany	10	0.7%	53	0.6%
Home-Based Other	10	0.7%	52	0.6%
Home-Based Airport	10	0.7%	48	0.5%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 119: TRIP MODE - REGIONAL MOBILITY ON-DEMAND

72.0% of riders were surveyed on trips that required the use of On-Demand vehicles only. 14.1% rode On-Demand and Rail.

Transit Trip Mode	Count	% Count	Weight	% Weight
On-Demand Only	1,267	82.6%	6,357	72.0%
On-Demand and Rail Only	130	8.5%	1,243	14.1%
On-Demand and Bus Only	73	4.8%	646	7.3%
On-Demand and Bus/Rail	64	4.2%	588	6.7%
Grand Total	1,534	100.1%	1,234	100.1%

TABLE 120: ORIGIN TYPE OF PLACE - REGIONAL MOBILITY ON-DEMAND

Home was the origin for 56.0% of riders surveyed. The usual workplace was specified as the origin for 21.9% of riders surveyed.

Origin Type of Place	Count	% Count	Weight	% Weight
Your HOME	910	59.3%	4,944	56.0%
Your usual WORKPLACE	249	16.2%	1,934	21.9%
College / University (student only)	109	7.1%	527	6.0%
Shopping	60	3.9%	296	3.4%
Personal business (bank, post office)	35	2.3%	209	2.4%
Other business related	24	1.6%	148	1.7%
Social visits (friends / relatives)	26	1.7%	147	1.7%
School (K-12) (student only)	19	1.2%	121	1.4%
Medical appointment / Doctor's visit	23	1.5%	109	1.2%
Hotel or Lodging	23	1.5%	101	1.1%
Eating / Dining Out	19	1.2%	91	1.0%
Other	15	1.0%	73	0.8%
Hotel or Lodging	7	0.5%	57	0.6%
Recreation	4	0.3%	31	0.4%
Pick up / Drop off someone (daycare, school)	4	0.3%	21	0.2%
Sightseeing	1	0.1%	11	0.1%
Airport (airline passenger only)	4	0.3%	7	0.1%
Sporting event	2	0.1%	6	0.1%
Grand Total	1,534	100.0%	8,833	100.0%

FIGURE 19: ORIGIN TYPE OF PLACES MAP - REGIONAL MOBILITY ON-DEMAND

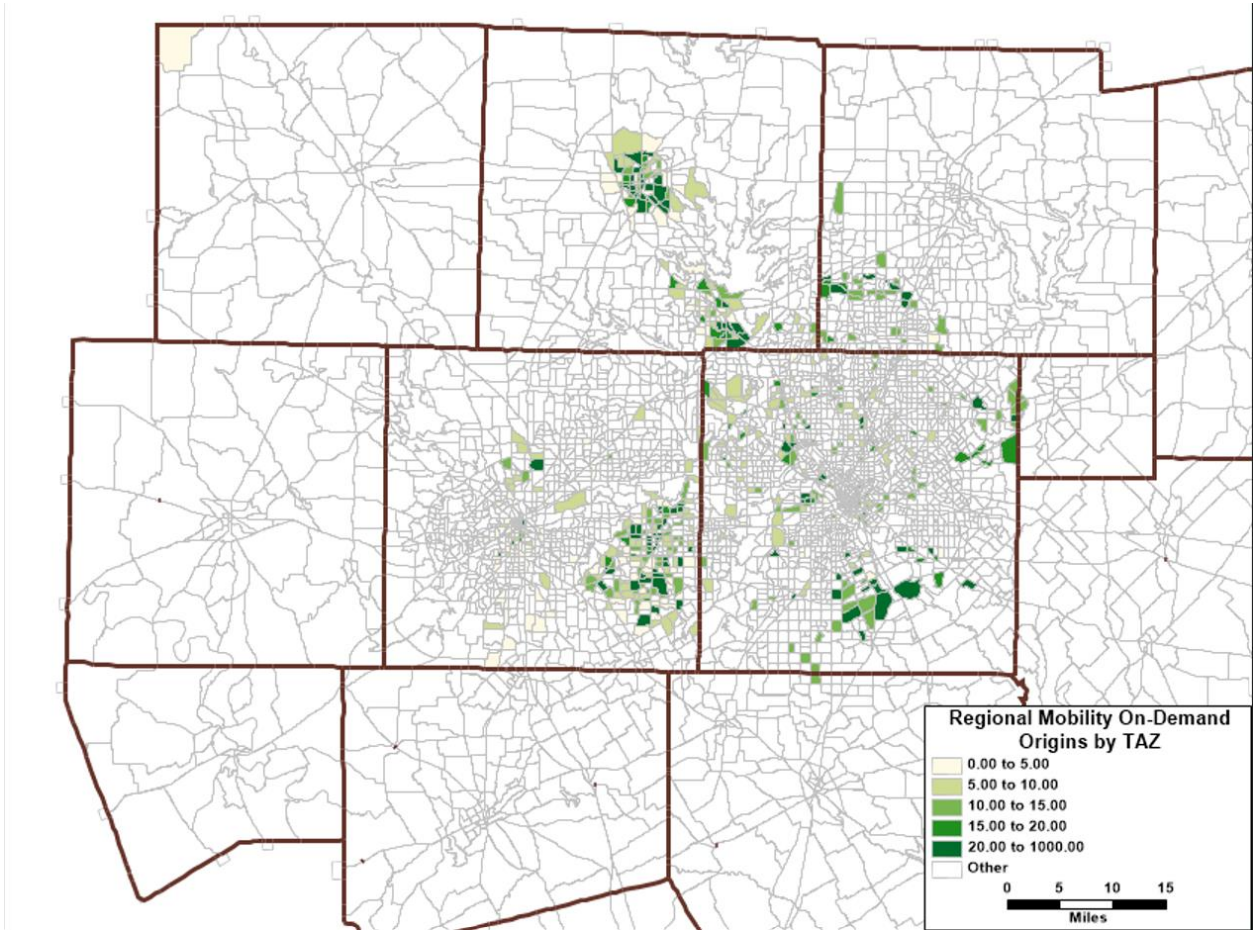


TABLE 121: DESTINATION TYPE OF PLACE - REGIONAL MOBILITY ON-DEMAND

The usual workplace was the destination for 28.6% of riders surveyed. Home was the destination for 26.6% of riders surveyed.

Destination Type of Place	Count	% Count	Weight	% Weight
Your usual WORKPLACE	408	26.6%	2,528	28.6%
Your HOME	359	23.4%	2,349	26.6%
Shopping	188	12.3%	910	10.3%
College / University (student only)	144	9.4%	667	7.6%
Personal business (bank, post office)	94	6.1%	595	6.7%
Social visits (friends / relatives)	55	3.6%	339	3.8%
Medical appointment / Doctor's visit	67	4.4%	287	3.2%
Other business related	51	3.3%	281	3.2%
Eating / Dining Out	52	3.4%	220	2.5%
Recreation	33	2.2%	189	2.1%
School (K-12) (student only)	25	1.6%	132	1.5%
Other	13	0.8%	72	0.8%
Hotel or Lodging	9	0.6%	60	0.7%
Pick up / Drop off someone (daycare, school)	12	0.8%	57	0.6%
Airport (airline passenger only)	9	0.6%	53	0.6%
Sightseeing	9	0.6%	51	0.6%
Sporting event	6	0.4%	43	0.5%
Grand Total	1,534	100.0%	8,833	100.0%

FIGURE 20: DESTINATION TYPE OF PLACES MAP OF REGIONAL MOBILITY ON-DEMAND

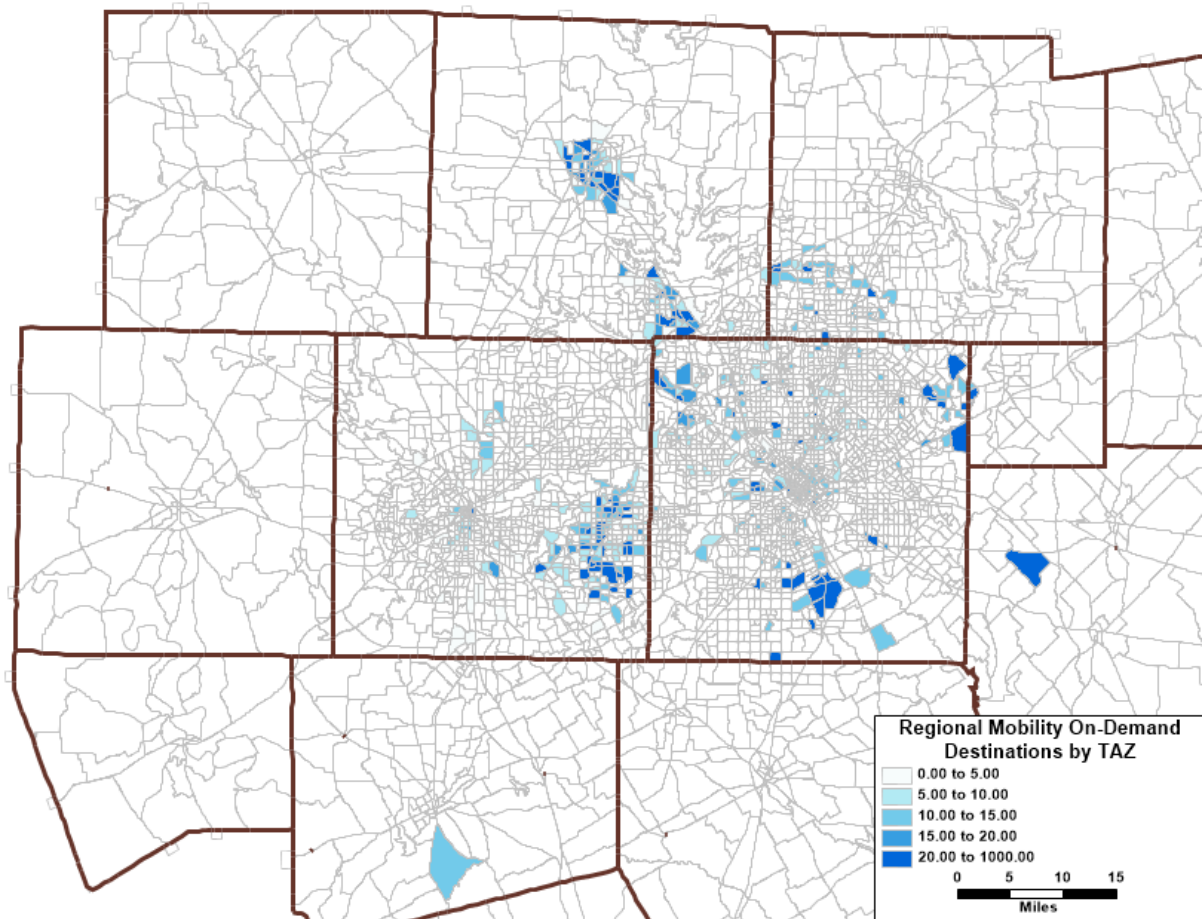


TABLE 122: ACCESS MODE - REGIONAL MOBILITY ON-DEMAND

93.9% of riders walked from their Origin to their first transit vehicle.

How did you get from your Origin (Access Mode)	Count	% Count	Weight	% Weight
Walk	1,458	95.0%	8,291	93.9%
Uber, Lyft, etc.	25	1.6%	190	2.1%
Was dropped off by someone going someplace else	21	1.4%	168	1.9%
Wheelchair	10	0.7%	50	0.6%
Personal Bike	4	0.3%	37	0.4%
Drove or rode with others and parked	4	0.3%	36	0.4%
Drove alone and parked	4	0.3%	28	0.3%
Other	6	0.4%	24	0.3%
Electric Scooter	1	0.1%	6	0.1%
Taxi	1	0.1%	4	0.0%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 123: ACCESS WALK TIME - REGIONAL MOBILITY ON-DEMAND

It took five minutes or less for 67.5% of riders who walked from their origin to their first stop. It took 11.1% between six and ten minutes.

How long did you walk from origin? (In minutes)	Count	% Count	Weight	% Weight
5 minutes or less	978	67.1%	5,593	67.5%
6-10 minutes	174	11.9%	916	11.1%
11-20 minutes	52	3.6%	294	3.5%
21-30 minutes	20	1.4%	135	1.6%
More than 30 minutes	24	1.6%	131	1.6%
Refused/No Answer	210	14.4%	1,223	14.8%
Grand Total	1,458	100.0%	8,291	100.0%

TABLE 124: BOARDING TIME - REGIONAL MOBILITY ON-DEMAND

The most popular boarding times were 9:00-10:00 am and 5:00-6:00 PM. 8.0% of riders boarded the transit vehicle in which they were surveyed between 9:00 AM and 10:00 AM. 7.6% of riders boarded between 5:00 PM and 6:00 PM.

What time did you BOARD this transit vehicle?	Count	% Count	Weight	% Weight
Before 6:30 am	81	5.3%	538	6.1%
6:30 am - 7:00 am	51	3.3%	284	3.2%
7:00 am - 8:00 am	124	8.1%	647	7.3%
8:00 am - 9:00 am	126	8.2%	633	7.2%
9:00 am - 10:00 am	146	9.5%	706	8.0%
10:00 am - 11:00 am	139	9.1%	615	7.0%
11:00 am - 12:00 noon	92	6.0%	388	4.4%
12:00 noon - 1:00 pm	96	6.3%	572	6.5%
1:00 pm - 2:00 pm	95	6.2%	595	6.7%
2:00 pm - 3:00 pm	95	6.2%	559	6.3%
3:00 pm - 4:00 pm	102	6.6%	604	6.8%
4:00 pm - 5:00 pm	87	5.7%	576	6.5%
5:00 pm - 6:00 pm	112	7.3%	675	7.6%
6:00 pm - 6:30 pm	59	3.8%	340	3.8%
6:30 pm - 7:00 pm	32	2.1%	205	2.3%
7:00 pm - 8:00 pm	42	2.7%	409	4.6%
8:00 pm - 9:00 pm	27	1.8%	265	3.0%
9 pm and later	28	1.8%	221	2.5%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 125: WAIT TIME - REGIONAL MOBILITY ON-DEMAND

34.2% of riders had to wait for five minutes or less for their vehicle to arrive.

How long (in minutes) were you waiting at the bus stop for this bus/train to arrive?	Count	% Count	Weight	% Weight
5 minutes or less	438	28.6%	3,020	34.2%
6-10 minutes	324	21.1%	2,002	22.7%
11-20 minutes	262	17.1%	1,376	15.6%
21-30 minutes	281	18.3%	1,362	15.4%

How long (in minutes) were you waiting at the bus stop for this bus/train to arrive?	Count	% Count	Weight	% Weight
More than 30 minutes	229	14.9%	1,073	12.1%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 126: EGRESS MODE - REGIONAL MOBILITY ON-DEMAND

93.8% of respondents walked to their destination from their last transit vehicle.

How did you get to your destination? (Egress Mode)	Count	% Count	Weight	% Weight
Walk	1,457	95.0%	8,288	93.8%
Be picked up by someone going someplace else	18	1.2%	175	2.0%
Uber, Lyft, etc.	19	1.2%	156	1.8%
Wheelchair	11	0.7%	56	0.6%
Other	10	0.7%	38	0.4%
Personal Bike	4	0.3%	29	0.3%
Electric Scooter	5	0.3%	28	0.3%
Taxi	5	0.3%	27	0.3%
Get in a parked vehicle & ride/drive with others	3	0.2%	19	0.2%
Bike Share	1	0.1%	12	0.1%
Get in a parked vehicle & drive alone	1	0.1%	5	0.1%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 127: EGRESS WALK TIME - REGIONAL MOBILITY ON-DEMAND

74.7% of respondents who walked to their destination had a walk of five minutes or less.

How long did you walk to destination? (in minutes)	Count	% Count	Weight	% Weight
5 minutes or less	1,100	75.5%	6,195	74.7%
6-10 minutes	142	9.7%	810	9.8%
11-20 minutes	45	3.1%	256	3.1%
21-30 minutes	16	1.1%	94	1.1%
More than 30 minutes	22	1.5%	116	1.4%
Refused/No Answer	132	9.1%	816	9.8%
Grand Total	1,457	100.0%	8,288	100.0%

TABLE 128: FREQUENCY OF MAKING SAME TRIP - REGIONAL MOBILITY ON-DEMAND

37.5% of respondents make the same trip they were surveyed on every weekday. 31.1% of respondents make the same trip two to four weekdays per week.

How often do you make a transit trip between this starting point and destination on weekdays?	Count	% Count	Weight	% Weight
every weekday	499	32.5%	3,317	37.5%
2-4 times/week	489	31.9%	2,750	31.1%
once/week	133	8.7%	770	8.7%
2-3 times/month	137	8.9%	680	7.7%
once/month	91	5.9%	486	5.5%
less than once/month	185	12.1%	831	9.4%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 129: MAKE THIS TRIP IN THE OPPOSITE DIRECTION - REGIONAL MOBILITY ON-DEMAND

Mobility On-Demand riders were asked whether they will or did make this transit trip in the opposite direction on the same day. 67.6% said that they would or did.

Will you (or did you) make this transit trip in the opposite direction today?	Count	% Count	Weight	% Weight
Yes	1,016	66.2%	5,971	67.6%
No	518	33.8%	2,862	32.4%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 130: TRIP PLANNING - REGIONAL MOBILITY ON-DEMAND

37.9% of respondents used the GoPass App to plan their trip. 28.5% used the Arlington Via App to plan their trip.

What did you use to plan this trip?	Count	% Count	Weight	% Weight
GoPass App	344	22.4%	3,350	37.9%
Arlington Via App	449	29.3%	2,519	28.5%
DCTA GoZone App	503	32.8%	1,912	21.6%
Trinity Metro ZIPZONE App	126	8.2%	353	4.0%
Call DART Customer Service	28	1.8%	271	3.1%
Did not do any trip planning	24	1.6%	158	1.8%
Call DCTA Customer Service	24	1.6%	92	1.0%
Call Arlington Via Customer Service	10	0.7%	43	0.5%
Google Maps	2	0.1%	19	0.2%
Apple Maps	1	0.1%	12	0.1%
Call Trinity Metro Customer Service	1	0.1%	2	0.0%
Other	22	1.4%	103	1.2%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 131: PASS PURCHASE LOCATION - REGIONAL MOBILITY ON-DEMAND

63.6% of respondents purchased their pass on the GoPass Mobile App.

Where did you get your pass?	Count	% Count	Weight	% Weight
GoPass Mobile App	317	46.1%	3,109	63.6%
GoZone App	204	29.7%	784	16.1%
School/University/Employer	31	4.5%	245	5.0%
DART Store	11	1.6%	100	2.1%
Ticket Vending Machine	14	2.0%	98	2.0%
Public agency (social services)	9	1.3%	47	1.0%
On the bus/train	10	1.5%	30	0.6%
Sales outlet (like a grocery store)	2	0.3%	25	0.5%
Downtown Denton Transit Center	5	0.7%	20	0.4%
ZIPZONE App	4	0.6%	12	0.2%
Trinity Metro Central Station	2	0.3%	6	0.1%
Transit agency website	1	0.1%	3	0.1%
Other	78	11.3%	407	8.3%
Grand Total	688	100.0%	4,885	100.0%

TABLE 132: PASS TYPE - REGIONAL MOBILITY ON-DEMAND

46.0% of respondents purchased a DART Local pass for their trip. 22.5% purchased an Arlington Single Ride pass.

What kind of pass did you use for this trip?*	Count	% Count	Weight	% Weight
DART_Local	366	31.8%	3,434	46.0%
Arlington Single Ride	302	26.2%	1,682	22.5%
GoZone	163	14.2%	629	8.4%
Arlington Free Ride Promo Code	81	7.0%	456	6.1%
Arlington Weekly Pass	45	3.9%	275	3.7%
DCTA_Local	73	6.3%	269	3.6%
GoLink	23	2.0%	237	3.2%
Arlington Monthly Pass	34	3.0%	166	2.2%
DART Student ID	15	1.3%	161	2.2%
TM_Local	25	2.2%	74	1.0%
DART_Regional	4	0.3%	32	0.4%
TCC Student ID	8	0.7%	24	0.3%
TM_Regional	6	0.5%	11	0.2%
DCTA_Regional	3	0.3%	10	0.1%
Express/TRE 1-Zone	2	0.2%	4	0.1%
Trinity Metro Employee Pass	1	0.1%	2	0.0%
Grand Total	1,151	100.0%	7,465	100.0%

*Note: Non-responses were not included in this table.

TABLE 133: PASS PAYMENT METHOD - REGIONAL MOBILITY ON-DEMAND

21.9% of respondents paid for their pass with the GoPass App. 18.4% of respondents paid with a debit card linked to the Arlington Via App, and 11.7% paid with cash.

How did you pay for your pass?	Count	% Count	Weight	% Weight
GoPass App	186	12.1%	1,934	21.9%
Debit Card linked to Arlington Via App	291	19.0%	1,623	18.4%
Cash	260	16.9%	1,034	11.7%
Credit/Debit card	96	6.3%	965	10.9%
DCTA GoZone App	200	13.0%	765	8.7%
Credit Card linked to Arlington Via App	83	5.4%	460	5.2%
Free Ride Promo Code	69	4.5%	389	4.4%
Gift/Free/No Charge	68	4.4%	385	4.4%
SmartPhone/Digital Wallet	22	1.4%	205	2.3%
GoPass Tap Card	19	1.2%	178	2.0%
Payroll deduction	11	0.7%	129	1.5%
Debit Card linked to ZIPZONE App	43	2.8%	125	1.4%
DCTA Pass	29	1.9%	109	1.2%
Purchased Trinity Metro multi-ride pass	31	2.0%	84	1.0%
Credit Card linked to ZIPZONE App	28	1.8%	77	0.9%
Complimentary Ride Promo Code	21	1.4%	62	0.7%
Cash to purchase Pre-Paid card linked to Arlington Via App	8	0.5%	48	0.5%
Regional Pass from DART or Trinity Metro	8	0.5%	30	0.3%
Other	61	4.0%	231	2.6%
Grand Total	1,534	100.0%	8,833	100.0%

TABLE 134: PASS DURATION - REGIONAL MOBILITY ON-DEMAND

41.4% of respondents used a day pass for their trip. 30.9% used an AM/PM pass.

How long is your pass good for?*	Count	% Count	Weight	% Weight
Day pass	300	43.6%	2,021	41.4%
AM/PM pass	224	32.6%	1,512	30.9%
Monthly (31 Day pass)	60	8.7%	464	9.5%
Annual pass	49	7.1%	361	7.4%
Single Ride	29	4.2%	299	6.1%
Midday pass	18	2.6%	194	4.0%
7 Day pass	8	1.2%	34	0.7%
Grand Total	688	100.0%	4,885	100.0%

*Note: Non-responses were not included in this table.

TABLE 135: REDUCED PASS - REGIONAL MOBILITY ON-DEMAND

64.0% of respondents used a reduced pass for their trip.

Was your pass reduced?*	Count	% Count	Weight	% Weight
Reduced	357	51.9%	3,125	64.0%
DART Employer/School pass	84	12.2%	851	17.4%
Regular	224	32.6%	834	17.1%
Easyride	22	3.2%	72	1.5%
DCTA Employer Trip Reduction Program	1	0.1%	3	0.1%
Grand Total	688	100.0%	4,885	100.0%

*Note: Non-responses were not included in this table.

TABLE 136: NUMBER OF TRANSFERS - REGIONAL MOBILITY ON-DEMAND

70.6% of respondents did not need to make a transfer on the trip in which they were surveyed. 15.1% made one transfer.

Number of Transfers	Count	% Count	Weight	% Weight
0	1,242	81.0%	6,235	70.6%
1	145	9.5%	1,330	15.1%
2	125	8.1%	1,100	12.5%
3	21	1.4%	166	1.9%
4	1	0.1%	3	0.0%
Grand Total	1,534	100.0%	8,833	100.0%

APPENDIX A: Survey Instrument (Paper)

FIGURE 21: NCT 2022-2023 ON-BOARD PAPER SURVEY (PG 1)

2022-2023 Regional Transit On-Board Survey

DART
 Supervisor Only, ID _____ Date: _____
 Route: _____ Time: _____

Please take a few minutes to answer a few questions to help us plan for your transit

Are you a visitor to the D/FW area? Yes No

DART

What is your HOME ADDRESS (please be specific, ex: 123 W. Main St):
 (If you are visiting the Dallas/Fort Worth area, please list the **hotel name** or address where you are staying)

Street Address

City

Zip Code

COMING FROM?

1. What type of place are you **COMING FROM NOW?**
 (the starting place for your one-way trip)

Your HOME → Go to Question #4
 Hotel or Lodging
 Your usual WORKPLACE Shopping
 Other business related Eating/Dining Out
 College/University (student only) Recreation
 School (K-12) (student only) Sporting event
 Airport (airline passenger only) Sightseeing
 Medical appointment/doctor's visit
 Social visits (friends/relatives)
 Personal business (bank, post office)
 Pick up/drop off someone (daycare, school)
 Other: _____

2. What is the **NAME** of the place you are coming from now?

3. What is the **EXACT ADDRESS** of this place? (**OR** Intersection if you do not know the exact address)

 City: _____ Zip: _____

4. How did you **GET FROM** your origin (the place in Question #1) **TO THE VERY FIRST** transit vehicle you used for this one-way trip?
 Walk – How far did you walk? _____ minutes
 Wheelchair Electric Scooter
 Personal Bike Bike Share
 DART GoLink (answer 4a)
 Trinity Metro ZIPZONE(answer 4a)
 DCTA GoZone (answer 4a)
 Arlington Via (answer 4a)
 Uber, Lyft, etc. (answer 4a) Taxi (answer 4a)
 Was dropped off by someone going someplace else (answer 4a)
 Drove alone and parked (answer 4a)
 Drove or rode with others and parked (answer 4a)

4a. Where did you board the **first** transit vehicle you used for this one-way trip (Nearest intersection/rail station/transfer center/park and ride):

5. Where did you get **ON this vehicle?** Please provide the nearest intersection/rail station/transfer center/park and ride:

GOING TO?

6. What type of place are you **GOING TO NOW?**
 (the destination for your one-way trip)

Your HOME → Go to Question #9
 Hotel or Lodging
 Your usual WORKPLACE Shopping
 Other business related Eating/Dining Out
 College/University (student only) Recreation
 School (K-12) (student only) Sporting event
 Airport (airline passenger only) Sightseeing
 Medical appointment/doctor's visit
 Social visits (friends/relatives)
 Personal business (bank, post office)
 Pick up/drop off someone (daycare, school)
 Other: _____

7. What is the **NAME** of the place you are going to now?

8. What is the **EXACT ADDRESS** of this place? (**OR** Intersection if you do not know the exact address)

 City: _____ Zip: _____

9. How will you **GET TO** your destination (listed in Question #6) after you exit the **LAST** bus/train/streetcar you will use for this one-way trip?
 Walk – How far did you walk? _____ minutes
 Wheelchair Electric Scooter
 Personal Bike Bike Share
 DART GoLink (answer 9a)
 Trinity Metro ZIPZONE(answer 9a)
 DCTA GoZone (answer 9a)
 Arlington Via (answer 9a)
 Uber, Lyft, etc. (answer 9a) Taxi (answer 9a)
 Be picked up by someone going someplace else (answer 9a)
 Get in a parked vehicle and drive alone (answer 9a)
 Get in a parked vehicle and drive/ride with others (answer 9a)

9a. Where will you get off the **last** transit vehicle you are using for this one-way trip (Nearest intersection/rail station/transfer center/park and ride):

10. Where will you **EXIT this vehicle?** Please provide the nearest intersection/rail station/ transfer center/park and ride:

11a. Did you transfer FROM another vehicle **BEFORE** getting on this vehicle? Yes No

11b. Will you transfer TO another vehicle **AFTER** getting off this vehicle? Yes No

11c. Please list the **ROUTES** and/or **RAIL Lines** in the exact order you use them for this one-way trip.

START → → → → → **END**

1st Route #/RAIL Line 2nd Route/RAIL Line 3rd Route/RAIL Line 4th Route/RAIL Line

Continue

FIGURE 22: DART BUS ON-BOARD PAPER SURVEY PT. 2

OTHER INFORMATION ABOUT THIS TRIP

12. What time did you BOARD this bus/train? _____ : _____ am/pm (circle one)

13. How long (in minutes) were you waiting at the bus stop for this bus/train to arrive? _____ minutes

14. How often do you use public transit on weekdays?
 every weekday 2-4 times/week once/week
 2-3 times/month once/month less than once/month

15. How often do you make a transit trip between this starting point and destination on weekdays?
 every weekday 2-4 times/week once/week
 2-3 times/month once/month less than once/month

16. Will you (or did you) make this transit trip in the opposite direction today?
 No Yes

17. What did you use to plan this trip?
 Use paper schedules Call Customer Service Go Pass App Google Maps
 Apple Maps Transit Agency On-line Trip Planner Did not do any trip planning
 Other: _____

PAYMENT

18. What kind of pass did you use for this trip?
 Local Regional Student ID

18a. Was it: Reduced DART Employer/School pass

19. How long is your pass good for?
 Single Ride (would be used on Dallas Streetcar, GoLink, and bus only trips) AM/PM pass Midday pass
 Day pass Monthly (31 Day pass) Annual pass

20. How did you pay for your pass?
 Cash Credit/Debit card GoPass App GoPass Tap card Smartphone/Digital Wallet
 Payroll deduction Gift/Free/No Charge

20a. How do you reload your GoPass Tap card? Website Retail Phone

21. Where did you get your pass for this trip?
 On the bus Ticket Vending Machine Downtown Denton Transit Center
 Trinity Metro Central Station DART Store Public agency (social services)
 Go Pass Mobile Application Transit agency website Sales outlet (like a grocery store)
 Go Zone App School/university/Employer Other: _____

ABOUT YOU AND YOUR HOUSEHOLD

22. How many vehicles (cars, trucks, or motorcycles) are available to your household? _____ vehicles
 22a. [If #22 is more than NONE] Could you have used one of these vehicles for this trip? Yes No

23. Including YOU, how many people live in your household? _____ people

24. Including YOU, how many people (age 18+) live in your household? _____ people

25. Including YOU, how many people (over age 15) in your household are employed full/part-time? _____ people

26. Are you: (check the one response that BEST describes you)
 Employed full-time Employed part-time
 Not currently employed but seeking work Not currently employed and not seeking work
 Retired Homemaker

27. Are you a student? (check the one response that BEST describes you)
 Not a student Yes - college/university Yes - K - 12th grade
 Yes - vocational/technical/trade school Yes - other

27a. [If #27 is Yes-college/university/vocational/technical/trade]
 Please specify your college/university name: _____

28. Do you have a valid driver's license? Yes No

29. Do you have a disability that limits your mobility? Yes No

30. What is your AGE? Under 18 18-19 20-24 25-34 35-44 45-54 55-64 65+

31. Are you? (check all that apply)
 American Indian/Alaska Native Asian/Indian Black/African American Hispanic/Latino
 Native Hawaiian/Pacific Islander White/Caucasian Other: _____

32. What is your gender? Male Female Other Refused

33. Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?
 \$0 - \$15,000 \$15,000 - \$19,999 \$20,000 - \$21,999 \$22,000 - \$24,999
 \$25,000 - \$27,999 \$28,000 - \$32,999 \$33,000 - \$34,999 \$35,000 - \$39,999
 \$40,000 - \$44,999 \$45,000 - \$49,999 \$50,000 - \$54,999 \$55,000 - \$59,999
 \$60,000 - \$64,999 \$65,000 - \$74,999 \$75,000 - \$79,999 \$80,000 - \$99,999
 \$100,000 - \$149,999 \$150,000 or more

34. Do you speak a language other than English at home? No Yes - Which language? _____
 IF YES: How well do you speak English? Very Well Well Less than well Not at all

35. Do you carry the following: Cell Phone Smart Phone Neither Both

36. Would you be willing to participate in future transportation surveys? Yes No
 Your Name: _____ Phone Number: (____) _____

E-mail address: _____

REGISTER TO WIN \$100
 People who submit an accurately completed survey will be entered in a random drawing for one of TWENTY \$100 cash prizes. You must provide your home address at the beginning of the survey to be eligible.
 Your Name: _____ Phone Number: (____) _____ E-mail address: _____

FIGURE 23: DCTA FARE AND PAYMENT QUESTIONNAIRE OPTIONS: QUESTIONS 18-21

18. What kind of pass did you use for this trip?
 Local Express/TRE 1-Zone Regional GoLink GoZone TCC Student ID

18a. Was it:
 Reduced Easyride Regular
 DART Employer Trip Reduction Program DCTA Employer Trip Reduction Program

19. How long is your pass good for?
 AM/PM pass
 Day pass 7 Day Pass Monthly (31 Day pass) Annual pass

20. How did you pay for your pass?
 Cash Credit/Debit card GoPass App GoPass Tap card SmartPhone/Digital Wallet
 Payroll deduction Gift/Free/No Charge

20a. [If #20 is GoPass Tap Card] How do you reload your GoPass Tap card? Cash at Retail Outlet Credit/Debit card

21. Where did you get your pass for this trip?

<input type="radio"/> On the bus/train	<input type="radio"/> Ticket Vending Machine	<input type="radio"/> Downtown Denton Transit Center
<input type="radio"/> Trinity Metro Central Station	<input type="radio"/> DART Store	<input type="radio"/> Public agency (social services)
<input type="radio"/> Go Pass Mobile App	<input type="radio"/> Transit agency website	<input type="radio"/> Sales outlet (like a grocery store)
<input type="radio"/> Go Zone/ZIPZONE App	<input type="radio"/> School/university	<input type="radio"/> Other: _____

21a. [If #18 is Local or Regional and #21 is Downtown Denton Transit Center] Did you buy this in a ten pack? Yes No

FIGURE 24: TRINITY METRO FARE AND PAYMENT QUESTIONNAIRE OPTIONS: QUESTIONS 18-21

18. What kind of pass did you use for this trip?
 Local Express/TRE 1-Zone Regional TCC Student ID Trinity Metro Employee Pass
 [If Trinity Metro Employee Pass selected, skip 18a – 21]

18a. Was it:
 Reduced Easyride Regular DART Employer Trip Reduction Program DCTA Employer Trip Reduction Program

19. How long is your pass good for?
 Single Ride |
 Day pass 7 Day Pass Monthly (31 Day pass) Annual pass

20. How did you pay for your pass?
 Cash Credit/Debit card GoPass App GoPass Tap card SmartPhone/Digital Wallet
 Payroll deduction Gift/Free/No Charge

20a. [If #20 is GoPass Tap Card] How do you reload your GoPass Tap card?
 Cash at Retail Outlet Credit/Debit card

21. Where did you get your pass for this trip?

<input type="radio"/> On the bus/train	<input type="radio"/> Ticket Vending Machine	<input type="radio"/> Downtown Denton Transit Center
<input type="radio"/> Trinity Metro Central Station	<input type="radio"/> DART Store	<input type="radio"/> Public agency (social services)
<input type="radio"/> Go Pass Mobile App	<input type="radio"/> Transit agency website	<input type="radio"/> Sales outlet (like a grocery store)
<input type="radio"/> Go Zone	<input type="radio"/> School/university	<input type="radio"/> Other: _____

FIGURE 25: TRE FARE AND PAYMENT QUESTIONNAIRE OPTIONS: QUESTIONS 18-21

18. What kind of pass did you use for this trip?
 Local Express/TRE 1-Zone TRE Single Ride Regional
 Student ID
18a. Was it:
 Reduced Easyride DART Employer/School pass

19. How long is your pass good for?
 Single Ride (would be used on Dallas Streetcar, GoLink, and bus only trips) AM/PM pass Midday pass
 Day pass Monthly (31 Day pass) Annual pass

20. How did you pay for your pass?
 Cash Credit/Debit card GoPass App GoPass Tap card SmartPhone/Digital Wallet
 Payroll deduction Gift/Free/No Charge

20a. How do you reload your GoPass Tap card? Website Retail Phone

21. Where did you get your pass for this trip?

<input type="radio"/> On the bus	<input type="radio"/> Ticket Vending Machine	<input type="radio"/> Downtown Denton Transit Center
<input type="radio"/> Trinity Metro Central Station	<input type="radio"/> DART Store	<input type="radio"/> Public agency (social services)
<input type="radio"/> Go Pass Mobile Application	<input type="radio"/> Transit agency website	<input type="radio"/> Sales outlet (like a grocery store)
<input type="radio"/> Go Zone App	<input type="radio"/> School/university/Employer	<input type="radio"/> Other: _____

FIGURE 26: DART FARE AND PAYMENT QUESTIONNAIRE OPTIONS: QUESTIONS 18-21

18. What kind of pass did you use for this trip?
 Local Regional Student ID
18a. Was it:
 Reduced DART Employer/School pass

19. How long is your pass good for?
 Single Ride (would be used on Dallas Streetcar, GoLink, and bus only trips) AM/PM pass Midday pass
 Day pass Monthly (31 Day pass) Annual pass

20. How did you pay for your pass?
 Cash Credit/Debit card GoPass App GoPass Tap card SmartPhone/Digital Wallet
 Payroll deduction Gift/Free/No Charge

20a. How do you reload your GoPass Tap card? Website Retail Phone |

21. Where did you get your pass for this trip?

<input type="radio"/> On the bus	<input type="radio"/> Ticket Vending Machine	<input type="radio"/> Downtown Denton Transit Center
<input type="radio"/> Trinity Metro Central Station	<input type="radio"/> DART Store	<input type="radio"/> Public agency (social services)
<input type="radio"/> Go Pass Mobile Application	<input type="radio"/> Transit agency website	<input type="radio"/> Sales outlet (like a grocery store)
<input type="radio"/> Go Zone App	<input type="radio"/> School/university/Employer	<input type="radio"/> Other: _____

DART requested that the following four market segmentation provided in Figure 18 be included in the survey. To minimize the respondent burden, they were only offered to every 5th person that was surveyed on a DART route or TRE.

FIGURE 27: DART MARKET SEGMENTATION QUESTIONS: QUESTIONS 37-40

37. Which of the following describes you best?

- (1) DART is my primary means of transportation
- (2) I ride DART, but I also have other means of transportation
- (3) I have ridden DART, but I do not ride frequently
- (4) I do not ride DART and/or have not ridden in the past year

38. What is the PRIMARY purpose for which you use (or may use) DART? [check one]

- (1) To and from work (3) Medical (5) Special events
- (2) School/College (4) Shopping/Errands (6) Casual outing/entertainment
- (7) Other: _____

39. What is the PRIMARY reason you use (or may use) DART for your transportation needs? [check one]

- (1) DART is my only transportation option
- (2) Avoid traffic/parking stressors
- (3) Better for the environment
- (4) Safer than driving myself
- (5) Cheaper than driving myself
- (6) My company pays for it
- (7) Gives me time to work/read
- (8) Less wear and tear on my personal vehicle
- (9) Other: _____

40. In your opinion, what are the three most critical problems that DART needs to solve today? Please CIRCLE your top 3 choices.

- (01) Lack of cleanliness on trains/buses and on stations/stops
- (02) Hassling from panhandlers
- (03) TVM (Ticket Vending Machine) malfunctions
- (04) Safety issues
- (05) Limited service frequency, hours of operation or geographic coverage
- (06) Inconvenient or no transportation to/from the train station/bus stop
- (07) Rude or inconsiderate train/bus operators
- (08) Unreliable train or bus service
- (09) Not enough updates regarding service delays or disruptions
- (10) Other: _____

APPENDIX B: Survey Instrument (Tablet)

FIGURE 28: NCT TRANSIT OB SURVEY– SURVEY SELECTION SCREEN

The following surveys are available:

- 1. NCTCOG TX OB SURVEY 2022 - MAIN
- 3. NCTCOG RAIL ON2OFF
- DART 2023 OB SURVEY
- DART RAIL ON2OFF 2023

English

Please contact Administrator (support@etcInstitute.com) for further assistance.

FIGURE 29: NCT TRANSIT OB SURVEY – INTERVIEWER INITIAL SCREEN

Q. Enter Interviewer's Initials

Please enter exactly 3 characters.

FIGURE 30: NCT TRANSIT OB SURVEY – ROUTE/DIRECTION SELECTION

Q. Select the ROUTE and [DIRECTION] you are working:

FIGURE 31: NCT TRANSIT OB SURVEY – CHOOSING A RANDOM USER

Q. Please choose a number between 1 and 6:

1 2 3 4 5 6

⚠ THIS ROUTE: 17 SKILLMAN [SB] TOWARD SMU/MOCKINGBIRD STATION

Q. Clicked random number

FIGURE 32: NCT TRANSIT OB SURVEY Q: CAN YOU PARTICIPATE IN THE SURVEY?

Yes I can participate in the survey (have 5 min+)
Yes (but no time for full survey)
No (refused)
No (but OK to send link to Self-Administered Version of Survey)
Do not speak the interviewer's language
No (rider indicates homelessness or appears to be experiencing homelessness)
No (rider appears to be experiencing mental distress)

FIGURE 33: NCT TRANSIT OB SURVEY - Q: ARE YOU A VISITOR?

Q. Are you a visitor to the Dallas - Fort Worth area?

No	Yes
----	-----

COMING FROM

FIGURE 34: NCT TRANSIT OB SURVEY - Q: WHAT IS YOUR HOME ADDRESS?

Q. What is your home address? (please be specific, ex: 123 W Main St)

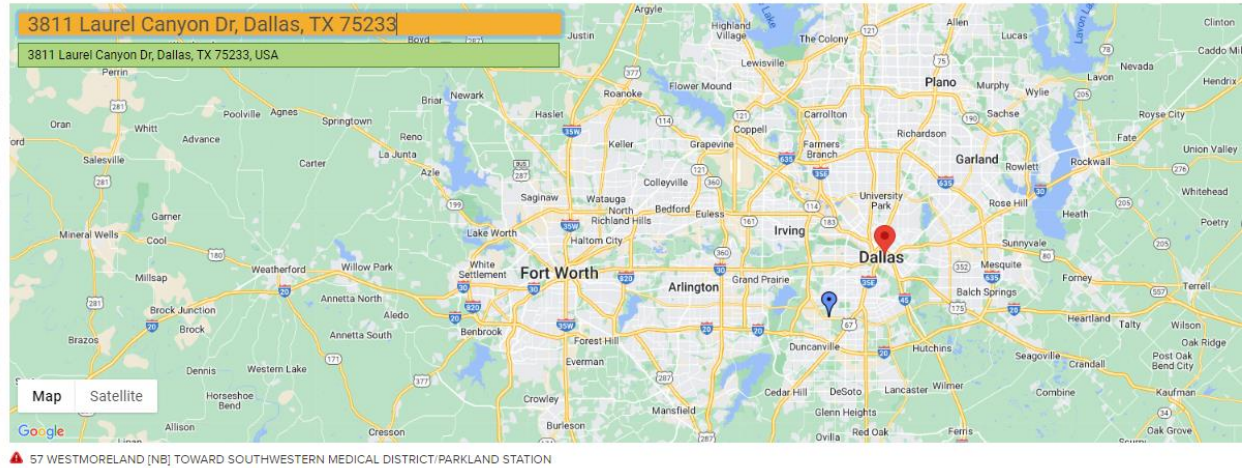


FIGURE 35: Q1: NCT TRANSIT OB SURVEY - Q: WHAT TYPE OF PLACE ARE YOU COMING FROM?

Q. What type of place are you **COMING FROM NOW?** (the starting place for your one-way trip)

Your usual WORKPLACE	Personal business (bank, post office)
Your HOME	Pick up / Drop off someone (daycare, school)
Hotel or Lodging	Shopping
Other business related	Eating / Dining Out
College / University (student only)	Recreation
School (K-12) (student only)	Sporting event
Airport (airline passenger only)	Sightseeing
Medical appointment / Doctor's visit	Other: <input type="text"/>
Social visits (friends / relatives)	

FIGURE 36: Q11A, C: NCT TRANSIT OB SURVEY - Q: HOW MANY TRANSIT VEHICLES DID YOU USE? IF ONE OR MORE, WHICH TRANSIT VEHICLES DID YOU USE?

Q. How many transit vehicles (buses, trains, Go Link, Via, ZIPZONE or Go Zone) did you travel on **BEFORE** you boarded [5 Evans/TCC South [FROM **DOWNTOWN**]] since leaving [**Your HOME**]?

Interviewer Note: This includes changing lines on Light Rail

(0) None	(1) One	(2) Two	(3) Three	(4+) Four or more
----------	---------	---------	-----------	-------------------

Q. Which bus, train, or micro transit did you board FIRST on this one-way trip?

(Type XX for routes other than listed)

Other :

▼ Clear

Q. Which bus, train, or micro transit did you board SECOND on this one-way trip?

(Type XX for routes other than listed)

Other :

▼ Clear

FIGURE 37: Q4: NCT TRANSIT OB SURVEY - Q: HOW DID YOU GET FROM YOUR ORIGIN?

Q. How did you GET FROM your origin [Your HOME] TO [57 WESTMORELAND [NB] Toward Southwestern Medical District/Parkland Station] on this one- way trip?

Walk	Taxi
Wheelchair	Was dropped off by someone going someplace else
Electric Scooter	Drove alone and parked
Personal Bike	Drove or rode with others and parked
Bike Share	Other: <input type="text"/>
Uber, Lyft, etc.	

▲ THIS ROUTE: 57 WESTMORELAND [NB] TOWARD SOUTHWESTERN MEDICAL DISTRICT/PARKLAND STATION

GOING TO

FIGURE 38: NCT TRANSIT OB SURVEY - Q: WHAT TYPE OF PLACE ARE YOU GOING TO NOW?

Q. What type of place are you GOING TO NOW? (the ending_place for your one-way trip)

Your usual WORKPLACE	Personal business (bank, post office)
Hotel or Lodging	Pick up / Drop off someone (daycare, school)
Other business related	Shopping
College / University (student only)	Eating / Dining Out
School (K-12) (student only)	Recreation
Airport (airline passenger only)	Sporting event
Medical appointment / Doctor's visit	Sightseeing
Social visits (friends / relatives)	Other: <input type="text"/>

▲ THIS ROUTE: A-TRAIN [NORTHBOUND]

FIGURE 39: Q7: NCT TRANSIT OB SURVEY - Q: WHAT IS THE NAME OF THE PLACE YOU ARE GOING TO NOW?

FIGURE 40: Q8: NCT TRANSIT OB SURVEY - Q: WHAT IS THE EXACT ADDRESS OF THIS PLACE?

Q. What is the EXACT STREET ADDRESS of this place? [Social visits (friends / relatives)] (or nearest intersection or landmark)

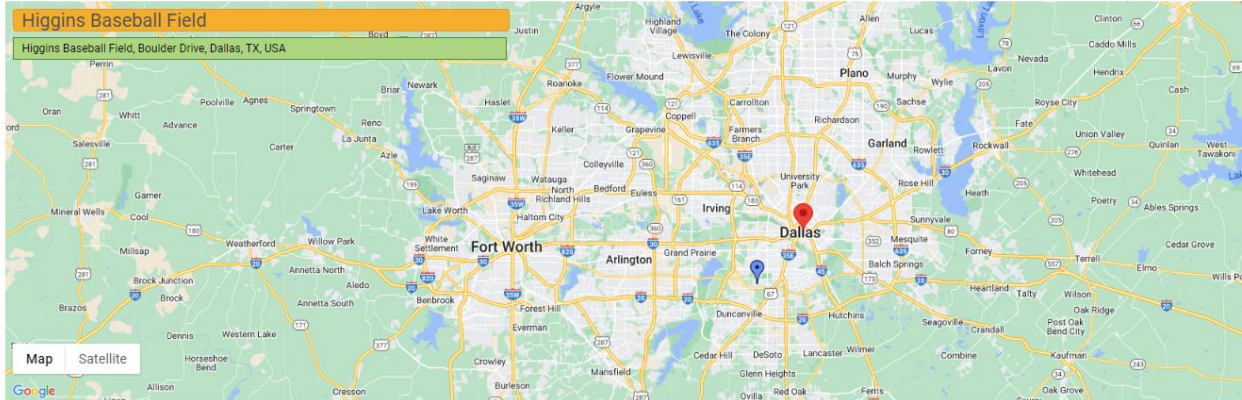


FIGURE 41: Q11B, C: NCT TRANSIT OB SURVEY - Q: HOW MANY TRANSIT VEHICLES DID YOU USE?

Q. How many transit vehicles (buses, trains, Go Link, Via, ZIPZONE or Go Zone) will you ride AFTER you get off [5 Evans/TCC South [FROM DOWNTOWN]] on your way to [Your usual WORKPLACE]?

Interviewer Note: This includes changing lines on Light Rail

(0) None	(1) One	(2) Two	(3) Three	(4+) Four or more
----------	---------	---------	-----------	-------------------

FIGURE 42: Q9: NCT TRANSIT OB SURVEY - Q: HOW WILL YOU GET TO YOUR DESTINATION?

Q. How will you GET TO your destination [Social visits (friends / relatives)] after you get off [57 WESTMORELAND [NB] Toward Southwestern Medical District/Parkland Station]?

Walk	Taxi
Wheelchair	Be picked up by someone going someplace else
Electric Scooter	Get in a parked vehicle and drive alone
Personal Bike	Get in a parked vehicle and drive/ride with others
Bike Share	Other: <input type="text"/>
Uber, Lyft, etc.	

FIGURE 43: Q9: NCT TRANSIT OB SURVEY - Q: HOW FAR WILL YOU WALK? (IN MINUTES)

Q. How far will you walk? (in minutes)

1	5	9	13	21-25
2	6	10	14	26-30
3	7	11	15	Greater than 30
4	8	12	16-20	

FIGURE 44: Q3: NCT TRANSIT OB SURVEY - Q: WHERE DID YOU GET ON FOR THIS ONE WAY TRIP?

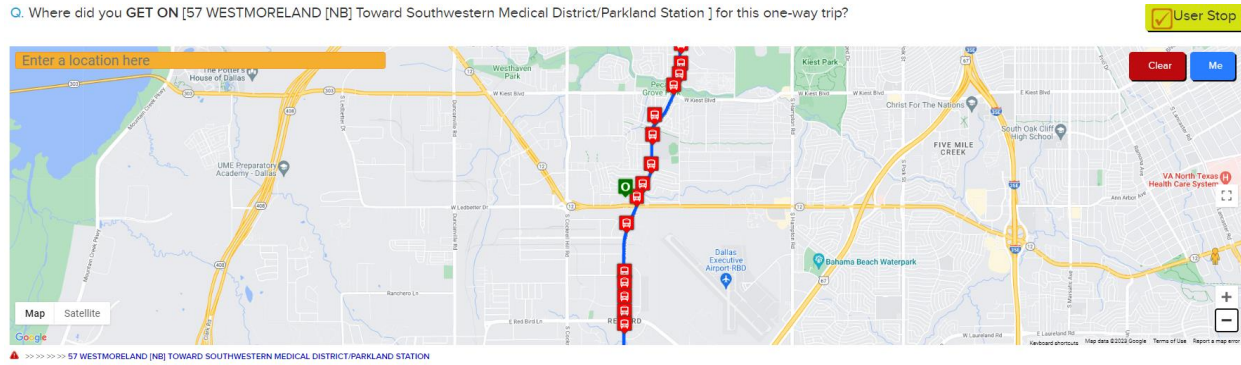
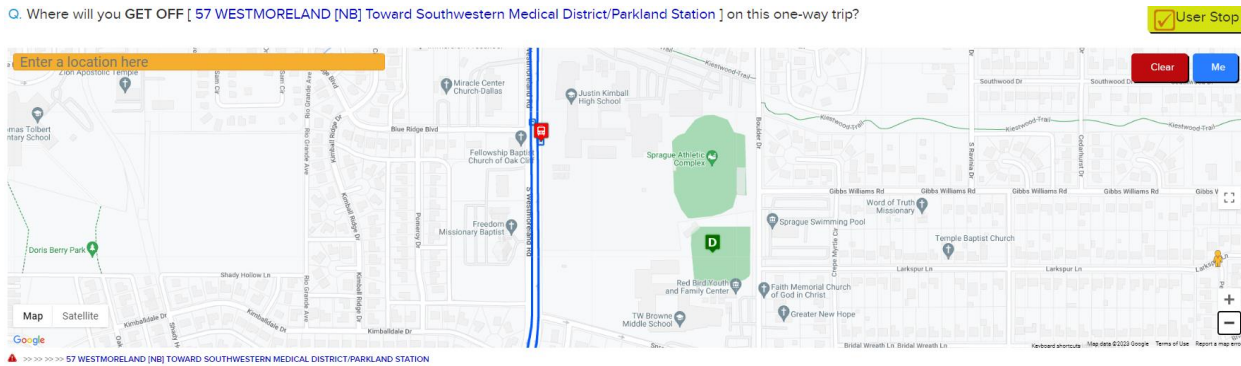


FIGURE 45: Q8: NCT TRANSIT OB SURVEY - Q: WHERE WILL YOU GET OFF ON THIS ONE WAY TRIP?



OTHER INFORMATION ABOUT THIS TRIP

FIGURE 46: Q12: NCT TRANSIT OB SURVEY - Q: WHAT TIME DID YOU BOARD THIS TRANSIT VEHICLE?

Q. What time did you BOARD this bus/train? [57 WESTMORELAND [NB] Toward Southwestern Medical District/Parkland Station]

Before 6:30 am	12:00 noon - 12:59 pm	7:00 pm - 7:59 pm
6:30 am - 6:59 am	1:00 pm - 1:59 pm	8:00 pm - 8:59 pm
7:00 am - 7:59 am	2:00 pm - 2:59 pm	9:00 pm - 9:59 pm
8:00 am - 8:59 am	3:00 pm - 3:59 pm	10:00 pm - 10:59 pm
9:00 am - 9:59 am	4:00 pm - 4:59 pm	11:00 pm and later
10:00 am - 10:59 am	5:00 pm - 5:59 pm	
11:00 am - 11:59 am	6:00 pm - 6:59 pm	

FIGURE 47: Q13: NCT TRANSIT OB SURVEY - Q: HOW LONG WERE YOU WAITING?

Q How long (in minutes) were you waiting at the bus stop for this bus/train to arrive?

5 minutes or less
6-10 minutes
11-20 minutes
21-30 minutes
More than 30 minutes

FIGURE 48: Q14: NCT TRANSIT OB SURVEY - Q: HOW OFTEN DO YOU USE PUBLIC TRANSIT?

Q How often do you use public transit on weekdays?

every weekday	2-3 times/month
2-4 times/week	once/month
once/week	less than once/month

FIGURE 49: Q15: NCT TRANSIT OB SURVEY - Q: HOW OFTEN DO YOU MAKE A TRANSIT TRIP?

Q How often do you make a transit trip between this starting point and destination on weekdays?

every weekday	2-3 times/month
2-4 times/week	once/month
once/week	less than once/month

FIGURE 50: Q16: NCT TRANSIT OB SURVEY - Q: WILL YOU MAKE THIS TRIP IN THE OPPOSITE DIRECTION?

Q Will you (or did you) make this transit trip in the opposite direction today?

Yes
No

▲ CURRENT TRIP FROM YOUR HOME (ORIGIN) TO YOUR USUAL WORKPLACE (DESTINATION)

FIGURE 51:: NCT TRANSIT OB SURVEY - Q: WHAT TIME WILL YOU LEAVE FOR THIS TRIP IN THE OPPOSITE DIRECTION?

Q At what time did/will you leave for this trip in the opposite direction?

Before 5:00 am	11:00 am - 12:00 noon	6:00 pm - 7:00 pm
5:00 am - 6:00 am	12:00 noon - 1:00 pm	7:00 pm - 8:00 pm
6:00 am - 7:00 am	1:00 pm - 2:00 pm	8:00 pm - 9:00 pm
7:00 am - 8:00 am	2:00 pm - 3:00 pm	9:00 pm - 10:00 pm
8:00 am - 9:00 am	3:00 pm - 4:00 pm	10:00 pm - 11:00 pm
9:00 am - 10:00 am	4:00 pm - 5:00 pm	11:00 pm and later
10:00 am - 11:00 am	5:00 pm - 6:00 pm	

▲ CURRENT TRIP FROM YOUR HOME (ORIGIN) TO YOUR USUAL WORKPLACE (DESTINATION)

FIGURE 52: Q17: NCT TRANSIT OB SURVEY - Q: WHAT DID YOU USE TO PLAN THIS TRIP? (DART)

Q. What did you use to plan this trip?

Use paper schedules	Apple Maps
Call Customer Service	Transit Agency Online Trip Planner
Go Pass App	Did not do any trip planning
Google Maps	Other: <input type="text"/>

PAYMENT

FIGURE 53: Q18: NCT TRANSIT OB SURVEY - Q: WHAT KIND OF PASS DID YOU USE?

Q. What kind of pass did you use for this trip?

Local	Regional	Student ID
-------	----------	------------

Q. Was it:

Reduced
DART Employer/School pass
Not Applicable

FIGURE 54: NCT TRANSIT OB SURVEY - Q: HOW LONG WAS IT GOOD FOR?

Q. How long is your pass good for?

Single Ride	Day pass
AM/PM pass	Monthly (31 Day pass)
Midday pass	Annual pass

FIGURE 55: Q18: NCT TRANSIT OB SURVEY - Q: WHAT KIND OF PASS DID YOU USE AND HOW LONG WAS IT GOOD FOR? (DCTA SPECIFIC)

Q. What kind of pass did you use for this trip?

Local	GoLink
Express/TRE 1-Zone	GoZone
Regional	TCC Student ID

Q. Was it:

Reduced	DART Employer Trip Reduction Program
Easyride	DCTA Employer Trip Reduction Program

Q. How long is your pass good for?

AM/PM pass	Monthly (31 Day pass)
Day pass	Annual pass
7 Day pass	

FIGURE 56:: NCT TRANSIT OB SURVEY - Q: WHAT KIND OF PASS DID YOU USE AND HOW LONG WAS IT GOOD FOR? (TRINITY METRO SPECIFIC)

Q. What kind of pass did you use for this trip?

Local	TCC Student ID
Express/TRE 1-Zone	Trinity Metro Employee Pass
Regional	

Q. Was it:

Reduced	DART Employer Trip Reduction Program
Easyride	DCTA Employer Trip Reduction Program
Regular	

Q. How long is your pass good for?

Single Ride	Monthly (31 Day pass)
Day pass	Annual pass
7 Day pass	

FIGURE 57: Q20: NCT TRANSIT OB SURVEY - Q: HOW DID YOU PAY FOR YOUR PASS? (DART SPECIFIC)

Q. How did you pay for your pass?

Cash	SmartPhone/Digital Wallet
Credit/Debit card	Payroll deduction
GoPass App	Gift/Free/No Charge
GoPass Tap Card	

FIGURE 58: Q20: NCT TRANSIT OB SURVEY - Q: HOW DID YOU PAY FOR YOUR PASS? (DCTA SPECIFIC)

Q. How did you pay for your pass?

Cash	SmartPhone/Digital Wallet
Credit/Debit card	Payroll deduction
GoPass App	Gift/Free/No Charge
GoPass Tap Card	

Q. Where did you get your pass for this trip?

On the bus/train	GoPass Mobile App
Ticket Vending Machine	Transit agency website
Downtown Denton Transit Center	Sales outlet (like a grocery store)
Trinity Metro Central Station	Go Zone/ZIPZONE App
DART Store	School/University
Public agency (social services)	Other: <input type="text"/>

Q. Did you buy this in a ten pack? (Local or Regional Day Pass purchased at Denton Transit Center)

Yes	No
------------	----

FIGURE 59: Q20: NCT TRANSIT OB SURVEY - Q: HOW DID YOU PAY FOR YOUR PASS? (TRINITY METRO SPECIFIC)

Q. How did you pay for your pass?

Cash	SmartPhone/Digital Wallet
Credit/Debit card	Payroll deduction
GoPass App	Gift/Free/No Charge
GoPass Tap Card	

Q. Where did you get your pass for this trip?

On the bus/train	GoPass Mobile App
Ticket Vending Machine	Transit agency website
Downtown Denton Transit Center	Sales outlet (like a grocery store)
Trinity Metro Central Station	Go Zone/ZIPZONE App
DART Store	School/University
Public agency (social services)	Other: <input type="text"/>

FIGURE 60: NCT TRANSIT OB SURVEY - Q: WHERE DID YOU GET YOUR PASS FOR THIS TRIP?

Q. Where did you get your pass for this trip?

On the bus	GoPass Mobile Application
Ticket Vending Machine	Transit agency website
Downtown Denton Transit Center	Sales outlet (like a grocery store)
Trinity Metro Central Station	Go Zone App
DART Store	School/University/Employer
Public agency (social services)	Other: <input type="text"/>

ABOUT YOU AND YOUR HOUSEHOLD

FIGURE 61: Q22,22A: NCT TRANSIT OB SURVEY - Q: HOW MANY WORKING VEHICLES ARE AVAILABLE IN YOUR HOUSEHOLD?

Q. How many working vehicles (cars, trucks, or motorcycles) are available to your household?

None (0)	Three (3)	Six (6)	Nine (9)
One (1)	Four (4)	Seven (7)	Ten or more (10+)
Two (2)	Five (5)	Eight (8)	

Q. Could you have used one of these vehicles for this trip?

Yes	No
-----	----

FIGURE 62: Q23,24,25: NCT TRANSIT OB SURVEY - Q: HOW MANY PEOPLE LIVE IN YOUR HOUSEHOLD?

Q. Including YOU, how many people (adults and children) live in your household?

One (1)	Three (3)	Five (5)	Seven (7)	Nine (9)
Two (2)	Four (4)	Six (6)	Eight (8)	Ten or More (10+)

Q. Including YOU, how many adults (age 18+) live in your household?

One (1)
Two (2)

Q. Including YOU, how many people (over age 15) in your household are employed full or part-time?

None (0)
One (1)
Two (2)

FIGURE 63: Q26,27: NCT TRANSIT OB SURVEY - Q: WHAT IS YOUR EMPLOYMENT/ STUDENT STATUS?

Q. What is your employment status? (check the one response that BEST describes you)

Employed full-time	Not currently employed, and <u>not seeking</u> work
Employed part-time	Retired
Not currently employed, but <u>seeking</u> work	Homemaker

Q. What is your student status? (check the one response that BEST describes you)

Not a student	Yes – K-12th grade
Yes – College / University	Yes - Other
Yes - Vocational / Technical / Trade school	

FIGURE 64: Q28,29,30,31,32: NCT TRANSIT OB SURVEY - Q: DRIVER’S LICENSE, AGE, ETHNICITY, & GENDER?

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

Yes	No
-----	----

Q. Do you have a disability that limits your mobility?

Yes	No
-----	----

Q. What is your AGE?

Under 18	25 - 34	55 - 64
18 - 19	35 - 44	65+
20 - 24	45 - 54	

Q. What is your ethnic background? (check all that apply)

American Indian / Alaska Native	Native Hawaiian / Pacific Islander
Asian / Indian	White / Caucasian
Black / African American	Other
Hispanic / Latino	<input type="text"/>

Q. What is your gender?

Male	Other
Female	Refused

FIGURE 61 Q34: NCT TRANSIT OB SURVEY - Q: LANGUAGE SPOKEN AT HOME?

Q. Do you speak a language other than English at home?

Yes	No
-----	----

Q. Which language?

(select from list OR type and select "Other:" and type-in the name of the language as needed)

Other :

Clear

Q. How well do you speak English?

Very Well	Less Than Well
Well	Not At All

FIGURE 65: Q35: NCT TRANSIT OB SURVEY - Q: DO YOU CARRY A SMARTPHONE, OR CELL PHONE?

Q. Do you carry the following? (select one)

Smartphone	Smartphone AND Cell phone
Cell phone	NEITHER smartphone nor cell phone

FIGURE 66: Q33: NCT TRANSIT OB SURVEY - Q: WHAT IS YOUR TOTAL HOUSEHOLD INCOME BEFORE TAXES?

Q. Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?

Less than \$15,000	\$50,000 - \$54,999
\$15,000 - \$19,999	\$55,000 - \$59,999
\$20,000 - \$21,999	\$60,000 - \$64,999
\$22,000 - \$24,999	\$65,000 - \$74,999
\$25,000 - \$27,999	\$75,000 - \$79,999
\$28,000 - \$32,999	\$80,000 - \$99,999
\$33,000 - \$34,999	\$100,000 - \$149,999
\$35,000 - \$39,999	\$150,000 or more
\$40,000 - \$44,999	---
\$45,000 - \$49,999	

APPENDIX B: SURVEY INSTRUMENT – Mobility On-Demand

FIGURE 67: Fall 22 Mobility On-Demand Survey Page 1

2022-2023 Regional Transit On-Demand Survey

Please take a few minutes to answer a few questions to help us plan for your transit needs.

All personal information will be kept strictly confidential and **WILL NOT** be shared or sold.

Are you a visitor to the D/FW area? Yes No

What is your HOME ADDRESS (please be specific, ex: 123 W. Main St):
 (If you are visiting the Dallas – Fort Worth area, please list the hotel name or address where you are staying)

Street Address _____ City _____ Zip Code _____

COMING FROM?

1. What type of place are you COMING FROM NOW?
 (the starting place for your one-way trip)

- Your HOME → Go to Question #4
- Hotel or Lodging
- Your usual WORKPLACE
- Other business related
- College / University (student only)
- School (K-12) (student only)
- Airport (airline passenger only)
- Medical appointment/doctor's visit
- Social visits (friends/relatives)
- Personal business (bank, post office)
- Pick up/drop off someone (daycare, school)
- Other: _____
- Shopping
- Eating/Dining Out
- Recreation
- Sporting event
- Sightseeing

2. What is the NAME of the place you are coming from now?

3. What is the EXACT ADDRESS of this place? (OR Intersection if you do not know the exact address:)

City: _____ Zip: _____

4. How did you GET FROM your origin (the place in Question #1) TO THE VERY FIRST transit vehicle you used for this one-way trip?

- Walk – How far did you walk? _____ minutes
- Wheelchair
- Personal Bike
- DART GoLink (answer 4a)
- Trinity Metro ZIPZONE (answer 4a)
- DCTA GoZone (answer 9a)
- Arlington Via (answer 4a)
- Uber, Lyft, etc. (answer 4a)
- Taxi (answer 4a)
- Was dropped off by someone going someplace else (answer 4a)
- Drove alone and parked (answer 4a)
- Drove or rode with others and parked (answer 4a)
- Electric Scooter
- Bike Share

4a. Where did you board the first transit vehicle you used for this one-way trip (Nearest intersection / rail station / transfer center / park and ride):

5. Where did you get ON this ITRANSIT AGENCY NAME vehicle? Please provide the nearest intersection / rail station / transfer center / park and ride):

GOING TO?

6. What type of place are you GOING TO NOW?
 (the destination for your one-way trip)

- Your HOME → Go to Question #9
- Hotel or Lodging
- Your usual WORKPLACE
- Other business related
- College / University (student only)
- School (K-12) (student only)
- Airport (airline passenger only)
- Medical appointment/doctor's visit
- Social visits (friends/relatives)
- Personal business (bank, post office)
- Pick up/drop off someone (daycare, school)
- Other: _____
- Shopping
- Eating/Dining Out
- Recreation
- Sporting event
- Sightseeing

7. What is the NAME of the place you are going to now?

8. What is the EXACT ADDRESS of this place? (OR Intersection if you do not know the exact address:)

City: _____ Zip: _____

9. How will you GET TO your destination (listed in Question #6) after you exit the LAST transit vehicle you will use for this one-way trip?

- Walk – How far did you walk? _____ minutes
- Wheelchair
- Personal Bike
- DART GoLink (answer 9a)
- Trinity Metro ZIPZONE (answer 9a)
- DCTA GoZone (answer 9a)
- Arlington Via (answer 9a)
- Uber, Lyft, etc. (answer 9a)
- Taxi (answer 9a)
- Be picked up by someone going someplace else (answer 9a)
- Get in a parked vehicle and drive alone (answer 9a)
- Get in a parked vehicle and drive/ride with others (answer 9a)
- Electric Scooter
- Bike Share

9a. Where will you get off the last transit vehicle you are using for this one-way trip (Nearest intersection / rail station / transfer center / park and ride):

10. Where will you EXIT this ITRANSIT AGENCY NAME vehicle? Please provide the nearest intersection / rail station / transfer center / park and ride):

11a. Did you transfer FROM another transit vehicle BEFORE getting on this vehicle?

- Yes
- No

11b. Will you transfer TO another transit vehicle AFTER getting off this vehicle?

- Yes
- No

11c. [If 11a or 11b is Yes] Please list the ROUTES and/or RAIL Lines in the exact order you use them for this one-way trip.

START → → → → → END

1st Route # / RAIL Line 2nd Route/RAIL Line 3rd Route/RAIL Line 4th Route/RAIL Line

FIGURE 68: FALL 22 MOBILITY ON-DEMAND SURVEY PAGE 2

OTHER INFORMATION ABOUT THIS TRIP

12. What time did you BOARD this Vehicle? _____ : _____ am / pm (circle one)

13. How long (in minutes) were you waiting for this Vehicle to arrive? _____ minutes
 5 minutes or less 6-10 minutes 11-20 minutes
 21-30 minutes More than 30 minutes

14. How often do you use public transit on weekdays?
 every weekday 2-4 times/week once/week
 2-3 times/month once/month less than once/month

15. How often do you make a transit trip using between this starting point and destination on weekdays?
 every weekday 2-4 times/week once/week
 2-3 times/month once/month less than once/month

16. Will you (or did you) make this transit trip in the opposite direction today? No Yes

[Questions 17-20 wording and options are modified based on the Transit Agency. Read page 3 for wordings]

17. What did you use to plan/schedule this trip?
 [On-Demand Service] App Call [Agency Name] Customer Service Other: _____

18. [IF Q17 is not App] If you have a smart phone and did not book the trip with the [On-Demand Service Name] App, what is the main reason?
 not aware of [On-Demand Service Name] App
 Do not have a credit card to link to [On-Demand Service Name] App
 [On-Demand Service Name] App is not easy to use
 No Internet
 Other, please specify: _____

19. Do you need special assistance to ride [On-Demand Service Name]?
 Ramp Lift Patient Care Assistant (PCA) Service animal
 Other, please specify: _____

20. [For Arlington Via and DCTA] Would you recommend the [Agency Name] service to a family member or friend? Yes Maybe No

PAYMENT
 FARE AND PAYMENT QUESTIONS VARY BY AGENCY. PLEASE SEE PAGES 3 and 4 for QUESTIONS BY TRANSIT AGENCY.

ABOUT YOU AND YOUR HOUSEHOLD

25. How many vehicles (cars, trucks, or motorcycles) are available to your household? _____ vehicles
 25a. [If #25 is more than NONE] Could you have used one of these vehicles for this trip? Yes No

26. Including YOU, how many people live in your household? _____ people

27. Including YOU, how many people (age 18+) live in your household? _____ people

28. Including YOU, how many people (over age 15) in your household are employed full/part-time? _____ people

29. Are you: (check the one response that BEST describes you)
 Employed full-time Employed part-time
 Not currently employed but seeking work Not currently employed and not seeking work
 Retired Homemaker

30. Do you have a disability that limits your mobility? Yes No

31. What is your AGE? Under 18 18-19 20-24 25-34 35-44 45-54 55-64 65+

32. Are you? (check all that apply)
 American Indian / Alaska Native Asian Black/African American Hispanic/Latino
 Native Hawaiian / Pacific Islander White Other: _____

33. What is your gender? Male Female Other Refused

34. Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?
 Less than \$15,000 \$15,000 - \$19,999 \$20,000 - \$21,999 \$22,000 - \$24,999
 \$25,000 - \$27,999 \$28,000 - \$32,999 \$33,000 - \$34,999 \$35,000 - \$39,999
 \$40,000 - \$44,999 \$45,000 - \$49,999 \$50,000 - \$54,999 \$55,000 - \$59,999
 \$60,000 - \$64,999 \$65,000 - \$74,999 \$75,000 - \$79,999 \$80,000 - \$99,999
 \$100,000 - \$149,999 \$150,000 or more

35. Do you speak a language other than English at home? No Yes - Which language? _____
 IF YES: How well do you speak English? Very Well Well Less than well Not at all

36. Do you carry the following (check all that apply): Smartphone Cell Phone (Non-SmartPhone)
 I don't carry a smartphone or cell phone

37. Are you a student? (check the one response that BEST describes you)
 Not a student Yes - college/university Yes - K - 12th grade
 Yes - vocational/technical/trade school Yes - other

37a. [If #37 is Yes-college/university/vocational/technical/trade and Arlington Via or TRINITY METRO route] Please specify your college/university name: _____

38. Would you be willing to participate in future transportation surveys? Yes No

Your Name: _____ Phone Number: (____) _____
 E-mail address: _____

Figure 66: Fall 22 DCTA

Fare/Payment Questions

17. What did you use to plan/schedule this trip?

- DCTA GoZone App Call DCTA Customer Service Other: _____

18. [IF Q17 is not App] If you have a smart phone and did not book the trip with the DCTA GoZone App, what is the main reason?

- not aware of DCTA GoZone App
 Do not have a credit card to link to DCTA GoZone App
 DCTA GoZone App is not easy to use
 No Internet
 Other, please specify: _____

19. Do you need special assistance to ride of DCTA GoZone?

- Lift/Ramp Patient Care Assistant (PCA) Service animal
 Other, please specify _____

20. How did you pay for this DCTA GoZone trip?

- GoZone App
 Regional Pass from DART or Trinity Metro
 DCTA Pass
 Cash
 Other: _____
 [if 20 is GoZone App or Cash, skip to Demographics Questions]

21. What kind of pass did you use for this trip?

- Local Express/TRE 1-Zone Regional GoZone

18a. Was it:

- Reduced Easyride Regular DCTA Employer Trip Reduction Program

22. How long is your pass good for?

- AM/PM pass Day pass 7 Day Pass Monthly (31 Day pass) Annual pass

23. How did you pay for your pass?

- Cash Credit/Debit card SmartPhone/Digital Wallet
 Payroll deduction Gift/Free/No Charge

[Programming Note: If GoPass App Selected, automatically fill in Go Pass Mobile App for 24 and skip to Demographics Questions.

24. Where did you get your pass for this trip?

- | | | |
|---|---|---|
| <input type="radio"/> On the bus/train | <input type="radio"/> Ticket Vending Machine | <input type="radio"/> Downtown Denton Transit Center |
| <input type="radio"/> Trinity Metro Central Station | <input type="radio"/> DART Store | <input type="radio"/> Public agency (social services) |
| <input type="radio"/> Transit agency website | <input type="radio"/> Sales outlet (like a grocery store) | |
| <input type="radio"/> GoZone App | <input type="radio"/> School/university | <input type="radio"/> Other: _____ |

24a. [If #21 is Local or Regional and #24 is Downtown Denton Transit Center] Did you buy this in a ten pack?

- Yes No

Figure 67: FALL 22 TRINITY METRO FARE/PAYMENT QUESTIONS

17. What did you use to plan/schedule this trip?
 Trinity Metro ZIPZONE App Call Trinity Metro Customer Service Other: _____
18. [IF Q17 is not App] If you have a smart phone and did not book the trip with the Trinity Metro ZIPZONE App, what is the main reason?
 not aware of ZIPZONE App Do not have a credit card to link to ZIPZONE App
 ZIPZONE App is not easy to use No Internet Other, please specify: _____
19. Do you need special assistance to ride Trinity Metro ZIPZONE?
 Ramp Lift Patient Care Assistant (PCA) Service animal
 Other, please specify _____

PAYMENT

20. [If Trinity Metro Zip Zone (not through Via), skip this question and go to #21) How did you pay for this Trinity Metro ZIPZONE trip?

- Purchased Trinity Metro multi-ride pass Debit Card linked to ZIPZONE App
 Complimentary Ride Promo Code Credit Card linked to ZIPZONE App
 Other: _____
 [Debit Card, Credit Card, or Promo Card selected, skip to Demographics Questions]

21. What kind of pass did you use for this trip?

- Local Express/TRE 1-Zone Regional TCC Student ID Trinity Metro Employee Pass
 [If Trinity Metro Employee Pass selected, skip to Demographics Questions]

21a. Was it:

- Reduced Easyride Regular DART Employer Trip Reduction Program DCTA Employer Trip Reduction Program

22. How long is your pass good for?

- Day pass 7 Day Pass Monthly (31 Day pass) Annual pass

23. How did you pay for your pass?

- Cash Credit/Debit card GoPass App SmartPhone/Digital Wallet
 Payroll deduction Gift/Free/No Charge

[Programming Note: If GoPass App Selected, automatically fill in Go Pass Mobile App for 24 and skip to Demographics Questions.

24. Where did you get your pass for this trip?

- | | | |
|---|--|---|
| <input type="radio"/> On the bus/train | <input type="radio"/> Ticket Vending Machine | <input type="radio"/> Downtown Denton Transit Center |
| <input type="radio"/> Trinity Metro Central Station | <input type="radio"/> DART Store | <input type="radio"/> Public agency (social services) |
| <input type="radio"/> Go Pass Mobile App | <input type="radio"/> Transit agency website | <input type="radio"/> Sales outlet (like a grocery store) |
| <input type="radio"/> ZipZone App | <input type="radio"/> School/university | <input type="radio"/> Other: _____ |

Figure 67: FALL 22 ARLINGTON VIA FARE/PAYMENT QUESTIONS

[If Arlington Via Route]

17. What did you use to plan/schedule this trip?

- Arlington Via App Call Arlington Via Customer Service Other: _____

18. [IF Q17 is not App] If you have a smart phone and did not book the trip with the Arlington Via App, what is the main reason?

- not aware of Arlington Via App Do not have a credit card to link to Arlington Via App
 Arlington Via App is not easy to use No Internet Other, please specify:

19. Do you need special assistance to ride Arlington Via?

- Ramp Lift Patient Care Assistant (PCA) Service animal
 Other, please specify _____

20. Would you recommend the Arlington Via service to a family member or friend? Yes Maybe No

PAYMENT

21. How did you pay for this Arlington Via trip?

- Debit Card linked to Arlington Via App Cash to purchase Pre-Paid card linked to Arlington Via App
 Credit Card linked to Arlington Via App Free Ride Promo Code Other: _____

22. What kind of pass did you use for this trip?

- Single Ride Weekly pass Monthly pass Free Ride Promo Code

Figure 67: SPRING 23 DART GoLINK SURVEY INSTRUMENT – PAGE 1

2022-2023 GoLink Survey

Please take a few minutes to answer a few questions to help us plan for your transit needs.

All personal information will be kept strictly confidential and **WILL NOT** be shared or sold.

Are you a visitor to the D/FW area? Yes No

What is your HOME ADDRESS (please be specific, ex: 123 W. Main St):
 (If you are visiting the Dallas/Fort Worth area, please list the **hotel name** or address where you are staying)

Street Address _____ City _____ Zip Code _____

COMING FROM?

1. What type of place are you COMING FROM NOW?
 (the starting place for your one-way trip)

Your HOME → Go to Question #4
 Hotel or Lodging
 Your usual WORKPLACE
 Other business related
 College / University (student only)
 School (K-12) (student only)
 Airport (airline passenger only)
 Medical appointment/doctor's visit
 Social visits (friends/relatives)
 Personal business (bank, post office)
 Pick up/drop off someone (daycare, school)
 Other: _____

2. What is the NAME of the place you are coming from now?

3. What is the EXACT ADDRESS of this place? (OR Intersection if you do not know the exact address:)

City: _____ Zip: _____

4. How did you GET FROM your origin (the place in Question #1) TO THE VERY FIRST transit vehicle you used for this one-way trip?

Walk – How far did you walk? _____ minutes
 Wheelchair Electric Scooter
 Personal Bike Bike Share
 Uber, Lyft, etc. (answer 4a) Taxi (answer 4a)
 Was dropped off by someone going someplace else (answer 4a)
 Drove alone and parked (answer 4a)
 Drove or rode with others and parked (answer 4a)

4a. Where did you board the first transit vehicle you used for this one-way trip
 (Nearest intersection / rail station / transfer center / park and ride):

5. Where did you get ON this vehicle?
 Please provide the nearest intersection / rail station / transfer center / park and ride:

GOING TO?

6. What type of place are you GOING TO NOW?
 (the destination for your one-way trip)

Your HOME → Go to Question #9
 Hotel or Lodging
 Your usual WORKPLACE
 Other business related
 College / University (student only)
 School (K-12) (student only)
 Airport (airline passenger only)
 Medical appointment/doctor's visit
 Social visits (friends/relatives)
 Personal business (bank, post office)
 Pick up/drop off someone (daycare, school)
 Other: _____

7. What is the NAME of the place you are going to now?

8. What is the EXACT ADDRESS of this place? (OR Intersection if you do not know the exact address:)

City: _____ Zip: _____

9. How will you GET TO your destination (listed in Question #6) after you exit the LAST bus/train/streecar you will use for this one-way trip?

Walk – How far did you walk? _____ minutes
 Wheelchair Electric Scooter
 Personal Bike Bike Share
 Uber, Lyft, etc. (answer 9a) Taxi (answer 9a)
 Be picked up by someone going someplace else (answer 9a)
 Get in a parked vehicle and drive alone (answer 9a)
 Get in a parked vehicle and drive/ride with others (answer 9a)

9a. Where will you get off the last transit vehicle you are using for this one-way trip
 (Nearest intersection / rail station / transfer center / park and ride):

10. Where will you EXIT this vehicle?
 Please provide the nearest intersection / rail station / transfer center / park and ride:

Continue

11a. Did you transfer FROM another vehicle **BEFORE** getting on this vehicle? Yes No

11b. Will you transfer TO another vehicle **AFTER** getting off this vehicle? Yes No

11c. Please list the ROUTES and/or RAIL Lines in the exact order you use them for this one-way trip.

START → → → → → **END**

1st Route # / RAIL Line 2nd Route/RAIL Line 3rd Route/RAIL Line 4th Route/RAIL Line

➔

Figure 67: SPRING 23 DART GoLINK SURVEY INSTRUMENT – PAGE 2

OTHER INFORMATION ABOUT THIS TRIP

12. What time did you BOARD this vehicle? _____ : _____ am / pm (circle one)
13. How long (in minutes) were you waiting at the stop for this vehicle to arrive? _____ minutes
14. How often do you use public transit on weekdays?
 every weekday 2-4 times/week once/week
 2-3 times/month once/month less than once/month
15. How often do you make a transit trip between this starting point and destination on weekdays?
 every weekday 2-4 times/week once/week
 2-3 times/month once/month less than once/month
16. Will you (or did you) make this transit trip in the opposite direction today?
 No Yes
17. What did you use to plan this trip?
 Call Customer Service GoPass App Google Maps
 Apple Maps Transit Agency On-line Trip Planner Did not do any trip planning
 Use paper schedules Other: _____
18. [IF Q17 is not GoPass App] If you have a smart phone and did not book the trip with the GoPass App, what is the main reason?
 not aware of GoPass App Do not have a credit card to link to GoPass App
 GoPass App is not easy to use No Internet Other, please specify: _____
19. Do you need special assistance to ride DART/GoLink?
 Ramp Lift Patient Care Assistant (PCA) Service animal
 Other, please specify _____

PAYMENT

20. What kind of pass did you use for this trip?
 Local Regional Student ID
- 20a. Was it:
 Reduced DART Employer/School pass
21. How long is your pass good for?
 Single Ride (would be used on Dallas Streetcar, GoLink, and bus only trips) AM/PM pass Midday pass
 Day pass Monthly (31 Day pass) Annual pass
22. How did you pay for your pass?
 Credit/Debit card GoPass App GoPass Tap card SmartPhone/Digital Wallet
 Cash Payroll deduction Gift/Free/No Charge
- 22a. [If 22 is GoPass Tap Card] How do you reload your GoPass Tap card? Website Retail Phone
23. Where did you get your pass for this trip?
 Go Pass Mobile App Ticket Vending Machine Sales outlet (like a grocery store)
 DART Store Trinity Metro Central Station Public agency (social services)
 Downtown Denton Transit Center
 School/university/Employer Other: _____

ABOUT YOU AND YOUR HOUSEHOLD

24. How many vehicles (cars, trucks, or motorcycles) are available to your household? _____ vehicles
 24a. [If #24 is more than NONE] Could you have used one of these vehicles for this trip? Yes No
25. Including YOU, how many people live in your household? _____ people
26. Including YOU, how many people (age 18+) live in your household? _____ people
27. Including YOU, how many people (over age 15) in your household are employed full/part-time? _____ people
28. Are you: (check the one response that BEST describes you)
 Employed full-time Employed part-time
 Not currently employed but seeking work Not currently employed and not seeking work
 Retired Homemaker
29. Are you a student? (check the one response that BEST describes you)
 Not a student Yes – college/university Yes – K - 12th grade
 Yes – vocational/technical/trade school Yes – other
- 29a. [If #27 is Yes-college/university/vocational/technical/trade]
 Please specify your college/university name: _____
30. Do you have a valid driver's license? Yes No
31. Do you have a disability that limits your mobility? Yes No
32. What is your AGE? Under 18 18-19 20-24 25-34 35-44 45-54 55-64 65+
33. Are you? (check all that apply)
 American Indian / Alaska Native Asian/Indian Black/African American Hispanic/Latino
 Native Hawaiian / Pacific Islander White/Caucasian Other: _____
34. What is your gender? Male Female Other Refused
35. Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?
 \$0 - \$15,000 \$15,000 - \$19,999 \$20,000 - \$21,999 \$22,000 - \$24,999
 \$25,000 - \$27,999 \$28,000 - \$32,999 \$33,000 - \$34,999 \$35,000 - \$39,999
 \$40,000 - \$44,999 \$45,000 - \$49,999 \$50,000 - \$54,999 \$55,000 - \$59,999
 \$60,000 - \$64,999 \$65,000 - \$74,999 \$75,000 - \$79,999 \$80,000 - \$99,999
 \$100,000 - \$149,999 \$150,000 or more
36. Do you speak a language other than English at home? No Yes - Which language? _____
 IF YES: How well do you speak English? Very Well Well Less than well Not at all
37. Do you carry the following : Smartphone Cell Phone (Non-SmartPhone)
 I carry both a smartphone or cell phone I don't carry a smartphone or cell phone
38. Would you be willing to participate in future transportation surveys? Yes No
 Your Name: _____ Phone Number: (____) _____
 E-mail address: _____

Figure 67: SPRING 23 DART GO LINK SURVEY INSTRUMENT – PAGE 3

37. Which of the following describes you best?

- (1) DART is my primary means of transportation
- (2) I ride DART, but I also have other means of transportation
- (3) I have ridden DART, but I do not ride frequently
- (4) I do not ride DART and/or have not ridden in the past year

38. What is the PRIMARY purpose for which you use (or may use) DART? [check one]

- (1) To and from work (3) Medical (5) Special events
- (2) School/College (4) Shopping/Errands (6) Casual outing/entertainment
- (7) Other: _____

39. What is the PRIMARY reason you use (or may use) DART for your transportation needs? [check one]

- (1) DART is my only transportation option
- (2) Avoid traffic/parking stressors
- (3) Better for the environment
- (4) Safer than driving myself
- (5) Cheaper than driving myself
- (6) My company pays for it
- (7) Gives me time to work/read
- (8) Less wear and tear on my personal vehicle
- (9) Other: _____

40. In your opinion, what are the three most critical problems that DART needs to solve today? Please CIRCLE your top 3 choices.

- (01) Lack of cleanliness on trains/buses and on stations/stops
- (02) Hassling from panhandlers
- (03) TVM (Ticket Vending Machine) malfunctions
- (04) Safety issues
- (05) Limited service frequency, hours of operation or geographic coverage
- (06) Inconvenient or no transportation to/from the train station/bus stop
- (07) Rude or inconsiderate train/bus operators
- (08) Unreliable train or bus service
- (09) Not enough updates regarding service delays or disruptions
- (10) Other: _____

APPENDIX C: Sample Plans

WEEKDAY_TYPE	ROUTE_DIRECTION_CODE	ROUTE_DIRECTION	sample_goals						Direction Total	ROUTE_TOTAL
			0 = PRE 630A	1 = 630-859A	2 = 900-1159A	3 = 1200-259A	4 = 300-659P	5 = Aft 700P		
1 = WEEKDAY	DRT_4_001_00	001 MALCOLM X/MAPLE [SOUTHBOUND]	5	14	19	20	31	11	100	189
1 = WEEKDAY	DRT_4_001_01	001 MALCOLM X/MAPLE [NORTHBOUND]	6	12	19	19	21	11	89	
1 = WEEKDAY	DRT_4_003_00	003 ROSS [INBOUND]	7	9	9	10	12	8	53	103
1 = WEEKDAY	DRT_4_003_01	003 ROSS [OUTBOUND]	2	6	8	10	14	9	50	
1 = WEEKDAY	DRT_4_005_00	005 LOVE FIELD SHUTTLE [NORTHBOUND]	6	9	12	14	9	4	53	98
1 = WEEKDAY	DRT_4_005_01	005 LOVE FIELD SHUTTLE [SOUTHBOUND]	1	2	4	8	12	17	45	
1 = WEEKDAY	DRT_4_009_00	009 JEFFERSON GASTON [EASTBOUND]	6	14	17	25	32	20	113	246
1 = WEEKDAY	DRT_4_009_01	009 JEFFERSON GASTON [WESTBOUND]	9	19	25	26	38	15	133	
1 = WEEKDAY	DRT_4_013_00	013 ERVAY [INBOUND]	9	16	21	19	28	19	111	229
1 = WEEKDAY	DRT_4_013_01	013 ERVAY [OUTBOUND]	8	17	16	19	37	20	117	
1 = WEEKDAY	DRT_4_015_00	015 BUCKNER [NORTHBOUND]	5	13	13	22	26	20	99	205
1 = WEEKDAY	DRT_4_015_01	015 BUCKNER [SOUTHBOUND]	11	12	17	23	25	19	106	
1 = WEEKDAY	DRT_4_016_00	016 FERGUSON [INBOUND]	8	18	13	14	26	10	88	172
1 = WEEKDAY	DRT_4_016_01	016 FERGUSON [OUTBOUND]	5	12	11	13	29	14	83	
1 = WEEKDAY	DRT_4_017_00	017 SKILLMAN [SOUTHBOUND]	6	14	13	20	35	21	110	203

1 = WEEKDAY	DRT_4_017_01	017 SKILLMAN [NORTHBOUND]	6	17	16	17	23	15	93	
1 = WEEKDAY	DRT_4_018_00	018 SAMUEL [INBOUND]	8	14	23	18	27	20	109	196
1 = WEEKDAY	DRT_4_018_01	018 SAMUEL [OUTBOUND]	3	11	14	15	26	18	86	
1 = WEEKDAY	DRT_4_020_00	020 NORTHWEST HWY [EASTBOUND]	4	14	15	17	32	27	110	216
1 = WEEKDAY	DRT_4_020_01	020 NORTHWEST HWY [WESTBOUND]	12	20	14	20	27	13	106	
1 = WEEKDAY	DRT_4_022_00	022 FOREST LANE [WESTBOUND]	10	27	20	20	37	23	138	280
1 = WEEKDAY	DRT_4_022_01	022 FOREST LANE [EASTBOUND]	8	21	18	20	47	27	142	
1 = WEEKDAY	DRT_4_023_00	023 HASKELL [SOUTHBOUND]	2	11	12	16	17	11	68	134
1 = WEEKDAY	DRT_4_023_01	023 HASKELL [NORTHBOUND]	3	8	9	14	20	11	66	
1 = WEEKDAY	DRT_4_025_00	025 COCKRELL HILL NORTH [NORTHBOUND]	9	9	9	10	15	11	63	128
1 = WEEKDAY	DRT_4_025_01	025 COCKRELL HILL NORTH [SOUTHBOUND]	4	7	7	12	21	15	66	
1 = WEEKDAY	DRT_4_027_00	027 RIDGECREST [NORTHBOUND]	4	9	6	9	18	14	60	105
1 = WEEKDAY	DRT_4_027_01	027 RIDGECREST [SOUTHBOUND]	7	8	7	7	9	7	45	
1 = WEEKDAY	DRT_4_028_00	028 SINGLETON [INBOUND]	1	4	4	4	11	6	30	81
1 = WEEKDAY	DRT_4_028_01	028 SINGLETON [OUTBOUND]	5	7	7	8	15	9	51	
1 = WEEKDAY	DRT_4_030_00	030 LAKE JUNE [EASTBOUND]	2	8	9	6	12	12	49	85
1 = WEEKDAY	DRT_4_030_01	030 LAKE JUNE [WESTBOUND]	8	5	4	4	10	3	35	
1 = WEEKDAY	DRT_4_038_00	038 LEDBETTER [EASTBOUND]	6	18	19	23	29	20	115	235
1 = WEEKDAY	DRT_4_038_01	038 LEDBETTER [WESTBOUND]	6	19	18	23	31	23	120	
1 = WEEKDAY	DRT_4_041_00	041 BONNIE VIEW [SOUTHBOUND]	5	12	8	9	11	11	56	105
1 = WEEKDAY	DRT_4_041_01	041 BONNIE VIEW [NORTHBOUND]	2	6	6	8	17	10	49	
1 = WEEKDAY	DRT_4_045_00	045 MARSALIS [INBOUND]	4	10	7	8	11	5	45	93
1 = WEEKDAY	DRT_4_045_01	045 MARSALIS [OUTBOUND]	1	5	6	7	18	10	48	
1 = WEEKDAY	DRT_4_047_00	047 POLK [SOUTHBOUND]	2	9	14	14	25	14	78	147
1 = WEEKDAY	DRT_4_047_01	047 POLK [NORTHBOUND]	6	11	12	15	16	9	69	
1 = WEEKDAY	DRT_4_057_00	057 WESTMORELAND [NORTHBOUND]	14	19	17	23	32	18	124	293
1 = WEEKDAY	DRT_4_057_01	057 WESTMORELAND [SOUTHBOUND]	9	21	31	29	52	28	169	
1 = WEEKDAY	DRT_4_101_00	101 HAMPTON [NORTHBOUND]	8	11	13	19	22	18	91	185
1 = WEEKDAY	DRT_4_101_01	101 HAMPTON [SOUTHBOUND]	3	9	16	17	28	20	94	
1 = WEEKDAY	DRT_4_102_00	102 FORT WORTH [INBOUND]	1	3	3	3	5	4	19	54

1 = WEEKDAY	DRT_4_102_01	102 FORT WORTH [OUTBOUND]	2	6	5	7	11	5	35	
1 = WEEKDAY	DRT_4_103_00	103 CEDAR SPRINGS [INBOUND]	1	6	4	5	10	5	31	59
1 = WEEKDAY	DRT_4_103_01	103 CEDAR SPRINGS [OUTBOUND]	1	4	4	5	8	6	28	
1 = WEEKDAY	DRT_4_104_00	104 ILLINOIS [EASTBOUND]	3	14	12	17	21	10	77	158
1 = WEEKDAY	DRT_4_104_01	104 ILLINOIS [WESTBOUND]	4	15	14	14	21	12	81	
1 = WEEKDAY	DRT_4_105_00	105 HENDERSON [INBOUND]	2	5	5	7	9	5	32	55
1 = WEEKDAY	DRT_4_105_01	105 HENDERSON [OUTBOUND]	1	4	3	4	8	3	23	
1 = WEEKDAY	DRT_4_106_00	106 BICKERS [INBOUND]	2	3	2	2	3	3	16	57
1 = WEEKDAY	DRT_4_106_01	106 BICKERS [OUTBOUND]	3	6	6	7	13	7	41	
1 = WEEKDAY	DRT_4_108_00	108 CAMP WISDOM [EASTBOUND]	4	7	12	9	23	14	69	123
1 = WEEKDAY	DRT_4_108_01	108 CAMP WISDOM [WESTBOUND]	6	9	8	8	14	9	54	
1 = WEEKDAY	DRT_4_109_00	109 BECKLEY [INBOUND]	3	4	5	8	12	4	35	76
1 = WEEKDAY	DRT_4_109_01	109 BECKLEY [OUTBOUND]	1	5	4	7	15	8	41	
1 = WEEKDAY	DRT_4_114_00	114 EAST OAK CLIFF [CLOCKWISE]	2	6	6	7	12	6	40	90
1 = WEEKDAY	DRT_4_114_01	114 EAST OAK CLIFF [COUNTER-CLKWISE]	2	9	8	8	12	11	50	
1 = WEEKDAY	DRT_4_200_00	200 SPRING VALLEY [EASTBOUND]	4	7	9	10	12	7	48	108
1 = WEEKDAY	DRT_4_200_01	200 SPRING VALLEY [WESTBOUND]	4	11	10	11	16	9	60	
1 = WEEKDAY	DRT_4_202_00	202 BUCKINGHAM [EASTBOUND]	3	6	4	7	11	9	40	86
1 = WEEKDAY	DRT_4_202_01	202 BUCKINGHAM [WESTBOUND]	3	9	12	5	11	5	45	
1 = WEEKDAY	DRT_4_203_00	203 CENTERVILLE [NORTHBOUND]	2	4	6	5	8	7	32	67
1 = WEEKDAY	DRT_4_203_01	203 CENTERVILLE [SOUTHBOUND]	1	3	5	7	12	7	36	
1 = WEEKDAY	DRT_4_204_00	204 MILLER [EASTBOUND]	5	6	4	11	13	5	44	74
1 = WEEKDAY	DRT_4_204_01	204 MILLER [WESTBOUND]	4	6	3	5	8	4	30	
1 = WEEKDAY	DRT_4_207_00	207 LEMMON [INBOUND]	5	7	4	8	8	3	35	67
1 = WEEKDAY	DRT_4_207_01	207 LEMMON [OUTBOUND]	2	3	3	5	14	5	32	
1 = WEEKDAY	DRT_4_209_00	209 MCKINNEY/COLE [INBOUND]	2	4	2	2	7	3	21	45
1 = WEEKDAY	DRT_4_209_01	209 MCKINNEY/COLE [OUTBOUND]	2	6	3	2	5	6	24	
1 = WEEKDAY	DRT_4_212_00	212 LA PRADA [WESTBOUND]	5	8	6	8	12	6	46	89
1 = WEEKDAY	DRT_4_212_01	212 LA PRADA [EASTBOUND]	2	4	7	7	13	10	44	
1 = WEEKDAY	DRT_4_213_00	213 HARRY HINES [NORTHBOUND]	5	7	7	7	14	7	47	84

1 = WEEKDAY	DRT_4_213_01	213 HARRY HINES [SOUTHBOUND]	4	6	4	7	10	6	37	
1 = WEEKDAY	DRT_4_214_00	214 LINDSLEY [INBOUND]	4	7	8	5	8	4	35	63
1 = WEEKDAY	DRT_4_214_01	214 LINDSLEY [OUTBOUND]	1	5	3	4	11	3	28	
1 = WEEKDAY	DRT_4_215_00	215 KIEST [SOUTHBOUND]	3	7	6	9	13	8	46	81
1 = WEEKDAY	DRT_4_215_01	215 KIEST [NORTHBOUND]	4	6	7	4	10	4	35	
1 = WEEKDAY	DRT_4_216_00	216 EVERGLADE [EASTBOUND]	3	7	9	10	16	9	54	91
1 = WEEKDAY	DRT_4_216_01	216 EVERGLADE [WESTBOUND]	4	5	6	5	10	6	37	
1 = WEEKDAY	DRT_4_217_00	217 LANCASTER/RAMONA [NORTHBOUND]	6	6	8	8	11	4	44	80
1 = WEEKDAY	DRT_4_217_01	217 LANCASTER/RAMONA [SOUTHBOUND]	1	8	6	7	10	5	37	
1 = WEEKDAY	DRT_4_218_00	218 MILITARY [SOUTHBOUND]	5	11	7	10	13	12	58	106
1 = WEEKDAY	DRT_4_218_01	218 MILITARY [NORTHBOUND]	4	7	8	5	15	9	48	
1 = WEEKDAY	DRT_4_219_00	219 SYLVAN [SOUTHBOUND]	2	4	3	3	6	4	23	43
1 = WEEKDAY	DRT_4_219_01	219 SYLVAN [NORTHBOUND]	3	5	2	3	4	3	20	
1 = WEEKDAY	DRT_4_220_00	220 SCYENE [EASTBOUND]	2	4	4	4	11	8	34	53
1 = WEEKDAY	DRT_4_220_01	220 SCYENE [WESTBOUND]	1	7	2	3	3	4	19	
1 = WEEKDAY	DRT_4_221_00	221 MERRIFIELD [NORTHBOUND]	4	5	3	4	7	5	27	56
1 = WEEKDAY	DRT_4_221_01	221 MERRIFIELD [SOUTHBOUND]	7	6	3	4	6	3	30	
1 = WEEKDAY	DRT_4_222_00	222 REGAL ROW/RECORD CROSSING [SOUTHBOUND]	7	12	5	5	14	9	52	90
1 = WEEKDAY	DRT_4_222_01	222 REGAL ROW/RECORD CROSSING [NORTHBOUND]	3	6	6	6	13	4	37	
1 = WEEKDAY	DRT_4_223_00	223 CLARK [SOUTHBOUND]	4	5	3	6	5	2	24	58
1 = WEEKDAY	DRT_4_223_01	223 CLARK [NORTHBOUND]	3	3	4	4	12	8	33	
1 = WEEKDAY	DRT_4_224_00	224 I-30 BROADWAY [INBOUND]	3	6	5	7	12	11	44	85
1 = WEEKDAY	DRT_4_224_01	224 I-30 BROADWAY [OUTBOUND]	2	6	6	5	17	4	40	
1 = WEEKDAY	DRT_4_225_00	225 NURSERY [NORTHBOUND]	6	3	3	4	6	5	26	53
1 = WEEKDAY	DRT_4_225_01	225 NURSERY [SOUTHBOUND]	2	4	4	5	6	5	27	
1 = WEEKDAY	DRT_4_226_00	226 CLARENDON [EASTBOUND]	1	7	6	4	11	5	33	64
1 = WEEKDAY	DRT_4_226_01	226 CLARENDON [WESTBOUND]	2	5	3	6	10	4	31	
1 = WEEKDAY	DRT_4_227_00	227 O-CONNOR - LUNA - VALLEY VIEW [NORTHBOUND]	3	11	10	11	22	12	69	132
1 = WEEKDAY	DRT_4_227_01	227 O-CONNOR - LUNA - VALLEY VIEW [SOUTHBOUND]	4	12	12	10	17	7	63	
1 = WEEKDAY	DRT_4_228_00	228 SIMPSON STUART [EASTBOUND]	4	8	5	7	18	9	51	67

1 = WEEKDAY	DRT_4_228_01	228 SIMPSON STUART [WESTBOUND]	1	2	2	3	5	3	16	
1 = WEEKDAY	DRT_4_229_00	229 MACARTHUR - BELTLINE [NORTHBOUND]	4	10	11	12	23	16	77	159
1 = WEEKDAY	DRT_4_229_01	229 MACARTHUR - BELTLINE [SOUTHBOUND]	6	11	9	11	30	15	82	
1 = WEEKDAY	DRT_4_230_00	230 IRVING BLVD [INBOUND]	6	12	10	13	18	16	75	153
1 = WEEKDAY	DRT_4_230_01	230 IRVING BLVD [OUTBOUND]	9	15	11	11	19	14	79	
1 = WEEKDAY	DRT_4_231_00	231 S BELTLINE [NORTHBOUND]	4	9	8	8	12	6	46	89
1 = WEEKDAY	DRT_4_231_01	231 S BELTLINE [SOUTHBOUND]	3	6	6	7	14	7	43	
1 = WEEKDAY	DRT_4_232_00	232 FRANKFORD [EASTBOUND]	2	9	10	8	14	15	59	116
1 = WEEKDAY	DRT_4_232_01	232 FRANKFORD [WESTBOUND]	3	8	8	8	14	17	58	
1 = WEEKDAY	DRT_4_233_00	233 JOSEY [NORTHBOUND]	4	9	11	7	13	7	53	100
1 = WEEKDAY	DRT_4_233_01	233 JOSEY [SOUTHBOUND]	3	8	7	7	14	7	46	
1 = WEEKDAY	DRT_4_234_00	234 PARKER [EASTBOUND]	3	7	12	6	11	7	45	89
1 = WEEKDAY	DRT_4_234_01	234 PARKER [WESTBOUND]	2	7	6	6	12	11	43	
1 = WEEKDAY	DRT_4_235_00	235 TIMBERGLEN/MIDWAY [SOUTHBOUND]	3	5	2	1	4	2	17	50
1 = WEEKDAY	DRT_4_235_01	235 TIMBERGLEN/MIDWAY [NORTHBOUND]	3	6	4	7	9	5	33	
1 = WEEKDAY	DRT_4_236_00	236 W 15 [SOUTHBOUND]	3	5	8	5	8	4	33	61
1 = WEEKDAY	DRT_4_236_01	236 W 15 [NORTHBOUND]	2	6	4	5	7	4	28	
1 = WEEKDAY	DRT_4_237_00	237 PRESTON [OUTBOUND]	2	6	7	9	16	7	47	96
1 = WEEKDAY	DRT_4_237_01	237 PRESTON [INBOUND]	3	9	9	11	12	6	49	
1 = WEEKDAY	DRT_4_238_00	238 NAAMAN FOREST/BELTLINE [EASTBOUND]	2	7	7	6	11	6	39	79
1 = WEEKDAY	DRT_4_238_01	238 NAAMAN FOREST/BELTLINE [WESTBOUND]	3	9	5	6	11	6	40	
1 = WEEKDAY	DRT_4_239_00	239 DALLAS - ADDISON - LEGACY [SOUTHBOUND]	5	10	12	10	17	11	65	121
1 = WEEKDAY	DRT_4_239_01	239 DALLAS - ADDISON - LEGACY [NORTHBOUND]	4	7	7	9	19	10	55	
1 = WEEKDAY	DRT_4_240_00	240 CAMPBELL [EASTBOUND]	2	4	4	4	10	4	27	54
1 = WEEKDAY	DRT_4_240_01	240 CAMPBELL [WESTBOUND]	1	5	4	3	8	5	26	
1 = WEEKDAY	DRT_4_241_00	241 COIT [SOUTHBOUND]	4	9	10	10	22	13	67	143
1 = WEEKDAY	DRT_4_241_01	241 COIT [NORTHBOUND]	5	13	12	11	18	18	76	
1 = WEEKDAY	DRT_4_242_00	242 WALNUT HILL [WESTBOUND]	5	13	9	9	9	6	50	95
1 = WEEKDAY	DRT_4_242_01	242 WALNUT HILL [EASTBOUND]	2	6	4	8	13	10	45	
1 = WEEKDAY	DRT_4_243_00	243 PLANO RD [SOUTHBOUND]	3	4	4	9	16	6	43	90

1 = WEEKDAY	DRT_4_243_01	243 PLANO RD [NORTHBOUND]	3	11	8	6	12	8	47	
1 = WEEKDAY	DRT_4_245_00	245 SHILOH [SOUTHBOUND]	2	5	4	3	7	5	26	55
1 = WEEKDAY	DRT_4_245_01	245 SHILOH [NORTHBOUND]	2	6	3	5	9	5	29	
1 = WEEKDAY	DRT_4_247_00	247 JUPITER [NORTHBOUND]	3	7	8	6	10	4	37	72
1 = WEEKDAY	DRT_4_247_01	247 JUPITER [SOUTHBOUND]	4	8	5	5	7	5	34	
1 = WEEKDAY	DRT_4_249_00	249 COLUMBIA [INBOUND]	3	5	3	5	13	6	34	64
1 = WEEKDAY	DRT_4_249_01	249 COLUMBIA [OUTBOUND]	1	3	5	6	9	5	29	
1 = WEEKDAY	DRT_4_250_00	250 E BELTLINE [EASTBOUND]	4	5	7	7	13	6	41	90
1 = WEEKDAY	DRT_4_250_01	250 E BELTLINE [WESTBOUND]	4	8	6	9	14	8	50	
1 = WEEKDAY	DRT_4_251_00	251 SATURN [NORTHBOUND]	2	6	5	6	9	5	34	72
1 = WEEKDAY	DRT_4_251_01	251 SATURN [SOUTHBOUND]	2	7	5	8	11	6	39	
1 = WEEKDAY	DRT_4_305_00	305 ADDISON EXPRESS [INBOUND]	6	13	0	0	10	0	28	49
1 = WEEKDAY	DRT_4_305_01	305 ADDISON EXPRESS [OUTBOUND]	2	6	0	0	12	0	21	
1 = WEEKDAY	DRT_4_306_00	306 GLENN HEIGHTS EXPRESS [INBOUND]	12	19	0	2	4	0	37	63
1 = WEEKDAY	DRT_4_306_01	306 GLENN HEIGHTS EXPRESS [OUTBOUND]	1	3	0	2	20	0	26	
1 = WEEKDAY	DRT_4_308_00	308 NORTHWEST PLANO EXPRESS [INBOUND]	6	23	0	0	15	0	44	78
1 = WEEKDAY	DRT_4_308_01	308 NORTHWEST PLANO EXPRESS [OUTBOUND]	5	7	1	0	19	1	33	
1 = WEEKDAY	DRT_4_378_00	378 REDBIRD EXPRESS [INBOUND]	3	8	0	0	4	0	15	32
1 = WEEKDAY	DRT_4_378_01	378 REDBIRD EXPRESS [OUTBOUND]	0	0	0	1	14	1	17	
1 = WEEKDAY	DRT_4_383_00	383 LAKE RAY HUBBARD EXPRESS [INBOUND]	0	1	0	0	12	1	13	37
1 = WEEKDAY	DRT_4_383_01	383 LAKE RAY HUBBARD EXPRESS [OUTBOUND]	7	12	0	0	4	1	24	
1 = WEEKDAY	DRT_4_402_00	402 NORTH PARK SHUTTLE [WESTBOUND]	0	0	2	7	13	5	26	62
1 = WEEKDAY	DRT_4_402_01	402 NORTH PARK SHUTTLE [EASTBOUND]	0	3	10	9	10	4	36	
1 = WEEKDAY	DRT_4_408_00	408 PALISADES E-SHUTTLE [EASTBOUND]	0	0	2	2	3	0	7	16
1 = WEEKDAY	DRT_4_408_01	408 PALISADES E-SHUTTLE [WESTBOUND]	0	2	2	2	3	0	9	
1 = WEEKDAY	DRT_4_412_00	412 MEDICAL CITY E-SHUTTLE [WESTBOUND]	0	3	3	2	3	0	11	22
1 = WEEKDAY	DRT_4_412_01	412 MEDICAL CITY E-SHUTTLE [EASTBOUND]	0	3	3	2	3	0	11	
1 = WEEKDAY	DRT_4_413_00	413 TI SHUTTLE - FOREST LANE CAMPUS [CIRCULAR]	0	2	1	2	2	0	7	7
1 = WEEKDAY	DRT_4_417_00	417 TI SHUTTLE- MAIN CAMPUS NORTH ROUTE [CIRCULAR]	0	0	0	0	0	0	0	11

1 = WEEKDAY	DRT_4_419_00	419 TI SHUTTLE- MAIN CAMPUS SOUTH ROUTE [CIRCULAR]	0	3	3	2	3	0	11	
1 = WEEKDAY	DRT_4_421_00	421 BAYLOR BRYAN TOWER [EASTBOUND]	0	0	0	0	0	0	0	9
1 = WEEKDAY	DRT_4_421_01	421 BAYLOR BRYAN TOWER [WESTBOUND]	0	1	3	2	3	0	9	
1 = WEEKDAY	DRT_4_422_00	422 UT SOUTHWESTERN SOUTH [CIRCULAR]	0	0	0	0	0	0	0	0
1 = WEEKDAY	DRT_4_423_00	423 UT SOUTHWESTERN NORTH [CIRCULAR]	0	4	6	6	6	0	22	22
1 = WEEKDAY	DRT_4_425_00	425 MCKINNEY AVENUE TROLLEY [NORTHBOUND]	0	0	0	0	0	0	0	0
1 = WEEKDAY	DRT_4_425_01	425 MCKINNEY AVENUE TROLLEY [SOUTHBOUND]	0	0	0	0	0	0	0	0
1 = WEEKDAY	DRT_4_431_00	431 CENTREPORT/DFW REMOTE SOUTH [SOUTHBOUND]	0	0	0	0	0	0	0	0
1 = WEEKDAY	DRT_4_431_01	431 CENTREPORT/DFW REMOTE SOUTH [NORTHBOUND]	0	0	0	0	0	0	0	0
1 = WEEKDAY	DRT_4_440_00	440 MUSTANG EXPRESS [WESTBOUND]	0	0	0	0	0	0	0	27
1 = WEEKDAY	DRT_4_440_01	440 MUSTANG EXPRESS [EASTBOUND]	0	6	7	6	8	0	27	
1 = WEEKDAY	DRT_4_442_00	442 BUSH/ MEADOWS-MOCKINGBIRD STA. [CIRCULAR]	0	7	12	7	8	0	34	34
1 = WEEKDAY	DRT_4_620_00	620 DALLAS STREETCAR [SOUTHBOUND]	1	6	9	11	16	11	55	109
1 = WEEKDAY	DRT_4_620_01	620 DALLAS STREETCAR [NORTHBOUND]	1	6	9	11	16	11	55	
1 = WEEKDAY	DRT_4_883_00	883 UT DALLAS COMBINED [WESTBOUND]	0	0	25	87	54	38	204	430
1 = WEEKDAY	DRT_4_883_01	883 UT DALLAS COMBINED [EASTBOUND]	0	0	28	108	53	35	225	
1 = WEEKDAY	DRT_4_BLUE_00	BLUE DART LIGHT RAIL - BLUE LINE [NORTHBOUND]	56	93	96	117	228	118	708	1428
1 = WEEKDAY	DRT_4_BLUE_01	BLUE DART LIGHT RAIL - BLUE LINE [SOUTHBOUND]	53	123	102	118	196	129	720	
1 = WEEKDAY	DRT_4_GREEN_00	GREEN DART LIGHT RAIL - GREEN LINE [SOUTHBOUND]	85	178	107	113	223	168	874	1733
1 = WEEKDAY	DRT_4_GREEN_01	GREEN DART LIGHT RAIL - GREEN LINE [NORTHBOUND]	66	145	107	121	250	172	859	
1 = WEEKDAY	DRT_4_ORANGE_00	ORANGE DART LIGHT RAIL - ORANGE LINE [EASTBOUND]	57	88	84	97	201	161	689	1309
1 = WEEKDAY	DRT_4_ORANGE_01	ORANGE DART LIGHT RAIL - ORANGE LINE [WESTBOUND]	39	113	76	100	159	133	621	
1 = WEEKDAY	DRT_4_RED_00	RED DART LIGHT RAIL - RED LINE [NORTHBOUND]	42	95	115	134	193	132	711	1443
1 = WEEKDAY	DRT_4_RED_01	RED DART LIGHT RAIL - RED LINE [SOUTHBOUND]	48	88	108	151	203	134	733	
1 = WEEKDAY	DRT_4_TRE_00	TRE TRINITY RAILWAY [WESTBOUND]	25	42	18	20	65	20	190	379
1 = WEEKDAY	DRT_4_TRE_01	TRE TRINITY RAILWAY [EASTBOUND]	11	25	17	18	70	48	189	
1 = Weekday	DCT_3_2_00	Route 2 [Inbound]	0.0	0.0	5.2	0.3	0.0	0.0	5.4	14.2
1 = Weekday	DCT_3_2_01	Route 2 [Outbound]	0.0	0.0	0.6	2.1	3.3	2.7	8.8	

1 = Weekday	DCT_3_3_00	Route 3 [Inbound]	0.0	0.0	4.2	0.7	0.0	0.0	4.9	13.6
1 = Weekday	DCT_3_3_01	Route 3 [Outbound]	0.0	0.0	0.7	1.2	4.4	2.4	8.7	
1 = Weekday	DCT_3_4_00	Route 4 [Inbound]	0.0	0.0	11.3	1.6	0.0	0.0	12.9	24.2
1 = Weekday	DCT_3_4_01	Route 4 [Outbound]	0.0	0.0	1.6	2.4	5.2	2.0	11.3	
1 = Weekday	DCT_3_5_00	Route 5 [Inbound]	0.0	0.0	0.6	0.0	0.0	0.0	0.6	1.6
1 = Weekday	DCT_3_5_01	Route 5 [Outbound]	0.0	0.0	0.2	0.1	0.5	0.3	1.0	
1 = Weekday	DCT_3_6_00	Route 6 [Inbound]	0.0	0.0	6.9	1.0	0.0	0.0	8.0	18.8
1 = Weekday	DCT_3_6_01	Route 6 [Outbound]	0.0	0.0	3.9	3.6	2.2	1.1	10.8	
1 = Weekday	DCT_3_7_00	Route 7 [Inbound]	0.0	0.0	16.8	1.0	0.0	0.0	17.7	58.0
1 = Weekday	DCT_3_7_01	Route 7 [Outbound]	0.0	0.0	11.1	10.8	9.2	9.1	40.2	
1 = Weekday	DCT_3_AT_00	A-train [Northbound]	0.0	4.0	19.2	11.2	10.4	24.2	69.0	137.2
1 = Weekday	DCT_3_AT_01	A-train [Southbound]	0.0	4.2	12.2	12.4	12.8	26.6	68.2	
1 = Weekday	DCT_3_BST	Bernard Street [Combined] LOOP	0.0	0.0	13.3	37.0	42.9	33.3	126.5	126.5
1 = Weekday	DCT_3_CE_00	Colorado Express [Inbound]	0.0	0.0	6.7	9.1	3.4	1.6	20.8	40.2
1 = Weekday	DCT_3_CE_01	Colorado Express [Outbound]	0.0	0.0	0.9	3.7	6.2	8.6	19.3	
1 = Weekday	DCT_3_CP	Centre Place [Combined] LOOP	0.0	0.0	16.2	52.7	53.0	47.1	168.9	168.9
1 = Weekday	DCT_3_DP_00	Discovery Park [Inbound]	0.0	0.0	4.6	17.7	32.3	42.7	97.4	207.9
1 = Weekday	DCT_3_DP_01	Discovery Park [Outbound]	0.0	0.0	12.3	35.1	34.8	28.3	110.5	
1 = Weekday	DCT_3_DS_00	Daugherty Street [Inbound]	0.0	0.0	2.7	4.8	3.2	3.0	13.6	24.8
1 = Weekday	DCT_3_DS_01	Daugherty Street [Outbound]	0.0	0.0	0.1	1.6	4.0	5.5	11.2	
1 = Weekday	DCT_3_EOC191_00	EOC 191 [Inbound]	0.0	0.0	0.0	0.0	0.0	3.1	3.1	10.7
1 = Weekday	DCT_3_EOC191_01	EOC 191 [Outbound]	0.0	0.0	0.0	0.0	0.0	7.6	7.6	
1 = Weekday	DCT_3_EP	Eagle Point [Combined] LOOP	0.0	0.0	10.5	22.8	28.4	20.3	82.0	82.0
1 = Weekday	DCT_3_MG114	Mean Green [Combined] LOOP	0.0	0.0	4.7	13.9	18.3	9.4	46.3	46.3
1 = Weekday	DCT_3_MG116	Mean Green Night Rider [Combined] LOOP	0.0	0.0	0.0	0.0	0.0	13.5	13.5	13.5
1 = Weekday	DCT_3_NT	North Texan [Combined] LOOP	0.0	0.0	10.1	28.2	19.4	16.8	74.6	74.6
1 = Weekday	DCT_3_PKA_00	Parking Express A [Inbound]	0.0	0.0	1.9	3.4	2.4	1.6	9.3	17.4
1 = Weekday	DCT_3_PKA_01	Parking Express A [Outbound]	0.0	0.0	0.2	1.3	3.0	3.6	8.1	
1 = Weekday	DCT_3_PKB_00	Parking Express B [Inbound]	0.0	0.0	0.9	2.1	1.9	1.1	6.0	16.1
1 = Weekday	DCT_3_PKB_01	Parking Express B [Outbound]	0.0	0.0	0.9	2.6	3.1	3.5	10.1	

1 = Weekday	TRI_2_1_00	1 Hemphill [TO DOWNTOWN]	0.0	3.0	10.0	14.0	16.0	16.0	59.0	118.0
1 = Weekday	TRI_2_1_01	1 Hemphill [FROM DOWNTOWN]	0.0	2.0	8.0	15.0	14.0	20.0	59.0	
1 = Weekday	TRI_2_11_00	11 North Beach/Mercantile Center [TO DOWNTOWN]	0.0	2.0	3.0	3.0	4.0	5.0	17.0	39.0
1 = Weekday	TRI_2_11_01	11 North Beach/Mercantile Center [FROM DOWNTOWN]	0.0	0.0	3.0	4.0	6.0	9.0	22.0	
1 = Weekday	TRI_2_12_00	12 Samuels/Mercantile Center [TO DOWNTOWN]	0.0	1.0	3.0	3.0	2.0	5.0	14.0	34.0
1 = Weekday	TRI_2_12_01	12 Samuels/Mercantile Center [FROM DOWNTOWN]	0.0	1.0	4.0	3.0	3.0	9.0	20.0	
1 = Weekday	TRI_2_15_00	15 Stockyards/North Main [TO DOWNTOWN]	0.0	2.0	5.0	6.0	8.0	10.0	31.0	74.0
1 = Weekday	TRI_2_15_01	15 Stockyards/North Main [FROM DOWNTOWN]	0.0	1.0	7.0	10.0	12.0	13.0	43.0	
1 = Weekday	TRI_2_16_00	16 Alliance Center/Merchantile Center [NORTHBOUND]	0.0	0.0	1.0	2.0	3.0	2.0	8.0	16.0
1 = Weekday	TRI_2_16_01	16 Alliance Center/Merchantile Center [SOUTHBOUND]	0.0	1.0	2.0	2.0	2.0	1.0	8.0	
1 = Weekday	TRI_2_2_00	2 Camp Bowie [TO DOWNTOWN]	0.0	4.0	10.0	15.0	14.0	15.0	58.0	130.0
1 = Weekday	TRI_2_2_01	2 Camp Bowie [FROM DOWNTOWN]	0.0	2.0	10.0	17.0	20.0	23.0	72.0	
1 = Weekday	TRI_2_21_00	21 Boca Raton [TO ESTC]	0.0	2.0	7.0	7.0	7.0	9.0	32.0	66.0
1 = Weekday	TRI_2_21_01	21 Boca Raton [FROM ESTC]	0.0	2.0	6.0	7.0	9.0	10.0	34.0	
1 = Weekday	TRI_2_22_00	22 Meadowbrook [TO ESTC]	0.0	1.0	4.0	6.0	10.0	8.0	29.0	56.0
1 = Weekday	TRI_2_22_01	22 Meadowbrook [FROM ESTC]	0.0	1.0	4.0	5.0	5.0	12.0	27.0	
1 = Weekday	TRI_2_23_00	23 TCC Northeast Campus/TRE [NORTHBOUND]	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
1 = Weekday	TRI_2_23_01	23 TCC Northeast Campus/TRE [SOUTHBOUND]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1 = Weekday	TRI_2_24_00	24 Berry Street [EASTBOUND]	0.0	0.0	4.0	8.0	8.0	12.0	32.0	66.0
1 = Weekday	TRI_2_24_01	24 Berry Street [WESTBOUND]	0.0	2.0	6.0	8.0	9.0	9.0	34.0	
1 = Weekday	TRI_2_25_00	25 Miller/E Seminary [EASTBOUND]	0.0	1.0	4.0	6.0	7.0	8.0	26.0	50.0
1 = Weekday	TRI_2_25_01	25 Miller/E Seminary [WESTBOUND]	0.0	1.0	4.0	6.0	5.0	8.0	24.0	
1 = Weekday	TRI_2_28_00	28 Mansfield Hwy/Sierra Vista [NORTHBOUND]	0.0	0.0	1.0	2.0	2.0	2.0	7.0	11.0
1 = Weekday	TRI_2_28_01	28 Mansfield Hwy/Sierra Vista [SOUTHBOUND]	0.0	0.0	1.0	1.0	1.0	1.0	4.0	
1 = Weekday	TRI_2_29_00	29 W Seminary/Hulen Mall [COMBINED]	0.0	0.0	1.0	3.0	9.0	3.0	16.0	16.0
1 = Weekday	TRI_2_30_00	30 Centreport Circulator [COMBINED]	0.0	1.0	6.0	0.0	0.0	5.0	12.0	12.0
1 = Weekday	TRI_2_31_00	31 TRE Link [COMBINED]	0.0	3.0	5.0	2.0	6.0	7.0	23.0	23.0
1 = Weekday	TRI_2_33_00	33 Felix/Oak Grove [EASTBOUND]	0.0	0.0	2.0	3.0	2.0	3.0	10.0	16.0
1 = Weekday	TRI_2_33_01	33 Felix/Oak Grove [WESTBOUND]	0.0	1.0	1.0	1.0	1.0	2.0	6.0	
1 = Weekday	TRI_2_4_00	4 East Rosedale [EASTBOUND]	0.0	1.0	4.0	6.0	7.0	12.0	30.0	76.0

1 = Weekday	TRI_2_4_01	4 East Rosedale [WESTBOUND]	0.0	3.0	8.0	11.0	15.0	9.0	46.0	
1 = Weekday	TRI_2_45_00	45 TCC Northwest/Angle Ave/Azle Ave [COMBINED]	0.0	0.0	3.0	3.0	3.0	5.0	14.0	14.0
1 = Weekday	TRI_2_46_00	46 Jacksboro Highway [TO DOWNTOWN]	0.0	1.0	3.0	5.0	6.0	5.0	20.0	58.0
1 = Weekday	TRI_2_46_01	46 Jacksboro Highway [FROM DOWNTOWN]	0.0	1.0	6.0	9.0	10.0	12.0	38.0	
1 = Weekday	TRI_2_5_00	5 Evans/Sierra Vista [TO DOWNTOWN]	0.0	2.0	7.0	10.0	10.0	9.0	38.0	72.0
1 = Weekday	TRI_2_5_01	5 Evans/Sierra Vista [FROM DOWNTOWN]	0.0	1.0	5.0	10.0	9.0	9.0	34.0	
1 = Weekday	TRI_2_51_00	51 Bryant Irvin [NORTHBOUND]	0.0	1.0	3.0	3.0	4.0	6.0	17.0	33.0
1 = Weekday	TRI_2_51_01	51 Bryant Irvin [SOUTHBOUND]	0.0	0.0	3.0	4.0	4.0	5.0	16.0	
1 = Weekday	TRI_2_52_00	52 Hulen [NORTHBOUND]	0.0	1.0	4.0	4.0	6.0	7.0	22.0	42.0
1 = Weekday	TRI_2_52_01	52 Hulen [SOUTHBOUND]	0.0	1.0	3.0	5.0	5.0	6.0	20.0	
1 = Weekday	TRI_2_53_00	53 University [NORTHBOUND]	0.0	0.0	1.0	2.0	2.0	2.0	7.0	18.0
1 = Weekday	TRI_2_53_01	53 University [SOUTHBOUND]	0.0	0.0	3.0	3.0	2.0	3.0	11.0	
1 = Weekday	TRI_2_54_00	54 Riverside/Sylvania [COMBINED]	0.0	3.0	9.0	12.0	12.0	14.0	50.0	50.0
1 = Weekday	TRI_2_55_00	55 Handley [NORTHBOUND]	0.0	1.0	2.0	2.0	2.0	4.0	11.0	24.0
1 = Weekday	TRI_2_55_01	55 Handley [SOUTHBOUND]	0.0	1.0	2.0	3.0	4.0	3.0	13.0	
1 = Weekday	TRI_2_6_00	6 8th Ave/Mccart [TO DOWNTOWN]	0.0	2.0	5.0	5.0	5.0	6.0	23.0	50.0
1 = Weekday	TRI_2_6_01	6 8th Ave/Mccart [FROM DOWNTOWN]	0.0	1.0	4.0	6.0	7.0	9.0	27.0	
1 = Weekday	TRI_2_61X_00	61X Normandale Xpress [TO DOWNTOWN]	0.0	4.0	2.0	0.0	0.0	0.0	6.0	7.0
1 = Weekday	TRI_2_61X_01	61X Normandale Xpress [FROM DOWNTOWN]	0.0	0.0	0.0	0.0	0.0	1.0	1.0	
1 = Weekday	TRI_2_63X_00	63X North Park And Ride Xpress [TO DOWNTOWN]	0.0	0.0	1.0	0.0	1.0	1.0	3.0	8.0
1 = Weekday	TRI_2_63X_01	63X North Park And Ride Xpress [FROM DOWNTOWN]	0.0	1.0	1.0	0.0	1.0	2.0	5.0	
1 = Weekday	TRI_2_65X_00	65X South Park & Ride Xpress [TO DOWNTOWN]	0.0	2.0	1.0	0.0	0.0	0.0	3.0	5.0
1 = Weekday	TRI_2_65X_01	65X South Park & Ride Xpress [FROM DOWNTOWN]	0.0	0.0	0.0	0.0	0.0	2.0	2.0	
1 = Weekday	TRI_2_66X_00	66X Candleridge/Altamesa Xpress [TO DOWNTOWN]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1 = Weekday	TRI_2_66X_01	66X Candleridge/Altamesa Xpress [FROM DOWNTOWN]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1 = Weekday	TRI_2_72_00	72 Hemphill/Sycamore School Road [TO LAGRAN PLZ]	0.0	0.0	2.0	3.0	2.0	3.0	10.0	19.0
1 = Weekday	TRI_2_72_01	72 Hemphill/Sycamore School Road [FROM LAGRAN PLZ]	0.0	0.0	2.0	2.0	3.0	2.0	9.0	
1 = Weekday	TRI_2_89_00	89 Spur/East Lancaster [TO DOWNTOWN]	0.0	4.0	14.0	23.0	25.0	30.0	96.0	189.0
1 = Weekday	TRI_2_89_01	89 Spur/East Lancaster [FROM DOWNTOWN]	0.0	4.0	16.0	22.0	25.0	26.0	93.0	
1 = Weekday	TRI_2_91_00	91 North Side Station/Normandale [EASTBOUND]	0.0	0.0	3.0	4.0	6.0	5.0	18.0	51.0

1 = Weekday	TRI_2_91_01	91 North Side Station/Normandale [WESTBOUND]	0.0	2.0	5.0	7.0	6.0	13.0	33.0	
1 = Weekday	TRI_2_991_00	991 Juror Shuttle [COMBINED]	0.0	0.0	9.0	4.0	4.0	4.0	21.0	21.0
1 = Weekday	TRI_2_LL_00	113 Burnett Plaza Lunch Line [CIRCULATOR]	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0
1 = Weekday	TRI_2_MOLLY_00	19 Molly The Trolley [CIRCULATOR]	0.0	0.0	0.0	3.0	4.0	5.0	12.0	12.0
1 = Weekday	TRI_2_TEXRail_00	TEXRail [EAST]	0.0	10.9	11.3	8.9	12.1	16.3	59.5	120.0
1 = Weekday	TRI_2_TEXRail_01	TEXRail [WEST]	0.0	3.1	9.1	8.1	15.2	25.0	60.5	
1 = Weekday	TRI_2_THEDASH_00	50 The Dash [INBOUND]	0.0	0.0	0.0	3.0	3.0	4.0	10.0	22.0
1 = Weekday	TRI_2_THEDASH_01	50 The Dash [OUTBOUND]	0.0	0.0	0.0	3.0	4.0	5.0	12.0	

APPENDIX D: Fixed Route Data Dictionary

FIELD NAME	DESCRIPTION	CODE VALUES
ID	Unique Identifier for each record	Actual Value
AGENCY	Agency of the route survey was conducted on	Actual Value
DATE_COMPLETED	Date survey was marked completed on	Actual Value
WEEKDAY_TYPE	Date type survey was marked completed on	1 = Weekday
WEEKDAY_TYPE	Date type survey was marked completed on	2 = Weekend
AGENCY_ROUTE	Agency and route of the route survey was conducted on	Actual Value
ROUTE_DIRECTION	Route survey was conducted on	Actual Value
RESIDENT_OR_VISITOR	Are you a visitor to the Dallas - Fort Worth area?	1 = No
RESIDENT_OR_VISITOR	Are you a visitor to the Dallas - Fort Worth area?	2 = Yes
RESIDENT_OR_VISITOR	Are you a visitor to the Dallas - Fort Worth area?	98 = Other
RESIDENT_OR_VISITOR	Are you a visitor to the Dallas - Fort Worth area?	99 = Refused/No Answer
HOME_ADDRESS	Respondent's home address	Actual Value
HOME_CITY	Respondent's home city	Actual Value
HOME_STATE	Respondent's home state	Actual Value
HOME_ZIP	Respondent's home zip code	Actual Value
HOME_LAT	Respondent's home latitude	Actual Value
HOME_LON	Respondent's home longitude	Actual Value
ORIGIN_PLACE_TYPE	What type of place are you COMING FROM NOW? (the starting place for your one-way trip)	1 = Your usual WORKPLACE
ORIGIN_PLACE_TYPE	What type of place are you COMING FROM NOW? (the starting place for your one-way trip)	2 = Your HOME
ORIGIN_PLACE_TYPE	What type of place are you COMING FROM NOW? (the starting place for your one-way trip)	3 = Hotel or Lodging

NCT Regional Transit Onboard Origin-Destination Survey • 2022- 2023

ORIGIN_PLACE_TYPE	What type of place are you COMING FROM NOW? (the starting place for your one-way trip)	4 = Other business related
ORIGIN_PLACE_TYPE	What type of place are you COMING FROM NOW? (the starting place for your one-way trip)	5 = College / University (student only)
ORIGIN_PLACE_TYPE	What type of place are you COMING FROM NOW? (the starting place for your one-way trip)	6 = School (K-12) (student only)
ORIGIN_PLACE_TYPE	What type of place are you COMING FROM NOW? (the starting place for your one-way trip)	8 = Medical appointment / Doctor's visit
ORIGIN_PLACE_TYPE	What type of place are you COMING FROM NOW? (the starting place for your one-way trip)	9 = Social visits (friends / relatives)
ORIGIN_PLACE_TYPE	What type of place are you COMING FROM NOW? (the starting place for your one-way trip)	10 = Personal business (bank, post office)
ORIGIN_PLACE_TYPE	What type of place are you COMING FROM NOW? (the starting place for your one-way trip)	11 = Pick up / Drop Alighting someone (daycare, school)
ORIGIN_PLACE_TYPE	What type of place are you COMING FROM NOW? (the starting place for your one-way trip)	12 = Airport (airline passenger only)
ORIGIN_PLACE_TYPE	What type of place are you COMING FROM NOW? (the starting place for your one-way trip)	13 = Eating / Dining Out
ORIGIN_PLACE_TYPE	What type of place are you COMING FROM NOW? (the starting place for your one-way trip)	14 = Recreation
ORIGIN_PLACE_TYPE	What type of place are you COMING FROM NOW? (the starting place for your one-way trip)	15 = Sporting event
ORIGIN_PLACE_TYPE	What type of place are you COMING FROM NOW? (the starting place for your one-way trip)	16 = Sightseeing
ORIGIN_PLACE_TYPE	What type of place are you COMING FROM NOW? (the starting place for your one-way trip)	17 = Shopping
ORIGIN_PLACE_TYPE	What type of place are you COMING FROM NOW? (the starting place for your one-way trip)	98 = Other
ORIGIN_PLACE_TYPE	What type of place are you COMING FROM NOW? (the starting place for your one-way trip)	99 = Refused/No Answer
ORIGIN_PLACE	Respondent's origin placename	Actual Value
ORIGIN_ADDRESS	Respondent's origin address	Actual Value
ORIGIN_CITY	Respondent's origin city	Actual Value
ORIGIN_STATE	Respondent's origin state	Actual Value
ORIGIN_ZIP	Respondent's origin zip code	Actual Value
ORIGIN_LAT	Respondent's origin latitude	Actual Value
ORIGIN_LON	Respondent's origin longitude	Actual Value

NCT Regional Transit Onboard Origin-Destination Survey • 2022- 2023

PREV_TRANSFERS	How many transit vehicles (buses, trains, Go Link, Via, ZIPZONE or Go Zone) did you travel Boarding BEFORE you boarded	0 = (0) None
PREV_TRANSFERS	How many transit vehicles (buses, trains, Go Link, Via, ZIPZONE or Go Zone) did you travel Boarding BEFORE you boarded	1 = (1) One
PREV_TRANSFERS	How many transit vehicles (buses, trains, Go Link, Via, ZIPZONE or Go Zone) did you travel Boarding BEFORE you boarded	2 = (2) Two
PREV_TRANSFERS	How many transit vehicles (buses, trains, Go Link, Via, ZIPZONE or Go Zone) did you travel Boarding BEFORE you boarded	3 = (3) Three
PREV_TRANSFERS	How many transit vehicles (buses, trains, Go Link, Via, ZIPZONE or Go Zone) did you travel Boarding BEFORE you boarded	4 = (4+) Four or more
PREV_TRANSFERS	How many transit vehicles (buses, trains, Go Link, Via, ZIPZONE or Go Zone) did you travel Boarding BEFORE you boarded	98 = Other
PREV_TRANSFERS	How many transit vehicles (buses, trains, Go Link, Via, ZIPZONE or Go Zone) did you travel Boarding BEFORE you boarded	99 = Refused/No Answer
TRANSFER_PREV_FIRST	First transfer respondent took from origin	Actual Value
TRANSFER_PREV_SECOND	Second transfer respondent took from origin	Actual Value
TRANSFER_PREV_THIRD	Third transfer respondent took from origin	Actual Value
TRANSFER_PREV_FOURTH	Fourth transfer respondent took from origin	Actual Value
ORIGIN_MODE	How did you GET FROM your origin	1 = Walk
ORIGIN_MODE	How did you GET FROM your origin	2 = Wheelchair
ORIGIN_MODE	How did you GET FROM your origin	3 = Electric Scooter
ORIGIN_MODE	How did you GET FROM your origin	4 = Personal Bike
ORIGIN_MODE	How did you GET FROM your origin	5 = Bike Share
ORIGIN_MODE	How did you GET FROM your origin	9 = Uber, Lyft, etc.
ORIGIN_MODE	How did you GET FROM your origin	10 = Taxi
ORIGIN_MODE	How did you GET FROM your origin	11 = Was dropped Alighting by someone going someplace else
ORIGIN_MODE	How did you GET FROM your origin	12 = Drove alone and parked

ORIGIN_MODE	How did you GET FROM your origin	13 = Drove or rode with others and parked
ORIGIN_MODE	How did you GET FROM your origin	98 = Other
ORIGIN_MODE	How did you GET FROM your origin	99 = Refused/No Answer
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	1 = 1
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	2 = 2
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	3 = 3
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	4 = 4
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	5 = 5
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	6 = 6
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	7 = 7
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	8 = 8
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	9 = 9
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	10 = 10
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	11 = 11
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	12 = 12

ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	13 = 13
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	14 = 14
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	15 = 15
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	16 = 16-20
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	21 = 21-25
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	22 = 26-30
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	23 = Greater than 30
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	98 = Other
ORIGIN_WALK_TIME_DETAIL	How far did you walk? (in minutes)	99 = Refused/No Answer
ORIGIN_WALKING_TIME	How far did you walk? (in minutes)	A1 = 5 minutes or less
ORIGIN_WALKING_TIME	How far did you walk? (in minutes)	A2 = 6-10 minutes
ORIGIN_WALKING_TIME	How far did you walk? (in minutes)	A3 = 11-20 minutes
ORIGIN_WALKING_TIME	How far did you walk? (in minutes)	A4 = 21-30 minutes
ORIGIN_WALKING_TIME	How far did you walk? (in minutes)	A5 = More than 30 minutes

NCT Regional Transit Onboard Origin-Destination Survey • 2022- 2023

ORIGIN_WALKING_TIME	How far did you walk? (in minutes)	98 = Other
ORIGIN_WALKING_TIME	How far did you walk? (in minutes)	99 = Refused/No Answer
DESTIN_PLACE_TYPE	What type of place are you GOING TO NOW? (the ending place for your one-way trip)	1 = Your usual WORKPLACE
DESTIN_PLACE_TYPE	What type of place are you GOING TO NOW? (the ending place for your one-way trip)	2 = Your HOME
DESTIN_PLACE_TYPE	What type of place are you GOING TO NOW? (the ending place for your one-way trip)	3 = Hotel or Lodging
DESTIN_PLACE_TYPE	What type of place are you GOING TO NOW? (the ending place for your one-way trip)	4 = Other business related
DESTIN_PLACE_TYPE	What type of place are you GOING TO NOW? (the ending place for your one-way trip)	5 = College / University (student only)
DESTIN_PLACE_TYPE	What type of place are you GOING TO NOW? (the ending place for your one-way trip)	6 = School (K-12) (student only)
DESTIN_PLACE_TYPE	What type of place are you GOING TO NOW? (the ending place for your one-way trip)	8 = Medical appointment / Doctor's visit
DESTIN_PLACE_TYPE	What type of place are you GOING TO NOW? (the ending place for your one-way trip)	9 = Social visits (friends / relatives)
DESTIN_PLACE_TYPE	What type of place are you GOING TO NOW? (the ending place for your one-way trip)	10 = Personal business (bank, post office)
DESTIN_PLACE_TYPE	What type of place are you GOING TO NOW? (the ending place for your one-way trip)	11 = Pick up / Drop Alighting someone (daycare, school)
DESTIN_PLACE_TYPE	What type of place are you GOING TO NOW? (the ending place for your one-way trip)	12 = Airport (airline passenger only)
DESTIN_PLACE_TYPE	What type of place are you GOING TO NOW? (the ending place for your one-way trip)	13 = Eating / Dining Out
DESTIN_PLACE_TYPE	What type of place are you GOING TO NOW? (the ending place for your one-way trip)	14 = Recreation
DESTIN_PLACE_TYPE	What type of place are you GOING TO NOW? (the ending place for your one-way trip)	15 = Sporting event
DESTIN_PLACE_TYPE	What type of place are you GOING TO NOW? (the ending place for your one-way trip)	16 = Sightseeing
DESTIN_PLACE_TYPE	What type of place are you GOING TO NOW? (the ending place for your one-way trip)	17 = Shopping
DESTIN_PLACE_TYPE	What type of place are you GOING TO NOW? (the ending place for your one-way trip)	98 = Other
DESTIN_PLACE_TYPE	What type of place are you GOING TO NOW? (the ending place for your one-way trip)	99 = Refused/No Answer
DESTIN_PLACE	Respondent's destination placename	Actual Value

DESTIN_ADDRESS	Respondent's destination address	Actual Value
DESTIN_CITY	Respondent's destination city	Actual Value
DESTIN_STATE	Respondent's destination state	Actual Value
DESTIN_ZIP	Respondent's destination zip code	Actual Value
DESTIN_LAT	Respondent's destination latitude	Actual Value
DESTIN_LON	Respondent's destination longitude	Actual Value
NEXT_TRANSFERS	How many transit vehicles (buses, trains, Go Link, Via, ZIPZONE or Go Zone) will you ride AFTER you get off	0 = (0) None
NEXT_TRANSFERS	How many transit vehicles (buses, trains, Go Link, Via, ZIPZONE or Go Zone) will you ride AFTER you get off	1 = (1) One
NEXT_TRANSFERS	How many transit vehicles (buses, trains, Go Link, Via, ZIPZONE or Go Zone) will you ride AFTER you get off	2 = (2) Two
NEXT_TRANSFERS	How many transit vehicles (buses, trains, Go Link, Via, ZIPZONE or Go Zone) will you ride AFTER you get off	3 = (3) Three
NEXT_TRANSFERS	How many transit vehicles (buses, trains, Go Link, Via, ZIPZONE or Go Zone) will you ride AFTER you get off	4 = (4+) Four or more
NEXT_TRANSFERS	How many transit vehicles (buses, trains, Go Link, Via, ZIPZONE or Go Zone) will you ride AFTER you get off	98 = Other
NEXT_TRANSFERS	How many transit vehicles (buses, trains, Go Link, Via, ZIPZONE or Go Zone) will you ride AFTER you get off	99 = Refused/No Answer
TRANSFER_NEXT_FIRST	First transfer respondent took to destination	Actual Value
TRANSFER_NEXT_SECOND	Second transfer respondent took to destination	Actual Value
TRANSFER_NEXT_THIRD	Third transfer respondent took to destination	Actual Value
TRANSFER_NEXT_FOURTH	Fourth transfer respondent took to destination	Actual Value
DESTIN_MODE	How will you GET TO your destination	1 = Walk
DESTIN_MODE	How will you GET TO your destination	2 = Wheelchair
DESTIN_MODE	How will you GET TO your destination	3 = Electric Scooter

DESTIN_MODE	How will you GET TO your destination	4 = Personal Bike
DESTIN_MODE	How will you GET TO your destination	5 = Bike Share
DESTIN_MODE	How will you GET TO your destination	9 = Uber, Lyft, etc.
DESTIN_MODE	How will you GET TO your destination	10 = Taxi
DESTIN_MODE	How will you GET TO your destination	11 = Be picked up by someone going someplace else
DESTIN_MODE	How will you GET TO your destination	12 = Get in a parked vehicle and drive alone
DESTIN_MODE	How will you GET TO your destination	13 = Get in a parked vehicle and drive/ride with others
DESTIN_MODE	How will you GET TO your destination	98 = Other
DESTIN_MODE	How will you GET TO your destination	99 = Refused/No Answer
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	1 = 1
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	2 = 2
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	3 = 3
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	4 = 4
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	5 = 5
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	6 = 6
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	7 = 7
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	8 = 8

DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	9 = 9
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	10 = 10
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	11 = 11
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	12 = 12
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	13 = 13
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	14 = 14
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	15 = 15
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	16 = 16-20
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	21 = 21-25
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	22 = 26-30
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	23 = Greater than 30
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	98 = Other
DESTIN_WALK_TIME_DETAIL	How far will you walk? (in minutes)	99 = Refused/No Answer
DESTIN_WALKING_TIME	How far will you (did you) walk?	A1 = 5 minutes or less

DESTIN_WALKING_TIME	How far will you (did you) walk?	A2 = 6-10 minutes
DESTIN_WALKING_TIME	How far will you (did you) walk?	A3 = 11-20 minutes
DESTIN_WALKING_TIME	How far will you (did you) walk?	A4 = 21-30 minutes
DESTIN_WALKING_TIME	How far will you (did you) walk?	A5 = More than 30 minutes
DESTIN_WALKING_TIME	How far will you (did you) walk?	98 = Other
DESTIN_WALKING_TIME	How far will you (did you) walk?	99 = Refused/No Answer
BOARD_STOP_ADDRESSES	Respondent's boarding address	Actual Value
BOARD_STOP_CLNTID	Stop ID of respondent's boarding address	Actual Value
BOARD_STOP_LAT	Latitude for respondent's boarding address	Actual Value
BOARD_STOP_LON	Longitude for respondent's boarding address	Actual Value
ALIGHT_STOP_ADDRESSES	Respondent's alighting address	Actual Value
ALIGHT_STOP_CLNTID	Stop ID of respondent's alighting address	Actual Value
ALIGHT_STOP_LAT	Latitude for respondent's alighting address	Actual Value
ALIGHT_STOP_LON	Longitude for respondent's alighting address	Actual Value
PREV_TRAN_1_ON_BUSES_LAT	Latitude of respondent's boarding location for their first transfer from origin	Actual Value
PREV_TRAN_1_ON_BUSES_LON	Longitude of respondent's boarding location for their first transfer from origin	Actual Value

PREV_TRAN_1_OFF_B US_LAT	Latitude of respondent's alighting location for their first transfer from origin	Actual Value
PREV_TRAN_1_OFF_B US_LON	Longitude of respondent's alighting location for their first transfer from origin	Actual Value
PREV_TRAN_2_ON_BU S_LAT	Latitude of respondent's boarding location for their second transfer from origin	Actual Value
PREV_TRAN_2_ON_BU S_LON	Longitude of respondent's boarding location for their second transfer from origin	Actual Value
PREV_TRAN_2_OFF_B US_LAT	Latitude of respondent's alighting location for their second transfer from origin	Actual Value
PREV_TRAN_2_OFF_B US_LON	Longitude of respondent's alighting location for their second transfer from origin	Actual Value
PREV_TRAN_3_ON_BU S_LAT	Latitude of respondent's boarding location for their third transfer from origin	Actual Value
PREV_TRAN_3_ON_BU S_LON	Longitude of respondent's boarding location for their third transfer from origin	Actual Value
PREV_TRAN_3_OFF_B US_LAT	Latitude of respondent's alighting location for their third transfer from origin	Actual Value
PREV_TRAN_3_OFF_B US_LON	Longitude of respondent's alighting location for their third transfer from origin	Actual Value
PREV_TRAN_4_ON_BU S_LAT	Latitude of respondent's boarding location for their fourth transfer from origin	Actual Value
PREV_TRAN_4_ON_BU S_LON	Longitude of respondent's boarding location for their fourth transfer from origin	Actual Value
PREV_TRAN_4_OFF_B US_LAT	Latitude of respondent's alighting location for their fourth transfer from origin	Actual Value
PREV_TRAN_4_OFF_B US_LON	Longitude of respondent's alighting location for their fourth transfer from origin	Actual Value

NEXT_TRAN_1_ON_BUS_LAT	Latitude of respondent's boarding location for their first transfer to destination	Actual Value
NEXT_TRAN_1_ON_BUS_LON	Longitude of respondent's boarding location for their first transfer to destination	Actual Value
NEXT_TRAN_1_OFF_BUS_LAT	Latitude of respondent's alighting location for their first transfer to destination	Actual Value
NEXT_TRAN_1_OFF_BUS_LON	Longitude of respondent's alighting location for their first transfer to destination	Actual Value
NEXT_TRAN_2_ON_BUS_LAT	Latitude of respondent's boarding location for their second transfer to destination	Actual Value
NEXT_TRAN_2_ON_BUS_LON	Longitude of respondent's boarding location for their second transfer to destination	Actual Value
NEXT_TRAN_2_OFF_BUS_LAT	Latitude of respondent's alighting location for their second transfer to destination	Actual Value
NEXT_TRAN_2_OFF_BUS_LON	Longitude of respondent's alighting location for their second transfer to destination	Actual Value
NEXT_TRAN_3_ON_BUS_LAT	Latitude of respondent's boarding location for their third transfer to destination	Actual Value
NEXT_TRAN_3_ON_BUS_LON	Longitude of respondent's boarding location for their third transfer to destination	Actual Value
NEXT_TRAN_3_OFF_BUS_LAT	Latitude of respondent's alighting location for their third transfer to destination	Actual Value
NEXT_TRAN_3_OFF_BUS_LON	Longitude of respondent's alighting location for their third transfer to destination	Actual Value
NEXT_TRAN_4_ON_BUS_LAT	Latitude of respondent's boarding location for their fourth transfer to destination	Actual Value
NEXT_TRAN_4_ON_BUS_LON	Longitude of respondent's boarding location for their fourth transfer to destination	Actual Value

NEXT_TRAN_4_OFF_B US_LAT	Latitude of respondent's alighting location for their fourth transfer to destination	Actual Value
NEXT_TRAN_4_OFF_B US_LON	Longitude of respondent's alighting location for their fourth transfer to destination	Actual Value
TIME_ON	What time did you BOARD this bus/train?	98 = Other
TIME_ON	What time did you BOARD this bus/train?	99 = Refused/No Answer
TIME_ON	What time did you BOARD this bus/train?	AM1 = Before 6:30 am
TIME_ON	What time did you BOARD this bus/train?	AM2 = 6:30 am - 6:59 am
TIME_ON	What time did you BOARD this bus/train?	AM3 = 7:00 am - 7:59 am
TIME_ON	What time did you BOARD this bus/train?	AM4 = 8:00 am - 8:59 am
TIME_ON	What time did you BOARD this bus/train?	MID1 = 9:00 am - 9:59 am
TIME_ON	What time did you BOARD this bus/train?	MID2 = 10:00 am - 10:59 am
TIME_ON	What time did you BOARD this bus/train?	MID3 = 11:00 am - 11:59 am
TIME_ON	What time did you BOARD this bus/train?	MID4 = 12:00 noon - 12:59 pm
TIME_ON	What time did you BOARD this bus/train?	MID5 = 1:00 pm - 1:59 pm
TIME_ON	What time did you BOARD this bus/train?	MID6 = 2:00 pm - 2:59 pm
TIME_ON	What time did you BOARD this bus/train?	PM1 = 3:00 pm - 3:59 pm
TIME_ON	What time did you BOARD this bus/train?	PM2 = 4:00 pm - 4:59 pm
TIME_ON	What time did you BOARD this bus/train?	PM3 = 5:00 pm - 5:59 pm
TIME_ON	What time did you BOARD this bus/train?	PM4 = 6:00 pm - 6:59 pm
TIME_ON	What time did you BOARD this bus/train?	PM5 = 7:00 pm - 7:59 pm
TIME_ON	What time did you BOARD this bus/train?	PM6 = 8:00 pm - 8:59 pm
TIME_ON	What time did you BOARD this bus/train?	PM7 = 9:00 pm - 9:59 pm

NCT Regional Transit Onboard Origin-Destination Survey • 2022- 2023

TIME_ON	What time did you BOARD this bus/train?	PM8 = 10:00 pm - 10:59 pm
TIME_ON	What time did you BOARD this bus/train?	PM9 = 11:00 pm and later
TIME_PERIOD	Time period respondent boarded this bus/rail	0 = EARLY AM (PRE 630A)
TIME_PERIOD	Time period respondent boarded this bus/rail	1 = AM PEAK (6:30-859A)
TIME_PERIOD	Time period respondent boarded this bus/rail	2 = LATE AM (900-1159A)
TIME_PERIOD	Time period respondent boarded this bus/rail	3 = MIDDAY (1200-259A)
TIME_PERIOD	Time period respondent boarded this bus/rail	4 = PM PEAK (300-659P)
TIME_PERIOD	Time period respondent boarded this bus/rail	5 = EVE (Aft 700P)
TIME_PERIOD	Time period respondent boarded this bus/rail	98 = Other
TIME_PERIOD	Time period respondent boarded this bus/rail	99 = Refused/No Answer
WAIT_AT_STOP	How long (in minutes) were you waiting at the bus stop for this bus/train to arrive?	1 = 5 minutes or less
WAIT_AT_STOP	How long (in minutes) were you waiting at the bus stop for this bus/train to arrive?	2 = 6-10 minutes
WAIT_AT_STOP	How long (in minutes) were you waiting at the bus stop for this bus/train to arrive?	3 = 11-20 minutes
WAIT_AT_STOP	How long (in minutes) were you waiting at the bus stop for this bus/train to arrive?	4 = 21-30 minutes
WAIT_AT_STOP	How long (in minutes) were you waiting at the bus stop for this bus/train to arrive?	5 = More than 30 minutes
WAIT_AT_STOP	How long (in minutes) were you waiting at the bus stop for this bus/train to arrive?	98 = Other
WAIT_AT_STOP	How long (in minutes) were you waiting at the bus stop for this bus/train to arrive?	99 = Refused/No Answer
HOW_OFTEN_WEEKDAYS	How often do you use public transit Boarding weekdays?	1 = every weekday
HOW_OFTEN_WEEKDAYS	How often do you use public transit Boarding weekdays?	2 = 2-4 times/week
HOW_OFTEN_WEEKDAYS	How often do you use public transit Boarding weekdays?	3 = once/week

HOW_OFTEN_WEEKDAYS	How often do you use public transit Boarding weekdays?	4 = 2-3 times/month
HOW_OFTEN_WEEKDAYS	How often do you use public transit Boarding weekdays?	5 = once/month
HOW_OFTEN_WEEKDAYS	How often do you use public transit Boarding weekdays?	6 = less than once/month
HOW_OFTEN_WEEKDAYS	How often do you use public transit Boarding weekdays?	98 = Other
HOW_OFTEN_WEEKDAYS	How often do you use public transit Boarding weekdays?	99 = Refused/No Answer
MAKE_THIS_TRIP	How often do you make a transit trip between this starting point and destination Boarding weekdays?	1 = every weekday
MAKE_THIS_TRIP	How often do you make a transit trip between this starting point and destination Boarding weekdays?	2 = 2-4 times/week
MAKE_THIS_TRIP	How often do you make a transit trip between this starting point and destination Boarding weekdays?	3 = once/week
MAKE_THIS_TRIP	How often do you make a transit trip between this starting point and destination Boarding weekdays?	4 = 2-3 times/month
MAKE_THIS_TRIP	How often do you make a transit trip between this starting point and destination Boarding weekdays?	5 = once/month
MAKE_THIS_TRIP	How often do you make a transit trip between this starting point and destination Boarding weekdays?	6 = less than once/month
MAKE_THIS_TRIP	How often do you make a transit trip between this starting point and destination Boarding weekdays?	98 = Other
MAKE_THIS_TRIP	How often do you make a transit trip between this starting point and destination Boarding weekdays?	99 = Refused/No Answer
TRIP_IN_OPPO_DIR	Will you (or did you) make this transit trip in the opposite direction today?	1 = Yes
TRIP_IN_OPPO_DIR	Will you (or did you) make this transit trip in the opposite direction today?	2 = No
TRIP_IN_OPPO_DIR	Will you (or did you) make this transit trip in the opposite direction today?	98 = Other
TRIP_IN_OPPO_DIR	Will you (or did you) make this transit trip in the opposite direction today?	99 = Refused/No Answer
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	98 = Other
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	99 = Refused/No Answer
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	AM1 = Before 6:30 am

NCT Regional Transit Onboard Origin-Destination Survey • 2022- 2023

OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	AM2 = 6:30 am - 6:59 am
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	AM3 = 7:00 am - 7:59 am
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	AM4 = 8:00 am - 8:59 am
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	MID1 = 9:00 am - 9:59 am
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	MID2 = 10:00 am - 10:59 am
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	MID3 = 11:00 am - 11:59 am
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	MID4 = 12:00 noon - 12:59 pm
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	MID5 = 1:00 pm - 1:59 pm
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	MID6 = 2:00 pm - 2:59 pm
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	PM1 = 3:00 pm - 3:59 pm
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	PM2 = 4:00 pm - 4:59 pm
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	PM3 = 5:00 pm - 5:59 pm
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	PM4 = 6:00 pm - 6:59 pm
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	PM5 = 7:00 pm - 7:59 pm
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	PM6 = 8:00 pm - 8:59 pm
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	PM7 = 9:00 pm - 9:59 pm
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	PM8 = 10:00 pm - 10:59 pm
OPPO_DIR_TRIP_TIME	At what time did/will you leave for this trip in the opposite direction?	PM9 = 11:00 pm and later
USE_PLAN_TRIP	What did you use to plan this trip?	1 = Use paper schedules
USE_PLAN_TRIP	What did you use to plan this trip?	2 = Call Customer Service
USE_PLAN_TRIP	What did you use to plan this trip?	3 = Go Pass App
USE_PLAN_TRIP	What did you use to plan this trip?	4 = Google Maps

USE_PLAN_TRIP	What did you use to plan this trip?	5 = Apple Maps
USE_PLAN_TRIP	What did you use to plan this trip?	6 = Transit Agency Online Trip Planner
USE_PLAN_TRIP	What did you use to plan this trip?	7 = Did not do any trip planning
USE_PLAN_TRIP	What did you use to plan this trip?	98 = Other
USE_PLAN_TRIP	What did you use to plan this trip?	99 = Refused/No Answer
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP1 = Express/TRE 1-Zone
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP2 = TCC Student ID
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP3 = ZipZone
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP4 = GoZone
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP5 = GoLink
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP6 = TM_Local
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP7 = TM_Regional
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP8 = Trinity Metro Employee Pass
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP9 = DCTA_Local
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP10 = DCTA_Regional
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP11 = DART_Local
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP12 = DART_Regional
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP13 = DART Student ID
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP14 = TRE Single Ride
TYPE_OF_PASS	What kind of pass did you use for this trip?	98 = Other
TYPE_OF_PASS	What kind of pass did you use for this trip?	99 = Refused/No Answer
TYPE_OF_PASS_COMMENT	What kind of pass did you use for this trip? Comments	Actual Value

PASS_WAS_REDUCED	Was it:	A1 = Reduced
PASS_WAS_REDUCED	Was it:	A2 = Easyride
PASS_WAS_REDUCED	Was it:	A3 = DART Employer Trip Reduction Program
PASS_WAS_REDUCED	Was it:	A4 = DCTA Employer Trip Reduction Program
PASS_WAS_REDUCED	Was it:	A5 = Regular
PASS_WAS_REDUCED	Was it:	A6 = DART Employer/School pass
PASS_WAS_REDUCED	Was it:	A7 = DCTA_University_Pass_Program
PASS_WAS_REDUCED	Was it:	98 = Other
PASS_WAS_REDUCED	Was it:	99 = Refused/No Answer
HOW_LONG_PASS	How long is your pass good for?	A1 = Single Ride
HOW_LONG_PASS	How long is your pass good for?	A2 = AM/PM pass
HOW_LONG_PASS	How long is your pass good for?	A3 = Midday pass
HOW_LONG_PASS	How long is your pass good for?	A4 = Day pass
HOW_LONG_PASS	How long is your pass good for?	A6 = 7 Day pass
HOW_LONG_PASS	How long is your pass good for?	A5 = Monthly (31 Day pass)
HOW_LONG_PASS	How long is your pass good for?	A7 = Annual pass
HOW_LONG_PASS	How long is your pass good for?	TP8 = Trinity Metro Employee Pass
HOW_LONG_PASS	How long is your pass good for?	98 = Other
HOW_LONG_PASS	How long is your pass good for?	99 = Refused/No Answer
HOW_PAY_PASS	How did you pay for your pass?	A1 = Cash
HOW_PAY_PASS	How did you pay for your pass?	A2 = Credit/Debit card
HOW_PAY_PASS	How did you pay for your pass?	A3 = GoPass App

HOW_PAY_PASS	How did you pay for your pass?	A4 = GoPass Tap Card
HOW_PAY_PASS	How did you pay for your pass?	A5 = SmartPhone/Digital Wallet
HOW_PAY_PASS	How did you pay for your pass?	A6 = Payroll deduction
HOW_PAY_PASS	How did you pay for your pass?	A7 = Gift/Free/No Charge
HOW_PAY_PASS	How did you pay for your pass?	TP8 = Trinity Metro Employee Pass
HOW_PAY_PASS	How did you pay for your pass?	98 = Other
HOW_PAY_PASS	How did you pay for your pass?	99 = Refused/No Answer
RELOAD_TAP_CARD	How do you reload your GoPass Tap card?	B1 = Website
RELOAD_TAP_CARD	How do you reload your GoPass Tap card?	B2 = Retail
RELOAD_TAP_CARD	How do you reload your GoPass Tap card?	B3 = Phone
RELOAD_TAP_CARD	How do you reload your GoPass Tap card?	98 = Other
RELOAD_TAP_CARD	How do you reload your GoPass Tap card?	99 = Refused/No Answer
WHERE_GET_PASS	Where did you get your pass for this trip?	A1 = Boarding the bus/train
WHERE_GET_PASS	Where did you get your pass for this trip?	A2 = Ticket Vending Machine
WHERE_GET_PASS	Where did you get your pass for this trip?	A3 = Downtown Denton Transit Center
WHERE_GET_PASS	Where did you get your pass for this trip?	A4 = Trinity Metro Central Station
WHERE_GET_PASS	Where did you get your pass for this trip?	A5 = DART Store
WHERE_GET_PASS	Where did you get your pass for this trip?	A6 = Public agency (social services)
WHERE_GET_PASS	Where did you get your pass for this trip?	A7 = GoPass Mobile App
WHERE_GET_PASS	Where did you get your pass for this trip?	A8 = Transit agency website
WHERE_GET_PASS	Where did you get your pass for this trip?	A9 = Sales outlet (like a grocery store)
WHERE_GET_PASS	Where did you get your pass for this trip?	A10 = Go Zone App

WHERE_GET_PASS	Where did you get your pass for this trip?	A11 = ZIPZONE App
WHERE_GET_PASS	Where did you get your pass for this trip?	A12 = School/University/Employer
WHERE_GET_PASS	Where did you get your pass for this trip?	TP8 = Trinity Metro Employee Pass
WHERE_GET_PASS	Where did you get your pass for this trip?	98 = Other
WHERE_GET_PASS	Where did you get your pass for this trip?	99 = Refused/No Answer
COUNT_HH_VEH	How many working vehicles (cars, trucks, or motorcycles) are available to your household?	0 = None (0)
COUNT_HH_VEH	How many working vehicles (cars, trucks, or motorcycles) are available to your household?	1 = One (1)
COUNT_HH_VEH	How many working vehicles (cars, trucks, or motorcycles) are available to your household?	2 = Two (2)
COUNT_HH_VEH	How many working vehicles (cars, trucks, or motorcycles) are available to your household?	3 = Three (3)
COUNT_HH_VEH	How many working vehicles (cars, trucks, or motorcycles) are available to your household?	4 = Four (4)
COUNT_HH_VEH	How many working vehicles (cars, trucks, or motorcycles) are available to your household?	5 = Five (5)
COUNT_HH_VEH	How many working vehicles (cars, trucks, or motorcycles) are available to your household?	6 = Six (6)
COUNT_HH_VEH	How many working vehicles (cars, trucks, or motorcycles) are available to your household?	7 = Seven (7)
COUNT_HH_VEH	How many working vehicles (cars, trucks, or motorcycles) are available to your household?	8 = Eight (8)
COUNT_HH_VEH	How many working vehicles (cars, trucks, or motorcycles) are available to your household?	9 = Nine (9)
COUNT_HH_VEH	How many working vehicles (cars, trucks, or motorcycles) are available to your household?	10 = Ten or more (10+)
COUNT_HH_VEH	How many working vehicles (cars, trucks, or motorcycles) are available to your household?	98 = Other
COUNT_HH_VEH	How many working vehicles (cars, trucks, or motorcycles) are available to your household?	99 = Refused/No Answer
USED_VEH_TRIP	Could you have used one of these vehicles for this trip?	1 = Yes
USED_VEH_TRIP	Could you have used one of these vehicles for this trip?	2 = No
USED_VEH_TRIP	Could you have used one of these vehicles for this trip?	98 = Other
USED_VEH_TRIP	Could you have used one of these vehicles for this trip?	99 = Refused/No Answer

HH_SIZE	Including YOU, how many people live in your household?	1 = One (1)
HH_SIZE	Including YOU, how many people live in your household?	2 = Two (2)
HH_SIZE	Including YOU, how many people live in your household?	3 = Three (3)
HH_SIZE	Including YOU, how many people live in your household?	4 = Four (4)
HH_SIZE	Including YOU, how many people live in your household?	5 = Five (5)
HH_SIZE	Including YOU, how many people live in your household?	6 = Six (6)
HH_SIZE	Including YOU, how many people live in your household?	7 = Seven (7)
HH_SIZE	Including YOU, how many people live in your household?	8 = Eight (8)
HH_SIZE	Including YOU, how many people live in your household?	9 = Nine (9)
HH_SIZE	Including YOU, how many people live in your household?	10 = Ten or more (10+)
HH_SIZE	Including YOU, how many people live in your household?	98 = Other
HH_SIZE	Including YOU, how many people live in your household?	99 = Refused/No Answer
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	0 = None (0)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	1 = One (1)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	2 = Two (2)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	3 = Three (3)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	4 = Four (4)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	5 = Five (5)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	6 = Six (6)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	7 = Seven (7)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	8 = Eight (8)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	9 = Nine (9)

HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	10 = Ten or more (10+)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	98 = Other
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	99 = Refused/No Answer
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	0 = None (0)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	1 = One (1)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	2 = Two (2)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	3 = Three (3)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	4 = Four (4)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	5 = Five (5)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	6 = Six (6)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	7 = Seven (7)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	8 = Eight (8)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	9 = Nine (9)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	10 = Ten or more (10+)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	98 = Other
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	99 = Refused/No Answer
EMPLOYMENT_STATUSES	What is your employment status? (check the one response that BEST describes you)	1 = Employed full-time
EMPLOYMENT_STATUSES	What is your employment status? (check the one response that BEST describes you)	2 = Employed part-time
EMPLOYMENT_STATUSES	What is your employment status? (check the one response that BEST describes you)	3 = Not currently employed but seeking work
EMPLOYMENT_STATUSES	What is your employment status? (check the one response that BEST describes you)	4 = Not currently employed and not seeking work

EMPLOYMENT_STATU S	What is your employment status? (check the one response that BEST describes you)	5 = Retired
EMPLOYMENT_STATU S	What is your employment status? (check the one response that BEST describes you)	6 = Homemaker
EMPLOYMENT_STATU S	What is your employment status? (check the one response that BEST describes you)	98 = Other
EMPLOYMENT_STATU S	What is your employment status? (check the one response that BEST describes you)	99 = Refused/No Answer
STUDENT_STATUS	Are you a student? (check the one response that BEST describes you)	1 = Not a student
STUDENT_STATUS	Are you a student? (check the one response that BEST describes you)	2 = Yes – College / University
STUDENT_STATUS	Are you a student? (check the one response that BEST describes you)	3 = Yes - Vocational / Technical / Trade school
STUDENT_STATUS	Are you a student? (check the one response that BEST describes you)	4 = Yes – K-12th grade
STUDENT_STATUS	Are you a student? (check the one response that BEST describes you)	5 = Yes - Other
STUDENT_STATUS	Are you a student? (check the one response that BEST describes you)	98 = Other
STUDENT_STATUS	Are you a student? (check the one response that BEST describes you)	99 = Refused/No Answer
YOUR_SCHOOL	What is the name of your college or university?	Actual Value
HAVE_DL	Do you have a valid driver’s license?	1 = Yes
HAVE_DL	Do you have a valid driver’s license?	2 = No
HAVE_DL	Do you have a valid driver’s license?	98 = Other
HAVE_DL	Do you have a valid driver’s license?	99 = Refused/No Answer
DISABILITY	Do you have a disability that limits your mobility?	1 = Yes
DISABILITY	Do you have a disability that limits your mobility?	2 = No
DISABILITY	Do you have a disability that limits your mobility?	98 = Other
DISABILITY	Do you have a disability that limits your mobility?	99 = Refused/No Answer

AGE	What is your AGE?	1 = Under 18
AGE	What is your AGE?	2 = 18 - 19
AGE	What is your AGE?	3 = 20 - 24
AGE	What is your AGE?	4 = 25 - 34
AGE	What is your AGE?	5 = 35 - 44
AGE	What is your AGE?	6 = 45 - 54
AGE	What is your AGE?	7 = 55 - 64
AGE	What is your AGE?	8 = 65+
AGE	What is your AGE?	98 = Other
AGE	What is your AGE?	99 = Refused/No Answer
ETHNICITY_AI_AN	Are you? (check all that apply)...American Indian / Alaska Native	Actual Value
ETHNICITY_ASIAN_INDIAN	Are you? (check all that apply)...Asian / Indian	Actual Value
ETHNICITY_BLK_AA	Are you? (check all that apply)...Black / African American	Actual Value
ETHNICITY_HISP	Are you? (check all that apply)...Hispanic / Latino	Actual Value
ETHNICITY_NH_PI	Are you? (check all that apply)...Native Hawaiian / Pacific Islander	Actual Value
ETHNICITY_WHITE	Are you? (check all that apply)...White / Caucasian	Actual Value
ETHNICITY_OTHER	What is your ethnic background? (check all that apply)...Other	Actual Value
ETHNICITY_OTHER_TEXT	What is your ethnic background? (check all that apply)...Description of other ethnic background	Actual Value
GENDER	What is your gender?	1 = Male
GENDER	What is your gender?	2 = Female
GENDER	What is your gender?	3 = Other

GENDER	What is your gender?	98 = Other
GENDER	What is your gender?	99 = Refused
GENDER	What is your gender?	99 = Refused/No Answer
OTHER_LANG	Do you speak a language other than English at home?	1 = Yes
OTHER_LANG	Do you speak a language other than English at home?	2 = No
OTHER_LANG	Do you speak a language other than English at home?	98 = Other
OTHER_LANG	Do you speak a language other than English at home?	99 = Refused/No Answer
OTHER_LANG_FLUENT	Which language?	Actual Value
OTHER_LANG_FLUENT_OTHER	Which language? (Other)	Actual Value
SPEAK_ENGLISH_WELL	How well do you speak English?	1 = Very Well
SPEAK_ENGLISH_WELL	How well do you speak English?	2 = Well
SPEAK_ENGLISH_WELL	How well do you speak English?	3 = Less Than Well
SPEAK_ENGLISH_WELL	How well do you speak English?	4 = Not At All
SPEAK_ENGLISH_WELL	How well do you speak English?	98 = Other
SPEAK_ENGLISH_WELL	How well do you speak English?	99 = Refused/No Answer
CARRY_WITH_YOU	Do you carry the following? (select one)	98 = Other
CARRY_WITH_YOU	Do you carry the following? (select one)	99 = Refused/No Answer
CARRY_WITH_YOU	Do you carry the following? (select one)	A1 = Smartphone
CARRY_WITH_YOU	Do you carry the following? (select one)	A2 = Cell phone
CARRY_WITH_YOU	Do you carry the following? (select one)	A3 = Smartphone AND Cell phone
CARRY_WITH_YOU	Do you carry the following? (select one)	A4 = NEITHER smartphone nor cell phone
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	1 = \$0 - \$15,000

NCT Regional Transit Onboard Origin-Destination Survey • 2022- 2023

INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	2 = \$15,000 - \$19,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	3 = \$20,000 - \$21,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	4 = \$22,000 - \$24,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	5 = \$25,000 - \$27,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	6 = \$28,000 - \$32,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	7 = \$33,000 - \$34,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	8 = \$35,000 - \$39,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	9 = \$40,000 - \$44,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	10 = \$45,000 - \$49,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	11 = \$50,000 - \$54,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	12 = \$55,000 - \$59,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	13 = \$60,000 - \$64,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	14 = \$65,000 - \$74,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	15 = \$75,000 - \$79,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	16 = \$80,000 - \$99,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	17 = \$100,000 - \$149,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	18 = \$150,000 or more
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	98 = Other
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2022 before taxes?	99 = Refused/No Answer
DESCRIBE_YOU_BEST	Which of the following describes you best?	98 = Other
DESCRIBE_YOU_BEST	Which of the following describes you best?	99 = Refused/No Answer
DESCRIBE_YOU_BEST	Which of the following describes you best?	A1 = DART is my primary means of transportation

NCT Regional Transit Onboard Origin-Destination Survey • 2022- 2023

DESCRIBE_YOU_BEST	Which of the following describes you best?	A2 = I ride DART, but I also have other means of transportation
DESCRIBE_YOU_BEST	Which of the following describes you best?	A3 = I have ridden DART, but I do not ride frequently
DESCRIBE_YOU_BEST	Which of the following describes you best?	A4 = I do not ride DART and/or have not ridden in the past year
PRIMARY_PURPOSE	What is the PRIMARY purpose for which you use (or may use) DART? (select one)	98 = Other
PRIMARY_PURPOSE	What is the PRIMARY purpose for which you use (or may use) DART? (select one)	99 = Refused/No Answer
PRIMARY_PURPOSE	What is the PRIMARY purpose for which you use (or may use) DART? (select one)	A1 = To and from work
PRIMARY_PURPOSE	What is the PRIMARY purpose for which you use (or may use) DART? (select one)	A2 = School/College
PRIMARY_PURPOSE	What is the PRIMARY purpose for which you use (or may use) DART? (select one)	A3 = Medical
PRIMARY_PURPOSE	What is the PRIMARY purpose for which you use (or may use) DART? (select one)	A4 = Shopping/Errands
PRIMARY_PURPOSE	What is the PRIMARY purpose for which you use (or may use) DART? (select one)	A5 = Special Events
PRIMARY_PURPOSE	What is the PRIMARY purpose for which you use (or may use) DART? (select one)	A6 = Casual Outing/Entertainment
TRANSPORT_NEEDS	What is the PRIMARY reason you use (or may use) DART for your transportation needs? (select one)	98 = Other
TRANSPORT_NEEDS	What is the PRIMARY reason you use (or may use) DART for your transportation needs? (select one)	99 = Refused/No Answer
TRANSPORT_NEEDS	What is the PRIMARY reason you use (or may use) DART for your transportation needs? (select one)	A1 = DART is my only transportation option
TRANSPORT_NEEDS	What is the PRIMARY reason you use (or may use) DART for your transportation needs? (select one)	A2 = Avoid traffic/parking stressors
TRANSPORT_NEEDS	What is the PRIMARY reason you use (or may use) DART for your transportation needs? (select one)	A3 = Better for the environment
TRANSPORT_NEEDS	What is the PRIMARY reason you use (or may use) DART for your transportation needs? (select one)	A4 = Safer than driving myself
TRANSPORT_NEEDS	What is the PRIMARY reason you use (or may use) DART for your transportation needs? (select one)	A5 = Cheaper than driving myself
TRANSPORT_NEEDS	What is the PRIMARY reason you use (or may use) DART for your transportation needs? (select one)	A6 = My company pays for it
TRANSPORT_NEEDS	What is the PRIMARY reason you use (or may use) DART for your transportation needs? (select one)	A7 = Gives me time to work/read

TRANSPORT_NEEDS	What is the PRIMARY reason you use (or may use) DART for your transportation needs? (select one)	A8 = Less wear and tear Boarding my personal vehicle
DART_3_PROBLEMS_1	In your opinion, what are the three most critical problems that DART needs to solve today?...Lack of cleanliness Boarding trains/buses and Boarding stations/stops	Yes = Rider believes this is one of the top 3 critical problem
DART_3_PROBLEMS_2	In your opinion, what are the three most critical problems that DART needs to solve today?...Hassling from panhandlers	Yes = Rider believes this is one of the top 3 critical problem
DART_3_PROBLEMS_3	In your opinion, what are the three most critical problems that DART needs to solve today?...TVM (Ticket Vending Machine) malfunctions	Yes = Rider believes this is one of the top 3 critical problem
DART_3_PROBLEMS_4	In your opinion, what are the three most critical problems that DART needs to solve today?...Safety issues	Yes = Rider believes this is one of the top 3 critical problem
DART_3_PROBLEMS_5	In your opinion, what are the three most critical problems that DART needs to solve today?...Limited service frequency, hours of operation or geographic coverage	Yes = Rider believes this is one of the top 3 critical problem
DART_3_PROBLEMS_6	In your opinion, what are the three most critical problems that DART needs to solve today?...Inconvenient or no transportation to/from the train station/bus stop	Yes = Rider believes this is one of the top 3 critical problem
DART_3_PROBLEMS_7	In your opinion, what are the three most critical problems that DART needs to solve today?...Rude or inconsiderate train/bus operators	Yes = Rider believes this is one of the top 3 critical problem
DART_3_PROBLEMS_8	In your opinion, what are the three most critical problems that DART needs to solve today?...Unreliable train or bus service	Yes = Rider believes this is one of the top 3 critical problem
DART_3_PROBLEMS_9	In your opinion, what are the three most critical problems that DART needs to solve today?...Not enough updates regarding service delays or disruptions	Yes = Rider believes this is one of the top 3 critical problem
ROUTE_DIR_TIME_CO DE	ID given for specific route/direction/time period	Actual Value
UNLINKED_WEIGHT_F ACTOR	Weight factor given to each record based off expansion	Actual Value
SYSTEM_TRANSFERS	Total number of in-system transfers (Excludes transfer routes labeled 'Other' - Outside the DART, DCTA, TRI, and VIA)	Actual Value
LINKED_MULTIPLIER	Multplier base Boarding SYSTEM_TRANSFERS total used to get the linked weight factor	Actual Value
LINKED_WEIGHT_FACT OR	Linked weight factor given to each record based off unlinked weight factor and multiplier	Actual Value

ROUTE_TOTAL	Total number of routes in one-way trip	Actual Value
ROUTE_1	First route respondent took to destination	Actual Value
ROUTE_2	Second route respondent took to destination	Actual Value
ROUTE_3	Third route respondent took to destination	Actual Value
ROUTE_4	Fourth route respondent took to destination	Actual Value
ROUTE_5	Fifth route respondent took to destination	Actual Value
ROUTE_6	Sixth route respondent took to destination	Actual Value
ROUTE_7	Seventh route respondent took to destination	Actual Value
ROUTE_8	Eighth route respondent took to destination	Actual Value
ROUTE_1_ON_LAT	ROUTE 1 Boarding Latitude	Actual Value
ROUTE_1_ON_LON	ROUTE 1 Boarding Longitude	Actual Value
ROUTE_1_OFF_LAT	ROUTE 1 Alighting Latitude	Actual Value
ROUTE_1_OFF_LON	ROUTE 1 Alighting Longitude	Actual Value
ROUTE_2_ON_LAT	ROUTE 2 Boarding Latitude	Actual Value
ROUTE_2_ON_LON	ROUTE 2 Boarding Longitude	Actual Value
ROUTE_2_OFF_LAT	ROUTE 2 Alighting Latitude	Actual Value
ROUTE_2_OFF_LON	ROUTE 2 Alighting Longitude	Actual Value
ROUTE_3_ON_LAT	ROUTE 3 Boarding Latitude	Actual Value
ROUTE_3_ON_LON	ROUTE 3 Boarding Longitude	Actual Value
ROUTE_3_OFF_LAT	ROUTE 3 Alighting Latitude	Actual Value
ROUTE_3_OFF_LON	ROUTE 3 Alighting Longitude	Actual Value
ROUTE_4_ON_LAT	ROUTE 4 Boarding Latitude	Actual Value

ROUTE_4_ON_LON	ROUTE 4 Boarding Longitude	Actual Value
ROUTE_4_OFF_LAT	ROUTE 4 Alighting Latitude	Actual Value
ROUTE_4_OFF_LON	ROUTE 4 Alighting Longitude	Actual Value
ROUTE_5_ON_LAT	ROUTE 5 Boarding Latitude	Actual Value
ROUTE_5_ON_LON	ROUTE 5 Boarding Longitude	Actual Value
ROUTE_5_OFF_LAT	ROUTE 5 Alighting Latitude	Actual Value
ROUTE_5_OFF_LON	ROUTE 5 Alighting Longitude	Actual Value
ROUTE_6_ON_LAT	ROUTE 6 Boarding Latitude	Actual Value
ROUTE_6_ON_LON	ROUTE 6 Boarding Longitude	Actual Value
ROUTE_6_OFF_LAT	ROUTE 6 Alighting Latitude	Actual Value
ROUTE_6_OFF_LON	ROUTE 6 Alighting Longitude	Actual Value
ROUTE_7_ON_LAT	ROUTE 7 Boarding Latitude	Actual Value
ROUTE_7_ON_LON	ROUTE 7 Boarding Longitude	Actual Value
ROUTE_7_OFF_LAT	ROUTE 7 Alighting Latitude	Actual Value
ROUTE_7_OFF_LON	ROUTE 7 Alighting Longitude	Actual Value
ROUTE_8_ON_LAT	ROUTE 8 Boarding Latitude	Actual Value
ROUTE_8_ON_LON	ROUTE 8 Boarding Longitude	Actual Value
ROUTE_8_OFF_LAT	ROUTE 8 Alighting Latitude	Actual Value
ROUTE_8_OFF_LON	ROUTE 8 Alighting Longitude	Actual Value

APPENDIX E: Types of Fixed Route Data Expansion

AGENCY_ROUTE	EXPANSION_TYPE	AGENCY_ROUTE	EXPANSION_TYPE	AGENCY_ROUTE	EXPANSION_TYPE	AGENCY_ROUTE	EXPANSION_TYPE
DCT_2	4	DRT_057	1	DRT_235	2	MISC_VIA	4
DCT_3	4	DRT_101	1	DRT_236	2	MISC_ZIPZONE	4
DCT_4	4	DRT_102	2	DRT_237	2	TRE_TRE	4
DCT_5	4	DRT_103	2	DRT_238	2	TRI_1	4
DCT_6	4	DRT_104	1	DRT_239	2	TRI_11	4
DCT_7	4	DRT_105	2	DRT_240	2	TRI_12	4
DCT_AT	1	DRT_106	2	DRT_241	2	TRI_15	4
DCT_BST	4	DRT_108	2	DRT_242	2	TRI_16	4
DCT_CE	4	DRT_109	2	DRT_243	2	TRI_2	4
DCT_CP	4	DRT_114	2	DRT_245	2	TRI_21	4
DCT_DP	4	DRT_200	2	DRT_247	2	TRI_22	4
DCT_DS	4	DRT_202	2	DRT_249	2	TRI_23	4
DCT_EOC191	4	DRT_203	2	DRT_250	2	TRI_24	4
DCT_EP	4	DRT_204	2	DRT_251	2	TRI_25	4

DCT_MG114	4		DRT_207	2		DRT_305	2		TRI_28	4
DCT_MG116	4		DRT_209	2		DRT_306	2		TRI_29	4
DCT_NT	4		DRT_212	2		DRT_308	2		TRI_30	4
DCT_PKA	4		DRT_213	2		DRT_378	2		TRI_31	4
DCT_PKB	4		DRT_214	2		DRT_383	2		TRI_33	4
DRT_001	1		DRT_215	2		DRT_402	2		TRI_4	4
DRT_003	2		DRT_216	2		DRT_408	2		TRI_45	4
DRT_005	2		DRT_217	2		DRT_412	2		TRI_46	4
DRT_009	1		DRT_218	2		DRT_413	2		TRI_5	4
DRT_013	1		DRT_219	2		DRT_417	2		TRI_51	4
DRT_015	1		DRT_220	2		DRT_419	2		TRI_52	4
DRT_016	1		DRT_221	2		DRT_421	2		TRI_53	4
DRT_017	1		DRT_222	2		DRT_422	2		TRI_54	4
DRT_018	1		DRT_223	2		DRT_423	2		TRI_55	4
DRT_020	1		DRT_224	2		DRT_425	1		TRI_6	4
DRT_022	1		DRT_225	2		DRT_440	2		TRI_61X	4
DRT_023	1		DRT_226	2		DRT_442	2		TRI_63X	4
DRT_025	1		DRT_227	2		DRT_620	1		TRI_65X	4

DRT_027	2		DRT_228	2		DRT_883	1		TRI_66X	4
DRT_028	2		DRT_229	1		DRT_BLUE	1		TRI_72	4
DRT_030	2		DRT_230	1		DRT_GREEN	1		TRI_89	4
DRT_038	1		DRT_231	2		DRT_ORANGE	1		TRI_91	4
DRT_041	2		DRT_232	2		DRT_RED	1		TRI_991	4
DRT_045	2		DRT_233	2		MISC_GOLINK	4		TRI_LL	4
DRT_047	1		DRT_234	2		MISC_GOZON E	4		TRI_MOLLY	4
									TRI_TEXRail	1
									TRI_THEDASH	4

APPENDIX F: Mobility On-Demand Paper Survey Instrument

FIGURE 69: MOBILITY ON-DEMAND PAPER SURVEY

2022-2023 Regional Transit On-Demand Survey

Please take a few minutes to answer a few questions to help us plan for your transit needs.

All personal information will be kept strictly confidential and **WILL NOT** be shared or sold.

Are you a visitor to the D/FW area? Yes No

What is your **HOME ADDRESS** (please be specific, ex: 123 W. Main St.)
 (If you are visiting the Dallas – Fort Worth area, please list the **hotel name** or address where you are staying)

Street Address _____ City _____ Zip Code _____

COMING FROM?

1. What type of place are you **COMING FROM NOW?**

(the starting place for your one-way trip)

- Your **HOME** → Go to Question #4
- Hotel or Lodging
- Your usual **WORKPLACE**
- Other business related
- College / University (student only)
- School (K-12) (student only)
- Airport (airline passenger only)
- Medical appointment/doctor's visit
- Social visits (friends/relatives)
- Personal business (bank, post office)
- Pick up/drop off someone (daycare, school)
- Other: _____
- Shopping
- Eating/Dining Out
- Recreation
- Sporting event
- Sightseeing

2. What is the **NAME** of the place you are coming from now?

3. What is the **EXACT ADDRESS** of this place? (OR Intersection if you do not know the exact address:)

City: _____ Zip: _____

4. How did you **GET FROM** your origin (the place in Question #1) **TO THE VERY FIRST** transit vehicle you used for this one-way trip?

- Walk – How far did you walk? _____ minutes
- Wheelchair
- Personal Bike
- DART GoLink (answer 4a)
- Trinity Metro ZIPZONE (answer 4a)
- DCTA GoZone (answer 9a)
- Arlington Via (answer 4a)
- Uber, Lyft, etc. (answer 4a)
- Taxi (answer 4a)
- Was dropped off by someone going someplace else (answer 4a)
- Drove alone and parked (answer 4a)
- Drove or rode with others and parked (answer 4a)
- Electric Scooter
- Bike Share

4a. Where did you board the **first** transit vehicle you used for this one-way trip (Nearest intersection / rail station / transfer center / park and ride):

5. Where did you get **ON** this **[TRANSIT AGENCY NAME]** vehicle? Please provide the nearest intersection / rail station / transfer center / park and ride location:

GOING TO?

6. What type of place are you **GOING TO NOW?**

(the destination for your one-way trip)

- Your **HOME** → Go to Question #9
- Hotel or Lodging
- Your usual **WORKPLACE**
- Other business related
- College / University (student only)
- School (K-12) (student only)
- Airport (airline passenger only)
- Medical appointment/doctor's visit
- Social visits (friends/relatives)
- Personal business (bank, post office)
- Pick up/drop off someone (daycare, school)
- Other: _____
- Shopping
- Eating/Dining Out
- Recreation
- Sporting event
- Sightseeing

7. What is the **NAME** of the place you are going to now?

8. What is the **EXACT ADDRESS** of this place? (OR Intersection if you do not know the exact address:)

City: _____ Zip: _____

9. How will you **GET TO** your destination (listed in Question #6) after you exit the **LAST** transit vehicle you will use for this one-way trip?

- Walk – How far did you walk? _____ minutes
- Wheelchair
- Personal Bike
- DART GoLink (answer 9a)
- Trinity Metro ZIPZONE (answer 9a)
- DCTA GoZone (answer 9a)
- Arlington Via (answer 9a)
- Uber, Lyft, etc. (answer 9a)
- Taxi (answer 9a)
- Be picked up by someone going someplace else (answer 9a)
- Get in a parked vehicle and drive alone (answer 9a)
- Get in a parked vehicle and drive/ride with others (answer 9a)
- Electric Scooter
- Bike Share

9a. Where will you get off the **last** transit vehicle you are using for this one-way trip (Nearest intersection / rail station / transfer center / park and ride):

10. Where will you **EXIT** this **[TRANSIT AGENCY NAME]** vehicle? Please provide the nearest intersection / rail station / transfer center / park and ride location:

11a. Did you transfer **FROM** another transit vehicle **BEFORE** getting on this vehicle?

Yes No

11b. Will you transfer **TO** another transit vehicle **AFTER** getting off this vehicle?

Yes No

11c. [If 11a or 11b is Yes] Please list the **ROUTES** and/or **RAIL Lines** in the exact order you use them for this one-way trip.

START → [] → [] → [] → [] → [] → [] → END

OTHER INFORMATION ABOUT THIS TRIP

12. What time did you BOARD this Vehicle? _____ : _____ am / pm (circle one)
13. How long (in minutes) were you waiting for this Vehicle to arrive? _____ minutes
 5 minutes or less 6-10 minutes 11-20 minutes
 21-30 minutes More than 30 minutes
14. How often do you use public transit on weekdays?
 every weekday 2-4 times/week once/week
 2-3 times/month once/month less than once/month
15. How often do you make a transit trip using between this starting point and destination on weekdays?
 every weekday 2-4 times/week once/week
 2-3 times/month once/month less than once/month
16. Will you (or did you) make this transit trip in the opposite direction today? No Yes

[Questions 17-20 wording and options are modified based on the Transit Agency. Read page 3 for wordings

17. What did you use to plan/schedule this trip?
 [On-Demand Service] App Call [Agency Name] Customer Service Other: _____
18. [IF Q17 is not App] If you have a smart phone and did not book the trip with the [On-Demand Service Name] App, what is the main reason?
 not aware of [On-Demand Service Name] App
 Do not have a credit card to link to [On-Demand Service Name] App
 [On-Demand Service Name] App is not easy to use
 No Internet
 Other, please specify: _____
19. Do you need special assistance to ride [On-Demand Service Name]?
 Ramp Lift Patient Care Assistant (PCA) Service animal
 Other, please specify _____
20. [For Arlington Via and DCTA]
 Would you recommend the [Agency Name] service to a family member or friend? Yes Maybe No

PAYMENT

FARE AND PAYMENT QUESTIONS VARY BY AGENCY. PLEASE SEE PAGES 3 and 4 for QUESTIONS BY TRANSIT AGENCY.

ABOUT YOU AND YOUR HOUSEHOLD

25. How many vehicles (cars, trucks, or motorcycles) are available to your household? _____ vehicles
 25a. [If #25 is more than NONE] Could you have used one of these vehicles for this trip? Yes No
26. Including YOU, how many people live in your household? _____ people
27. Including YOU, how many people (age 18+) live in your household? _____ people
28. Including YOU, how many people (over age 15) in your household are employed full/part-time? _____ people
29. Are you: (check the one response that BEST describes you)
 Employed full-time Employed part-time
 Not currently employed but seeking work Not currently employed and not seeking work
 Retired Homemaker
30. Do you have a disability that limits your mobility? Yes No
31. What is your AGE? Under 18 18-19 20-24 25-34 35-44 45-54 55-64 65+
32. Are you? (check all that apply)
 American Indian / Alaska Native Asian Black/African American Hispanic/Latino
 Native Hawaiian / Pacific Islander White Other: _____
33. What is your gender? Male Female Other Refused
34. Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?
 Less than \$15,000 \$15,000 - \$19,999 \$20,000 - \$21,999 \$22,000 - \$24,999
 \$25,000 - \$27,999 \$28,000 - \$32,999 \$33,000 - \$34,999 \$35,000 - \$39,999
 \$40,000 - \$44,999 \$45,000 - \$49,999 \$50,000 - \$54,999 \$55,000 - \$59,999
 \$60,000 - \$64,999 \$65,000 - \$74,999 \$75,000 - \$79,999 \$80,000 - \$99,999
 \$100,000 - \$149,999 \$150,000 or more
35. Do you speak a language other than English at home? No Yes - Which language? _____
 IF YES: How well do you speak English? Very Well Well Less than well Not at all
36. Do you carry the following (check all that apply): Smartphone Cell Phone (Non-SmartPhone)
 I don't carry a smartphone or cell phone
37. Are you a student? (check the one response that BEST describes you)
 Not a student Yes - college/university Yes - K - 12th grade
 Yes - vocational/technical/trade school Yes - other
- 37a. [If #37 is Yes-college/university/vocational/technical/trade and Arlington Via or TRINITY METRO route]
 Please specify your college/university name: _____
38. Would you be willing to participate in future transportation surveys? Yes No

Your Name: _____ Phone Number: (____) _____
 E-mail address: _____

FIGURE 70: DCTA PAYMENT QUESTIONS

FIGURE 71: TRINITY METRO PAYMENT OPTIONS

17. What did you use to plan/schedule this trip?
 Trinity Metro ZIPZONE App Call Trinity Metro Customer Service Other: _____
18. [IF Q17 is not App] If you have a smart phone and did not book the trip with the Trinity Metro ZIPZONE App, what is the main reason?
 not aware of ZIPZONE App Do not have a credit card to link to ZIPZONE App
 ZIPZONE App is not easy to use No Internet Other, please specify: _____
19. Do you need special assistance to ride Trinity Metro ZIPZONE?
 Ramp Lift Patient Care Assistant (PCA) Service animal
 Other, please specify _____

PAYMENT

20. [If Trinity Metro Zip Zone (not through Via), skip this question and go to #21] How did you pay for this Trinity Metro ZIPZONE trip?
 Purchased Trinity Metro multi-ride pass Debit Card linked to ZIPZONE App
 Complimentary Ride Promo Code Credit Card linked to ZIPZONE App
 Other: _____
 [Debit Card, Credit Card, or Promo Card selected, skip to Demographics Questions]]
21. What kind of pass did you use for this trip?
 Local Express/TRE 1-Zone Regional TCC Student ID Trinity Metro Employee Pass
 [If Trinity Metro Employee Pass selected, skip to Demographics Questions]]
- 21a. Was it:
 Reduced Easyride Regular DART Employer Trip Reduction Program DCTA Employer Trip Reduction Program
22. How long is your pass good for?
 Day pass 7 Day Pass Monthly (31 Day pass) Annual pass]
23. How did you pay for your pass?
 Cash Credit/Debit card GoPass App SmartPhone/Digital Wallet
 Payroll deduction Gift/Free/No Charge
- [Programming Note: If GoPass App Selected, automatically fill in Go Pass Mobile App for 24 and skip to Demographics Questions.
24. Where did you get your pass for this trip?
 On the bus/train Ticket Vending Machine Downtown Denton Transit Center
 Trinity Metro Central Station DART Store Public agency (social services)
 Go Pass Mobile App Transit agency website Sales outlet (like a grocery store)
 ZipZone App School/university Other: _____

her: _____

e trip with the DCTA GoZone App, what is _____

Service animal

ion Program

pass) Annual pass

ass Mobile App for 24 and skip to

ne Downtown Denton Transit Center
 Public agency (social services)
)cery store)
 Other: _____

Did you buy this in a ten pack?

FIGURE 72: ARLINGTON VIA PAYMENT QUESTIONS

[If Arlington Via Route]

17. What did you use to plan/schedule this trip?

- Arlington Via App Call Arlington Via Customer Service Other: _____

18. [IF Q17 is not App] If you have a smart phone and did not book the trip with the Arlington Via App, what is the main reason?

- not aware of Arlington Via App Do not have a credit card to link to Arlington Via App
 Arlington Via App is not easy to use No Internet Other, please specify: _____

19. Do you need special assistance to ride Arlington Via?

- Ramp Lift Patient Care Assistant (PCA) Service animal
 Other, please specify _____

20. Would you recommend the Arlington Via service to a family member or friend? Yes Maybe No

PAYMENT

21. How did you pay for this Arlington Via trip?

- Debit Card linked to Arlington Via App Cash to purchase Pre-Paid card linked to Arlington Via App
 Credit Card linked to Arlington Via App Free Ride Promo Code Other: _____

22. What kind of pass did you use for this trip?

- Single Ride Weekly pass Monthly pass Free Ride Promo Code

FIGURE 73: DART GOLINK SURVEY INSTRUMENT

All personal information will be kept strictly confidential and **WILL NOT** be shared or sold.

Are you a visitor to the D/FW area? Yes No

What is your HOME ADDRESS (please be specific, ex: 123 W. Main St):
 (If you are visiting the Dallas/Fort Worth area, please list the **hotel name** or address where you are staying)

Street Address _____ City _____ Zip Code _____

COMING FROM?

1. What type of place are you COMING FROM NOW?
 (the starting place for your one-way trip)

Your HOME → Go to Question #4
 Hotel or Lodging
 Your usual WORKPLACE Shopping
 Other business related Eating/Dining Out
 College / University (student only) Recreation
 School (K-12) (student only) Sporting event
 Airport (airline passenger only) Sightseeing
 Medical appointment/doctor's visit
 Social visits (friends/relatives)
 Personal business (bank, post office)
 Pick up/drop off someone (daycare, school)
 Other: _____

2. What is the NAME of the place you are coming from now?

3. What is the EXACT ADDRESS of this place? (OR Intersection if you do not know the exact address:)

City: _____ Zip: _____

4. How did you GET FROM your origin (the place in Question #1) TO THE VERY FIRST transit vehicle you used for this one-way trip?

Walk – How far did you walk? _____ minutes
 Wheelchair Electric Scooter
 Personal Bike Bike Share
 Uber, Lyft, etc. (answer 4a) Taxi (answer 4a)
 Was dropped off by someone going someplace else (answer 4a)
 Drove alone and parked (answer 4a)
 Drove or rode with others and parked (answer 4a)

4a. Where did you board the first transit vehicle you used for this one-way trip
 (Nearest intersection / rail station / transfer center / park and ride):

5. Where did you get ON this vehicle?
 Please provide the nearest intersection / rail station / transfer center / park and ride:

GOING TO?

6. What type of place are you GOING TO NOW?
 (the destination for your one-way trip)

Your HOME → Go to Question #9
 Hotel or Lodging
 Your usual WORKPLACE Shopping
 Other business related Eating/Dining Out
 College / University (student only) Recreation
 School (K-12) (student only) Sporting event
 Airport (airline passenger only) Sightseeing
 Medical appointment/doctor's visit
 Social visits (friends/relatives)
 Personal business (bank, post office)
 Pick up/drop off someone (daycare, school)
 Other: _____

7. What is the NAME of the place you are going to now?

8. What is the EXACT ADDRESS of this place? (OR Intersection if you do not know the exact address:)

City: _____ Zip: _____

9. How will you GET TO your destination (listed in Question #6) after you exit the LAST bus/train/streetcar you will use for this one-way trip?

Walk – How far did you walk? _____ minutes
 Wheelchair Electric Scooter
 Personal Bike Bike Share
 Uber, Lyft, etc. (answer 9a) Taxi (answer 9a)
 Be picked up by someone going someplace else (answer 9a)
 Get in a parked vehicle and drive alone (answer 9a)
 Get in a parked vehicle and drive/ride with others (answer 9a)

9a. Where will you get off the last transit vehicle you are using for this one-way trip
 (Nearest intersection / rail station / transfer center / park and ride):

10. Where will you EXIT this vehicle?
 Please provide the nearest intersection / rail station/ transfer center / park and ride:

Continues

11a. Did you transfer FROM another vehicle **BEFORE** getting on this vehicle? Yes No

11b. Will you transfer TO another vehicle **AFTER** getting off this vehicle? Yes No

11c. Please list the ROUTES and/or RAIL Lines in the exact order you use them for this one-way trip.

START → → → → → **END**

OTHER INFORMATION ABOUT THIS TRIP

12. What time did you BOARD this vehicle? _____ : _____ am / pm (circle one)
13. How long (in minutes) were you waiting at the stop for this vehicle to arrive? _____ minutes
14. How often do you use public transit on weekdays?
 every weekday 2-4 times/week once/week
 2-3 times/month once/month less than once/month
15. How often do you make a transit trip between this starting point and destination on weekdays?
 every weekday 2-4 times/week once/week
 2-3 times/month once/month less than once/month
16. Will you (or did you) make this transit trip in the opposite direction today?
 No Yes
17. What did you use to plan this trip?
 Call Customer Service GoPass App Google Maps
 Apple Maps Transit Agency On-line Trip Planner Did not do any trip planning
 Use paper schedules Other: _____
18. [IF Q17 is not GoPass App] If you have a smart phone and did not book the trip with the GoPass App, what is the main reason?
 not aware of GoPass App Do not have a credit card to link to GoPass App
 GoPass App is not easy to use No Internet Other, please specify: _____
19. Do you need special assistance to ride DART/GoLink?
 Ramp Lift Patient Care Assistant (PCA) Service animal
 Other, please specify _____

PAYMENT

20. What kind of pass did you use for this trip?
 Local Regional Student ID
- 20a. Was it:
 Reduced DART Employer/School pass
21. How long is your pass good for?
 Single Ride (would be used on Dallas Streetcar, GoLink, and bus only trips) AM/PM pass Midday pass
 Day pass Monthly (31 Day pass) Annual pass
22. How did you pay for your pass?
 Credit/Debit card GoPass App GoPass Tap card SmartPhone/Digital Wallet
 Cash Payroll deduction Gift/Free/No Charge
- 22a. [If 22 is GoPass Tap Card] How do you reload your GoPass Tap card? Website Retail Phone
23. Where did you get your pass for this trip?
 Go Pass Mobile App Ticket Vending Machine Sales outlet (like a grocery store)
 DART Store Trinity Metro Central Station Public agency (social services)
 Downtown Denton Transit Center
 School/university/Employer Other: _____

ABOUT YOU AND YOUR HOUSEHOLD

24. How many vehicles (cars, trucks, or motorcycles) are available to your household? _____ vehicles
- 24a. [If #24 is more than NONE] Could you have used one of these vehicles for this trip? Yes No
25. Including YOU, how many people live in your household? _____ people
26. Including YOU, how many people (age 18+) live in your household? _____ people
27. Including YOU, how many people (over age 15) in your household are employed full/part-time? _____ people
28. Are you: (check the one response that BEST describes you)
 Employed full-time Employed part-time
 Not currently employed but seeking work Not currently employed and not seeking work
 Retired Homemaker
29. Are you a student? (check the one response that BEST describes you)
 Not a student Yes - college/university Yes - K - 12th grade
 Yes - vocational/technical/trade school Yes - other
- 29a. [If #27 is Yes-college/university/vocational/technical/trade]
 Please specify your college/university name: _____
30. Do you have a valid driver's license? Yes No
31. Do you have a disability that limits your mobility? Yes No
32. What is your AGE? Under 18 18-19 20-24 25-34 35-44 45-54 55-64 65+
33. Are you? (check all that apply)
 American Indian / Alaska Native Asian/Indian Black/African American Hispanic/Latino
 Native Hawaiian / Pacific Islander White/Caucasian Other: _____
34. What is your gender? Male Female Other Refused
35. Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?
 \$0 - \$15,000 \$15,000 - \$19,999 \$20,000 - \$21,999 \$22,000 - \$24,999
 \$25,000 - \$27,999 \$28,000 - \$32,999 \$33,000 - \$34,999 \$35,000 - \$39,999
 \$40,000 - \$44,999 \$45,000 - \$49,999 \$50,000 - \$54,999 \$55,000 - \$59,999
 \$60,000 - \$64,999 \$65,000 - \$74,999 \$75,000 - \$79,999 \$80,000 - \$99,999
 \$100,000 - \$149,999 \$150,000 or more
36. Do you speak a language other than English at home? No Yes - Which language? _____
 IF YES: How well do you speak English? Very Well Well Less than well Not at all
37. Do you carry the following: Smartphone Cell Phone (Non-SmartPhone)

APPENDIX G: Mobility On-Line Survey Instrument

This appendix shows screenshots of the Mobility On-Demand landing pages for each agency and screenshots of the survey.

FIGURE 74: DART GOLINK LANDING PAGE

2023 GoLink Survey



On behalf of DART thank you for using *GoLink*. As a valued rider, your trips are important to us and we would like to learn more about how you use *GoLink*. Please take a few minutes to respond to the following survey about *GoLink* on-demand service. The information you provide will help us better serve your needs. Your individual responses will remain confidential.

For more information about this survey effort, please visit <http://www.nctcog.org/transitsurvey>

Everyone who completes the survey will be entered in a random drawing for one of **TWENTY** \$100 cash prizes.

For the following questions, please describe your current or recent weekday one-way trip involving GoLink. Please do not describe a trip on Memorial Day.

Are you a visitor to the Dallas-Fort Worth area?

Yes
No

FIGURE 75: GOLINK ON-LINE SURVEY INSTRUMENT

English

2023 GoLink Survey

If you are currently making a **WEEKDAY** GoLink trip then answer based on this one-way trip. If not, please recall your most recent **weekday** one-way trip using GoLink and answer based on that trip.
This survey is intended to capture non-holiday weekday travel only. Please DO NOT report a trip on Memorial Day or a weekend.

[More info](#)

Q. When did you take the GoLink trip you are describing? (Date)

Previous
Next

Exit & Clear

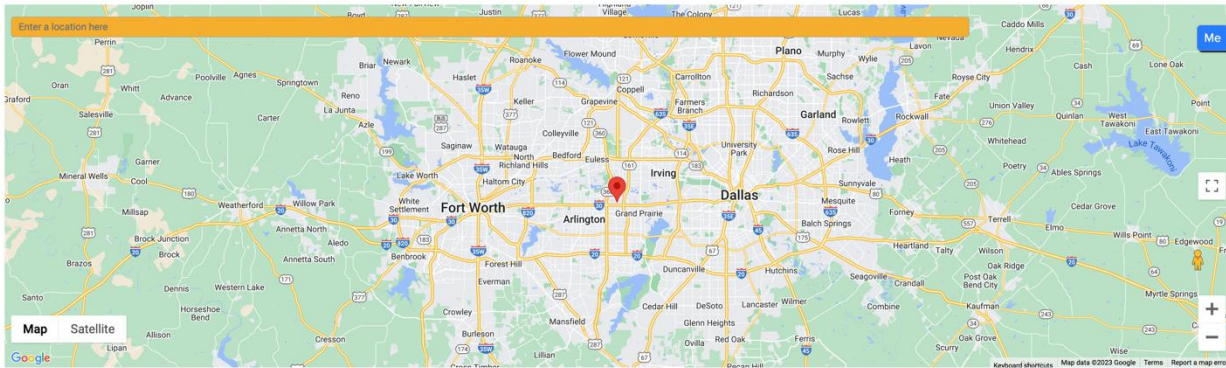
English

2023 GoLink Survey

Q. What is your home address? (please be specific, ex: 123 W Main St)
(If you are visiting the Dallas-Fort Worth area, please list the hotel name or address where you are staying)

Start typing the address in the orange box below and select address from the list, or zoom in and click on a location to select address.

Enter a location here



Previous
Next

Exit & Clear

English

2023 GoLink Survey

Q. What type of place are you (or were you) COMING FROM while using GoLink? (The starting place for your one-way trip)

Your usual WORKPLACE	Personal business (bank, post office)
Your HOME	Pick up / drop off someone (daycare, school)
Hotel or Lodging	Shopping
Other business related	Eating / Dining Out
College / University (student only)	Recreation
School (K-12) (student only)	Sporting event
Airport (airline passenger only)	Sightseeing
Medical appointment / doctor's visit	Other
Social visits (friends / relatives)	<input type="text"/>

Previous Next

Exit & Clear

English

2023 GoLink Survey

Q. What is the NAME of the place you are (or you were) coming from? [Your usual WORKPLACE]

Previous Next

Exit & Clear

English

2023 GoLink Survey

Q. What is the EXACT ADDRESS of this place? [Your usual WORKPLACE Restaurant] (or intersection if you do not know the exact address)
 Start typing the address in the orange box below and select address from the list, or zoom in and click on a location to select address.

Enter a location here

- Restaurant Depot, North Glenville Drive, Richardson, TX, USA
- Restaurant Depot, Irving Boulevard, Dallas, TX, USA
- Restaurant Depot, Bridgwood Drive, Fort Worth, TX, USA
- Restaurant Beatrice, North Beckley Avenue, Dallas, TX, USA
- RESTAURANTE EL MESON CHAPIN, North Sylvania Avenue, Fort Worth, TX, USA

Map Satellite

Previous Next

Exit & Clear

English

2023 GoLink Survey

Q. What type of place are you (or were you) GOING TO while using GoLink? (The destination for your one-way trip)

Your usual WORKPLACE	Personal business (bank, post office)
Your HOME	Pick up / drop off someone (daycare, school)
Hotel or Lodging	Shopping
Other business related	Eating / Dining Out
College / University (student only)	Recreation
School (K-12) (student only)	Sporting event
Airport (airline passenger only)	Sightseeing
Medical appointment / doctor's visit	Other
Social visits (friends / relatives)	<input type="text"/>

Previous Next

Exit & Clear

English

2023 GoLink Survey

Q. Including **GoLink**, how many **total transit vehicles** (buses/rail/ZIPZONE/Via/GoZone) will you (or did you) travel on since leaving [**Your usual WORKPLACE Restaurant**] and before reaching your next destination [**Your HOME**]?

If this **GoLink** vehicle is the only transit you will have used, select **(1) One** and click Next to continue.

(1) One

(2) Two

(3) Three

(4) Four

(5+) Five or more

Q. Which transit vehicle did you board **FIRST** on this one-way trip? If the route is not listed, please enter its name or number and click Next to save your answer.

GoLink - DART GoLink

Previous Next

Exit & Clear

English

2023 GoLink Survey

Q. How did you GET FROM your origin [**Your usual WORKPLACE Restaurant**] to [**GoLink - DART GoLink**] on this one-way trip?

Walk	Taxi
Wheelchair	Was dropped off by someone going someplace else
Electric Scooter	Drove alone and parked
Personal Bike	Drove or rode with others and parked
Bike Share	Other
Uber, Lyft, etc.	

Q. How far did you walk? (in minutes)

5 minutes or less

6-10 minutes

11-20 minutes

21-30 minutes

More than 30 minutes

Previous Next

Exit & Clear

English

2023 GoLink Survey

Q. How will you (or did you) GET TO your destination [Your HOME] after getting off [GoLink - DART GoLink]?

Walk	Taxi
Wheelchair	Be picked up by someone going someplace else
Electric Scooter	Get in a parked vehicle & drive alone
Personal Bike	Get in a parked vehicle & ride/drive with others
Bike Share	Other
Uber, Lyft, etc.	

Q. How far will you (did you) walk?

5 minutes or less
6-10 minutes
11-20 minutes
21-30 minutes
More than 30 minutes

Previous Next

Exit & Clear

English

2023 GoLink Survey

Q. What time did you BOARD the DART GoLink vehicle?

Before 6:30 am	2:00 pm - 2:59 pm
6:30 am - 6:59 am	3:00 pm - 3:59 pm
7:00 am - 7:59 am	4:00 pm - 4:59 pm
8:00 am - 8:59 am	5:00 pm - 5:59 pm
9:00 am - 9:59 am	6:00 pm - 6:29 pm
10:00 am - 10:59 am	6:30 pm - 6:59 pm
11:00 am - 11:59 am	7:00 pm - 7:59 pm
12:00 pm - 12:59 pm	8:00 pm - 8:59 pm
1:00 pm - 1:59 pm	After 9:00 pm

Q. How long (in minutes) were you waiting for the GoLink transit vehicle to arrive?

5 minutes or less
6-10 minutes
11-20 minutes
21-30 minutes
More than 30 minutes

Previous Next

Exit & Clear

English

2023 GoLink Survey

Q. How often do you use public transit on weekdays?

every weekday	2-3 times/month
2-4 times/week	once/month
once/week	less than once/month

Q. How often do you make a transit trip between this starting point [Your usual WORKPLACE] and destination [Your HOME] on weekdays?

every weekday	2-3 times/month
2-4 times/week	once/month
once/week	less than once/month

Q. Will you (or did you) make this trip in the opposite direction today (that day)?

Yes	No
-----	----

Previous Next

Exit & Clear

English

2023 GoLink Survey

Q. What did you use to plan this trip?

Call Customer Service

GoPass App

Google Maps

Apple Maps

Transit Agency On-line Trip Planner

Use paper schedules

Did not do any trip planning

Other:

Q. Do you need special assistance to ride DART/GoLink? (Check all that apply)

Ramp

Lift

Patient Care Assistant (PCA)

Service animal

No special assistance needed

Other, please specify:

Previous Next

Exit & Clear

English

2023 GoLink Survey

Q. What kind of pass did you use for the trip?

Local

Regional

Student ID

GoLink One-Way Pass

Q. Was it:

Reduced DART Employer/School pass

Q. How long is your pass good for?

Single Ride Day pass

AM/PM pass Monthly (31 day pass)

Midday pass Annual pass

Q. How did you pay for your pass?

Credit/Debit card Cash

GoPass App Payroll deduction

GoPass Tap Card Gift/Free/No Charge

SmartPhone/Digital Wallet

Q. Where did you get your pass for this trip?

GoPass Mobile App Public agency (social services)

Ticket Vending Machine Downtown Denton Transit Center

Sales outlet (like a grocery store) School/University/Employer

DART Store Other

Trinity Metro Central Station

Previous Next

Exit & Clear

English

2023 GoLink Survey

Q. How many vehicles (cars, trucks, or motorcycles) are available to your household?

None (0)	Six (6)
One (1)	Seven (7)
Two (2)	Eight (8)
Three (3)	Nine (9)
Four (4)	Ten or more (10+)
Five (5)	

Q. Including YOU, how many people live in your household?

One (1)	Six (6)
Two (2)	Seven (7)
Three (3)	Eight (8)
Four (4)	Nine (9)
Five (5)	Ten or More (10+)

Q. Including YOU, how many people (age 18+) live in your household?

One (1)	Six (6)
Two (2)	Seven (7)
Three (3)	Eight (8)
Four (4)	Nine (9)
Five (5)	Ten or more (10+)

Q. Including YOU, how many people (over age 15) in your household are employed full or part-time?

None (0)	Six (6)
One (1)	Seven (7)
Two (2)	Eight (8)
Three (3)	Nine (9)
Four (4)	Ten or More (10+)
Five (5)	

Previous Next

Exit & Clear

English

2023 GoLink Survey

Q. Are you: (check the one response that BEST describes you)

Employed full-time	Not currently employed, and not seeking work
Employed part-time	Retired
Not currently employed, but seeking work	Homemaker

Previous Next

Exit & Clear

English

2023 GoLink Survey

Q. Are you a student? (check the one response that BEST describes you)

Not a student	Yes - K-12th grade
Yes - College / University	Yes - Other
Yes - Vocational / Technical / Trade school	

Previous Next

Exit & Clear

English

2023 GoLink Survey

Q. Do you have a valid driver's license?

Yes

No

Q. Do you have a disability that limits your mobility?

Yes

No

Q. What is your AGE?

Under 18	35 - 44
18 - 19	45 - 54
20 - 24	55 - 64
25 - 34	65+

Q. Are you? (check all that apply)

American Indian / Alaska Native	Native Hawaiian / Pacific Islander
Asian / Indian	White / Caucasian
Black / African American	Other:
Hispanic / Latino	

Previous Next

Exit & Clear

English

2023 GoLink Survey

Q. What is your gender?

Male	Other
Female	Prefer not to say

Q. Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?

\$0 - \$15,000	\$50,000 - \$54,999
\$15,000 - \$19,999	\$55,000 - \$59,999
\$20,000 - \$21,999	\$60,000 - \$64,999
\$22,000 - \$24,999	\$65,000 - \$74,999
\$25,000 - \$27,999	\$75,000 - \$79,999
\$28,000 - \$32,999	\$80,000 - \$99,999
\$33,000 - \$34,999	\$100,000 - \$149,999
\$35,000 - \$39,999	\$150,000 or more
\$40,000 - \$44,999	Prefer not to say
\$45,000 - \$49,999	

Previous Next

Exit & Clear

English

2023 GoLink Survey

Q. Do you speak a language other than English at home?

Yes	No
-----	----

Previous Next

Exit & Clear

English

2023 GoLink Survey

Q. Do you carry the following?

Smartphone
Cell Phone (Non-Smartphone)
I carry both a smartphone and cell phone
I don't carry a smartphone or cell phone

Previous Next

Exit & Clear

English

2023 GoLink Survey

Q. Which of the following describes you best?

DART is my primary means of transportation

I ride DART, but I also have other means of transportation

I have ridden DART, but I do not ride frequently

I do not ride DART and/or have not ridden in the past year

Q. What is the PRIMARY purpose for which you use (or may use) DART? (select one)

To and from work	Special Events
School/College	Casual Outing/Entertainment
Medical	Other:
Shopping/Errands	

Q. What is the PRIMARY reason you use (or may use) DART for your transportation needs? (select one)

DART is my only transportation option	My company pays for it
Avoid traffic/parking stressors	Gives me time to work/read
Better for the environment	Less wear and tear on my personal vehicle
Safer than driving myself	Other:
Cheaper than driving myself	

Q. In your opinion, what are the three most critical problems that DART needs to solve today?
Please select 3 answers

Lack of cleanliness on trains/buses and on stations/stops	Inconvenient or no transportation to/from the train station/bus stop
Hassling from panhandlers	Rude or inconsiderate train/bus operators
TVM (Ticket Vending Machine) malfunctions	Unreliable train or bus service
Safety issues	Not enough updates regarding service delays or disruptions
Limited service frequency, hours of operation or geographic coverage	Other:

Exit & Clear

English

2023 GoLink Survey

Would you be willing to participate in future transportation surveys?

Yes

No

Exit & Clear

FIGURE 76: DCTA GoZONE LANDING PAGE



On behalf of Denton County Transportation Authority thank you for using GoZone. As a valued rider, your trips are important to us and we would like to learn more about how you use GoZone. Please take a few minutes to respond to the following survey about GoZone on-demand service. The information you provide will help us better serve your needs. Your individual responses will remain confidential. For more information about this survey effort, please go to <http://www.nctcog.org/transitsurvey>. Everyone who completes the survey will be entered in a random drawing for one of **TWENTY \$100 cash prizes**.

For the following questions, please describe your current or recent weekday one-way trip involving GoZone.

Are you a visitor to the Dallas-Fort Worth area?

Yes
No

FIGURE 77: DCTA GoZone SURVEY INSTRUMENT MODIFICATIONS

DCTA GoZone

Q. What did you use to plan/schedule the trip?

DCTA GoZone App
Call DCTA Customer Service
Other: <input type="text"/>

Q. How did you pay for your pass?


Cash
Credit/Debit card
SmartPhone/Digital Wallet
Payroll deduction
Gift/Free/No Charge

Q. Where did you get your pass for this trip?

On the bus/train	Transit agency website
Ticket Vending Machine	Sales outlet (like a grocery store)
Downtown Denton Transit Center	GoZone App
Trinity Metro Central Station	School/University
DART Store	Other
Public agency (social services)	

FIGURE 78: TRINITY METRO ZIPZONE LANDING PAGE

Trinity Metro ZIPZONE



TRINITY METRO
ZIPZONE[®]

On behalf of Trinity Metro thank you for using ZIPZONE. As a valued rider, your trips are important to us and we would like to learn more about how you use ZIPZONE. Please take a few minutes to respond to the following survey about ZIPZONE on-demand service. The information you provide will help us better serve your needs. Your individual responses will remain confidential.

For more information about this survey effort, please go to <http://www.nctcog.org/transitsurvey>

Everyone who completes the survey will be entered in a random drawing for one of **TWENTY** \$100 cash prizes.

For the following questions, please describe your current or recent weekday one-way trip involving ZIPZONE.

Are you a visitor to the Dallas-Fort Worth area?

Yes

No

Previous Next

FIGURE 79: TRINITY METRO ZIPZONE SURVEY INSTRUMENT MODIFICATIONS

Trinity Metro ZIPZONE

Q. What did you use to plan/schedule the trip?

Other:

Trinity Metro ZIPZONE

Q. How did you pay for the Trinity Metro ZIPZONE trip?

Purchased Trinity Metro multi-ride pass
Complimentary Ride Promo Code
Debit Card linked to ZIPZONE App
Credit Card linked to ZIPZONE App
Other

Q. What kind of pass did you use for the trip?

Local	TCC Student ID
Express/TRE 1-Zone	Trinity Metro Employee Pass
Regional	

Previous Next

Exit & Clear

Q. How did you pay for your pass?

Cash
Credit/Debit card
GoPass App
SmartPhone/Digital Wallet
Payroll deduction
Gift/Free/No Charge

Q. Where did you get your pass for this trip?

On the bus/train	GoPass Mobile App
Ticket Vending Machine	Transit agency website
Downtown Denton Transit Center	Sales outlet (like a grocery store)
Trinity Metro Central Station	ZIPZONE App
DART Store	School/University
Public agency (social services)	Other

FIGURE 80: ARLINGTON VIA LANDING PAGE

Arlington Via



On behalf of Arlington On-Demand thank you for using Via. As a valued rider, your trips are important to us and we would like to learn more about how you use Arlington Via. Please take a few minutes to respond to the following survey about Arlington Via on-demand service. The information you provide will help us better serve your needs. Your individual responses will remain confidential.

For more information about this survey effort, please go to <http://www.nctcog.org/transitsurvey>

Everyone who completes the survey will be entered in a random drawing for one of **TWENTY** \$100 cash prizes.

For the following questions, please describe your current or recent weekday one-way trip involving Arlington Via.

Are you a visitor to the Dallas-Fort Worth area?

 Yes No

[Exit & Clear](#)

FIGURE 81: ARLINGTON VIA SURVEY INSTRUMENT MODIFICATIONS

Arlington Via

Q. What did you use to plan/schedule the trip?

Arlington Via App
Call Arlington Via Customer Service
Other: <input type="text"/>

Arlington Via

Q. How did you pay for the Arlington Via trip?

Debit Card linked to Arlington Via App
Credit Card linked to Arlington Via App
Cash to purchase Pre-Paid card linked to Arlington Via App
Free Ride Promo Code
Other

Q. What kind of pass did you use for the trip?

Single Ride	Monthly Pass
Weekly Pass	Free Ride Promo Code

[Exit & Clear](#)

APPENDIX H: Mobility On-Demand Data Dictionary

FIELD NAME	DESCRIPTION	CODE VALUES
ID	Unique Identifier for each record	Actual Value
ROUTE_DIRECTION	Route survey was conducted on	Actual Value
MICRO_ROUTE_TOTAL	Including individual GoZones, how many total transit vehicles (buses/rail/ZIPZONE/Via/GoZone) will you (or did you) travel on since leaving and before reaching your next destination	1 = (1) One
MICRO_ROUTE_TOTAL	Including individual GoZones, how many total transit vehicles (buses/rail/ZIPZONE/Via/GoZone) will you (or did you) travel on since leaving and before reaching your next destination	2 = (2) Two
MICRO_ROUTE_TOTAL	Including individual GoZones, how many total transit vehicles (buses/rail/ZIPZONE/Via/GoZone) will you (or did you) travel on since leaving and before reaching your next destination	3 = (3) Three
MICRO_ROUTE_TOTAL	Including individual GoZones, how many total transit vehicles (buses/rail/ZIPZONE/Via/GoZone) will you (or did you) travel on since leaving and before reaching your next destination	4 = (4) Four
MICRO_ROUTE_TOTAL	Including individual GoZones, how many total transit vehicles (buses/rail/ZIPZONE/Via/GoZone) will you (or did you) travel on since leaving and before reaching your next destination	5 = (5+) Five or more
MICRO_ROUTE_TOTAL	Including individual GoZones, how many total transit vehicles (buses/rail/ZIPZONE/Via/GoZone) will you (or did you) travel on since leaving and before reaching your next destination	98 = Other

MICRO_ROUTE_TOTAL	Including individual GoZones, how many total transit vehicles (buses/rail/ZIPZONE/Via/GoZone) will you (or did you) travel on since leaving and before reaching your next destination	99 = Refused/No Answer
ROUTE_TOTAL	Including GoZone, how many total transit vehicles (buses/rail/ZIPZONE/Via/GoZone) will you (or did you) travel on since leaving and before reaching your next destination	1 = (1) One
ROUTE_TOTAL	Including GoZone, how many total transit vehicles (buses/rail/ZIPZONE/Via/GoZone) will you (or did you) travel on since leaving and before reaching your next destination	2 = (2) Two
ROUTE_TOTAL	Including GoZone, how many total transit vehicles (buses/rail/ZIPZONE/Via/GoZone) will you (or did you) travel on since leaving and before reaching your next destination	3 = (3) Three
ROUTE_TOTAL	Including GoZone, how many total transit vehicles (buses/rail/ZIPZONE/Via/GoZone) will you (or did you) travel on since leaving and before reaching your next destination	4 = (4) Four
ROUTE_TOTAL	Including GoZone, how many total transit vehicles (buses/rail/ZIPZONE/Via/GoZone) will you (or did you) travel on since leaving and before reaching your next destination	5 = (5+) Five or more
ROUTE_TOTAL	Including GoZone, how many total transit vehicles (buses/rail/ZIPZONE/Via/GoZone) will you (or did you) travel on since leaving and before reaching your next destination	98 = Other
ROUTE_TOTAL	Including GoZone, how many total transit vehicles (buses/rail/ZIPZONE/Via/GoZone) will you (or did you) travel on since leaving and before reaching your next destination	99 = Refused/No Answer
ROUTE_1	First route respondent took to destination	Actual Value
ROUTE_2	Second route respondent took to destination	Actual Value
ROUTE_3	Third route respondent took to destination	Actual Value
ROUTE_4	Fourth route respondent took to destination	Actual Value
ROUTE_5	Fifth route respondent took to destination	Actual Value

RESIDENT_OR_VISITOR	Are you a visitor to the Dallas-Fort Worth area?	98 = Other
RESIDENT_OR_VISITOR	Are you a visitor to the Dallas-Fort Worth area?	99 = Refused/No Answer
RESIDENT_OR_VISITOR	Are you a visitor to the Dallas-Fort Worth area?	NO = No
RESIDENT_OR_VISITOR	Are you a visitor to the Dallas-Fort Worth area?	YES = Yes
HOME_ADDRESS	Respondent's home address	Actual Value
HOME_CITY	Respondent's home city	Actual Value
HOME_STATE	Respondent's home state	Actual Value
HOME_ZIP	Respondent's home zip code	Actual Value
HOME_LAT	Respondent's home latitude	Actual Value
HOME_LON	Respondent's home longitude	Actual Value
ORIGIN_PLACE_TYPE	What type of place are you (or were you) COMING FROM while using GoZone? (The starting place for your one-way trip)	1 = Your usual WORKPLACE
ORIGIN_PLACE_TYPE	What type of place are you (or were you) COMING FROM while using GoZone? (The starting place for your one-way trip)	2 = Your HOME
ORIGIN_PLACE_TYPE	What type of place are you (or were you) COMING FROM while using GoZone? (The starting place for your one-way trip)	3 = Hotel or Lodging
ORIGIN_PLACE_TYPE	What type of place are you (or were you) COMING FROM while using GoZone? (The starting place for your one-way trip)	4 = Other business related
ORIGIN_PLACE_TYPE	What type of place are you (or were you) COMING FROM while using GoZone? (The starting place for your one-way trip)	5 = College / University (student only)

ORIGIN_PLACE_TYPE	What type of place are you (or were you) COMING FROM while using GoZone? (The starting place for your one-way trip)	6 = School (K-12) (student only)
ORIGIN_PLACE_TYPE	What type of place are you (or were you) COMING FROM while using GoZone? (The starting place for your one-way trip)	8 = Medical appointment / Doctor's visit
ORIGIN_PLACE_TYPE	What type of place are you (or were you) COMING FROM while using GoZone? (The starting place for your one-way trip)	9 = Social visits (friends / relatives)
ORIGIN_PLACE_TYPE	What type of place are you (or were you) COMING FROM while using GoZone? (The starting place for your one-way trip)	10 = Personal business (bank, post office)
ORIGIN_PLACE_TYPE	What type of place are you (or were you) COMING FROM while using GoZone? (The starting place for your one-way trip)	11 = Pick up / Drop off someone (daycare, school)
ORIGIN_PLACE_TYPE	What type of place are you (or were you) COMING FROM while using GoZone? (The starting place for your one-way trip)	12 = Airport (airline passenger only)
ORIGIN_PLACE_TYPE	What type of place are you (or were you) COMING FROM while using GoZone? (The starting place for your one-way trip)	13 = Eating / Dining Out
ORIGIN_PLACE_TYPE	What type of place are you (or were you) COMING FROM while using GoZone? (The starting place for your one-way trip)	14 = Recreation
ORIGIN_PLACE_TYPE	What type of place are you (or were you) COMING FROM while using GoZone? (The starting place for your one-way trip)	15 = Sporting event
ORIGIN_PLACE_TYPE	What type of place are you (or were you) COMING FROM while using GoZone? (The starting place for your one-way trip)	16 = Sightseeing
ORIGIN_PLACE_TYPE	What type of place are you (or were you) COMING FROM while using GoZone? (The starting place for your one-way trip)	17 = Shopping

ORIGIN_PLACE_TYPE	What type of place are you (or were you) COMING FROM while using GoZone? (The starting place for your one-way trip)	18 = Other
ORIGIN_PLACE_TYPE	What type of place are you (or were you) COMING FROM while using GoZone? (The starting place for your one-way trip)	98 = Other
ORIGIN_PLACE_TYPE	What type of place are you (or were you) COMING FROM while using GoZone? (The starting place for your one-way trip)	99 = Refused/No Answer
ORIGIN_PLACE	Respondent's origin place name [search name, if applied]	Actual Value
ORIGIN_ADDRESS	Respondent's origin address	Actual Value
ORIGIN_CITY	Respondent's origin city	Actual Value
ORIGIN_STATE	Respondent's origin state	Actual Value
ORIGIN_ZIP	Respondent's origin zip code	Actual Value
ORIGIN_LAT	Respondent's origin latitude	Actual Value
ORIGIN_LON	Respondent's origin longitude	Actual Value
ORIGIN_MODE	How did you GET FROM your origin	1 = Walk
ORIGIN_MODE	How did you GET FROM your origin	2 = Wheelchair
ORIGIN_MODE	How did you GET FROM your origin	3 = Electric Scooter
ORIGIN_MODE	How did you GET FROM your origin	4 = Personal Bike
ORIGIN_MODE	How did you GET FROM your origin	5 = Bike Share
ORIGIN_MODE	How did you GET FROM your origin	9 = Uber, Lyft, etc.
ORIGIN_MODE	How did you GET FROM your origin	10 = Taxi

ORIGIN_MODE	How did you GET FROM your origin	11 = Was dropped off by someone going someplace else
ORIGIN_MODE	How did you GET FROM your origin	12 = Drove alone and parked
ORIGIN_MODE	How did you GET FROM your origin	13 = Drove or rode with others and parked
ORIGIN_MODE	How did you GET FROM your origin	14 = Other
ORIGIN_MODE	How did you GET FROM your origin	98 = Other
ORIGIN_MODE	How did you GET FROM your origin	99 = Refused/No Answer
ORIGIN_WALKING_TIME	How far did you walk? (in minutes)	A1 = 5 minutes or less
ORIGIN_WALKING_TIME	How far did you walk? (in minutes)	A2 = 6-10 minutes
ORIGIN_WALKING_TIME	How far did you walk? (in minutes)	A3 = 11-20 minutes
ORIGIN_WALKING_TIME	How far did you walk? (in minutes)	A4 = 21-30 minutes
ORIGIN_WALKING_TIME	How far did you walk? (in minutes)	A5 = More than 30 minutes
ORIGIN_WALKING_TIME	How far did you walk? (in minutes)	98 = Other

ORIGIN_WALKING_TIME	How far did you walk? (in minutes)	99 = Refused/No Answer
DESTIN_PLACE_TYPE	What type of place are you (or were you) GOING TO while using GoZone? (The destination for your one-way trip)	1 = Your usual WORKPLACE
DESTIN_PLACE_TYPE	What type of place are you (or were you) GOING TO while using GoZone? (The destination for your one-way trip)	2 = Your HOME
DESTIN_PLACE_TYPE	What type of place are you (or were you) GOING TO while using GoZone? (The destination for your one-way trip)	3 = Hotel or Lodging
DESTIN_PLACE_TYPE	What type of place are you (or were you) GOING TO while using GoZone? (The destination for your one-way trip)	4 = Other business related
DESTIN_PLACE_TYPE	What type of place are you (or were you) GOING TO while using GoZone? (The destination for your one-way trip)	5 = College / University (student only)
DESTIN_PLACE_TYPE	What type of place are you (or were you) GOING TO while using GoZone? (The destination for your one-way trip)	6 = School (K-12) (student only)
DESTIN_PLACE_TYPE	What type of place are you (or were you) GOING TO while using GoZone? (The destination for your one-way trip)	8 = Medical appointment / Doctor's visit
DESTIN_PLACE_TYPE	What type of place are you (or were you) GOING TO while using GoZone? (The destination for your one-way trip)	9 = Social visits (friends / relatives)
DESTIN_PLACE_TYPE	What type of place are you (or were you) GOING TO while using GoZone? (The destination for your one-way trip)	10 = Personal business (bank, post office)
DESTIN_PLACE_TYPE	What type of place are you (or were you) GOING TO while using GoZone? (The destination for your one-way trip)	11 = Pick up / Drop off someone (daycare, school)

DESTIN_PLACE_TYPE	What type of place are you (or were you) GOING TO while using GoZone? (The destination for your one-way trip)	12 = Airport (airline passenger only)
DESTIN_PLACE_TYPE	What type of place are you (or were you) GOING TO while using GoZone? (The destination for your one-way trip)	13 = Eating / Dining Out
DESTIN_PLACE_TYPE	What type of place are you (or were you) GOING TO while using GoZone? (The destination for your one-way trip)	14 = Recreation
DESTIN_PLACE_TYPE	What type of place are you (or were you) GOING TO while using GoZone? (The destination for your one-way trip)	15 = Sporting event
DESTIN_PLACE_TYPE	What type of place are you (or were you) GOING TO while using GoZone? (The destination for your one-way trip)	16 = Sightseeing
DESTIN_PLACE_TYPE	What type of place are you (or were you) GOING TO while using GoZone? (The destination for your one-way trip)	17 = Shopping
DESTIN_PLACE_TYPE	What type of place are you (or were you) GOING TO while using GoZone? (The destination for your one-way trip)	18 = Other
DESTIN_PLACE_TYPE	What type of place are you (or were you) GOING TO while using GoZone? (The destination for your one-way trip)	98 = Other
DESTIN_PLACE_TYPE	What type of place are you (or were you) GOING TO while using GoZone? (The destination for your one-way trip)	99 = Refused/No Answer
DESTIN_PLACE	Respondent's destination place name [search name, if applied]	Actual Value
DESTIN_ADDRESS	Respondent's destination address	Actual Value
DESTIN_CITY	Respondent's destination city	Actual Value
DESTIN_STATE	Respondent's destination state	Actual Value

DESTIN_ZIP	Respondent's destination zip code	Actual Value
DESTIN_LAT	Respondent's destination latitude	Actual Value
DESTIN_LON	Respondent's destination longitude	Actual Value
DESTIN_MODE	How will you (or did you) GET TO your destination	1 = Walk
DESTIN_MODE	How will you (or did you) GET TO your destination	2 = Wheelchair
DESTIN_MODE	How will you (or did you) GET TO your destination	3 = Electric Scooter
DESTIN_MODE	How will you (or did you) GET TO your destination	4 = Personal Bike
DESTIN_MODE	How will you (or did you) GET TO your destination	5 = Bike Share
DESTIN_MODE	How will you (or did you) GET TO your destination	9 = Uber, Lyft, etc.
DESTIN_MODE	How will you (or did you) GET TO your destination	10 = Taxi
DESTIN_MODE	How will you (or did you) GET TO your destination	11 = Be picked up by someone going someplace else
DESTIN_MODE	How will you (or did you) GET TO your destination	12 = Get in a parked vehicle & drive alone
DESTIN_MODE	How will you (or did you) GET TO your destination	13 = Get in a parked vehicle & ride/drive with others
DESTIN_MODE	How will you (or did you) GET TO your destination	14 = Other
DESTIN_MODE	How will you (or did you) GET TO your destination	98 = Other
DESTIN_MODE	How will you (or did you) GET TO your destination	99 = Refused/No Answer

DESTIN_WALKING_TIME	How far will you (did you) walk?	A1 = 5 minutes or less
DESTIN_WALKING_TIME	How far will you (did you) walk?	A2 = 6-10 minutes
DESTIN_WALKING_TIME	How far will you (did you) walk?	A3 = 11-20 minutes
DESTIN_WALKING_TIME	How far will you (did you) walk?	A4 = 21-30 minutes
DESTIN_WALKING_TIME	How far will you (did you) walk?	A5 = More than 30 minutes
DESTIN_WALKING_TIME	How far will you (did you) walk?	98 = Other
DESTIN_WALKING_TIME	How far will you (did you) walk?	99 = Refused/No Answer
ROUTE_1_ON_LAT	Latitude of respondent's boarding location for their first transfer to destination	Actual Value
ROUTE_1_ON_LON	Longitude of respondent's boarding location for their first transfer to destination	Actual Value
ROUTE_1_OFF_LAT	Latitude of respondent's alighting location for their first transfer to destination	Actual Value
ROUTE_1_OFF_LON	Longitude of respondent's alighting location for their first transfer to destination	Actual Value
ROUTE_2_ON_LAT	Latitude of respondent's boarding location for their second transfer to destination	Actual Value
ROUTE_2_ON_LON	Longitude of respondent's boarding location for their second transfer to destination	Actual Value
ROUTE_2_OFF_LAT	Latitude of respondent's alighting location for their second transfer to destination	Actual Value

ROUTE_2_OFF_LON	Longitude of respondent's alighting location for their second transfer to destination	Actual Value
ROUTE_3_ON_LAT	Latitude of respondent's boarding location for their third transfer to destination	Actual Value
ROUTE_3_ON_LON	Longitude of respondent's boarding location for their third transfer to destination	Actual Value
ROUTE_3_OFF_LAT	Latitude of respondent's alighting location for their third transfer to destination	Actual Value
ROUTE_3_OFF_LON	Longitude of respondent's alighting location for their third transfer to destination	Actual Value
ROUTE_4_ON_LAT	Latitude of respondent's boarding location for their fourth transfer to destination	Actual Value
ROUTE_4_ON_LON	Longitude of respondent's boarding location for their fourth transfer to destination	Actual Value
ROUTE_4_OFF_LAT	Latitude of respondent's alighting location for their fourth transfer to destination	Actual Value
ROUTE_4_OFF_LON	Longitude of respondent's alighting location for their fourth transfer to destination	Actual Value
ROUTE_5_ON_LAT	Latitude of respondent's boarding location for their fifth transfer to destination	Actual Value
ROUTE_5_ON_LON	Longitude of respondent's boarding location for their fifth transfer to destination	Actual Value
ROUTE_5_OFF_LAT	Latitude of respondent's alighting location for their fifth transfer to destination	Actual Value
ROUTE_5_OFF_LON	Longitude of respondent's alighting location for their fifth transfer to destination	Actual Value
TIME_PERIOD	Time period respondent boarded this bus/rail	0 = EARLY AM (PRE 630A)
TIME_PERIOD	Time period respondent boarded this bus/rail	1 = AM PEAK (6:30-859A)
TIME_PERIOD	Time period respondent boarded this bus/rail	2 = LATE AM (900-1159A)
TIME_PERIOD	Time period respondent boarded this bus/rail	3 = MIDDAY (1200-259A)
TIME_PERIOD	Time period respondent boarded this bus/rail	4 = PM PEAK (300-659P)
TIME_PERIOD	Time period respondent boarded this bus/rail	5 = EVE (Aft 700P)

TIME_PERIOD	Time period respondent boarded this bus/rail	98 = Other
TIME_PERIOD	Time period respondent boarded this bus/rail	99 = Refused/No Answer
TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	98 = Other
TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	99 = Refused/No Answer
TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	AM1 = Before 6:30 am
TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	AM2 = 6:31 am - 7:00 am
TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	AM3 = 7:01 am - 8:00 am
TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	AM4 = 8:01 am - 9:00 am
TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	MID1 = 9:01 am - 10:00 am
TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	MID2 = 10:01 am - 11:00 am
TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	MID3 = 11:01 am - 12:00 pm
TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	MID4 = 12:01 pm - 1:00 pm
TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	MID5 = 1:01 pm - 2:00 pm
TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	MID6 = 2:01 pm - 3:00 pm
TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	PM1 = 3:01 pm - 4:00 pm
TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	PM2 = 4:01 pm - 5:00 pm
TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	PM3 = 5:01 pm - 6:00 pm

TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	PM4 = 6:01 pm - 6:30 pm
TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	PM5 = 6:31 pm - 7:00 pm
TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	PM6 = 7:01 pm - 8:00 pm
TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	PM7 = 8:01 pm - 9:00 pm
TIME_ON	What time did you BOARD the DCTA GoZone vehicle?	PM8 = After 9:00 pm
TRIP_IN_OPPO_DIR	Will you (or did you) make this trip in the opposite direction today (that day)?	1 = Yes
TRIP_IN_OPPO_DIR	Will you (or did you) make this trip in the opposite direction today (that day)?	2 = No
TRIP_IN_OPPO_DIR	Will you (or did you) make this trip in the opposite direction today (that day)?	98 = Other
TRIP_IN_OPPO_DIR	Will you (or did you) make this trip in the opposite direction today (that day)?	99 = Refused/No Answer
WAIT_AT_STOP	How long (in minutes) were you waiting for the GoZone vehicle to arrive?	1 = 5 minutes or less
WAIT_AT_STOP	How long (in minutes) were you waiting for the GoZone vehicle to arrive?	2 = 6-10 minutes
WAIT_AT_STOP	How long (in minutes) were you waiting for the GoZone vehicle to arrive?	3 = 11-20 minutes
WAIT_AT_STOP	How long (in minutes) were you waiting for the GoZone vehicle to arrive?	4 = 21-30 minutes
WAIT_AT_STOP	How long (in minutes) were you waiting for the GoZone vehicle to arrive?	5 = More than 30 minutes
WAIT_AT_STOP	How long (in minutes) were you waiting for the GoZone vehicle to arrive?	98 = Other
WAIT_AT_STOP	How long (in minutes) were you waiting for the GoZone vehicle to arrive?	99 = Refused/No Answer
HOW_OFTEN_WEEKDAYS	How often do you use public transit on weekdays?	1 = every weekday

HOW_OFTEN_WEEKD AYS	How often do you use public transit on weekdays?	2 = 2-4 times/week
HOW_OFTEN_WEEKD AYS	How often do you use public transit on weekdays?	3 = once/week
HOW_OFTEN_WEEKD AYS	How often do you use public transit on weekdays?	4 = 2-3 times/month
HOW_OFTEN_WEEKD AYS	How often do you use public transit on weekdays?	5 = once/month
HOW_OFTEN_WEEKD AYS	How often do you use public transit on weekdays?	6 = less than once/month
HOW_OFTEN_WEEKD AYS	How often do you use public transit on weekdays?	98 = Other
HOW_OFTEN_WEEKD AYS	How often do you use public transit on weekdays?	99 = Refused/No Answer
MAKE_THIS_TRIP	How often do you make a transit trip between this starting point	1 = every weekday
MAKE_THIS_TRIP	How often do you make a transit trip between this starting point	2 = 2-4 times/week
MAKE_THIS_TRIP	How often do you make a transit trip between this starting point	3 = once/week
MAKE_THIS_TRIP	How often do you make a transit trip between this starting point	4 = 2-3 times/month
MAKE_THIS_TRIP	How often do you make a transit trip between this starting point	5 = once/month
MAKE_THIS_TRIP	How often do you make a transit trip between this starting point	6 = less than once/month
MAKE_THIS_TRIP	How often do you make a transit trip between this starting point	98 = Other

MAKE_THIS_TRIP	How often do you make a transit trip between this starting point	99 = Refused/No Answer
USE_PLAN_TRIP	What did you use to plan/schedule the trip?	98 = Other
USE_PLAN_TRIP	What did you use to plan/schedule the trip?	99 = Refused/No Answer
USE_PLAN_TRIP	What did you use to plan/schedule the trip?	A1 = DCTA GoZone App
USE_PLAN_TRIP	What did you use to plan/schedule the trip?	A2 = Call DCTA Customer Service
USE_PLAN_TRIP_OTHER	What did you use to plan/schedule the trip? (Other)	Actual Value
BOOK_TRIP	If you have a smart phone and did not book the trip with the DCTA GoZone app, what is the main reason?	98 = Other
BOOK_TRIP	If you have a smart phone and did not book the trip with the DCTA GoZone app, what is the main reason?	99 = Refused/No Answer
BOOK_TRIP	If you have a smart phone and did not book the trip with the DCTA GoZone app, what is the main reason?	A1 = Not aware of DCTA GoZone App
BOOK_TRIP	If you have a smart phone and did not book the trip with the DCTA GoZone app, what is the main reason?	A2 = Do not have a credit card to link to DCTA GoZone App
BOOK_TRIP	If you have a smart phone and did not book the trip with the DCTA GoZone app, what is the main reason?	A3 = DCTA GoZone App is not easy to use
BOOK_TRIP	If you have a smart phone and did not book the trip with the DCTA GoZone app, what is the main reason?	A4 = No Internet

BOOK_TRIP_OTHER	If you have a smart phone and did not book the trip with the DCTA GoZone app, what is the main reason? (Other)	Actual Value
ASSIST_RIDE_LIFTRAMP	Do you need special assistance to ride DCTA GoZone? (Check all that apply)...Lift/Ramp	Actual Value
ASSIST_RIDE_PCA	Do you need special assistance to ride DCTA GoZone? (Check all that apply)...Patient Care Assistant (PCA)	Actual Value
ASSIST_RIDE_ANIMAL	Do you need special assistance to ride DCTA GoZone? (Check all that apply)...Service animal	Actual Value
ASSIST_RIDE_NONE	Do you need special assistance to ride DCTA GoZone? (Check all that apply)...No special assistance needed	Actual Value
RECOMMEND_SERVICE	Would you recommend the DCTA GoZone service to a family member or friend?	1 = Yes
RECOMMEND_SERVICE	Would you recommend the DCTA GoZone service to a family member or friend?	2 = Maybe
RECOMMEND_SERVICE	Would you recommend the DCTA GoZone service to a family member or friend?	3 = No
RECOMMEND_SERVICE	Would you recommend the DCTA GoZone service to a family member or friend?	98 = Other
RECOMMEND_SERVICE	Would you recommend the DCTA GoZone service to a family member or friend?	99 = Refused/No Answer
PAY_THIS_TRIP	How did you pay for the DCTA GoZone trip?	98 = Other
PAY_THIS_TRIP	How did you pay for the DCTA GoZone trip?	99 = Refused/No Answer

PAY_THIS_TRIP	How did you pay for the DCTA GoZone trip?	A1 = DCTA GoZone App
PAY_THIS_TRIP	How did you pay for the DCTA GoZone trip?	A2 = Regional Pass from DART or Trinity Metro
PAY_THIS_TRIP	How did you pay for the DCTA GoZone trip?	A3 = DCTA Pass
PAY_THIS_TRIP	How did you pay for the DCTA GoZone trip?	A4 = Cash
PAY_THIS_TRIP	How did you pay for the DCTA GoZone trip?	A5 = Other
PAY_THIS_TRIP_OTHER	How did you pay for the DCTA GoZone trip? (Other)	Actual Value
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP1 = Express/TRE 1-Zone
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP2 = TCC Student ID
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP3 = ZIPZONE
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP4 = GoZone
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP5 = GoLink
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP6 = TM_Local
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP7 = TM_Regonal
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP8 = Trinity Metro Employee Pass
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP9 = DCTA_Local
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP10 = DCTA_Regional
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP11 = DART_Local

TYPE_OF_PASS	What kind of pass did you use for this trip?	TP12 = DART_Regional
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP13 = DART Student ID
TYPE_OF_PASS	What kind of pass did you use for this trip?	TP14 = TRE Single Ride
TYPE_OF_PASS	What kind of pass did you use for this trip?	98 = Other
TYPE_OF_PASS	What kind of pass did you use for this trip?	99 = Refused/No Answer
Via_TYPE_OF_PASS	What kind of pass did you use for the trip?	1 = Single Ride
Via_TYPE_OF_PASS	What kind of pass did you use for the trip?	2 = Weekly Pass
Via_TYPE_OF_PASS	What kind of pass did you use for the trip?	3 = Monthly Pass
Via_TYPE_OF_PASS	What kind of pass did you use for the trip?	4 = Free Ride Promo Code
Via_TYPE_OF_PASS	What kind of pass did you use for the trip?	98 = Other
Via_TYPE_OF_PASS	What kind of pass did you use for the trip?	99 = Refused/No Answer
PASS_WAS_REDUCED	Was it:	98 = Other
PASS_WAS_REDUCED	Was it:	99 = Refused/No Answer
PASS_WAS_REDUCED	Was it:	A1 = Reduced
PASS_WAS_REDUCED	Was it:	A2 = Easyride
PASS_WAS_REDUCED	Was it:	A3 = DART Employer Trip Reduction Program
PASS_WAS_REDUCED	Was it:	A4 = DCTA Employer Trip Reduction Program

PASS_WAS_REDUCED	Was it:	A5 = Regular
PASS_WAS_REDUCED	Was it:	A6 = DART Employer/School pass
HOW_LONG_PASS	How long is your pass good for?	A1 = Single Ride
HOW_LONG_PASS	How long is your pass good for?	A2 = AM/PM pass
HOW_LONG_PASS	How long is your pass good for?	A3 = Midday pass
HOW_LONG_PASS	How long is your pass good for?	A4 = Day pass
HOW_LONG_PASS	How long is your pass good for?	A6 = 7 Day pass
HOW_LONG_PASS	How long is your pass good for?	A5 = Monthly (31 Day pass)
HOW_LONG_PASS	How long is your pass good for?	A7 = Annual pass
HOW_LONG_PASS	How long is your pass good for?	TP8 = Trinity Metro Employee Pass
HOW_LONG_PASS	How long is your pass good for?	98 = Other
HOW_LONG_PASS	How long is your pass good for?	99 = Refused/No Answer
HOW_PAY_PASS	How did you pay for your pass?	A1 = Cash
HOW_PAY_PASS	How did you pay for your pass?	A2 = Credit/Debit card
HOW_PAY_PASS	How did you pay for your pass?	A3 = GoPass App
HOW_PAY_PASS	How did you pay for your pass?	A4 = GoPass Tap Card
HOW_PAY_PASS	How did you pay for your pass?	A5 = SmartPhone/Digital Wallet

HOW_PAY_PASS	How did you pay for your pass?	A6 = Payroll deduction
HOW_PAY_PASS	How did you pay for your pass?	A7 = Gift/Free/No Charge
HOW_PAY_PASS	How did you pay for your pass?	TP8 = Trinity Metro Employee Pass
HOW_PAY_PASS	How did you pay for your pass?	98 = Other
HOW_PAY_PASS	How did you pay for your pass?	99 = Refused/No Answer
WHERE_GET_PASS	Where did you get your pass for this trip?	A1 = On the bus/train
WHERE_GET_PASS	Where did you get your pass for this trip?	A2 = Ticket Vending Machine
WHERE_GET_PASS	Where did you get your pass for this trip?	A3 = Downtown Denton Transit Center
WHERE_GET_PASS	Where did you get your pass for this trip?	A4 = Trinity Metro Central Station
WHERE_GET_PASS	Where did you get your pass for this trip?	A5 = DART Store
WHERE_GET_PASS	Where did you get your pass for this trip?	A6 = Public agency (social services)
WHERE_GET_PASS	Where did you get your pass for this trip?	A7 = GoPass Mobile App
WHERE_GET_PASS	Where did you get your pass for this trip?	A8 = Transit agency website
WHERE_GET_PASS	Where did you get your pass for this trip?	A9 = Sales outlet (like a grocery store)

WHERE_GET_PASS	Where did you get your pass for this trip?	A10 = Go Zone App
WHERE_GET_PASS	Where did you get your pass for this trip?	A11 = ZIPZONE App
WHERE_GET_PASS	Where did you get your pass for this trip?	A12 = School/University/Employer
WHERE_GET_PASS	Where did you get your pass for this trip?	TP8 = Trinity Metro Employee Pass
WHERE_GET_PASS	Where did you get your pass for this trip?	98 = Other
WHERE_GET_PASS	Where did you get your pass for this trip?	99 = Refused/No Answer
BUY_TEN_PACK	Did you buy this in a ten pack?	1 = Yes
BUY_TEN_PACK	Did you buy this in a ten pack?	2 = No
BUY_TEN_PACK	Did you buy this in a ten pack?	98 = Other
BUY_TEN_PACK	Did you buy this in a ten pack?	99 = Refused/No Answer
COUNT_VH_HH	How many vehicles (cars, trucks, or motorcycles) are available to your household?	0 = None (0)
COUNT_VH_HH	How many vehicles (cars, trucks, or motorcycles) are available to your household?	1 = One (1)
COUNT_VH_HH	How many vehicles (cars, trucks, or motorcycles) are available to your household?	2 = Two (2)
COUNT_VH_HH	How many vehicles (cars, trucks, or motorcycles) are available to your household?	3 = Three (3)
COUNT_VH_HH	How many vehicles (cars, trucks, or motorcycles) are available to your household?	4 = Four (4)
COUNT_VH_HH	How many vehicles (cars, trucks, or motorcycles) are available to your household?	5 = Five (5)
COUNT_VH_HH	How many vehicles (cars, trucks, or motorcycles) are available to your household?	6 = Six (6)

COUNT_VH_HH	How many vehicles (cars, trucks, or motorcycles) are available to your household?	7 = Seven (7)
COUNT_VH_HH	How many vehicles (cars, trucks, or motorcycles) are available to your household?	8 = Eight (8)
COUNT_VH_HH	How many vehicles (cars, trucks, or motorcycles) are available to your household?	9 = Nine (9)
COUNT_VH_HH	How many vehicles (cars, trucks, or motorcycles) are available to your household?	10 = Ten or more (10+)
COUNT_VH_HH	How many vehicles (cars, trucks, or motorcycles) are available to your household?	98 = Other
COUNT_VH_HH	How many vehicles (cars, trucks, or motorcycles) are available to your household?	99 = Refused/No Answer
USED_VEH_TRIP	Could you have used one of these vehicles for this trip?	98 = Other
USED_VEH_TRIP	Could you have used one of these vehicles for this trip?	99 = Refused/No Answer
USED_VEH_TRIP	Could you have used one of these vehicles for this trip?	NO = No
USED_VEH_TRIP	Could you have used one of these vehicles for this trip?	YES = Yes
HH_SIZE	Including YOU, how many people live in your household?	1 = One (1)
HH_SIZE	Including YOU, how many people live in your household?	2 = Two (2)
HH_SIZE	Including YOU, how many people live in your household?	3 = Three (3)
HH_SIZE	Including YOU, how many people live in your household?	4 = Four (4)
HH_SIZE	Including YOU, how many people live in your household?	5 = Five (5)
HH_SIZE	Including YOU, how many people live in your household?	6 = Six (6)
HH_SIZE	Including YOU, how many people live in your household?	7 = Seven (7)
HH_SIZE	Including YOU, how many people live in your household?	8 = Eight (8)
HH_SIZE	Including YOU, how many people live in your household?	9 = Nine (9)

HH_SIZE	Including YOU, how many people live in your household?	10 = Ten or more (10+)
HH_SIZE	Including YOU, how many people live in your household?	98 = Other
HH_SIZE	Including YOU, how many people live in your household?	99 = Refused/No Answer
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	1 = One (1)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	2 = Two (2)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	3 = Three (3)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	4 = Four (4)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	5 = Five (5)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	6 = Six (6)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	7 = Seven (7)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	8 = Eight (8)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	9 = Nine (9)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	10 = Ten or more (10+)
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	98 = Other
HH_ADULTS	Including YOU, how many people (age 18+) live in your household?	99 = Refused/No Answer
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	0 = None (0)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	1 = One (1)

EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	2 = Two (2)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	3 = Three (3)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	4 = Four (4)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	5 = Five (5)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	6 = Six (6)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	7 = Seven (7)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	8 = Eight (8)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	9 = Nine (9)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	10 = Ten or more (10+)
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	98 = Other
EMPLOYED_IN_HH	Including YOU, how many people (over age 15) in your household are employed full or part-time?	99 = Refused/No Answer

EMPLOYMENT_STATU S	Are you: (check the one response that BEST describes you)	1 = Employed full-time
EMPLOYMENT_STATU S	Are you: (check the one response that BEST describes you)	2 = Employed part-time
EMPLOYMENT_STATU S	Are you: (check the one response that BEST describes you)	6 = Not currently employed, but seeking work
EMPLOYMENT_STATU S	Are you: (check the one response that BEST describes you)	7 = Not currently employed, and not seeking work
EMPLOYMENT_STATU S	Are you: (check the one response that BEST describes you)	8 = Retired
EMPLOYMENT_STATU S	Are you: (check the one response that BEST describes you)	9 = Homemaker
EMPLOYMENT_STATU S	Are you: (check the one response that BEST describes you)	98 = Other
EMPLOYMENT_STATU S	Are you: (check the one response that BEST describes you)	99 = Refused/No Answer
STUDENT_STATUS	Are you a student? (check the one response that BEST describes you)	1 = Not a student
STUDENT_STATUS	Are you a student? (check the one response that BEST describes you)	2 = Yes - College / University
STUDENT_STATUS	Are you a student? (check the one response that BEST describes you)	3 = Yes - Vocational / Technical / Trade school

STUDENT_STATUS	Are you a student? (check the one response that BEST describes you)	4 = Yes - K-12th grade
STUDENT_STATUS	Are you a student? (check the one response that BEST describes you)	98 = Other
STUDENT_STATUS	Are you a student? (check the one response that BEST describes you)	99 = Refused/No Answer
STUDENT_STATUS_OTHER	Are you a student? (check the one response that BEST describes you) (Other)	Actual Value
YOUR_SCHOOL	Please specify your school name.	Actual Value
DISABILITY	Do you have a disability that limits your mobility?	1 = Yes
DISABILITY	Do you have a disability that limits your mobility?	2 = No
DISABILITY	Do you have a disability that limits your mobility?	3 = Prefer not to say
DISABILITY	Do you have a disability that limits your mobility?	98 = Other
DISABILITY	Do you have a disability that limits your mobility?	99 = Refused/No Answer
AGE	What is your AGE?	1 = Under 18
AGE	What is your AGE?	2 = 18 - 19
AGE	What is your AGE?	3 = 20 - 24
AGE	What is your AGE?	4 = 25 - 34
AGE	What is your AGE?	5 = 35 - 44
AGE	What is your AGE?	6 = 45 - 54
AGE	What is your AGE?	7 = 55 - 64
AGE	What is your AGE?	8 = 65+

AGE	What is your AGE?	98 = Other
AGE	What is your AGE?	99 = Refused/No Answer
ETHNICITY_AI_AN	Are you?...American Indian / Alaska Native	Actual Value
ETHNICITY_ASIAN_INDIAN	Are you?...Asian / Indian	Actual Value
ETHNICITY_BLK_AA	Are you?...Black / African American	Actual Value
ETHNICITY_HISP	Are you?...Hispanic / Latino	Actual Value
ETHNICITY_NH_PI	Are you?...Native Hawaiian / Pacific Islander	Actual Value
ETHNICITY_WHITE	Are you?...White / Caucasian	Actual Value
ETHNICITY_OTHER	Are you?...Prefer not to answer	Actual Value
GENDER	What is your gender?	1 = Male
GENDER	What is your gender?	2 = Female
GENDER	What is your gender?	3 = Other
GENDER	What is your gender?	98 = Other
GENDER	What is your gender?	99 = Prefer not to say
GENDER	What is your gender?	99 = Refused/No Answer
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	1 = Less than \$15,000
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	2 = \$15,000 - \$19,999

INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	3 = \$20,000 - \$21,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	4 = \$22,000 - \$24,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	5 = \$25,000 - \$27,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	6 = \$28,000 - \$32,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	7 = \$33,000 - \$34,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	8 = \$35,000 - \$39,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	9 = \$40,000 - \$44,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	10 = \$45,000 - \$49,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	11 = \$50,000 - \$54,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	12 = \$55,000 - \$59,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	13 = \$60,000 - \$64,999

INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	14 = \$65,000 - \$74,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	15 = \$75,000 - \$79,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	16 = \$80,000 - \$99,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	17 = \$100,000 - \$149,999
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	18 = \$150,000 or more
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	19 = Prefer not to say
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	98 = Other
INCOME	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2021 before taxes?	99 = Refused/No Answer
OTHER_LANG	Do you speak a language other than English at home?	1 = Yes
OTHER_LANG	Do you speak a language other than English at home?	2 = No
OTHER_LANG	Do you speak a language other than English at home?	98 = Other
OTHER_LANG	Do you speak a language other than English at home?	99 = Refused/No Answer
OTHER_LANG_FLUENT	Language respondent speaks at home other than English	Actual Value

OTHER_LANG_FLUENT_OTHER	Language respondent speaks at home other than English (Other)	Actual Value
SPEAK_ENGLISH_WELL	How well do you speak English?	1 = Very well
SPEAK_ENGLISH_WELL	How well do you speak English?	2 = Well
SPEAK_ENGLISH_WELL	How well do you speak English?	3 = Less than well
SPEAK_ENGLISH_WELL	How well do you speak English?	4 = Not at all
SPEAK_ENGLISH_WELL	How well do you speak English?	98 = Other
SPEAK_ENGLISH_WELL	How well do you speak English?	99 = Refused/No Answer
CARRY_WITH_YOU_SMARTPHONE	Do you carry the following? (check all that apply)...Smartphone	Actual Value
CARRY_WITH_YOU_CELLPHONE	Do you carry the following? (check all that apply)...Cell Phone (Non-Smartphone)	Actual Value
CARRY_WITH_YOU_NO_PHONE	Do you carry the following? (check all that apply)...I don't carry a smartphone or cell phone	Actual Value
ROUTE_DIR_TIME_CODE	ID given for specific route/direction/time period	Actual Value
UNLINKED_WEIGHT_FACTOR	Weight factor given to each record based off expansion	Actual Value
MICRO_SYSTEM_TRANSFERS	Total number of in-system transfers (Excludes transfer routes labeled 'Other'- Outside the DART, DCTA, TRI, and Via)	Actual Value
	Each Microtransit zone usage is consider as a separate route.	

MICRO_LINKED_MULTPLIER	Multplier base on MICRO_SYSTEM_TRANSFERS total used to get the linked weight factor	Actual Value
MICRO_LINKED_WEIGHT_FACTOR	Linked weight factor given to each record based off unlinked weight factor and multiplier	Actual Value
	Each Microtransit zone is consider as separate route.	
SYSTEM_TRANSFERS	Total number of in-system transfers (Excludes transfer routes labeled 'Other'- Outside the DART, DCTA, TRI, and Via)	Actual Value
	Consecutive Microtransit zones from the same transit agency are consider one route to be consistent with fixed route data collection.	
LINKED_MULTPLIER	Multplier base on SYSTEM_TRANSFERS total used to get the linked weight factor	Actual Value
LINKED_WEIGHT_FACTOR	Linked weight factor given to each record based off unlinked weight factor and multiplier	Actual Value

[Agency Book: DART Fixed Route and GoLink Survey Findings](#)

[Agency Book: DCTA Fixed Route and GoZone Survey Findings](#)

[Agency Book: Trinity Metro Fixed Route and ZIPZONE Survey Findings](#)

[Agency Book: Trinity Railway Express Survey Findings](#)

[Agency Book: Arlington Via Survey Findings](#)
