

6 RIDECHECK DATA COLLECTION

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6.1 DATA COLLECTION PROCESS

Ridecheck data, a count of boardings and alightings by stop, are the single most important type of information used in the restructuring of existing bus routes. Planners work hard to maximize convenience for the greatest number of passengers and ensure that service cuts or realignments have negative impacts on the least number of passengers possible. The ridecheck data allow planners to identify specific route segments that are being heavily used or underused and build the route structure to serve the demand efficiently.

Fairfax County DOT, recognizing the value of up-to-date ridecheck data, specified that all routes in the Fairfax Connector system and most Metrobus lines be checked twice to provide a robust dataset for the planning phase. That is, every trip operated on weekdays would be counted twice, every trip on Saturdays would be counted twice, and every trip on Sundays would be counted twice. FCDOT decided that Metrobus lines that had recently been checked by WMATA would not need to be checked again as part of the TDP. In some cases, lines had been checked on weekdays but not on weekends, or vice versa. The lines to be excluded from the TDP ridechecks are outlined in Table 6.1.

Table 6.1: Bus Routes Not Checked During TDP

Line	Day Type Excluded
2ABCG	Sunday
2W	All (M-F only)
3AB	All
3T	Weekday
4ABHS	Weekday, Saturday
12 lines	All (M-F only)
15KL	All (M-F only)
17 lines	All (M-F only)
20FWXY	All (M-F only)
23AC	Saturday, Sunday
24T	All (M-F only)
25AFJRP	All
25B	All
26W	All (M-F only)
28AB	All
28T	All (M-F only)

Over the course of six months (March through July 2008 plus September 2008), a staff of checkers hired, organized, and supervised by WB&A Market Research, rode some 5,700 bus trips in the county twice, using Palm handheld computers to record ons and offs and the time of arrival at each stop. Generally, the “round 1” check preceded the “round 2” check on each trip, but there was a significant amount of overlap between the two rounds.

Prior to the fieldwork, the County and WMATA had supplied stop lists and bus schedules to the consultant team so that the ridecheck assignments could be programmed into the Palm computers. WB&A went through an extensive process of assembling trips and portions of driver runs into workable

checker assignments. TranSystems and WB&A trained dozens of checkers in how to use the Palm Ridecheck program.

After the ridecheck assignments were completed, the data files were transmitted back to TranSystems for uploading into a central database. Separate data files were maintained for the “round 1” and “round 2” checks on each trip. The field results were validated and edited as necessary to correct obvious errors. For example, in some cases, the checker had boarded the wrong bus by mistake, and in others, the number of ons and offs on a particular trip did not balance.

Over 95% of all scheduled trips were checked in the two rounds of counts. Ridership on trips that were missed and not easily rescheduled was estimated using other available data. The estimates occur at the trip level, but the database program distributes these riders proportionally to the individual stops on the route so that all of the reports produced by the database represent the full service day.

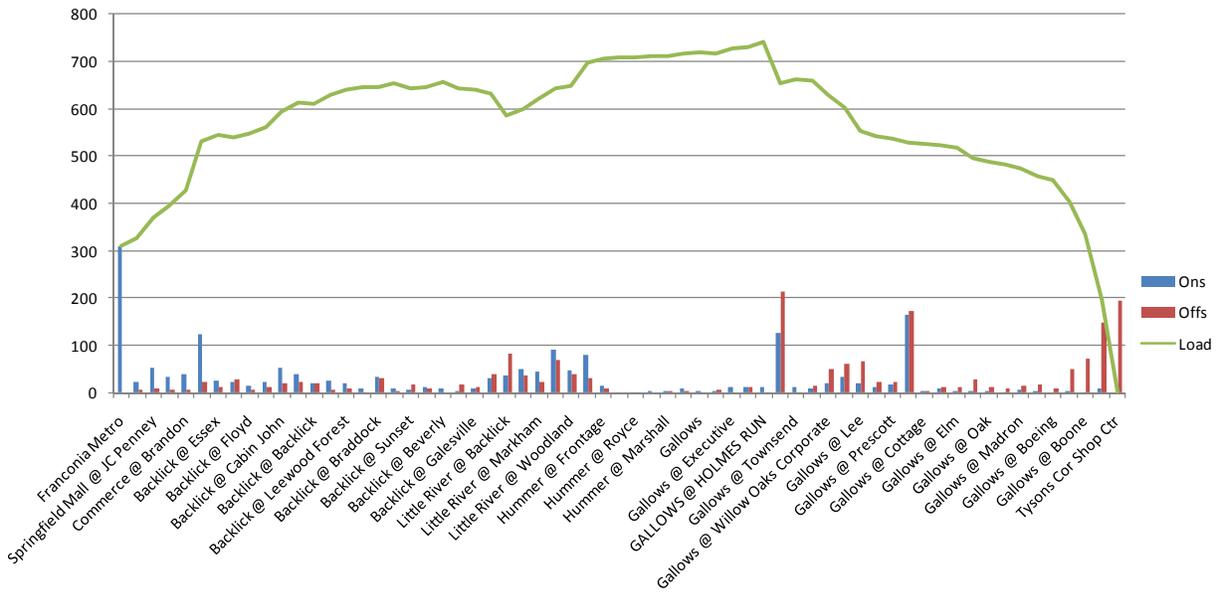
6.2 RESULTS

The detailed ridecheck data can be summarized in numerous ways. Electronic reports to supplement the summary provided in this chapter have been provided to the County that show ridership, maximum load and schedule adherence at the trip level; ridership by trip and time period at the stop level; running times by route segment; and total ridership for each stop in the system, combining together all routes that serve each stop. Examples of the trip-level and stop-level reports are presented on the following pages.

6.2.1 Stop Level Ridership Data

The graphic below illustrates one use of the stop-level ridership data. Figure 6.1 shows the ons and off and the on-board load for Connector Route 401 for weekday service in the northbound direction (toward Tysons Corner). The peak load point occurs at Gallows Road and Holmes Run. Prior to that point, ons outnumber offs at most stops, and after that point, as the bus nears Tysons Corner, the number of offs increase while few additional riders board the bus.

Figure 6.1: Load Profile for Connector Route 401 Northbound Weekday Service



6.2.2 Trip Summary Reports

The first sample report presented below in Figure 6.2 is a Trip Summary report for Connector Route 301 in the outbound direction (from Franconia to Huntington). The report has two parts, a trip-by-trip listing of results, and then a summary sheet with totals by time period and for the day as a whole.

The trip-by-trip listing has some 20 columns of data. The first few columns identify the trip and when it was checked. The middle portion of the report provides the schedule adherence data for each trip, comparing the scheduled and actual departure, arrival, and run times. The right-hand portion of the report shows the ridership figures, including total boardings, EOL passengers (those remaining on board at the end of the trip, who should be subtracted from the total for that trip since they will be counted on the next trip in the opposite direction), maximum load observed on the trip, and the stop where the maximum load occurred. The last columns contain reference information such as the Form ID, the bus vehicle number, and an indication of whether any notes are stored about that particular trip.

On the summary statistics page, the first column shows the total ridership and the number of checked trips compared to the number of scheduled trips. The second row, “Boardings less EOLs” provides the most accurate number of boardings on the route in the current direction, since passengers remaining on board at the end of the route usually are passengers wishing to travel in the opposite direction.

The second column of figures provides a summary of the loads observed on the route. The average 30-minute max load is the average of the maximum loads observed on all trips in the peak 30 minutes during that time period. The average time period max load is the average of all of the maximum loads observed in that time period. The average load factor is the average maximum load divided by the number of seats on the bus. Finally, the last figure is the number of trips violating the load standard (1.0, or a seated load, in this case).

The right-hand portion of the summary statistics page tabulates the schedule adherence results. It shows the number of on-time, early, and late trips compared to the number of observations. The rightmost column shows the schedule adherence allowances used to calculate the on-time performance statistics; in this case, buses are counted as “on time” if they are zero to five minutes late.

On the trip-level page, one can see that ridership is higher during the peak periods than the early, midday, or evening periods, as one would expect. There is very little midday service offered on this route, as the three trips classified as midday are really just peak period trips “spilling over” the end of the morning peak and the beginning of the afternoon peak.

Buses on this route tend to run a bit early throughout the day; there were few instances of late running during these observations. Because of this early running, none of the outbound trips were counted as running “on time.”

It can be seen that one trip, the 18:10 (6:10 p.m.) trip, was missed and the total ridership and maximum load were estimated based on the results of the surrounding trips. Overall ridership on this route was moderate, with buses about half full during the peak periods. The load factors shown on the summary page indicate that crowding is not an issue on this route, and there is substantial capacity for additional ridership.

Figure 6.2 Example Ridecheck Trip Summary Report



Fairfax County Department of Transportation
Fairfax TDP Round 1

11/12/2008
15:37

Route 301

Weekday Outbound

Rte Num	Day	Date	Sched. Dep.	Time to Next Bus	Act. Dep.	Sched. Run Time	Act. Run Time	Sched. Arr.	Act. Arr.	Early/On-time/Late (E/-/L)			Trip On-Time?	Board-ings	EOLs	Max. Load	Max. Stop	Form ID	Bus ID	Note
										Dep.	Midpts	Arr.								
Early AM																				
301-OB-4	Mon	6/23/2008	04:30	00:30	04:33	00:20	00:16	04:50	04:50	-	E/E/E	-	No	5	0	5	F3021	3175A	9763	
301-OB-4	Fri	4/11/2008	<u>05:00</u>	00:10	05:06	00:20	00:16	05:20	05:23	L	E/-/E	-	No	6	0	<u>6</u>	F3634	2537	7865	
301-OB-1	Thu	4/10/2008	<u>05:10</u>	00:36	05:10	00:44	00:42	05:54	05:52	-	E/E/-/E/E/-	E	No	7	0	<u>6</u>	F3034	2521	7869	
AM Peak																				
301-OB-1	Tue	6/3/2008	05:46	00:30	05:46	00:44	00:40	06:30	06:27	-	E/E/E/E/E/E	E	No	23	3	15	F3619	3713		
301-OB-1	Thu	7/24/2008	<u>06:16</u>	00:30	06:13	00:44	00:42	07:00	06:56	E	E/E/E/E/E/-	E	No	25	0	<u>22</u>	F768	5236	7797	
301-OB-1	Mon	6/23/2008	06:46	00:30	06:47	00:44	00:46	07:30	07:33	-	E/-/-/-/L	-	No	17	0	13	F772	3178A	9763	
301-OB-1	Fri	4/11/2008	07:16	00:30	07:16	00:44	00:42	08:00	07:58	-	E/-/E/E/E/-	E	No	12	0	11	F2993	2540	7865	*
301-OB-1	Thu	4/10/2008	07:46	00:30	07:45	00:44	00:42	08:30	08:28	E	E/E/E/E/E/-	E	No	13	0	13	F2993	2524	7869	
301-OB-1	Tue	6/3/2008	08:16	00:40	08:16	00:44	00:43	09:00	08:59	-	E/E/E/E/E/E	E	No	26	0	18	F3619	3716		
301-OB-1	Thu	7/24/2008	08:56	00:20	08:52	00:44	00:44	09:40	09:37	E	E/E/E/E/E/E	E	No	6	0	5	F3021	5239	7797	
Midday																				
301-OB-1	Fri	4/11/2008	09:16	05:54	09:16	00:44	00:45	10:00	10:01	-	E/E/E/E/E/-	-	No	4	0	4	F3634	2542	7865	
301-OB-2	Thu	6/5/2008	15:10	00:30	15:10	00:40	00:38	15:50	15:48	-	E/E/E/E/E/-	E	No	7	0	7	F772	3231A	7888	
301-OB-2	Wed	4/2/2008	<u>15:40</u>	00:30	15:21	00:40	00:37	16:20	15:59	E	E/E/E/E/E/E	E	No	14	0	<u>10</u>	F3609	2950	9762	
PM Peak																				
301-OB-2	Tue	6/10/2008	16:10	00:30	16:08	00:40	00:38	16:50	16:47	E	E/E/E/E/E/E	E	No	15	0	11	F3021	2945A	9754	
301-OB-2	Mon	5/12/2008	16:40	00:30	16:39	00:40	00:37	17:20	17:16	E	E/E/E/E/E/-	E	No	9	0	5	F1183	3215A	7882	
301-OB-2	Wed	4/2/2008	17:10	00:30	17:10	00:40	00:57	17:50	18:08	-	E/E/E/E/-L	L	No	16	0	10	F1183	2033	9756	4
301-OB-2	Thu	6/5/2008	17:40	00:30	17:40	00:40	00:42	18:20	18:22	-	E/-/E/-	-	No	14	0	12	F1204	3234A	7888	
301-OB-2			18:10	00:30										17	0	13		I301D2		
301-OB-2	Tue	6/10/2008	<u>18:40</u>	00:30	18:38	00:40	00:43	19:20	19:22	E	E/E/E/E/E/-	-	No	18	0	<u>15</u>	F1183	2948A	9754	
Evening																				
301-OB-2	Mon	5/12/2008	19:10	00:30	19:08	00:40	00:36	19:50	19:44	E	E/E/E/E/E/E	E	No	6	0	6	F1183	3218A	7882	
301-OB-2	Wed	4/2/2008	<u>19:40</u>	01:05	19:41	00:40	00:36	20:20	20:17	-	E/E/-/E/-	E	No	7	0	<u>7</u>	F3644	2036	9756	
301-OB-2	Thu	3/27/2008	20:45	00:00	20:43	00:40	00:41	21:25	21:24	E	E/E/-/E/-	E	No	5	0	3	F3016	2156	9759	



Fairfax County Department of Transportation
Fairfax TDP Round 1

11/12/2008
 15:37

Route 301

Summary Statistics Weekday Outbound

Early AM				<u>Loading</u>			<u>Schedule Adherence</u>					
Total Boardings:	18			<u>No.</u>	<u>Val.Obs</u>	<u>%</u>	<u>No.</u>	<u>Val.Obs</u>	<u>%</u>	<u>Allowances</u>		
Boardings less EOLs:	18	Average 30 min. Max Load:	6.0	Overall On-Time:	0	3	0.0%	Early Departures:	0	3	0.0%	00:00
Average Boardings/Trip:	6.0	Average Time Pd. Max Load:	5.6	On-Time Departures:	2	3	66.6%	Late Departures:	1	3	33.3%	00:05
Total Scheduled Trips:	3	Average Time Pd. Load Factor:	0.14	On-Time Midpoints:	0	3	0.0%	Early Arrivals:	1	3	33.3%	00:00
Total Checked Trips:	3	Trips Violating Load Standard:	0	On-Time Arrivals:	2	3	66.6%	Late Arrivals:	0	3	0.0%	00:05
AM Peak				<u>Loading</u>			<u>Schedule Adherence</u>					
Total Boardings:	122			<u>No.</u>	<u>Val.Obs</u>	<u>%</u>	<u>No.</u>	<u>Val.Obs</u>	<u>%</u>	<u>Allowances</u>		
Boardings less EOLs:	119	Average 30 min. Max Load:	22.0	Overall On-Time:	0	7	0.0%	Early Departures:	3	7	42.8%	00:00
Average Boardings/Trip:	17.0	Average Time Pd. Max Load:	13.8	On-Time Departures:	4	7	57.1%	Late Departures:	0	7	0.0%	00:05
Total Scheduled Trips:	7	Average Time Pd. Load Factor:	0.34	On-Time Midpoints:	0	7	0.0%	Early Arrivals:	6	7	85.7%	00:00
Total Checked Trips:	7	Trips Violating Load Standard:	0	On-Time Arrivals:	1	7	14.2%	Late Arrivals:	0	7	0.0%	00:05
Midday				<u>Loading</u>			<u>Schedule Adherence</u>					
Total Boardings:	25			<u>No.</u>	<u>Val.Obs</u>	<u>%</u>	<u>No.</u>	<u>Val.Obs</u>	<u>%</u>	<u>Allowances</u>		
Boardings less EOLs:	25	Average 30 min. Max Load:	10.0	Overall On-Time:	0	3	0.0%	Early Departures:	1	3	33.3%	00:00
Average Boardings/Trip:	8.3	Average Time Pd. Max Load:	7.0	On-Time Departures:	2	3	66.6%	Late Departures:	0	3	0.0%	00:05
Total Scheduled Trips:	3	Average Time Pd. Load Factor:	0.17	On-Time Midpoints:	0	3	0.0%	Early Arrivals:	2	3	66.6%	00:00
Total Checked Trips:	3	Trips Violating Load Standard:	0	On-Time Arrivals:	1	3	33.3%	Late Arrivals:	0	3	0.0%	00:05
PM Peak				<u>Loading</u>			<u>Schedule Adherence</u>					
Total Boardings:	89			<u>No.</u>	<u>Val.Obs</u>	<u>%</u>	<u>No.</u>	<u>Val.Obs</u>	<u>%</u>	<u>Allowances</u>		
Boardings less EOLs:	89	Average 30 min. Max Load:	15.0	Overall On-Time:	0	5	0.0%	Early Departures:	3	5	60.0%	00:00
Average Boardings/Trip:	14.8	Average Time Pd. Max Load:	11.0	On-Time Departures:	2	5	40.0%	Late Departures:	0	5	0.0%	00:05
Total Scheduled Trips:	6	Average Time Pd. Load Factor:	0.27	On-Time Midpoints:	0	5	0.0%	Early Arrivals:	2	5	40.0%	00:00
Total Checked Trips:	5	Trips Violating Load Standard:	0	On-Time Arrivals:	2	5	40.0%	Late Arrivals:	1	5	20.0%	00:05
Evening				<u>Loading</u>			<u>Schedule Adherence</u>					
Total Boardings:	18			<u>No.</u>	<u>Val.Obs</u>	<u>%</u>	<u>No.</u>	<u>Val.Obs</u>	<u>%</u>	<u>Allowances</u>		
Boardings less EOLs:	18	Average 30 min. Max Load:	7.0	Overall On-Time:	0	3	0.0%	Early Departures:	2	3	66.6%	00:00
Average Boardings/Trip:	6.0	Average Time Pd. Max Load:	5.3	On-Time Departures:	1	3	33.3%	Late Departures:	0	3	0.0%	00:05
Total Scheduled Trips:	3	Average Time Pd. Load Factor:	0.13	On-Time Midpoints:	0	3	0.0%	Early Arrivals:	3	3	100.0%	00:00
Total Checked Trips:	3	Trips Violating Load Standard:	0	On-Time Arrivals:	0	3	0.0%	Late Arrivals:	0	3	0.0%	00:05
All Trips				<u>Loading</u>			<u>Schedule Adherence</u>					
Total Boardings:	272			<u>No.</u>	<u>Val.Obs</u>	<u>%</u>	<u>No.</u>	<u>Val.Obs</u>	<u>%</u>	<u>Allowances</u>		
Boardings less EOLs:	269	Average 30 min. Max Load:	22.0	Overall On-Time:	0	21	0.0%	Early Departures:	9	21	42.8%	00:00
Average Boardings/Trip:	12.2	Average Time Pd. Max Load:	9.8	On-Time Departures:	11	21	52.3%	Late Departures:	1	21	4.7%	00:05
Total Scheduled Trips:	22	Average Time Pd. Load Factor:	0.24	On-Time Midpoints:	0	21	0.0%	Early Arrivals:	14	21	66.6%	00:00
Total Checked Trips:	21	Trips Violating Load Standard:	0	On-Time Arrivals:	6	21	28.5%	Late Arrivals:	1	21	4.7%	00:05

6.2.3 Load Profile Reports

The second sample report is the load profile, shown in Figure 6.3. As implied by the name, this report contains figures on the load carried by vehicles on a route. The report has nine columns: the first three identify the stop; the next four show the total ons, offs, net change, and load out from stop; and the final two show the cumulative ons and offs. At the bottom of the report, the total ons and offs are shown, as well as the net ridership—which equals total ons minus the number of EOL passengers (those that remained on board at the end of the trip).

Again Route 301 outbound is used as the example. The first column shows which route pattern numbers apply to that stop. Stops served by only one variation are shown in italic type, while those stops shared by two or more variations are shown in Roman type. Route 301 has three different patterns in the outbound direction, numbered 1, 2, and 4.

By far the busiest stops on this route are the two Metrorail stations at either end. Clearly this route functions as a feeder to the rail stations. The peak direction is eastbound in the morning, as there are far more outbound offs at Huntington Metro than there are ons at Franconia Metro. Most of the stops are relatively low volume, with the highest number of boardings at any non-Metro stop being 18.

The peak load point is indicated by the stop description being printed in capital letters. In the example, the peak load (181 passengers) occurs at Telegraph at Sharon Chape. This load is the sum of the load on all of the buses at that stop over the course of the day.

It should be noted that the figures on the load profile include the 17 outbound passengers that were estimated to be on the 6:10 p.m. trip. The database program that generates the report distributes these estimated passengers proportionally at the stop level based on the actual stop-level observations on checked trips.

Following the two pages of the sample load profile report, the overall results of the ridecheck data collection process are summarized. The total weekday, Saturday, and Sunday ridership for each round of data collection is presented, as well as the average of the two rounds. These figures are compared to weekday totals from April 2007 provided by FCDOT and WMATA.

Figure 6.3 Example Load Profile Report



Fairfax County Department of Transportation
Fairfax TDP Round 1

11/4/09
 10:36

Route 301
Weekday Outbound
All Day

Route Pattern	Stop Number	Stop Description (peak load point in CAPS)	Total Ons	Total Offs	Change	Load out from stop	Cumulative Ons	Cumulative Offs
1,2		F1183 Franconia Metro	94	0	94	94	94	0
1,2		F2272 Hayfield @ Rock Cliff	2	6	-4	90	96	6
1,2		F150 Hayfield @ Kingstowne Vill	2	13	-11	79	98	19
1,2		F2278 Helmsdale @ Brighthouse	0	3	-3	76	98	22
1,2		F2275 Helmsdale @ Amesbury	1	7	-6	69	99	30
1,2		F3623 Telegraph @ Hayfield	0	2	-2	67	99	32
1,2		F3608 Telegraph @ Broadmoor	0	4	-4	63	99	36
1,2,4		F1204 Leaf @ John Kingman	13	5	7	70	112	42
1,2,4		F3609 Telegraph @ Broadmoor	2	0	2	73	114	42
1,2		F1488 Broadmoor @ Welch	4	7	-3	69	118	49
1,2		F687 Broadmoor @ Derth	1	1	0	69	119	50
1,2		F709 Broadmoor @ Hayfield	1	0	1	70	121	50
1,2		F1417 Broadmoor @ Buckingham Palace	4	0	4	75	125	50
1,2		F2493 Kingsbury @ Broadmoor	1	0	1	76	126	50
1,2		F2281 Helmsdale @ Lund	6	1	5	81	132	51
1,2		F587 Helmsdale @ Wexford	0	2	-2	79	132	53
1,2		F588 Helmsdale @ Telegraph	4	0	4	83	137	53
1,2,4		F736 Telegraph @ Belleau Woods	1	2	-1	82	138	55
1,2,4		F3618 Telegraph @ Dunsmore	5	4	1	83	143	60
1,2,4		F3644 Telegraph @ Wickford	3	0	3	86	146	60
1,2,4		F3615 Telegraph @ D'evereux Circle	18	6	12	98	164	66
1,2,4		F3616 Telegraph	12	2	10	108	176	68
1,2,4		F2490 South Kings @ Lantern	3	0	3	111	179	68
1,2,4		F3364 South Kings @ Vantage	5	0	5	116	185	68
1		F3702 Vantage @ Stream Bed	1	2	-1	115	186	70
1		F3701 Vantage @ Rock Creek	1	2	-1	114	187	73
1		F715 Vantage @ Vantage Ct	6	1	5	119	193	74
1		F3251 Rolling Stone @ Bedrock	3	0	3	123	196	74
1		F3254 Rolling Stone @ Rock Creek	7	0	7	130	204	74
1		F3252 Rolling Stone @ Lodestone	4	0	4	134	208	74
1		F3695 Vantage @ Coldbrooke	3	0	3	138	211	74
1,2,4		F3365 South Kings @ Woodstone	3	0	3	141	214	74
1,2,4		F3024 The Parkway @ South Kings	1	3	-2	139	215	77
1,2,4		F3003 The Parkway @ Dorset	3	0	3	142	219	77
1,2,4		F3021 The Parkway @ Prospect	12	1	11	153	230	78
1,2,4		F3016 The Parkway @ Memorial	10	0	10	162	240	78
1,2,4		F2993 The Parkway @ Austin	10	1	9	171	250	79
1,2,4		F3034 The Parkway @ Telegraph	3	2	1	172	253	81
1,2,4		F3634 Telegraph @ Pike	6	0	6	178	259	81
1,2,4		F772 Telegraph @ Wilton	4	2	2	180	263	83
1,2,4		F3641 TELEGRAPH @ SHARON CHAPE	1	0	1	181	265	83
1,2,4		F768 Telegraph @ Franconia	2	5	-3	178	267	89
1,2,4		F3619 Telegraph @ Farmington	5	3	2	180	272	92
1,2,4		F532 Telegraph @ Lenore	0	4	-4	176	272	96
1,2,4		F728 Huntington @ Kathryn	0	1	-1	175	272	97

Route 301
Weekday Outbound
All Day

Page 2 11/4/09
 10:36

Route Pattern	Stop Number	Stop Description (peak load point in CAPS)	Total Ons	Total Offs	Change	Load out from stop	Cumulative Ons	Cumulative Offs
1,2,4	F1191	Huntington Metro @ N Baya	0	172	-172	3	272	269
1,2,4	99999	EOL Passengers	0	3	-3	0	272	272
Totals:			272	272				
Net Ridership:			269					

6.2.4 Total Ridership by Route

Table 6.2 shows the total ridership that was collected by route for all of the ridechecks conducted as part of the TDP. The majority of the ridechecks were conducted in the spring (March – May) of 2008, but a few were completed in September 2008, after a break for the summer, so as not to conduct counts during the atypical summer months. Each route that was checked had counts conducted on two weekdays, two Saturdays (if the route operated on Saturdays), and two Sundays (if the route operated on Sundays). The results of both counts, as well as the average, are shown in Table 6.2. The average ridership was used in all subsequent route analysis based on the ridechecks.

Table 6.2: Fairfax Connector and Metrobus Ridership Data, Spring and September 2008

Route/Line	Data from April 2007 (Weekday)	Weekday			Saturday			Sunday		
		1	2	Avg	1	2	Avg	1	2	Avg
101	655	708	851	780	418	391	405	304	448	376
109	794	809	813	811	314	250	282	NS	NS	NS
151	1,352	1,506	1,454	1,480	855	742	799	603	697	650
152	1,299	1,464	1,645	1,555	956	946	951	662	896	779
161	311	610	719	665	325	317	321	235	244	240
162	378	573	597	585	257	313	285	176	193	185
171	3,249	3,605	3,544	3,575	2,065	1,981	2,023	1,750	1,715	1,733
231	241	255	332	294	NS	NS	NS	NS	NS	NS
232	244	249	370	310	NS	NS	NS	NS	NS	NS
301	509	512	493	503	NS	NS	NS	NS	NS	NS
303	266	222	285	254	NS	NS	NS	NS	NS	NS
304	129	255	227	241	NS	NS	NS	NS	NS	NS
305	136	183	217	200	NS	NS	NS	NS	NS	NS

Route/Line	Data from April 2007 (Weekday)	Weekday			Saturday			Sunday		
		1	2	Avg	1	2	Avg	1	2	Avg
306	246	184	218	201	NS	NS	NS	NS	NS	NS
307	35	44	66	55	NS	NS	NS	NS	NS	NS
310	2,134	1,968	2,051	2,010	1,145	1,117	1,131	780	929	855
321	1,057	1,065	1,132	1,099	637	747	692	399	527	463
322	857	1,072	1,086	1,079	612	653	633	407	519	463
331	205	364	345	355	NS	NS	NS	NS	NS	NS
332	181	322	333	328	NS	NS	NS	NS	NS	NS
380	324	563	556	560	NS	NS	NS	NS	NS	NS
401	2,838	3,686	3,628	3,657	2,118	1,862	1,990	1,448	1,704	1,576
402	82	59	94	77	NS	NS	NS	NS	NS	NS
403	61	153	174	164	NS	NS	NS	NS	NS	NS
425	817	753	858	806	157	158	158	100	176	138
427	614	970	1,184	1,077	NS	NS	NS	NS	NS	NS
505	1,012	1,384	1,355	1,370	592	609	601	373	361	367

Route/Line	Data from April 2007 (Weekday)	Weekday			Saturday			Sunday		
		1	2	Avg	1	2	Avg	1	2	Avg
551	553	697	711	704	NS	NS	NS	NS	NS	NS
552	283	572	428	500	NS	NS	NS	NS	NS	NS
553	141	199	253	226	NS	NS	NS	NS	NS	NS
554	320	459	388	424	NS	NS	NS	NS	NS	NS
556	129	95	74	85	NS	NS	NS	NS	NS	NS
557	338	291	455	373	NS	NS	NS	NS	NS	NS
574	354	373	495	434	408	338	373	204	245	225
585	247	505	495	500	NS	NS	NS	NS	NS	NS
595	400	329	323	326	NS	NS	NS	NS	NS	NS
597	338	246	214	230	NS	NS	NS	NS	NS	NS
605	512	576	665	621	475	472	474	351	369	360
621	161	240	225	233	NS	NS	NS	NS	NS	NS
622	158	282	297	290	NS	NS	NS	NS	NS	NS
623	339	458	501	480	NS	NS	NS	NS	NS	NS

Route/Line	Data from April 2007 (Weekday)	Weekday			Saturday			Sunday		
		1	2	Avg	1	2	Avg	1	2	Avg
922	187	235	241	238	NS	NS	NS	NS	NS	NS
924	189	166	213	190	NS	NS	NS	NS	NS	NS
926	48	144	130	137	NS	NS	NS	NS	NS	NS
927	198	230	317	274	NS	NS	NS	NS	NS	NS
929	136	163	219	191	NS	NS	NS	NS	NS	NS
950	3,246	3,410	3,445	3,428	2,674	2,788	2,731	2,177	2,380	2,279
951	409	276	231	254	NS	NS	NS	NS	NS	NS
952	229	202	284	243	NS	NS	NS	NS	NS	NS
980	2,124	2,861	2,518	2,690	NS	NS	NS	NS	NS	NS
RIBS 1	582	638	777	708	551	492	522	318	395	357
RIBS 2	670	830	1,106	968	767	834	801	475	459	467
RIBS 3	722	957	970	964	732	499	616	381	449	415
RIBS 4	444	564	567	566	489	467	478	209	277	243
11Y	330	459	401	430	NS	NS	NS	NS	NS	NS

Route/Line	Data from April 2007 (Weekday)	Weekday			Saturday			Sunday		
		1	2	Avg	1	2	Avg	1	2	Avg
16ABDEFJ	6,946	8,534	8,687	8,611	6,644	5,912	6,278	4,156	3,729	3,943
16GHKW	4,119	5,387	4,726	5,057	NC	NC	NC	102	88	95
16L	220	268	238	253	NS	NS	NS	NS	NS	NS
16Y	N/A	1,163	1,207	1,185	NS	NS	NS	NS	NS	NS
18E,18F	177	238	279	259	NS	NS	NS	NS	NS	NS
18GHJ	594	672	643	658	NS	NS	NS	NS	NS	NS
18PRS	626	937	919	928	NS	NS	NS	NS	NS	NS
1ABDEFZ	4,515	4,838	4,889	4,864	1,965	3,052	2,509	2,154	1,912	2,033
1C		1,246	1,304	1,275	858	871	865	864	773	819
23A,23B	3,968	4,772	4,850	4,811	NC	NC	NC	320	382	351
26A,26E	186	71	87	79	NS	NS	NS	NS	NS	NS
28F,28G	696	827	864	846	NS	NS	NS	NS	NS	NS
29CEGHX	1,006	1,144	1,129	1,137	NS	NS	NS	NS	NS	NS
29K,29N	2,198	3,060	3,025	3,043	1,107	1,630	1,369	NS	NS	NS

Route/Line	Data from April 2007 (Weekday)	Weekday			Saturday			Sunday		
		1	2	Avg	1	2	Avg	1	2	Avg
2ABCG	3,445	4,083	4,281	4,182	2,311	2,611	2,461	NC	NC	NC
2T	920	1,111	1,181	1,146	645	678	662	396	385	391
2W	168	223	256	240	NS	NS	NS	NS	NS	NS
3T	832	NC	NC	NC	527	496	512	NS	NS	NS
4ABEH	2,267	NC	NC	NC	NC	NC	NC	467	614	541
5A	1,349	1,559	1,452	1,506	863	865	864	929	987	958
7ABCDEFGHIJ	4,429	5,166	4,553	4,860	1,684	1,975	1,830	1,112	1,168	1,140
9A,9E	1,806	1,997	1,971	1,984	1,300	1,291	1,296	875	894	885
REX	3,297	4,749	4,733	4,741	3,175	3,574	3,375	1,287	1,665	1,476
S80	675	744	756	750	NS	NS	NS	NS	NS	NS
S91	159	188	192	190	NS	NS	NS	NS	NS	NS

NS = No Service

NC = Not Checked because WMATA counts were available