Connections 2015:
Fairfax County
Comprehensive Transit Plan

5: Fairfax Connector Ridership Survey

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Prepared for:

Fairfax County Department of Transportation

By:

TranSystems

EXPERIENCE | Transportation

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wba RESEARCH

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5. Fairfax Connector Ridership Survey – Final Results

5.1. Background and Objectives

In 2013, Fairfax County commissioned WBA Research to conduct quantitative research among customers of the Fairfax Connector system as well as Metrobus customers who ride in Fairfax County. This was done as part of the overall effort of updating the Fairfax Transportation Development Plan (TDP). This process includes on-board rider surveys, ridechecks and service analysis being done in conjunction with WBA's partners TranSystems and Foursquare Integrated Transportation Planning.

The overall objectives of the onboard survey research were to:

- Determine the demographic profile of bus riders in Fairfax County as part of Federal Transportation Administration (FTA) Title VI reporting requirements;
- Determine the general transportation profile of bus riders;
- Determine the origin/destination and the transportation modes used by bus riders;
- Determine the specific trip profile of bus riders;
- Determine how riders obtain information about the bus system; and
- Identify the most important priorities for improving bus service.

In three waves: Fall 2013, Spring 2014, and Fall 2014, surveys were distributed and collected on Fairfax Connector and select Metrobus routes running through the County. What follows are the topline results of that research.

5.2. Methodology

In order to meet the research objectives, self-administered surveys were distributed to a random sample of bus riders on the Fairfax Connector and Metrobus systems. The survey consisted of a total of 23 questions.

Based on the sampling plan, 73,985 surveys were distributed to riders from Fall 2013 through Fall 2014. A total of 21,587 (29.2%) surveys were returned, with 20,257 determined to be usable (27.4%). The data has been weighted in order to represent route ridership by time period, as shown in Table 5-1.

Table 5-1: Time Periods

Time Periods	
Early AM	3:00 AM - 5:29 AM
AM Peak	5:30 AM - 9:59 AM
Midday	10:00 AM - 3:29 PM
PM Peak	3:30 PM - 7:59 PM
Evening	8:00 PM - 2:59 AM
Saturday	
Sunday	

In addition, weekday data was weighted by a factor of 5 to account for the five weekdays as compared to one Saturday and Sunday. This means that these surveys come to represent 880,623 trips.

When reading the charts in this report, note that some charts may not equal 100% due to rounding, or because multiple responses are allowed. Within the charts and graphs of this report, subtext letters are used to show where statistical differences exist at the 95% confidence level.

In research, because the entire population is typically not interviewed but rather a sample of that population is surveyed, the data are subject to sampling error. The maximum sampling error of the data for the Total Sample of 20,257 interviews is ±0.7 percentage points at the 95% confidence level. However, depending upon the data being examined, the fluctuation may differ. Table 5-2 provides standard error rates for various segments of the sample.

Of the 140 routes surveyed, WBA was able to collect at least 35 completed questionnaires (a statistically valid sample) from 117 routes.

Table 5-2: Standard Errors for Sample Segments

If the study percentage is around:	50%	40% or 60%	30% or 70%	20% or 80%	10% or 90%	1% or 99%
Then, the standard error in percentage point is:						
Total Sample (n=20,257)	±0.7	±0.7	±0.6	±0.6	±0.4	±0.1
Early AM (n=332)	±5.4	±5.3	±4.9	±4.3	±3.2	±1.1
AM Peak (n=5,462)	±1.3	±1.3	±1.2	±1.1	±0.8	±0.3
Midday (n=2,246)	±2.1	±2.0	±1.9	±1.7	±1.2	±0.4
PM Peak (n=4,596)	±1.4	±1.4	±1.3	±1.2	±0.9	±0.3
Evening (n=1,083)	±3.0	±2.9	±2.7	±2.4	±1.8	±0.6
Weekend (n=6,538)	±1.2	±1.2	±1.1	±1.0	±0.7	±0.2

For example, if a question yielded a percentage of 20% among the Total Sample, then we can be sure 95 out of 100 times that the true percentage would lie between 19.4% and 20.6% (20% ±0.6 percentage points).

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For example, if a question yielded a percentage of 20% among the Total Sample, then we can be sure 95 out of 100 times that the true percentage would lie between 19.4% and 20.6% (20% ±0.6 percentage points).

Field Code Changed

5.3. Number of Surveys Completed by Route

Table 5-3 contains the number of surveys completed by time period for each route.

Table 5-3: Surveys Completed by Route and Time Period

Route	Total (20,257)	Early AM (332)	AM Peak (5,462)	Midday (2,246)	PM Peak (4,596)	Evening (1,083)	Total: Weekday (13,719)	Saturday (3,765)	Sunday (2,773)
101	199	5	44	19	47	4	119	55	25
109	150	1	51	20	50	10	132	18	-
151	265	11	57	53	63	9	193	34	38
152	102	3	14	20	29	4	70	17	15
159	55	5	27	1	22	-	55	-	-
161	113	5	27	13	21	5	71	26	16
162	75	4	14	12	15	5	50	19	6
171	420	14	83	38	25	28	188	94	138
231	39	1	17	-	19	2	39	-	-
232	62	4	8	8	32	10	62	-	-
301	57	-	22	-	35	-	57	-	-
305	61	2	29	-	26	4	61	-	-
306	12	-	4	8	-	-	12	-	-
310	411	13	59	91	69	10	242	78	91
321	257	14	47	22	47	10	140	64	53
322	183	4	36	20	34	2	96	47	40
333	56	-	33	3	20	-	56	-	-
334	21	-	17	4	-	-	21	-	-
335	62	-	37	5	20	-	62	-	-
371	199	5	2	43	-	15	65	84	50
372	29	-	23	-	6	-	29	-	-
373	44	-	14	-	30	-	44	-	-
394	45	8	19	-	18	-	45	-	-
395	110	-	47	-	63	-	110	-	-
401	785	25	150	152	120	36	483	158	144
402	747	11	102	132	117	46	408	182	157
422	34	-	12	8	13	1	34	-	-
423	309	-	78	40	69	9	196	77	36
424	75	-	14	15	46	-	75	-	-
432	25	-	11	-	14	-	25	-	-
461	29	1	20	-	8	-	29	-	-
462	32	1	16	-	15	-	32	-	-

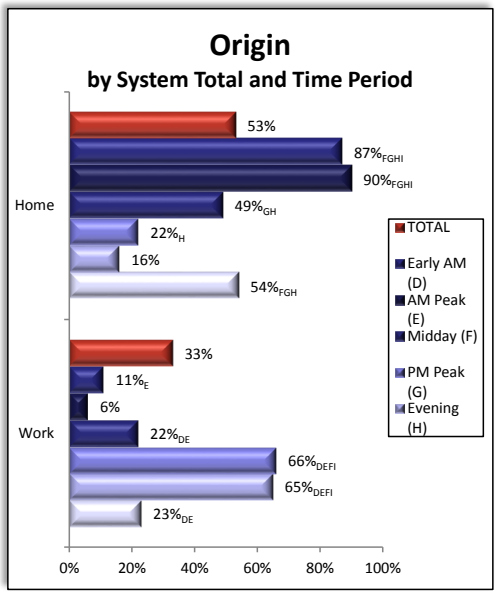
Route	Total (20,257)	Early AM (332)	AM Peak (5,462)	Midday (2,246)	PM Peak (4,596)	Evening (1,083)	Total: Weekday (13,719)	Saturday (3,765)	Sunday (2,773)
463	277	-	36	40	50	30	156	81	40
466	65	5	30	-	28	2	65	-	-
493	39	-	16	5	18	-	39	-	-
494	53	-	30	5	18	-	53	-	-
495	19	-	10	3	6	-	19	-	-
505	265	2	65	35	45	13	160	63	42
981	152	-	44	-	3	32	79	36	37
983	455	-	14	118	51	-	183	150	122
985	50	-	16	11	21	2	50	-	-
11Y	144	-	94	-	50	-	144	-	-
15K	142	-	73	-	43	26	142	-	-
15L	42	-	42	-	-	-	42	-	-
15M	108	-	28	8	58	14	108	-	-
16A	151	16	40	17	32	46	151	-	-
16B	348	8	30	-	18	55	111	139	98
16D	58	-	29	11	18	-	58	-	-
16E	135	-	-	-	-	25	25	42	68
16J	247	-	45	21	66	10	142	105	-
16L	40	-	24	-	16	-	40	-	-
16P	29	-	-	-	-	-	-	-	29
17A	35	-	19	-	9	7	35	-	-
17B	26	-	7	-	15	4	26	-	-
17F	14	-	9	-	5	-	14	-	-
17G	115	-	74	-	41	-	115	-	-
17H	113	18	64	-	31	-	113	-	-
17K	77	-	60	-	17	-	77	-	-
17L	80	-	57	-	23	-	80	-	-
17M	67	-	41	-	26	-	67	-	-
18E	62	-	35	-	27	-	62	-	-
18F	19	-	10	-	9	-	19	-	-
18G	72	-	40	-	32	-	72	-	-
18H	88	-	58	-	30	-	88	-	-
18J	8	-	4	-	4	-	8	-	-
18P	137	-	77	-	60	-	137	-	-
18R	15	-	7	-	8	-	15	-	-
18S	25	-	20	-	4	1	25	-	-
1A	284	12	54	41	54	10	171	55	58
1B	98	-	82	-	16	-	98	-	-

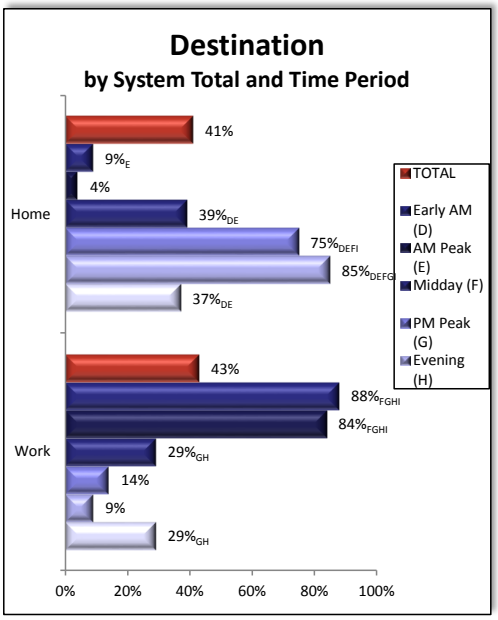
Route	Total (20,257)	Early AM (332)	AM Peak (5,462)	Midday (2,246)	PM Peak (4,596)	Evening (1,083)	Total: Weekday (13,719)	Saturday (3,765)	Sunday (2,773)
1C	214	1	40	12	10	3	66	78	70
1E	46	-	29	-	17	-	46	-	-
1Z	35	-	26	-	9	-	35	-	-
23A	660	-	140	101	43	34	318	163	179
23T	130	-	69	2	46	13	130	-	-
26A	72	-	16	3	53	-	72	-	-
26A	72	-	16	3	53	-	72	-	-
28A	1035	-	160	126	49	145	480	264	291
28F	27	-	5	-	22	-	27	-	-
28G	56	-	14	-	42	-	56	-	-
28X	128	-	48	-	72	8	128	-	-
29C	42	-	24	-	18	-	42	-	-
29E	28	-	19	-	9	-	28	-	-
29G	99	-	68	-	30	1	99	-	-
29H	88	-	58	-	30	-	88	-	-
29K	147	-	70	17	46	14	147	-	-
29N	228	-	47	42	44	6	139	89	-
29X	84	-	50	-	34	-	84	-	-
2A	366	1	73	21	38	12	145	149	72
2B	166	4	57	10	8	20	99	67	-
2T	227	-	46	30	19	21	116	54	57
3A	544	-	194	27	121	11	353	140	51
3T	266	-	67	42	41	44	194	72	-
5A	276	3	62	19	44	33	161	79	36
R99	701	4	224	42	159	4	433	139	129
RIBS 1	245	3	35	39	22	12	111	93	41
RIBS 2	255	6	52	56	34	12	160	51	44
RIBS 3	261	7	30	51	32	8	128	76	57
RIBS 4	114	-	18	18	20	5	61	38	15
RIBS 5	76	-	15	16	5	10	46	20	10
S80	82	-	39	27	16	-	82	-	-
S91	30	-	12	-	18	-	30	-	-

5.4. Origin and Destination

Not surprisingly, trips made in the Early AM or AM Peak are most likely made by those traveling from home and/or going to work, while the reverse is true for those traveling in the PM Peak or Evening. Through Midday, at least six in ten trips start with riders walking to the bus where they received the survey. As the day progresses, more and more trips involve transfers from another form of public transportation, with approximately one-half of trips in the PM Peak and Evening including a transfer to or from other modes of public transportation. Trips made in the Early AM and AM Peak are more likely to done either by transferring from their bus to another mode of public transportation or to be alighting their bus and walking to their final mode of transportation. Starting at Midday, almost three-fourths of Fairfax Connector trips entail riders disembarking from their bus and walked to their final destination. Figure 5-1 presents this data,

Figure 5-1: Trip Origins and Destinations

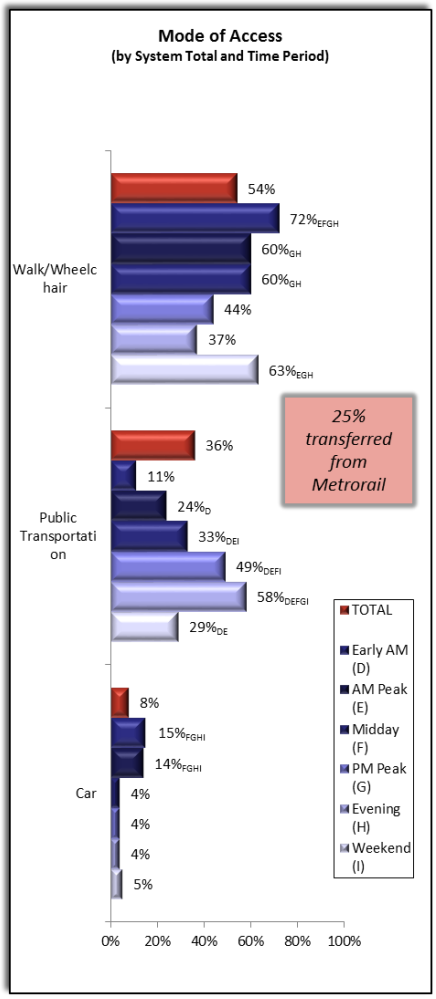




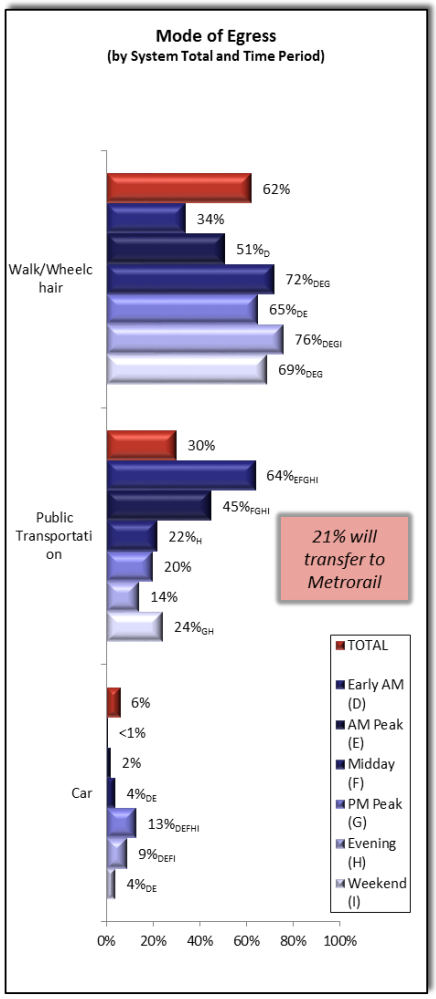
5.5. Mode of Access and Egress

Figure 5.2 presents trip data by mode of access and egress.

Figure 5.2: Mode of Access and Egress



Q3. How did you get to the bus where you received this card?
Base: Those Answering (n=19,111)
Top Mentions
Note: Total includes both weekdays and weekends, time periods are weekday only.

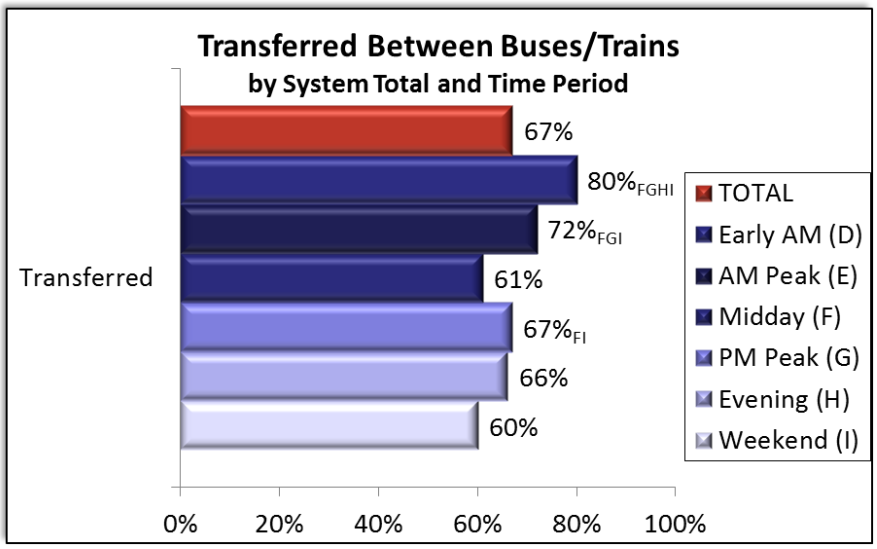


Q6. How will you get to where you are going when you get off of this bus?
Base: Those Answering (n=19,053)
Top Mentions
Note: Total includes both weekdays and weekends, time periods are weekday only.

5.6. Transferring

Two-thirds of all Fairfax County bus trips (67%) entail a transfer between modes of public transportation, with transfers most commonly occurring during the early morning and peak periods, as shown in Figure 5-3.

Figure 5-3: Transfers Between Buses and Trains



Q10. Including this bus, how many total buses and trains will you ride on this one-way trip?
Base: Those Answering (n=19,132)
Note: Total includes both weekdays and weekends, time periods are weekday only.

5.7. Fare Payment

By far, the most common form of payment for bus trips in Fairfax County is a SmarTrip Card (91%). While SmarTrip cards are the ubiquitous means of payment across demographic and socioeconomic groups, the greatest use is seen by those with household incomes of $30,000 or more, as presented in Table 5-4.

Table 5-4: Means of Fare Payment

Means of Fare Payment							
		Household Income				Race	
	Total	$30K or less	>$30K-$70K	>$70K-$125K	>$125K	White	Minority
		F	G	H	I	J	K
n=	(19,161)	(6,810)	(4,264)	(3,145)	(2,454)	(7,197)	(8,738)
Net: SmarTrip Card	91%	88%	92%$_{F}$	94%$_{FG}$	96%$_{FG}$	92%	91%
SmarTrip Card	88	84	89$_{F}$	91$_{F}$	92$_{F}$	87	90$_{J}$
Senior/Disabled SmarTrip	3	3	2	3	4	5$_{K}$	2
Cash	6	8$_{GHI}$	6$_{HI}$	3	1	4	5

Q9. How did you pay the fare for this bus ride?
Base: Those Answering
Top Mentions

5.8. Frequency of Trip

Two-thirds of the bus trips taken in Fairfax County (66%) are taken by riders who say they take that trip at least five days a week.

Those who make the trip exactly five days a week are more likely than those who make the trip six or more days a week to ride during peak times on weekdays, be between 25 and 64 years of age, have household incomes greater than $70,000, and/or speak English very well. This indicates that the five-day-a-week riders are more likely professional, white collar employees commuting to or from work, whereas the 6+ day a week riders are more likely students and/or those traveling to and from non-professional, non-white collar employment.

Trip frequency data is presented in Figure 5-4.

Figure 5-4: Trip Frequency by Bus

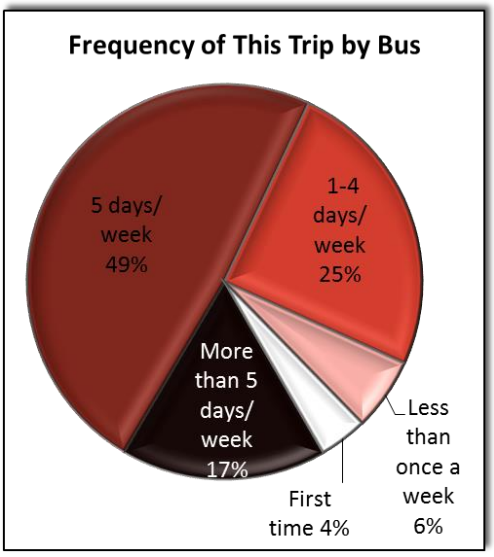
Highlights

Make trips more than five days a week:

- Off-peak and weekend riders
- Less than 65 years old
- Those with incomes of $70,000 or less
- Speak English well or not well
- Minorities

Make trip five days a week:

- Peak and weekday riders
- 25 to 64 year olds
- Those with incomes greater than $70,000
- Speak English very well
- White



Q11. How often do you normally make this trip to this place by bus?
Base: Those Answering (n=19,352)

5.9. Reasons for Using the Bus

Almost four in ten trips (38%) are made by those who say they ride because they have no alternative – they either do not have a car and/or a driver's license. Weekend riders are more likely to ride because they feel they have no alternative, whereas weekday riders (predominantly commuters) say they do so for a variety of reasons tied to saving money and convenience. Table 5-5 includes reasons for using the bus.

Table 5-5: Reasons for Using Bus

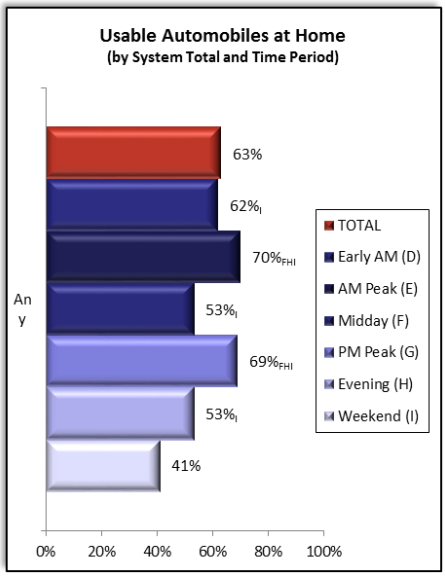
Reason for Using Bus		Day of Week	
	Total	Weekday	Weekend
		B	C
n=	(18,943)	(12,939)	(6,004)
Net: No alternative	38%	37%	54%$_{B}$
Don't have car	23	22	33$_{B}$
Don't have driver's license	17	17	24$_{B}$
Economical	27	27	27
Prefer not to drive	16	16$_{C}$	8
Car/Ride not available	7	7	8
Parking unavailable/expensive	7	7$_{C}$	3
Faster than driving	6	7$_{C}$	4
Better for environment	5	5$_{C}$	3
Free time to relax/work	4	4$_{C}$	3

Q16. What is the one main reason you use the bus?
Base: Those Answering
Top Mentions

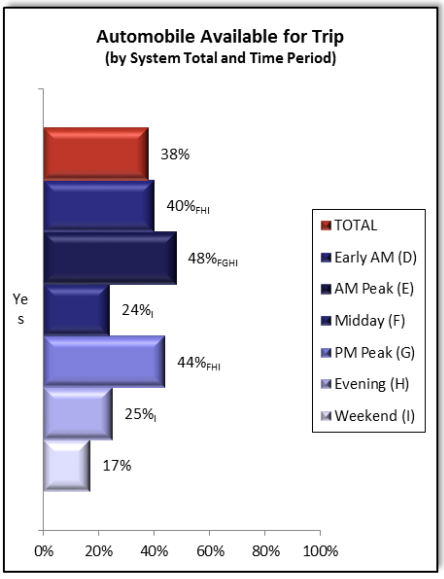
5.10. Availability of Automobiles

Almost four in ten trips (38%) are made by those who said they had an automobile available to them for the trip they instead took by bus, with peak riders being far more likely to say this. Figure 5-5 presents this data in more detail.

Figure 5-5: Usable Automobiles and Automobile Availability for Trip



Q7. How many useable cars, SUV's, vans or trucks are at your home?
Base: Those Answering (n=19,024)
Note: Total includes both weekdays and weekends, time periods are weekday only.



Q8. Did you have a useable car, SVU, van or truck available to you today that you could have used to make this trip, instead of riding the bus?
Base: Those Answering (n=18,760)
Note: Total includes both weekdays and weekends, time periods are weekday only.

Those who said they had an automobile available to them for their trip were more likely to be 25 years of age or older, White and/or speak English very well. Furthermore, the greater their household income, the more likely they were to have an automobile available. Table 5-6 provides more detailed data.

Table 5-6: Auto Availability for Trip by Demographics

Automobile Availability for Trip by Demographic Characteristics	
n=	(18,760)
Total	38%
Age	
16 to 24 (B)	19%
25 to 54 (C)	41_{B}
55 to 64 (D)	46_{BC}
65+ (E)	39_{B}
Income	
$30,000 or less (F)	11%
$30,001 to $70,000 (G)	34_{F}
$70,001 to $125,000 (H)	65_{FG}
More than $125,000 (I)	77_{FGH}
Race	
White (J)	$51\%_{K}$
Minority (K)	31
English Proficiency	
Very well/well (M)	$40\%_{N}$
Not well (N)	13

Q8. Did you have a useable car, SVU, van or truck to you today that you could have used to make this trip, instead of riding the bus?
Base: Those Answering

5.11. Alternate Means of Transportation

When asked how they would have made the trip if the bus they were on was unavailable to them, most said they would still make the trip, most often using some form of a car. Without the bus:

- 30% of trips would have still been made by people driving themselves (30%),
- 18% with someone else or by carpool (18%), or
- 14% by taxi.

Only 3% of trips would still be taken public transportation. Table 5-7 provides additional data.

Table 5-7: Trip Mode Choice If Bus Unavailable

How Trip Would be Made if Bus Unavailable							
		Time Period					
	Total	Early AM	AM Peak	Midday	PM Peak	Evening	Weekend
		D	E	F	G	H	I
n=	(17,590)	(289)	(4,842)	(1,919)	(4,049)	(910)	(5,581)
Drive	30%	$35\%_{FHI}$	$40\%_{FGHI}$	$17\%_{I}$	$35\%_{FHI}$	$20\%_{I}$	10%
Get a ride/Carpool	18	22	16	22_{EGI}	17	17	19_{E}
Taxi	14	14	10	17_{EG}	12	21_{EG}	22_{DEFG}
Walk	10	5	8	14_{DEG}	9	11	14_{DEG}
Bike	3	2	2	2	3	5	3
Public transportation	3	3	3	2	5_{FI}	3	3
Would not take trip	9	8	8	12_{EG}	8	13	15_{DEG}

Q12. How would you make this trip if this bus was not available?
Base: Those Answering
Top Mentions
Note: Total includes both weekdays and weekends, time periods are weekday only.

5.12. Bus Information

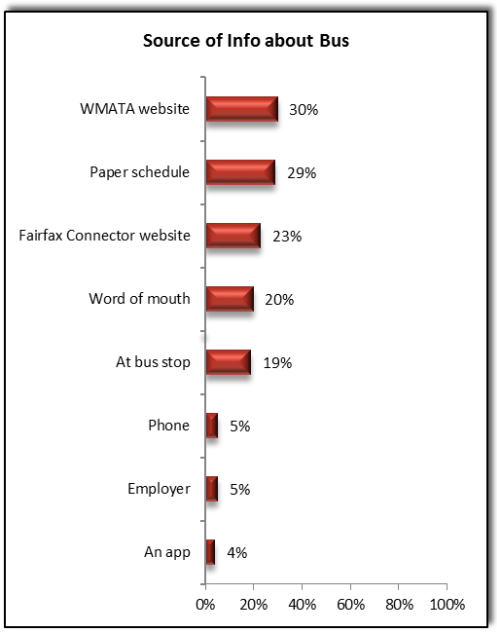
Online sources of bus information exceed paper schedules (51% vs. 29%).

Those who rely on online sources are more likely to be White weekday Peak time riders between the ages of 25 and 54 with household incomes greater than $70,000.

Those who speak English at least well are more likely to utilize online sources, while those who report not speaking English well are more likely to use paper schedules.

Figure 5-6 provides additional data.

Figure 5-6: Sources of Bus Information



Q14. How did you get information about the bus?
Base: Those Answering (n=19,057)
Multiple Responses Accepted; Top Mentions

Highlights

Those who go online:

- Peak and weekday riders
- 25 to 54 year olds
- Those with incomes greater than $70,000
- Speak English very well or well
- White

Those who use paper schedules:

- 55 or older
- Those with incomes of $30,000 or less
- Speak English not well

5.13. Improved Service

Providing more frequent and/or faster services with better reliability and on-time performance are seen as the primary ways in which Fairfax Connector can improve its service. Table 5-8 contains additional data related to improving Connector service.

Table 5-8: Ways to Improve Fairfax Connector Service

Ways to Improve Fairfax Connector Service		
		Total
	n=	(17,828)
Net: Improve service		*86%*
More frequent service		48
Faster service		36
Better reliability/on-time performance		36
Longer service hours		27
Lower fares		29
Better stops/More shelters		23
More/Better information		10
Service to more places		10

Q15. What are the three most important things that should be done to improve your Fairfax Connector service?
Base: Those Answering
Multiple Responses Accepted; Top Mentions

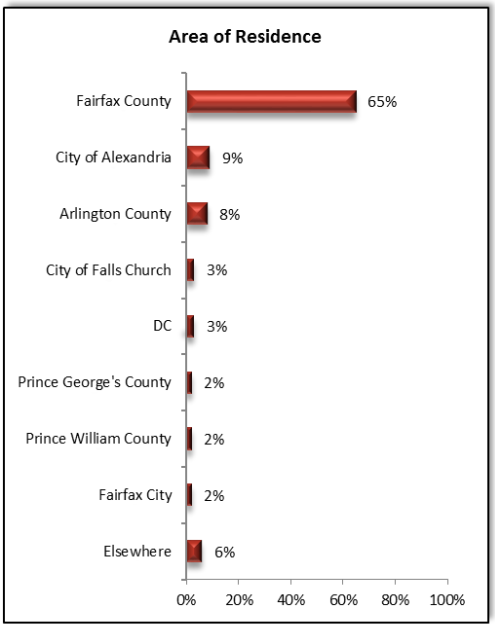
5.14. Area of Residence

A typical trip is made by a rider who:

- Lives in Fairfax County (65%),
- Speaks English very well (80%),
    - 67% reported English as their native language while 15% said Spanish or Spanish Creole.
    - Those who do not speak English very well are more likely to ride Midday, Evenings and Weekends.
- Is White (42%) or Black/African-American (32%),
- Is an average age of 41 years old (median of 39.7),
- Has a household income of about $62,160 per year (median of $46,190).
    - Those who ride during Peak times have significantly greater incomes than those who ride Off-Peak.

Figure 5-7 provides additional information related to area of residence.

Figure 5-7: Area of Residence



Q13. Where do you live?
Base: Those Answering (n=19,127)

5.15. Rider Profiles by Time Period

Table 5-9 contains language and race/ethnicity data by time period.

Table 5-9: Language and Race/Ethnicity by Time Period

		Time Period					
	Total	**Early AM**	**AM Peak**	**Midday**	**PM Peak**	**Evening**	**Weekend**
		D	E	F	G	H	I
Speak English n=	(18,779)	(311)	(5,162)	(2,073)	(4,346)	(999)	(5,888)
Very well	80%	85%$_{FI}$	84%$_{FHI}$	74%$_{I}$	82%$_{FHI}$	75%	68%
Well	14	10	11	18$_{DEG}$	12	18$_{E}$	21$_{DEG}$
Not well	6	5	5	7$_{E}$	6	7	11$_{DEFGH}$
Native Language* n=	(19,275)	(319)	(5,227)	(2,138)	(4,417)	(1,028)	(6,146)
English	67%	83%$_{EFGHI}$	71%$_{FHI}$	61%$_{I}$	70%$_{FHI}$	61%	54%
Spanish/Spanish Creole	15	7	12	20$_{DEG}$	15$_{DE}$	17$_{D}$	25$_{DEFGH}$
Amharic	3	2	2$_{G}$	4$_{EG}$	1	4	4$_{EG}$
Hispanic/Latino n=	(18,728)	(316)	(5,123)	(2,069)	(4,320)	(998)	(5,902)
Yes	18%	9%	14%	23%$_{DEG}$	17%	18%	28%$_{DEFGH}$
Race/Ethnicity* n=	(17,553)	(285)	(4,862)	(1,911)	(4,127)	(948)	(5,420)
White	42%	46%$_{FHI}$	47%$_{FHI}$	35%	45%$_{FHI}$	32%	33%
Black/African-American	32	37	29	38$_{EG}$	29	41$_{EG}$	35$_{EG}$
Asian	12	9	13	11	13	9	12

Q19. How well do you speak English?
Q20. What is your native language?
Q21. Are you Hispanic or of Latino origin?
Q22. What is your race/ethnicity?
Base: Those Answering
*Top Mentions
Note: Total includes both weekdays and weekends, time periods are weekday only.

Table 5-10 displays age and gender data by time period.

Table 5-10: Age and Gender by Time Period

			Time Period					
		Total	**Early AM**	**AM Peak**	**Midday**	**PM Peak**	**Evening**	**Weekend**
			D	E	F	G	H	I
Age	n=	(19,054)	(313)	(5,174)	(2,102)	(4,383)	(1,017)	(6,065)
Net:	*16 to 24*	*16%*	*8%*	*10%*	*26%$_{DEG}$*	*14%$_{DE}$*	*20%$_{DE}$*	*22%$_{DEG}$*
16 to 18		2	-	1	5$_{EG}$	2	3	4$_{EG}$
19 to 24		14	8	9	21$_{DEG}$	12$_{E}$	17$_{DE}$	18$_{DEG}$
Net:	*25 to 54*	*63*	*57*	*67$_{FI}$*	*56*	*64$_{FI}$*	*68$_{FI}$*	*60$_{F}$*
25 to 34		24	15	24$_{D}$	21	24$_{D}$	31$_{DEFG}$	28$_{DEFG}$
35 to 44		19	14	20$_{FI}$	17	20$_{I}$	23$_{FI}$	16
45 to 54		20	28$_{FHI}$	23$_{FHI}$	18	21$_{HI}$	14	16
55 to 64		15	26$_{FGHI}$	17$_{FHI}$	12	17$_{FHI}$	9	12
Net: older	*65 or*	*5*	*9$_{H}$*	*5$_{H}$*	*6$_{H}$*	*5*	*2*	*5$_{H}$*
65 to 74		4	8	4	4	4	2	4
75 or older		1	1	1$_{G}$	2$_{GI}$	<1	-	1$_{G}$
Average age		*40.7*	*47.2$_{EFGHI}$*	*42.6$_{FGHI}$*	*38.5*	*41.2$_{FHI}$*	*36.6*	*37.7*
Median age		*39.7*	*49.0*	*42.1*	*36.6*	*40.3*	*33.7*	*33.6*
Gender	n=	(18,948)	(317)	(5,178)	(2,103)	(4,365)	(1,004)	(5,981)
Male		51%	50%	49%	52%	53%$_{EI}$	51%	49%
Female		49	50	51$_{G}$	48	47	49	51$_{G}$

Q17. What is your age?
Q23. Are you male or female?
Base: Those Answering
Note: Total includes both weekdays and weekends, time periods are weekday only.

Q17. What is your age?
Q23. Are you male or female?
Base: Those Answering
Note: Total includes both weekdays and weekends, time periods are weekday only.

Table 5-11 shows household income data by time period.

Table 5-11: Household Income by Time Period

	Total	Time Period					
		Early AM	AM Peak	Midday	PM Peak	Evening	Weekend
		D	E	F	G	H	I
Household Income n=	(17,314)	(288)	(4,772)	(1,880)	(3,997)	(927)	(5,450)
Net: $30,000 or less	*38%*	*30%*	*26%*	*58%$_{DEG}$*	*31%$_{E}$*	*50%$_{DEG}$*	*61%$_{DEGH}$*
$10,000 or less	16	7	10	26$_{DEGH}$	13$_{DE}$	18$_{DE}$	26$_{DEGH}$
$10,001 to $20,000	12	9	8	19$_{DEG}$	10	14	20$_{DEG}$
$20,001 to $30,000	10	13	9	13$_{EG}$	7	18$_{EG}$	15$_{EG}$
Net: $30,001 to $70,000	*26*	*26*	*27*	*24*	*26*	*29*	*26*
$30,001 to $40,000	8	5	7	9	7	12$_{DEG}$	10$_{EG}$
$40,001 to $50,000	7	8	7	7	6	10	6
$50,001 to $60,000	6	9	7$_{F}$	4	7$_{F}$	5	6
$60,001 to $70,000	5	5	6$_{H}$	4	6$_{HI}$	2	4
Net: $70,001 to $125,000	*21*	*29$_{FHI}$*	*26$_{FHI}$*	*12$_{I}$*	*23$_{FHI}$*	*16$_{I}$*	*9*
$70,001 to $80,000	5	8$_{FI}$	6$_{FGI}$	3	5$_{FI}$	6	3
$80,001 to $100,000	8	14$_{FI}$	10$_{FI}$	5$_{I}$	8$_{FI}$	6	3
$100,001 to $125,000	8	8	10$_{FHI}$	4	11$_{FHI}$	4	3
Net: More than $125,000	*15*	*15$_{FHI}$*	*21$_{FHI}$*	*7$_{I}$*	*20$_{FHI}$*	*6*	*4*
$125,001 to $150,000	6	7	9$_{FHI}$	2	8$_{FHI}$	1	1
More than $150,000	10	8	12$_{FHI}$	5$_{I}$	12$_{FHI}$	4	3
Average Income	*$62,160*	*$68,310$_{FHI}$*	*$74,840$_{FHI}$*	*$41,100$_{I}$*	*$71,330$_{FHI}$*	*$43,650$_{I}$*	*$35,820*
Median Income	*$46,190*	*$58,500*	*$64,620*	*$23,980*	*$58,470*	*$29,950*	*$23,030*

Q18. What is your gross annual household income?
Base: Those Answering
Note: Total includes both weekdays and weekends, time periods are weekday only.