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APPENDICES

INTRODUCTION

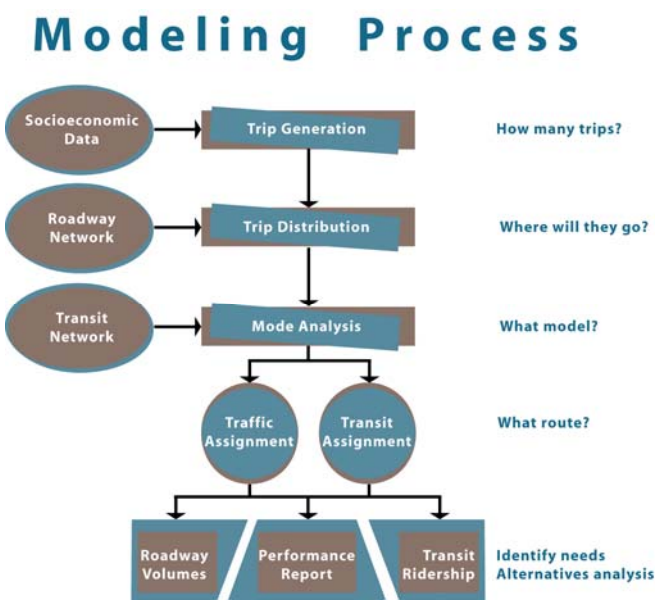
In the Spring of 2005, the North Front Range Metropolitan Planning Organization (NFR MPO) and LSA Associates, Inc. conducted onboard transit surveys of bus passengers on the Fort Collins' Transfort, Greeley The BUS, and the City of Loveland Transit (COLT) systems. These surveys were conducted as part of an ongoing, comprehensive data collection effort by the MPO to support regional transportation planning activities in the North Front Range. Results will be used in the upcoming update to the MPO's regional travel demand model and for operations planning, long-range planning, performance analysis, and market evaluations.

All of the regular fixed routes of each system were surveyed. Surveys were conducted on the following dates:

- Fort Collins' Transfort – Wednesday, March 30, 2005
- Loveland's COLT – Monday, April 4, 2005
- Greeley's The Bus – Wednesday, April 6, 2005

The North Front Range Metropolitan Planning Organization is designated under federal and state law as the responsible agency for coordinating and conducting long-range transportation planning for Colorado's North Front Range. Cities, counties, the Colorado Department of Transportation, and other agencies are represented on the MPO's Board of Directors and various technical advisory committees. They are responsible for developing the region's long-range transportation plan and short-range transportation improvement program. The 25-year plan and 6-year program direct the expenditure of federal, state, and some local transportation funds into roadway, bicycle, transit, and other transportation facility and service investments.

Onboard transit surveys are conducted to collect origin-destination, trip purpose, fare, transfer, and other transit ridership information and travel behavior based on existing services. Socioeconomic characteristics of the bus patrons were also collected. Ridership information was collected by the bus driver and made available in order to expand the survey results.



Surveys of this type are used to gather travel behavior information from current transit patrons. They support the MPO's efforts in building and maintaining an accurate regional travel demand model. Travel demand models are used to forecast travel conditions in the future, which in turn are used to identify future transportation needs and solutions to address them.

Transit surveys are traditionally conducted onboard. Survey attendants rode on the buses and introduced the survey to boarding patrons. Respondents were asked to complete the survey on the bus and leave it in a collection box or hand it to the attendant. If surveys could not be completed on the bus, the back of the survey form was printed with a postage-paid return mail address to give passengers the option of completing the form and dropping it in the mail at a later time.

This document has been prepared to describe the survey process and results of the 2005 NFR Onboard Transit Surveys. The information is organized into chapters that follow the sequence of activities involved in the survey and its analysis. Chapter 2 gives a brief description of the overall survey methodology and design including route selection, sampling procedure, and survey form preparation. Chapter 3 describes the survey preparation and conduct. Chapter 4 contains a summary of the steps taken to organize and clean the data, and Chapter 5 summarizes the findings from the survey.

SURVEY DESIGN AND METHODOLOGY

SURVEY METHODOLOGY

Several types of transit survey methods were reviewed for this effort, although only "onboard" techniques were considered appropriate because the onboard survey captures information from travelers on the way to their destination. In this manner, the onboard survey provides timely and accurate data that can be lacking with other methods.

Possible methodologies included having the bus drivers hand surveys to boarding passengers for completion by the patron, using attendants to interview and record responses from bus patrons, and surveyors handing surveys to patrons for completion.

The latter method was selected for several reasons. Asking the bus drivers to distribute surveys was deemed too burdensome in addition to their existing duties of recording boardings, taking fares, operating the bus, and others. Also, the drivers were unlikely to have the time to answer questions from passengers. Therefore, an attendant onboard the bus was required.

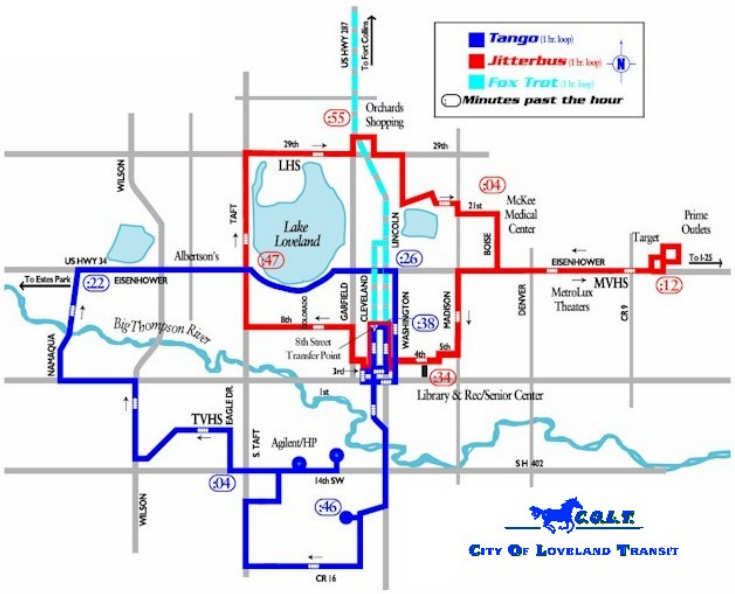
The attendant could either interview the passengers directly or distribute surveys to the passengers for them to complete. The latter, self-administered option was chosen because of the intensive resource requirements associated with onboard surveyors interviewing passengers.

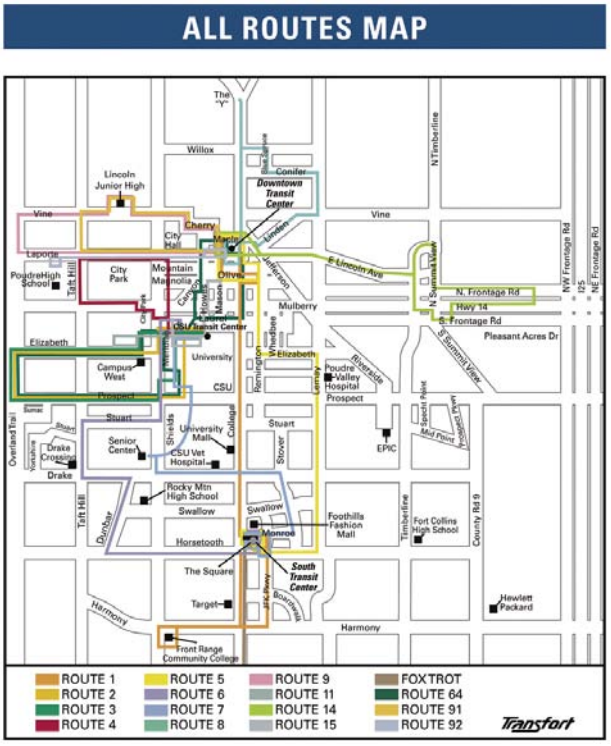
Surveys were conducted on Monday or Wednesday, the highest ridership days for the three transit systems. To the extent possible, each route was surveyed in its entirety for a full day of operation. All of the services operated from roughly 6:00 am until early evening.

ROUTE SELECTION

Some of the primary objectives of the onboard transit survey are to understand the travel patterns, reasons for riding transit, and trip purposes of people using the three transit systems in northern Colorado. The information that is obtained through the survey will be used to enhance and calibrate the mode choice process of the NFR MPO's regional travel demand model and permit an accurate validation of transit ridership.

For an onboard transit survey, a statistically significant number of bus trips and passengers need to be sampled to permit meaningful expansion of the data to represent all transit travel. A bus person trip is defined as the distinct, one-way movement of a bus rider from an origin to a destination, including the portions of the trip between the origin and the bus and the bus and the final destination. It may include more than one bus ride if the patron transfers between buses. The onboard transit survey was designed so that each survey form represents a bus person trip.





Based on the relatively low number of routes and ridership volumes of the three transit services of interest, the goal was to survey a large number of routes, bus trips and bus person trips. The survey encompassed complete operating days to obtain as much passenger trip information as realistically possible.

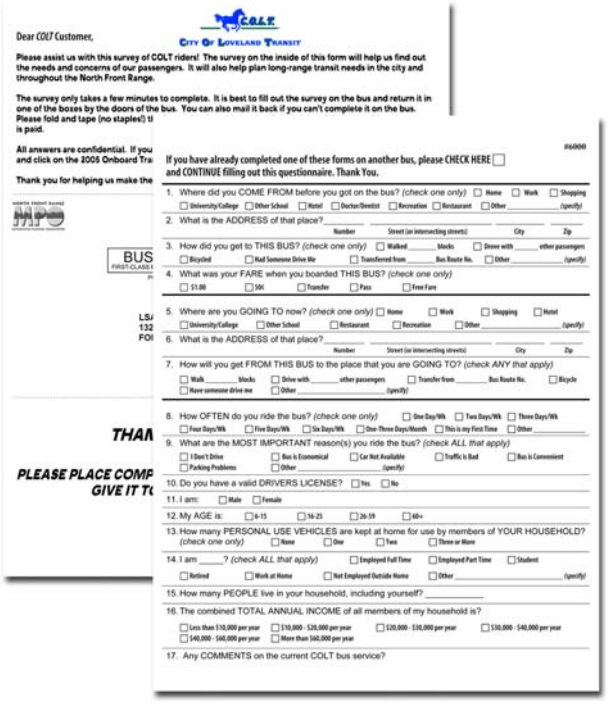
The survey was conducted on all daytime Transfort routes, including Routes 1 through 9, 11, 14, 15, and the FoxTrot. There are no Routes 10, 12, or 13. Routes 91 and 92 were not surveyed because they have very limited operations and serve students at Lincoln Junior High and Poudre High Schools.

Both of Loveland's two routes and all of Greeley's six routes were surveyed for an entire day of operations. Appendix A contains route maps and schedules in effect on the survey date for each respective bus agency.

DATA ELEMENTS AND SURVEY FORM DESIGN

The procedures used to develop the onboard transit survey methodology and the design of the survey form, or questionnaire, were based in part on experiences gained from previous survey efforts and a desire to maintain continuity with the 1999 Transfort Onboard Survey. Also, it was imperative to maintain as much consistency as possible between the surveys for each of the three transit systems. Some differences were allowed in order to accommodate differences in fares and specific requests of the transit operators.

The questionnaire was designed to elicit the desired information and be easy to understand and complete by the bus patrons. As is often the case, more and more information was desired during the survey planning discussions. The survey design process became a balancing act between retrieving as much information as possible while keeping the survey form to one page with reasonable font sizes.



Dear COLT Customer,

COLT
City Of Loveland Transit

Please assist us with this survey of COLT riders! The survey on the inside of this form will help us find out the needs and concerns of our passengers. It will also help plan long-range transit needs in the city and throughout the North Front Range.

The survey only takes a few minutes to complete. It is best to fill out the survey on the bus and return it in one of the boxes by the doors of the bus. You can also mail it back if you can't complete it on the bus. Please fold and tape (no staples!) t
is paid.

All answers are confidential. If you
and click on the 2005 Onboard Tra

Thank you for helping us make the

THAN

PLEASE PLACE COMP
GIVE IT T

#6000

If you have already completed one of these forms on another bus, please CHECK HERE ☐ and CONTINUE filling out this questionnaire. Thank You.

1. Where did you COME FROM before you got on the bus? *(check one only)* ☐ Home ☐ Work ☐ Shopping ☐ University/College ☐ Other School ☐ Hotel ☐ Doctor/Dentist ☐ Recreation ☐ Restaurant ☐ Other _____ *(specify)*
2. What is the ADDRESS of that place? _____ Number _____ Street (or intersecting streets) _____ City _____ Zip
3. How did you get to THIS BUS? *(check one only)* ☐ Walked _____ blocks ☐ Drove with _____ other passengers ☐ Bicycled ☐ Had Someone Drive Me ☐ Transferred from _____ Bus Route No. ☐ Other _____ *(specify)*
4. What was your FARE when you boarded THIS BUS? *(check one only)* ☐ $1.00 ☐ 50¢ ☐ Transfer ☐ Pass ☐ Free Fare
5. Where are you GOING TO now? *(check one only)* ☐ Home ☐ Work ☐ Shopping ☐ Hotel ☐ University/College ☐ Other School ☐ Restaurant ☐ Recreation ☐ Other _____ *(specify)*
6. What is the ADDRESS of that place? _____ Number _____ Street (or intersecting streets) _____ City _____ Zip
7. How will you get FROM THIS BUS to the place that you are GOING TO? *(check ANY that apply)* ☐ Walk _____ blocks ☐ Drive with _____ other passengers ☐ Transfer from _____ Bus Route No. ☐ Bicycle ☐ Have someone drive me ☐ Other _____ *(specify)*
8. How OFTEN do you ride the bus? *(check one only)* ☐ One Day/Wk ☐ Two Days/Wk ☐ Three Days/Wk ☐ Four Days/Wk ☐ Five Days/Wk ☐ Six Days/Wk ☐ One-Three Days/Month ☐ This is my First Time ☐ Other _____
9. What are the MOST IMPORTANT reason(s) you ride the bus? *(check ALL that apply)* ☐ I Don't Drive ☐ Bus is Economical ☐ Car Not Available ☐ Traffic is Bad ☐ Bus is Convenient ☐ Parking Problems ☐ Other _____ *(specify)*
10. Do you have a valid DRIVERS LICENSE? ☐ Yes ☐ No
11. I am: ☐ Male ☐ Female
12. My AGE is: ☐ 6-15 ☐ 16-25 ☐ 26-59 ☐ 60+
13. How many PERSONAL USE VEHICLES are kept at home for use by members of YOUR HOUSEHOLD? *(check one only)* ☐ None ☐ One ☐ Two ☐ Three or More
14. I am _____? *(check ALL that apply)* ☐ Employed Full Time ☐ Employed Part Time ☐ Student ☐ Retired ☐ Work at Home ☐ Not Employed Outside Home ☐ Other _____ *(specify)*
15. How many PEOPLE live in your household, including yourself? _____
16. The combined TOTAL ANNUAL INCOME of all members of my household is? ☐ Less than $10,000 per year ☐ $10,000 - $20,000 per year ☐ $20,000 - $30,000 per year ☐ $30,000 - $40,000 per year ☐ $40,000 - $60,000 per year ☐ More than $60,000 per year
17. Any COMMENTS on the current COLT bus service?

The survey forms were unique for each transit system but similar in many ways. The front of the form included a short paragraph identifying the purpose of the survey and requesting that the bus rider complete the survey. A business reply mail window was also printed on the front of each survey to allow for completion and mailback of the survey at a later time. Finally, instructions for completing and returning the survey were included.

The back of the form contained the questionnaire. These were divided into three sections associated with the desired information as follows:

- trip information related to origin, trip purpose, access mode, and fare;
- trip information related to destination, purpose, and egress mode; and
- socioeconomic and personal information such as reasons for riding, frequency, age, income, work status, gender, and household size.

In addition to these sections, three questions were added to the Greeley survey that were not included in the Fort Collins or Loveland surveys. These related to the riders' opinions regarding the quality of the service and other attitudinal information. Finally, each survey contained space for the respondent to record additional comments. Surveys were prepared in English and Spanish. Appendix B contains survey forms in both languages for each of the bus systems.

The questionnaires were designed to fit on an 8 ½ inch by 11 inch sheet of paper folded twice so that the business reply mail information would appear on the front when folded. Each survey was printed with a serial number in order to keep track of the route and streamline the administering of the survey. The serial numbers also provided a unique tracking number for subsequent data editing and verification efforts.

SAMPLE SIZE

It is not necessary to obtain interviews from all transit riders in order to draw reliable statistical inferences regarding their travel behavior. A sample can be selected and the information obtained from the sampled passengers can be used instead of collecting data from all passengers. The sampled passengers are then expanded mathematically to represent all passengers. The minimum number of surveys necessary to provide a statistically meaningful expansion is based upon sample statistics.

Normally, a statistical analysis of the population and desired statistical reliability would be employed to determine which passengers would receive surveys either by route, time of day, or other strata. However, due to the relatively low ridership numbers on bus routes in the North Front Range and the ease in which the surveys could be distributed, it was decided that virtually all boarding passengers on all daytime bus routes would be surveyed.

The statistical reliability desired for each route for this onboard transit survey is ±10% error at the 95% confidence interval. Many of the routes are expected to meet these criteria because of the high number of surveys distributed and the relatively high response rates. However, due the low ridership on several of the routes, some of the routes were not expected to meet this goal. In any case, the desired error and confidence interval for each route is simply that, a desire. Since every boarding passenger received a survey form to complete, little can be done to increase response rates short of a significant and costly redesign of the survey methodology.


Estimado cliente de *The BUS*,

theBUS

Le pedimos el favor de ayudarnos con esta encuesta de clientes de The BUS. La encuesta adjunta nos ayudara enteramos de las necesidades y lo que afecta a nuestros pasajeros. También nos ayudará a hacer planes de transporte a largo plazo para la ciudad y por toda la zona norte al pie de la cordillera.

Sólo tomará unos minutos llenar esta encuesta. Sería mejor llenarla en el autobús y metería en una de las cajas al lado de las puertas a la salida. También puede devolvería por correo si no puede llenarla en el autobús. Favor de doblarla con la dirección hacia afuera, sellarla con cinta adhesiva (¡no use grapas!) y depositarla en cualquier buzón –franco de porte pagado.

Todas las respuestas son confidenciales. Si

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BUSINE

LSA AS
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FORT C

18. ¿Qué aumentaría su uso de The BU

20. ¿Tiene usted algún COMENTARIO sob

¡¡MUCHAS

#8510

Si Ud. ha terminado uno de estos formularios en otro autobús, favor de SELECCIONAR AQUI ☐ y SEGUIR completando este cuestionario. Gracias.

1. ¿De dónde VIENE Ud. antes de subir a este autobús? *(sólo seleccione uno)* ☐ Casa ☐ Trabajo ☐ Compras
   ☐ Universidad ☐ Otra escuela ☐ Hotel ☐ Doctor/Dentista ☐ Recreación ☐ Restaurante ☐ Otra _____ *(especifique)*
2. ¿Cuál es la dirección de ese lugar?
   _____ _____ _____ _____
   Número Calle (o las calles que cruzan) Ciudad Código postal
3. ¿Cómo Ud. llegó a este autobús? *(Sólo seleccione uno)* ☐ Caminé _____ cuadras ☐ Manejé con _____ otros pasajeros
   ☐ Fui en bicicleta ☐ Alguien me llevó ☐ Transferí de _____ Nro. de Ruta de Autobús ☐ Otro _____ *(especifique)*
4. ¿Que PASAJE saco Ud. Al subir a ESTE AUTOBUS? *(sólo seleccione uno)*
   ☐ $1.00 ☐ 10¢ ☐ $1.00 Pase de día ☐ Pase ☐ Transferir ☐ Pasaje gratis
5. ¿Adónde va Ud. ahora? *(sólo seleccione uno)* ☐ Casa ☐ Trabajo ☐ Compras ☐ Hotel
   ☐ Universidad ☐ Otra escuela ☐ Restaurante ☐ Recreación ☐ Otra _____ *(especifique)*
6. ¿Cuál es la dirección de ese lugar?
   _____ _____ _____ _____
   Número Calle (o las calles que cruzan) Ciudad Código postal
7. ¿Cómo llegará DE ESTE AUTOBUS al lugar adonde va Ud.? *(seleccione TODO lo que corresponda)*
   ☐ Caminando _____ cuadras ☐ Manejando con _____ otros pasajeros ☐ Me transferí de _____ Nro. de Ruta de Autobús ☐ Bicicleta
   ☐ Tener alguien a pasar por mí en coche ☐ Otro _____ *(especifique)*
8. ¿Con qué FRECUENCIA toma el autobús? *(sólo seleccione uno)* ☐ Un día a la semana ☐ Dos días a la semana
   ☐ Tres días a la semana ☐ Cuatro días a la semana ☐ Cinco días a la semana ☐ Seis días a la semana ☐ Uno a tres días al mes
   ☐ Esta es mi primera vez ☐ Otro _____
9. ¿Cuales son las razones MÁS IMPORTANTES para que Ud. tome el autobús? *(selecciona TODOS que aplican)*
   ☐ No manejo ☐ El autobús es económico ☐ No tengo coche ☐ El tráfico es malo ☐ Me conviene el autobús
   ☐ Problemas para estacionarse ☐ Otro _____ *(especifique)*
10. ¿Tiene Ud. una licencia valida para conducir? ☐ Si ☐ No
11. Soy: ☐ Hombre ☐ Mujer
12. Tengo la edad de: ☐ 5-15 ☐ 16-21 ☐ 22-25 ☐ 26-30 ☐ 31-40 ☐ 41-59 ☐ 60+
13. ¿Cuántos VEHICULOS DE USO PERSONAL hay en su casa para las personas que habitan en su hogar? (sólo *seleccione uno)* ☐ Ninguno ☐ Uno ☐ Dos ☐ Tres o más
14. Está _____ *(seleccione TODO lo que corresponda)* ☐ Empleado de tiempo completo ☐ Empleado de tiempo media jorn
   ☐ Estudiante ☐ Jubilado ☐ Trabajo en casa ☐ No tengo trabajo fuera de la casa ☐ Otro _____ *(especifique)*
15. ¿Cuántas PERSONAS viven en su casa, incluyéndolo a Ud.?
16. Los ingresos anuales de TODAS LAS PERSONAS en su hogar son: ☐ Menos de $10,000 al año ☐ $10,000 - $20,000 al año
   ☐ $20,000 - $30,000 al año ☐ $30,000 - $40,000 al año ☐ $40,000 - $60,000 al año ☐ Más de $60,000 al año
17. ¿Tiene usted algún COMENTARIO sobre los servicios normales del The BUS?

	Muy satisfecho	Más o menos satisfecho	Satisfecho, pero necesita mejorarse	Nada satisfecho	No hay comentario
Las horas de operación					
Los destinos disponibles					
La frecuencia del servicio					
Las locaciones de las paradas de autobús					
La facilidad para transferir					
Tiempo de esperar para transferir					
Son serviciales los choferes					

Continúe por favor la inspección en la espalda de esta forma.

Several passengers returned incomplete or blank surveys. About 400 complete survey responses were needed for each route to yield the desired goal. With this amount, the statistical reliability is ±9-10% at the 95% confidence interval. Some of the routes did not have this much daily ridership. Fewer returned complete surveys produce a higher amount of error.

Appendix B contains a complete description of the statistical calculations and a table showing the statistical validity for the 95% confidence interval at each location.

PREPARATION AND CONDUCT OF THE SURVEY

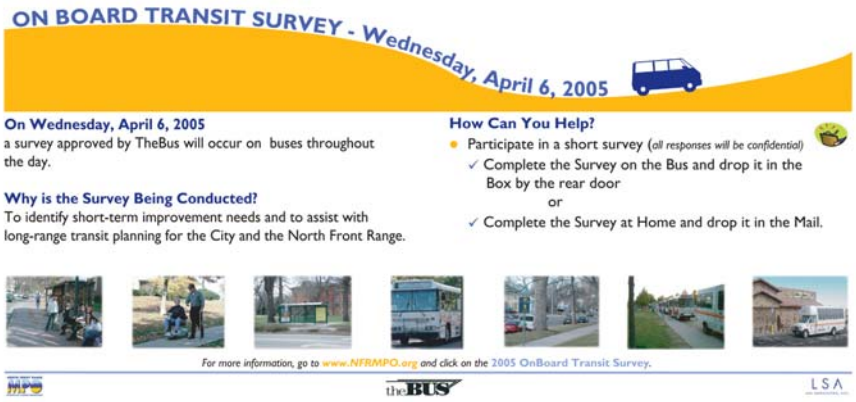
AGENCY COORDINATION

Coordination with representatives of the respective transit operators was a necessary part of the planning of the onboard surveys. Their participation and insight added a significant amount of value and efficiency to an otherwise complex effort. The MPO and consultant project managers met with the bus agencies at the onset of the project to establish working relationships and discuss topics such as ridership availability, advertising on buses, driver awareness of the survey, which routes to survey, and a litany of other items. Ongoing coordination throughout the survey process was conducted to refine issues such as the scheduling of survey attendants. The assistance of the bus agency representatives is much appreciated.

PUBLICITY/ADVERTISING

Advertising the bus survey was not necessary for the general public since the survey was geared directly toward bus riders and was administered on the buses. However, it was important to raise awareness so that potential respondents understood that the survey was legitimate and supported by the transit service.

Each survey attendant was required to wear an official name tag printed associating them with the survey. In addition, bus drivers were briefed on the survey before it occurred. Posters were placed on the buses in advance of and on the day of the survey to further raise awareness and participation.



STAFFING AND TRAINING

Staffing for the 2005 North Front Range Onboard Transit Surveys was provided by the MPO, consultant, and temporary workers hired through a local employment agency. The temporary workers filled the survey attendants positions and were managed by the MPO and consultant staffs. One survey attendant was placed on each bus throughout the day and replaced or rotated as necessary to maximize coverage and responses. The attendants distributed surveys and pencils to passengers as they boarded the bus, answered questions when necessary, and collected surveys as passengers departed.

Previous to boarding the buses, the survey attendants were provided with an overview of the purpose of the survey and trained on their specific duties. A short list of instructions was prepared for their reference.

SUPERVISION AND DATA COLLECTION

During the planning stages of the survey, Mondays and Wednesdays were determined to be the days of highest ridership and were thus selected for the survey. The onboard transit surveys were conducted on separate days for each of the three transit systems as follows:

- Fort Collins' Transfort – Wednesday, March 30, 2005
- Loveland's COLT – Monday, April 4, 2005
- Greeley's The Bus – Wednesday, April 6, 2005

The transit systems start their day well before rush hour in order to accommodate as many passenger needs as possible, including work trips, school/university trips, and others. Therefore, the survey crew started early as well. Survey attendants and MPO and consultant staff arrived at a centralized location on the day of the survey about an hour before the buses began their runs. A brief training session was conducted and materials were distributed to the attendants. Several of the temporary staff worked on more than one survey, so subsequent training needs decreased with each survey.

To the extent possible, a survey attendant rode on every bus on every route. This worked well for the Greeley and Loveland systems, but an insufficient number of temporary staff arrived the morning of the Transfort survey. Therefore, the Fort Collins survey had to be closely managed to provide as much coverage on the highest ridership routes as possible. In hindsight, this decision was questioned by the project managers because obtaining the desired number of surveys on the high ridership routes was relatively easy whereas responses on the lower ridership routes were relatively scarce. It may have been more desirable to maximize staffing coverage on the lowest volume routes. In any case, the problem was largely confined to the morning shift and alleviated in the afternoon when additional staff was available.

The survey attendants generally rode behind or across from and behind the driver, distributing surveys and pencils to passengers as they boarded. The attendants were sometimes called upon to answer questions but not to a large extent. Based on comments from the survey attendants, questions were typically more curious in nature rather than clarifying questions regarding the questionnaire. Near the rear exit door of the bus was placed a signed cardboard box for respondents to return their questionnaires and pencils.

Attitudes and work habits varied significantly among the temporary workers. After the Transfort survey, specific attendants were asked to work on the other two surveys whereas others were not.

Lunches and snacks were provided to the survey attendants at centralized dwell points in the system which they ate on the bus. Breaks occurred at the dwell points. Attendants were instructed to notify the driver when taking a break.

Overall, the data collection effort was deemed successful and ran smoothly.

DATA PROCESSING

The questionnaires that the surveyors collected were extensively sorted and reviewed before the data summaries could be prepared. This section presents a brief description of the steps followed to sort the questionnaires by bus trip and route, identify the type of bus service, edit and check the responses to each question, and factor the responses to represent the total number of riders on each route. Between the three transit systems, a total of 2,004 questionnaires were received. Transfort in Fort Collins accounted for 1,471 valid surveys received, The Bus in Greeley had 416 valid surveys returned, and COLT in Loveland had 117 valid surveys returned.

DATA ENTRY AND EDITING

After the surveys were collected, they were entered into an Access databases for each transit system using a custom interface that mimicked the survey instrument. The data entry operators were trained on the interface and provided instructions how to address common issues that arose through the entry process. Such issues include someone writing in an option in an "other" category that already exists, or providing a common place name (such as CSU) instead of an address. The interface was designed to only allow users to enter data within fixed ranges, so minimal post-processing would be necessary.

After the surveys were entered, they were divided into three categories: 1) no issues; 2) some concerns, partial data entered; and 3) many concerns, no data entered. The second and third groups were scrutinized by consultant staff. Since the data entry forms did not allow certain values for certain questions or multiple answers to certain questions, surveys with those errors were flagged by the data entry personnel for further staff review. Minor editing or clarifications were made by staff and the database entries for those surveys were added or completed.

Several data cleaning operations to the Access databases were made as a result of minor oversights made in the survey instrument design. In all three surveys, question 7 asked "How will you get from this bus to the place that you are going to?" One of the answers was "Transfer from" where it should have read "Transfer to." For the most part, respondents assumed this meant "Transfer to" and entered the route they were going to transfer to. However, in some cases, they entered the route they were currently on, or the same route that was entered in question 3, "How did you get to this bus?" To check this question, all responses to question 7 that indicated a transfer were reviewed, comparing the route that the survey was distributed on (available by cross-referencing the survey identification number) to the route identified on the "Transfer to" blank. In those cases that the current bus route and the transfer to blank were the same, the transfer to route number was deleted from the database. Responses that indicated two transfers (answering "transfer" to both question 3 and question 7), were also reviewed in detail and corrected where necessary.

A second issue that arose in The Bus and COLT surveys was that in question 5, "Where are you going to now?" the option choice "Doctor/Dentist" was inadvertently omitted. To address this issue, all surveys in which "other" was answered to question 5 were reviewed and any responses that identified "doctor," "dentist," "medical appointment" or something similar were re-classified as "Doctor/Dentist." Additional quality checks were made in the Access database and the data was cross-classified for further evaluation. Where problems were identified that could not be addressed through the Access database, the original survey form was located and the information verified. However, due to the data entry procedures and limitations on valid responses, such instances were rare.

GEOCODING OF ORIGINS AND DESTINATIONS

Geocoding is the process of converting origin/destination information to physical locations. On the survey forms, Questions 2 and 6 requested origin and destination responses, respectively, in the form of a street address or cross-streets. Zip codes were also requested. Many respondents provided place names such as Colorado State University instead of addresses. These were converted to addresses in the database where possible. However, some place names such as Safeway could not be used due to multiple locations in close proximity to routes.

The address information was geocoded using TransCAD software which provided specific latitudes and longitudes for each origin and destination. The initial pass to geocode the addresses was conducted by the consultant, and the MPO conducted subsequent efforts to refine the database in order to maximize the number of geocoded samples. In some cases, this involved manually reviewing maps to identify the location. Results from the initial geocoding exercise conducted with the TransCAD software are shown in Table 1.

Table 1
Initial Geocoding Results

SYSTEM	ORIGINS				DESTINATIONS			
	TOTAL SURVEYS	SURVEYS WITH ADDRESS	INITIAL NUMBER OF GEOCODED ADDRESSES	PERCENT GEOCODED	TOTAL SURVEYS	SURVEYS WITH ADDRESS	INITIAL NUMBER OF GEOCODED ADDRESSES	PERCENT GEOCODED
Transfort	1,471	1,295	1,147	89%	1,471	1,224	1,061	87%
Loveland	117	90	73	81%	117	70	50	71%
Greeley	416	329	266	81%	416	279	189	68%
Total	2,004	1,714	1,486	87%	2,004	1,573	1,300	83%

Results from the initial geocoding exercise are encouraging and sufficient for origin-destination analysis. However, it would be desirable to increase the geocoded destinations for the Loveland and Greeley surveys above 80%. The more labor-intensive efforts of the MPO to increase the number of geocoded samples yielded the results shown in Table 2.

Table 2
Final Geocoding Results

SYSTEM	ORIGINS				DESTINATIONS			
	TOTAL SURVEYS	SURVEYS WITH ADDRESS	FINAL NUMBER OF GEOCODED ADDRESSES	PERCENT GEOCODED	TOTAL SURVEYS	SURVEYS WITH ADDRESS	FINAL NUMBER OF GEOCODED ADDRESSES	PERCENT GEOCODED
Transfort	1,471	1,295	n/a	n/a	1,471	1,224	n/a	n/a
Loveland	117	90	n/a	n/a	117	70	n/a	n/a
Greeley	416	329	n/a	n/a	416	279	n/a	n/a
Total	2,004	1,714	n/a	n/a	2,004	1,573	n/a	n/a

Note: Final geocoding was not complete at time of printing.

The maps shown in Figures 1-3 identify the geocoded origin and destination locations for each of the surveys. This information will be valuable for use in enhancing and calibrating the mode choice module of the North Front Range Regional Travel Demand Model.

Figure 1
Geocoded Survey Results for COLT Bus Service

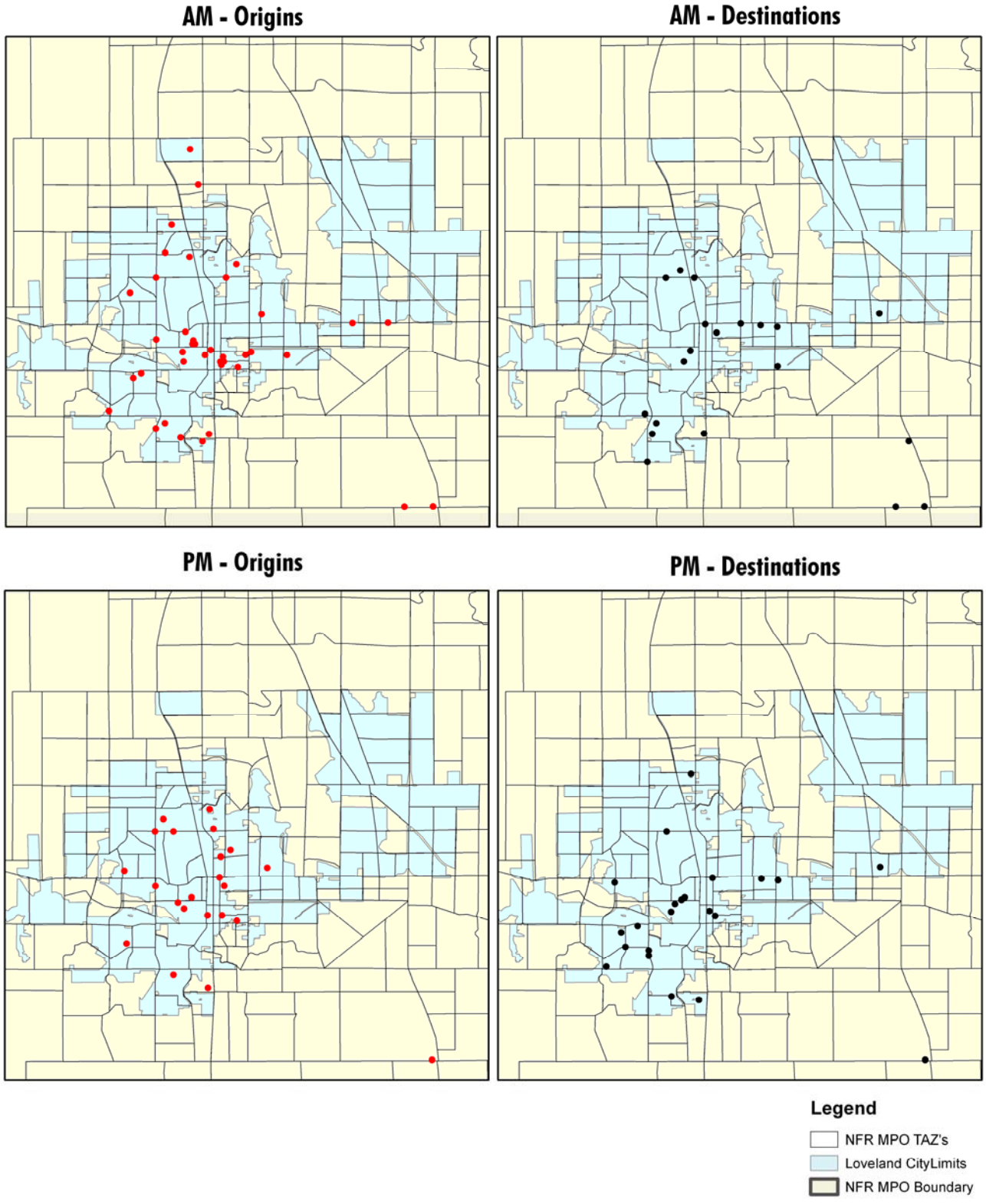


Figure 2
Geocoded Survey Results for The Bus (Greeley) Service

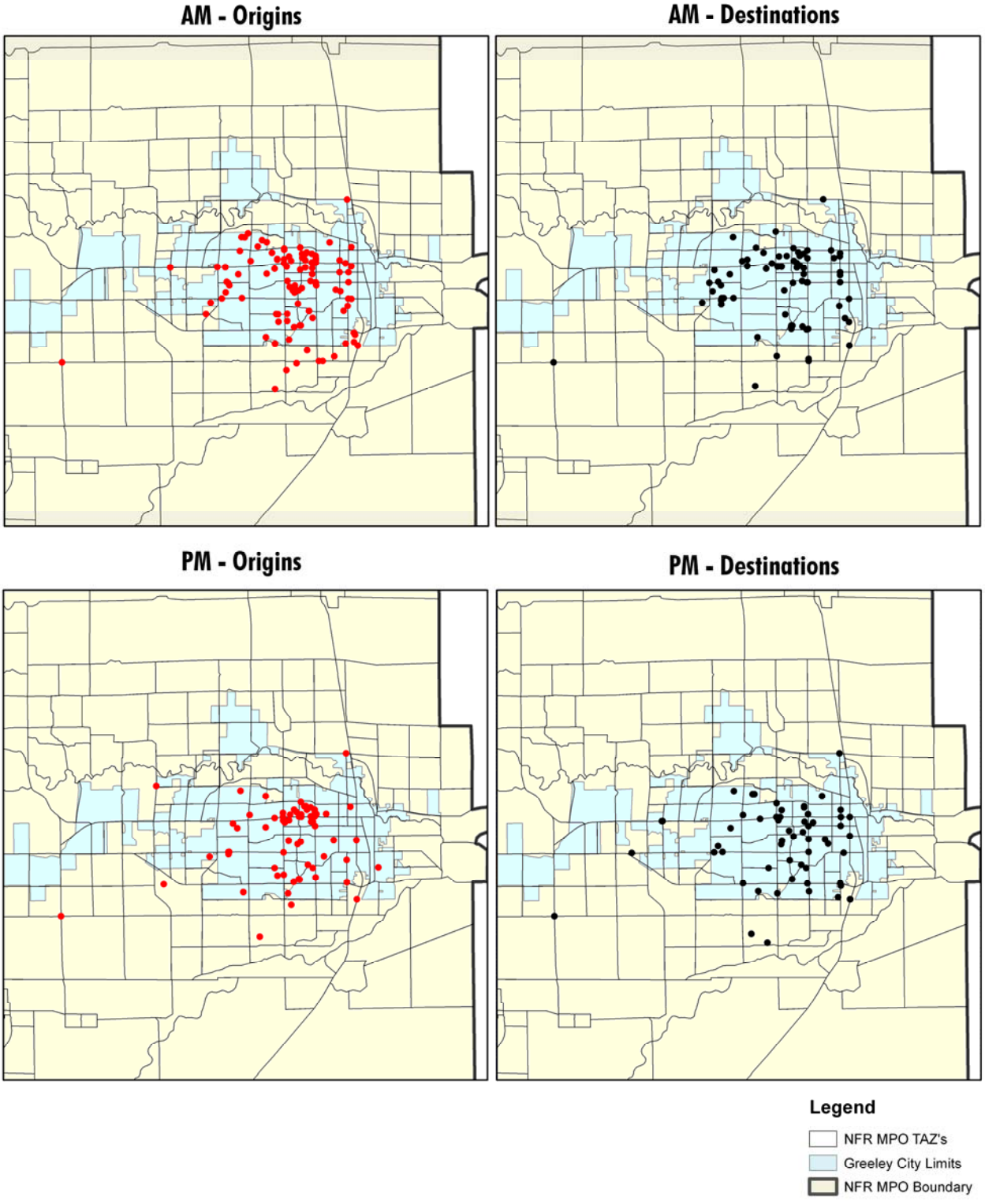
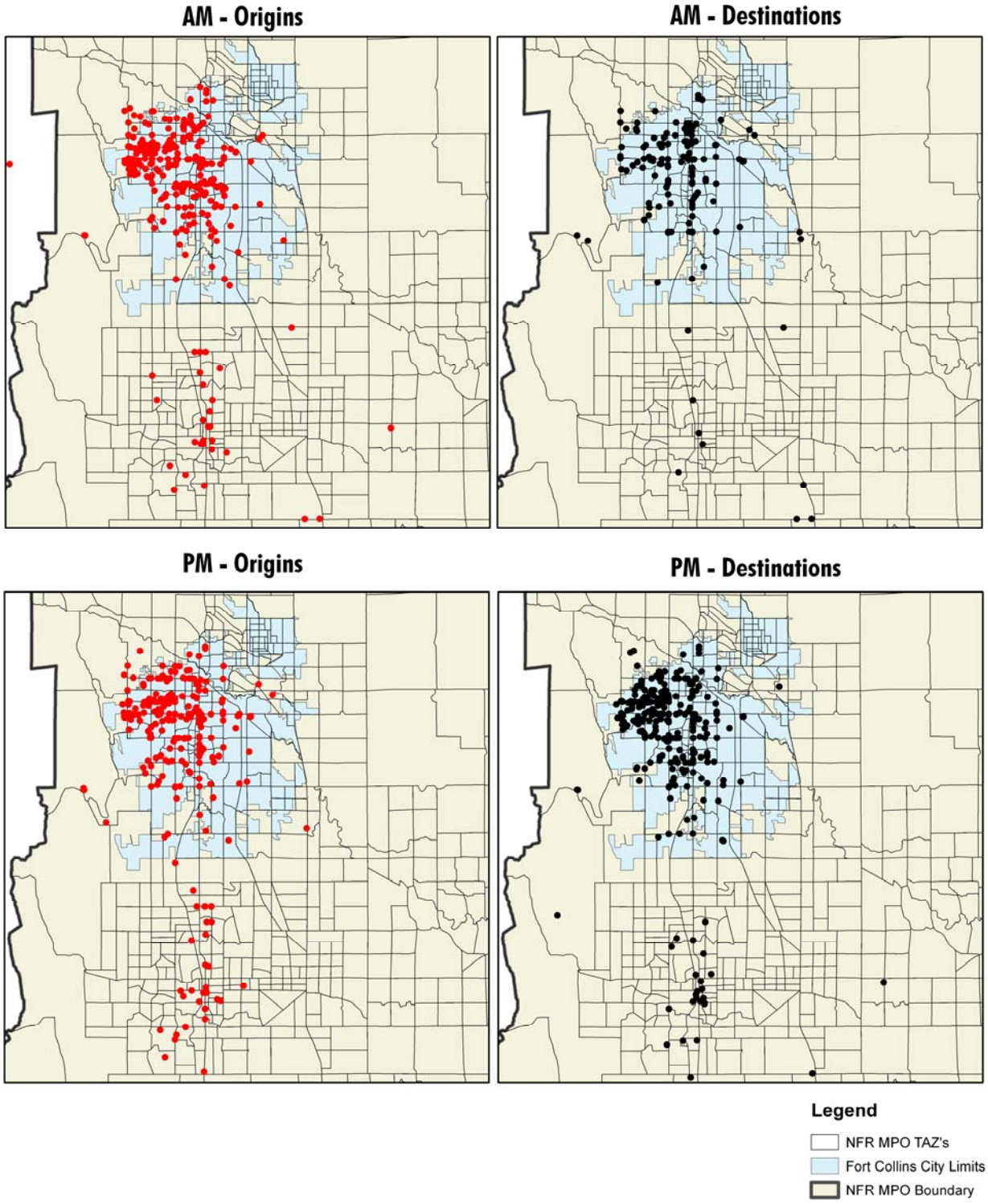


Figure 3
Geocoded Survey Results for Transfort Service



Note: Figures 1-3 are based on initial geocoding results and should be replaced with the final results when they become available.

DATA EXPANSION

Expansion factors are necessary to provide a means of expanding the number of transit passengers for which interviews were obtained from the trips surveyed (i.e., the sample) to the total number of daily passengers (i.e., the population). The sample was aggregated by bus route and time of day (morning or afternoon) and expanded to the daily ridership. For the interlined routes, the two routes were expanded as one unit. Expansion factors were developed for the total usable number of records obtained during the survey.

Expansion factors were computed for each bus route (or combination of routes for interlined routes) according to the following formula in order to factor the number of valid surveys received during the survey period to the total daily ridership:

Daily Expansion Factor = S / P

where:

S = number of passengers (boardings) for time period (AM or PM)

P = number of valid surveys received during time period (AM or PM)

Only Transfort data was expanded by time period with the exception of Routes 3 and 11 due to insufficient AM responses. Due to availability of ridership data by time, survey results from The Bus and COLT were expanded based on daily ridership only.

Tables 3 through 5 summarize the expansion factors for each system.

Table 3
Transfort Expansion Factors by Route and Time of Day

	RIDERSHIP			SURVEY RESPONSES			EXPANSION FACTORS		
ROUTE	AM	PM	DAILY	AM	PM	DAILY	AM	PM	DAILY
1/15	426	673	1,099	124	124	248	3.44	5.43	4.43
2	239	221	460	169	92	261	1.41	2.40	1.76
3	282	288	570	13	113	126	n/a	n/a	4.52
4/6	362	325	687	61	158	219	5.93	2.06	3.14
5	133	217	350	32	50	82	4.16	4.34	4.27
7	89	96	185	36	68	104	2.47	1.41	1.78
8	209	214	423	39	23	62	5.36	9.30	6.82
9/14	141	187	328	38	38	76	3.71	4.92	4.32
11	530	521	1,051	0	159	159	n/a	n/a	6.61
Foxtrot	194	258	452	59	69	128	3.29	3.74	3.53

Table 4
COLT Expansion Factors by Route

ROUTE	RIDERSHIP	SURVEY RESPONSES	EXPANSION FACTORS
Jitterbus	214	78	2.74
Tango	77	39	1.97

Table 5
The Bus Expansion Factors by Route

ROUTE	RIDERSHIP	SURVEY RESPONSES	EXPANSION FACTORS
1/2	192	31	6.19
2/1	173	83	2.08
3/4	109	37	2.95
4/3	123	59	2.08
5	417	181	2.30
6	72	24	3.00

TRANSFORT SURVEY SUMMARIES

This chapter summarizes the results of the Transfort Onboard Transit Survey conducted on March 30, 2005. A questionnaire was distributed to persons boarding each of the Transfort routes to record specific population and travel characteristics, such as:

Trip Characteristics

- Trip Purpose at Point of Trip Origin
- Mode Used to Access Transit
- Method of Fare Payment
- Trip Purpose at Point of Trip Destination
- Egress Mode to Final Destination
- Bus Usage per Week
- Qualitative Reasons for Using Transfort System
- Physical Location of Trip Origin
- Physical Location of Trip Destination
- Combined Origin and Destination Trip Purpose by Time of Day

Socioeconomic Data

- Driver's License
- Gender of Rider
- Age of Rider
- Vehicles per Household
- Employment Status
- Household Occupancy
- Annual Household Income

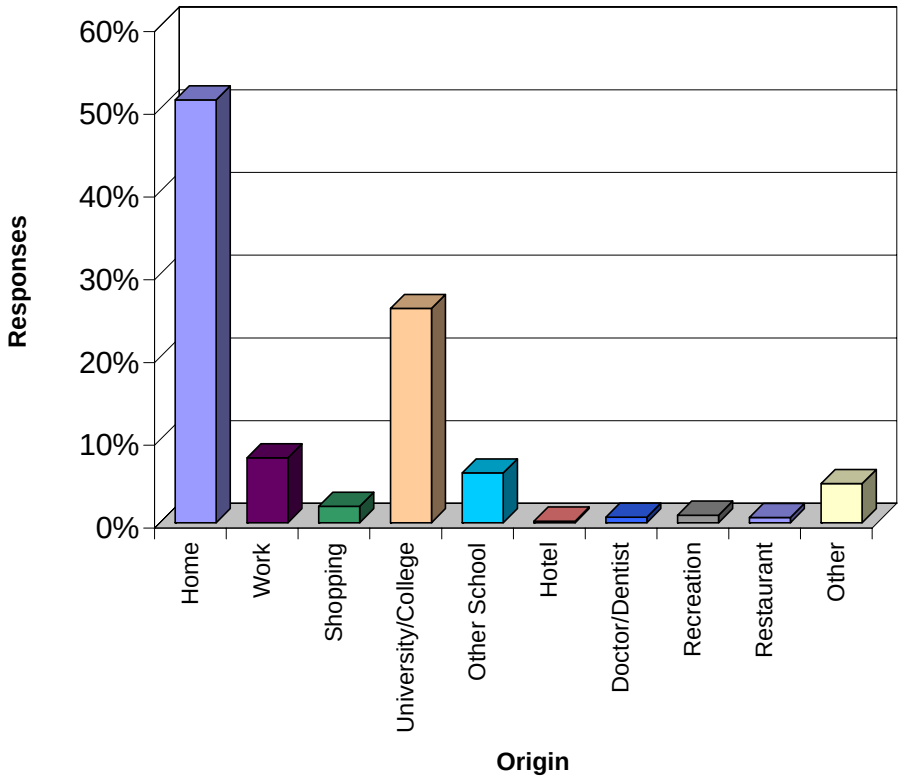
The actual number of survey responses was expanded based on route ridership. All results presented here represent expanded data. All statistics are presented in table format accompanied with a short discussion of significant findings.

TRIP ORIGIN PURPOSE

On the survey questionnaire, respondents were asked to identify the origin of their trip, or the place they were coming from when they received the survey. They were later requested to identify their destination, the next place they were going following receipt of the survey. The purpose at each origin and destination included ten categories: home, work, shopping, University/college, other school, hotel, doctor/dentist appointment, recreation, restaurant, and other (specify). Responses for the place of origin are presented in Table 6.

Table 6
Origin Purpose

ORIGIN PURPOSE	FREQUENCY
Home	51.1%
Work	7.8%
Shopping	2.0%
University/College	25.9%
Other School	6.0%
Hotel	0.2%
Doctor/Dentist	0.7%
Recreation	0.9%
Restaurant	0.6%
Other	4.7%
TOTAL	**100.0%**



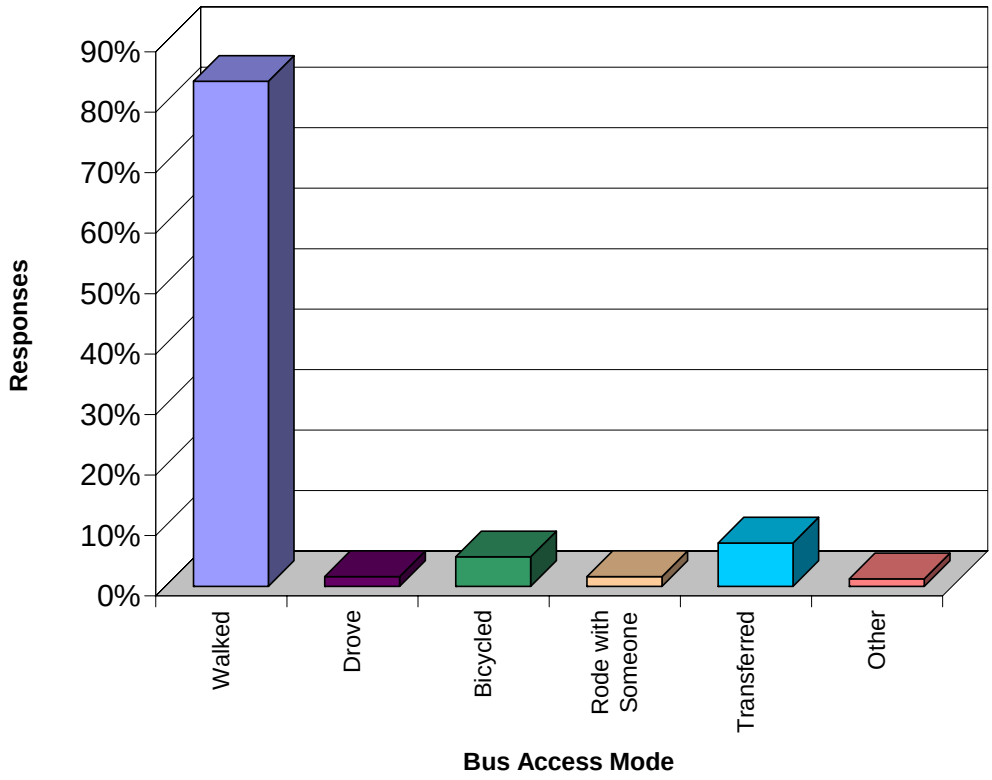
As shown above, over half of all bus respondents stated that they began their trip from home. Over one-fourth of those surveyed recorded that University or College was their origin prior to receiving a questionnaire. Only 8% responded that their trip began at a work location. Home, work, and school are typical trip ends for transit riders due to the regular schedule often associated with these activities.

MODE USED TO ACCESS BUS

The next question asked the respondent the mode of access used to get to the surveyed bus. This information is important to identify since its result has significant implications for promoting specific roadway, sidewalk, or bike lane enhancements. Further, walk trips can be analyzed to characterize the trip lengths and number of transfers taken by transit riders. Table 7 presents these findings.

Table 7
Bus Access Mode

ACCESS MODE	FREQUENCY
Walk	83.5%
Drove Car	1.6%
Bicycle	4.9%
Passenger in Car	1.6%
Transferred from Bus	7.2%
Other	1.3%
TOTAL	**100.0%**

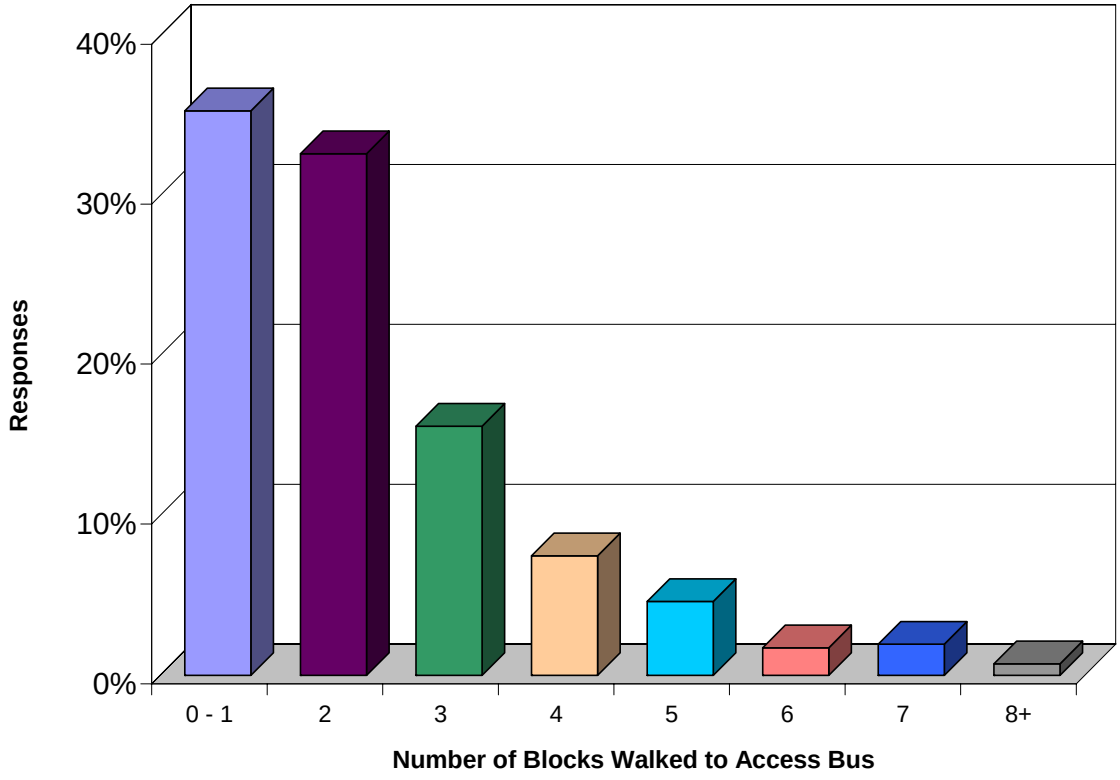


Not surprising, those surveyed stated that their primary means of access to the bus was walking (84%). Bus transfers accounted for approximately 7% of responses. Almost 5% responded that they used a bicycle to access their surveyed bus route. Approximately 3% were either the driver or passenger of a motorized vehicle. Given the lack of formal park-and-ride lots, the automobile access to bus was not expected to account for a large portion of the bus access mode.

Of those that walked to access the bus, over one-third (35%) walked one block or less. Over 90% of respondents that walked to the bus walked four blocks or less.

Table 8
Number of Blocks Walked to Access Bus

NUMBER OF BLOCKS	FREQUENCY
0 – 1	35.3%
2	32.6%
3	15.6%
4	7.5%
5	4.6%
6	1.7%
7	2.0%
8+	0.7%
TOTAL	**100.0%**

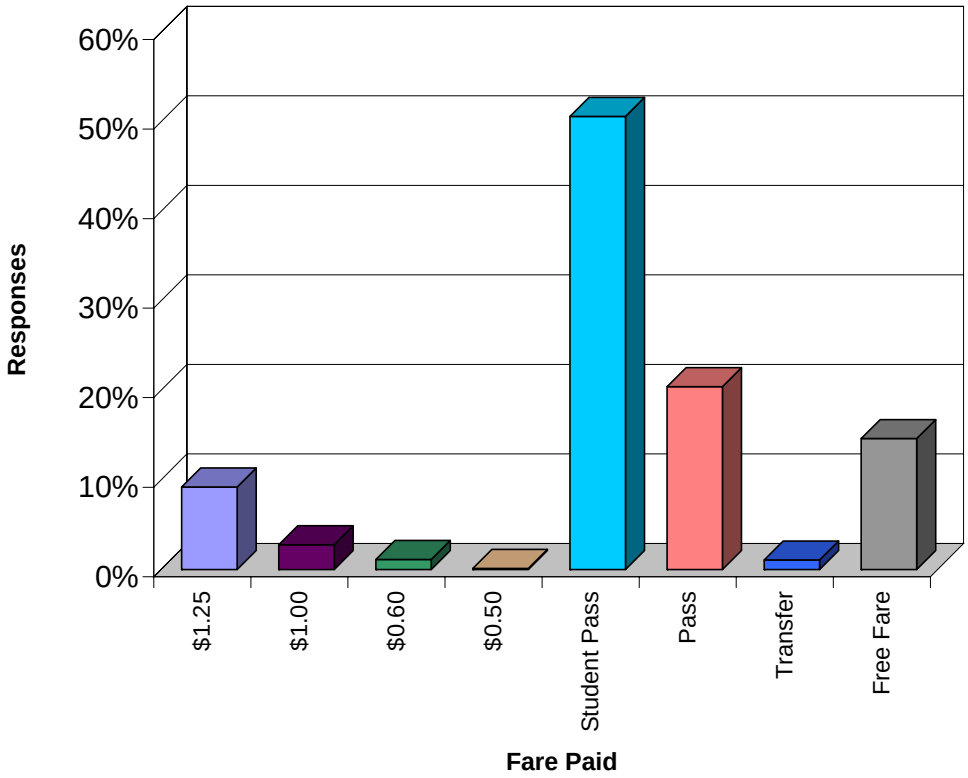


METHOD OF FARE PAYMENT

Understanding the method of payment can identify what type of rider used the Transfort system during the survey. The potential survey responses were categorized in a similar way to the standard Transfort fare categories. Discounted passes may include 10-ride tickets, monthly passes, and commuter passes. Annual discounted passes can also be purchased for seniors, disabled citizens, and Medicare cardholders. Table 9 summarizes the response to the question "What was your fare when you boarded this bus?"

Table 9
Method of Fare Payment

PAYMENT	FREQUENCY
$1.25	9.2%
$1.00	2.8%
$0.60	1.1%
$0.50	0.1%
Student Pass	50.6%
Pass	20.4%
Transfer	1.1%
Free Fare	14.6%
TOTAL	**100.0%**



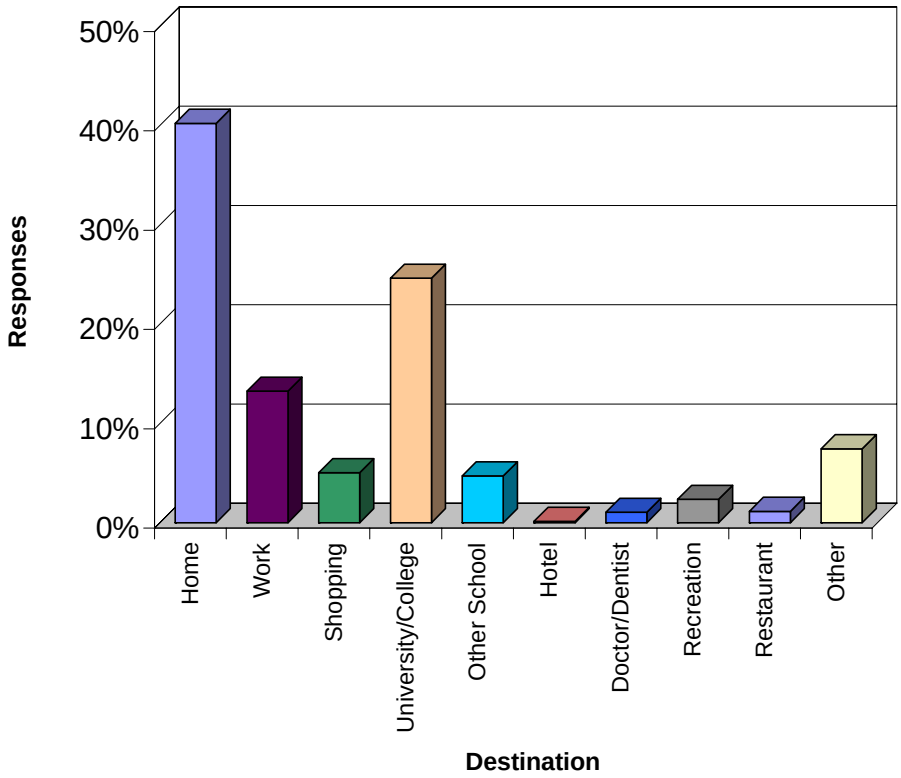
Over half (51%) of all persons surveyed stated that they used their student pass to board the bus. This pass is paid for through CSU activity fees and as a result, any full-time student may ride free. Approximately 20% utilized a discounted pass to access Transfort service. These riders most likely comprise the working segment of the ridership. Those persons paying the $1.25 fare (9%) are most likely infrequent riders as they do not have a discounted pass. In total, 86% of riders used either a pass or were fare free. In comparing transfer data from Tables 7 and 9, it was found that the difference is primarily due to the use of student passes in lieu of actual transfer tickets when transfers occurred.

TRIP DESTINATION PURPOSE

Riders were also queried as to their final destination. Table 10 presents these findings:

Table 10
Destination Purpose

DESTINATION PURPOSE	FREQUENCY
Home	40.2%
Work	13.2%
Shopping	5.0%
University/College	24.6%
Other School	4.7%
Hotel	0.1%
Doctor/Dentist	1.1%
Recreation	2.4%
Restaurant	1.1%
Other	7.4%
TOTAL	**100.0%**



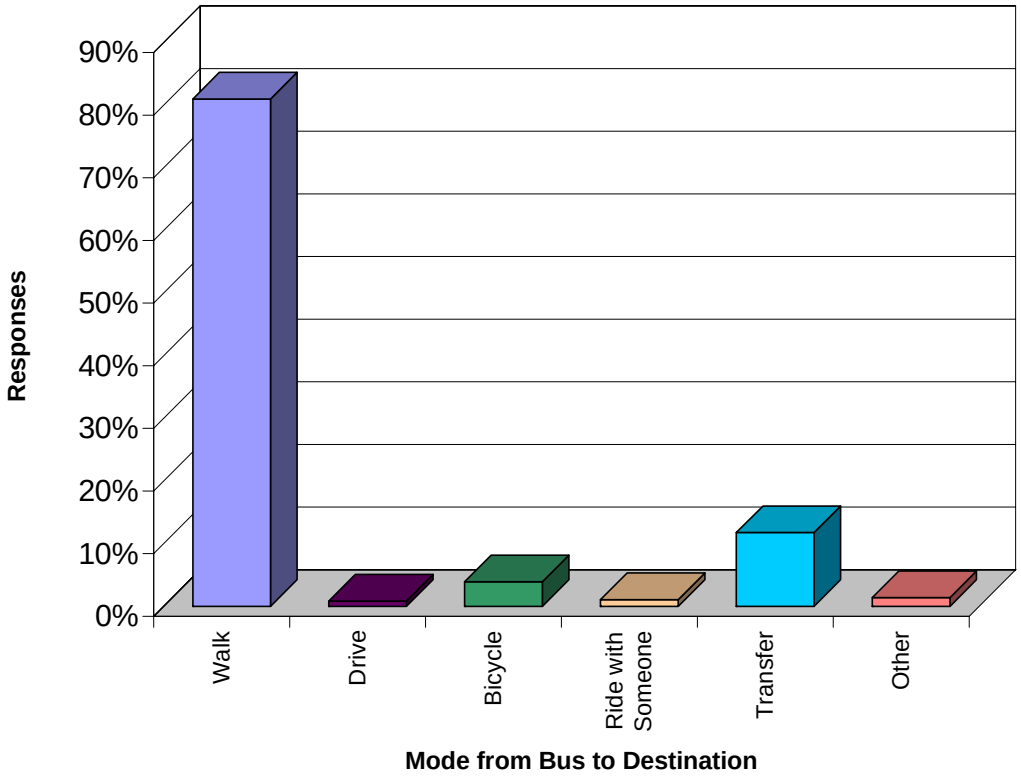
Forty percent of responses stated that home was their destination. University/College accounted for one-fourth of destinations and work made up 13%. Similar to the trip origin purpose, trip ends on the Transfort system tend to be home, work, or school.

MODE USED FROM BUS TO DESTINATION

The mode in which bus passengers completed their trip is as equally important as understanding how they accessed the bus route. Table 11 presents the responses reported during the on-board survey:

Table 11
Bus Departure Mode

DEPARTURE MODE	PERCENT
Walk	81.0%
Drove Car	0.8%
Bicycle	3.9%
Passenger in Car	1.1%
Bus Transfer	11.8%
Other	1.4%
TOTAL	**100.0%**

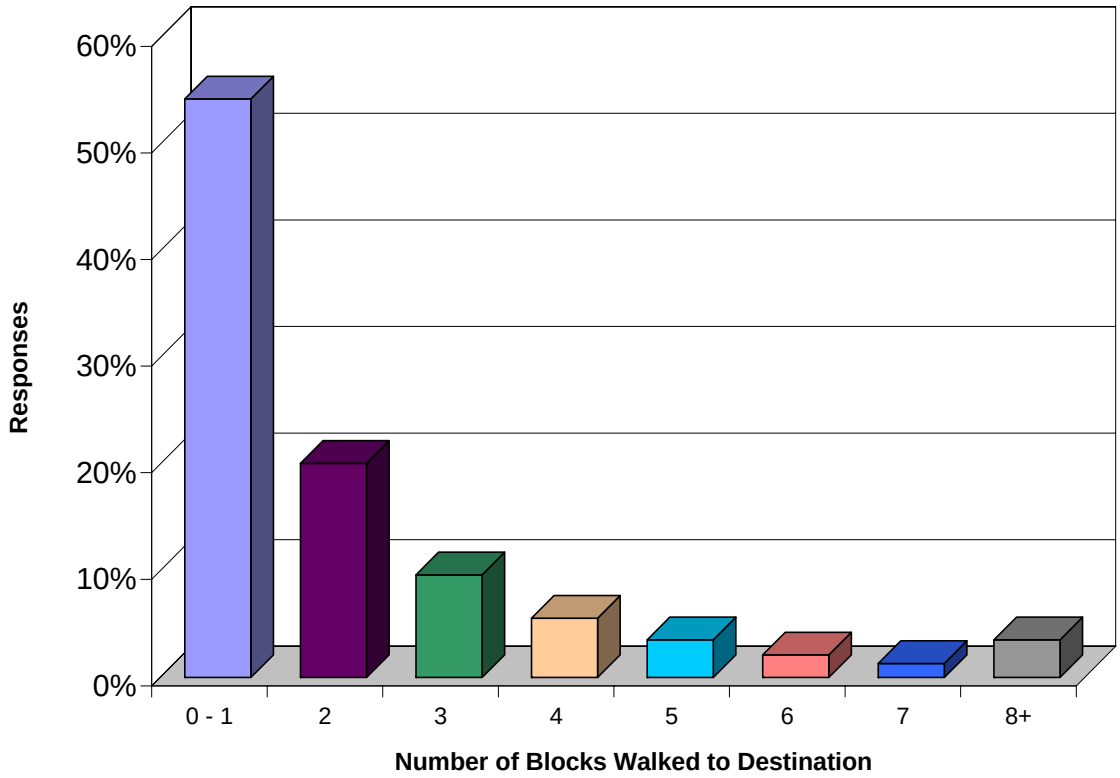


As would be expected, the walk mode accounted for over 80% of all responses for mode used to access their final destination. Over 10% transferred from one bus to another bus. Less than 4% used bicycles to access their final destination. Less than 2% used some form of motorized vehicle (driver or passenger). These figures, as expected, are very similar to the bus access mode distribution shown in Table 7.

Of those that walked to access their destination, over half (54%) walked one block or less. Almost 90% of respondents that walked to their destination walked four blocks or less.

Table 12
Number of Blocks Walked to Access Destinations

NUMBER OF BLOCKS	FREQUENCY
0 – 1	54.3%
2	20.1%
3	9.6%
4	5.5%
5	3.5%
6	2.1%
7	1.3%
8+	3.5%
TOTAL	**100.0%**



TRIP PURPOSE

The trip origin and destination responses were analyzed based on three separate time periods: AM, PM, and daily. The following tables show an origin-destination matrix of trip purpose by time period.

Table 13
AM Period Trip Purposes

TO / FROM	HOME	WORK	SHOP	UNIV	SCHOOL	HOTEL	DR/DENT	REC	REST	OTHER	TOTAL
Home	0.0%	26.3%	4.0%	32.0%	9.4%	0.0%	2.3%	1.2%	0.9%	7.5%	0.0%
Work	1.5%	0.0%	0.2%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	1.5%
Shop	1.3%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%
University	3.5%	0.6%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.8%	3.5%
School	0.4%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.4%
Hotel	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Dr/Dentist	0.7%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%
Recreation	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%
Restaurant	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.2%
Other	1.7%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.8%	1.7%
TOTAL	**9.6%**	**28.1%**	**4.9%**	**32.6%**	**10.0%**	**0.1%**	**2.3%**	**1.6%**	**0.9%**	**9.9%**	**9.6%**

The North Front Range Regional Travel Model uses six primary trip purposes: Home-Based-Work (HBW), Home-Based-Shopping (HBS), Home-Based-University (HBU), Home-Based-Other (HBO), Work-Based-Other (WBO), and Other-Based-Other (OBO). The origin-destination matrix of trips can be aggregated into these primary purposes. For example, trips between home and work, regardless of whether home is the origin or destination are identified as HBW trips. As might be expected, during the AM peak hours these are an important trip purpose (28%). Trips between home and University/College are considered HBU trips and are also an important trip purpose (36%) substantiating earlier findings that CSU students are a large part of the Transfort ridership. Home-Based-Other trips account for 25% of trips. Table 14 identifies the various trip purposes and calculated rates for each time period.

Table 14
Trip Rates

TRIP PURPOSE	AM	PM	DAILY
HBW	27.8%	11.5%	16.2%
HBS	5.3%	4.2%	4.2%
HBU	35.5%	50.3%	48.8%
HBO	24.5%	20.2%	20.3%
WBO	2.7%	5.2%	4.0%
OBO	4.2%	8.6%	6.5%
TOTAL	**100.0%**	**100.0%**	**100.0%**

As a general rule, PM peak period trip purposes are somewhat less clustered in specific categories than are AM trips, but will be similar. As with the AM period, the dominant trip purpose is HBU (50%). HBW trips comprise approximately 12% of PM peak period transit trips. Table 15 summarizes trip purpose responses during the PM peak period.

Table 15
PM Peak Period Trip Purposes

TO / FROM	HOME	WORK	SHOP	UNIV	SCHOOL	HOTEL	DR/DENT	REC	REST	OTHER	TOTAL
Home	0.0%	3.8%	2.8%	21.5%	1.4%	0.2%	0.3%	1.4%	0.6%	4.7%	36.6%
Work	7.7%	0.0%	0.6%	0.6%	0.5%	0.0%	0.1%	0.9%	0.2%	0.2%	10.7%
Shop	1.4%	0.0%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.2%	0.1%	2.6%
University	28.8%	1.1%	0.7%	0.0%	0.1%	0.0%	0.0%	0.4%	0.3%	1.1%	32.4%
School	6.6%	0.4%	1.2%	0.3%	0.0%	0.0%	0.0%	0.2%	0.0%	0.4%	9.2%
Hotel	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.2%
Dr/Dentist	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Recreation	0.8%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.9%
Restaurant	0.2%	0.3%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.7%
Other	3.5%	0.3%	0.6%	0.3%	0.2%	0.0%	0.2%	0.2%	0.0%	0.9%	6.1%
TOTAL	**49.6%**	**6.0%**	**6.3%**	**23.2%**	**2.2%**	**0.2%**	**0.7%**	**3.2%**	**1.3%**	**7.5%**	**100.0%**

As mentioned above, the daily trips include all trips observed during Transfort's hours of operation. When the total daily trips are shown for all total hours of operation, the clustering among categories becomes more evenly distributed, offering a more complete picture of travel patterns for an average weekday on Transfort. Table 16 presents the daily trips by origin and destination.

Table 16
Daily Trip Purposes

TO / FROM	HOME	WORK	SHOP	UNIV	SCHOOL	HOTEL	DR/DENT	REC	REST	OTHER	TOTAL
Home	0.0%	11.0%	2.9%	24.5%	3.8%	0.1%	0.9%	1.2%	0.7%	5.3%	50.5%
Work	5.1%	0.0%	0.4%	0.4%	0.4%	0.0%	0.0%	0.5%	0.1%	0.4%	7.3%
Shop	1.3%	0.1%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	2.1%
University	24.2%	0.8%	0.6%	0.0%	0.1%	0.0%	0.0%	0.2%	0.3%	0.9%	27.2%
School	3.9%	0.2%	0.8%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.3%	5.5%
Hotel	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%
Dr/Dentist	0.6%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Recreation	0.8%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	1.0%
Restaurant	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.7%
Other	2.8%	0.5%	0.3%	0.2%	0.1%	0.0%	0.1%	0.2%	0.0%	0.7%	5.0%
TOTAL	**39.0%**	**12.9%**	**5.3%**	**25.7%**	**4.5%**	**0.1%**	**1.1%**	**2.4%**	**1.2%**	**7.8%**	**100.0%**

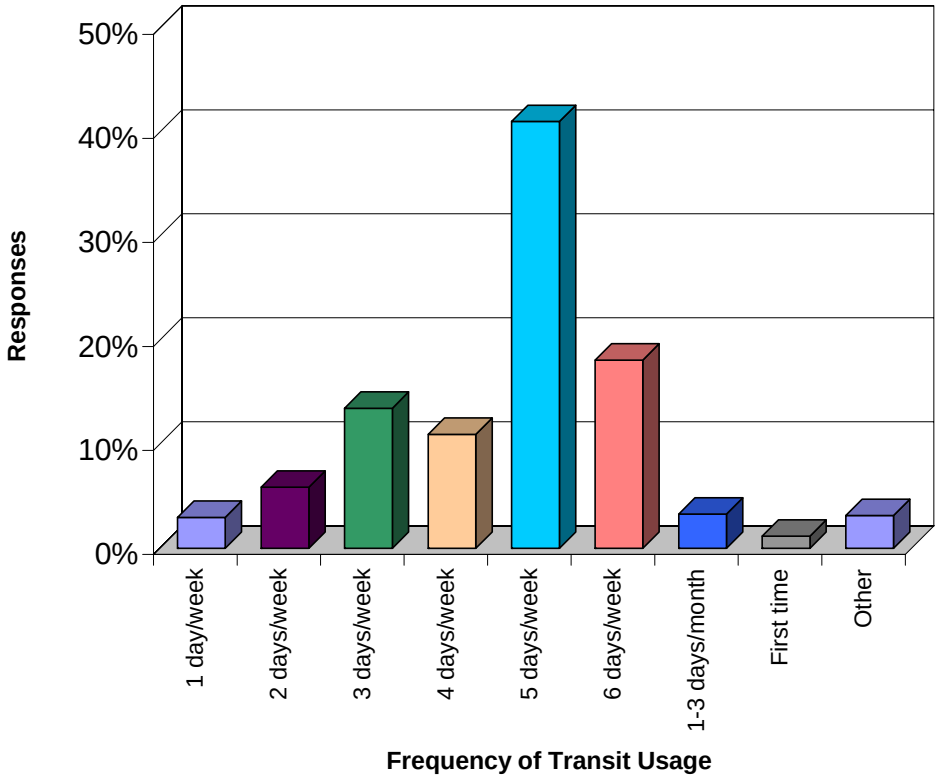
Over the entirety of Transfort's operating hours, HBW trips accounted for approximately 16% of all transit trips. HBU trips made up 49% of trips and HBO represented 20% of all trips.

FREQUENCY OF TRANSIT USAGE

Understanding the frequency of transit usage is an important facet for identifying market segments. Identifying those persons and demographic characteristics that regularly use a particular service provides an opportunity to identify potential ridership.

Table 17
Frequency of Transit Usage

TRANSIT USAGE	FREQUENCY
One Day / Week	3.0%
Two Days / Week	5.9%
Three Days / Week	13.5%
Four Days / Week	10.9%
Five Days / Week	41.0%
Six Days / Week	18.1%
1 to 3 Days / Month	3.3%
First Time	1.2%
Other	3.2%
TOTAL	**100.0%**



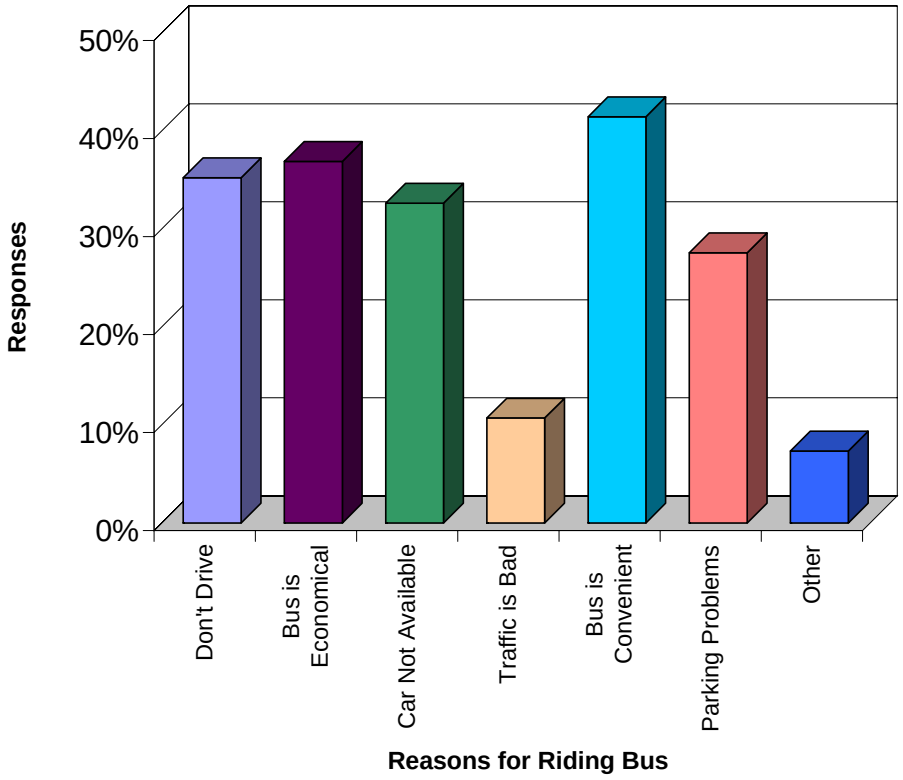
As presented in Table 17, current riders tend to use the Transfort bus system an average of five days per week. Over 40% of those surveyed responded that they rode the system on average for five days per week. Over 18% stated they rode the bus system six days per week while almost 11% used the system three times per week. These findings are encouraging as well as expected because planning and modeling efforts are simplified when transit patronage is primarily from regular customers.

REASONS FOR USING TRANSIT

Questions regarding the reasons behind the respondent's use of the bus system were also posed. The respondents were allowed to have multiple responses to this question so the total percentage exceeds 100%. Further, most persons gave an average of two answers. Table 18 presents these findings.

Table 18
Stated Reasons for Riding Transfort

REASON	PERCENT
Don't Drive	35.2%
Bus is Economical	36.9%
Car Not Available	32.6%
Traffic is Bad	10.7%
Bus is Convenient	41.5%
Parking a Problem	27.6%
Other	7.4%



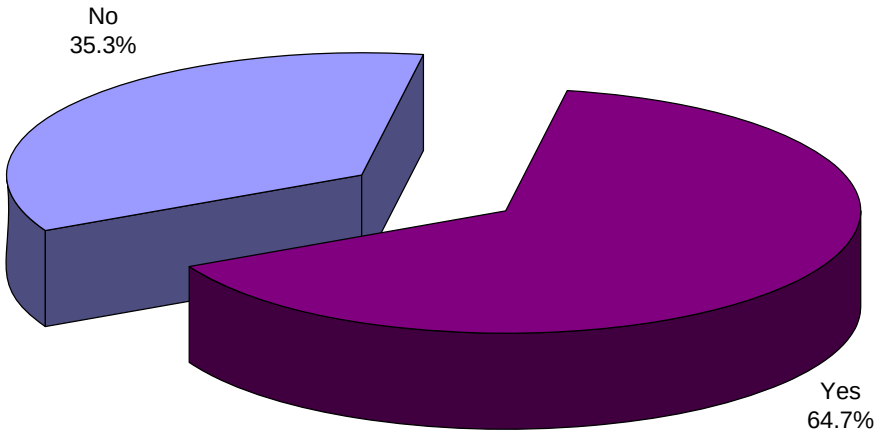
Almost 42% of riders stated that they used the Transfort system because it was convenient. Further, 37% said the bus was economical from a total transportation cost perspective. Additional reasons for riding the bus were that the respondent didn't drive (35%) or that a car was not available (33%). Traffic ranked very low as a reason to ride the bus, with only 11% of respondents citing that reason.

DRIVER'S LICENSE STATUS

Lack of a valid driver's license is often a reason why persons use the bus system. One-third of the survey population stated that they did not possess a driver's license. This number of responses correlates very well with earlier statements regarding whether the person drives or has a vehicle available.

Table 19
Driver's License Status

DRIVER'S LICENSE?	FREQUENCY
Yes	64.7%
No	35.3%
TOTAL	**100.0%**

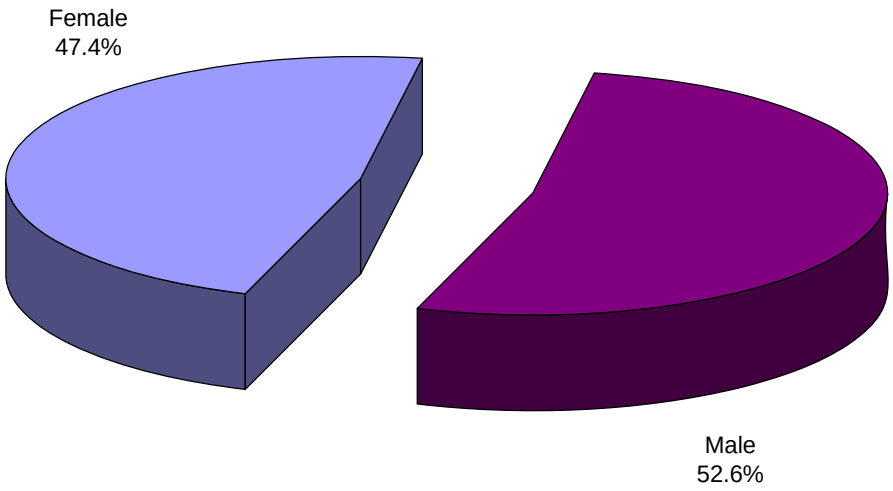


GENDER OF TRANSIT RIDERS

Identifying the gender of the ridership is helpful in better understanding a person's propensity to use transit. This variable, in concert with other demographic characteristics, help describe the socioeconomic and demographic characteristics of current transit users and can identify other potential market areas. Table 20 summarizes the respondent's gender orientation:

Table 20
Gender of Transit Riders

GENDER	FREQUENCY
Male	52.6%
Female	47.4%
TOTAL	**100.0%**



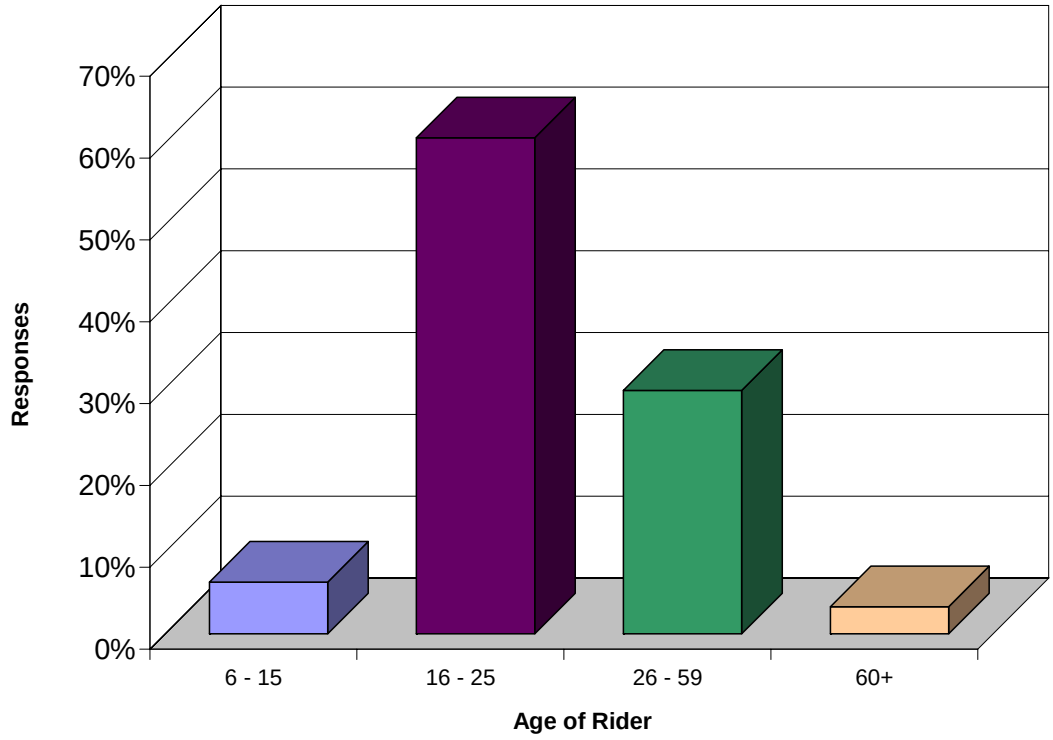
Contrary to national ridership statistics, more males responded to the questionnaire than females. Fifty-three percent of all respondents stated they were male while 47% were female.

AGE OF TRANSIT RIDERS

The age of ridership can also help identify user groups. Those persons under driving age and the elderly have historically been the most recognized segment using public transportation. However, due to the nature of Fort Collins and the CSU Campus as well as the coverage of the bus system itself, these market segments may be less significant. Furthermore, the survey did not include the two limited school routes operated by Transfort. Table 21 presents these responses:

Table 21
Age of Transit Riders

AGE	FREQUENCY
6 to 15	6.3%
16 to 25	60.6%
26 to 59	29.7%
60 and Over	3.3%
TOTAL	**100.0%**



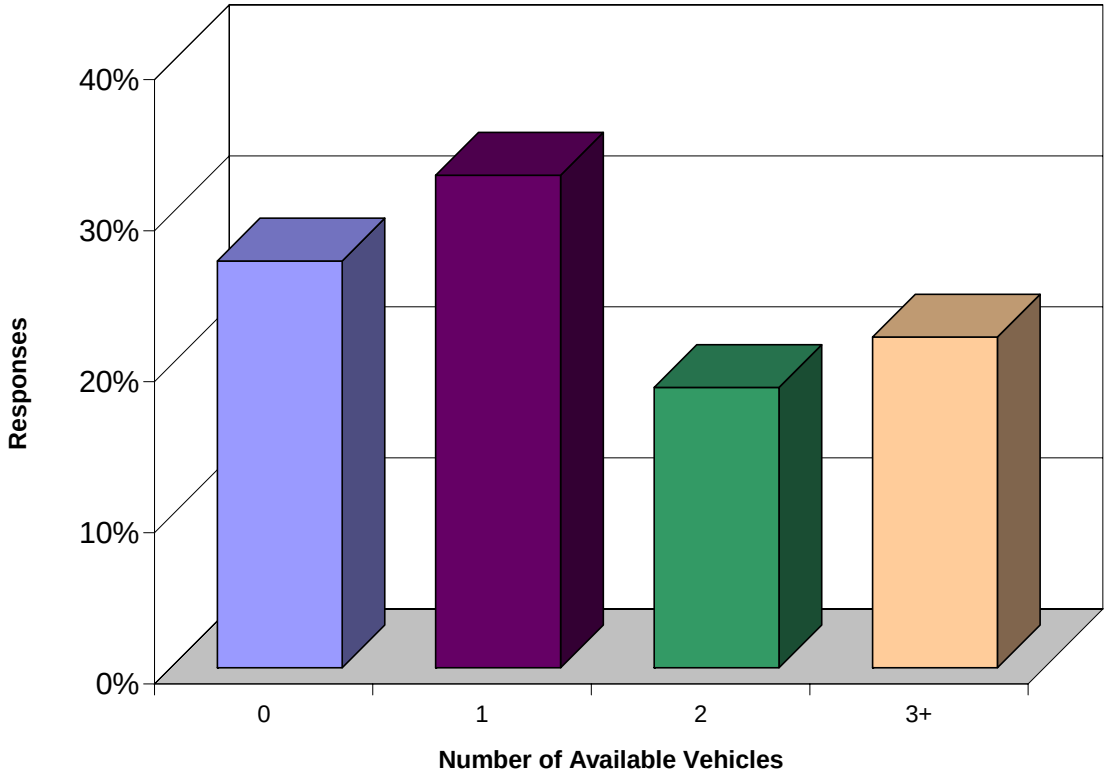
The majority of respondents fell within the 16 to 25 age category (61%). These persons are of student age and may tend to be high school or university/college students. Thirty percent of respondents reported they were between 26 and 59. This segment would identify working age people using the bus system. Most interesting is the very low number of persons 60 and older (3%) and ages 6 to 15 (6%) that use Transfort. These percentages are atypical for most urbanized areas. One explanation for this phenomenon might be that the overabundance of students may be skewing these results. In addition, senior citizens may elect to use dial-a-ride services that were not included in this survey.

VEHICLES AVAILABLE TO THE HOUSEHOLD

Vehicle ownership may reflect the potential number of captive riders using the bus system. If no vehicle is available, mobility options are reduced to carpooling with a person from another household, public transportation, or non-motorized modes such as walking or bicycling. A summary of those responding to this question is presented below in Table 22.

Table 22
Number of Household Vehicles

AVAILABLE VEHICLES	FREQUENCY
Zero Auto	26.9%
One Auto	32.6%
Two Autos	18.6%
Three or More Autos	21.9%
TOTAL	**100.0%**



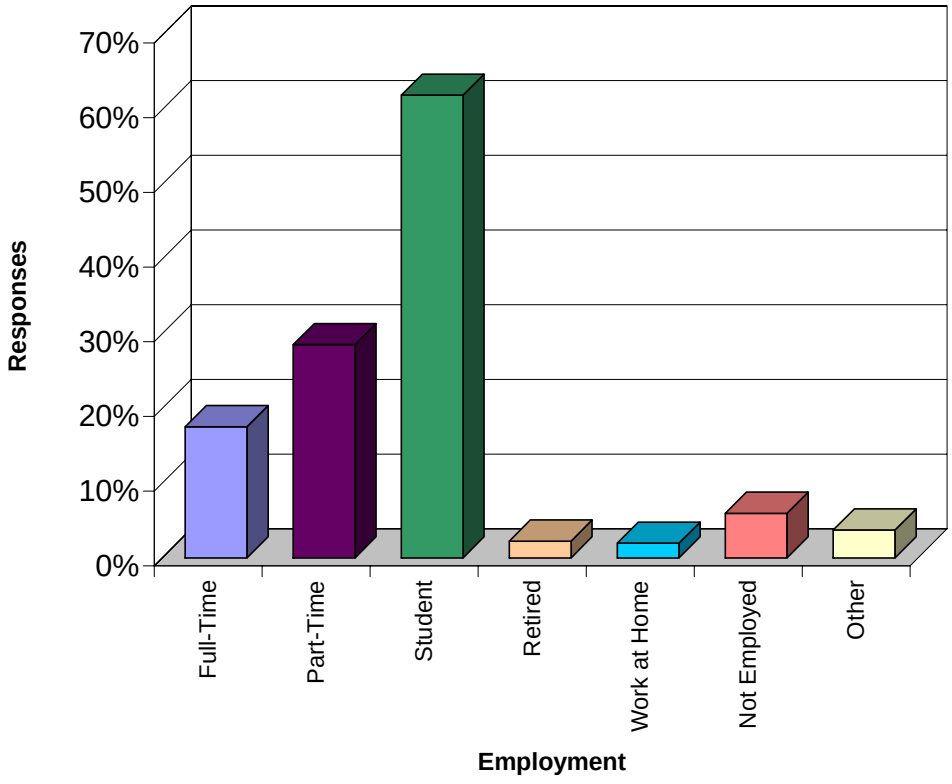
As shown above, persons residing in one-vehicle households represent the highest proportion of Transfort patrons (33%), followed by zero-vehicle households (27%). The proportion of persons in two and three or more vehicle households is 19% and 22%, respectively.

EMPLOYMENT STATUS OF TRANSIT RIDERS

Employment status is another descriptor of the ridership. This variable can be used as a comparative data check against those persons either traveling to or traveling from a work trip purpose. Further, the percentage of the student population segment can be cross-referenced to trip purpose and origin-destination location. This variable was allowed to have multiple responses and so the total exceeds 100%. Table 23 presents these findings.

Table 23
Employment Status of Transit Riders

EMPLOYMENT STATUS	FREQUENCY
Employed Full Time	17.6%
Employed Part Time	28.6%
Student	61.9%
Retired	2.2%
Work at Home	2.0%
Not Employed Outside Home	6.0%
Other	3.7%



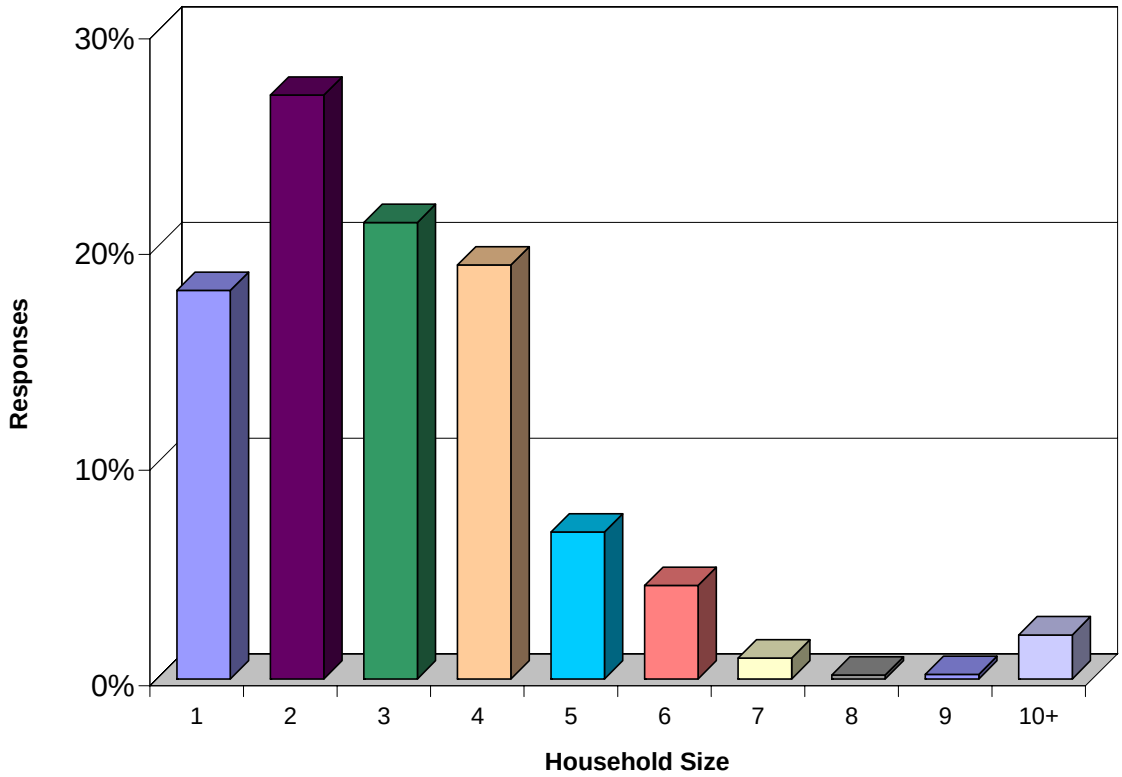
Students provide the largest segment of Transfort's ridership (642) based upon total responses. This correlates well to the percent of riders age 6 to 25 (67%) presented earlier. Persons employed either full-time or part-time account for 46% of the total population. Almost two-thirds (66%) of those responding as "employed part-time" also reported they were categorized within the "student" population. Very few retired persons used Transfort (2%) which is in agreement with the percentage of riders 60 and over (3%) presented earlier.

HOUSEHOLD SIZE

The number of persons residing within a household are typically cross-classified by household income and number of vehicles to estimate trip-making characteristics within travel demand models. Table 24 presents the percentage of persons per household reported during the on-board survey.

Table 24
Household Size

PERSONS PER HOUSEHOLD	FREQUENCY
1	18.0%
2	27.1%
3	21.2%
4	19.2%
5	6.8%
6	4.3%
7	1.0%
8	0.2%
9	0.2%
10 or more	2.0%
TOTAL	**100.0%**



As presented in the table, most participating households contain two, three, or four persons per household at 27%, 21%, and 19% respectively. Eighteen percent of all reporting households had only one occupant while households with five occupants accounted for approximately 7%. Households that contained six or more persons accounted for approximately 8% of all those surveyed. The average number of persons per household is approximately 2.89 using only those households that contain 10 or fewer persons. Those households that contain more than 10 occupants were considered group housing such as dormitories, fraternity or sorority houses, or retirement housing.

ANNUAL HOUSEHOLD INCOME

Similar in nature to the previous questions regarding age and employment status, annual household income can be correlated with transit user groups. Many persons who are restricted to a lower income may not be able to purchase or maintain an automobile. Further, a lower annual income may reflect that the average age of a population segment is over retirement age. This phenomenon may very likely reflect the concentration of students within Fort Collins employed part-time or on scholarship. These populations are thus strong candidates for public transportation. Table 25 provides a summary of these findings.

Table 25
Annual Household Income

ANNUAL HOUSEHOLD INCOME	PERCENT
Less Than $10,000	41.0%
$10,000 to $20,000	23.9%
$20,000 to $30,000	13.9%
$30,000 to $40,000	6.5%
$40,000 to $60,000	8.4%
Greater Than $60,000	6.3%
TOTAL	**100.0%**

As shown above, households with incomes less than $10,000 comprise the largest percentage of transit users (41%). Nearly one-fourth (24%) of transit user households have annual incomes between $10,000 and $20,000. Almost 14% of riders have annual incomes between $20,000 and $30,000.

COLT SURVEY SUMMARIES

This chapter summarizes the results of the COLT Onboard Transit Survey conducted on April 4, 2005. A questionnaire was distributed to all persons boarding each of the routes to record specific population and travel characteristics, such as:

Trip Characteristics

- Trip Purpose at Point of Trip Origin
- Mode Used to Access Transit
- Method of Fare Payment
- Trip Purpose at Point of Trip Destination
- Egress Mode to Final Destination
- Bus Usage per Week
- Qualitative Reasons for Using COLT System
- Physical Location of Trip Origin
- Physical Location of Trip Destination
- Combined Origin and Destination Trip Purpose by Time of Day

Socioeconomic Data

- Driver's License
- Gender of Rider
- Age of Rider
- Vehicles per Household
- Employment Status
- Household Occupancy
- Annual Household Income

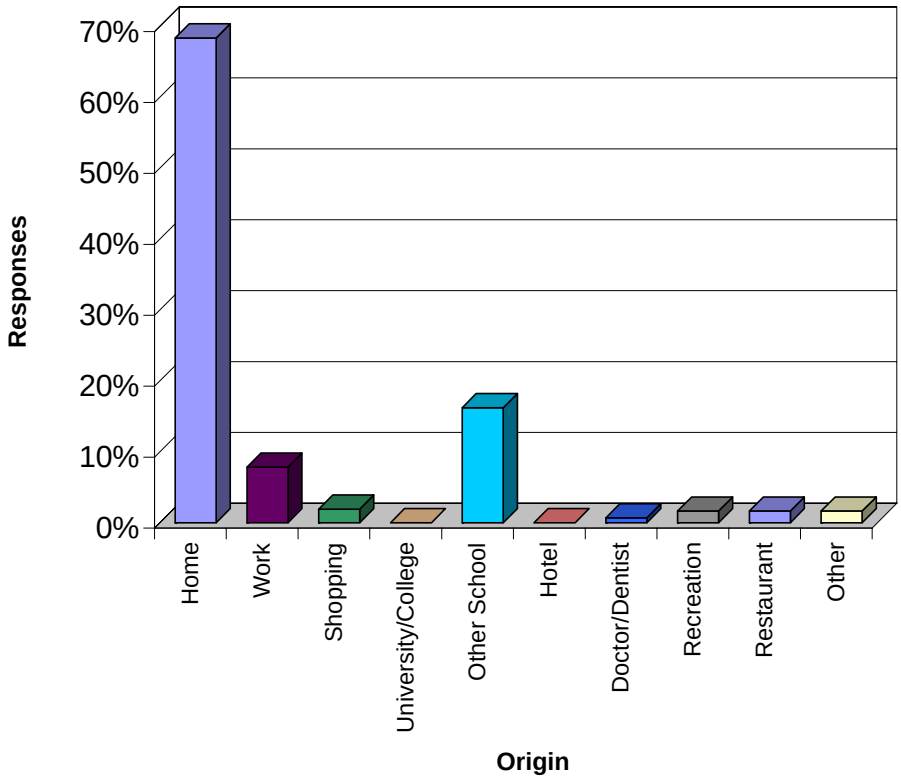
The actual number of survey responses was expanded based on route ridership. All results presented here represent expanded data. All statistics are presented in table format accompanied with a short discussion of significant findings.

TRIP ORIGIN PURPOSE

On the survey questionnaire, respondents were asked to identify the origin of their trip, or the place they were coming from when they received the survey. They were later requested to identify their "destination", the next place they were going following receipt of the survey. The purpose at each origin and destination included ten categories: home, work, shopping, University/college, other school, hotel, doctor/dentist appointment, recreation, restaurant, and other (specify). Responses for the place of origin are presented in Table 26.

Table 26
Origin Purpose

ORIGIN PURPOSE	FREQUENCY
Home	68.4%
Work	7.8%
Shopping	1.9%
University/College	0.0%
Other School	16.2%
Hotel	0.0%
Doctor/Dentist	0.7%
Recreation	1.7%
Restaurant	1.7%
Other	1.7%
TOTAL	**100.0%**



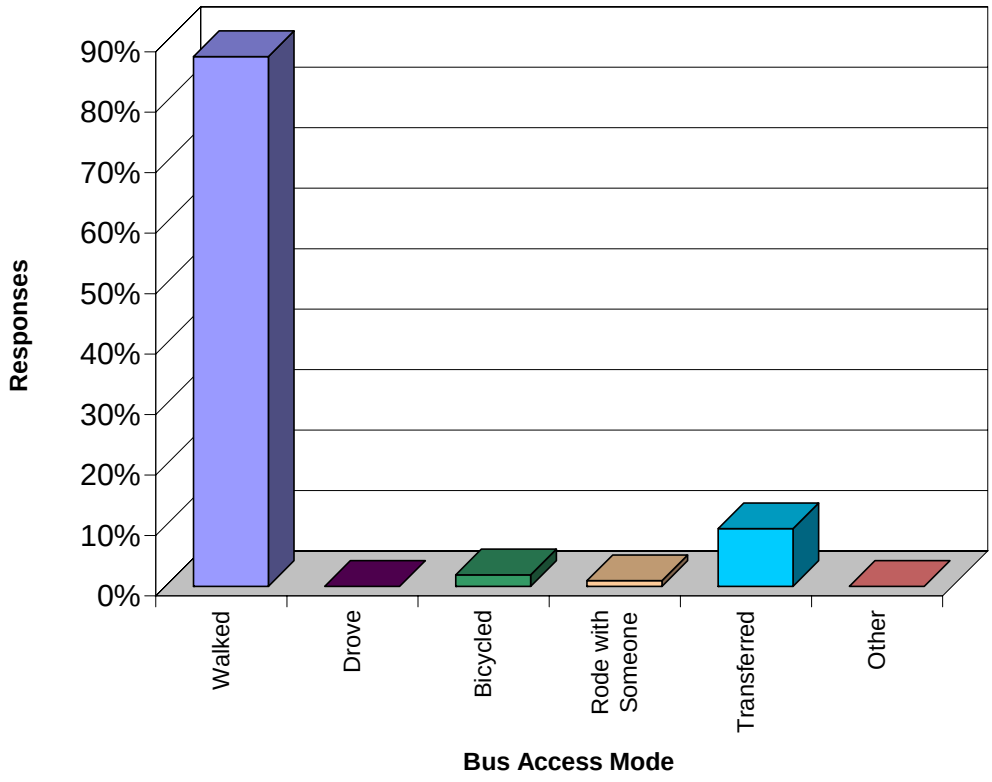
As shown above, the vast majority (68%) of respondents stated that they began their trip from home. The next largest response was other school, with 16% recording that as their origin prior to receiving a questionnaire. Only 8% responded that their trip began from work and every other category received less than 2% of responses each. Home, work, and school are typical trip ends for transit riders due to the regular schedule often associated with these activities.

MODE USED TO ACCESS BUS

The next question asked the respondent the mode of access used to get to the surveyed bus. This information is important to identify since its result has significant implications for promoting specific roadway, sidewalk, or bike lane enhancements. Further, walk trips can be analyzed to characterize the trip lengths and number of transfers taken by transit riders. Table 27 presents these findings.

Table 27
Bus Access Mode

ACCESS MODE	FREQUENCY
Walk	87.6%
Drove Car	0.0%
Bicycle	1.9%
Passenger in Car	1.0%
Transferred from Bus	9.6%
Other	0.0%
TOTAL	**100.0%**

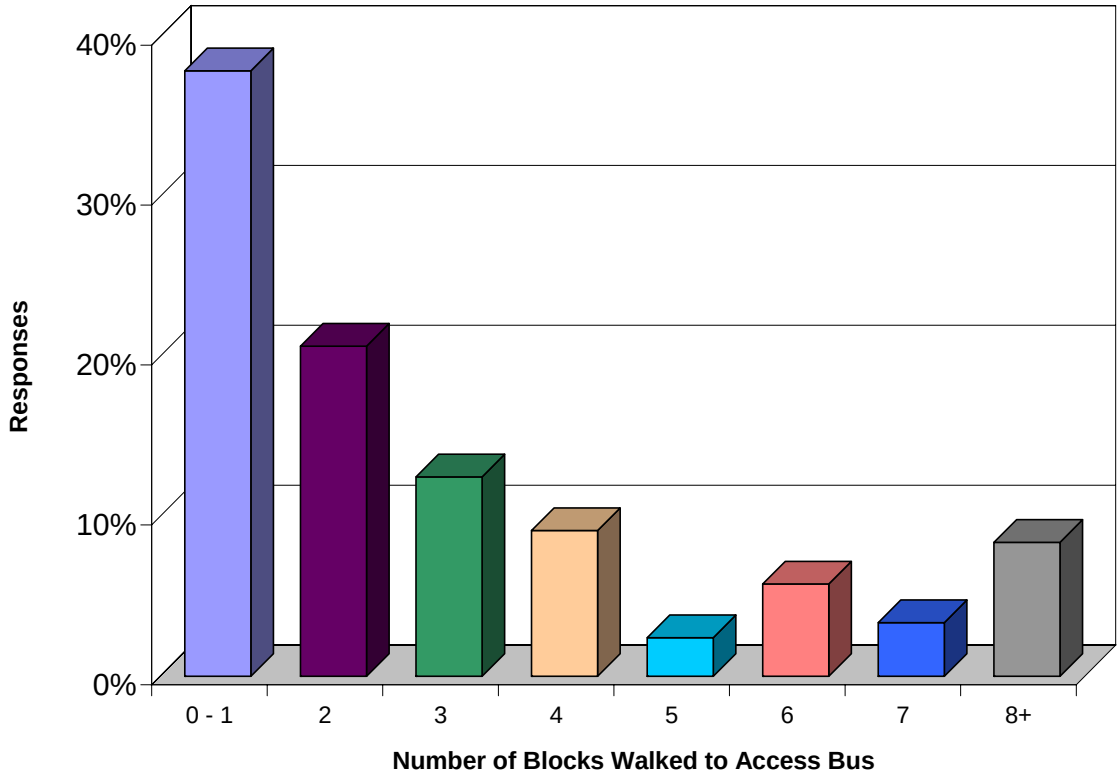


Not surprising, those surveyed stated that their primary means of access to the bus was walking (88%). Bus transfers accounted for 10% of responses. Only 2% responded that they used a bicycle to access their surveyed bus route and only 1% used a motor vehicle to access the bus, with none driving. Given the lack of formal park-and-ride lots, this result is not surprising.

Of those that walked to access the bus, over one-third (38%) walked one block or less. Eighty percent of respondents that walked to the bus walked four blocks or less.

Table 28
Number of Blocks Walked to Access Bus

NUMBER OF BLOCKS	FREQUENCY
0 – 1	37.9%
2	20.6%
3	12.5%
4	9.1%
5	2.4%
6	5.8%
7	3.4%
8+	8.4%
TOTAL	**100.0%**

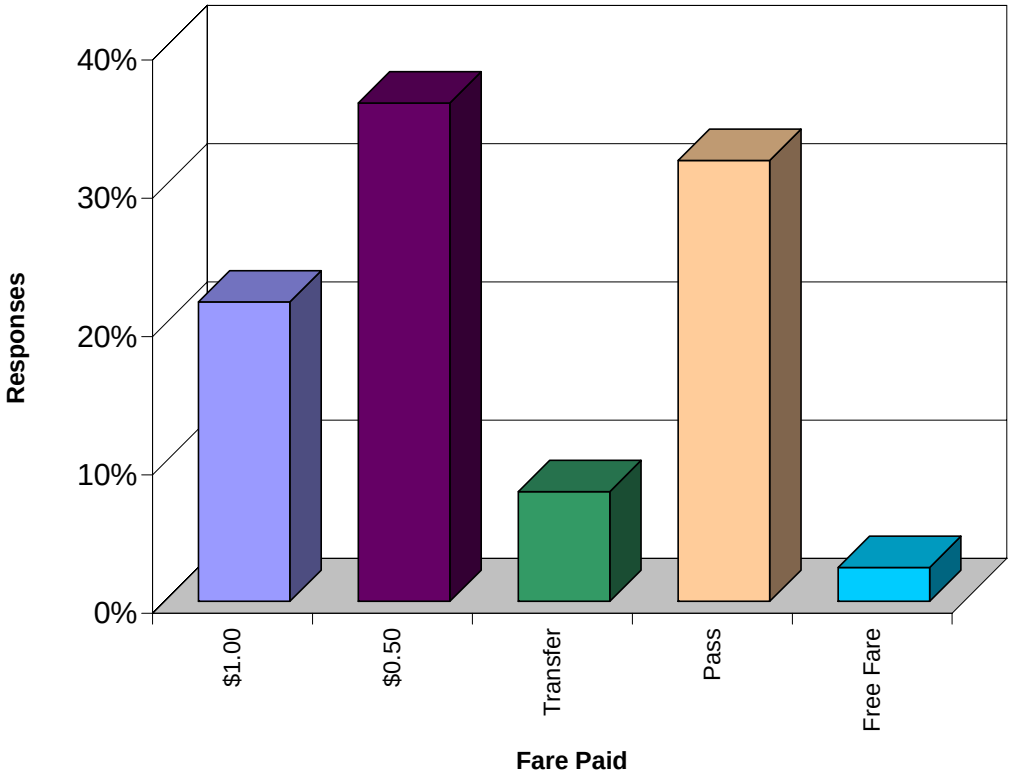


METHOD OF FARE PAYMENT

Understanding the method of payment can identify what type of rider used the COLT system during the survey. The potential survey responses were categorized in a similar way to the standard COLT fare categories. Table 29 summarizes the response to the question "What was your fare when you boarded this bus?"

Table 29
Method of Fare Payment

PAYMENT	FREQUENCY
$1.00	21.7%
$0.50	36.1%
Transfer	7.9%
Pass	31.9%
Free Fare	2.5%
TOTAL	**100.0%**



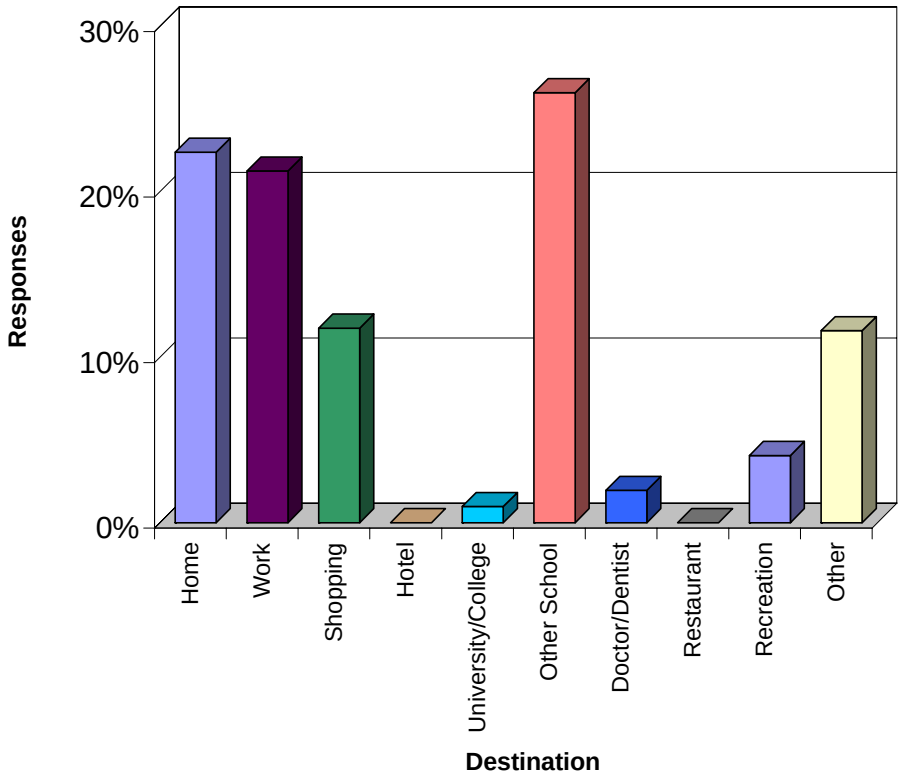
Over one-third (36%) of respondents paid the 50¢ fare available to seniors, people with disabilities and youths. Almost one-third (32%) of all persons surveyed stated that they used a pass to board the bus and an additional 22% of respondents paid the full $1.00 fare.

TRIP DESTINATION PURPOSE

Riders were also queried as to their final destination. Table 30 presents these findings:

Table 30
Destination Purpose

DESTINATION PURPOSE	FREQUENCY
Home	22.4%
Work	21.3%
Shopping	11.8%
Hotel	0.0%
University/College	1.0%
Other School	26.0%
Doctor/Dentist	2.0%
Restaurant	0.0%
Recreation	4.1%
Other	11.6%
TOTAL	**100.0%**



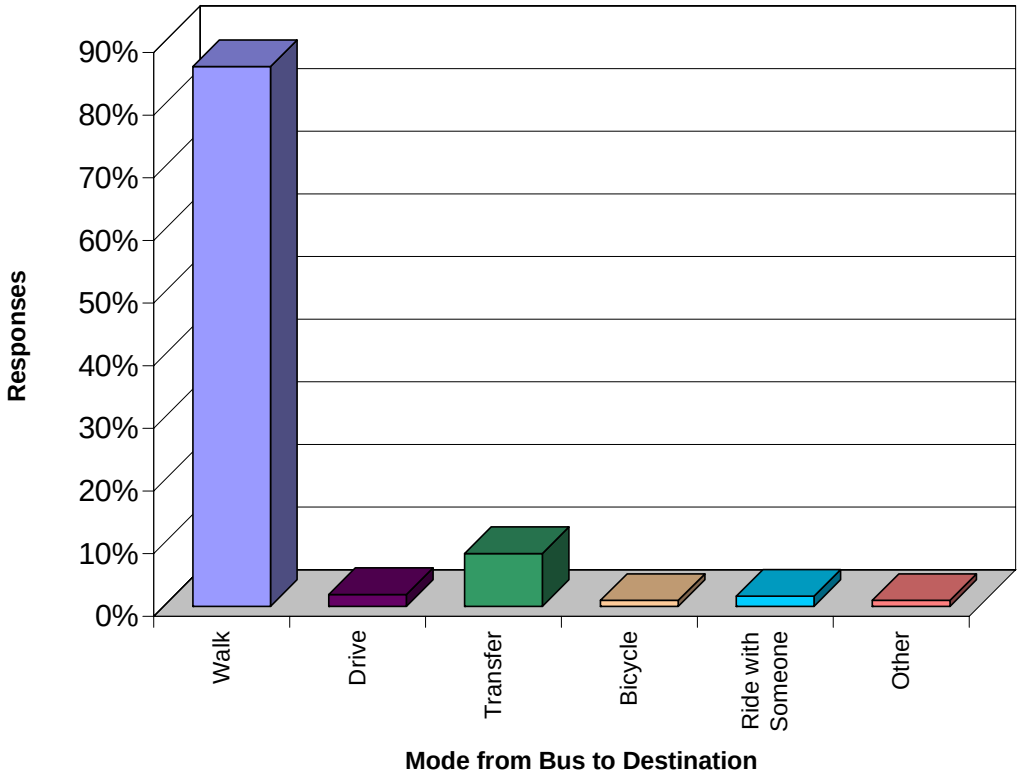
One-fourth of respondents stated that other school was their destination. Home accounted for 22% of responses and work an additional 21%. Trip ends on COLT tend to focus on the key destinations of home, work, and school.

MODE USED FROM BUS TO DESTINATION

The mode in which bus passengers completed their trip is as equally important as understanding how they accessed the bus route. Table 31 presents the responses reported during the on-board survey:

Table 31
Bus Departure Mode

DEPARTURE MODE	PERCENT
Walk	86.1%
Drove Car	1.9%
Bus Transfer	8.4%
Bicycle	0.9%
Passenger in Car	1.6%
Other	0.9%
TOTAL	**100.0%**

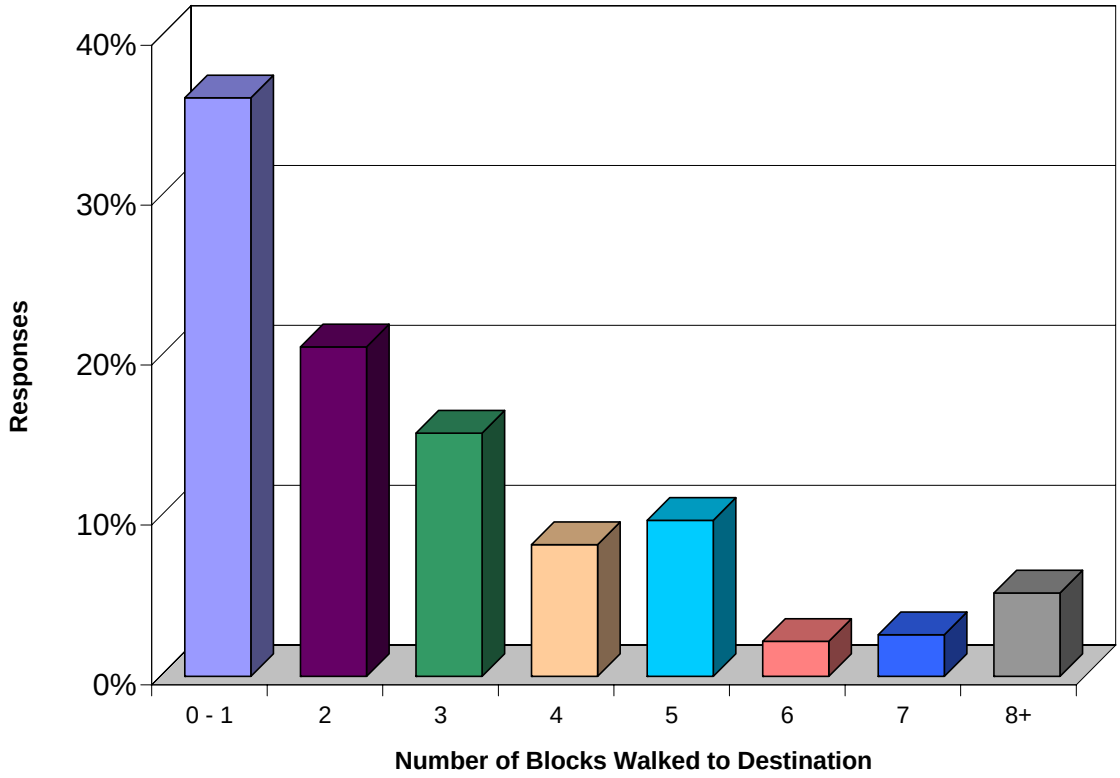


As would be expected, the walk mode accounted for very large portions (86%) of all responses for mode used to access the respondent's final destination. Eight percent transferred to access their final destination. Less than 4% used some form of motorized vehicle (driver or passenger).

Of those that walked to access their destination, over one-third of respondents (36%) walked one block or less. Over 80% of respondents that walked to their destination walked four blocks or less.

Table 32
Number of Blocks Walked to Access Destinations

NUMBER OF BLOCKS	FREQUENCY
0 – 1	36.2%
2	20.6%
3	15.2%
4	8.2%
5	9.8%
6	2.2%
7	2.6%
8+	5.2%
TOTAL	**100.0%**



TRIP PURPOSE

The trip origin and destination responses were analyzed based on a daily time period. The actual number of survey responses was expanded based on route ridership to arrive at a weighted estimate of the number of trips on an average day on the COLT system. The following table shows an origin-destination matrix of trip purpose.

Table 33
Trip Purposes

TO / FROM	HOME	WORK	SHOP	UNIV	SCHOOL	HOTEL	DR/DENT	REC	REST	OTHER	TOTAL
Home	0.0%	20.1%	7.4%	0.0%	1.1%	27.4%	2.1%	0.0%	4.4%	7.4%	**69.8%**
Work	5.8%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**6.6%**
Shop	1.1%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**2.1%**
University	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**
School	11.2%	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	**18.1%**
Hotel	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**
Dr/Dentist	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.8%**
Recreation	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**1.1%**
Restaurant	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.8%**
Other	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.8%**
TOTAL	**20.4%**	**21.1%**	**12.9%**	**0.0%**	**1.1%**	**27.4%**	**2.1%**	**0.0%**	**4.4%**	**10.6%**	**100.0%**

The North Front Range Regional Travel Model uses six primary trip purposes: Home-Based-Work (HBW), Home-Based-Shopping (HBS), Home-Based-University (HBU), Home-Based-Other (HBO), Work-Based-Other (WBO), and Other-Based-Other (OBO). The origin-destination matrix of trips can be aggregated into these primary purposes. For example, trips between home and work, regardless of whether home is the origin or destination are identified as HBW trips. As expected, these are an important trip purpose (26%). Home-Based-Other trips accounted for 56% of all trips and HBS 8%. Table 34 identifies the various trip purposes and calculated rates.

Table 34
Trip Rates

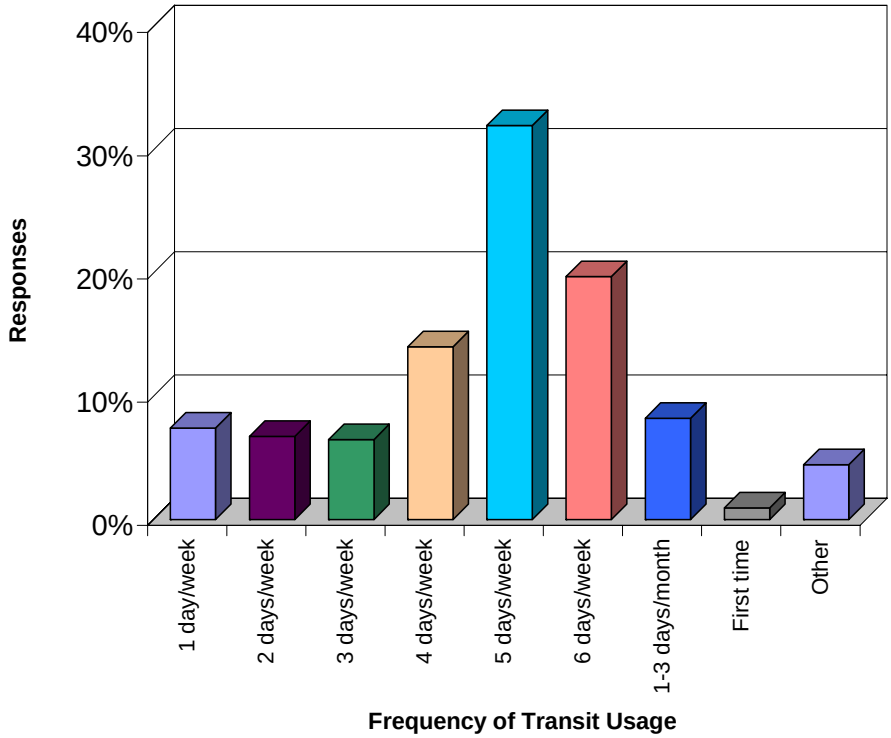
TRIP PURPOSE	TRIP RATE
HBW	25.9%
HBS	8.4%
HBU	0.0%
HBO	55.9%
WBO	1.8%
OBO	8.0%
TOTAL	**100.0%**

FREQUENCY OF TRANSIT USAGE

Understanding the frequency of transit usage is an important facet for identifying market segments. Identifying those persons and demographic characteristics that regularly use a particular service provides an opportunity to identify potential ridership.

Table 35
Frequency of Transit Usage

TRANSIT USAGE	FREQUENCY
One Day / Week	7.4%
Two Days / Week	6.7%
Three Days / Week	6.5%
Four Days / Week	14.0%
Five Days / Week	32.0%
Six Days / Week	19.7%
1 to 3 Days / Month	8.2%
First Time	0.9%
Other	4.4%
TOTAL	**100.0%**



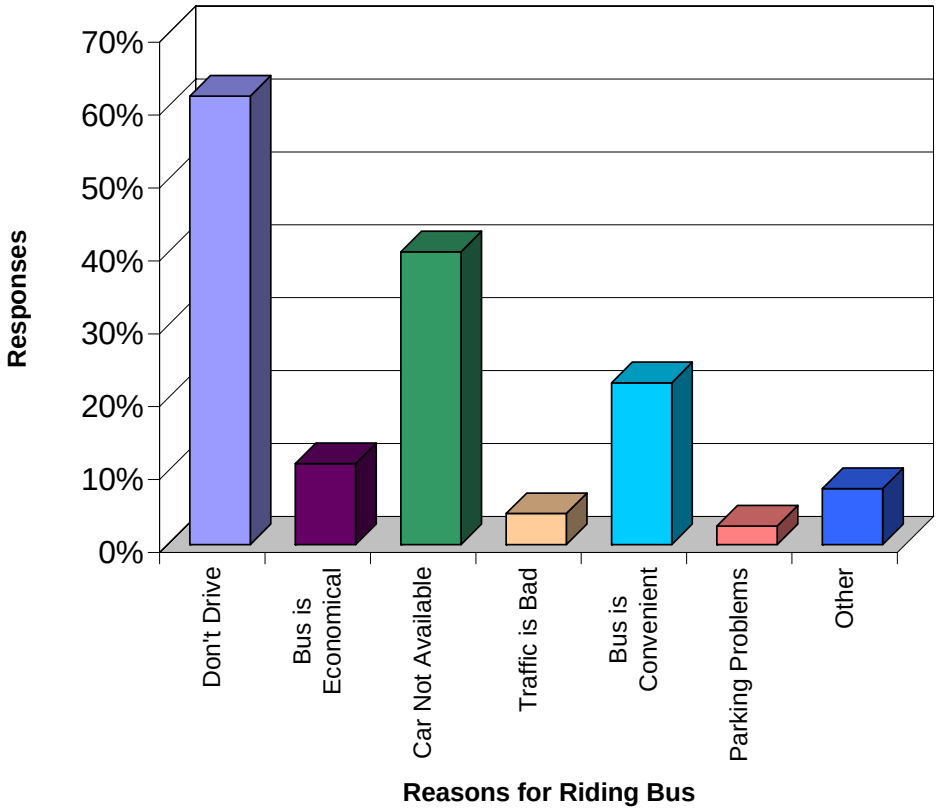
As presented in Table 35, current riders tend to use COLT an average of five or six days per week. Thirty-two percent of those surveyed responded that they rode the system on average for five days per week. An additional 20% stated that they rode the bus six days per week. Approximately 14% used the system three times per week. These findings are encouraging as well as expected because planning and modeling efforts are simplified when transit patronage is primarily from regular customers.

REASONS FOR USING TRANSIT

Questions regarding the reasons behind the respondent's use of the bus system were also posed. The respondents were allowed to have multiple responses to this question so the total percentage exceeds 100%. Two-thirds of respondents cited only one reason for riding the bus.

Table 36
Stated Reasons for Riding COLT

REASON	PERCENT
Don't Drive	62.6%
Bus is Economical	10.9%
Car Not Available	41.1%
Traffic is Bad	4.4%
Bus is Convenient	22.4%
Parking a Problem	2.8%
Other	7.4%



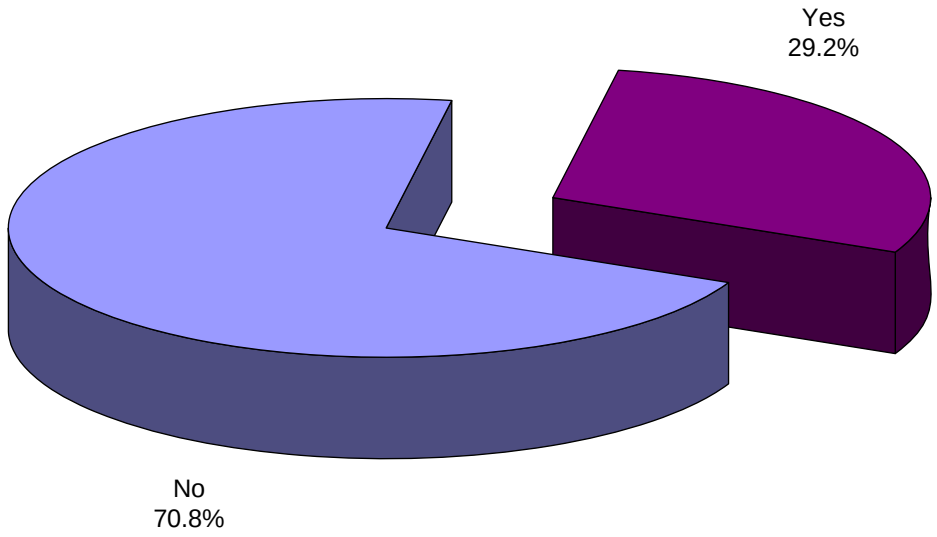
The two largest responses to this question indicate the high number of transit dependent riders of COLT. Sixty-three percent of respondents indicated "I Don't Drive" as a reason for using the bus and 41% indicated that a car was not available. Eighty-five percent of respondents cited one or both of these reasons for riding the bus. Additional reasons for riding the bus include the bus is convenient (22%) and the bus is economical (11%). Traffic was a very low ranked reason for riding the bus, with 4% of the responses.

DRIVER'S LICENSE STATUS

Lack of a valid driver's license is often a reason why persons use the bus system. One-third of the survey population stated that they did not possess a driver's license. This number of responses correlates very well with earlier statements regarding whether the person drives or has a vehicle available.

Table 37
Driver's License Status

DRIVER'S LICENSE?	FREQUENCY
Yes	29.2%
No	70.8%
TOTAL	**100.0%**

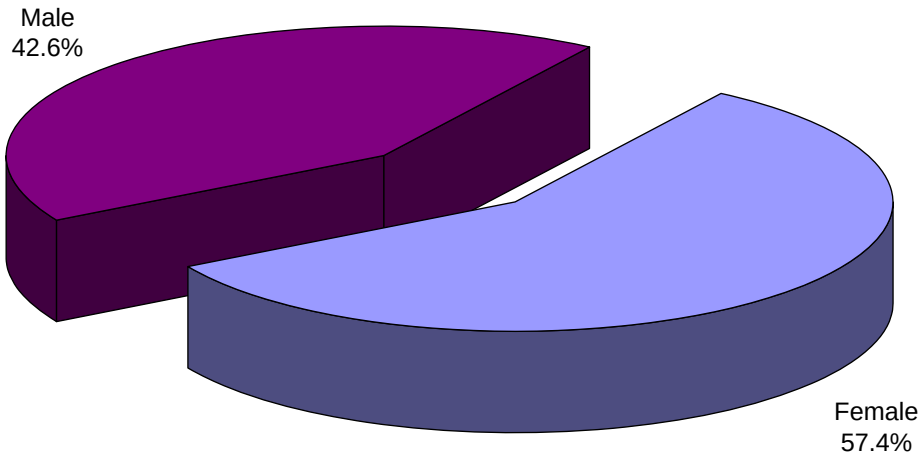


GENDER OF TRANSIT RIDERS

Identifying the gender of the ridership is helpful in better understanding a person's propensity to use transit. This variable, in concert with other demographic characteristics, help describe the socioeconomic and demographic characteristics of current transit users and can identify other potential market areas. Table 38 summarizes the respondent's gender orientation:

Table 38
Gender of Transit Riders

GENDER	FREQUENCY
Male	42.6%
Female	57.4%
TOTAL	**100.0%**



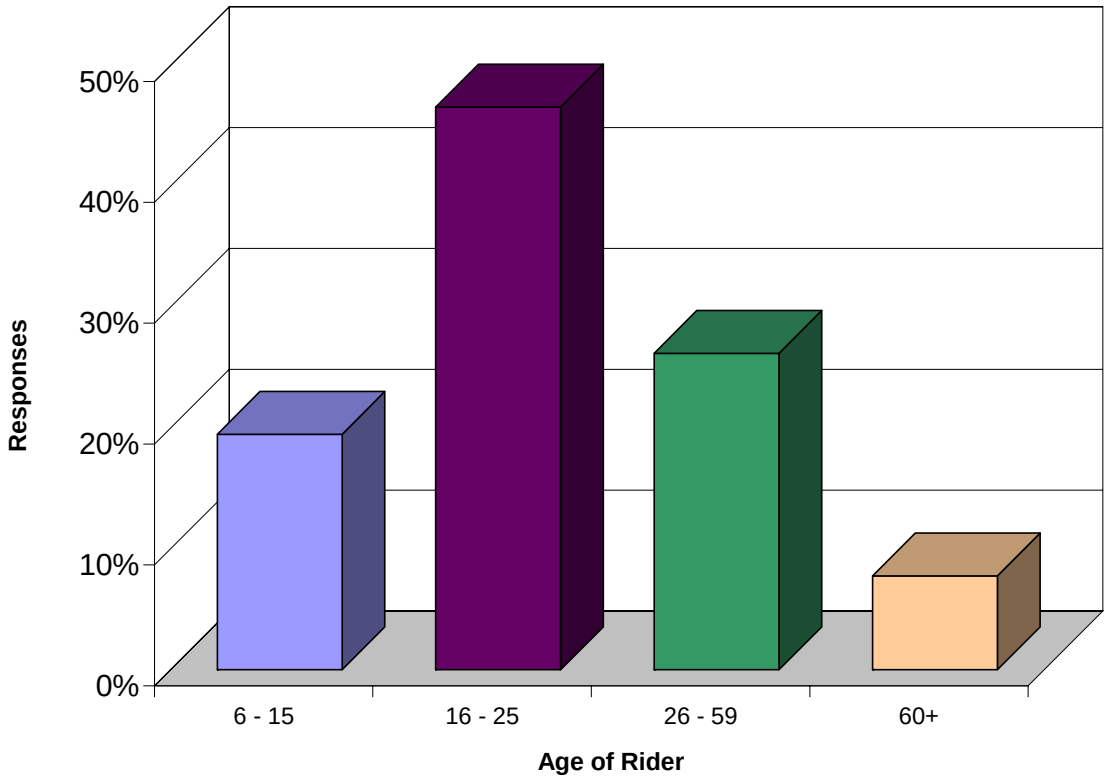
Reflective of national ridership statistics, females use public transportation more than do males. Fifty-seven percent of all respondents stated they were female while 43% were male.

AGE OF TRANSIT RIDERS

The age of ridership can also help identify user groups. Those persons under driving age and the elderly have historically been the most recognized segment using public transportation. Table 39 presents these responses:

Table 39
Age of Transit Riders

AGE	FREQUENCY
6 to 15	19.5%
16 to 25	46.6%
26 to 59	26.2%
60 and Over	7.8%
TOTAL	**100.0%**



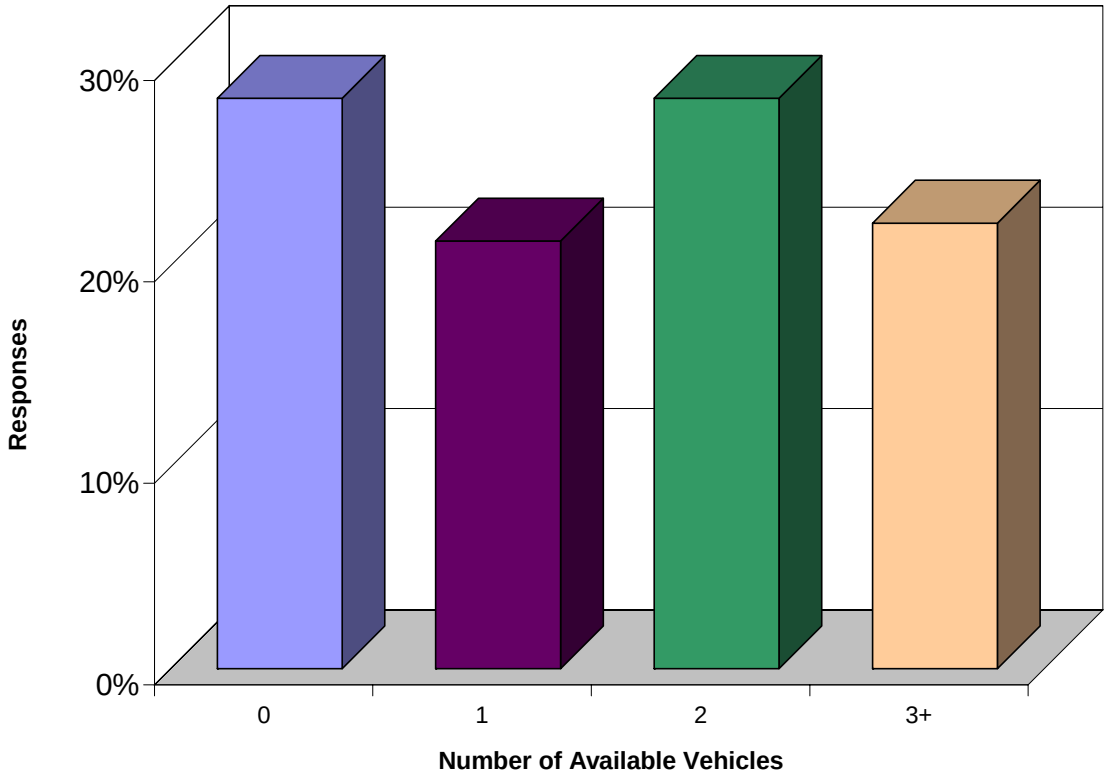
The majority of respondents fell within the 16 to 25 age category (47%). These persons are of student age and may tend to be high school or university/college students. Twenty-six percent of respondents reported they were between 26 and 59. This segment would identify working age people using the bus system. The 6 to 15 age group also had a large portion of respondents, with 20%. The 60 and over age group accounted for 8% of responses.

VEHICLES AVAILABLE TO THE HOUSEHOLD

Vehicle ownership may reflect the potential number of captive riders using the bus system. If no vehicle is available, mobility options are reduced to carpooling with a person from another household, public transportation, or non-motorized modes such as walking or bicycling. A summary of those responding to this question is presented below in Table 40.

Table 40
Number of Household Vehicles

AVAILABLE VEHICLES	FREQUENCY
Zero Auto	28.3%
One Auto	21.2%
Two Autos	28.3%
Three or More Autos	22.1%
TOTAL	**100.0%**



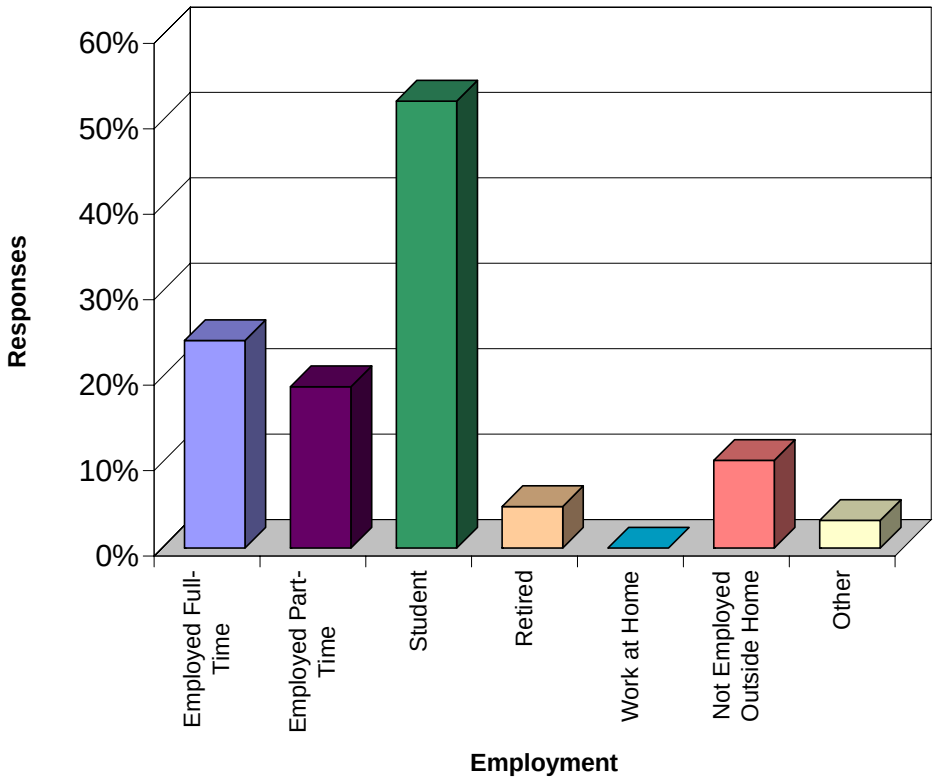
As shown above, the distribution of auto-ownership is fairly evenly distributed. Zero-auto households and three-auto households each accounted for 28% of responses. Three or more auto households accounted for 22% of responses and one-auto households accounted for 21% of respondents.

EMPLOYMENT STATUS OF TRANSIT RIDERS

Employment status is another descriptor of the ridership. This variable can be used as a comparative data check against those persons either traveling to or traveling from a work trip purpose. Further, the percentage of the student population segment can be cross-referenced to trip purpose and origin-destination location. This variable was allowed to have multiple responses and so the total exceeds 100%. Table 41 presents these findings.

Table 41
Employment Status of Transit Riders

EMPLOYMENT STATUS	FREQUENCY
Employed Full Time	24.3%
Employed Part Time	18.9%
Student	52.3%
Retired	4.9%
Work at Home	0.0%
Not Employed Outside Home	10.3%
Other	3.2%



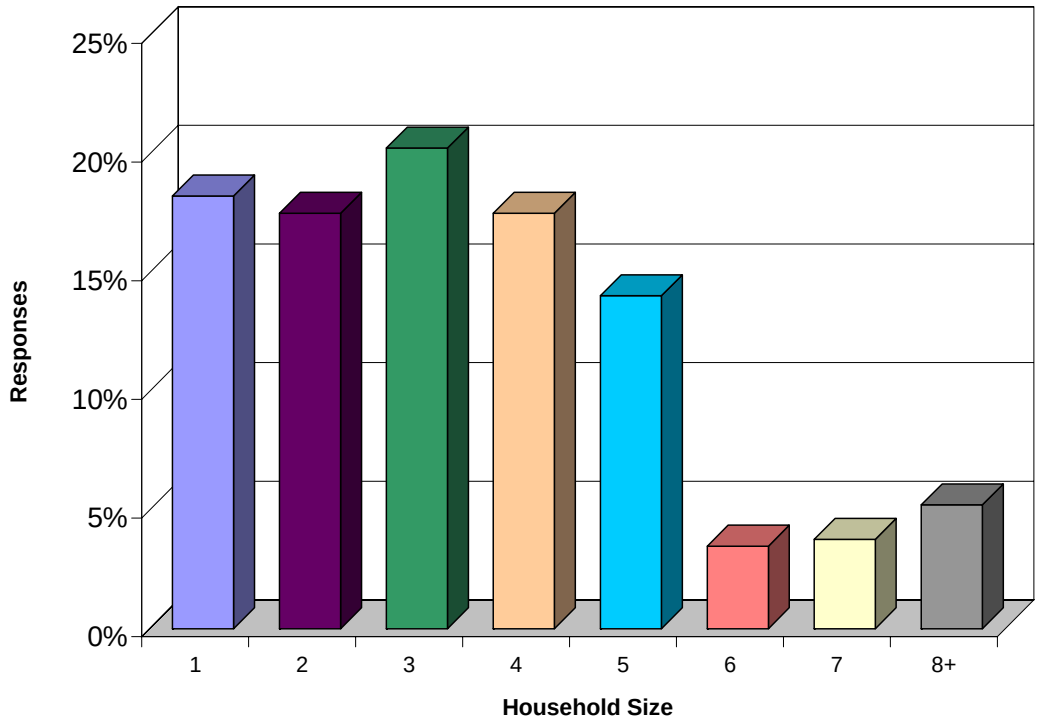
Students provide the largest segment of COLT ridership, accounting for over half (52%) of total responses. Persons employed either full-time or part-time account for 43% of the total population. Few retired persons used the bus (5%) which is in agreement with the percentage of riders 60 and over (8%) presented earlier.

HOUSEHOLD SIZE

The number of persons residing within a household are typically cross-classified by household income and number of vehicles to estimate trip-making characteristics within travel demand models. Table 42 presents the percentage of persons per household reported during the on-board survey.

Table 42
Household Size

PERSONS PER HOUSEHOLD	FREQUENCY
1	18.2%
2	17.5%
3	20.3%
4	17.5%
5	14.0%
6	3.5%
7	3.8%
8 or more	5.2%
TOTAL	**100.0%**



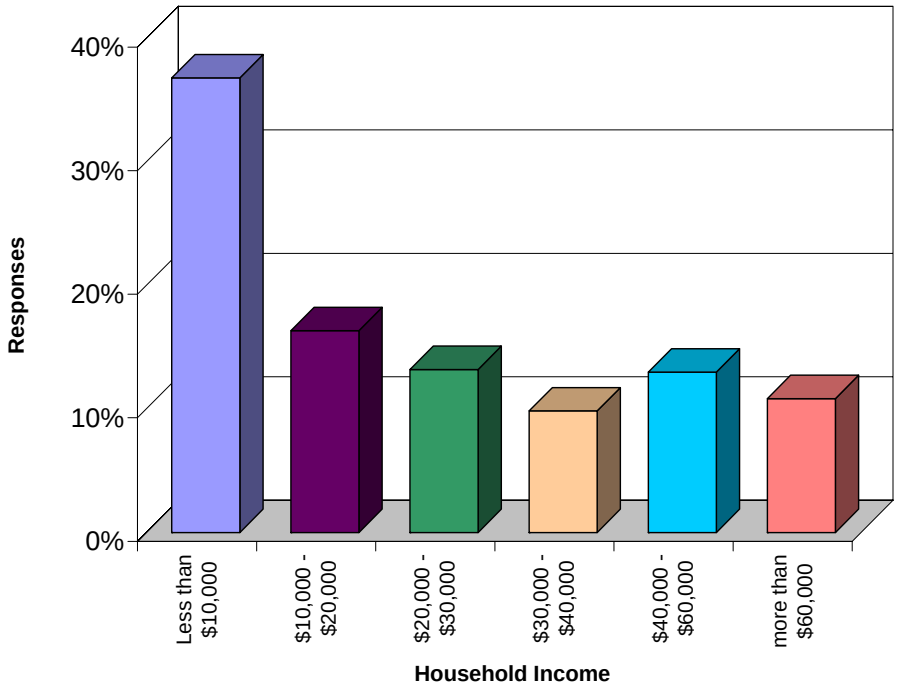
As presented in the table, most participating households contain three persons per household at 20%. Households with one, two and four occupants accounted for 18% of responses each. Households that contained six or more persons accounted for approximately 13% of all those surveyed. The average number of persons per household is approximately 3.27 using only those households that contain 10 or fewer persons. Those households that contain more than 10 occupants were considered group housing such as dormitories or retirement housing.

ANNUAL HOUSEHOLD INCOME

Similar in nature to the previous questions regarding age and employment status, annual household income can be correlated with transit user groups. Many persons who are restricted to a lower income may not be able to purchase or maintain an automobile. Further, a lower annual income may reflect that the average age of a population segment is over retirement age. These populations are thus strong candidates for public transportation. Table 43 provides a summary of these findings.

Table 43
Annual Household Income

ANNUAL HOUSEHOLD INCOME	PERCENT
Less Than $10,000	36.8%
$10,000 to $20,000	16.3%
$20,000 to $30,000	13.2%
$30,000 to $40,000	9.8%
$40,000 to $60,000	13.0%
Greater Than $60,000	10.8%
TOTAL	**100.0%**



As shown above, households with incomes less than $10,000 comprise the largest percentage of transit users (37%). An additional 16% of transit user households have annual incomes between $10,000 and $20,000 and 13% have annual incomes between $20,000 and $30,000.

THE BUS SURVEY SUMMARIES

This chapter summarizes the results of the The Bus Onboard Transit Survey conducted on April 6, 2005. A questionnaire was distributed to all persons boarding each of the bus routes to record specific population and travel characteristics, such as:

Trip Characteristics

- Trip Purpose at Point of Trip Origin
- Mode Used to Access Transit
- Method of Fare Payment
- Trip Purpose at Point of Trip Destination
- Egress Mode to Final Destination
- Bus Usage per Week
- Qualitative Reasons for Using The Bus System
- Physical Location of Trip Origin
- Physical Location of Trip Destination
- Combined Origin and Destination Trip Purpose by Time of Day

Socioeconomic Data

- Driver's License
- Gender of Rider
- Age of Rider
- Vehicles per Household
- Employment Status
- Household Occupancy
- Annual Household Income

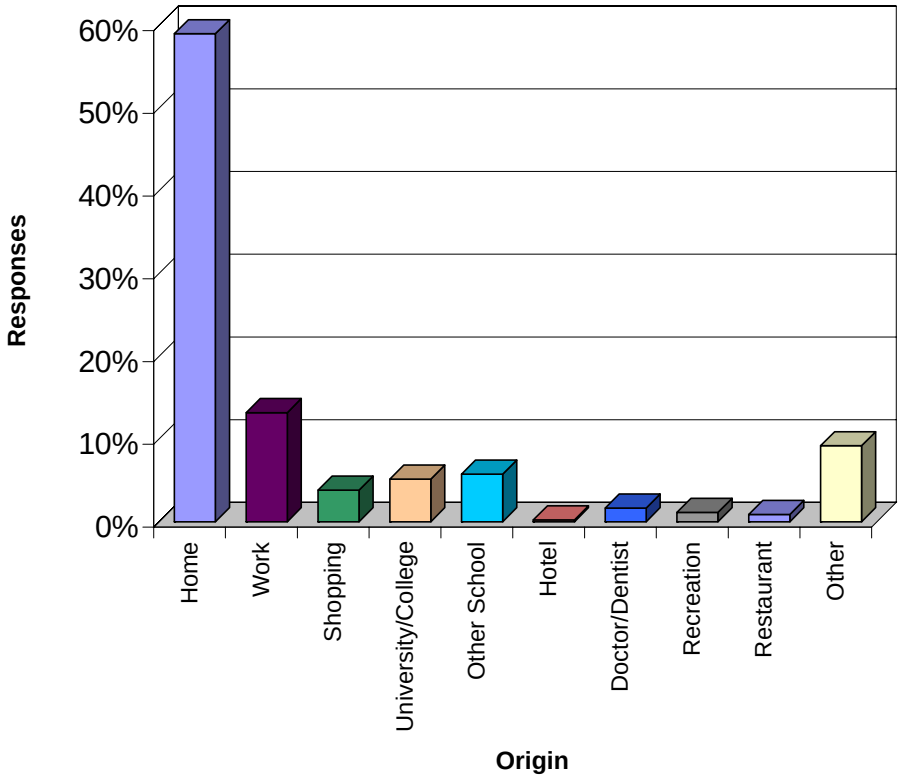
The actual number of survey responses was expanded based on route ridership. All results presented here represent expanded data. All statistics are presented in table format accompanied with a short discussion of significant findings.

TRIP ORIGIN PURPOSE

On the survey questionnaire, respondents were asked to identify the origin of their trip, or the place they were coming from when they received the survey. They were later requested to identify their "destination", the next place they were going following receipt of the survey. The purpose at each origin and destination included ten categories: home, work, shopping, University/college, other school, hotel, doctor/dentist appointment, recreation, restaurant, and other (specify). Responses for the place of origin are presented in Table 44.

Table 44
Origin Purpose

ORIGIN PURPOSE	FREQUENCY
Home	59.0%
Work	13.2%
Shopping	3.8%
University/College	5.2%
Other School	5.8%
Hotel	0.2%
Doctor/Dentist	1.7%
Recreation	1.1%
Restaurant	0.9%
Other	9.2%
TOTAL	**100.0%**



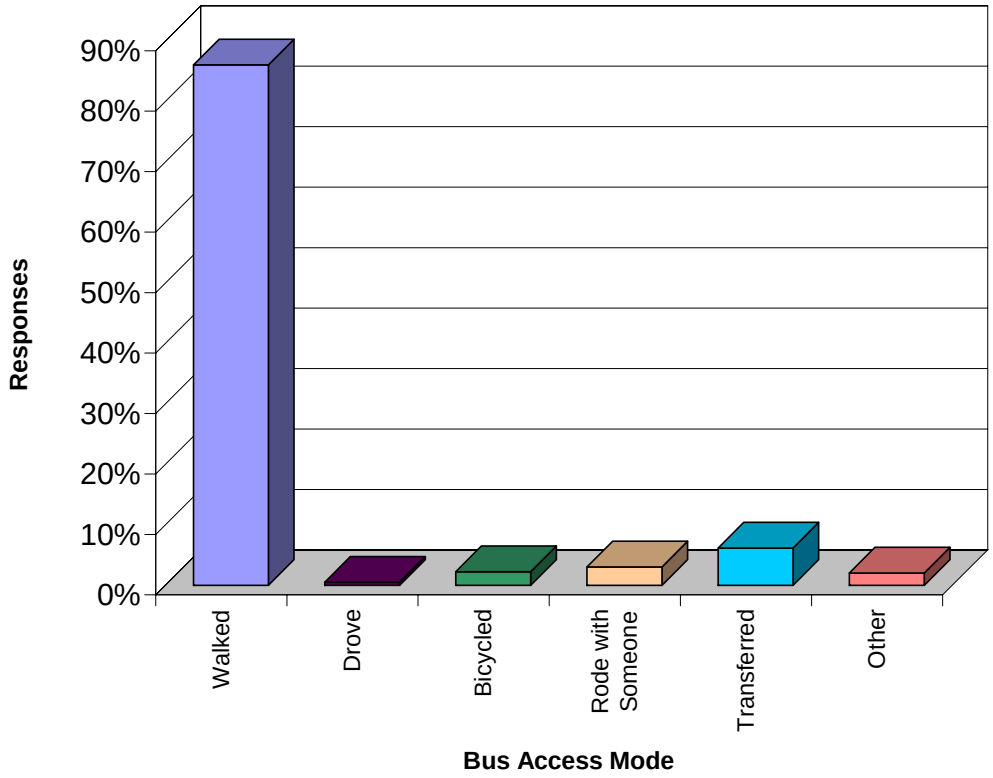
As shown above, over half (59%) of all bus respondents stated that they began their trip from home. The next largest response was work, with over 13% recording that as their origin prior to receiving a questionnaire. Only 5% responded that their trip began from University/College and another 6% from another type of school. Home, work, and school are typical trip ends for transit riders due to the regular schedule often associated with these activities.

MODE USED TO ACCESS BUS

The next question asked the respondent the mode of access used to get to the surveyed bus. This information is important to identify since its result has significant implications for promoting specific roadway, sidewalk, or bike lane enhancements. Further, walk trips can be analyzed to characterize the trip lengths and number of transfers taken by transit riders. Table 45 presents these findings.

Table 45
Bus Access Mode

ACCESS MODE	FREQUENCY
Walk	86.0%
Drove Car	0.5%
Bicycle	2.3%
Passenger in Car	3.0%
Transferred from Bus	6.1%
Other	2.0%
TOTAL	**100.0%**

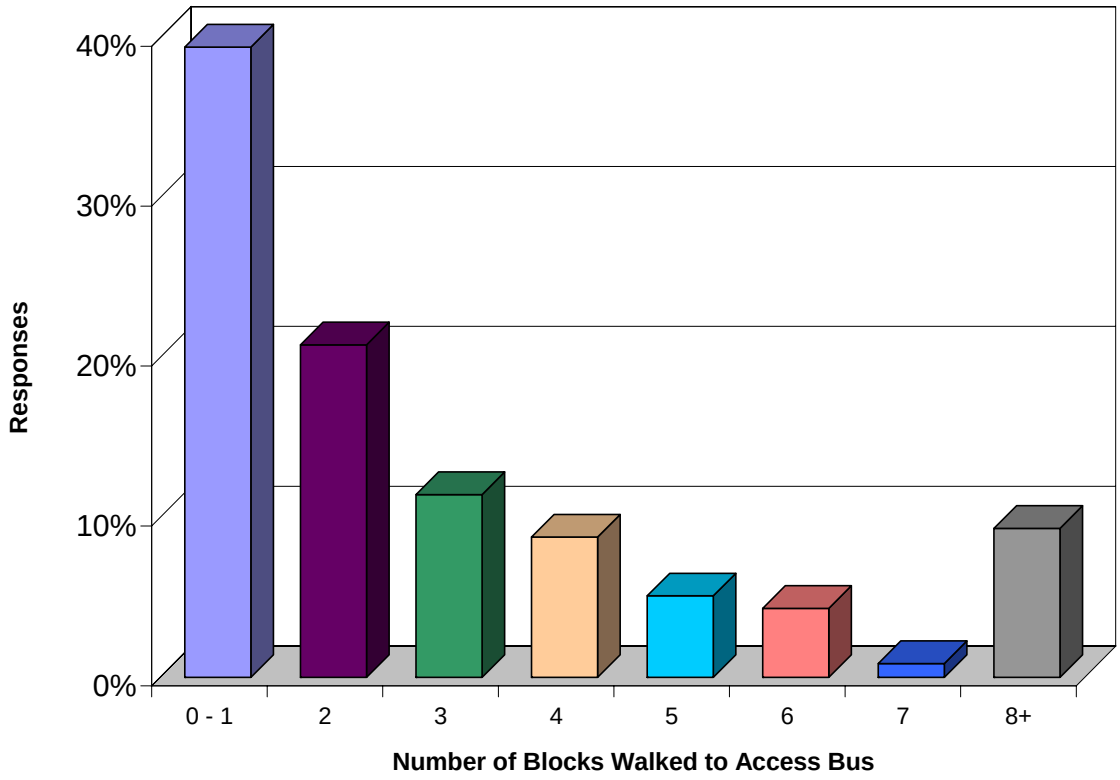


Not surprising, those surveyed stated that their primary means of access to the bus was walking (86%). Bus transfers accounted for 6% of responses. Only 2% responded that they used a bicycle to access their surveyed bus route. Less than 4% were either the driver or passenger of a motorized vehicle. Given the lack of formal park-and-ride lots, the automobile access to bus was not expected to account for a large portion of the bus access mode.

Of those that walked to access the bus, over one-third of respondents (39%) walked one block or less. Over 80% of respondents that walked to the bus walked four blocks or less.

Table 46
Number of Blocks Walked to Access Bus

NUMBER OF BLOCKS	FREQUENCY
0 – 1	39.4%
2	20.8%
3	11.4%
4	8.8%
5	5.1%
6	4.3%
7	0.9%
8+	9.3%
TOTAL	**100.0%**

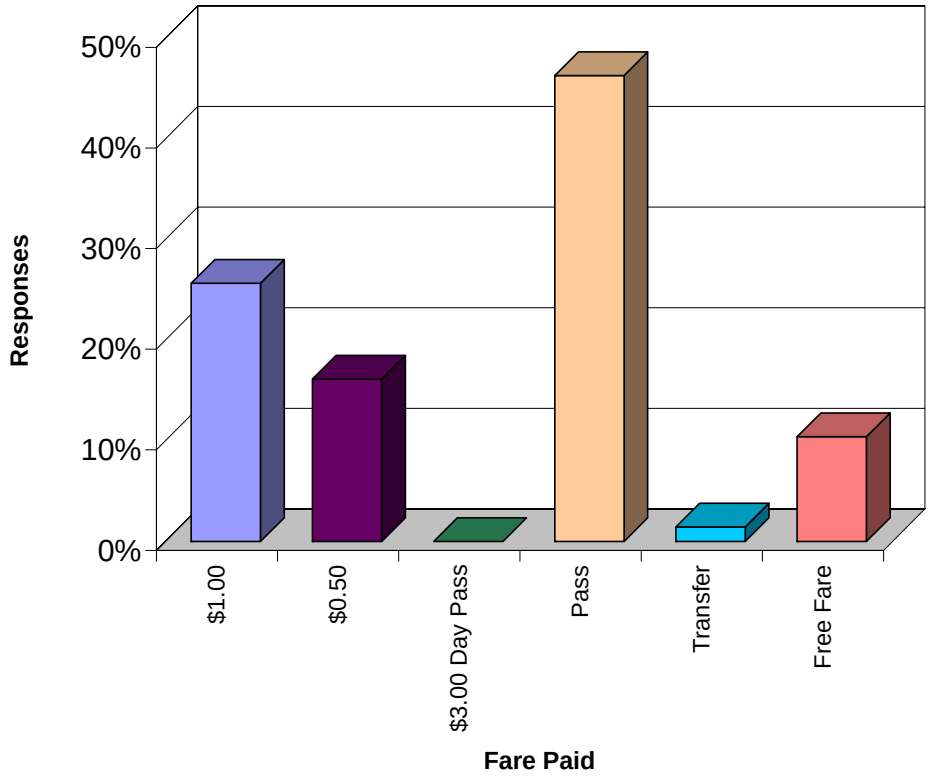


METHOD OF FARE PAYMENT

Understanding the method of payment can identify what type of rider used the The Bus system during the survey. The potential survey responses were categorized in a similar way to the standard Bus fare categories. Discounted passes may include 10-ride tickets, monthly passes, and commuter passes. Annual discounted passes can also be purchased for seniors, disabled citizens, and Medicare cardholders. Table 47 summarizes the response to the question "What was your fare when you boarded this bus?"

Table 47
Method of Fare Payment

PAYMENT	FREQUENCY
$1.00	25.7%
$0.50	16.1%
$3.00 Day Pas	0.0%
Pass	46.3%
Transfer	1.4%
Free Fare	10.4%
TOTAL	**100.0%**



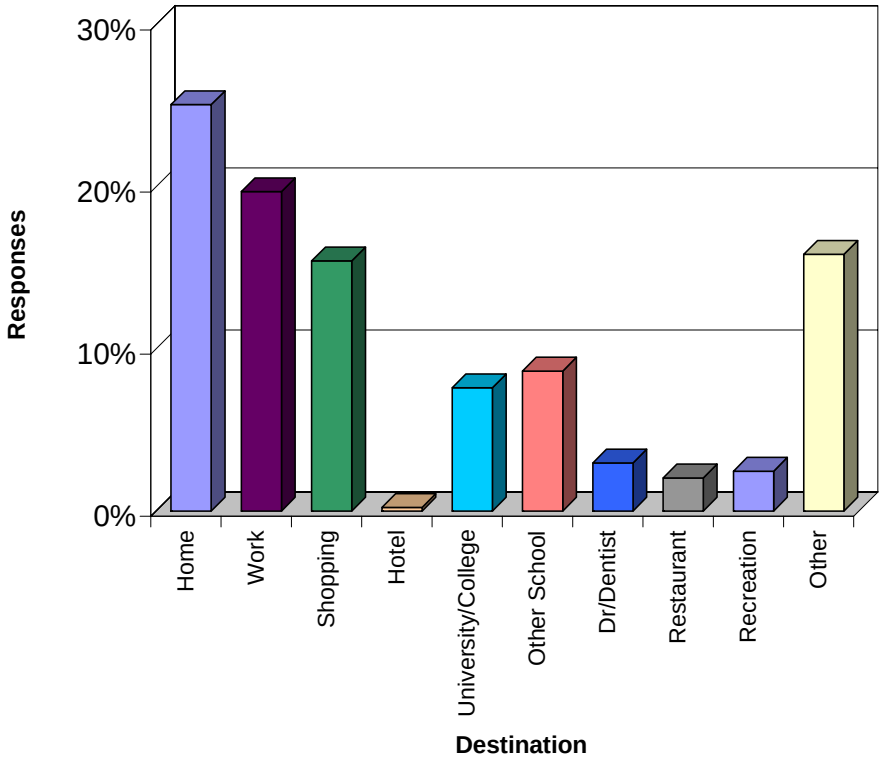
Almost half (46%) of all persons surveyed stated that they used a pass to board the bus. Over one-fourth (26%) of riders paid the full $1.00 fare and an additional 16% of respondents paid the 50¢ fare available to seniors, people with disabilities and youths. In total, 58% of riders used either a pass or were fare free.

TRIP DESTINATION PURPOSE

Riders were also queried as to their final destination. Table 48 presents these findings:

Table 48
Destination Purpose

DESTINATION PURPOSE	FREQUENCY
Home	25.1%
Work	19.7%
Shopping	15.4%
Hotel	0.2%
University/College	7.6%
Other School	8.6%
Doctor/Dentist	3.0%
Restaurant	2.0%
Recreation	2.5%
Other	15.8%
TOTAL	**100.0%**



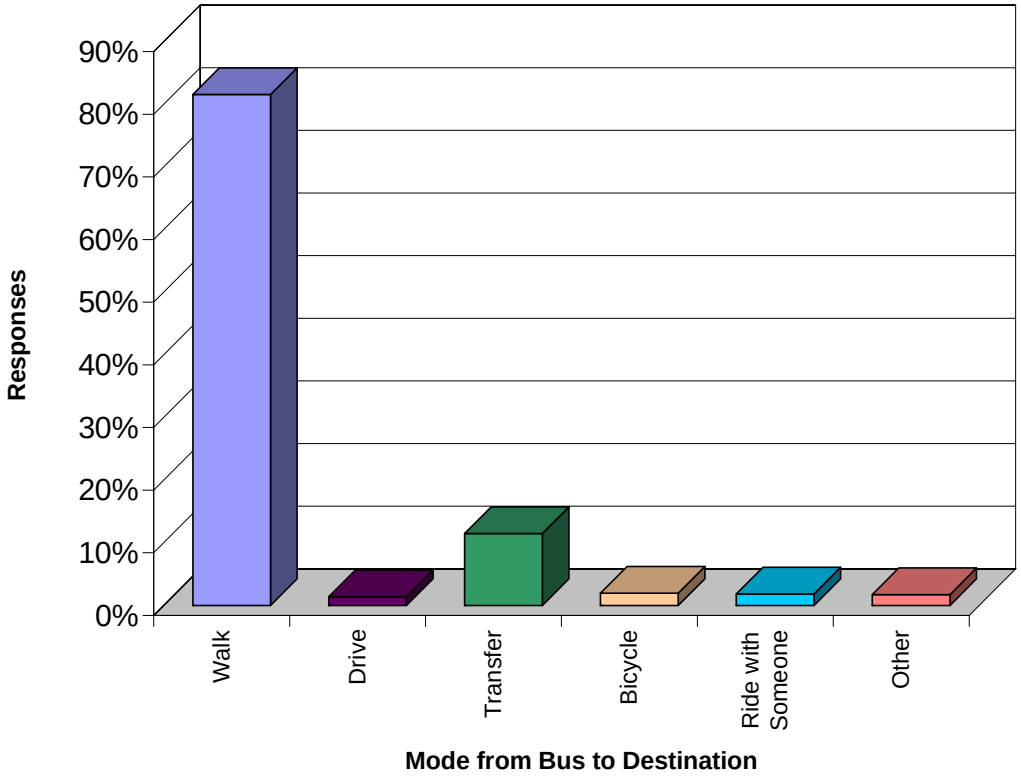
One-fourth of respondents stated that home was their destination. Work accounted for an additional 20% and shopping 15% of responses. Schools accounted for 16% of responses, with University/College and other schools each accounting for approximately 8% of all responses. Trip ends on The Bus tend to be more scattered than would be expected and not focused primarily on home, work and school.

MODE USED FROM BUS TO DESTINATION

The mode in which bus passengers completed their trip is as equally important as understanding how they accessed the bus route. Table 49 presents the responses reported during the on-board survey:

Table 49
Bus Departure Mode

DEPARTURE MODE	PERCENT
Walk	81.6%
Drove Car	1.4%
Bus Transfer	11.5%
Bicycle	2.0%
Passenger in Car	1.8%
Other	1.7%
TOTAL	**100.0%**

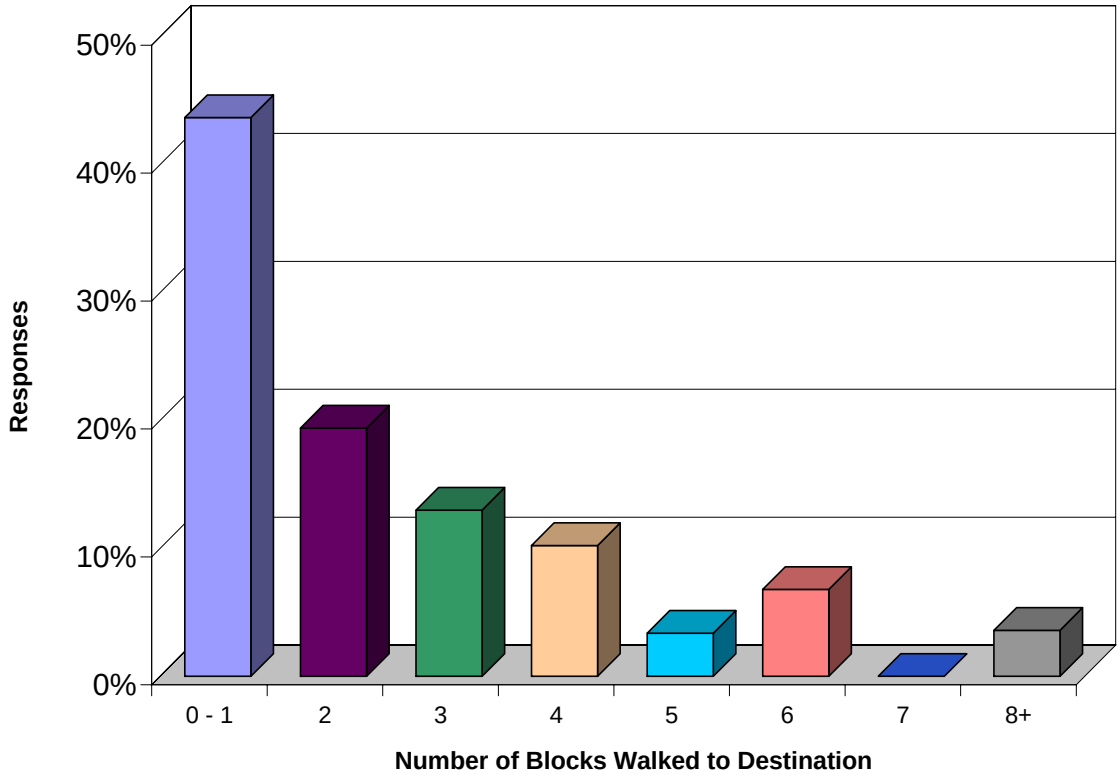


As would be expected, the walk mode accounted for over 80% of all responses for mode used to access the respondent's final destination. Over 10% transferred from one bus to another bus. Two percent used bicycles to access their final destination. Approximately 3% used some form of motorized vehicle (driver or passenger). These figures, as expected, are similar to the bus access mode distribution.

Of those that walked to access their destination, over 40% walked one block or less. Eighty-six percent of respondents that walked to their destination walked four blocks or less.

Table 50
Number of Blocks Walked to Access Destinations

NUMBER OF BLOCKS	FREQUENCY
0 – 1	43.7%
2	19.4%
3	13.0%
4	10.2%
5	3.4%
6	6.8%
7	0.0%
8+	3.6%
TOTAL	**100.0%**



TRIP PURPOSE

The trip origin and destination responses were analyzed based on a daily time period. The actual number of survey responses was expanded based on route ridership to arrive at a weighted estimate of the number of trips on an average day on The Bus system. The following table shows an origin-destination matrix of trip purpose.

Table 51
Trip Purposes

TO / FROM	HOME	WORK	SHOP	UNIV	SCHOOL	HOTEL	DR/DENT	REC	REST	OTHER	TOTAL
Home	0.0%	14.9%	12.2%	7.1%	7.5%	0.3%	2.3%	1.8%	2.0%	11.0%	59.1%
Work	8.2%	0.0%	0.2%	0.8%	0.2%	0.0%	0.2%	0.3%	0.0%	1.3%	11.3%
Shop	2.3%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	4.0%
University	2.6%	0.7%	1.2%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.2%	5.6%
School	3.1%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	1.3%	6.1%
Hotel	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%
Dr/Dentist	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%
Recreation	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.7%
Restaurant	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
Other	4.6%	1.2%	1.0%	0.2%	0.7%	0.0%	0.2%	0.2%	0.0%	2.3%	10.4%
TOTAL	**23.6%**	**18.2%**	**16.6%**	**8.1%**	**9.3%**	**0.3%**	**2.7%**	**2.7%**	**2.2%**	**16.4%**	**100.0%**

The North Front Range Regional Travel Model uses six primary trip purposes: Home-Based-Work (HBW), Home-Based-Shopping (HBS), Home-Based-University (HBU), Home-Based-Other (HBO), Work-Based-Other (WBO), and Other-Based-Other (OBO). The origin-destination matrix of trips can be aggregated into these primary purposes. For example, trips between home and work, regardless of whether home is the origin or destination are identified as HBW trips. As expected, these are an important trip purpose (23%). Home-Based-Other trips accounted for 36% of all trips and HBS 14%. Trips between home and University/College are HBU trips (10%). Table 10 identifies the various trip purposes and calculated rates.

Table 52
Trip Rates

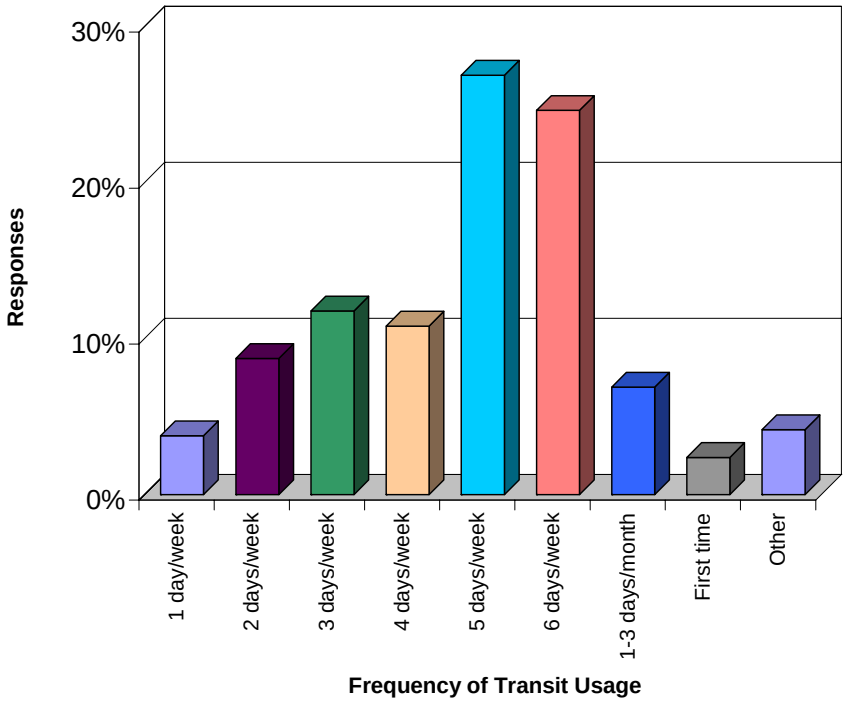
TRIP PURPOSE	TRIP RATE
HBW	23.1%
HBS	14.4%
HBU	9.7%
HBO	35.5%
WBO	6.3%
OBO	11.0%
TOTAL	**100.0%**

FREQUENCY OF TRANSIT USAGE

Understanding the frequency of transit usage is an important facet for identifying market segments. Identifying those persons and demographic characteristics that regularly use a particular service provides an opportunity to identify potential ridership.

Table 53
Frequency of Transit Usage

TRANSIT USAGE	FREQUENCY
One Day / Week	3.8%
Two Days / Week	8.7%
Three Days / Week	11.8%
Four Days / Week	10.8%
Five Days / Week	26.9%
Six Days / Week	24.6%
1 to 3 Days / Month	6.9%
First Time	2.4%
Other	4.2%
TOTAL	**100.0%**



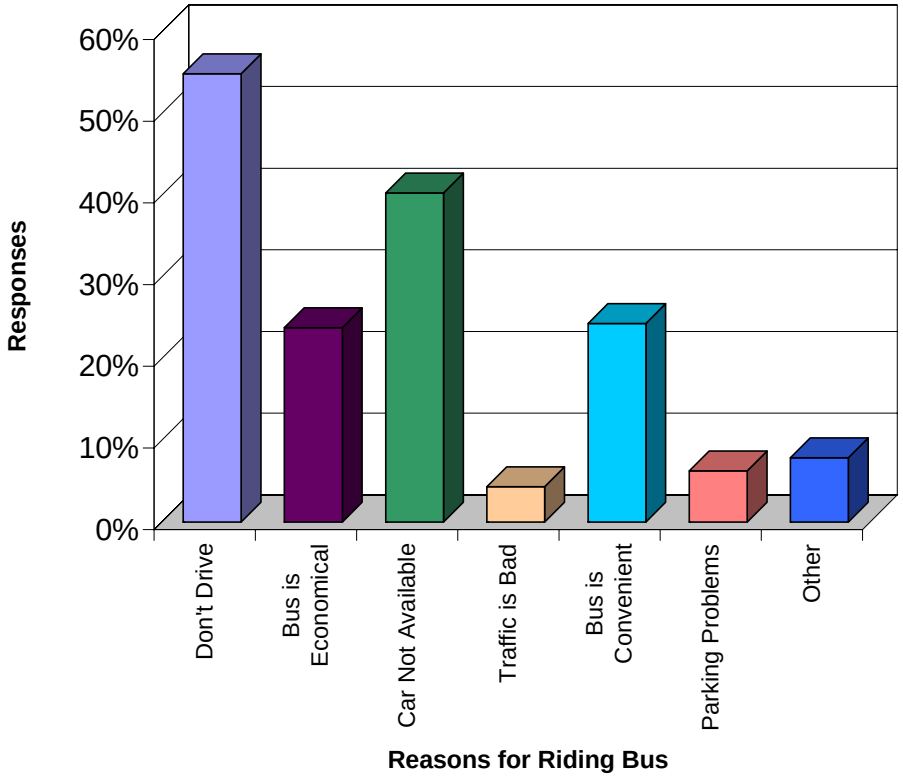
As presented in Table 53, current riders tend to use The Bus an average of five or six days per week. Twenty-seven percent of those surveyed responded that they rode the system on average for five days per week. An additional 25% stated that they rode the bus six days per week. Approximately 12% used the system three times per week. These findings are encouraging as well as expected because planning and modeling efforts are simplified when transit patronage is primarily from regular customers.

REASONS FOR USING TRANSIT

Questions regarding the reasons behind the respondent's use of the bus system were also posed. The respondents were allowed to have multiple responses to this question so the total percentage exceeds 100%. Sixty percent of respondents cited only one reason for riding the bus.

Table 54
Stated Reasons for Riding The Bus

REASON	PERCENT
Don't Drive	54.9%
Bus is Economical	23.8%
Car Not Available	40.3%
Traffic is Bad	4.3%
Bus is Convenient	24.3%
Parking a Problem	6.3%
Other	7.9%



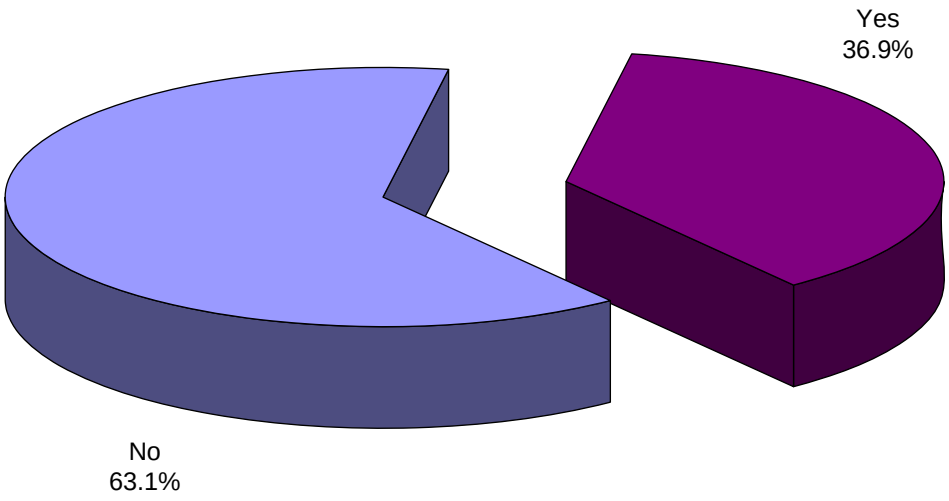
The two largest responses to this question indicate the high number of transit dependent riders of The Bus. Fifty-five percent of respondents indicated "I Don't Drive" as a reason for using the bus and 40% indicated that a car was not available. Seventy-seven percent of respondents cited one or both of these reasons for riding the bus. Additional reasons for riding the bus include the bus is convenient and the bus is economical, each accounting for 24% of responses. Traffic was the lowest ranked reason for riding the bus, with 4% of the responses.

DRIVER'S LICENSE STATUS

Lack of a valid driver's license is often a reason why persons use the bus system. One-third of the survey population stated that they did not possess a driver's license. This number of responses correlates very well with earlier statements regarding whether the person drives or has a vehicle available.

Table 55
Driver's License Status

DRIVER'S LICENSE?	FREQUENCY
Yes	36.9%
No	63.1%
TOTAL	**100.0%**

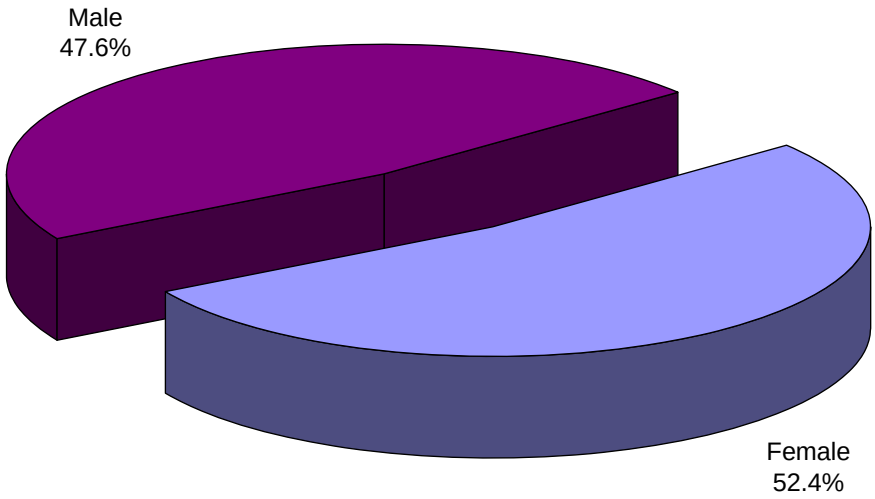


GENDER OF TRANSIT RIDERS

Identifying the gender of the ridership is helpful in better understanding a person's propensity to use transit. This variable, in concert with other demographic characteristics, help describe the socioeconomic and demographic characteristics of current transit users and can identify other potential market areas. Table 56 summarizes the respondent's gender orientation:

Table 56
Gender of Transit Riders

GENDER	FREQUENCY
Male	47.6%
Female	52.4%
TOTAL	**100.0%**



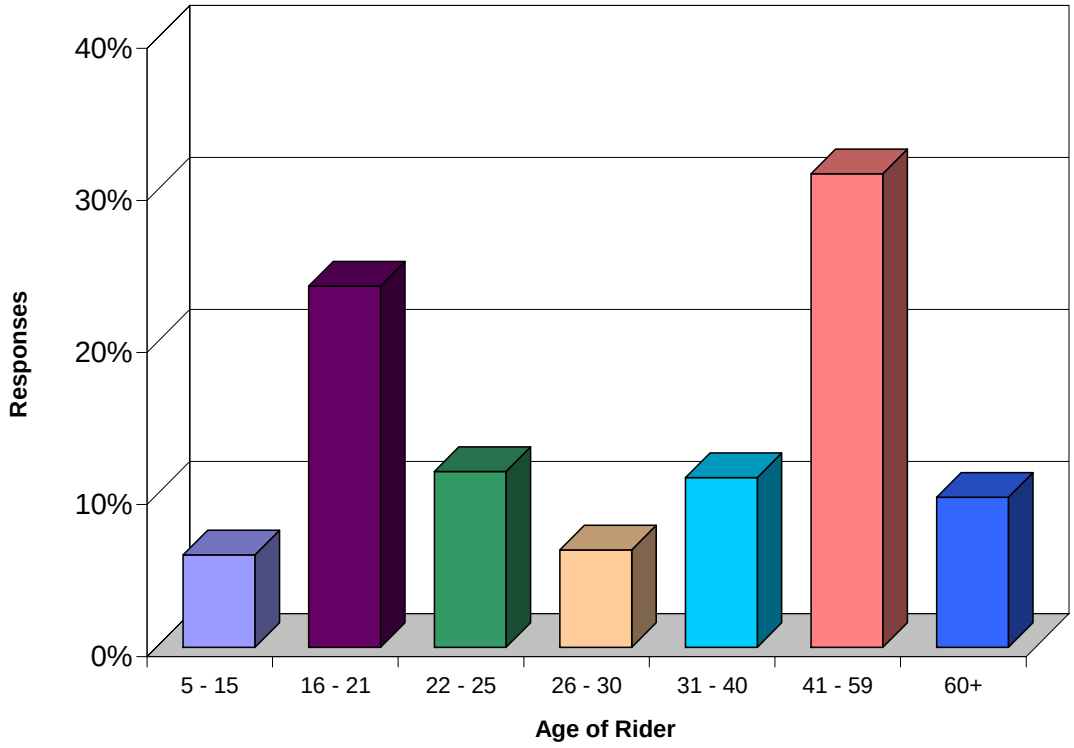
Reflective of national ridership statistics, females use public transportation more than do males. Fifty-two percent of all respondents stated they were female while 48% were male.

AGE OF TRANSIT RIDERS

The age of ridership can also help identify user groups. Those persons under driving age and the elderly have historically been the most recognized segment using public transportation. Table 57 presents these responses:

Table 57
Age of Transit Riders

AGE	FREQUENCY
5 to 15	6.1%
16 to 21	23.8%
22 to 25	11.6%
26 to 30	6.4%
31 to 40	11.2%
41 to 59	31.2%
60 and Over	9.9%
TOTAL	**100.0%**



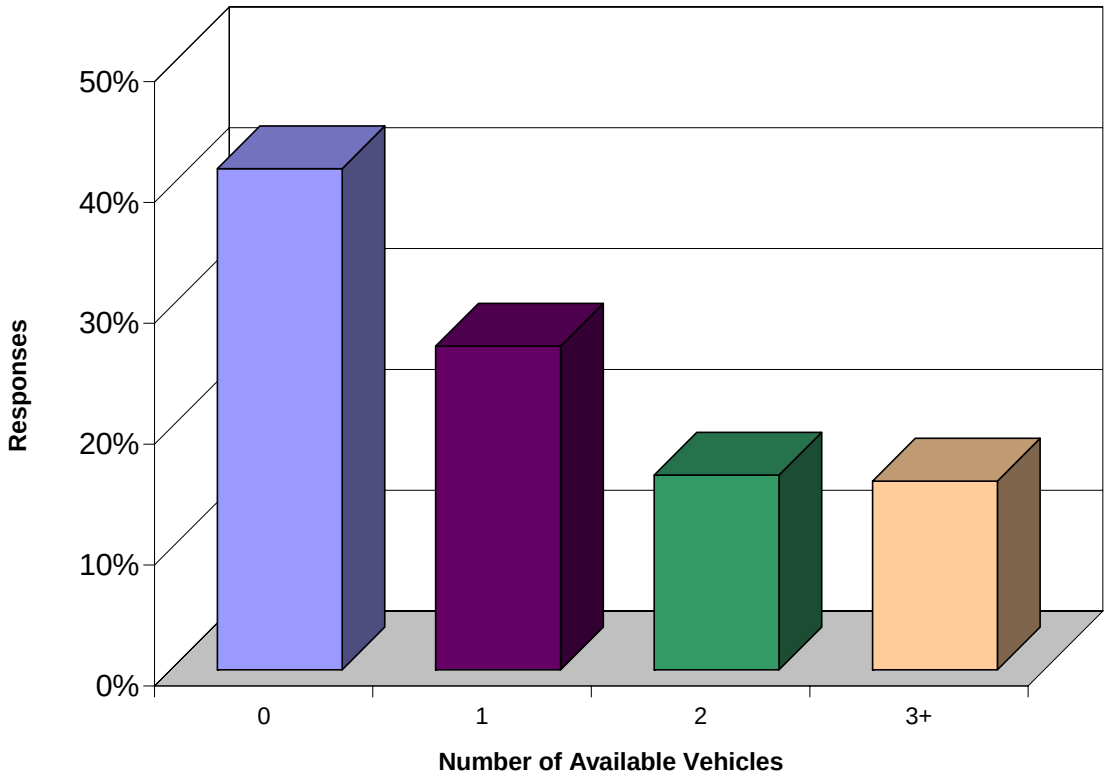
The age of respondents did fall primarily to the younger and older age categories with a distinctly lower number of respondents in the middle age ranges. However, the oldest (60+) and youngest (5 to 15) age groups received a relatively low number of responses. The largest age group of respondents was the 41 to 59 age group with 31% of the responses. The 16 to 21 age group also had a high number of responses, with 24%. These persons are of student age and may tend to be high school or university/college students. Persons 60 and older made up 10% of the responses and ages 5 to 15 made up 6%.

VEHICLES AVAILABLE TO THE HOUSEHOLD

Vehicle ownership may reflect the potential number of captive riders using the bus system. If no vehicle is available, mobility options are reduced to carpooling with a person from another household, public transportation, or non-motorized modes such as walking or bicycling. A summary of those responding to this question is presented below in Table 58.

Table 58
Number of Household Vehicles

AVAILABLE VEHICLES	FREQUENCY
Zero Auto	41.5%
One Auto	26.8%
Two Autos	16.1%
Three or More Autos	15.6%
TOTAL	**100.0%**



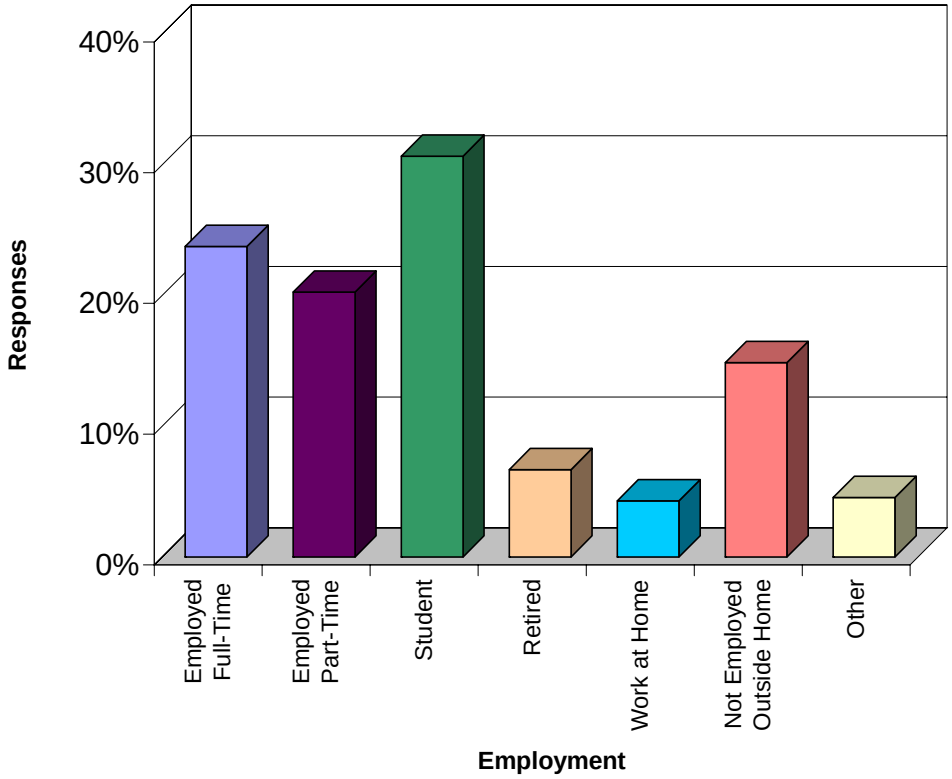
As shown above, persons residing in zero-vehicle households represent the highest proportion of Bus patrons (42%), followed by one-vehicle households (27%). These values are to be expected and emphasize the need for reliable effective transit service for the transportation disadvantaged population. The proportion of persons in two and three or more vehicle households are 16% each.

EMPLOYMENT STATUS OF TRANSIT RIDERS

Employment status is another descriptor of the ridership. This variable can be used as a comparative data check against those persons either traveling to or traveling from a work trip purpose. Further, the percentage of the student population segment can be cross-referenced to trip purpose and origin-destination location. This variable was allowed to have multiple responses and so the total exceeds 100%. Table 59 presents these findings.

Table 59
Employment Status of Transit Riders

EMPLOYMENT STATUS	FREQUENCY
Employed Full Time	23.8%
Employed Part Time	20.3%
Student	30.7%
Retired	6.7%
Work at Home	4.3%
Not Employed Outside Home	14.9%
Other	4.6%



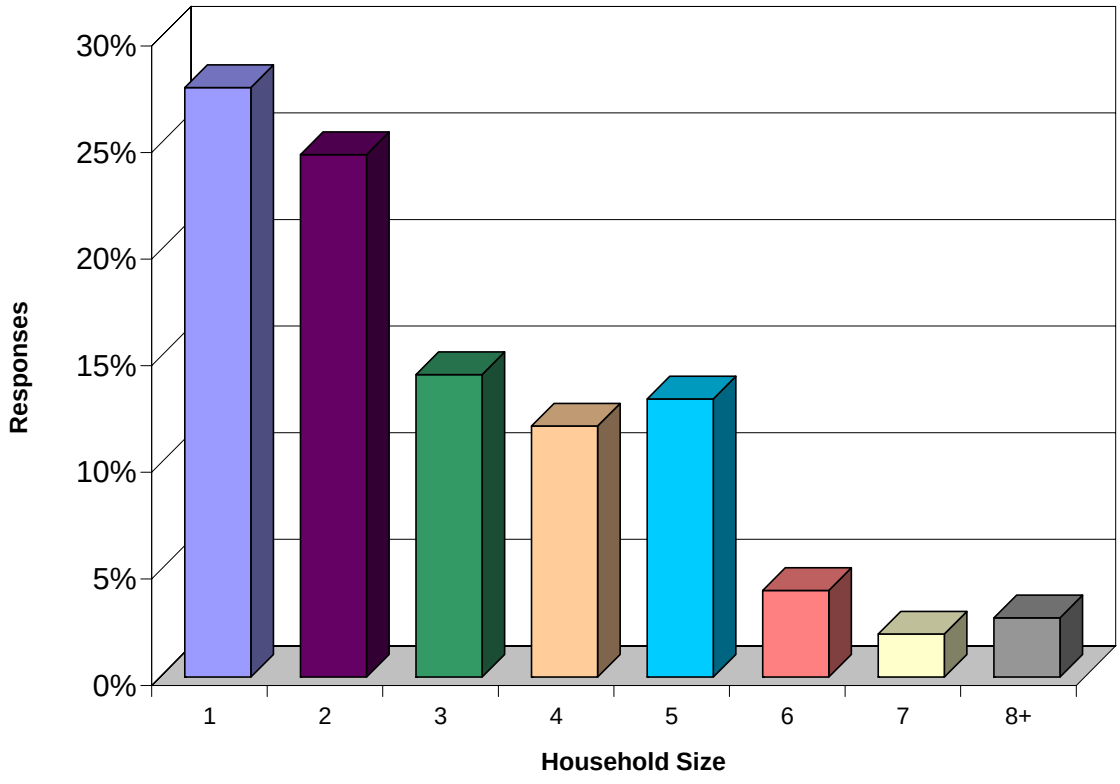
Students provide the largest segment of The Bus' ridership (31%) based upon total responses. This correlates well to the percent of riders age 5 to 21 (30%) presented earlier. Persons employed either full-time or part-time account for 43% of the total population. Few retired persons used The Bus (7%) which is in agreement with the percentage of riders 60 and over (10%) presented earlier.

HOUSEHOLD SIZE

The number of persons residing within a household are typically cross-classified by household income and number of vehicles to estimate trip-making characteristics within travel demand models. Table 60 presents the percentage of persons per household reported during the on-board survey.

Table 60
Household Size

PERSONS PER HOUSEHOLD	FREQUENCY
1	27.6%
2	24.5%
3	14.2%
4	11.8%
5	13.0%
6	4.1%
7	2.0%
8 or more	2.8%
TOTAL	**100.0%**



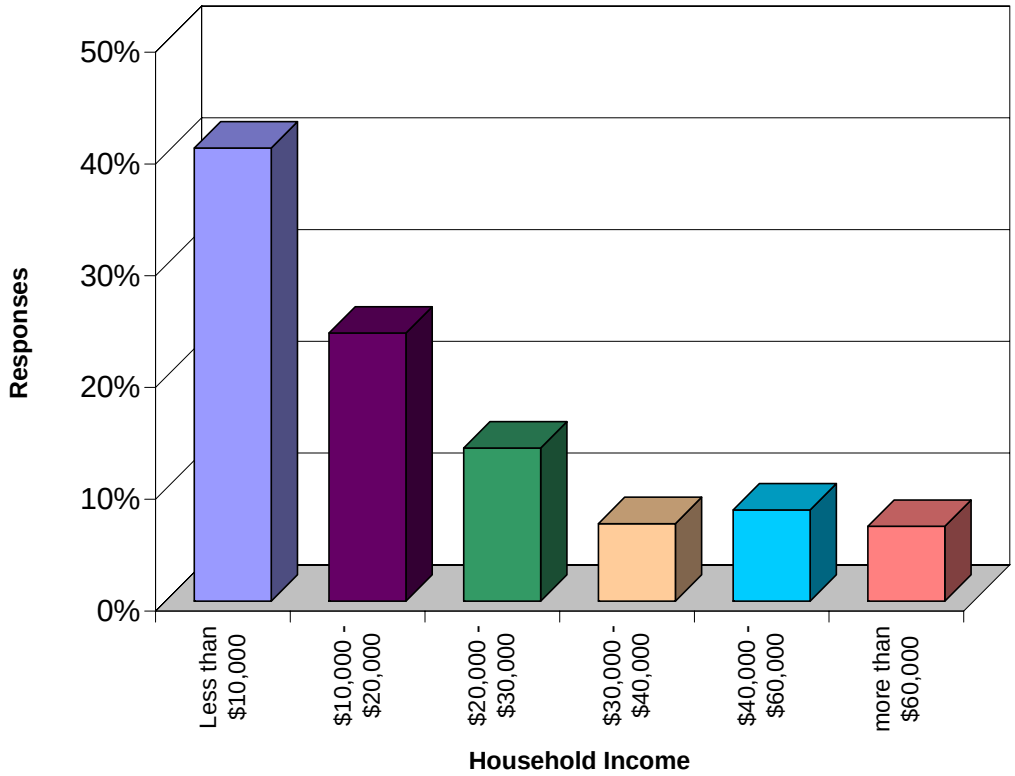
As presented in the table, most participating households contain one or two persons per household at 28 and 25%, respectively. Fourteen percent of all reporting households had three occupants while households with four occupants accounted for 12% of responses and five occupant households accounted for 13% of responses. Households that contained six or more persons accounted for 9% of all those surveyed. The average number of persons per household is approximately 2.93 using only those households that contain 10 or fewer persons. Those households that contain more than 10 occupants were considered group housing such as dormitories or retirement housing.

ANNUAL HOUSEHOLD INCOME

Similar in nature to the previous questions regarding age and employment status, annual household income can be correlated with transit user groups. Many persons who are restricted to a lower income may not be able to purchase or maintain an automobile. Further, a lower annual income may reflect that the average age of a population segment is over retirement age. These populations are thus strong candidates for public transportation. Table 61 provides a summary of these findings.

Table 61
Annual Household Income

ANNUAL HOUSEHOLD INCOME	PERCENT
Less Than $10,000	45.5%
$10,000 to $20,000	18.7%
$20,000 to $30,000	14.9%
$30,000 to $40,000	7.1%
$40,000 to $60,000	9.4%
Greater Than $60,000	4.5%
TOTAL	**100.0%**



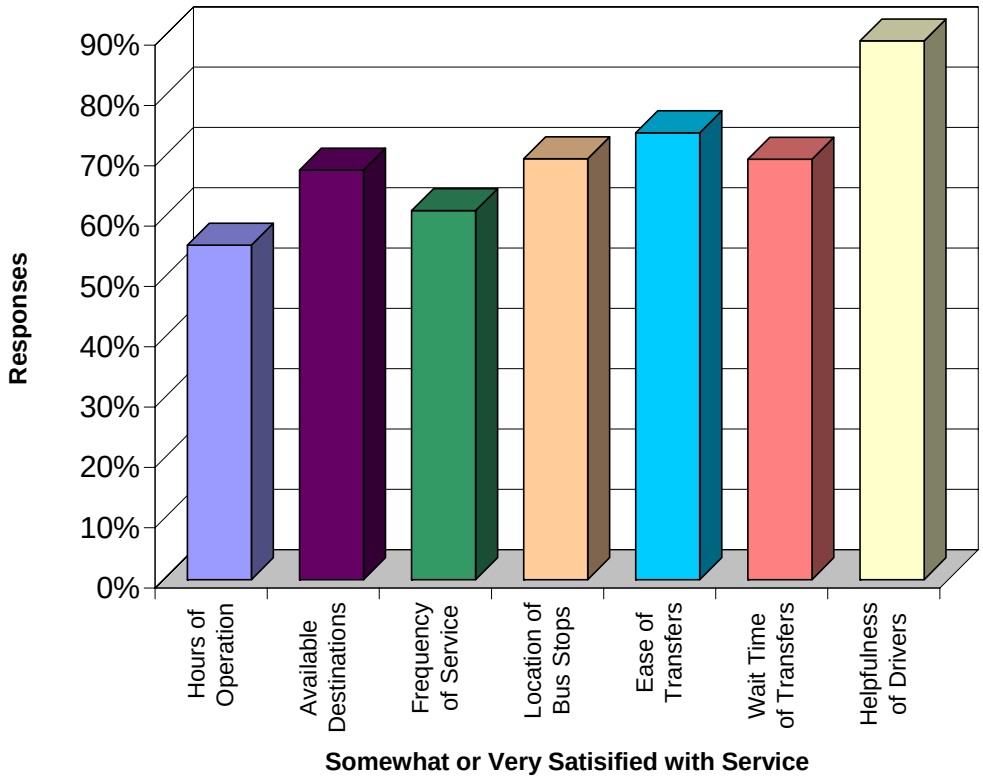
As shown above, households with incomes less than $10,000 comprise the largest percentage of transit users (46%). An additional 19% of transit user households have annual incomes between $10,000 and $20,000 and 15% have annual incomes between $20,000 and $30,000.

SATISFACTION WITH BUS SERVICE

Respondents were asked how satisfied they were with various aspects of the bus service. Respondents were asked to rate different aspects of service (hours of operation, available destinations, frequency of service, etc) on a range from very dissatisfied to very satisfied. Table 62 indicates the percent of respondents that ranked each aspect of service as somewhat satisfied or very satisfied, the two highest categories.

Table 62
Rider Satisfaction with Bus Service

SERVICE ASPECT	VERY SATISFIED	SOMEWHAT SATISFIED	SATISFIED	VERY DISSATISFIED
Hours of Operation	26.5%	28.9%	28.4%	14.7%
Available Destinations	30.4%	37.5%	25.7%	5.6%
Frequency of Service	27.1%	34.1%	30.8%	6.9%
Locations of Bus Stops	33.6%	36.2%	23.7%	5.2%
Ease of Transfers	49.6%	24.5%	16.0%	5.3%
Wait Time of Transfers	36.8%	32.9%	19.8%	5.6%
Helpfulness of Drivers	75.5%	13.9%	7.9%	1.9%



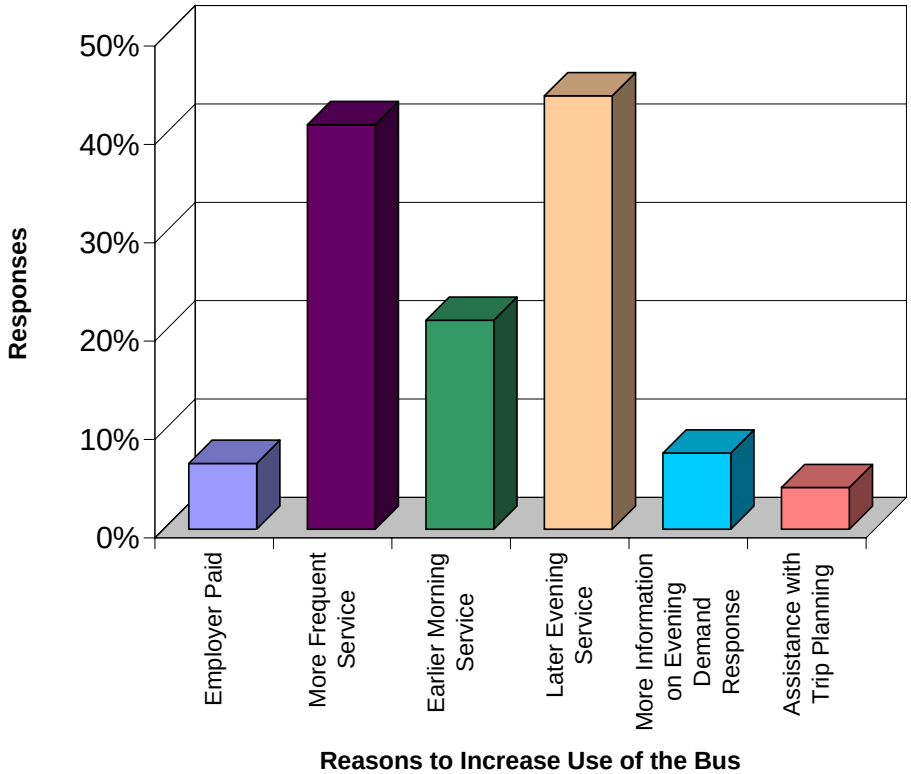
For the most part, all aspects of services ranked well. The helpfulness of drivers received the most favorable responses with almost 90% of respondents being somewhat or very satisfied. Ease of transfers and the wait time of transfers also performed very well, with 74 and 70% favorable comments, respectively. Hours of operation received the least favorable response, with 56% of respondents being somewhat or very satisfied.

FACTORS TO INCREASE USE OF THE BUS

Respondents were asked what factors would increase their use of The Bus. They were given several possible scenarios and asked if those would increase their usage. They could check multiple answers so the results will not add up to 100%. The responses are shown in Table 63.

Table 63
Factors to Increase Use of The Bus

FACTORS	FREQUENCY
Employer paid all or part of the fare	6.7%
More frequent service	41.1%
Earlier morning service	21.2%
Later evening service	44.1%
More information on evening demand response services	7.8%
Assistance with trip planning	4.2%



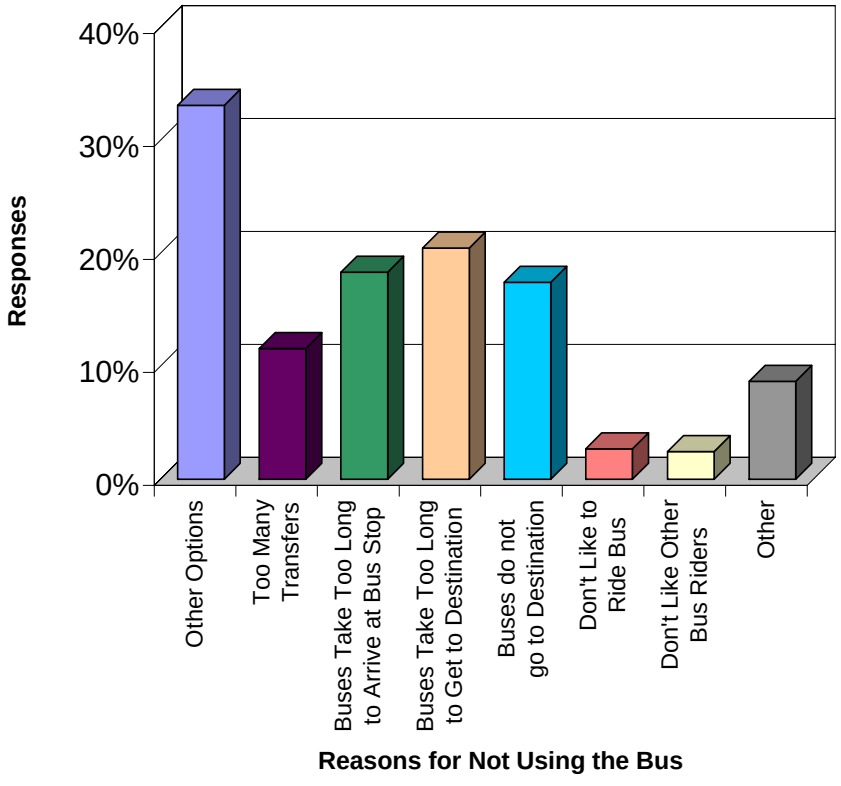
Respondents identified that the biggest factor that would increase their use of The Bus was later evening service at 44%. The next most identified factor was more frequent service (shorter headways) at 41%. The remaining factors were considerably lower with earlier morning service at 21% and the remainder of factors at less than 10% each.

REASONS FOR NOT USING THE BUS

Similar to the previous question, respondents were asked what factors contributed to them not using the bus when they didn't ride it. Several reasons were listed with check boxes and respondents could check multiple answers. The responses are shown in Table 64.

Table 64
Reasons for Not Using The Bus

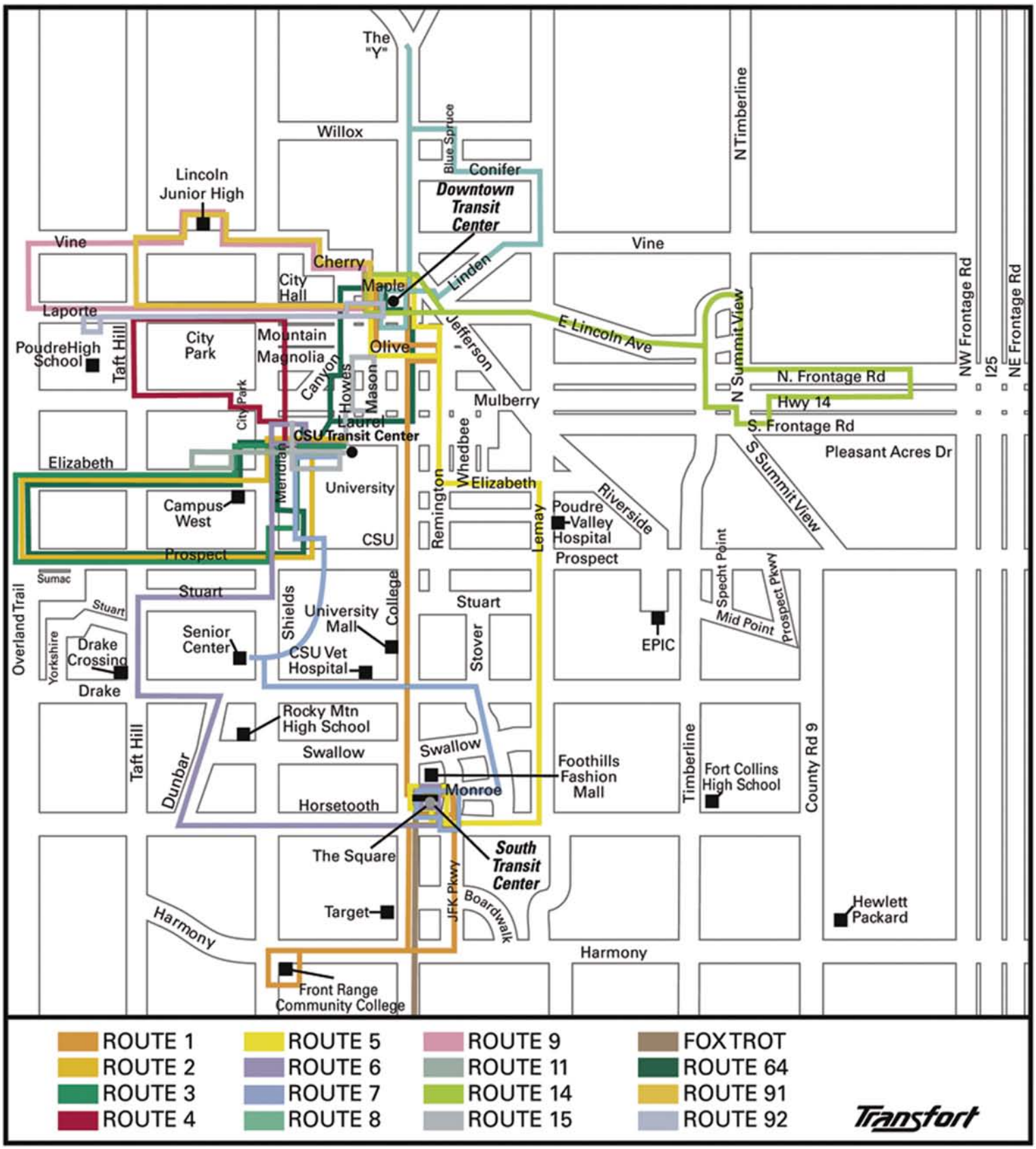
REASONS	FREQUENCY
Other Options	33.1%
Too Many Transfers	11.6%
Buses Take Too Long to Arrive at Bus Stop	18.3%
Buses Take Too Long To Get to Destination	20.5%
Buses do not go to Destination	17.4%
Don't Like to Ride Bus	2.7%
Don't Like Other Bus Riders	2.5%
Other	8.7%

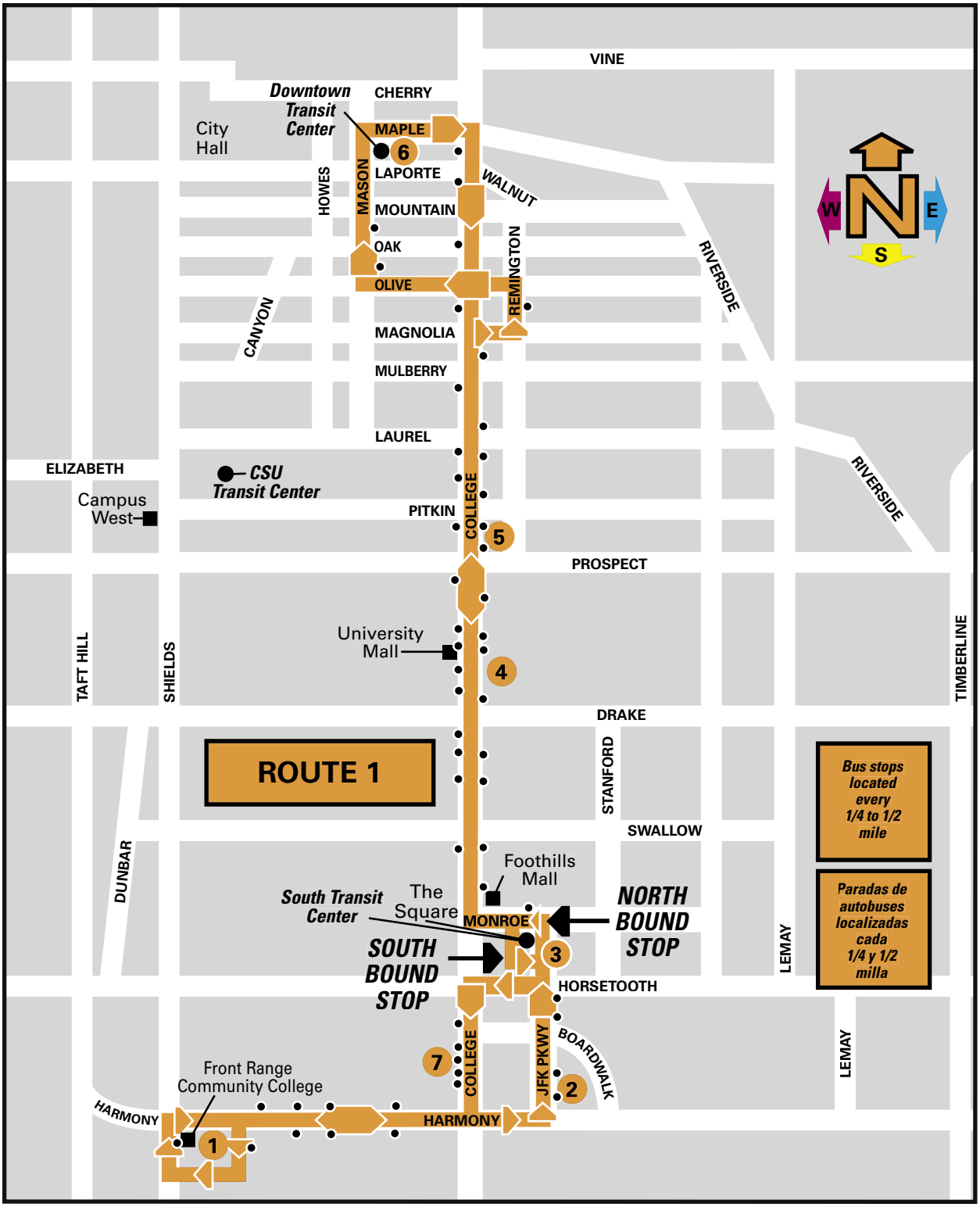


The most cited reason for not using the bus was that the respondent had other options available to them (33%). Other reasons cited for not using the bus include buses taking too long to get to destination (21%), buses taking too long to arrive at bus stop (18%), and buses not going to destination (17%).

APPENDIX A – ROUTE MAPS AND SCHEDULES

ALL ROUTES MAP

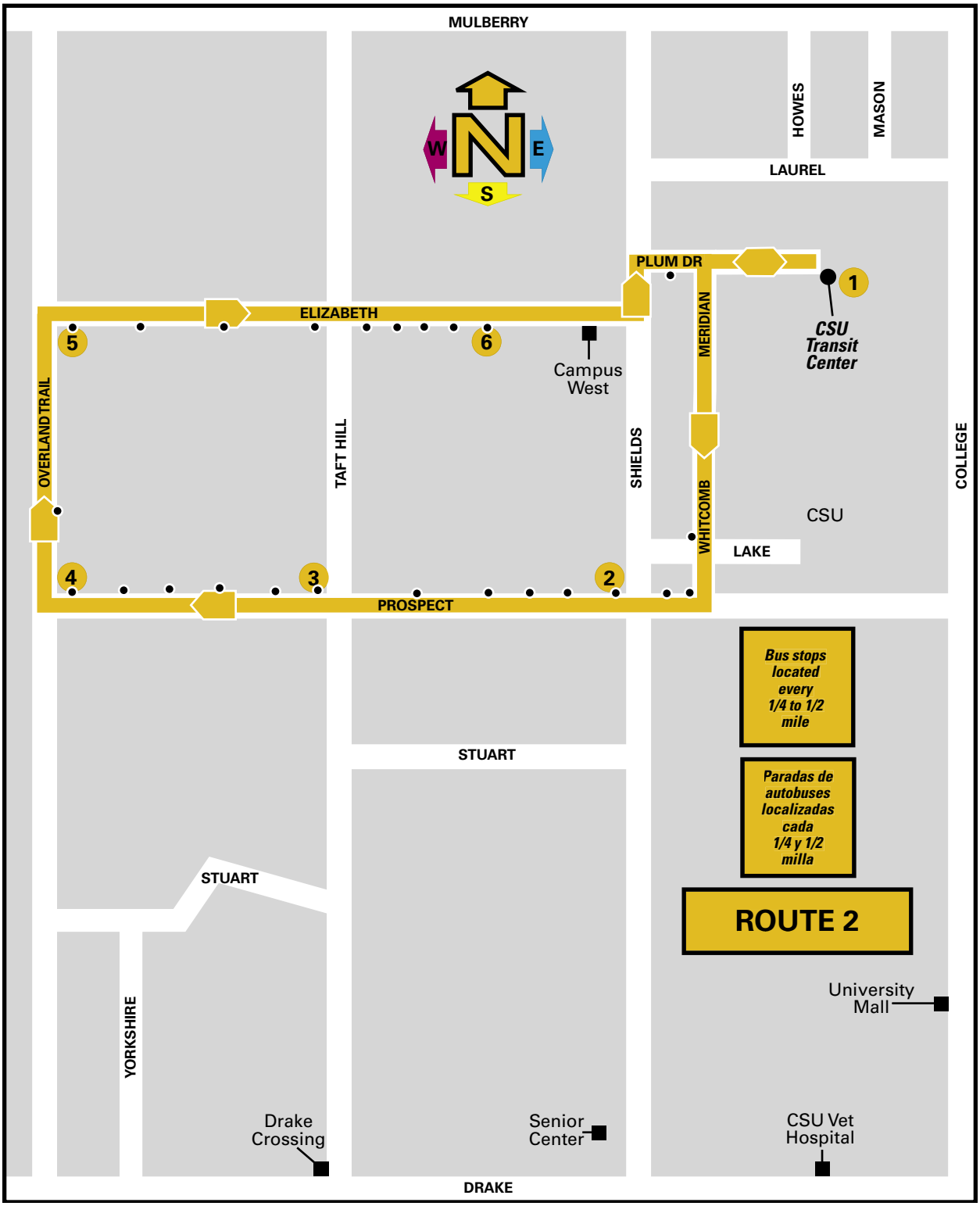



VINE
Downtown Transit Center
CHERRY
City Hall
MAPLE
6
HOWES
MASON
LAPORTE
WALNUT
MOUNTAIN
OAK
OLIVE
REMINGTON
RIVERSIDE
CANYON
MAGNOLIA
MULBERRY
LAUREL
ELIZABETH
CSU Transit Center
Campus West
PITKIN
COLLEGE
5
PROSPECT
University Mall
4
TAFT HILL
SHIELDS
TIMBERLINE
DRAKE
ROUTE 1
STANFORD
SWALLOW
DUNBAR
Foothills Mall
South Transit Center
The Square
MONROE
NORTH BOUND STOP
SOUTH BOUND STOP
3
HORSETOOTH
LEMAY
BOARDWALK
JFK PKWY
7
2
Front Range Community College
HARMONY
1
N
W
E
S
Bus stops located every 1/4 to 1/2 mile
Paradas de autobuses localizadas cada 1/4 y 1/2 milla

ROUTE 1

Route operates Monday through Saturday year round.
La ruta opera lunes por sábado todo el año.

NORTHBOUND						SOUTHBOUND					
FRCC (departs)	JFK PKWY HARMONY	MONROE JFK PKWY	COLLEGE DRAKE	COLLEGE PROSPECT	DOWNTOWN DTC (arrives)	DOWNTOWN DTC (departs)	COLLEGE PROSPECT	COLLEGE DRAKE	STC THE SQUARE	COLLEGE TROUTMAN	FRCC (arrives)
1	2	3	4	5	6	6	5	4	3	7	1
- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	6:20	6:28	6:33	6:42	6:46	6:57
- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	6:40	6:48	6:53	7:02	7:06	7:17
6:18	6:23	6:31	6:34	6:37	6:51	7:00	7:08	7:13	7:22	7:26	7:37
6:38	6:43	6:51	6:54	6:57	7:11	7:20	7:28	7:33	7:42	7:46	7:57
6:58	7:03	7:11	7:14	7:17	7:31	7:40	7:48	7:53	8:02	8:06	8:17
7:18	7:23	7:31	7:34	7:37	7:51	8:00	8:08	8:13	8:22	8:26	8:37
7:38	7:43	7:51	7:54	7:57	8:11	8:20	8:28	8:33	8:42	8:46	8:57
7:58	8:03	8:11	8:14	8:17	8:31	8:40	8:48	8:53	9:02	9:06	9:17
8:18	8:23	8:31	8:34	8:37	8:51	9:00	9:08	9:13	9:22	9:26	9:37
8:38	8:43	8:51	8:54	8:57	9:11	9:20	9:28	9:33	9:42	9:46	9:57
8:58	9:03	9:11	9:14	9:17	9:31	9:40	9:48	9:53	10:02	10:06	10:17
9:18	9:23	9:31	9:34	9:37	9:51	10:00	10:08	10:13	10:22	10:26	10:37
9:38	9:43	9:51	9:54	9:57	10:11	10:20	10:28	10:33	10:42	10:46	10:57
9:58	10:03	10:11	10:14	10:17	10:31	10:40	10:48	10:53	11:02	11:06	11:17
10:18	10:23	10:31	10:34	10:37	10:51	11:00	11:08	11:13	11:22	11:26	11:37
10:38	10:43	10:51	10:54	10:57	11:11	11:20	11:28	11:33	11:42	11:46	11:57
10:58	11:03	11:11	11:14	11:17	11:31	11:40	11:48	11:53	**12:02**	**12:06**	**12:17**
11:18	11:23	11:31	11:34	11:37	11:51	**12:00**	**12:08**	**12:13**	**12:22**	**12:26**	**12:37**
11:38	11:43	11:51	11:54	11:57	**12:11**	**12:20**	**12:28**	**12:33**	**12:42**	**12:46**	**12:57**
11:58	**12:03**	**12:11**	**12:14**	**12:17**	**12:31**	**12:40**	**12:48**	**12:53**	**1:02**	**1:06**	**1:17**
12:18	**12:23**	**12:31**	**12:34**	**12:37**	**12:51**	**1:00**	**1:08**	**1:13**	**1:22**	**1:26**	**1:37**
12:38	**12:43**	**12:51**	**12:54**	**12:57**	**1:11**	**1:20**	**1:28**	**1:33**	**1:42**	**1:46**	**1:57**
12:58	**1:03**	**1:11**	**1:14**	**1:17**	**1:31**	**1:40**	**1:48**	**1:53**	**2:02**	**2:06**	**2:17**
1:18	**1:23**	**1:31**	**1:34**	**1:37**	**1:51**	**2:00**	**2:08**	**2:13**	**2:22**	**2:26**	**2:37**
1:38	**1:43**	**1:51**	**1:54**	**1:57**	**2:11**	**2:20**	**2:28**	**2:33**	**2:42**	**2:46**	**2:57**
1:58	**2:03**	**2:11**	**2:14**	**2:17**	**2:31**	**2:40**	**2:48**	**2:53**	**3:02**	**3:06**	**3:17**
2:18	**2:23**	**2:31**	**2:34**	**2:37**	**2:51**	**3:00**	**3:08**	**3:13**	**3:22**	**3:26**	**3:37**
2:38	**2:43**	**2:51**	**2:54**	**2:57**	**3:11**	**3:20**	**3:28**	**3:33**	**3:42**	**3:46**	**3:57**
2:58	**3:03**	**3:11**	**3:14**	**3:17**	**3:31**	**3:40**	**3:48**	**3:53**	**4:02**	**4:06**	**4:17**
3:18	**3:23**	**3:31**	**3:34**	**3:37**	**3:51**	**4:00**	**4:08**	**4:13**	**4:22**	**4:26**	**4:37**
3:38	**3:43**	**3:51**	**3:54**	**3:57**	**4:11**	**4:20**	**4:28**	**4:33**	**4:42**	**4:46**	**4:57**
3:58	**4:03**	**4:11**	**4:14**	**4:17**	**4:31**	**4:40**	**4:48**	**4:53**	**5:02**	**5:06**	**5:17**
4:18	**4:23**	**4:31**	**4:34**	**4:37**	**4:51**	**5:00**	**5:08**	**5:13**	**5:22**	**5:26**	**5:37**
4:38	**4:43**	**4:51**	**4:54**	**4:57**	**5:11**	**5:20**	**5:28**	**5:33**	**5:42**	**5:46**	**5:57**
4:58	**5:03**	**5:11**	**5:14**	**5:17**	**5:31**	**5:40**	**5:48**	**5:53**	**6:02**	**6:06**	**6:17**
5:18	**5:23**	**5:31**	**5:34**	**5:37**	**5:51**	**6:00**	**6:08**	**6:13**	**6:22**	**6:26**	**6:37**
5:38	**5:43**	**5:51**	**5:54**	**5:57**	**6:11**	**6:20**	**6:28**	**6:33**	**6:42**	**6:46**	**6:57**
5:58	**6:03**	**6:11**	**6:14**	**6:17**	**6:31**	**6:40**	**6:48**	**6:53**	**7:02**	**7:06**	**7:17**
6:18	**6:23**	**6:31**	**6:34**	**6:37**	**6:51**	**7:00**	**7:08**	**7:13**	**7:22**	**7:26**	- - - -


MULBERRY
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HOWES
MASON
LAUREL
PLUM DR
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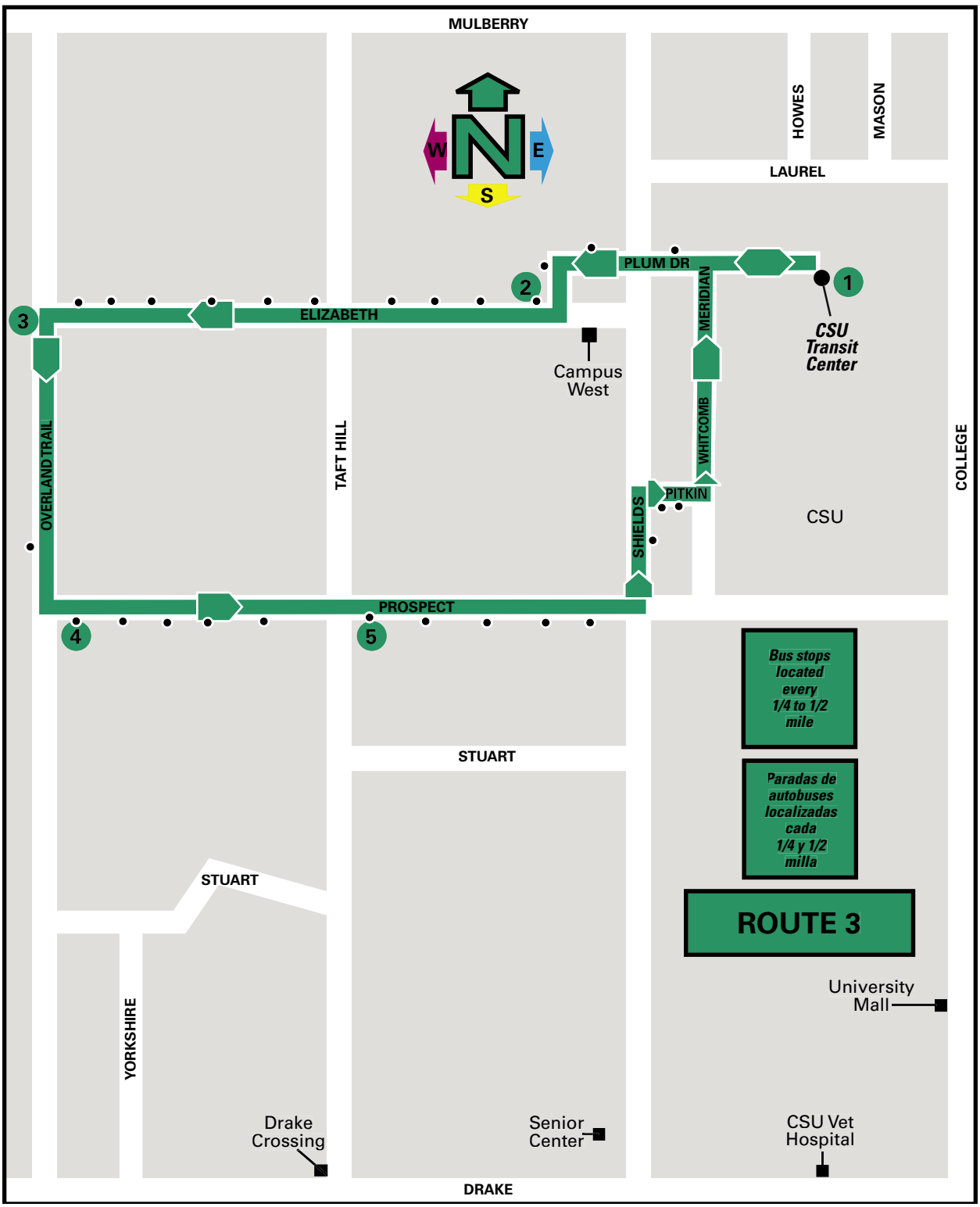
CSU Transit Center
ELIZABETH
5
6
Campus West
MERIDIAN
OVERLAND TRAIL
TAFT HILL
SHIELDS
COLLEGE
CSU
WHITCOMB
LAKE
4
3
2
PROSPECT
Bus stops located every 1/4 to 1/2 mile
Paradas de autobuses localizadas cada 1/4 y 1/2 milla
STUART
STUART
ROUTE 2
University Mall
YORKSHIRE
Drake Crossing
Senior Center
CSU Vet Hospital
DRAKE

ROUTE 2

Route operates Monday through Saturday year round.
La ruta opera lunes por sábado todo año.

CTC/CSU (departs)	PROSPECT SHIELDS	PROSPECT TAFT HILL	PROSPECT OVERLAND TRAIL	ELIZABETH OVERLAND TRAIL	ELIZABETH CITY PARK	CTC/CSU (arrives)
----	----	6:22	6:24	6:26	6:30	6:40
6:45	6:49	6:52	6:54	6:56	7:00	7:10
7:15	7:19	7:22	7:24	7:26	7:30	7:40
7:45	7:49	7:52	7:54	7:56	8:00	8:10
8:15	8:19	8:22	8:24	8:26	8:30	8:40
8:45	8:49	8:52	8:54	8:56	9:00	9:10
9:15	9:19	9:22	9:24	9:26	9:30	9:40
9:45	9:49	9:52	9:54	9:56	10:00	10:10
10:15	10:19	10:22	10:24	10:26	10:30	10:40
10:45	10:49	10:52	10:54	10:56	11:00	11:10
11:15	11:19	11:22	11:24	11:26	11:30	11:40
11:45	11:49	11:52	11:54	11:56	**12:00**	**12:10**
12:15	**12:19**	**12:22**	**12:24**	**12:26**	**12:30**	**12:40**
12:45	**12:49**	**12:52**	**12:54**	**12:56**	**1:00**	**1:10**
1:15	**1:19**	**1:22**	**1:24**	**1:26**	**1:30**	**1:40**
1:45	**1:49**	**1:52**	**1:54**	**1:56**	**2:00**	**2:10**
2:15	**2:19**	**2:22**	**2:24**	**2:26**	**2:30**	**2:40**
2:45	**2:49**	**2:52**	**2:54**	**2:56**	**3:00**	**3:10**
3:15	**3:19**	**3:22**	**3:24**	**3:26**	**3:30**	**3:40**
3:45	**3:49**	**3:52**	**3:54**	**3:56**	**4:00**	**4:10**
4:15	**4:19**	**4:22**	**4:24**	**4:26**	**4:30**	**4:40**
4:45	**4:49**	**4:52**	**4:54**	**4:56**	**5:00**	**5:10**
5:15	**5:19**	**5:22**	**5:24**	**5:26**	**5:30**	**5:40**
5:45	**5:49**	**5:52**	**5:54**	**5:56**	**6:00**	**6:10**
6:15	**6:19**	**6:22**	**6:24**	**6:26**	**6:30**	**6:40**


MULBERRY
W
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HOWES
MASON
LAUREL
PLUM DR
MERIDIAN
1
CSU Transit Center
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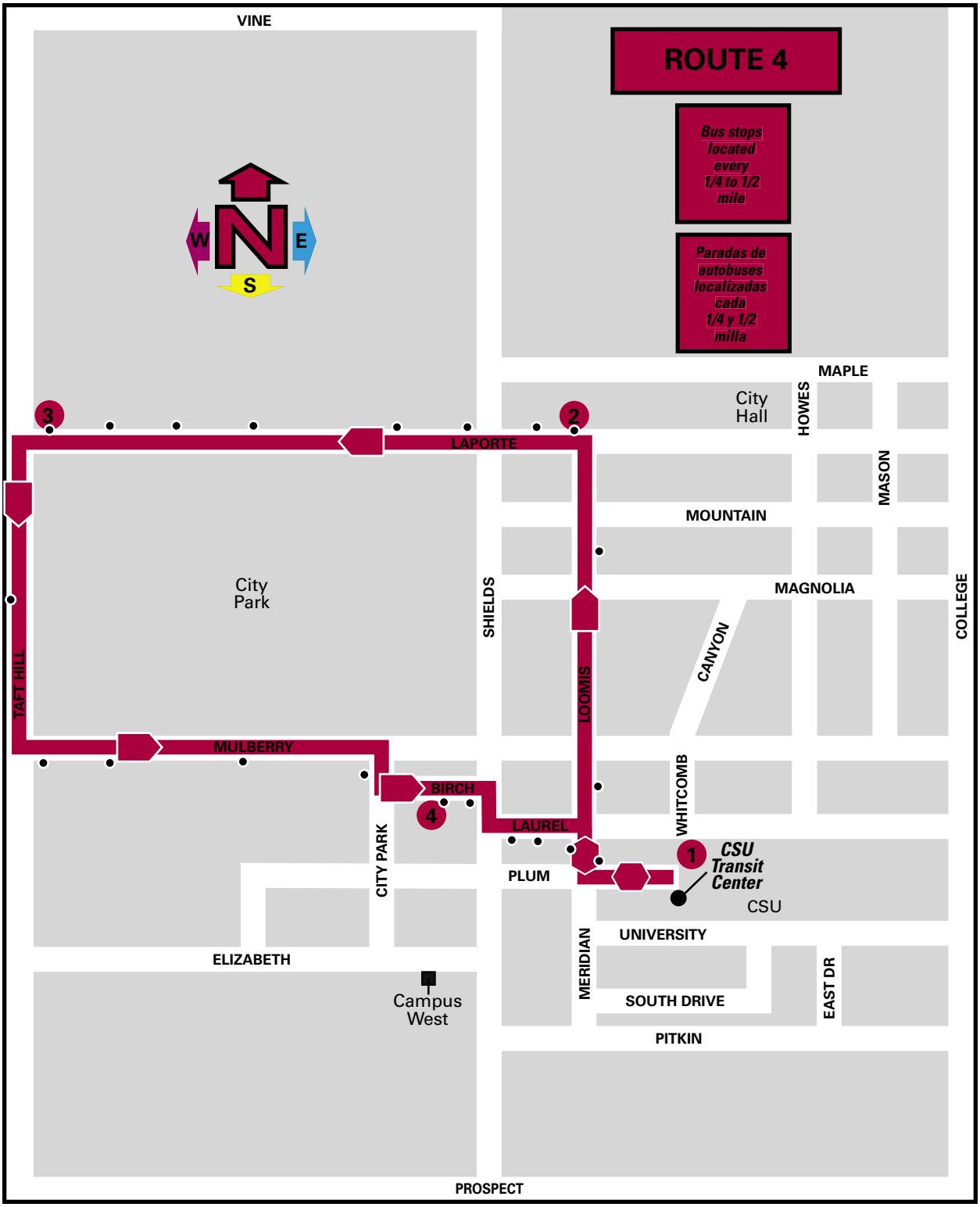
ELIZABETH
Campus West
TAFT HILL
WHITCOMB
PITKIN
SHIELDS
OVERLAND TRAIL
CSU
COLLEGE
PROSPECT
4
5
Bus stops located every 1/4 to 1/2 mile
Paradas de autobuses localizadas cada 1/4 y 1/2 milla
STUART
ROUTE 3
STUART
University Mall
YORKSHIRE
Drake Crossing
Senior Center
CSU Vet Hospital
DRAKE

ROUTE 3

Route operates Monday through Friday. Only when CSU is in session. See page 2 for CSU session dates.

La ruta opera lunes por viernes. Todos tiempos son válido durante la sesión de CSU sólo. Vea página dos por fechas de sesión de CSU.

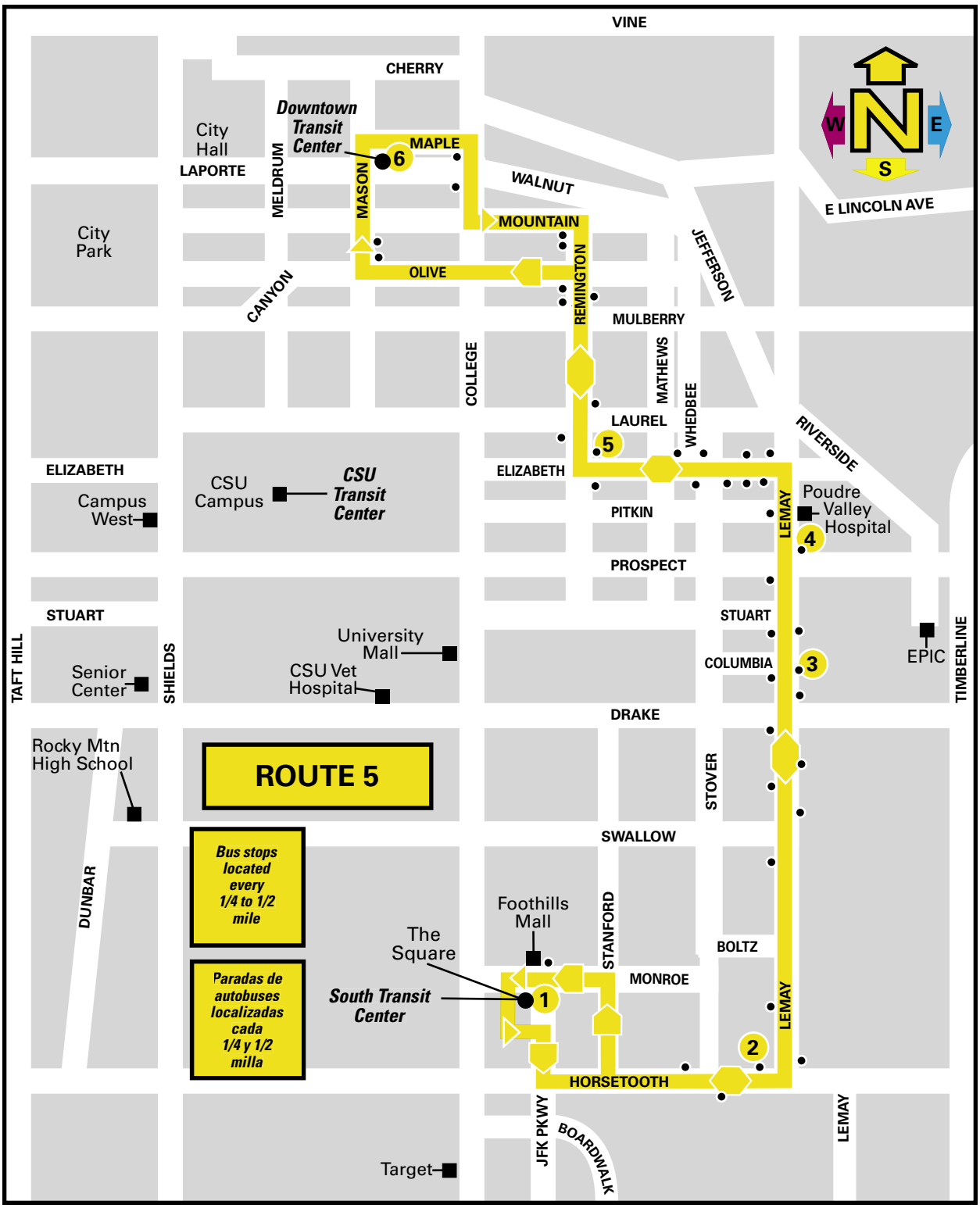
CTC/CSU (departs)	ELIZABETH CITY PARK	OVERLAND TRAIL ELIZABETH	PROSPECT OVERLAND TRAIL	PROSPECT TAFT HILL	CTC/CSU (arrives)
1	2	3	4	5	1
----	6:50	6:56	6:57	7:00	7:10
7:15	7:20	7:26	7:27	7:30	7:40
7:45	7:50	7:56	7:57	8:00	8:10
8:15	8:20	8:26	8:27	8:30	8:40
8:45	8:50	8:56	8:57	9:00	9:10
9:15	9:20	9:26	9:27	9:30	9:40
9:45	9:50	9:56	9:57	10:00	10:10
10:15	10:20	10:26	10:27	10:30	10:40
10:45	10:50	10:56	10:57	11:00	11:10
11:15	11:20	11:26	11:27	11:30	11:40
11:45	11:50	11:56	11:57	**12:00**	**12:10**
12:15	**12:20**	**12:26**	**12:27**	**12:30**	**12:40**
12:45	**12:50**	**12:56**	**12:57**	**1:00**	**1:10**
1:15	**1:20**	**1:26**	**1:27**	**1:30**	**1:40**
1:45	**1:50**	**1:56**	**1:57**	**2:00**	**2:10**
2:15	**2:20**	**2:26**	**2:27**	**2:30**	**2:40**
2:45	**2:50**	**2:56**	**2:57**	**3:00**	**3:10**
3:15	**3:20**	**3:26**	**3:27**	**3:30**	**3:40**
3:45	**3:50**	**3:56**	**3:57**	**4:00**	**4:10**
4:15	**4:20**	**4:26**	**4:27**	**4:30**	**4:40**
4:45	**4:50**	**4:56**	**4:57**	**5:00**	**5:10**
5:15	**5:20**	**5:26**	**5:27**	**5:30**	**5:40**
5:45	**5:50**	**5:56**	**5:57**	**6:00**	**6:10**
6:15	**6:20**	**6:26**	**6:27**	**6:30**	**6:40**


ROUTE 4
Bus stops located every 1/4 to 1/2 mile
Paradas de autobuses localizadas cada 1/4 y 1/2 milla
VINE
MAPLE
City Hall
HOWES
MASON
LAPORTE
MOUNTAIN
City Park
SHIELDS
MAGNOLIA
COLLEGE
CANYON
TAFT HILL
LOOMIS
MULBERRY
BIRCH
WHITCOMB
LAUREL
CITY PARK
PLUM
CSU Transit Center
CSU
UNIVERSITY
ELIZABETH
MERIDIAN
EAST DR
SOUTH DRIVE
Campus West
PITKIN
PROSPECT
1
2
3
4
N
E
S
W

ROUTE 4

Route operates Monday through Saturday year round.
La ruta opera lunes por sábado todo año.

CTC/CSU (departs) 1	LAPORTE LOOMIS 2	LAPORTE TAFT HILL 3	BIRCH CITY PARK 4	CTC/CSU (arrives) 1
6:15	6:22	6:27	6:32	6:39
6:45	6:52	6:57	7:02	7:09
7:15	7:22	7:27	7:32	7:39
7:45	7:52	7:57	8:02	8:09
8:15	8:22	8:27	8:32	8:39
8:45	8:52	8:57	9:02	9:09
9:15	9:22	9:27	9:32	9:39
9:45	9:52	9:57	10:02	10:09
10:15	10:22	10:27	10:32	10:39
10:45	10:52	10:57	11:02	11:09
11:15	11:22	11:27	11:32	11:39
11:45	11:52	11:57	**12:02**	**12:09**
12:15	**12:22**	**12:27**	**12:32**	**12:39**
12:45	**12:52**	**12:57**	**1:02**	**1:09**
1:15	**1:22**	**1:27**	**1:32**	**1:39**
1:45	**1:52**	**1:57**	**2:02**	**2:09**
2:15	**2:22**	**2:27**	**2:32**	**2:39**
2:45	**2:52**	**2:57**	**3:02**	**3:09**
3:15	**3:22**	**3:27**	**3:32**	**3:39**
3:45	**3:52**	**3:57**	**4:02**	**4:09**
4:15	**4:22**	**4:27**	**4:32**	**4:39**
4:45	**4:52**	**4:57**	**5:02**	**5:09**
5:15	**5:22**	**5:27**	**5:32**	**5:39**
5:45	**5:52**	**5:57**	**6:02**	**6:09**
6:15	**6:22**	**6:27**	**6:32**	**6:39**

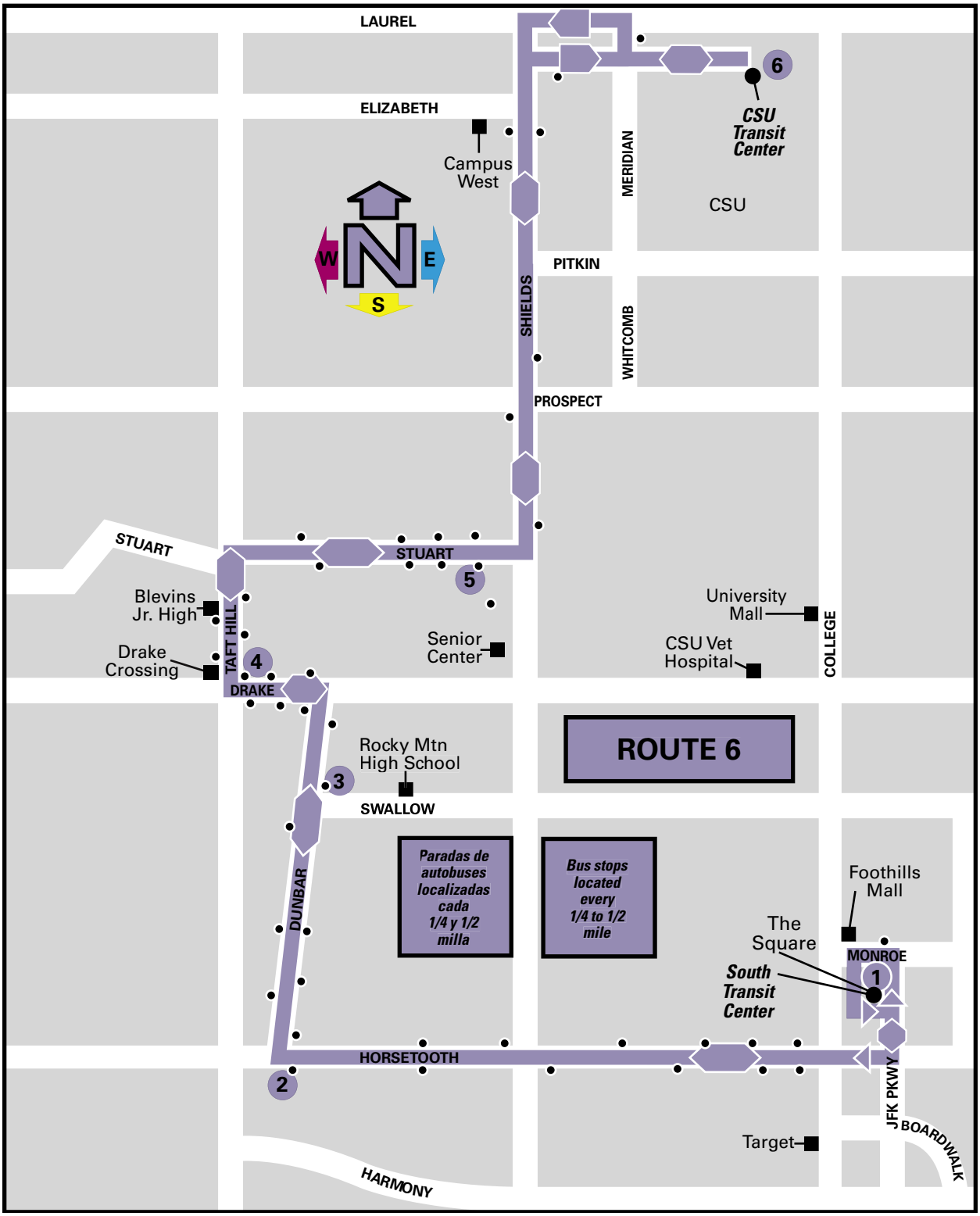

VINE
CHERRY
Downtown Transit Center
City Hall
LAPORTE
MELDRUM
MASON
MAPLE
6
WALNUT
MOUNTAIN
OLIVE
CANYON
REMINGTON
JEFFERSON
E LINCOLN AVE
N
W
E
S
City Park
MULBERRY
COLLEGE
MATHEWS
WHEDBEE
LAUREL
5
RIVERSIDE
ELIZABETH
ELIZABETH
CSU Campus
CSU Transit Center
Campus West
PITKIN
LEMAY
Poudre Valley Hospital
4
PROSPECT
STUART
STUART
TAFT HILL
SHIELDS
University Mall
CSU Vet Hospital
Senior Center
COLUMBIA
3
EPIC
TIMBERLINE
DRAKE
Rocky Mtn High School
ROUTE 5
STOVER
SWALLOW
Bus stops located every 1/4 to 1/2 mile
Paradas de autobuses localizadas cada 1/4 y 1/2 milla
DUNBAR
Foothills Mall
The Square
STANFORD
BOLTZ
South Transit Center
1
MONROE
LEMAY
2
HORSETOOTH
JFK PKWY
BOARDWALK
LEMAY
Target

ROUTE 5

Route operates Monday through Saturday year round.
La ruta opera lunes por sábado todo año.

NORTHBOUND					
STC/THE SQUARE (departs)	LEMAY/ HORSETOOTH	LEMAY/ COLUMBIA	POUDRE VALLEY HOSPITAL	REMINGTON/ ELIZABETH	DOWNTOWN/ DTC (arrives)
1	2	3	4	5	6
6:24	6:27	6:31	6:34	6:37	6:47
7:24	7:27	7:31	7:34	7:37	7:47
8:24	8:27	8:31	8:34	8:37	8:47
9:24	9:27	9:31	9:34	9:37	9:47
10:24	10:27	10:31	10:34	10:37	10:47
11:24	11:27	11:31	11:34	11:37	11:47
12:24	**12:27**	**12:31**	**12:34**	**12:37**	**12:47**
1:24	**1:27**	**1:31**	**1:34**	**1:37**	**1:47**
2:24	**2:27**	**2:31**	**2:34**	**2:37**	**2:47**
3:24	**3:27**	**3:31**	**3:34**	**3:37**	**3:47**
4:24	**4:27**	**4:31**	**4:34**	**4:37**	**4:47**
5:24	**5:27**	**5:31**	**5:34**	**5:37**	**5:47**
6:24	**6:27**	**6:31**	**6:34**	**6:37**	**6:47**

SOUTHBOUND					
DOWNTOWN/ DTC (departs)	ELIZABETH/ REMINGTON	POUDRE VALLEY HOSPITAL	LEMAY/ COLUMBIA	HORSETOOTH/ LEMAY	STC/THE SQUARE (arrives)
6	5	4	3	2	1
6:50	6:55	6:58	7:01	7:04	7:15
7:50	7:55	7:58	8:01	8:04	8:15
8:50	8:55	8:58	9:01	9:04	9:15
9:50	9:55	9:58	10:01	10:04	10:15
10:50	10:55	10:58	11:01	11:04	11:15
11:50	11:55	**11:58**	**12:01**	**12:04**	**12:15**
12:50	**12:55**	**12:58**	**1:01**	**1:04**	**1:15**
1:50	**1:55**	**1:58**	**2:01**	**2:04**	**2:15**
2:50	**2:55**	**2:58**	**3:01**	**3:04**	**3:15**
3:50	**3:55**	**3:58**	**4:01**	**4:04**	**4:15**
4:50	**4:55**	**4:58**	**5:01**	**5:04**	**5:15**
5:50	**5:55**	**5:58**	**6:01**	**6:04**	**6:15**
6:50	**6:55**	**6:58**	**7:01**	**7:04**	**7:15**

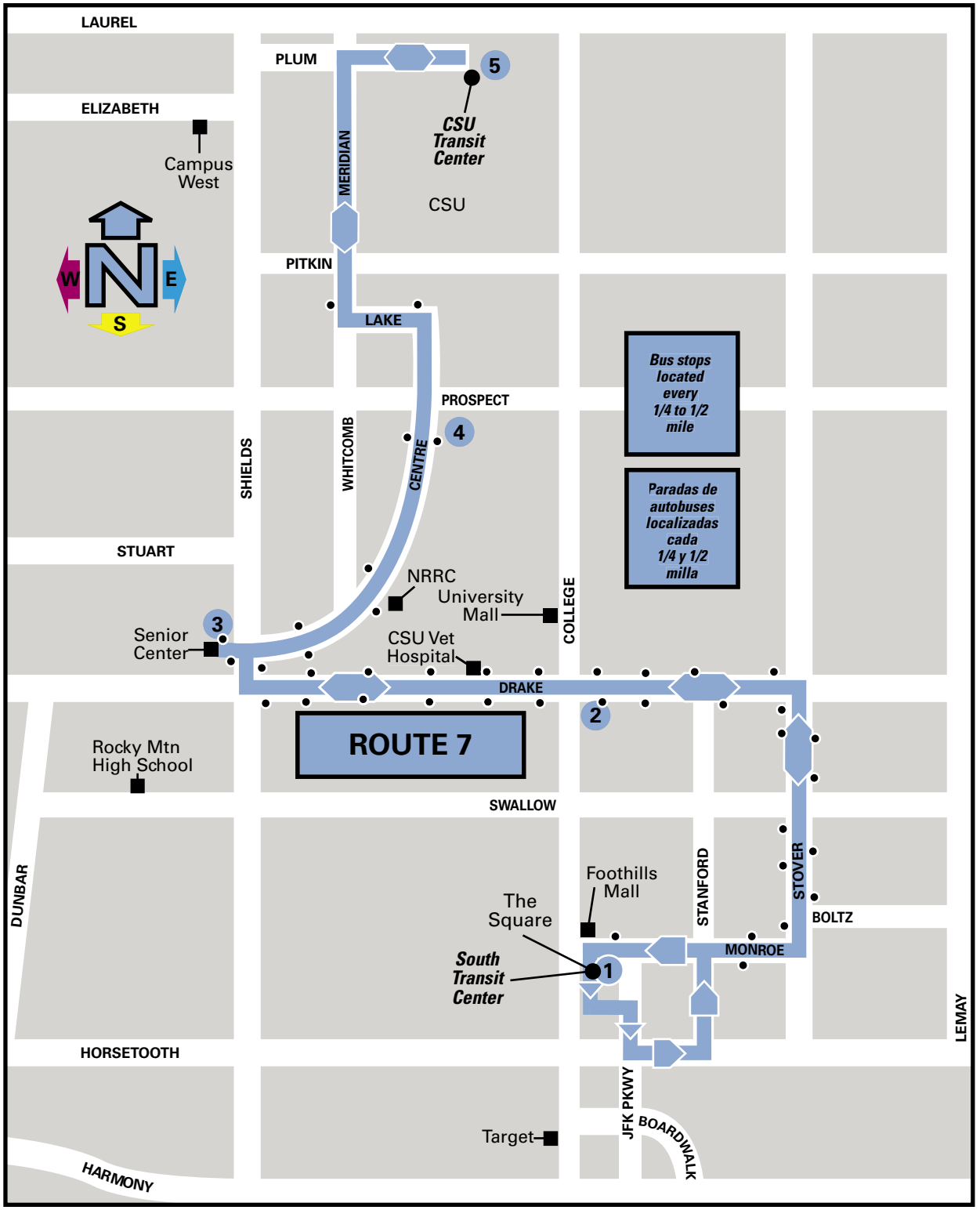

LAUREL
ELIZABETH
Campus West
MERIDIAN
CSU Transit Center
6
CSU
PITKIN
SHIELDS
WHITCOMB
PROSPECT
N
W
E
S
STUART
STUART
5
Blevins Jr. High
TAFT HILL
Drake Crossing
4
DRAKE
Senior Center
University Mall
COLLEGE
CSU Vet Hospital
ROUTE 6
Rocky Mtn High School
3
SWALLOW
Paradas de autobuses localizadas cada 1/4 y 1/2 milla
Bus stops located every 1/4 to 1/2 mile
DUNBAR
Foothills Mall
The Square
MONROE
South Transit Center
1
HORSETOOTH
2
JFK PKWY
BOARDWALK
Target
HARMONY

ROUTE 6

Route operates Monday through Saturday year round.
La ruta opera lunes por sábado todo año.

NORTHBOUND					
STC/THE SQUARE (departs)	DUNBAR HORSETOOTH	DUNBAR SWALLOW	TAFT HILL DRAKE	STUART HERITAGE	CTC/CSU (arrives)
1	2	3	4	5	6
6:15	6:20	6:22	6:26	6:31	6:40
7:15	7:20	7:22	7:26	7:31	7:40
8:15	8:20	8:22	8:26	8:31	8:40
9:15	9:20	9:22	9:26	9:31	9:40
10:15	10:20	10:22	10:26	10:31	10:40
11:15	11:20	11:22	11:26	11:31	11:40
12:15	**12:20**	**12:22**	**12:26**	**12:31**	**12:40**
1:15	**1:20**	**1:22**	**1:26**	**1:31**	**1:40**
2:15	**2:20**	**2:22**	**2:26**	**2:31**	**2:40**
3:15	**3:20**	**3:22**	**3:26**	**3:31**	**3:40**
4:15	**4:20**	**4:22**	**4:26**	**4:31**	**4:40**
5:15	**5:20**	**5:22**	**5:26**	**5:31**	**5:40**
6:15	**6:20**	**6:22**	**6:26**	**6:31**	**6:40**

SOUTHBOUND					
CTC/CSU (departs)	STUART HERITAGE	DRAKE TAFT HILL	DUNBAR SWALLOW	HORSETOOTH DUNBAR	STC/THE SQUARE (arrives)
6	5	4	3	2	1
6:45	6:52	6:57	7:00	7:03	7:10
7:45	7:52	7:57	8:00	8:03	8:10
8:45	8:52	8:57	9:00	9:03	9:10
9:45	9:52	9:57	10:00	10:03	10:10
10:45	10:52	10:57	11:00	11:03	11:10
11:45	11:52	11:57	**12:00**	**12:03**	**12:10**
12:45	**12:52**	**12:57**	**1:00**	**1:03**	**1:10**
1:45	**1:52**	**1:57**	**2:00**	**2:03**	**2:10**
2:45	**2:52**	**2:57**	**3:00**	**3:03**	**3:10**
3:45	**3:52**	**3:57**	**4:00**	**4:03**	**4:10**
4:45	**4:52**	**4:57**	**5:00**	**5:03**	**5:10**
5:45	**5:52**	**5:57**	**6:00**	**6:03**	**6:10**
6:45	**6:52**	**6:57**	**7:00**	**7:03**	**7:10**


LAUREL
PLUM
ELIZABETH
Campus West
MERIDIAN
5
CSU Transit Center
CSU
PITKIN
LAKE
PROSPECT
4
SHIELDS
WHITCOMB
CENTRE
Bus stops located every 1/4 to 1/2 mile
Paradas de autobuses localizadas cada 1/4 y 1/2 milla
STUART
NRRC
University Mall
COLLEGE
3
Senior Center
CSU Vet Hospital
DRAKE
2
ROUTE 7
Rocky Mtn High School
SWALLOW
DUNBAR
Foothills Mall
STANFORD
STOVER
BOLTZ
The Square
South Transit Center
1
MONROE
LEMAY
HORSETOOTH
JFK PKWY
BOARDWALK
Target
HARMONY
N
E
S
W

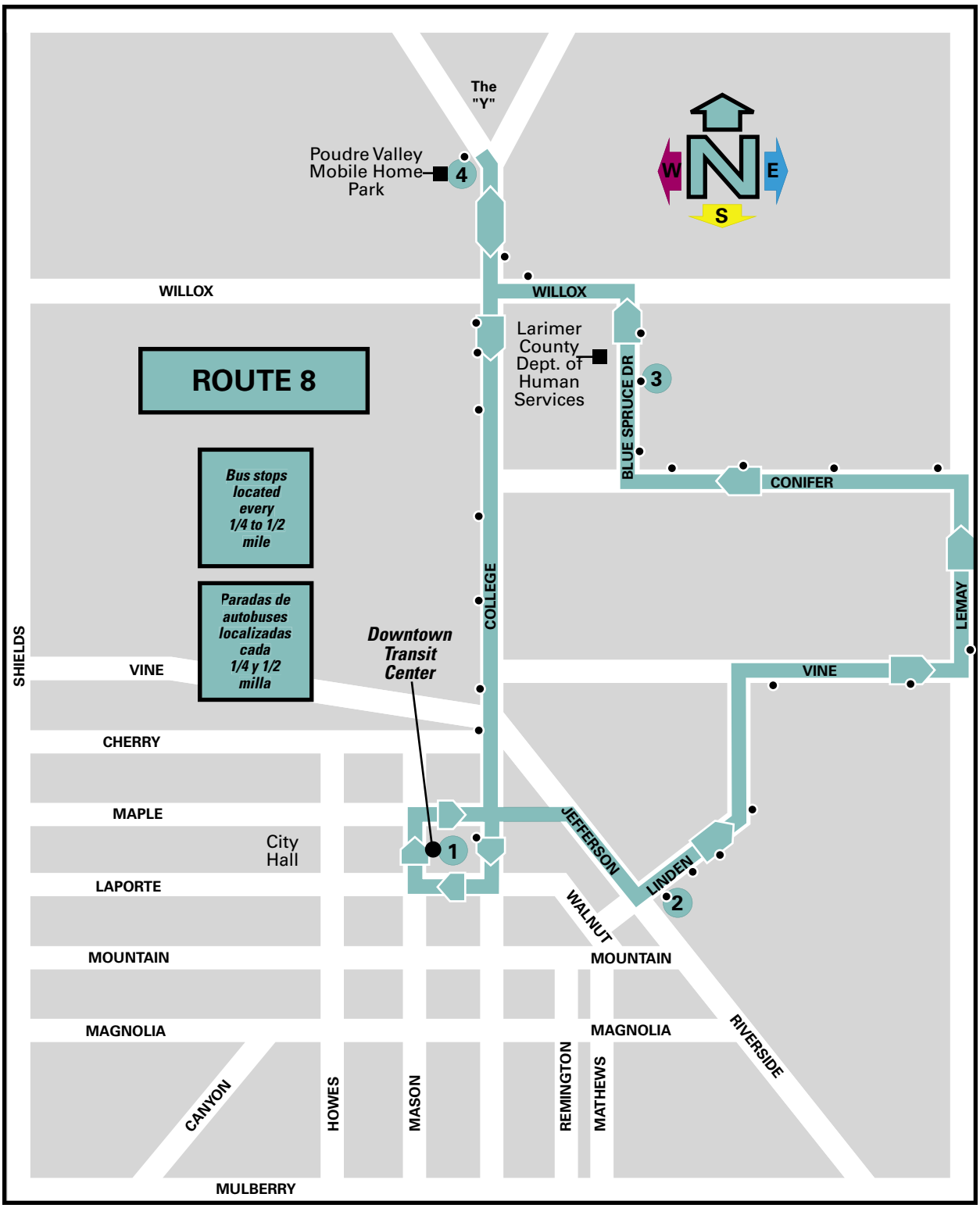
ROUTE 7

Routes highlighted in blue operate Monday through Friday during CSU session only.
Non-highlighted routes operate Monday through Saturday year round. See page 2 for CSU session dates.

Los tiempos de la ruta en azul corre el lunes por el viernes sólo cuándo CSU está en la sesión. Los tiepos de la ruta en blanco corre el lunes por el sábado todo año. Vea página dos por fechas de sesión de CSU.

NORTHBOUND				
STC/THE SQUARE (departs)	DRAKE COLLEGE	SENIOR CENTER	CENTRE PROSPECT	CTC/CSU (arrives)
1	2	3	4	5
6:45	6:52	6:58	7:01	7:09
7:15	7:22	7:28	7:31	7:39
7:45	7:52	7:58	8:01	8:09
8:15	8:22	8:28	8:31	8:39
8:45	8:52	8:58	9:01	9:09
9:15	9:22	9:28	9:31	9:39
9:45	9:52	9:58	10:01	10:09
10:15	10:22	10:28	10:31	10:39
10:45	10:52	10:58	11:01	11:09
11:15	11:22	11:28	11:31	11:39
11:45	11:52	11:58	**12:01**	**12:09**
12:15	**12:22**	**12:28**	**12:31**	**12:39**
12:45	**12:52**	**12:58**	**1:01**	**1:09**
1:15	**1:22**	**1:28**	**1:31**	**1:39**
1:45	**1:52**	**1:58**	**2:01**	**2:09**
2:15	**2:22**	**2:28**	**2:31**	**2:39**
2:45	**2:52**	**2:58**	**3:01**	**3:09**
3:15	**3:22**	**3:28**	**3:31**	**3:39**
3:45	**3:52**	**3:58**	**4:01**	**4:09**
4:15	**4:22**	**4:28**	**4:31**	**4:39**
4:45	**4:52**	**4:58**	**5:01**	**5:09**
5:15	**5:22**	**5:28**	**5:31**	**5:39**
5:45	**5:52**	**5:58**	**6:01**	**6:09**
6:15	**6:22**	**6:28**	**6:31**	**6:39**

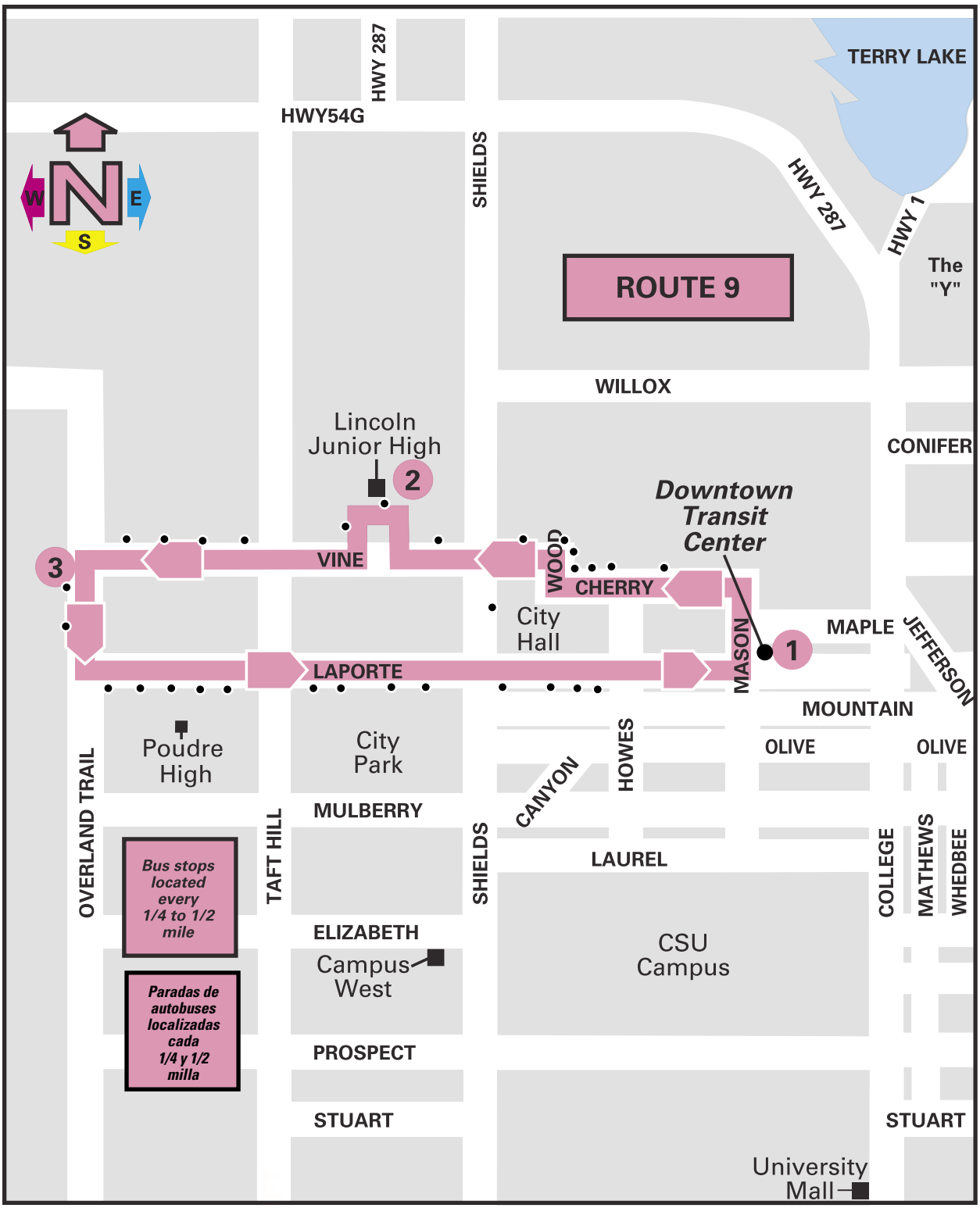
SOUTHBOUND				
CTC/CSU (departs)	CENTRE PROSPECT	SENIOR CENTER	DRAKE COLLEGE	STC/THE SQUARE (arrives)
5	4	3	2	1
7:15	7:20	7:23	7:29	7:39
7:45	7:50	7:53	7:59	8:09
8:15	8:20	8:23	8:29	8:39
8:45	8:50	8:53	8:59	9:09
9:15	9:20	9:23	9:29	9:39
9:45	9:50	9:53	9:59	10:09
10:15	10:20	10:23	10:29	10:39
10:45	10:50	10:53	10:59	11:09
11:15	11:20	11:23	11:29	11:39
11:45	11:50	11:53	11:59	**12:09**
12:15	**12:20**	**12:23**	**12:29**	**12:39**
12:45	**12:50**	**12:53**	**12:59**	**1:09**
1:15	**1:20**	**1:23**	**1:29**	**1:39**
1:45	**1:50**	**1:53**	**1:59**	**2:09**
2:15	**2:20**	**2:23**	**2:29**	**2:39**
2:45	**2:50**	**2:53**	**2:59**	**3:09**
3:15	**3:20**	**3:23**	**3:29**	**3:39**
3:45	**3:50**	**3:53**	**3:59**	**4:09**
4:15	**4:20**	**4:23**	**4:29**	**4:39**
4:45	**4:50**	**4:53**	**4:59**	**5:09**
5:15	**5:20**	**5:23**	**5:29**	**5:39**
5:45	**5:50**	**5:53**	**5:59**	**6:09**
6:15	**6:20**	**6:23**	**6:29**	**6:39**
6:45	**6:50**	**6:53**	**6:59**	**7:09**


The "Y"
Poudre Valley Mobile Home Park
4
W
N
E
S
WILLOX
WILLOX
Larimer County Dept. of Human Services
3
ROUTE 8
BLUE SPRUCE DR
CONIFER
Bus stops located every 1/4 to 1/2 mile
Paradas de autobuses localizadas cada 1/4 y 1/2 milla
COLLEGE
LEMAY
SHIELDS
VINE
Downtown Transit Center
VINE
CHERRY
MAPLE
City Hall
1
JEFFERSON
LINDEN
2
LAPORTE
WALNUT
MOUNTAIN
MOUNTAIN
MAGNOLIA
MAGNOLIA
RIVERSIDE
CANYON
HOWES
MASON
REMINGTON
MATHEWS
MULBERRY

ROUTE 8

Route operates Monday through Saturday year round.
La ruta opera lunes por sábado todo año.

DOWNTOWN/ DTC (departs) 1	LINDEN JEFFERSON 2	L.C. DEPT. OF HUMAN SERVICES 3	PV MOBILE HOME PARK 4	DOWNTOWN/ DTC (arrives) 1
6:22	6:24	6:33	6:37	6:49
6:52	6:54	7:03	7:07	7:19
7:22	7:24	7:33	7:37	7:49
7:52	7:54	8:03	8:07	8:19
8:22	8:24	8:33	8:37	8:49
8:52	8:54	9:03	9:07	9:19
9:22	9:24	9:33	9:37	9:49
9:52	9:54	10:03	10:07	10:19
10:22	10:24	10:33	10:37	10:49
10:52	10:54	11:03	11:07	11:19
11:22	11:24	11:33	11:37	11:49
11:52	11:54	**12:03**	**12:07**	**12:19**
12:22	**12:24**	**12:33**	**12:37**	**12:49**
12:52	**12:54**	**1:03**	**1:07**	**1:19**
1:22	**1:24**	**1:33**	**1:37**	**1:49**
1:52	**1:54**	**2:03**	**2:07**	**2:19**
2:22	**2:24**	**2:33**	**2:37**	**2:49**
2:52	**2:54**	**3:03**	**3:07**	**3:19**
3:22	**3:24**	**3:33**	**3:37**	**3:49**
3:52	**3:54**	**4:03**	**4:07**	**4:19**
4:22	**4:24**	**4:33**	**4:37**	**4:49**
4:52	**4:54**	**5:03**	**5:07**	**5:19**
5:22	**5:24**	**5:33**	**5:37**	**5:49**
5:52	**5:54**	**6:03**	**6:07**	**6:19**
6:22	**6:24**	**6:33**	**6:37**	**6:49**

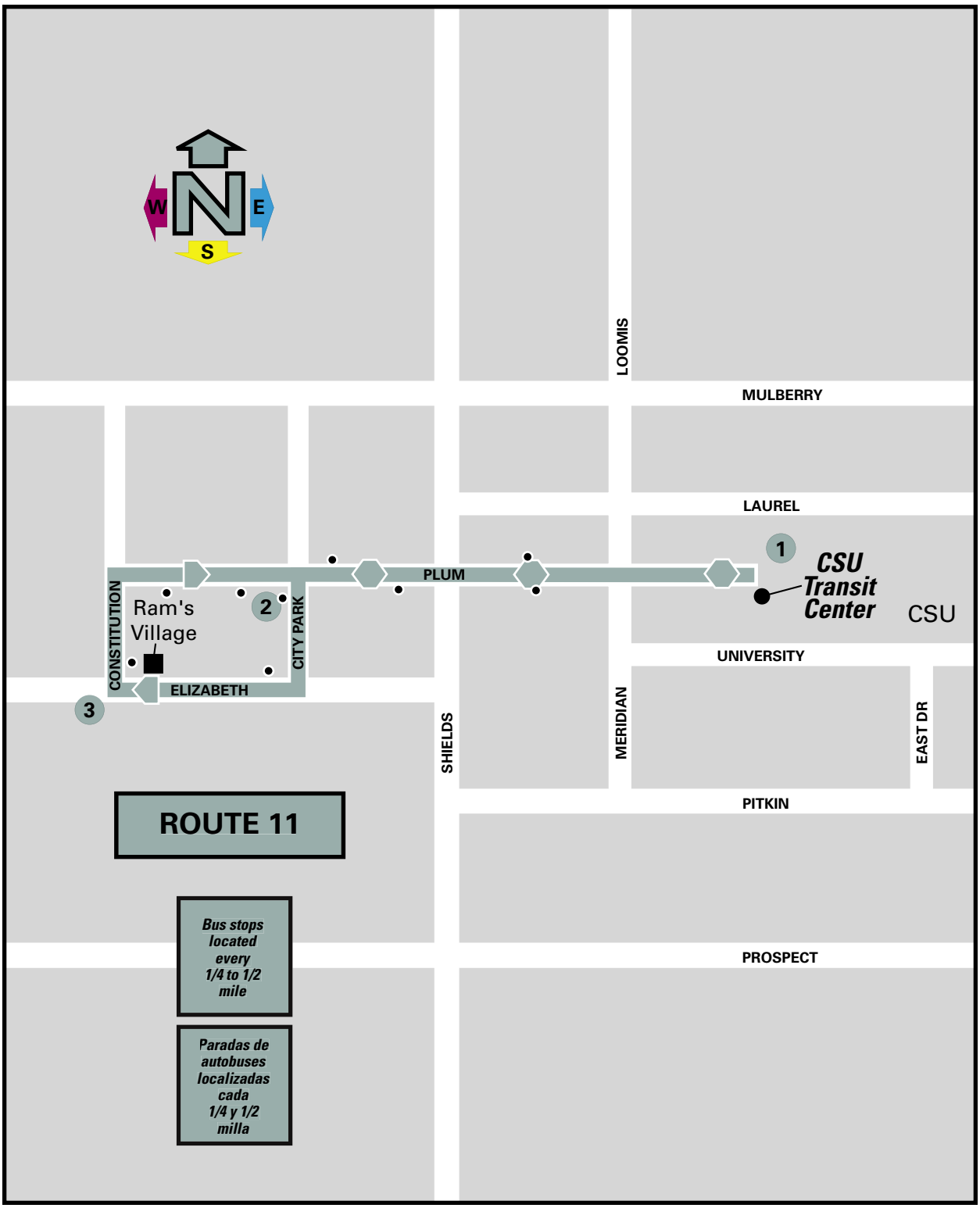

TERRY LAKE
HWY 287
HWY54G
SHIELDS
HWY 287
HWY 1
The "Y"
ROUTE 9
WILLOX
CONIFER
Lincoln Junior High
2
Downtown Transit Center
3
VINE
WOOD
CHERRY
City Hall
MAPLE
JEFFERSON
MASON
1
LAPORTE
MOUNTAIN
Poudre High
City Park
HOWES
OLIVE
OLIVE
OVERLAND TRAIL
TAFT HILL
MULBERRY
CANYON
SHIELDS
LAUREL
COLLEGE
MATHEWS
WHEDBEE
Bus stops located every 1/4 to 1/2 mile
Paradas de autobuses localizadas cada 1/4 y 1/2 milla
ELIZABETH
Campus West
CSU Campus
PROSPECT
STUART
STUART
University Mall
N
W
E
S

ROUTE 9

Route operates Monday through Saturday year round.

La ruta opera lunes por sábado todo año.

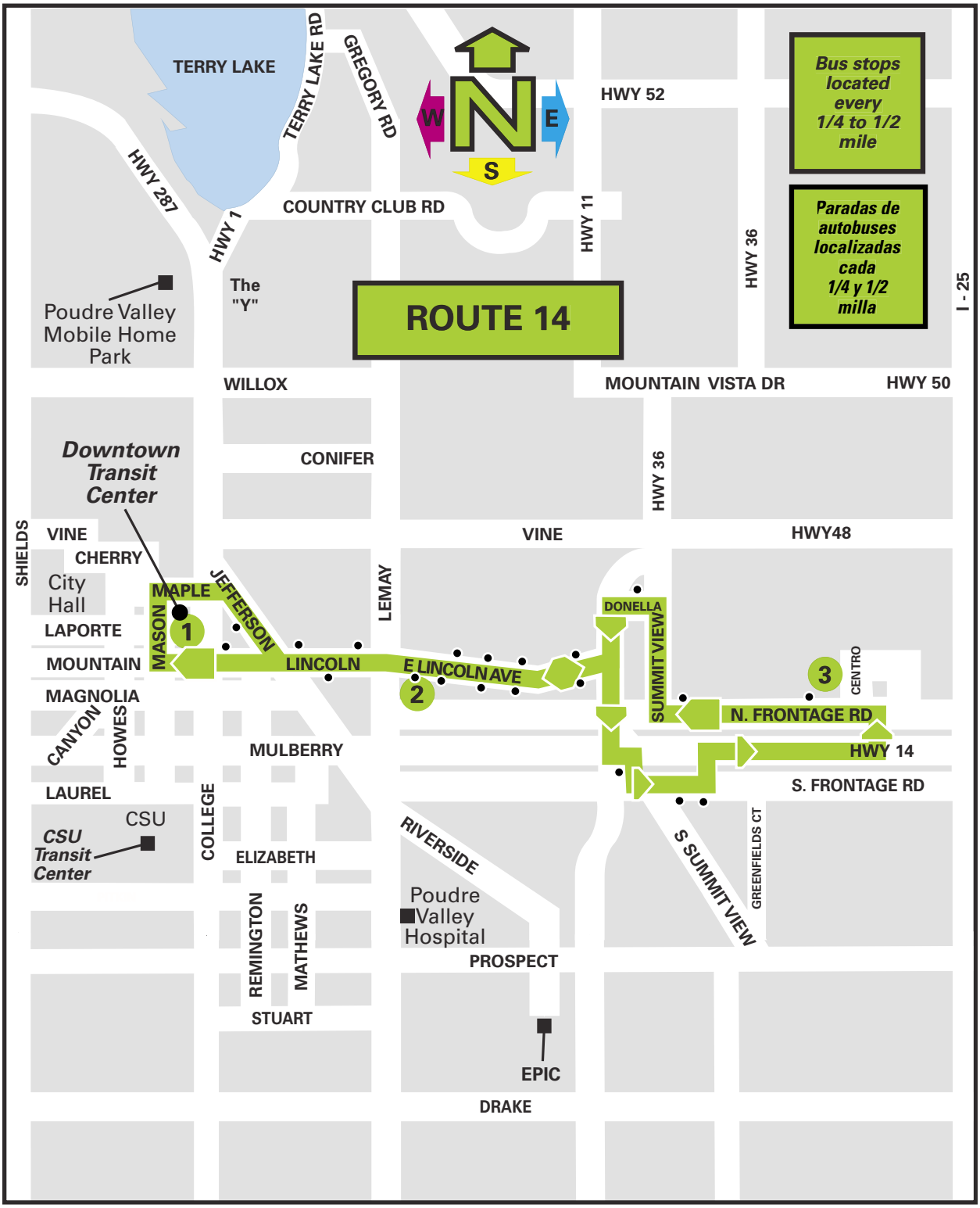
DOWNTOWN/ DTC (departs) 1	LINCOLN JUNIOR HIGH 2	OVERLAND TRAIL VINE 3	DOWNTOWN/ DTC (arrives) 1
MONDAY THROUGH SATURDAY			
6:52	6:58	7:02	7:15
7:52	7:58	8:02	8:15
8:52	8:58	9:02	9:15
9:52	9:58	10:02	10:15
10:52	10:58	11:02	11:15
11:52	11:58	**12:02**	**12:15**
12:52	**12:58**	**1:02**	**1:15**
1:52	**1:58**	**2:02**	**2:15**
2:52	**2:58**	**3:02**	**3:15**
3:52	**3:58**	**4:02**	**4:15**
4:52	**4:58**	**5:02**	**5:15**
5:52	**5:58**	**6:02**	**6:15**


W
N
E
S
LOOMIS
MULBERRY
LAUREL
1
CSU
Transit
Center
CSU
PLUM
CONSTITUTION
Ram's
Village
2
CITY PARK
ELIZABETH
3
UNIVERSITY
SHIELDS
MERIDIAN
EAST DR
PITKIN
ROUTE 11
Bus stops
located
every
1/4 to 1/2
mile
Paradas de
autobuses
localizadas
cada
1/4 y 1/2
milla
PROSPECT

ROUTE 11

Route operates Monday through Friday only when CSU is in session. See page 2 for CSU session dates.
La ruta opers lunes por viernes durante la sesión de CSU sólo. Vea pagina dos por fechas de sesión de CSU.

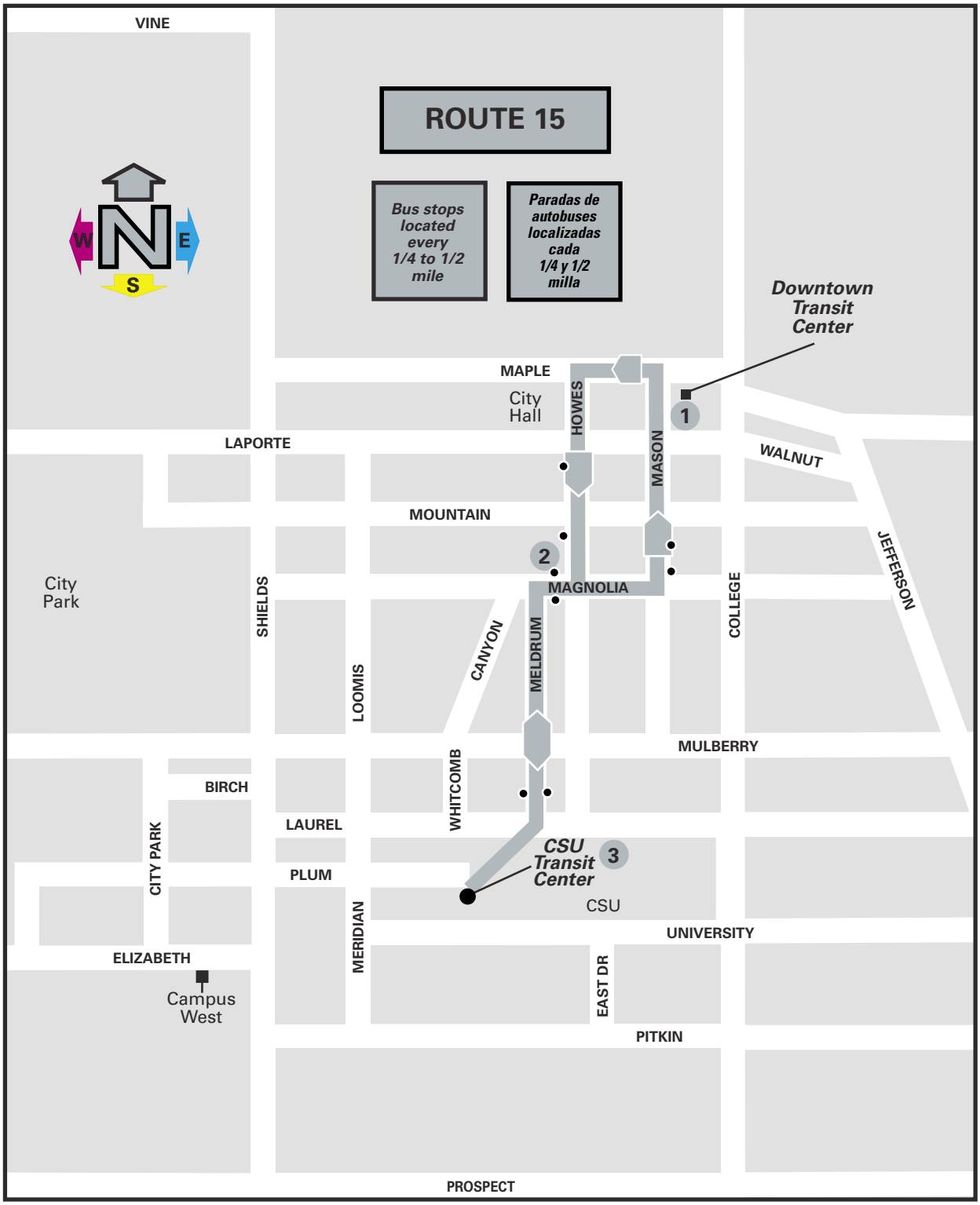
CTC/CSU (departs) 1	CITY PARK PLUM 2	CONSTITUTION ELIZABETH 3	CITY PARK PLUM 2	CTC/CSU (arrives) 1
----	----	6:58	7:00	7:06
7:10	7:16	7:18	7:20	7:26
7:30	7:36	7:38	7:40	7:46
7:50	7:56	7:58	8:00	8:06
8:10	8:16	8:18	8:20	8:26
8:30	8:36	8:38	8:40	8:46
8:50	8:56	8:58	9:00	9:06
9:10	9:16	9:18	9:20	9:26
9:30	9:36	9:38	9:40	9:46
9:50	9:56	9:58	10:00	10:06
10:10	10:16	10:18	10:20	10:26
10:30	10:36	10:38	10:40	10:46
10:50	10:56	10:58	11:00	11:06
11:10	11:16	11:18	11:20	11:26
11:30	11:36	11:38	11:40	11:46
11:50	11:56	11:58	**12:00**	**12:06**
12:10	**12:16**	**12:18**	**12:20**	**12:26**
12:30	**12:36**	**12:38**	**12:40**	**12:46**
12:50	**12:56**	**12:58**	**1:00**	**1:06**
1:10	**1:16**	**1:18**	**1:20**	**1:26**
1:30	**1:36**	**1:38**	**1:40**	**1:46**
1:50	**1:56**	**1:58**	**2:00**	**2:06**
2:10	**2:16**	**2:18**	**2:20**	**2:26**
2:30	**2:36**	**2:38**	**2:40**	**2:46**
2:50	**2:56**	**2:58**	**3:00**	**3:06**
3:10	**3:16**	**3:18**	**3:20**	**3:26**
3:30	**3:36**	**3:38**	**3:40**	**3:46**
3:50	**3:56**	**3:58**	**4:00**	**4:06**
4:10	**4:16**	**4:18**	**4:20**	**4:26**
4:30	**4:36**	**4:38**	**4:40**	**4:46**
4:50	**4:56**	**4:58**	**5:00**	**5:06**
5:10	**5:16**	**5:18**	**5:20**	**5:26**
5:30	**5:36**	**5:38**	**5:40**	**5:46**
5:50	**5:56**	**5:58**	**6:00**	**6:06**
6:10	**6:16**	**6:18**	----	----


TERRY LAKE
TERRY LAKE RD
GREGORY RD
HWY 287
HWY 1
COUNTRY CLUB RD
HWY 52
HWY 11
HWY 36
I - 25
W
N
E
S
Bus stops located every 1/4 to 1/2 mile
Paradas de autobuses localizadas cada 1/4 y 1/2 milla
Poudre Valley Mobile Home Park
The "Y"
ROUTE 14
WILLOX
MOUNTAIN VISTA DR
HWY 50
Downtown Transit Center
CONIFER
HWY 36
SHIELDS
VINE
CHERRY
City Hall
LAPORTE
MOUNTAIN
MAGNOLIA
CANYON
HOWES
LAUREL
CSU
CSU Transit Center
COLLEGE
MAPLE
JEFFERSON
MASON
1
LINCOLN
LEMAY
E LINCOLN AVE
2
DONELLA
SUMMIT VIEW
3
CENTRO
N. FRONTAGE RD
HWY 14
S. FRONTAGE RD
MULBERRY
ELIZABETH
REMINGTON
MATHEWS
STUART
RIVERSIDE
Poudre Valley Hospital
PROSPECT
S SUMMIT VIEW
GREENFIELDS CT
EPIC
DRAKE
HWY48

ROUTE 14

Route operates Monday through Saturday year round.
La ruta opera lunes por sábado todo año.

DOWNTOWN DTC (departs) 1	LINCOLN/ LEMAY 2	N. FRONTAGE/ CENTRO 3	LINCOLN/ LEMAY 2	DOWNTOWN DTC (arrives) 1
MONDAY THROUGH SATURDAY				
6:20	6:24	6:33	6:40	6:51
7:20	7:24	7:33	7:40	7:51
8:20	8:24	8:33	8:40	8:51
9:20	9:24	9:33	9:40	9:51
10:20	10:24	10:33	10:40	10:51
11:20	11:24	11:33	11:40	11:51
12:20	**12:24**	**12:33**	**12:40**	**12:51**
1:20	**1:24**	**1:33**	**1:40**	**1:51**
2:20	**2:24**	**2:33**	**2:40**	**2:51**
3:20	**3:24**	**3:33**	**3:40**	**3:51**
4:20	**4:24**	**4:33**	**4:40**	**4:51**
5:20	**5:24**	**5:33**	**5:40**	**5:51**
6:20	**6:24**	**6:33**	**6:40**	**6:51**

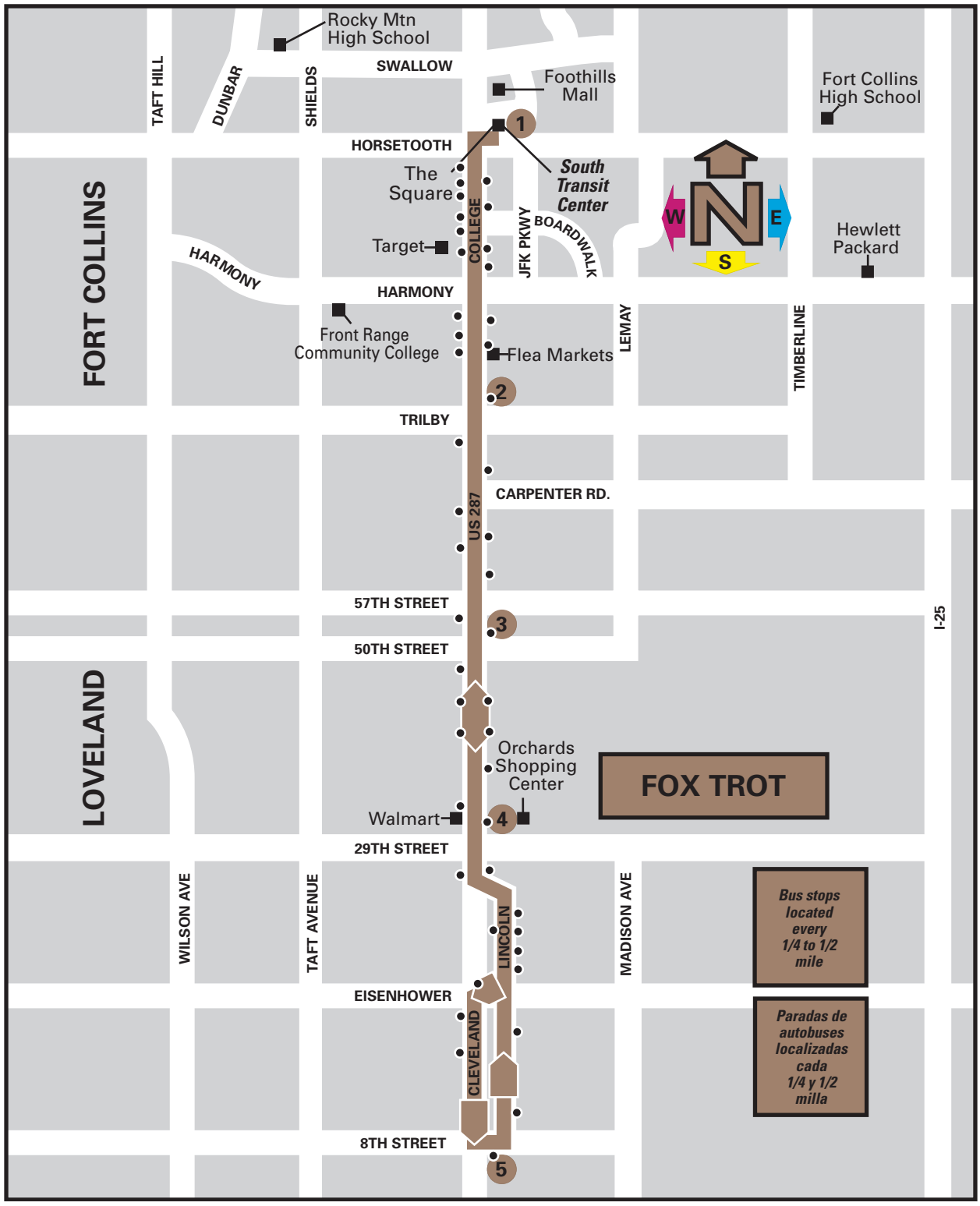

ROUTE 15
Bus stops located every 1/4 to 1/2 mile
Paradas de autobuses localizadas cada 1/4 y 1/2 milla
N
W
E
S
VINE
Downtown Transit Center
1
MAPLE
City Hall
HOWES
MASON
WALNUT
LAPORTE
MOUNTAIN
2
City Park
SHIELDS
LOOMIS
CANYON
MELDRUM
MAGNOLIA
COLLEGE
JEFFERSON
MULBERRY
BIRCH
WHITCOMB
LAUREL
CITY PARK
CSU Transit Center
3
PLUM
CSU
MERIDIAN
UNIVERSITY
ELIZABETH
Campus West
EAST DR
PITKIN
PROSPECT

ROUTE 15

Route operates Monday through Saturday year round.

La ruta opera lunes por sábado todo año.

DTC/DOWNTOWN (departs)	MAGNOLIA/HOWES POST OFFICE	CTC/CSU	MAGNOLIA/HOWES POST OFFICE	DTC/DOWNTOWN (arrives)
1	2	3	2	1
6:14	6:16	6:22	6:26	6:33
6:34	6:36	6:42	6:46	6:53
6:54	6:56	7:02	7:06	7:13
7:14	7:16	7:22	7:26	7:33
7:34	7:36	7:42	7:46	7:53
7:54	7:56	8:02	8:06	8:13
8:14	8:16	8:22	8:26	8:33
8:34	8:36	8:42	8:46	8:53
8:54	8:56	9:02	9:06	9:13
9:14	9:16	9:22	9:26	9:33
9:34	9:36	9:42	9:46	9:53
9:54	9:56	10:02	10:06	10:13
10:14	10:16	10:22	10:26	10:33
10:34	10:36	10:42	10:46	10:53
10:54	10:56	11:02	11:06	11:13
11:14	11:16	11:22	11:26	11:33
11:34	11:36	11:42	11:46	11:53
11:54	11:56	12:02	**12:06**	**12:13**
12:14	**12:16**	**12:22**	**12:26**	**12:33**
12:34	**12:36**	**12:42**	**12:46**	**12:53**
12:54	**12:56**	**1:02**	**1:06**	**1:13**
1:14	**1:16**	**1:22**	**1:26**	**1:33**
1:34	**1:36**	**1:42**	**1:46**	**1:53**
1:54	**1:56**	**2:02**	**2:06**	**2:13**
2:14	**2:16**	**2:22**	**2:26**	**2:33**
2:34	**2:36**	**2:42**	**2:46**	**2:53**
2:54	**2:56**	**3:02**	**3:06**	**3:13**
3:14	**3:16**	**3:22**	**3:26**	**3:33**
3:34	**3:36**	**3:42**	**3:46**	**3:53**
3:54	**3:56**	**4:02**	**4:06**	**4:13**
4:14	**4:16**	**4:22**	**4:26**	**4:33**
4:34	**4:36**	**4:42**	**4:46**	**4:53**
4:54	**4:56**	**5:02**	**5:06**	**5:13**
5:14	**5:16**	**5:22**	**5:26**	**5:33**
5:34	**5:36**	**5:42**	**5:46**	**5:53**
5:54	**5:56**	**6:02**	**6:06**	**6:13**
6:14	**6:16**	**6:22**	**6:26**	**6:33**
6:34	**6:36**	**6:42**	**6:46**	**6:53**


Rocky Mtn
High School
TAFT HILL
DUNBAR
SHIELDS
SWALLOW
Foothills
Mall
Fort Collins
High School
1
HORSETOOTH
The
Square
South
Transit
Center
W
N
E
S
FORT COLLINS
COLLEGE
JFK PKWY
BOARDWALK
Hewlett
Packard
Target
HARMONY
HARMONY
Front Range
Community College
Flea Markets
LEMAY
TIMBERLINE
2
TRILBY
CARPENTER RD.
US 287
57TH STREET
3
I-25
50TH STREET
LOVELAND
Orchards
Shopping
Center
FOX TROT
Walmart
4
29TH STREET
WILSON AVE
TAFT AVENUE
LINCOLN
MADISON AVE
Bus stops
located
every
1/4 to 1/2
mile
EISENHOWER
Paradas de
autobuses
localizadas
cada
1/4 y 1/2
milla
CLEVELAND
8TH STREET
5

FOX TROT

Route operates Monday through Saturday year round.
La ruta opera lunes por sábado todo año.

SOUTHBOUND					NORTHBOUND			
STC/THE SQUARE (departs)	COLLEGE TRILBY	US 287 50TH STREET	BUCHANAN 29TH STREET	8TH STREET LINCOLN	BUCHANAN 29TH STREET	US 287 50TH STREET	COLLEGE TRILBY	STC/THE SQUARE (arrives)
1	2	3	4	5	4	3	2	1
6:15	6:23	6:26	6:30	6:38	6:44	6:47	6:53	7:03
7:15	7:23	7:26	7:30	7:38	7:44	7:47	7:53	8:03
8:15	8:23	8:26	8:30	8:38	8:44	8:47	8:53	9:03
9:15	9:23	9:26	9:30	9:38	9:44	9:47	9:53	10:03
10:15	10:23	10:26	10:30	10:38	10:44	10:47	10:53	11:03
11:15	11:23	11:26	11:30	11:38	11:44	11:47	11:53	**12:03**
12:15	**12:23**	**12:26**	**12:30**	**12:38**	**12:44**	**12:47**	**12:53**	**1:03**
1:15	**1:23**	**1:26**	**1:30**	**1:38**	**1:44**	**1:47**	**1:53**	**2:03**
2:15	**2:23**	**2:26**	**2:30**	**2:38**	**2:44**	**2:47**	**2:53**	**3:03**
3:15	**3:23**	**3:26**	**3:30**	**3:38**	**3:44**	**3:47**	**3:53**	**4:03**
4:15	**4:23**	**4:26**	**4:30**	**4:38**	**4:44**	**4:47**	**4:53**	**5:03**
5:15	**5:23**	**5:26**	**5:30**	**5:38**	**5:44**	**5:47**	**5:53**	**6:03**
6:15	**6:23**	**6:26**	**6:30**	**6:38**	**6:44**	**6:47**	**6:53**	**7:03**


Greeley Bus Route Map
GREELEY
EVANS
Legend
1 10th Street
2 Aims/Greeley Mall/Evans
3 Downtown/Friendly Village Bittersweet Plaza
4 Downtown/Greeley Mall/Evans
5 Eleventh Avenue/Greeley Mall
6 East Greeley
7 UNC Boomerang
Route Number
Route Direction
Bus Timepoint
Transfers
For More Information Call 970 350 9287 (Voice/TDD)
City of Greeley
N
Eaton
Loveland
Kersey
Denver
Downtown Transfer Center
Forbes Field
Island Grove Park
Pheasant Run Park
Bittersweet Park
Bittersweet Plaza
Cottonwood Square
Glenmere Park
Centennial Park Library
Sanborn Park
Monfort Park
Allen Park
Aims Community College
Farr Branch Library
Greeley Country Club
Boomerang Municipal Golf Course
Highland Hills Municipal Golf Course
Evans Community Center
Garden City
Island Grove Park
Historic Depot
City Hall
North Colorado Medical Center
University of Northern Colorado
Hillside Center
Westlake Center
Elks Lake Center
Greeley Mall
Woodside Village
Schaefer Enterprises
East Memorial Park
Balsam Sports Park
Weld County Health Dept.
ConAgra
Wholesale Food Outlet
WalMart
KMart
Hewlett Packard
University Schools Frontier Academy
Greeley Youth Sports Complex
0 ST.
M ST.
A ST.
F ST.
C ST.
2ND ST.
4TH ST.
5TH ST.
6TH ST.
7TH ST.
8TH ST.
9TH ST.
10TH ST.
11TH ST.
13TH ST.
16TH ST.
20TH ST.
22ND ST.
24TH ST.
25TH ST.
26TH ST.
27TH ST.
28TH ST.
29TH ST.
30TH ST.
32ND ST.
34TH ST.
37TH ST.
38TH ST.
42ND ST.
17TH AVE.
14TH AVE.
11TH AVE.
10TH AVE.
9TH AVE.
8TH AVE.
7TH AVE.
6TH AVE.
4TH AVE.
1ST AVE.
71ST AVE.
59TH AVE.
50TH AVE.
47TH AVE.
38TH AVE. CT.
35TH AVE.
30TH AVE.
28TH AVE.
27TH AVE.
26TH AVE.
24TH AVE.
23RD AVE.
61ST AVE.
N. 25TH AVE.
RESERVOIR RD.
ANCHOR DR.
HARBOR LN.
PRAIRIE VIEW DR.
EMPIRE ST.
GOLDEN ST.
BALSAM AVE.
12TH AVE. CT.
85
263
34

1 ▼ Tenth Street

Route 1

From: **Downtown Transfer Center** *To:* **AIMS College**					*From:* **AIMS College** *To:* **Downtown Transfer Center**					
Leaves at:				Arrives at:	Leaves at:					Arrives at:
9TH AVE & 7TH ST Downtown Transfer Center	**23RD AVE & 9TH ST**	**35TH AVE & 10TH ST** Wholesale Food Outlet	**61ST AVE & 18TH ST** Farr Branch Library	**54TH AVE & 20TH ST** AIMS College	**54TH AVE & 20TH ST** AIMS College	**61ST AVE & 18TH ST** Farr Branch Library	**35TH AVE & 10TH ST** Bittersweet Plaza	**23RD AVE & 10TH ST**	**11TH AVE & 10TH ST**	**9TH AVE & 7TH ST** Downtown Transfer Center
WEEKDAYS										
6:23AM	6:27	6:37	6:45	6:50	6:50AM	6:55	7:02	7:10	7:14	7:19
7:23	7:27	7:37	7:45	7:50	7:50	7:55	8:02	8:10	8:14	8:19
8:23	8:27	8:37	8:45	8:50	8:50	8:55	9:02	9:10	9:14	9:19
9:23	9:27	9:37	9:45	9:50	9:50	9:55	10:02	10:10	10:14	10:19
10:23	10:27	10:37	10:45	10:50	10:50	10:55	11:02	11:10	11:14	11:19
11:23	11:27	11:37	11:45	11:50	11:50	11:55	**12:02PM**	**12:10**	**12:14**	**12:19**
12:23PM	**12:27**	**12:37**	**12:45**	**12:50**	**12:50**	**12:55**	**1:02**	**1:10**	**1:14**	**1:19**
1:23	**1:27**	**1:37**	**1:45**	**1:50**	**1:50**	**1:55**	**2:02**	**2:10**	**2:14**	**2:19**
2:23	**2:27**	**2:37**	**2:45**	**2:50**	**2:50**	**2:55**	**3:02**	**3:10**	**3:14**	**3:19**
3:23	**3:27**	**3:37**	**3:45**	**3:50**	**3:50**	**3:55**	**4:02**	**4:10**	**4:14**	**4:19**
4:23	**4:27**	**4:37**	**4:45**	**4:50**	**4:50**	**4:55**	**5:02**	**5:10**	**5:14**	**5:19**
5:23	**5:27**	**5:37**	**5:45**	**5:50**	**5:50**	**5:55**	**6:02**	**6:10**	**6:14**	**6:19**
SATURDAY										
9:23AM	9:27	9:37	9:45	9:50	9:50AM	9:55	10:02	10:10	10:14	10:19
10:23	10:27	10:37	10:45	10:50	10:50	10:55	11:02	11:10	11:14	11:19
11:23	11:27	11:37	11:45	11:50	11:48	11:55	**12:02PM**	**12:10**	**12:14**	**12:19**
12:23PM	**12:27**	**12:37**	**12:45**	**12:50**	**12:48**	**12:55**	**1:02**	**1:10**	**1:14**	**1:19**
1:23	**1:27**	**1:37**	**1:45**	**1:50**	**1:48**	**1:55**	**2:02**	**2:10**	**2:14**	**2:19**
2:23	**2:27**	**2:37**	**2:45**	**2:50**	**2:48**	**2:55**	**3:02**	**3:10**	**3:14**	**3:19**
3:23	**3:27**	**3:37**	**3:45**	**3:50**	**3:48**	**3:55**	**4:02**	**4:10**	**4:14**	**4:19**
4:23	**4:27**	**4:37**	**4:45**	**4:50**	**4:48**	**4:55**	**5:02**	**5:10**	**5:14**	**5:19**

2 ▼ Aims/Greeley Mall/Evans

Route 2

From: **AIMS College** *To:* **Greeley Mall**			**Evans Loop**						*From:* **Greeley Mall** *To:* **AIMS College**		
Leaves at:		Arrives at:	Leaves at:					Arrives at:	Leaves at:		Arrives at:
54TH AVE & 20TH ST AIMS College	**35TH AVE & 24TH ST** Greeley West HS	**23RD AVE & HWY 34** Greeley Mall	**23RD AVE & HWY 34** Greeley Mall	**23RD AVE & 31TH ST** Wal-Mart	**PRAIRIE VIEW & 35TH AVE**	**35TH AVE & 29 ST** Elks Lake Center	**29TH ST & 24TH AVE** K-Mart	**23RD AVE & HWY 34** Greeley Mall	**23RD AVE & HWY 34** Greeley Mall	**35TH AVE & 24TH ST** Greeley West HS	**54TH AVE & 20TH ST** AIMS College
WEEKDAYS											
									6:34AM	6:44	6:50
6:50AM	6:57	7:05	7:08AM	7:12	7:18	7:24	7:28	7:30	7:34	7:44	7:50
7:50	7:57	8:05	8:08	8:12	8:18	8:24	8:28	8:30	8:34	8:44	8:50
8:50	8:57	9:05	9:08	9:12	9:18	9:24	9:28	9:30	9:34	9:44	9:50
9:50	9:57	10:05	10:08	10:12	10:18	10:24	10:28	10:30	10:34	10:44	10:50
10:50	10:57	11:05	11:08	11:12	11:18	11:24	11:28	11:30	11:34	11:44	11:50
11:50	11:57	12:05PM	12:08PM	12:12	12:18	12:24	12:28	12:30	12:34PM	12:44	12:50
12:50	12:57	1:05	1:08	1:12	1:18	1:24	1:28	1:30	1:34	1:44	1:50
1:50	1:57	2:05	2:08	2:12	2:18	2:24	2:28	2:30	2:34	2:44	2:50
2:50	2:57	3:05	3:08	3:12	3:18	3:24	3:28	3:30	3:34	3:44	3:50
3:50	3:57	4:05	4:08	4:12	4:18	4:24	4:28	4:30	4:34	4:44	4:50
4:50	4:57	5:05	5:08	5:12	5:18	5:24	5:28	5:30			
5:50	5:57	6:05	6:08	6:12	6:18	6:24	6:28	6:30			
SATURDAY											
									9:34AM	9:44	9:50
9:50AM	9:57	10:05	10:08AM	10:12	10:18	10:24	10:28	10:30	10:34	10:44	10:50
10:50	10:57	11:05	11:08	11:12	11:18	11:24	11:28	11:30	11:34	11:44	11:50
11:50	11:57	12:05PM	12:08PM	12:12	12:18	12:24	12:28	12:30	12:34PM	12:44	12:50
12:50	12:57	1:05	1:08	1:12	1:18	1:24	1:28	1:30	1:34	1:44	1:50
1:50	1:57	2:05	2:08	2:12	2:18	2:24	2:28	2:30	2:34	2:44	2:50
2:50	2:57	3:05	3:08	3:12	3:18	3:24	3:28	3:30	3:34	3:44	3:50
3:50	3:57	4:05	4:08	4:12	4:18	4:24	4:28	4:30	4:34	4:44	4:50
4:50	4:57	5:05	5:08	5:12	5:18	5:24	5:28	5:30			

3 Downtown/Friendly Village/Bittersweet Plaza

Route 3

From: **Downtown Transfer Center** *To:* **Bittersweet Plaza**					*From:* **Bittersweet Plaza** *To:* **Downtown Transfer Center**				
Leaves at:								Arrives at:	
9TH AVE & 7TH ST Downtown Transfer Center	**A ST & 12TH AVE** Rodarte Center	**2ND ST & 21ST AVE**	**35TH AVE & C ST** Friendly Village MHP	**35TH AVE & 10TH ST** Wholesale Food Outlet	**35TH AVE & 10TH ST** Bittersweet Plaza	**35TH AVE & C ST** Friendly Village MHP	**2ND ST & 21ST AVE**	**A ST & 12TH AVE** Rodarte Center	**9TH AVE & 7TH ST** Downtown Transfer Center
WEEKDAYS									
								6:35AM	6:40
		7:09AM	7:13	7:16	7:22	7:26	7:29	7:35	7:40
8:00	8:05	8:09	8:13	8:16	8:22	8:26	8:29	8:35	8:40
9:00	9:05	9:09	9:13	9:16	9:22	9:26	9:29	9:35	9:40
10:00	10:05	10:09	10:13	10:16	10:22	10:26	10:29	10:35	10:40
11:00	11:05	11:09	11:13	11:16	11:22	11:26	11:29	11:35	11:40
12:00PM	**12:05**	**12:09**	**12:13**	**12:16**	**12:22PM**	**12:26**	**12:29**	**12:35**	**12:40**
1:00	**1:05**	**1:09**	**1:13**	**1:16**	**1:22**	**1:26**	**1:29**	**1:35**	**1:40**
2:00	**2:05**	**2:09**	**2:13**	**2:16**	**2:22**	**2:26**	**2:29**	**2:35**	**2:40**
3:00	**3:05**	**3:09**	**3:13**	**3:16**	**3:22**	**3:26**	**3:29**	**3:35**	**3:40**
4:00	**4:05**	**4:09**	**4:13**	**4:16**	**4:22**	**4:26**	**4:29**	**4:35**	**4:40**
5:00	**5:05**	**5:09**	**5:13**	**5:16**	**5:22**	**5:26**	**5:29**		
6:00	**6:05**	**6:09**	**6:13**	**6:16**	**6:22**	**6:26**	**6:29**		
SATURDAY									
								9:35AM	9:40
		10:09AM	10:13	10:16	10:22	10:26	10:29	10:35	10:40
11:00	11:05	11:09	11:13	11:16	11:22	11:26	11:29	11:35	11:40
12:00PM	**12:05**	**12:09**	**12:13**	**12:16**	**12:22PM**	**12:26**	**12:29**	**12:35**	**12:40**
1:00	**1:05**	**1:09**	**1:13**	**1:16**	**1:22**	**1:26**	**1:29**	**1:35**	**1:40**
2:00	**2:05**	**2:09**	**2:13**	**2:16**	**2:22**	**2:26**	**2:29**	**2:35**	**2:40**
3:00	**3:05**	**3:09**	**3:13**	**3:16**	**3:22**	**3:26**	**3:29**	**3:35**	**3:40**
4:00	**4:05**	**4:09**	**4:13**	**4:16**	**4:22**	**4:26**	**4:29**	**4:35**	**4:40**
5:00	**5:05**	**5:09**	**5:13**	**5:16**	**5:22**	**5:26**	**5:29**		

4 ▼ Downtown/Greeley Mall/Evans

Route 4

From: Downtown Transfer Center To: Greeley Mall				Evans Loop							From: Greeley Mall To: Downtown Transfer Center			
Leaves at:			Arrives at:	Leaves at:						Arrives at:	Leaves at:			Arrives at:
9TH AVE & 7TH ST Downtown Transfer Center	16TH ST & 18TH AVE North Colorado Medical Center	23RD AVE & RESERVOIR RD Centennial Park	23RD AVE & HWY 34 Greeley Mall	23RD AVE & HWY 34 Greeley Mall	23RD AVE & 31ST ST Wal-mart	11TH AVE & 37TH ST Evans Community Center	EMPIRE & 38TH ST Old Evans City Hall	11TH AVE & 37TH ST Evans Community Center	23RD AVE & 31ST ST Wal-mart	23RD AVE & HWY 34 Greeley Mall	23RD AVE & HWY 34 Greeley Mall	23RD AVE & RESERVOIR RD Centennial Park	16TH ST & 18TH AVE North Colorado Medical Center	9TH AVE & 7TH ST Downtown Transfer Center
WEEKDAYS														
6:45AM	6:52	7:01	7:04	7:08	7:11	7:15	7:17	7:20	7:27	7:31	7:35	7:40	7:49	7:56
7:45	7:52	8:01	8:04	8:08	8:11	8:15	8:17	8:20	8:27	8:31	8:35	8:40	8:49	8:56
8:45	8:52	9:01	9:04	9:08	9:11	9:15	9:17	9:20	9:27	9:31	9:35	9:40	9:49	9:56
9:45	9:52	10:01	10:04	10:08	10:11	10:15	10:17	10:20	10:27	10:31	10:35	10:40	10:49	10:56
10:45	10:52	11:01	11:04	11:08	11:11	11:15	11:17	11:20	11:27	11:31	11:35	11:40	11:49	11:56
11:45	11:52	12:01PM	12:04	12:08	12:11	12:15	12:17	12:20	12:27	12:31	12:35	12:40	12:49	12:56
12:45	12:52	1:01	1:04	1:08	1:11	1:15	1:17	1:20	1:27	1:31	1:35	1:40	1:49	1:56
1:45	1:52	2:01	2:04	2:08	2:11	2:15	2:17	2:20	2:27	2:31	2:35	2:40	2:49	2:56
2:45	2:52	3:01	3:04	3:08	3:11	3:15	3:17	3:20	3:27	3:31	3:35	3:40	3:49	3:56
3:45	3:52	4:01	4:04	4:08	4:11	4:15	4:17	4:20	4:27	4:31	4:35	4:40	4:49	4:56
4:45	4:52	5:01	5:04	5:08	5:11	5:15	5:17	5:20	5:27	5:31	5:35	5:40	5:49	5:56
5:45	5:52	6:01	6:04	6:08	6:11	6:15	6:17	6:20	6:27	6:31	6:35	6:40	6:49	6:56
SATURDAY														
9:45AM	9:52	10:01	10:04	10:08	10:11	10:15	10:17	10:20	10:27	10:31	10:35	10:40	10:49	10:56
10:45	10:52	11:01	11:04	11:08	11:11	11:15	11:17	11:20	11:27	11:31	11:35	11:40	11:49	11:56
11:45	11:52	12:01PM	12:04	12:08	12:11	12:15	12:17	12:20	12:27	12:31	12:35	12:40	12:49	12:56
12:45	12:52	1:01	1:04	1:08	1:11	1:15	1:17	1:20	1:27	1:31	1:35	1:40	1:49	1:56
1:45	1:52	2:01	2:04	2:08	2:11	2:15	2:17	2:20	2:27	2:31	2:35	2:40	2:49	2:56
2:45	2:52	3:01	3:04	3:08	3:11	3:15	3:17	3:20	3:27	3:31	3:35	3:40	3:49	3:56
3:45	3:52	4:01	4:04	4:08	4:11	4:15	4:17	4:20	4:27	4:31	4:35	4:40	4:49	4:46
4:45	4:52	5:01	5:04	5:08	5:11	5:15	5:17	5:20	5:27	5:31	5:35	5:40	5:49	5:56

Route 5

5 ▼ Eleventh Avenue/Greeley Mall

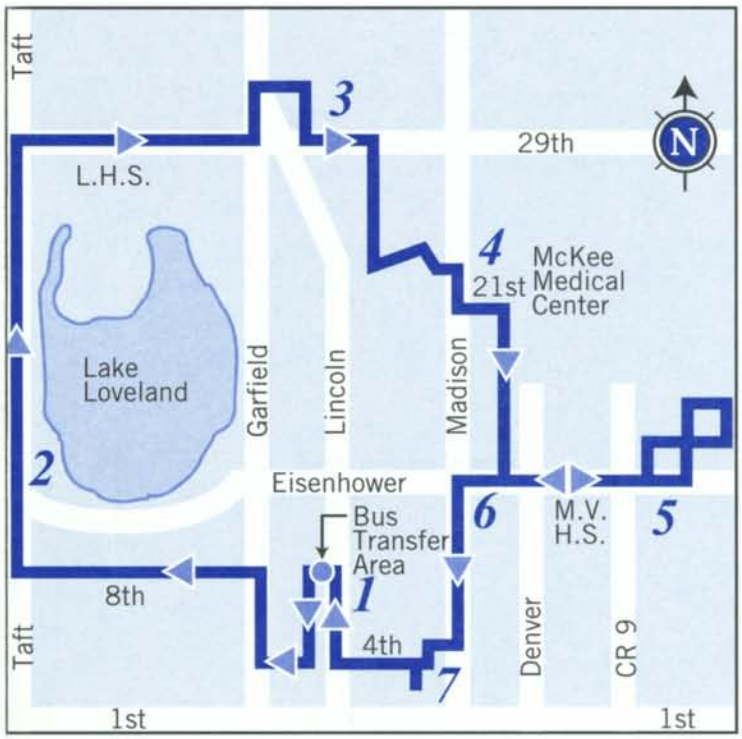
From: **Greeley Mall** *To:* **Weld County Health Dept.**						*From:* **Weld County Health Dept.** *To:* **Greeley Mall**				
Leaves at:			Arrives at:	Leaves at:		Leaves at:				Arrives at:
23RD AVE & HWY 34 Greeley Mall	**11TH AVE & 26TH ST** Hillside Center	**11TH AVE & 10TH ST**	**9TH AVE & 7TH ST** Downtown Transfer Center	**9TH AVE & 7TH ST** Downtown Transfer Center	**17TH AVE & O ST** Weld County Health Department	**11TH AVE & 10TH ST**	**11TH AVE & 16TH ST**	**11TH AVE & 26TH ST** Hillside Center	**32ND ST & 11TH AVE**	**23RD AVE & HWY 34** Greeley Mall
WEEKDAYS										
						6:44AM	6:47	6:52	6:58	7:04
						7:14	7:17	7:22	7:28	7:34
7:08AM	7:14	7:20	7:28	7:30	7:38	7:44	7:47	7:52	7:58	8:04
7:38	7:44	7:50	7:58	8:00	8:08	8:14	8:17	8:22	8:28	8:34
8:08	8:14	8:20	8:28	8:30	8:38	8:44	8:47	8:52	8:58	9:04
8:38	8:44	8:50	8:58	9:00	9:08	9:14	9:17	9:22	9:28	9:34
9:08	9:14	9:20	9:28	9:30	9:38	9:44	9:47	9:52	9:58	10:04
9:38	9:44	9:50	9:58	10:00	10:08	10:14	10:17	10:22	10:28	10:34
10:08	10:14	10:20	10:28	10:30	10:38	10:44	10:47	10:52	10:58	11:04
10:38	10:44	10:50	10:58	11:00	11:08	11:14	11:17	11:22	11:28	11:34
11:08	11:14	11:20	11:28	11:30	11:38	11:44	11:47	11:52	11:58	12:04PM
11:38	11:44	11:50	11:58	12:00PM	12:08	12:14	12:17	12:22	12:28	12:34
12:08	12:14	12:20	12:28	12:30	12:38	12:44	12:47	12:52	12:58	1:04
12:38	12:44	12:50	12:58	1:00	1:08	1:14	1:17	1:22	1:28	1:34
1:08	1:14	1:20	1:28	1:30	1:38	1:44	1:47	1:52	1:58	2:04
1:38	1:44	1:50	1:58	2:00	2:08	2:14	2:17	2:22	2:28	2:34
2:08	2:14	2:20	2:28	2:30	2:38	2:44	2:47	2:52	2:58	3:04
2:38	2:44	2:50	2:58	3:00	3:08	3:14	3:17	3:22	3:28	3:34
3:08	3:14	3:20	3:28	3:30	3:38	3:44	3:47	3:52	3:58	4:04
3:38	3:44	3:50	3:58	4:00	4:08	4:14	4:17	4:22	4:28	4:34
4:08	4:14	4:20	4:28	4:30	4:38	4:44	4:47	4:52	4:58	5:04
4:38	4:44	4:50	4:58	5:00	5:08	5:14	5:17	5:22	5:28	5:34
5:08	5:14	5:20	5:28	5:30	5:38	5:44	5:47	5:52	5:58	6:04
5:38	5:44	5:50	5:58	6:00	6:08	6:14	6:17	6:22	6:28	6:34
6:08	6:14	6:20	6:28							
6:38	6:44	6:50	6:58							
SATURDAY										
						9:44AM	9:47	9:52	9:58	10:04
						10:14	10:17	10:22	10:28	10:34
10:08AM	10:14	10:20	10:28	10:30	10:38	10:44	10:47	10:52	10:58	11:04
10:38	10:44	10:50	10:58	11:00	11:08	11:14	11:17	11:22	11:28	11:34
11:08	11:14	11:20	11:28	11:30	11:38	11:44	11:47	11:52	11:58	12:04PM
11:38	11:44	11:50	11:58	12:00PM	12:08	12:14	12:17	12:22	12:28	12:34
12:08	12:14	12:20	12:28	12:30	12:38	12:44	12:47	12:52	12:58	1:04
12:38	12:44	12:50	12:58	1:00	1:08	1:14	1:17	1:22	1:28	1:34
1:08	1:14	1:20	1:28	1:30	1:38	1:44	1:47	1:52	1:58	2:04
1:38	1:44	1:50	1:58	2:00	2:08	2:14	2:17	2:22	2:28	2:34
2:08	2:14	2:20	2:28	2:30	2:38	2:44	2:47	2:52	2:58	3:04
2:38	2:44	2:50	2:58	3:00	3:08	3:14	3:17	3:22	3:28	3:34
3:08	3:14	3:20	3:28	3:30	3:38	3:44	3:47	3:52	3:58	4:04
3:38	3:44	3:50	3:58	4:00	4:08	4:14	4:17	4:22	4:28	4:34
4:08	4:14	4:20	4:28	4:30	4:38	4:44	4:47	4:52	4:58	5:04
4:38	4:44	4:50	4:58	5:00	5:08	5:14	5:17	5:22	5:28	5:34
5:08	5:14	5:20	5:28							
5:38	5:44	5:50	5:58							

6 ▼ East Greeley

Route 6

From: **Downtown Transfer Center** *To:* **Hillside Center**					*From:* **Hillside Center** *To:* **Downtown Transfer Center**				
Leaves at:				Arrives at:	Leaves at:				Arrives at:
9TH AVE & 7TH ST Downtown Transfer Center	**4TH AVE & 13TH ST** Jefferson Elementary	**20TH ST & BALSAM AVE** East Memorial Elementary	**6TH AVE & 26TH ST** Schaefer Enterprises	**11TH AVE & 26TH ST** Hillside Center	**11TH AVE & 26TH ST** Hillside Center	**6TH AVE & 26TH ST** Schaefer Enterprises	**20TH ST & BALSAM AVE** East Memorial Elementary	**4TH AVE & 13TH ST** Jefferson Elementary	**9TH AVE & 7TH ST** Downtown Transfer Center
WEEKDAYS									
5:55AM	6:01	6:05	6:15	6:20	6:20AM	6:23	6:33	6:36	6:41
6:55	7:01	7:05	7:15	7:20	7:20	7:23	7:33	7:36	7:41
7:55	8:01	8:05	8:15	8:20	8:20	8:23	8:33	8:36	8:41
8:55	9:01	9:05	9:15	9:20	9:20	9:23	9:33	9:36	9:41
9:55	10:01	10:05	10:15	10:20	10:20	10:23	10:33	10:36	10:41
10:55	11:01	11:05	11:15	11:20	11:20	11:23	11:33	11:36	11:41
11:55	**12:01PM**	**12:05**	**12:15**	**12:20**	**12:20PM**	**12:23**	**12:33**	**12:36**	**12:41**
12:55	**1:01**	**1:05**	**1:15**	**1:20**	**1:20**	**1:23**	**1:33**	**1:36**	**1:41**
1:55	**2:01**	**2:05**	**2:15**	**2:20**	**2:20**	**2:23**	**2:33**	**2:36**	**2:41**
2:55	**3:01**	**3:05**	**3:15**	**3:20**	**3:20**	**3:23**	**3:33**	**3:36**	**3:41**
3:55	**4:01**	**4:05**	**4:15**	**4:20**	**4:20**	**4:23**	**4:33**	**4:36**	**4:41**
4:55	**5:01**	**5:05**	**5:15**	**5:20**	**5:20**	**5:23**	**5:33**	**5:36**	**5:41**
5:55	**6:01**	**6:05**	**6:15**	**6:20**	**6:20**	**6:23**	**6:33**	**6:36**	**6:41**
SATURDAY									
9:55AM	10:01	10:05	10:15	10:20	10:20AM	10:23	10:33	10:36	10:41
10:55	11:01	11:05	11:15	11:20	11:20	11:23	11:33	11:36	11:41
11:55	**12:01PM**	**12:05**	**12:15**	**12:20**	**12:20PM**	**12:23**	**12:33**	**12:36**	**12:41**
12:55	**1:01**	**1:05**	**1:15**	**1:20**	**1:20**	**1:23**	**1:33**	**1:36**	**1:41**
1:55	**2:01**	**2:05**	**2:15**	**2:20**	**2:20**	**2:23**	**2:33**	**2:36**	**2:41**
2:55	**3:01**	**3:05**	**3:15**	**3:20**	**3:20**	**3:23**	**3:33**	**3:36**	**3:41**
3:55	**4:01**	**4:05**	**4:15**	**4:20**	**4:20**	**4:23**	**4:33**	**4:36**	**4:41**
4:55	**5:01**	**5:05**	**5:15**	**5:20**	**5:20**	**5:23**	**5:33**	**5:36**	**5:41**

Jitterbus



Tango

JITTERBUS

8th St. @ Lincoln 1	Taft @ Eisenhower 2	Lincoln @ Orchards 3	McKee Loop 4	Foxtrail @ McWhinney 5	Eisenhower @ Boise 6	Chilson Rec. Center 7	8th St. @ Lincoln 1
6:38	6:47	6:55	7:04	7:16	7:23	7:30	7:38
7:38	7:47	7:55	8:04	8:16	8:23	8:30	8:38
8:38	8:47	8:55	9:04	9:16	9:23	9:30	9:38
9:38	9:47	9:55	10:04	10:16	10:23	10:30	10:38
10:38	10:47	10:55	11:04	11:16	11:23	11:30	11:38
11:38	11:47	11:55	**12:04**	**12:16**	**12:23**	**12:30**	**12:38**
12:38	**12:47**	**12:55**	**1:04**	**1:16**	**1:23**	**1:30**	**1:38**
1:38	**1:47**	**1:55**	**2:04**	**2:16**	**2:23**	**2:30**	**2:38**
2:38	**2:47**	**2:55**	**3:04**	**3:16**	**3:23**	**3:30**	**3:38**
3:38	**3:47**	**3:55**	**4:04**	**4:16**	**4:23**	**4:30**	**4:38**
4:38	**4:47**	**4:55**	**5:04**	**5:16**	**5:23**	**5:30**	**5:38**
5:38	**5:47**	**5:55**	**6:04**	**6:16**	**6:23**	**6:30**	**6:38**

5:38 last complete loop / 6:38 is last stop

TANGO

8th St. @ Lincoln 1	Good Samaritan Village 2	20th and Douglas 3	Eagle Drive 4	Wilson 5	Eisenhower@ Sinclair Gas 6	Washington @10th 7	8th St. @ Lincoln 1
6:38	6:46	6:54	7:04	7:10	7:22	7:28	7:38
7:38	7:46	7:54	8:04	8:10	8:22	8:28	8:38
8:38	8:46	8:54	9:04	9:10	9:22	9:28	9:38
9:38	9:46	9:54	10:04	10:10	10:22	10:28	10:38
10:38	10:46	10:54	11:04	11:10	11:22	11:28	11:38
11:38	11:46	11:54	**12:04**	**12:10**	**12:22**	**12:28**	**12:38**
12:38	**12:46**	**12:54**	**1:04**	**1:10**	**1:22**	**1:28**	**1:38**
1:38	**1:46**	**1:54**	**2:04**	**2:10**	**2:22**	**2:28**	**2:38**
2:38	**2:46**	**2:54**	**3:04**	**3:10**	**3:22**	**3:28**	**3:38**
3:38	**3:46**	**3:54**	**4:04**	**4:10**	**4:22**	**4:28**	**4:38**
4:38	**4:46**	**4:54**	**5:04**	**5:10**	**5:22**	**5:28**	**5:38**
5:38	**5:46**	**5:54**	**6:04**	**6:10**	**6:22**	**6:28**	**6:38**

APPENDIX B—SURVEY FORMS/QUESTIONNAIRES

Dear *COLT* Customer,

CITY OF LOVELAND TRANSIT

Please assist us with this survey of COLT riders! The survey on the inside of this form will help us find out the needs and concerns of our passengers. It will also help plan long-range transit needs in the city and throughout the North Front Range.

The survey only takes a few minutes to complete. It is best to fill out the survey on the bus and return it in one of the boxes by the doors of the bus. You can also mail it back if you can't complete it on the bus. Please fold and tape (no staples!) the form with the address showing and drop it in any mail box – postage is paid.

All answers are confidential. If you would like additional information, visit the website at www.nfrmpo.org and click on the 2005 Onboard Transit Survey.

Thank you for helping us make the COLT bus service better!

Si usted querría una versión española de esta inspección, pregunta por favor al asistente.

NORTH FRONT RANGE MPO
METROPOLITAN PLANNING ORGANIZATION

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 1324 FORT COLLINS, CO

POSTAGE WILL BE PAID BY ADDRESSEE

LSA ASSOCIATES INC
132 W MOUNTAIN AVE
FORT COLLINS CO 80524-9843

THANK YOU FOR YOUR HELP!!

PLEASE PLACE COMPLETED FORM IN RETURN BOX AT THE DOOR, GIVE IT TO ATTENDANT, OR MAIL IT BACK.

(If mailing, please use tape to seal - no staples)

#6000

If you have already completed one of these forms on another bus, please CHECK HERE ☐ and CONTINUE filling out this questionnaire. Thank You.

1. Where did you COME FROM before you got on the bus? *(check one only)* ☐ Home ☐ Work ☐ Shopping
   ☐ University/College ☐ Other School ☐ Hotel ☐ Doctor/Dentist ☐ Recreation ☐ Restaurant ☐ Other _____ *(specify)*
2. What is the ADDRESS of that place? _____ _____ _____ _____
   Number Street (or intersecting streets) City Zip
3. How did you get to THIS BUS? *(check one only)* ☐ Walked _____ blocks ☐ Drove with _____ other passengers
   ☐ Bicycled ☐ Had Someone Drive Me ☐ Transferred from _____ Bus Route No. ☐ Other _____ *(specify)*
4. What was your FARE when you boarded THIS BUS? *(check one only)*
   ☐ $1.00 ☐ 50¢ ☐ Transfer ☐ Pass ☐ Free Fare

5. Where are you GOING TO now? *(check one only)* ☐ Home ☐ Work ☐ Shopping ☐ Hotel
   ☐ University/College ☐ Other School ☐ Restaurant ☐ Recreation ☐ Other _____ *(specify)*
6. What is the ADDRESS of that place? _____ _____ _____ _____
   Number Street (or intersecting streets) City Zip
7. How will you get FROM THIS BUS to the place that you are GOING TO? *(check ANY that apply)*
   ☐ Walk _____ blocks ☐ Drive with _____ other passengers ☐ Transfer from _____ Bus Route No. ☐ Bicycle
   ☐ Have someone drive me ☐ Other _____ *(specify)*

8. How OFTEN do you ride the bus? *(check one only)* ☐ One Day/Wk ☐ Two Days/Wk ☐ Three Days/Wk
   ☐ Four Days/Wk ☐ Five Days/Wk ☐ Six Days/Wk ☐ One-Three Days/Month ☐ This is my First Time ☐ Other _____
9. What are the MOST IMPORTANT reason(s) you ride the bus? *(check ALL that apply)*
   ☐ I Don't Drive ☐ Bus is Economical ☐ Car Not Available ☐ Traffic is Bad ☐ Bus is Convenient
   ☐ Parking Problems ☐ Other _____ *(specify)*
10. Do you have a valid DRIVERS LICENSE? ☐ Yes ☐ No
11. I am: ☐ Male ☐ Female
12. My AGE is: ☐ 6-15 ☐ 16-25 ☐ 26-59 ☐ 60+
13. How many PERSONAL USE VEHICLES are kept at home for use by members of YOUR HOUSEHOLD? *(check one only)* ☐ None ☐ One ☐ Two ☐ Three or More
14. I am _____? *(check ALL that apply)* ☐ Employed Full Time ☐ Employed Part Time ☐ Student
    ☐ Retired ☐ Work at Home ☐ Not Employed Outside Home ☐ Other _____ *(specify)*
15. How many PEOPLE live in your household, including yourself? _____
16. The combined TOTAL ANNUAL INCOME of all members of my household is?
    ☐ Less than $10,000 per year ☐ $10,000 - $20,000 per year ☐ $20,000 - $30,000 per year ☐ $30,000 - $40,000 per year
    ☐ $40,000 - $60,000 per year ☐ More than $60,000 per year
17. Any COMMENTS on the current COLT bus service?

Estimado cliente de *COLT*,

City Of Loveland Transit

¡Por favor de ayúdenos con esta encuesta para pasajeros de COLT! La encuesta que se encuentra dentro de este formulario nos permitirá enterarnos de las necesidades y preocupaciones de nuestros pasajeros. También, ayudará a planear las necesidades de tránsito en la Ciudad y el Norte de Front Range.

Solo lleva unos minutos completarla. Sería mejor si usted pudiera completar la encuesta en el autobús y dejarla en una de las cajas cerca de las puertas de salida. Si no tiene tiempo, Ud. también puede enviarla por correo. Favor de doblarla y cerrar con cinta adhesiva (¡no use grapas!) en el formulario con la dirección hacia fuera y depositarla en cualquier buzón – el franqueo está pago.

Todas las respuestas son confidenciales. Si quiere más información, visite el sitio de Internet www.nfrmpo.org y haga clic en el enlace 2005 Onboard Bus Survey (Encuesta a Bordo del Autobús 2005).

¡Muchas gracias por ayudarnos a mejorar el servicio de autobuses de COLT!

NORTH FRONT RANGE MPO
METROPOLITAN PLANNING ORGANIZATION

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 1324 FORT COLLINS, CO
POSTAGE WILL BE PAID BY ADDRESSEE

LSA ASSOCIATES INC
132 W MOUNTAIN AVE
FORT COLLINS CO 80524-9843

¡¡MUCHAS GRACIAS POR SU AYUDA!!

FAVOR DE DEJAR EL FORMULARIO TERMINADO EN LA CAJA JUNTO A LA PUERTA DE SALIDA, DEJARLO CON EL ENCARGADO DE LA ENCUESTA O ENVIARLO.

(Si va a enviarla, favor de usar cinta para sellar – no use grapas)

#6351

Si Ud. ha terminado uno de estos formularios en otro autobús, favor de SELECCIONAR AQUI ☐ y SEGUIR completando este cuestionario. Gracias.

1. ¿De dónde VIENE Ud. antes de subir a este autobús? *(sólo seleccione uno)* ☐ Casa ☐ Trabajo ☐ Compras
   ☐ Universidad ☐ Otra escuela ☐ Hotel ☐ Doctor/Dentista ☐ Recreación ☐ Restaurante ☐ Otra _____ *(especificar)*
2. ¿Cuál es la dirección de ese lugar? _____ (Número) _____ (Calle (o las calles que cruzan)) _____ (Ciudad) _____ (Código postal)
3. ¿Cómo Ud. llegó a este autobús? (*Sólo seleccione uno*) ☐ Caminé _____ cuadras ☐ Manejé con _____ otros pasajeros
   ☐ Fui en bicicleta ☐ Alguien me llevó ☐ Transferí de _____ Nro. de Ruta de Autobús ☐ Otro _____ *(especificar)*
4. ¿Que PASAJE saco Ud. Al subir a ESTE AUTOBÚS? *(sólo seleccione uno)*
   ☐ $1.00 ☐ 50¢ ☐ Pase ☐ Transferir ☐ Pasaje gratis

5. ¿Adónde va Ud. ahora? *(sólo seleccione uno)* ☐ Casa ☐ Trabajo ☐ Compras ☐ Hotel
   ☐ Universidad ☐ Otra escuela ☐ Restaurante ☐ Recreación ☐ Otra _____ *(especificar)*
6. ¿Cuál es la dirección de ese lugar? _____ (Número) _____ (Calle (o las calles que cruzan)) _____ (Ciudad) _____ (Código postal)
7. ¿Cómo llegará DE ESTE AUTOBÚS al lugar adonde va Ud.? *(seleccione TODO lo que corresponda)*
   ☐ Caminando _____ cuadras ☐ Manejando con _____ otros pasajeros ☐ Me transferí de _____ Nro. de Ruta de Autobús ☐ Bicicleta
   ☐ Tener alguien a pasar por mí en coche ☐ Otro _____ *(especificar)*

8. ¿Con qué FRECUENCIA toma el autobús? *(sólo seleccione uno)* ☐ Un día a la semana ☐ Dos días a la semana
   ☐ Tres días a la semana ☐ Cuatro días a la semana ☐ Cinco días a la semana ☐ Seis días a la semana ☐ Uno a tres días al mes
   ☐ Esta es mi primera vez ☐ Otro _____
9. ¿Cuales son las razones MÁS IMPORTANTES para que Ud. tome el autobús? *(selecciona TODOS que aplican)*
   ☐ No manejo ☐ El autobús es económico ☐ No tengo coche ☐ El tráfico es malo ☐ Me conviene el autobús
   ☐ Problemas para estacionarse ☐ Otro _____ *(especificar)*
10. ¿Tiene Ud. una licencia valida para conducir? ☐ Si ☐ No
11. Soy: ☐ Hombre ☐ Mujer
12. Tengo la edad de: ☐ 6-15 ☐ 16-25 ☐ 26-59 ☐ 60+
13. ¿Cuántos VEHICULOS DE USO PERSONAL hay en su casa para las personas que habitan en su hogar? (*sólo seleccione uno)* ☐ Ninguno ☐ Uno ☐ Dos ☐ Tres o más
14. Está _____ *(selecciona TODO lo que corresponda)* ☐ Empleado de tiempo completo ☐ Empleado de tiempo media jorn
    ☐ Estudiante ☐ Jubilado ☐ Trabajo en casa ☐ No tengo trabajo fuera de la casa ☐ Otro _____ *(especificar)*
15. ¿Cuántas PERSONAS viven en su casa, incluyéndolo a Ud.? _____
16. Los ingresos anuales de TODAS LAS PERSONAS en su hogar son: ☐ Menos de $10,000 al año ☐ $10,000 - $20,000 al año
    ☐ $20,000 - $30,000 al año ☐ $30,000 - $40,000 al año ☐ $40,000 - $60,000 al año ☐ Más de $60,000 al año
17. ¿Tiene usted algún COMENTARIO sobre los servicios normales del COLT?

Dear *The BUS* Customer,

Please assist us with this survey of The BUS riders! The survey on the inside of this form will help us find out the needs and concerns of our passengers. It will also help plan long-range transit needs in the city and throughout the North Front Range.

The survey only takes a few minutes to complete. It is best to fill out the survey on the bus and return it in one of the boxes by the doors of the bus. You can also mail it back if you can't complete it on the bus. Please fold and tape (no staples!) the form with the address showing and drop it in any mail box – postage is paid.

All answers are confidential. If you would like additional information, visit the website at www.nfrmpo.org and click on the 2005 Onboard Transit Survey.

Thank you for helping us make The BUS service better!

Si usted querría una versión española de esta inspección, pregunta por favor al asistente.

NORTH FRONT RANGE MPO METROPOLITAN PLANNING ORGANIZATION

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 1324 FORT COLLINS, CO

POSTAGE WILL BE PAID BY ADDRESSEE

LSA ASSOCIATES INC
132 W MOUNTAIN AVE
FORT COLLINS CO 80524-9843

18. What would increase your use of The BUS? *(check all that apply)*
- ☐ Employer paid all or part of the fare
- ☐ More frequent service (a bus every 30 minutes on each route)
- ☐ Earlier morning service
- ☐ Later evening service
- ☐ More information on evening demand response services
- ☐ Assistance with trip planning

19. When you do not use The BUS for a trip, what are your main reasons? *(check all that apply)*
- ☐ I had other travel options
- ☐ Too many transfers to get to my destination
- ☐ Buses take too long to arrive at my bus stop
- ☐ Buses take too long to get to where I am going
- ☐ Buses do not go to my destination
- ☐ I do not like to ride the bus
- ☐ I do not like the other riders on the bus
- ☐ Other _____

20. Any COMMENTS on the current The BUS service?

THANK YOU FOR YOUR HELP!!

#7000

If you have already completed one of these forms on another bus, please CHECK HERE ☐ and CONTINUE filling out this questionnaire. Thank You.

1. Where did you COME FROM before you got on the bus? *(check one only)* ☐ Home ☐ Work ☐ Shopping
   ☐ University/College ☐ Other School ☐ Hotel ☐ Doctor/Dentist ☐ Recreation ☐ Restaurant ☐ Other _____ *(specify)*
2. What is the ADDRESS of that place? _____ _____ _____ _____
   Number | Street (or intersecting streets) | City | Zip
3. How did you get to THIS BUS? *(check one only)* ☐ Walked _____ blocks ☐ Drove with _____ other passengers
   ☐ Bicycled ☐ Had Someone Drive Me ☐ Transferred from _____ Bus Route No. ☐ Other _____ *(specify)*
4. What was your FARE when you boarded THIS BUS? *(check one only)*
   ☐ $1.00 ☐ 50¢ ☐ $3.00 Day Pass ☐ Pass ☐ Transfer ☐ Free Fare

5. Where are you GOING TO now? *(check one only)* ☐ Home ☐ Work ☐ Shopping ☐ Hotel
   ☐ University/College ☐ Other School ☐ Restaurant ☐ Recreation ☐ Other _____ *(specify)*
6. What is the ADDRESS of that place? _____ _____ _____ _____
   Number | Street (or intersecting streets) | City | Zip
7. How will you get FROM THIS BUS to the place that you are GOING TO? *(check ANY that apply)*
   ☐ Walk _____ blocks ☐ Drive with _____ other passengers ☐ Transfer from _____ Bus Route No. ☐ Bicycle
   ☐ Have someone drive me ☐ Other _____ *(specify)*

8. How OFTEN do you ride the bus? *(check one only)* ☐ One Day/Wk ☐ Two Days/Wk ☐ Three Days/Wk
   ☐ Four Days/Wk ☐ Five Days/Wk ☐ Six Days/Wk ☐ One-Three Days/Month ☐ This is my First Time ☐ Other _____
9. What are the MOST IMPORTANT reason(s) you ride the bus? *(check ALL that apply)*
   ☐ I Don't Drive ☐ Bus is Economical ☐ Car Not Available ☐ Traffic is Bad ☐ Bus is Convenient
   ☐ Parking Problems ☐ Other _____ *(specify)*
10. Do you have a valid DRIVERS LICENSE? ☐ Yes ☐ No
11. I am: ☐ Male ☐ Female
12. My AGE is: ☐ 5-15 ☐ 16-21 ☐ 22-25 ☐ 26-30 ☐ 31-40 ☐ 41-59 ☐ 60+
13. How many PERSONAL USE VEHICLES are kept at home for use by members of YOUR HOUSEHOLD? *(check one only)* ☐ None ☐ One ☐ Two ☐ Three or More
14. I am _____? *(check ALL that apply)* ☐ Employed Full Time ☐ Employed Part Time ☐ Student
    ☐ Retired ☐ Work at Home ☐ Not Employed Outside Home ☐ Other _____ *(specify)*
15. How many PEOPLE live in your household, including yourself? _____
16. The combined TOTAL ANNUAL INCOME of all members of my household is?
    ☐ Less than $10,000 per year ☐ $10,000 - $20,000 per year ☐ $20,000 - $30,000 per year ☐ $30,000 - $40,000 per year
    ☐ $40,000 - $60,000 per year ☐ More than $60,000 per year
17. Please rate the service provided by The BUS:

	Very Satisfied	Somewhat Satisfied	Satisfied; but needs to improve	Very Dissatisfied	No Opinion
Hours of Operation					
Available Destinations					
Frequency of Service					
Locations of Bus Stops					
Ease of Transfers					
Wait Time of Transfers					
Helpfulness of Drivers					

Please continue survey on the back of this form.

Estimado cliente de *The BUS*,

Le pedimos el favor de ayudarnos con esta encuesta de clientes de The BUS. La encuesta adjunta nos ayudará enterarnos de las necesidades y lo que afecta a nuestros pasajeros. También nos ayudará a hacer planes de transporte a largo plazo para la ciudad y por toda la zona norte al pie de la cordillera.

Sólo tomará unos minutos llenar esta encuesta. Sería mejor llenarla en el autobús y meterla en una de las cajas al lado de las puertas a la salida. También puede devolverla por correo si no puede llenarla en el autobús. Favor de doblarla con la dirección hacia afuera, sellarla con cinta adhesiva (¡no use grapas!) y depositarla en cualquier buzón –franco de porte pagado.

Todas las respuestas son confidenciales. Si desea más información, visite la página de Internet www.nfrmpo.org y haga un clic en 2005 Onboard Bus Survey (Encuesta A Bordo del Autobús del 2005).

NORTH FRONT RANGE MPO
METROPOLITAN PLANNING ORGANIZATION

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LSA ASSOCIATES INC
132 W MOUNTAIN AVE
FORT COLLINS CO 80524-9843

18. ¿Qué aumentaría su uso de The BUS (autobús)? *(Seleccione todos que aplican)*
- ☐ El patrón paga todo o un parte de la tarifa
- ☐ Servicio más frecuente (un autobús cada 30 minutos en cada ruta)
- ☐ Servicio más temprano en la mañana
- ☐ Servicio más tarde en la noche
- ☐ Más información sobre los servicios de Evening Demand Response (Respuesta de Demanda de la Noche)
- ☐ Asistencia para planear un viaje del autobús

19. ¿Cuales son las razones para no usar The BUS (autobús)? *(Seleccione todos que aplican)*
- ☐ Tuve otras opciones para viajar
- ☐ Demasiadas transferencias para llegar a mí destino
- ☐ Tardan demasiado los autobuses para llegar a mí parada de autobús
- ☐ Tardan demasiado los autobuses para llegar a dónde voy
- ☐ No van los autobuses a mí destino
- ☐ No me gusta tomar el autobús
- ☐ No me gusta los otros pasajeros del autobús
- ☐ Otra _____

20. ¿Tiene usted algún COMENTARIO sobre los servicios normales del The BUS?

¡¡MUCHAS GRACIAS POR SU AYUDA!!

#8510

Si Ud. ha terminado uno de estos formularios en otro autobús, favor de SELECCIONAR AQUI ☐ y SEGUIR completando este cuestionario. Gracias.

1. ¿De dónde VIENE Ud. antes de subir a este autobús? *(sólo seleccione uno)* ☐ Casa ☐ Trabajo ☐ Compras
   ☐ Universidad ☐ Otra escuela ☐ Hotel ☐ Doctor/Dentista ☐ Recreación ☐ Restaurante ☐ Otra _____ *(especificar)*
2. ¿Cuál es la dirección de ese lugar? _____ (Número) _____ (Calle (o las calles que cruzan)) _____ (Ciudad) _____ (Código postal)
3. ¿Cómo Ud. llegó a este autobús? (*Sólo seleccione uno*) ☐ Caminé _____ cuadras ☐ Manejé con _____ otros pasajeros
   ☐ Fui en bicicleta ☐ Alguien me llevó ☐ Transferí de _____ Nro. de Ruta de Autobús ☐ Otro _____ *(especificar)*
4. ¿Que PASAJE saco Ud. Al subir a ESTE AUTOBÚS? *(sólo seleccione uno)*
   ☐ $1.00 ☐ 50¢ ☐ $3.00 Paso de día ☐ Paso ☐ Transferir ☐ Pasaje gratis

5. ¿Adónde va Ud. ahora? *(sólo seleccione uno)* ☐ Casa ☐ Trabajo ☐ Compras ☐ Hotel
   ☐ Universidad ☐ Otra escuela ☐ Restaurante ☐ Recreación ☐ Otra _____ *(especificar)*
6. ¿Cuál es la dirección de ese lugar? _____ (Número) _____ (Calle (o las calles que cruzan)) _____ (Ciudad) _____ (Código postal)
7. ¿Cómo llegará DE ESTE AUTOBÚS al lugar adonde va Ud.? *(seleccione TODO lo que corresponda)*
   ☐ Caminando _____ cuadras ☐ Manejando con _____ otros pasajeros ☐ Me transferí de _____ Nro. de Ruta de Autobús ☐ Bicicleta
   ☐ Tener alguien a pasar por mí en coche ☐ Otro _____ *(especificar)*

8. ¿Con qué FRECUENCIA toma el autobús? *(sólo seleccione uno)* ☐ Un día a la semana ☐ Dos días a la semana
   ☐ Tres días a la semana ☐ Cuatro días a la semana ☐ Cinco días a la semana ☐ Seis días a la semana ☐ Uno a tres días al mes
   ☐ Esta es mi primera vez ☐ Otro _____
9. ¿Cuales son las razones MÁS IMPORTANTES para que Ud. tome el autobús? *(selecciona TODOS que aplican)*
   ☐ No manejo ☐ El autobús es económico ☐ No tengo coche ☐ El tráfico es malo ☐ Me conviene el autobús
   ☐ Problemas para estacionarse ☐ Otro _____ *(especificar)*
10. ¿Tiene Ud. una licencia valida para conducir? ☐ Si ☐ No
11. Soy: ☐ Hombre ☐ Mujer
12. Tengo la edad de: ☐ 5-15 ☐ 16-21 ☐ 22-25 ☐ 26-30 ☐ 31-40 ☐ 41-59 ☐ 60+
13. ¿Cuántos VEHICULOS DE USO PERSONAL hay en su casa para las personas que habitan en su hogar? (*sólo seleccione uno)* ☐ Ninguno ☐ Uno ☐ Dos ☐ Tres o más
14. Está _____ *(selecciona TODO lo que corresponda)* ☐ Empleado de tiempo completo ☐ Empleado de tiempo media jorn
    ☐ Estudiante ☐ Jubilado ☐ Trabajo en casa ☐ No tengo trabajo fuera de la casa ☐ Otro _____ *(especificar)*
15. ¿Cuántas PERSONAS viven en su casa, incluyéndolo a Ud.? _____
16. Los ingresos anuales de TODAS LAS PERSONAS en su hogar son: ☐ Menos de $10,000 al año ☐ $10,000 - $20,000 al año
    ☐ $20,000 - $30,000 al año ☐ $30,000 - $40,000 al año ☐ $40,000 - $60,000 al año ☐ Más de $60,000 al año
17. ¿Tiene usted algún COMENTARIO sobre los servicios normales del The BUS?

	Muy satisfecho	Más o menos satisfecho	Satisfecho, pero necesita mejorarse	Nada satisfecho	No hay comentario
Las horas de operación					
Los destinos disponibles					
La frecuencia del servicio					
Las locaciones de las paradas de autobús					
La facilidad para transferir					
Tiempo de esperar para transferir					
Son serviciales los choferes					

Continúe por favor la inspección en la espalda de esta forma.

Dear *Transfort* Customer,

Please assist us with this survey of Transfort riders! The survey on the inside of this form will help us find out the needs and concerns of our passengers. It will also help plan long-range transit needs in the City and throughout the North Front Range.

The survey only takes a few minutes to complete. It is best to fill out the survey on the bus and return it in one of the boxes by the doors of the bus. You can also mail it back if you can't complete it on the bus. Please fold and tape (no staples!) the form with the address showing and drop it in any mail box – postage is paid.

All answers are confidential. If you would like additional information, visit the website at www.nfrmpo.org and click on the 2005 Onboard Bus Survey.

Thank you for helping us make Transfort's bus service better!

Si usted querría una versión española de esta inspección, pregunta por favor al asistente.

NORTH FRONT RANGE MPO
METROPOLITAN PLANNING ORGANIZATION

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LSA ASSOCIATES INC
132 W MOUNTAIN AVE
FORT COLLINS CO 80524-9843

THANK YOU FOR YOUR HELP!!

PLEASE PLACE COMPLETED FORM IN RETURN BOX AT THE DOOR, GIVE IT TO ATTENDANT, OR MAIL IT BACK.

(If mailing, please use tape to seal - no staples)

If you have already completed one of these forms on another bus, please CHECK HERE ☐ and CONTINUE filling out this questionnaire. Thank You.

1. Where did you COME FROM before you got on the bus? *(check one only)* ☐ Home ☐ Work ☐ Shopping
   ☐ University/College ☐ Other School ☐ Hotel ☐ Doctor/Dentist ☐ Recreation ☐ Restaurant ☐ Other _____ *(specify)*
2. What is the ADDRESS of that place? _____ _____ _____ _____
   Number Street (or intersecting streets) City Zip
3. How did you get to THIS BUS? *(check one only)* ☐ Walked _____ blocks ☐ Drove with _____ other passengers
   ☐ Bicycled ☐ Had Someone Drive Me ☐ Transferred from _____ Bus Route No. ☐ Other _____ *(specify)*
4. What was your FARE when you boarded THIS BUS? *(check one only)*
   ☐ $1.25 ☐ $1.00 ☐ 60¢ ☐ 50¢ ☐ Student Pass ☐ Pass ☐ Transfer ☐ Free Fare

5. Where are you GOING TO now? *(check one only)* ☐ Home ☐ Work ☐ Shopping ☐ Hotel
   ☐ University/College ☐ Other School ☐ Restaurant ☐ Recreation ☐ Other _____ *(specify)*
6. What is the ADDRESS of that place? _____ _____ _____ _____
   Number Street (or intersecting streets) City Zip
7. How will you get FROM THIS BUS to the place that you are GOING TO? *(check ANY that apply)*
   ☐ Walk _____ blocks ☐ Drive with _____ other passengers ☐ Transfer from _____ Bus Route No. ☐ Bicycle
   ☐ Have someone drive me ☐ Other _____ *(specify)*

8. How OFTEN do you ride the bus? *(check one only)* ☐ One Day/Wk ☐ Two Days/Wk ☐ Three Days/Wk
   ☐ Four Days/Wk ☐ Five Days/Wk ☐ Six Days/Wk ☐ One-Three Days/Month ☐ This is my First Time ☐ Other _____
9. What are the MOST IMPORTANT reason(s) you ride the bus? *(check ALL that apply)*
   ☐ I Don't Drive ☐ Bus is Economical ☐ Car Not Available ☐ Traffic is Bad ☐ Bus is Convenient
   ☐ Parking Problems ☐ Other _____ *(specify)*
10. Do you have a valid DRIVERS LICENSE? ☐ Yes ☐ No
11. I am: ☐ Male ☐ Female
12. My AGE is: ☐ 6-15 ☐ 16-25 ☐ 26-59 ☐ 60+
13. How many PERSONAL USE VEHICLES are kept at home for use by members of YOUR HOUSEHOLD? *(check one only)* ☐ None ☐ One ☐ Two ☐ Three or More
14. I am _____? *(check ALL that apply)* ☐ Employed Full Time ☐ Employed Part Time ☐ Student
    ☐ Retired ☐ Work at Home ☐ Not Employed Outside Home ☐ Other _____ *(specify)*
15. How many PEOPLE live in your household, including yourself? _____
16. The combined TOTAL ANNUAL INCOME of all members of my household is?
    ☐ Less than $10,000 per year ☐ $10,000 - $20,000 per year ☐ $20,000 - $30,000 per year ☐ $30,000 - $40,000 per year
    ☐ $40,000 - $60,000 per year ☐ More than $60,000 per year
17. Any COMMENTS on current Transfort service?

Estimado cliente de *Transfort*,

¡Por favor de ayúdenos con esta encuesta para pasajeros de Transfort! La encuesta que se encuentra dentro de este formulario nos permitirá enterarnos de las necesidades y preocupaciones de nuestros pasajeros. También, ayudará a planear las necesidades de tránsito en la Ciudad y el Norte de Front Range.

Solo lleva unos minutos completarla. Sería mejor si usted pudiera completar la encuesta en el autobús y dejarla en una de las cajas cerca de las puertas de salida. Si no tiene tiempo, Ud. también puede enviarla por correo. Favor de doblarla y cerrar con cinta adhesiva (¡no use grapas!) en el formulario con la dirección hacia fuera y depositarla en cualquier buzón – el franqueo está pago.

Todas las respuestas son confidenciales. Si quiere más información, visite el sitio de Internet www.nfrmpo.org y haga clic en el enlace 2005 Onboard Bus Survey (Encuesta a Bordo del Autobús 2005).

¡Muchas gracias por ayudarnos a mejorar el servicio de autobuses de Transfort!

NORTH FRONT RANGE MPO
METROPOLITAN PLANNING ORGANIZATION

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FORT COLLINS CO 80524-9843

¡¡MUCHAS GRACIAS POR SU AYUDA!!

FAVOR DE DEJAR EL FORMULARIO TERMINADO EN LA CAJA JUNTO A LA PUERTA DE SALIDA, DEJARLO CON EL ENCARGADO DE LA ENCUESTA O ENVIARLO.

(Si va a enviarla, favor de usar cinta para sellar – no use grapas)

Si Ud. ha terminado uno de estos formularios en otro autobús, favor de SELECCIONAR AQUI ☐ y SEGUIR completando este cuestionario. Gracias.

1. De dónde VIENE Ud. antes de subir a este autobús? *(sólo seleccione uno)* ☐ Casa ☐ Trabajo ☐ Compras
   ☐ Universidad ☐ Otra escuela ☐ Hotel ☐ Doctor/Dentista ☐ Recreación ☐ Restaurante ☐ Otra _____ *(especificar)*
2. Cuál es la dirección de ese lugar? _____ (Número) _____ (Calle (o las calles que cruzan)) _____ (Ciudad) _____ (Código postal)
3. Cómo Ud. llegó a este autobús? (*Sólo seleccione uno*) ☐ Caminé _____ cuadras ☐ Manejé con _____ otros pasajeros
   ☐ Fui en bicicleta ☐ Alguien me llevó ☐ Transferí de _____ Nro. de Ruta de Autobús ☐ Otro _____ *(especificar)*
4. Que PASAJE saco Ud. Al subir a ESTE AUTOBÚS? *(sólo seleccione uno)*
   ☐ $1.25 ☐ $1.00 ☐ 60¢ ☐ 50¢ ☐ Pase de estudiante ☐ Pase ☐ Transferir ☐ Pasaje gratis

5. Adónde va Ud. ahora? *(sólo seleccione uno)* ☐ Casa ☐ Trabajo ☐ Compras ☐ Hotel
   ☐ Universidad ☐ Otra escuela ☐ Restaurante ☐ Recreación ☐ Otra _____ *(especificar)*
6. Cuál es la dirección de ese lugar? _____ (Número) _____ (Calle (o las calles que cruzan)) _____ (Ciudad) _____ (Código postal)
7. Cómo llegará DE ESTE AUTOBÚS al lugar adonde va Ud.? *(seleccione TODO lo que corresponda)*
   ☐ Caminando _____ cuadras ☐ Manejando con _____ otros pasajeros ☐ Me transferí de _____ Nro. de Ruta de Autobús ☐ Bicicleta
   ☐ Tener alguien a pasar por mí en coche ☐ Otro _____ *(especificar)*

8. Con qué FRECUENCIA toma el autobús? *(sólo seleccione uno)* ☐ Un día a la semana ☐ Dos días a la semana
   ☐ Tres días a la semana ☐ Cuatro días a la semana ☐ Cinco días a la semana ☐ Seis días a la semana ☐ Uno a tres días al mes
   ☐ Esta es mi primera vez ☐ Otro _____
9. Cuales son las razones MÁS IMPORTANTES para que Ud. tome el autobús? *(selecciona TODOS que aplican)*
   ☐ No manejo ☐ El autobús es económico ☐ No tengo coche ☐ El tráfico es malo ☐ Me conviene el autobús
   ☐ Problemas para estacionarse ☐ Otro _____ *(especificar)*
10. Tiene Ud. una licencia valida para conducir? ☐ Si ☐ No
11. Soy: ☐ Hombre ☐ Mujer
12. Tengo la edad de: ☐ 6-15 ☐ 16-25 ☐ 26-59 ☐ 60+
13. Cuántos VEHICULOS DE USO PERSONAL hay en su casa para las personas que habitan en su hogar? (*sólo seleccione uno)* ☐ Ninguno ☐ Uno ☐ Dos ☐ Tres o más
14. Está _____ *(selecciona TODO lo que corresponda)* ☐ Empleado de tiempo completo ☐ Empleado de tiempo media jorn
    ☐ Estudiante ☐ Jubilado ☐ Trabajo en casa ☐ No tengo trabajo fuera de la casa ☐ Otro _____ *(especificar)*
15. Cuántas PERSONAS viven en su casa, incluyéndolo a Ud.? _____
16. Los ingresos anuales de TODAS LAS PERSONAS en su hogar son: ☐ Menos de $10,000 al año ☐ $10,000 - $20,000 al año
    ☐ $20,000 - $30,000 al año ☐ $30,000 - $40,000 al año ☐ $40,000 - $60,000 al año ☐ Más de $60,000 al año
17. Tiene usted algún COMENTARIO sobre los servicios normales del Transfort?

APPENDIX C - SAMPLE STATISTICS OF THE SURVEY

STATISTICAL VALIDITY OF THE SURVEY SAMPLE SET

It is not necessary to obtain interviews from all bus riders in order to draw statistical inferences about the travelers using the Fort Collins, Greeley, and Loveland transit systems. A sample can be selected and the information obtained from the sample set instead of collecting data from all travelers on all buses. Typically, the sample rate depends on the sampling error which can be tolerated. However, since all boarding passengers were provided with a survey to complete, the sample rate is near 100% and the error becomes a function of the survey methodology and response rates.

There are two aspects to sampling error: the precision of the estimate and the confidence that one has regarding that precision. Given a proportion *p* from the sample, it is necessary to know how well the sample estimate of *p* represents the proportion that would have been obtained had all drivers been interviewed. Precision is measured by the standard error of the estimate of the proportion, σ_p. If *p*, the proportion, is equal to 0.5 and σ_p is equal to 0.05, the error is said to be plus or minus 0.05.

The standard error of a proportion can be calculated. For example, it can be assumed that the proportion of drivers who live inside the study area needs to be known, and that from the sample, 50% are residents. The standard error of the estimate of *p* is calculated as:

$$\sigma_p = \sqrt{\frac{pq}{n}} \qquad (1)$$

where:

σ_p = standard error of the proportion p
p = proportion of sampled items having a specific attribute
q = 1 - *p*
n = number of elements sampled

Equation (1) can be rearranged to estimate the sample size required to obtain a desired standard error. Solving for *n* yields:

$$n = \frac{pq}{\sigma_p^2} \qquad (2)$$

The above equation is actually for a sample drawn from an infinite universe. When the number of elements in the universe is finite, a finite correction factor is required to estimate the sample standard error:

$$\sigma_p = \sqrt{\frac{pq}{n} \; x \; \frac{m-n}{m-1}} \qquad (3)$$

where: *m* = number of elements in the universe.

The term:

$$\sqrt{\frac{m-n}{m-1}}$$

represents the finite correction factor.

Solving for *n* yields:

$$n = \frac{pqm}{\sigma_p^2 (m-1) + pq} \qquad (4)$$

In the case of the onboard transit survey, *m* can represent passenger boardings on a particular route. The use of the finite correction factor can be illustrated by determining the required sample size without finite correction and with finite correction for a ridership volume (*m*) of 50 passengers, a proportion (*p*) of 0.5, and a desired standard error (σ_p) of 0.05. Using equation (2) the required sample size is:

$n = (0.5)(0.5)/(0.05)^2 = 100$

But, since *m* = 50, it is impossible to have *n* = 100. With the finite correction factor the required sample size is (using equation 4):

$$n = \frac{(0.5)(0.5)(50)}{((0.05)^2 (50-1)) + ((0.5)(0.5))}$$

$$= 34$$

The other aspect of sampling error is the confidence level. For one standard error of the estimate the confidence level is about 68%. This means that if 100 independent samples of a population were taken, the sample proportion would be bounded by one standard error for 68 of the samples. In the case of the example above, this would mean that 68 times out of 100, the sampled proportion would be bounded by the range of 0.5 ± 0.05, or in the range 0.45 to 0.55. If greater confidence is desired, for example, about 95%, the range could be specified to be about two standard errors (actually, the value is 1.96 standard errors). In the example this would yield a range of about 0.4 to 0.6 if the sample proportion were 0.5.

The acceptable error (*E*) for a specified confidence level can be specified as:

$$E = Z \sigma_p \qquad (5)$$

where: Z = the number of standard deviations required for a specified confidence level.

Solving equation (5) for σ_p and substituting in equation (2) results in the following:

$$n = \frac{(Z^2)\, pq}{E^2} \qquad (6)$$

Equation (4) becomes:

$$n = \frac{Z^2 \ pqm}{(E^2 \ (m-1) + Z^2 \ pq)} \qquad (7)$$

If it is assumed that *E* is 0.05, or ±10% of the 0.5 proportion, and *Z* is 2 for the 95% confidence interval, then equation (7) can be reduced to:

$$n = \frac{400\,m}{(m + 399)} \qquad (8)$$

Assuming Z is 2, rather than 1.96, will increase the confidence interval and slightly overestimate the required sample size.

In the example described above using the finite correction factor and assuming that a 95% confidence level is desired, the required number of samples can be estimated using equation (8):

$$n = \frac{(400)\,(50)}{(50 + 399)}$$

$$= 45$$

Thus, when the confidence level is increased from 68% to 95%, the required number of samples increases about 33%, from 34 to 45, if the universe of trips is 50. Note that for an infinite universe, the same increase in the confidence interval would quadruple the sample size (from 100 to 400).

In equations (6) and (7), the required number of samples for a specified error level is greatest when the term *pq* is at a maximum. This occurs when *p* = 0.5. Thus, the maximum number of samples required to estimate the proportion p with a sampling error of E or less at a specified level of confidence can be estimated by assuming a proportion, *p*, of 0.5.

All patrons of the Transfort, COLT, and The Bus systems were asked to complete a survey questionnaire during the survey period. For the most part, all trips on all bus routes were attempted to be surveyed. Therefore, the statistical reliability is based on the response rates for complete, valid survey samples. Without interviewing each bus patron individually or making significant and costly changes to the survey methodology, it is difficult, if not impossible, to increase the number of survey samples and the resulting statistical reliability. Results are shown in the following table:

Statistical Confidence Intervals – Transfort (Fort Collins)

ROUTE NUMBER	DAILY BOARDINGS	COMPLETE USEABLE SURVEYS RECEIVED	PERCENT OF DAILY BOARDINGS	95% CONFIDENCE INTERVAL FOR 0.5 PROPORTION	% ERROR FOR 95% CONFIDENCE INTERVAL
1/15	1,099	248	22.6%	0.055	11.0%
2	460	261	56.7%	0.040	8.0%
3	570	126	22.1%	0.078	15.6%
4/6	687	219	31.9%	0.055	11.0%
5	350	82	23.4%	0.096	19.2%
7	185	104	56.2%	0.065	13.0%
8	423	62	14.7%	0.117	23.4%
9/14	328	76	23.2%	0.100	20.0%
11	1,051	159	15.1%	0.073	14.6%
Total	**5,153**	**1,337**	**25.9%**	**0.020**	**4.0%**

Statistical Confidence Intervals – COLT (Loveland)

ROUTE NUMBER	DAILY BOARDINGS	COMPLETE USEABLE SURVEYS RECEIVED	PERCENT OF DAILY BOARDINGS	95% CONFIDENCE INTERVAL FOR 0.5 PROPORTION	% ERROR FOR 95% CONFIDENCE INTERVAL
Tango	77	39	50.6%	0.113	22.6%
Jitterbus	214	78	36.4%	0.090	18.0%
Total	**291**	**117**	**40.2%**	**0.071**	**14.2%**

Statistical Confidence Intervals – The Bus (Greeley)

ROUTE NUMBER	DAILY BOARDINGS	COMPLETE USEABLE SURVEYS RECEIVED	PERCENT OF DAILY BOARDINGS	95% CONFIDENCE INTERVAL FOR 0.5 PROPORTION	% ERROR FOR 95% CONFIDENCE INTERVAL
1/2	192	31	16.1%	0.160	32.0%
2/1	173	83	48.0%	0.079	15.8%
3/4	109	37	33.9%	0.130	26.0%
4/3	123	59	48.0%	0.094	18.8%
5	417	181	43.4%	0.055	11.0%
6	72	24	33.3%	0.160	32.0%
Total	**1,086**	**415**	**38.2%**	**0.038**	**7.6%**

Note: The error reported is for the proportion of the population reporting a specific characteristic in the survey. For example, on a particular route, if .5 of the surveyed people had red hair, the error is + or - 0.049 at the 95% confidence level (i.e., the confidence interval is 0.451 to 0.549). The + or - 0.049 can also be stated as a + or - 9.8% error. Alternatively, some would report the proportion as 50% with an accuracy of + or - 4.9 percentage points.

It should be emphasized that sample sizes determined from the methodology described above are based on limiting the sampling error associated with estimating the proportions of trips. These proportions can be of any type. The sample sizes are not based on limiting the sample error associated with determining, for example, the average trip length of transit trips. The sample error associated with that statistic will depend on the variation in the average trip length and the number of samples taken. Unfortunately, the variation for statistics such as average trip length is not known until the after data is collected. However, it is likely that the accuracy of many of the items required for model calibration (e.g., average trip length) will be dependent on samples from the full survey, not from each individual trip or route. Thus, the sample size and statistical validity for many of the items important for modeling will be quite large when using the entire unstratified sample set.

APPENDIX D – DATABASE FORMAT AND FIELD DEFINITIONS

TRANSFORT ONBOARD TRANSIT SURVEY

FIELD	DESCRIPTION	DATA SOURCE	DATABASE FIELD NAME
1	Survey Number	Survey Number	DBID
2	Already completed survey	Survey Box #1	Q0Completed
3	From Place Reason	Survey Question #1	Q1Origin
4	From Place Reason Comment	Survey Question #1	Q1OriginOther
5	From Place Street Number	Survey Question #2	Q2AddNum
6	From Place Street Direction	Survey Question #2	Q2Add1Dir
7	From Place Street Name	Survey Question #2	Q2Add1Street
8	From Place Street Designation	Survey Question #2	Q2Add1StType
9	From Place Intersecting Street Direction	Survey Question #2	Q2Add2Dir
10	From Place Intersecting Street Name	Survey Question #2	Q2Add2Street
11	From Place Intersecting Street Designation	Survey Question #2	Q2Add2StType
12	From Place City	Survey Question #2	Q2City
13	From Place State	Survey Question #2	Q2State
14	From Place Zip Code	Survey Question #2	Q2Zip
15	Mode from Origin to Bus	Survey Question #3	Q3ModeFrom
16	Number of Blocks if Walked to Bus	Survey Question #3	Q3WalkBlks
17	Number of Passengers in Car if Drove to Bus	Survey Question #3	Q3Pass
18	Bus Route if Transferred From Bus	Survey Question #3	Q3TransFrom
19	Other Mode to Bus Comment	Survey Question #3	Q3Other
20	Fare Paid to Ride Bus	Survey Question #4	Q4Fare
21	To Place Reason	Survey Question #5	Q5Dest
22	To Place Reason Comment	Survey Question #5	Q5DestOther
23	To Place Street Number	Survey Question #6	Q6ddNum
24	To Place Street Direction	Survey Question #6	Q6dd1Dir
25	To Place Street Name	Survey Question #6	Q6dd1Street
26	To Place Street Designation	Survey Question #6	Q6dd1StType
27	To Place Intersecting Street Direction	Survey Question #6	Q6dd2Dir
28	To Place Intersecting Street Name	Survey Question #6	Q6dd2Street
29	To Place Intersecting Street Designation	Survey Question #6	Q6dd2StType
30	To Place City	Survey Question #6	Q6City
31	To Place State	Survey Question #6	Q6State
32	To Place Zip Code	Survey Question #6	Q6Zip
33	Mode to Destination from Bus	Survey Question #7	Q7ModeTo
34	Number of Blocks if Walked from Bus	Survey Question #7	Q7WalkBlks
35	Number of Passengers in Car if Drove from Bus	Survey Question #7	Q7Pass
36	Bus Route if Transferred To Bus	Survey Question #7	Q7TransTo
37	Other Mode Free Response	Survey Question #7	Q7Other
38	Frequency of Riding Bus	Survey Question #8	Q8Often
39	Frequency of Riding Bus Comment	Survey Question #8	Q8OftenOther
40	Reason To Ride Bus: Don't Drive	Survey Question #9	Q9Drive
41	Reason To Ride Bus: Economical	Survey Question #9	Q9Econ

FIELD	DESCRIPTION	DATA SOURCE	DATABASE FIELD NAME
42	Reason To Ride Bus: No Car Available	Survey Question #9	Q9Car
43	Reason To Ride Bus: Traffic is Bad	Survey Question #9	Q9Traffic
44	Reason To Ride Bus: Convenient	Survey Question #9	Q9Conv
45	Reason To Ride Bus: Parking Problems	Survey Question #9	Q9Parking
46	Reason To Ride Bus: Other Reason	Survey Question #9	Q9Other
47	Reason To Ride Bus: Other Reason Comment	Survey Question #9	Q9OtherReponse
48	Drivers License	Survey Question #10	Q10License
49	Sex	Survey Question #11	Q11Sex
50	Age Group	Survey Question #12	Q12Age
51	Automobiles in Household	Survey Question #13	Q13Vehicles
52	Employment Status: Employed Full-Time	Survey Question #14	Q14AFullTime
53	Employment Status: Employed Part-Time	Survey Question #14	Q14BPartTime
54	Employment Status: Student	Survey Question #14	Q14CStudent
55	Employment Status: Retired	Survey Question #14	Q14DRetired
56	Employment Status: Work at Home	Survey Question #14	Q14EWorkAtHome
57	Employment Status: Not Employed Outside Home	Survey Question #14	Q14FNotEmployed
58	Employment Status: Other	Survey Question #14	Q14GOther
59	Employment Status: Other Comment	Survey Question #14	Q14GOtherResponse
60	Number of People in Household	Survey Question #15	Q15HHSize
61	Income Group of Household	Survey Question #16	Q16Income
62	Additional Comments	Survey Question #17	Q17Comments
63	Time/Date of Data Entry	Database Generated	TimeDate

NOTES:

1. Survey Number: Unique identifier for survey. Corresponds to route on which survey was distributed.

2. Already Completed Survey: Indicates whether the respondent has already completed a survey on another bus. If a -1 is shown, then yes, otherwise, no.

3. From Place Reason: The reason the respondent was at the previous location. Responses were coded as follows:

   0 - Blank
   1 - Home
   2 - Work
   3 - Shopping
   4 - University/College
   5 - Other School
   6 - Hotel
   7 - Doctor/Dentist
   8 - Recreation
   9 - Restaurant
   10 - Other

4. From Place Reason Comment: Text field containing written responses when respondents were not able to place their reason in 1 of the 9 categories given in field 3. Was only used if response to field 3 was 10.

5-14. From Place Address: Address of the previous location with each part broken up for geocoding. When respondents did not know the actual street number or did not want to give this information, the nearest intersecting streets where asked for. Key to suffix in field name is:

NUM - Street Number (200)
DIR – Street Direction (N,S,E,W,NE,…)
STREET – Actual street name (College, Harmony,…)
TYPE – Designation (St, Ln, Dr, …..)

15. Mode from Origin to Bus: Mode of transit that the respondent used to get to the current bus. Responses were coded as follows:

0 – Blank
1 – Walked _____ Blocks
2 – Drove with _____ other passengers
3 – Bicycled
4 – Rode with someone
5 – Transferred from _____ Bus
6 – Other

16. Number of Blocks if Walked to Bus: If respondent walked to the bus, this field is the number of blocks walked. It only applies if the answer to field 15 is 1.

17. Number of Passengers in Car if Drove to Bus: If respondent drove to the bus, this field is the number of passengers in the car. It only applies if the answer to field 15 is 2.

18. Bus Route if Transferred from Bus: If respondent transferred from another bus, this field is the bus route that he/she transferred from. It only applies if the answer to field 15 is 5.

19. Other Mode to Bus Comment: If respondent used a different mode than identified in field 15, this is that mode. It only applies if the answer to field 15 is 6.

20. Fare Paid to Ride Bus: The fare that the respondent paid for this trip. Responses were coded as follows:

0 – Blank
1 – $1.25
2 – $1.00
3 – 60¢
4 – 50¢
5 – Student Pass
6 – Pass
7 – Transfer
8 – Free Fare

21. To Place Reason: The reason the respondent is going to the next location. Responses were coded as follows:

    0 – Blank
    1 – Home
    2 – Work
    3 – Shopping
    4 – University/College
    5 – Other School
    6 – Hotel
    7 – Doctor/Dentist
    8 – Recreation
    9 – Restaurant
    10 – Other

22. To Place Reason Comment: Text field containing written responses when respondents were not able to place their reason in 1 of the 8 categories given in field 24. Was only used if response to field 24 was 9.

23-32. To Place Address: Address of the previous location with each part broken up for geocoding. When respondents did not know the actual street number or did not want to give this information, the nearest intersecting streets where asked for. Key to suffix in field name is:
    NUM - Street Number (200)
    DIR – Street Direction (N,S,E,W,NE,…)
    STREET – Actual street name (College, Harmony,…)
    TYPE – Designation (St, Ln, Dr, …)

33. Depart from bus mode: Mode of transit that the respondent will use from bus to get to the final destination. Responses were coded as follows:

    0 – Blank
    1 – Walk _____ Blocks
    2 – Drive with _____ other passengers
    3 – Transfer to _____ Bus
    4 – Bicycle
    5 – Have someone drive me
    6 – Other

34. Number of Blocks if Walked to Bus: If respondent walked to the bus, this field is the number of blocks walked. It only applies if the answer to field 33 is 1.

35. Number of Passengers in Car if Drove to Bus: If respondent drove to the bus, this field is the number of passengers in the car. It only applies if the answer to field 33 is 2.

36. Bus Route if Transferred from Bus: If respondent transferred from another bus, this field is the bus route that he/she transferred from. It only applies if the answer to field 33 is 5.

37. Other Mode to Bus Comment: If respondent used a different mode than identified in field 15, this is that mode. It only applies if the answer to field 33 is 6.

38. Frequency of Riding Bus: How often the respondent rides a bus. Responses are coded as follows:

    0 – Blank
    1 – One day/week
    2 – Two days/week
    3 – Three days/week
    4 – Four days/week
    5 – Five days/week
    6 – Six days/week
    7 – One-three days/month
    8 – This is my first time
    9 - Other

39. Frequency of Riding Bus Comment: Text field containing written responses when respondents were not able to place their ride frequency in 1 of the 8 categories given in field 38. Was only used if response to field 38 was 9.

43-47. Ride Bus Reason: The most important reason the respondent rides the bus. Multiple responses were allowed so multiple fields were set up for this question. Each field represents a single possible response. For example field Q9Drive is for the response "Don't Drive." A -1 in this field indicates the respondent marked this reason. Field Name suffix are coded as follows:

    Drive – I Don't Drive
    Econ – Bus is economical
    Car – Car not available
    Traffic – Traffic is bad
    Conv – Bus is convenient
    Parking – Parking a problem
    Other – Other

47. Ride Bus Reason Comment: Text field containing written responses when respondents were not able to place their reason in 1 of the 6 categories given in fields 40-46 or wished to include an additional response. Was only used if response to field 46 was -1.

48. Drivers License: Indicates whether the respondent has a drivers license. Responses are coded as follows:

    0 – Blank
    1 – Yes
    2 – No

49. Sex: Indicates whether the respondent was male or female. Responses are coded as follows:

    0 – Blank
    1 – Male
    2 – Female

50. Age Group: Indicates the age group of the respondent. Responses are coded as follows:

    0 – Blank
    1 – 6 - 15
    2 – 16 - 25

3 – 26 - 59
4 – 60+

51. Automobiles in Household: Number of Automobiles, Vans, and Trucks available for personal use available to the household. Responses are coded as follows:

    0 – 0
    1 – 1
    2 – 2
    3 – 3 or more
    99 – Blank

53-59. Employment Status: The employment status of the respondent. Multiple responses were allowed so multiple fields were set up for this question. Each field represents a single possible response. For example field Q14AFullTime is for the response "Employed full time." A -1 in this field indicates the respondent marked this reason. Field Name suffix are coded as follows:

    FullTime – Employed full time
    PartTime – Employed part time
    Student – Student
    Retired – Retired
    WorkAtHome – Work at Home
    NotEmployed – Not employed outside home
    Other – Other

59. Employment Status: Other Comment: Text field containing written responses when respondents were not able to place their reason in 1 of the 6 categories given in fields 52-58 or wished to include an additional response. Was only used if response to field 58 was -1.

60. Number of People in Household: Response is actual number of people residing in the household.

61. Income Group of Household: The Total Annual Income of all the members of the household. Responses are coded as follows:

    0 – Blank
    1 – less than $10,000 per year
    2 – $10,000 - $20,000 per year
    3 – $20,000 - $30,000 per year
    4 – $30,000 - $40,000 per year
    5 – $40,000 - $60,000 per year
    6 – More than $60,000

62. Additional Comments: Free response comment field for any additional comments made by respondent.

63. Time/Date of Data Entry: Time and date that the record was last updated. Used for data entry monitoring and quality control checks.

COLT ONBOARD TRANSIT SURVEY

FIELD	DESCRIPTION	DATA SOURCE	DATABASE FIELD NAME
1	Survey Number	Survey Number	DBID
2	Already completed survey	Survey Box #1	Q0Completed
3	From Place Reason	Survey Question #1	Q1Origin
4	From Place Reason Comment	Survey Question #1	Q1OriginOther
5	From Place Street Number	Survey Question #2	Q2AddNum
6	From Place Street Direction	Survey Question #2	Q2Add1Dir
7	From Place Street Name	Survey Question #2	Q2Add1Street
8	From Place Street Designation	Survey Question #2	Q2Add1StType
9	From Place Intersecting Street Direction	Survey Question #2	Q2Add2Dir
10	From Place Intersecting Street Name	Survey Question #2	Q2Add2Street
11	From Place Intersecting Street Designation	Survey Question #2	Q2Add2StType
12	From Place City	Survey Question #2	Q2City
13	From Place State	Survey Question #2	Q2State
14	From Place Zip Code	Survey Question #2	Q2Zip
15	Mode from Origin to Bus	Survey Question #3	Q3ModeFrom
16	Number of Blocks if Walked to Bus	Survey Question #3	Q3WalkBlks
17	Number of Passengers in Car if Drove to Bus	Survey Question #3	Q3Pass
18	Bus Route if Transferred From Bus	Survey Question #3	Q3TransFrom
19	Other Mode to Bus Comment	Survey Question #3	Q3Other
20	Fare Paid to Ride Bus	Survey Question #4	Q4Fare
21	To Place Reason	Survey Question #5	Q5Dest
22	To Place Reason Comment	Survey Question #5	Q5DestOther
23	To Place Street Number	Survey Question #6	Q6ddNum
24	To Place Street Direction	Survey Question #6	Q6dd1Dir
25	To Place Street Name	Survey Question #6	Q6dd1Street
26	To Place Street Designation	Survey Question #6	Q6dd1StType
27	To Place Intersecting Street Direction	Survey Question #6	Q6dd2Dir
28	To Place Intersecting Street Name	Survey Question #6	Q6dd2Street
29	To Place Intersecting Street Designation	Survey Question #6	Q6dd2StType
30	To Place City	Survey Question #6	Q6City
31	To Place State	Survey Question #6	Q6State
32	To Place Zip Code	Survey Question #6	Q6Zip
33	Mode to Destination from Bus	Survey Question #7	Q7ModeTo
34	Number of Blocks if Walked from Bus	Survey Question #7	Q7WalkBlks
35	Number of Passengers in Car if Drove from Bus	Survey Question #7	Q7Pass
36	Bus Route if Transferred To Bus	Survey Question #7	Q7TransTo
37	Other Mode Free Response	Survey Question #7	Q7Other
38	Frequency of Riding Bus	Survey Question #8	Q8Often
39	Frequency of Riding Bus Comment	Survey Question #8	Q8OftenOther
40	Reason To Ride Bus: Don't Drive	Survey Question #9	Q9Drive
41	Reason To Ride Bus: Economical	Survey Question #9	Q9Econ
42	Reason To Ride Bus: No Car Available	Survey Question #9	Q9Car
43	Reason To Ride Bus: Traffic is Bad	Survey Question #9	Q9Traffic
44	Reason To Ride Bus: Convenient	Survey Question #9	Q9Conv

FIELD	DESCRIPTION	DATA SOURCE	DATABASE FIELD NAME
45	Reason To Ride Bus: Parking Problems	Survey Question #9	Q9Parking
46	Reason To Ride Bus: Other Reason	Survey Question #9	Q9Other
47	Reason To Ride Bus: Other Reason Comment	Survey Question #9	Q9OtherReponse
48	Drivers License	Survey Question #10	Q10License
49	Sex	Survey Question #11	Q11Sex
50	Age Group	Survey Question #12	Q12Age
51	Automobiles in Household	Survey Question #13	Q13Vehicles
52	Employment Status: Employed Full-Time	Survey Question #14	Q14AFullTime
53	Employment Status: Employed Part-Time	Survey Question #14	Q14BPartTime
54	Employment Status: Student	Survey Question #14	Q14CStudent
55	Employment Status: Retired	Survey Question #14	Q14DRetired
56	Employment Status: Work at Home	Survey Question #14	Q14EWorkAtHome
57	Employment Status: Not Employed Outside Home	Survey Question #14	Q14FNotEmployed
58	Employment Status: Other	Survey Question #14	Q14GOther
59	Employment Status: Other Comment	Survey Question #14	Q14GOtherResponse
60	Number of People in Household	Survey Question #15	Q15HHSize
61	Income Group of Household	Survey Question #16	Q16Income
62	Additional Comments	Survey Question #17	Q17Comments
63	Time/Date of Data Entry	Database Generated	TimeDate

NOTES:

1. Survey Number: Unique identifier for survey. Corresponds to route on which survey was distributed.

2. Already Completed Survey: Indicates whether the respondent has already completed a survey on another bus. If a -1 is shown, then yes, otherwise, no.

3. From Place Reason: The reason the respondent was at the previous location. Responses were coded as follows:

   0 - Blank
   1 - Home
   2 - Work
   3 - Shopping
   4 - University/College
   5 - Other School
   6 - Hotel
   7 - Doctor/Dentist
   8 - Recreation
   9 - Restaurant
   10 - Other

4. From Place Reason Comment: Text field containing written responses when respondents were not able to place their reason in 1 of the 9 categories given in field 3. Was only used if response to field 3 was 10.

5-14. From Place Address: Address of the previous location with each part broken up for geocoding. When respondents did not know the actual street number or did not want to give this information, the nearest intersecting streets where asked for. Key to suffix in field name is:

NUM - Street Number (200)
DIR – Street Direction (N,S,E,W,NE,…)
STREET – Actual street name (College, Harmony,…)
TYPE – Designation (St, Ln, Dr, …..)

15. Mode from Origin to Bus: Mode of transit that the respondent used to get to the current bus. Responses were coded as follows:

0 – Blank
1 – Walked _____ Blocks
2 – Drove with _____ other passengers
3 – Bicycled
4 – Rode with someone
5 – Transferred from _____ Bus
6 – Other

16. Number of Blocks if Walked to Bus: If respondent walked to the bus, this field is the number of blocks walked. It only applies if the answer to field 15 is 1.

17. Number of Passengers in Car if Drove to Bus: If respondent drove to the bus, this field is the number of passengers in the car. It only applies if the answer to field 15 is 2.

18. Bus Route if Transferred from Bus: If respondent transferred from another bus, this field is the bus route that he/she transferred from. It only applies if the answer to field 15 is 5.

19. Other Mode to Bus Comment: If respondent used a different mode than identified in field 15, this is that mode. It only applies if the answer to field 15 is 6.

20. Fare Paid to Ride Bus: The fare that the respondent paid for this trip. Responses were coded as follows:

0 – Blank
1 – $1.25
2 – $1.00
3 – 60¢
4 – 50¢
5 – Student Pass
6 – Pass
7 – Transfer
8 – Free Fare

21. To Place Reason: The reason the respondent is going to the next location. Responses were coded as follows:

0 – Blank
1 – Home
2 – Work
3 – Shopping

4 – University/College
5 – Other School
6 – Hotel
7 – Doctor/Dentist
8 – Recreation
9 – Restaurant
8 – Other

22. To Place Reason Comment: Text field containing written responses when respondents were not able to place their reason in 1 of the 8 categories given in field 24. Was only used if response to field 24 was 9.

23-33. To Place Address: Address of the previous location with each part broken up for geocoding. When respondents did not know the actual street number or did not want to give this information, the nearest intersecting streets where asked for. Key to suffix in field name is:
NUM - Street Number (200)
DIR – Street Direction (N,S,E,W,NE,…)
STREET – Actual street name (College, Harmony,…)
TYPE – Designation (St, Ln, Dr, …)

34. Depart from bus mode: Mode of transit that the respondent will use from bus to get to the final destination. Responses were coded as follows:

0 – Blank
1 – Walk _____ Blocks
2 – Drive with _____ other passengers
3 – Transfer to _____ Bus
4 – Bicycle
5 – Have someone drive me
6 – Other

35. Number of Blocks if Walked to Bus: If respondent walked to the bus, this field is the number of blocks walked. It only applies if the answer to field 33 is 1.

36. Number of Passengers in Car if Drove to Bus: If respondent drove to the bus, this field is the number of passengers in the car. It only applies if the answer to field 33 is 2.

37. Bus Route if Transferred from Bus: If respondent transferred from another bus, this field is the bus route that he/she transferred from. It only applies if the answer to field 33 is 5.

38. Other Mode to Bus Comment: If respondent used a different mode than identified in field 15, this is that mode. It only applies if the answer to field 33 is 6.

39. Frequency of Riding Bus: How often the respondent rides a bus. Responses are coded as follows:

0 – Blank
1 – One day/week
2 – Two days/week
3 – Three days/week
4 – Four days/week
5 – Five days/week

6 – Six days/week
7 – One-three days/month
8 – This is my first time
9 - Other

40. Frequency of Riding Bus Comment: Text field containing written responses when respondents were not able to place their ride frequency in 1 of the 8 categories given in field 38. Was only used if response to field 38 was 9.

43-47. Ride Bus Reason: The most important reason the respondent rides the bus. Multiple responses were allowed so multiple fields were set up for this question. Each field represents a single possible response. For example field Q9Drive is for the response "Don't Drive." A -1 in this field indicates the respondent marked this reason. Field Name suffix are coded as follows:

Drive – I Don't Drive
Econ – Bus is economical
Car – Car not available
Traffic – Traffic is bad
Conv – Bus is convenient
Parking – Parking a problem
Other – Other

47. Ride Bus Reason Comment: Text field containing written responses when respondents were not able to place their reason in 1 of the 6 categories given in fields 40-46 or wished to include an additional response. Was only used if response to field 46 was -1.

48. Drivers License: Indicates whether the respondent has a drivers license. Responses are coded as follows:

0 – Blank
1 – Yes
2 – No

49. Sex: Indicates whether the respondent was male or female. Responses are coded as follows:

0 – Blank
1 – Male
2 – Female

50. Age Group: Indicates the age group of the respondent. Responses are coded as follows:

0 – Blank
1 – 6 - 15
2 – 16 - 25
3 – 26 - 59
4 – 60+

51. Automobiles in Household: Number of Automobiles, Vans, and Trucks available for personal use available to the household. Responses are coded as follows:

    0 – 0
    1 – 1
    2 – 2
    3 – 3 or more
    99 – Blank

53-59. Employment Status: The employment status of the respondent. Multiple responses were allowed so multiple fields were set up for this question. Each field represents a single possible response. For example field Q14AFullTime is for the response "Employed full time." A -1 in this field indicates the respondent marked this reason. Field Name suffix are coded as follows:

    FullTime – Employed full time
    PartTime – Employed part time
    Student – Student
    Retired – Retired
    WorkAtHome – Work at Home
    NotEmployed – Not employed outside home
    Other – Other

59. Employment Status: Other Comment: Text field containing written responses when respondents were not able to place their reason in 1 of the 6 categories given in fields 52-58 or wished to include an additional response. Was only used if response to field 58 was -1.

60. Number of People in Household: Response is actual number of people residing in the household.

61. Income Group of Household: The Total Annual Income of all the members of the household. Responses are coded as follows:

    0 – Blank
    1 – less than $10,000 per year
    2 – $10,000 - $20,000 per year
    3 – $20,000 - $30,000 per year
    4 – $30,000 - $40,000 per year
    5 – $40,000 - $60,000 per year
    6 – More than $60,000

62. Additional Comments: Free response comment field for any additional comments made by respondent.

63. Time/Date of Data Entry: Time and date that the record was last updated. Used for data entry monitoring and quality control checks

THE BUS ONBOARD TRANSIT SURVEY

FIELD	DESCRIPTION	DATA SOURCE	DATABASE FIELD NAME
1	Survey Number	Survey Number	DBID
2	Already completed survey	Survey Box #1	Q0Completed
3	From Place Reason	Survey Question #1	Q1Origin
4	From Place Reason Comment	Survey Question #1	Q1OriginOther
5	From Place Street Number	Survey Question #2	Q2AddNum
6	From Place Street Direction	Survey Question #2	Q2Add1Dir
7	From Place Street Name	Survey Question #2	Q2Add1Street
8	From Place Street Designation	Survey Question #2	Q2Add1StType
9	From Place Intersecting Street Direction	Survey Question #2	Q2Add2Dir
10	From Place Intersecting Street Name	Survey Question #2	Q2Add2Street
11	From Place Intersecting Street Designation	Survey Question #2	Q2Add2StType
12	From Place City	Survey Question #2	Q2City
13	From Place State	Survey Question #2	Q2State
14	From Place Zip Code	Survey Question #2	Q2Zip
15	Mode from Origin to Bus	Survey Question #3	Q3ModeFrom
16	Number of Blocks if Walked to Bus	Survey Question #3	Q3WalkBlks
17	Number of Passengers in Car if Drove to Bus	Survey Question #3	Q3Pass
18	Bus Route if Transferred From Bus	Survey Question #3	Q3TransFrom
19	Other Mode to Bus Comment	Survey Question #3	Q3Other
20	Fare Paid to Ride Bus	Survey Question #4	Q4Fare
21	To Place Reason	Survey Question #5	Q5Dest
22	To Place Reason Comment	Survey Question #5	Q5DestOther
23	To Place Street Number	Survey Question #6	Q6ddNum
24	To Place Street Direction	Survey Question #6	Q6dd1Dir
25	To Place Street Name	Survey Question #6	Q6dd1Street
26	To Place Street Designation	Survey Question #6	Q6dd1StType
27	To Place Intersecting Street Direction	Survey Question #6	Q6dd2Dir
28	To Place Intersecting Street Name	Survey Question #6	Q6dd2Street
29	To Place Intersecting Street Designation	Survey Question #6	Q6dd2StType
30	To Place City	Survey Question #6	Q6City
31	To Place State	Survey Question #6	Q6State
32	To Place Zip Code	Survey Question #6	Q6Zip
33	Mode to Destination from Bus	Survey Question #7	Q7ModeTo
34	Number of Blocks if Walked from Bus	Survey Question #7	Q7WalkBlks
35	Number of Passengers in Car if Drove from Bus	Survey Question #7	Q7Pass
36	Bus Route if Transferred To Bus	Survey Question #7	Q7TransTo
37	Other Mode Free Response	Survey Question #7	Q7Other
38	Frequency of Riding Bus	Survey Question #8	Q8Often
39	Frequency of Riding Bus Comment	Survey Question #8	Q8OftenOther
40	Reason To Ride Bus: Don't Drive	Survey Question #9	Q9Drive
41	Reason To Ride Bus: Economical	Survey Question #9	Q9Econ
42	Reason To Ride Bus: No Car Available	Survey Question #9	Q9Car
43	Reason To Ride Bus: Traffic is Bad	Survey Question #9	Q9Traffic
44	Reason To Ride Bus: Convenient	Survey Question #9	Q9Conv

FIELD	DESCRIPTION	DATA SOURCE	DATABASE FIELD NAME
45	Reason To Ride Bus: Parking Problems	Survey Question #9	Q9Parking
46	Reason To Ride Bus: Other Reason	Survey Question #9	Q9Other
47	Reason To Ride Bus: Other Reason Comment	Survey Question #9	Q9OtherReponse
48	Drivers License	Survey Question #10	Q10License
49	Sex	Survey Question #11	Q11Sex
50	Age Group	Survey Question #12	Q12Age
51	Automobiles in Household	Survey Question #13	Q13Vehicles
52	Employment Status: Employed Full-Time	Survey Question #14	Q14AFullTime
53	Employment Status: Employed Part-Time	Survey Question #14	Q14BPartTime
54	Employment Status: Student	Survey Question #14	Q14CStudent
55	Employment Status: Retired	Survey Question #14	Q14DRetired
56	Employment Status: Work at Home	Survey Question #14	Q14EWorkAtHome
57	Employment Status: Not Employed Outside Home	Survey Question #14	Q14FNotEmployed
58	Employment Status: Other	Survey Question #14	Q14GOther
59	Employment Status: Other Comment	Survey Question #14	Q14GOtherResponse
60	Number of People in Household	Survey Question #15	Q15HHSize
61	Income Group of Household	Survey Question #16	Q16Income
62	Bus Service Rating: Hours of Operation	Survey Question #17	Q17A
63	Bus Service Rating: Available Destinations	Survey Question #17	Q17B
64	Bus Service Rating: Frequency of Service	Survey Question #17	Q17C
65	Bus Service Rating: Locations of Bus Stops	Survey Question #17	Q17D
66	Bus Service Rating: Ease of Transfers	Survey Question #17	Q17E
67	Bus Service Rating: Wait Time of Transfers	Survey Question #17	Q17F
68	Bus Service Rating: Helpfulness of Drivers	Survey Question #17	Q17G
69	Factors to Increase Use of Bus: Employer Paid all or Part of Fare	Survey Question #18	Q18Employer
70	Factors to Increase Use of Bus: More Frequent Service	Survey Question #18	Q18MoreFrequent
71	Factors to Increase Use of Bus: Earlier Morning Service	Survey Question #18	Q18Earlier
72	Factors to Increase Use of Bus: Later Evening Service	Survey Question #18	Q18Later
73	Factors to Increase Use of Bus: More Info on Evening Demand Response Services	Survey Question #18	Q18MoreInfo
74	Factors to Increase Use of Bus: Assistance with Trip Planning	Survey Question #18	Q18Assistance
75	Reasons for Not Using Bus: Other Travel Options	Survey Question #19	Q19OtherOptions
76	Reasons for Not Using Bus: Too many transfers	Survey Question #19	Q19ManyTransfers
77	Reasons for Not Using Bus: Buses take too long to arrive at my destination	Survey Question #19	Q19LongArrive
78	Reasons for Not Using Bus: Buses take too long to get to where I am going	Survey Question #19	Q19LongTravel
79	Reasons for Not Using Bus: Buses do not go to my destination	Survey Question #19	Q19NoDestination
80	Reasons for Not Using Bus: I do not like to ride the bus	Survey Question #19	Q19NotLikeBus

FIELD	DESCRIPTION	DATA SOURCE	DATABASE FIELD NAME
81	Reasons for Not Using Bus: I do not like the other riders on the bus	Survey Question #19	Q19NotLikeRiders
82	Reasons for Not Using Bus: Other	Survey Question #19	Q19Other
83	Reasons for Not Using Bus: Other Comment	Survey Question #19	Q19OtherResponse
84	Additional Comments	Survey Question #20	Q20Comments
85	Time/Date of Data Entry	Database Generated	TimeDate

NOTES:

1. Survey Number: Unique identifier for survey. Corresponds to route on which survey was distributed.

2. Already Completed Survey: Indicates whether the respondent has already completed a survey on another bus. If a -1 is shown, then yes, otherwise, no.

3. From Place Reason: The reason the respondent was at the previous location. Responses were coded as follows:

   0 - Blank
   1 - Home
   2 - Work
   3 - Shopping
   4 - University/College
   5 - Other School
   6 - Hotel
   7 - Doctor/Dentist
   8 - Recreation
   9 - Restaurant
   10 - Other

4. From Place Reason Comment: Text field containing written responses when respondents were not able to place their reason in 1 of the 9 categories given in field 3. Was only used if response to field 3 was 10.

5-14. From Place Address: Address of the previous location with each part broken up for geocoding. When respondents did not know the actual street number or did not want to give this information, the nearest intersecting streets where asked for. Key to suffix in field name is:

   NUM - Street Number (200)
   DIR – Street Direction (N,S,E,W,NE,…)
   STREET – Actual street name (College, Harmony,…)
   TYPE – Designation (St, Ln, Dr, …..)

15. Mode from Origin to Bus: Mode of transit that the respondent used to get to the current bus. Responses were coded as follows:

   0 – Blank
   1 – Walked _____ Blocks
   2 – Drove with _____ other passengers
   3 – Bicycled

4 – Rode with someone
5 – Transferred from _____ Bus
6 – Other

16. Number of Blocks if Walked to Bus: If respondent walked to the bus, this field is the number of blocks walked. It only applies if the answer to field 15 is 1.

17. Number of Passengers in Car if Drove to Bus: If respondent drove to the bus, this field is the number of passengers in the car. It only applies if the answer to field 15 is 2.

18. Bus Route if Transferred from Bus: If respondent transferred from another bus, this field is the bus route that he/she transferred from. It only applies if the answer to field 15 is 5.

19. Other Mode to Bus Comment: If respondent used a different mode than identified in field 15, this is that mode. It only applies if the answer to field 15 is 6.

20. Fare Paid to Ride Bus: The fare that the respondent paid for this trip. Responses were coded as follows:

0 – Blank
1 – $1.25
2 – $1.00
3 – 60¢
4 – 50¢
5 – Student Pass
6 – Pass
7 – Transfer
8 – Free Fare

21. To Place Reason: The reason the respondent is going to the next location. Responses were coded as follows:

0 – Blank
1 – Home
2 – Work
3 – Shopping
4 – University/College
5 – Other School
6 – Hotel
7 – Doctor/Dentist
8 – Recreation
9 – Restaurant
8 – Other

22. To Place Reason Comment: Text field containing written responses when respondents were not able to place their reason in 1 of the 8 categories given in field 24. Was only used if response to field 24 was 9.

23-34. To Place Address: Address of the previous location with each part broken up for geocoding. When respondents did not know the actual street number or did not want to give this information, the nearest intersecting streets where asked for. Key to suffix in field name is:

23-35.

NUM - Street Number (200)
DIR – Street Direction (N,S,E,W,NE,…)
STREET – Actual street name (College, Harmony,…)
TYPE – Designation (St, Ln, Dr, …)

36. Depart from bus mode: Mode of transit that the respondent will use from bus to get to the final destination. Responses were coded as follows:

0 – Blank
1 – Walk _____ Blocks
2 – Drive with _____ other passengers
3 – Transfer to _____ Bus
4 – Bicycle
5 – Have someone drive me
6 – Other

37. Number of Blocks if Walked to Bus: If respondent walked to the bus, this field is the number of blocks walked. It only applies if the answer to field 33 is 1.

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41. Frequency of Riding Bus: How often the respondent rides a bus. Responses are coded as follows:

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1 – One day/week
2 – Two days/week
3 – Three days/week
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6 – Six days/week
7 – One-three days/month
8 – This is my first time
9 - Other

42. Frequency of Riding Bus Comment: Text field containing written responses when respondents were not able to place their ride frequency in 1 of the 8 categories given in field 38. Was only used if response to field 38 was 9.

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Car – Car not available
Traffic – Traffic is bad
Conv – Bus is convenient
Parking – Parking a problem
Other – Other

48. Ride Bus Reason Comment: Text field containing written responses when respondents were not able to place their reason in 1 of the 6 categories given in fields 40-46 or wished to include an additional response. Was only used if response to field 46 was -1.

49. Drivers License: Indicates whether the respondent has a drivers license. Responses are coded as follows:

    0 – Blank
    1 – Yes
    2 – No

50. Sex: Indicates whether the respondent was male or female. Responses are coded as follows:

    0 – Blank
    1 – Male
    2 – Female

51. Age Group: Indicates the age group of the respondent. Responses are coded as follows:

    0 – Blank
    1 – 6 - 15
    2 – 16 - 25
    3 – 26 - 59
    4 – 60+

52. Automobiles in Household: Number of Automobiles, Vans, and Trucks available for personal use available to the household. Responses are coded as follows:

    0 – 0
    1 – 1
    2 – 2
    3 – 3 or more
    99 – Blank

53-59. Employment Status: The employment status of the respondent. Multiple responses were allowed so multiple fields were set up for this question. Each field represents a single possible response. For example field Q14AFullTime is for the response "Employed full time." A -1 in this field indicates the respondent marked this reason. Field Name suffix are coded as follows:

    FullTime – Employed full time
    PartTime – Employed part time
    Student – Student

Retired – Retired
WorkAtHome – Work at Home
NotEmployed – Not employed outside home
Other – Other

60. Employment Status: Other Comment: Text field containing written responses when respondents were not able to place their reason in 1 of the 6 categories given in fields 52-58 or wished to include an additional response. Was only used if response to field 58 was -1.

61. Number of People in Household: Response is actual number of people residing in the household.

62. Income Group of Household: The Total Annual Income of all the members of the household. Responses are coded as follows:

    0 – Blank
    1 – less than $10,000 per year
    2 – $10,000 - $20,000 per year
    3 – $20,000 - $30,000 per year
    4 – $30,000 - $40,000 per year
    5 – $40,000 - $60,000 per year
    6 – More than $60,000

63. Additional Comments: Free response comment field for any additional comments made by respondent.

64. Time/Date of Data Entry: Time and date that the record was last updated. Used for data entry monitoring and quality control checks.