

# 2014 VINE TRANSIT ON-BOARD TRANSIT SURVEY

*SUMMARY REPORT*

Developed by:



December 2014

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# CHAPTER 1: OVERVIEW

In May and June of 2014, ETC Institute implemented an On-Board Transit Survey for VINE in Napa, California. Administration of the survey by ETC Institute occurred during the weeks prior to summer break for area schools. The primary objective for conducting the On-Board Transit Survey was to gather accurate travel data from transit riders to update the regional travel demand model. The universe for the survey consisted of 13 local bus routes operated by VINE transit agency. The goal was to obtain usable surveys from at least 325 transit riders, which represented approximately 11% of the entire system ridership. The actual number of completed, usable surveys was 452.

This overview contains a description of the data requirements, sampling methodology including the sampling plan, survey administration/quality control procedures, and data entry/editing procedures. More detailed information is provided in subsequent chapters of this report:

- A more detailed description of the administration of the on-board survey is provided in Chapter 2.
- Characteristics of transit riders and select findings are provided in Chapter 3.
- Major results of the survey are shown as charts and graphs in Chapter 4.
- A detailed description of the final survey database is provided in Chapter 5.
- Weighted survey results, which have adjusted the results to reflect the actual ridership on each route, is provided in Chapter 6.
- A copy of the survey instrument are provided in Chapter 7.

## Data Requirements

ETC Institute worked closely with VINE staff to design the survey instrument. Some of the specific types of information that were gathered on the survey included:

- The location where the rider initially started his/her trip
- How the rider traveled from their starting place to the bus
- The location where the rider boarded the bus
- The location where the rider got off the bus
- How the rider traveled from the bus to his/her final destination
- The location of the rider's final destination
- Personal and Household information (number of occupants, gender, employment status, etc.)

The survey was administered as a face-to-face interview on local routes using iPads which interfaced with Google Maps to allow real-time geocoding of address information. While most respondents completed the survey during their trip, call center callbacks were available for riders who did not have time to complete the survey during their trip or did not speak fluent English/preferred the survey administered in their primary language. This was done to ensure that short-trips were captured and no other biases were created during the survey administration.

Riders who did not have time to complete the survey during the trip but indicated that would like to participate, were asked to provide their phone number. Those who provided their phone number were contacted by ETC Institute's call center the following day and asked to provide the survey information by phone.

**Initial Test of the Survey Instrument.** ETC Institute conducted a pilot test of the survey to ensure the survey worked properly. The pilot test was conducted with a total of 50 riders on 2 different routes. No problems with the survey instrument or sampling procedures were identified during the pilot test.

### **Sampling Methodology and Report on Complete and Usable Surveys**

ETC Institute developed a sampling plan to ensure that the overall results of the survey would be statistically valid for the region as a whole. The sampling plan identifies the number of completed surveys that were needed from each route. The sampling plan was designed to obtain completed surveys from approximately 11% of the average daily ridership on each bus route. Oversampling was done on selected routes during the evening hours to ensure evening ridership was captured.

A copy of the report of the goals and the completed versus the usable surveys is provided below.

# VINE Transit On-Board Transit Survey

## Report on Completed and Usable Surveys

	Route	Direction	Route Goal (11%)	Actual Number of Completed Surveys	Goal Met within 10% (or 10 surveys)
<i>W e e k d a y</i>	Route 1	Loop	5	6	Yes
	Route 2	Loop	18	23	Yes
	Route 3	Loop	16	21	Yes
	Route 4	Loop	13	18	Yes
	Route 5	Loop	14	19	Yes
	Route 6	Loop	6	11	Yes
	Route 7	Loop	1	1	Yes
	Route 8	North	10	15	Yes
		South	11	19	Yes
	Route 10	North	23	25	Yes
		South	19	25	Yes
	Route 11	North	21	33	Yes
		South	27	40	Yes
	Route 21	East	2	6	Yes
		West	2	3	Yes
	Route 25	East	1	2	Yes
		West	1	1	Yes
Route 29	North	5	11	Yes	
	South	6	15	Yes	
<b>Total</b>			<b>200</b>	<b>294</b>	<b>Yes</b>
<i>S a t u r d a y</i>	Route 1	Loop	2	3	Yes
	Route 2	Loop	5	4	Yes
	Route 3	Loop	13	13	Yes
	Route 4	Loop	4	5	Yes
	Route 5	Loop	8	8	Yes
	Route 6	Loop	9	9	Yes
	Route 7	Loop	1	1	Yes
	Route 8	North	4	3	Yes
		South	2	1	Yes
	Route 10	North	12	25	Yes
		South	15	24	Yes
	Route 11	North	8	12	Yes
South		11	11	Yes	
<b>Total</b>			<b>93</b>	<b>119</b>	<b>Yes</b>
<i>S u n d a y</i>	Route 10	North	10	12	Yes
		South	7	9	Yes
	Route 11	North	7	9	Yes
		South	9	9	Yes
<b>Total</b>			<b>32</b>	<b>39</b>	<b>Yes</b>

## Survey Administration/Quality Control Procedures

Some of the survey administration and quality control procedures utilized by ETC Institute are listed below.

- Each interviewer was trained to understand the purpose of the survey so they could explain the importance of the survey to riders.
- One interviewer was assigned per bus and at least one bus was selected from each route.
- Interviewers conducted surveys on their assigned bus for the entire day that the route was in operation in accordance with the hours shown in the sampling plan. Short breaks were allowed for interviewers in conjunction with breaks that were taken by the driver.
- Riders on local routes on which the iPads were used were selected at random by a computer algorithm that selected participants at random based on the number of boardings at each stop.
- Following the completion of each run along a route, the interviewer would briefly get off the bus and take completed surveys from that route to ETC Institute's Team Leader. The Team Leader worked at the transit center.
- ETC Institute's Team Leader and two assistants reviewed all the completed surveys that were submitted by interviewers to ensure the usability, accuracy, and completeness of the data collected.
- ETC Institute's Team Leader ensured that the total number of usable surveys exceeded the sampling goals for each route.

## Editing Procedures

Following the administration of the survey, ETC Institute's Team Leader and the interviewing team conducted a secondary review of the completed surveys. Errors that were identified during the secondary review were corrected when possible. When data was missing, incomplete, or illegible, internet research was conducted to retrieve the data. Specific procedures that were followed by ETC Institute are described below:

- ETC Institute personnel conducted a 100% review of all completed surveys.
- If an entry on a survey form did not conform to the specifications established for the field, was incomplete, or illegible, ETC Institute employees took one of two actions:
  - they corrected the entry; the corrections were sometimes easy to make given the data provided; or
  - they utilized the internet to research origin/destination addresses and intersections to ensure they were complete as possible. When ETC

Institute personnel took these actions, the employee noted the action taken and reported the action to the project supervisor. This review process was done prior to ensure all survey data was as complete as possible before the information was ready for logic tests.

## Development of Weighting Factors to Expand the Sample

This section describes the process for developing the weighting factors that were used to expand the survey database to the total transit ridership in the region. **Unlinked trip weighting factors** were developed to expand the total number of completed surveys to the actual number of transit boardings in the region by direction and time period.

### Unlinked Trip Weighting Factors for Bus Routes

A total of 452 surveys were completed with bus passengers. The number of completed bus surveys represented approximately 11% of the average weekly boardings on the region's bus system.

In order to ensure that the survey data accurately represented the travel patterns of the passengers who use bus service in the region on a typical weekday, unlinked trip weighting factors were prepared for each survey record. The 407 passenger surveys were expanded by direction and time of day.

The process for calculating unlinked trip weighting factors for bus routes simply involved dividing the number of boardings in each direction by time of day on each route by the number of surveys that were completed. For most local routes, expansion factors were developed for the following four types of trips:

- Westbound/Eastbound/Northbound/Southbound/Circular Trips during the Pre AM Peak (5-6am)
- Westbound/Eastbound/Northbound/Southbound/Circular Trips during the AM Peak (6-10am)
- Westbound/Eastbound/Northbound/Southbound/Circular Trips during the Midday (10am-3pm)
- Westbound/Eastbound/Northbound/Southbound/Circular Trips during the PM Peak (3pm-7pm)
- Westbound/Eastbound/Northbound/Southbound/Circular Trips during the Post PM Peak (after 7pm)

Weighting is used to adjust a dataset so that it better represents a known population. When done correctly, weighting a dataset can make the overall results more accurate and representative of what is really occurring on your transit system.

The weighting factors used for data expansion are shown in the Table below.

# VINE Transit On-Board Transit Survey

## Report on Weight Factors

Weight Factors								
	Route	Direction	5-6 am	6-10am	10am-3pm	3pm-7pm	7pm-9pm	
<i>W e e k d a y</i>	Route 1	Loop		6.39	7.54	11.87		
	Route 2	Loop		6.54	7.78	6.28		
	Route 3	Loop		6.37	9.45	4.96		
	Route 4	Loop		7.52	9.55	2.23		
	Route 5	Loop		8.97	7.26	4.82		
	Route 6	Loop		2.42	8.68	8.43		
	Route 7	Loop			18.35			
	Route 8	North			9.09	3.88	7.61	
		South			4.32	3.24	8.12	
	Route 10	North		13.48	7.60	8.00	8.77	6.35
		South			4.98	8.89	9.75	4.78
	Route 11	North			5.33	5.95	6.32	5.30
		South			4.24	6.61	6.96	10.48
	Route 21	East			3.52		2.18	
		West			13.70		1.04	
	Route 25	East			5.48		4.52	
		West			11.70			
	Route 29	North			9.09	1.00	7.78	
		South		4.74	3.45	1.02	4.46	
<b>Total</b>			<b>4.95</b>	<b>6.19</b>	<b>6.41</b>	<b>5.98</b>	<b>6.73</b>	
<i>S a t u r d a y</i>	Route 1	Loop	N/A	5.75		4.00		
	Route 2	Loop	N/A	7.50				
	Route 3	Loop	N/A	6.13	6.53	6.00		
	Route 4	Loop	N/A	7.00	2.38	5.75		
	Route 5	Loop	N/A	7.75	6.00	6.75		
	Route 6	Loop	N/A	5.00	7.10	5.63		
	Route 7	Loop	N/A		6.25			
	Route 8	North	N/A		8.25			
		South	N/A		10.75			
	Route 10	North	N/A	5.00	3.86	2.56	2.63	
		South	N/A		3.22	4.25	6.88	
	Route 11	North	N/A		1.92	6.90	3.63	
		South	N/A		5.33	6.93	9.50	
<b>Total</b>			<b>5.00</b>	<b>5.10</b>	<b>5.27</b>	<b>4.73</b>		
<i>S u n d a y</i>	Route 10	North	N/A	4.69	5.65	6.00	N/A	
		South	N/A	7.38	3.90	6.50	N/A	
	Route 11	North	N/A		4.13	6.00	N/A	
		South	N/A		5.00	6.50	6.30	N/A
<b>Total</b>			<b>N/A</b>	<b>4.87</b>	<b>5.17</b>	<b>6.19</b>		

# CHAPTER 2: ADMINISTRATION OF THE ON-BOARD TRANSIT SURVEY

## Conduct the Pretest

ETC Institute conducted a pre-test with 50 riders on 2 different routes. The pre-test was designed to ensure the survey worked properly and the process covered all aspects of the survey administration procedures including:

- placing surveyors on the transit vehicles at the designated time
- recording the total number of people who boarded the bus
- asking a random sample of riders to complete the survey
- briefly exiting the bus after each route to check in and give completed surveys to ETC Institute's Team Leader

No problems with the survey instrument were found from the pilot test. Based upon these findings, the survey administration procedures and survey instrument were finalized. A copy of the survey instrument is provided in Chapter 7 of this report.

## Administer the On-Board Passenger Survey

ETC Institute fielded a survey administration team on weekdays between May 1, 2014 and June 30, 2014. The survey team consisted of ETC Institute employees who had previous experience with the administration of on-board transit surveys and local employees hired and trained by ETC Institute. The OD surveys were administered via iPad and call center callback surveys in accordance with the procedures that were previously described. A total of 452 useable surveys were obtained. The goal and actual number of surveys that were completed are shown in the chart below.

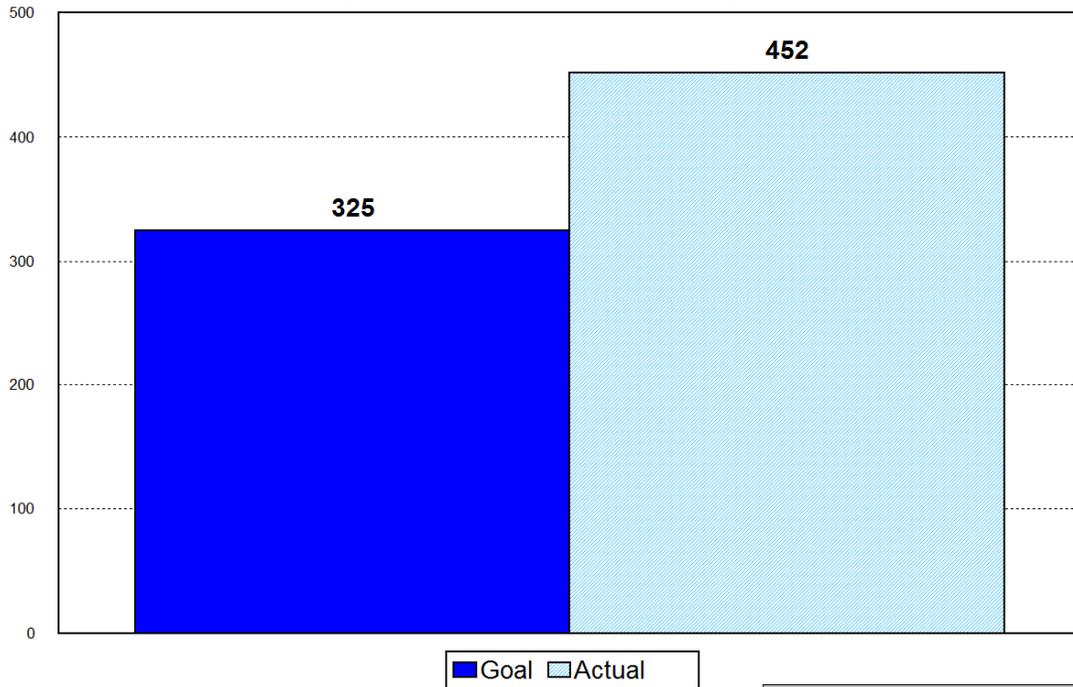
## Alternative Methods of Completing the Survey

Although most surveys were completed via iPad interview by riders during their trip, riders who did not have time to complete a survey were asked to provide their phone number. Those who provided their phone number were contacted by ETC Institute's call center the following day and asked to provide the survey information by phone.

**UNWEIGHTED DATA**

## Goal vs. Actual Number of Completed Surveys

by percentage of the transit riders surveyed (Unweighted Sample)



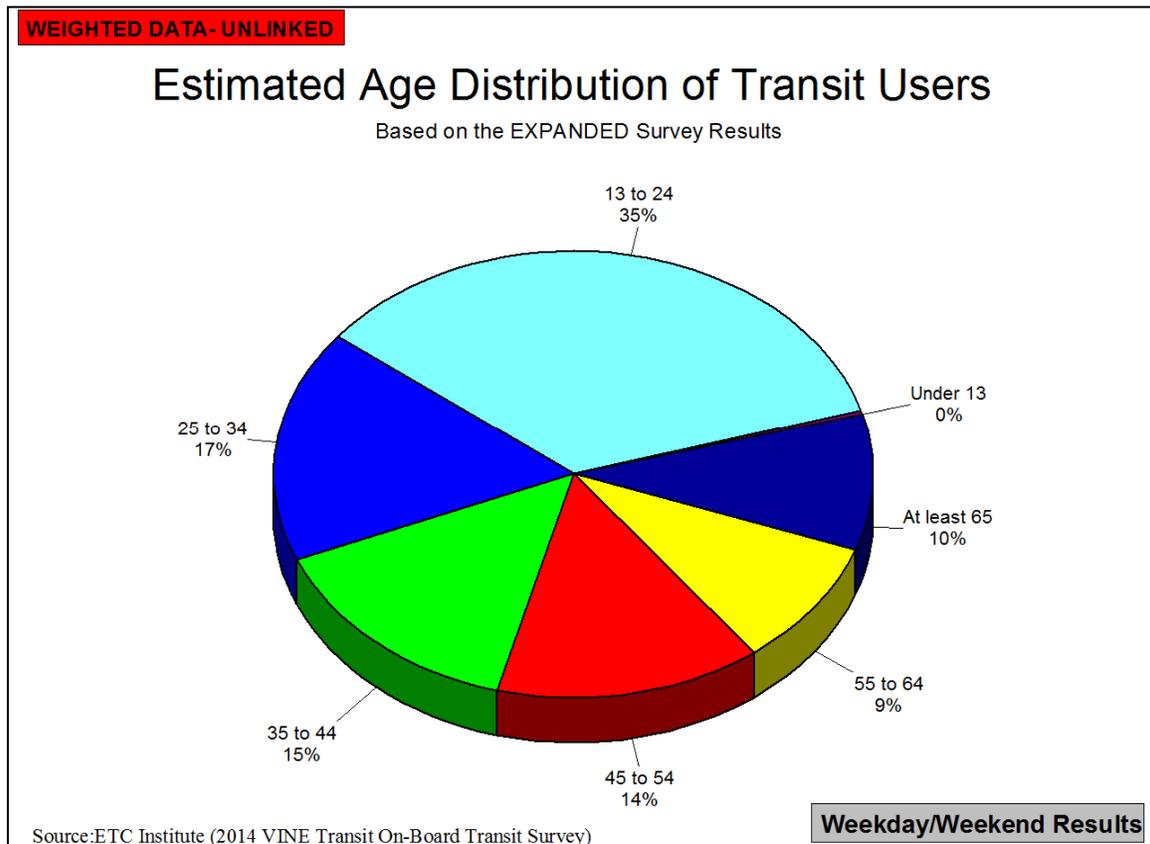
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

# CHAPTER 3: CHARACTERISTICS OF TRANSIT RIDERS AND SELECT FINDINGS

## Estimated Age of Transit Riders

The chart below shows the estimated age distribution of transit ridership in the region. Based on the expanded survey results, half (52%) of the riders were under the age of 34. Fifteen percent (15%) of the riders were between the ages of 35 and 44, 14% between 45 and 54, and 19% over the age of 55.



## Estimated Percentage of Transit Users with a Valid Driver's License

Based on the expanded survey results, fifty-six percent (56%) of the transit users DID NOT have a valid driver's license; 44% DID have a valid driver's license.

## Employment Status of Transit Users

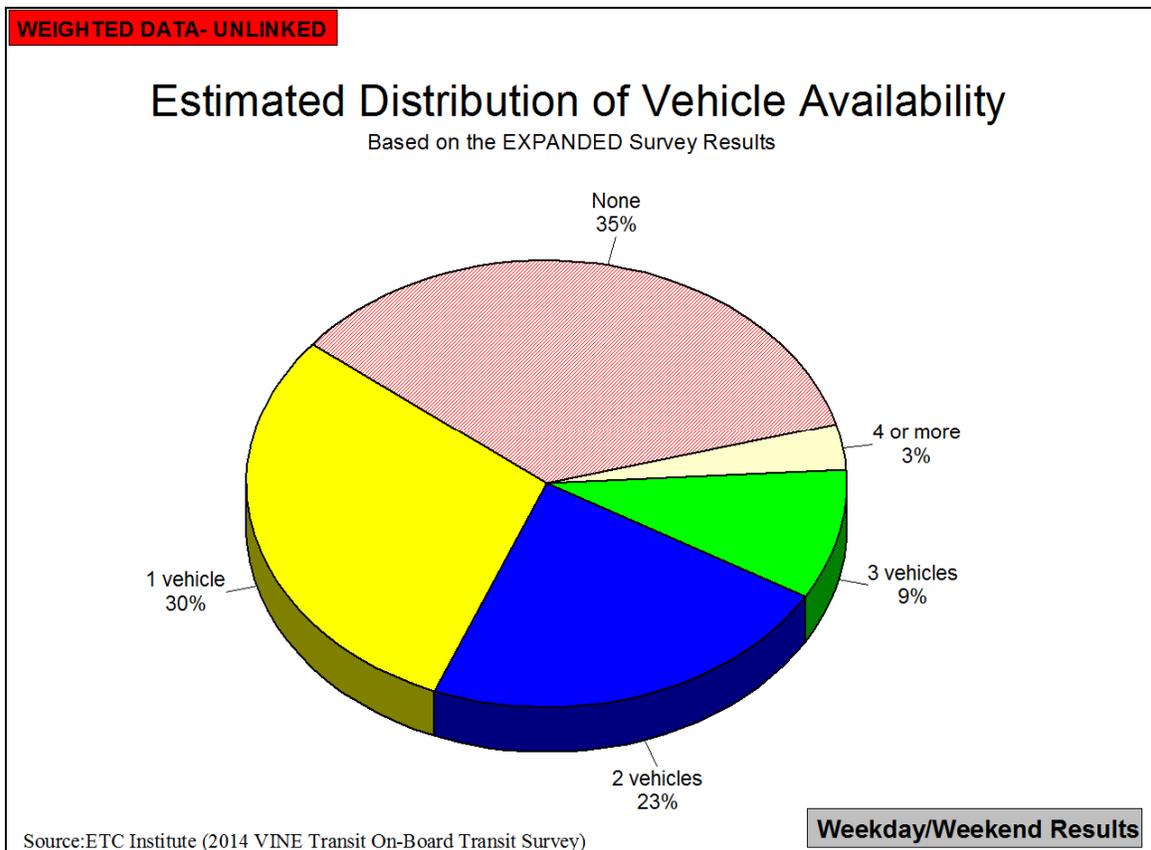
Based on the expanded survey results, fifty-two percent (52%) of the transit users were employed full-time or part time. Forty-eight percent (48%) of transit users were either not employed but seeking work or not employed and not seeking work.

## Estimated Percentage of Students Using Public Transportation

Based on the expanded survey results, sixty-seven percent (67%) of the transit riders were NOT students; 33% of the transit riders surveyed were either college/university students or students through the 12<sup>th</sup> grade.

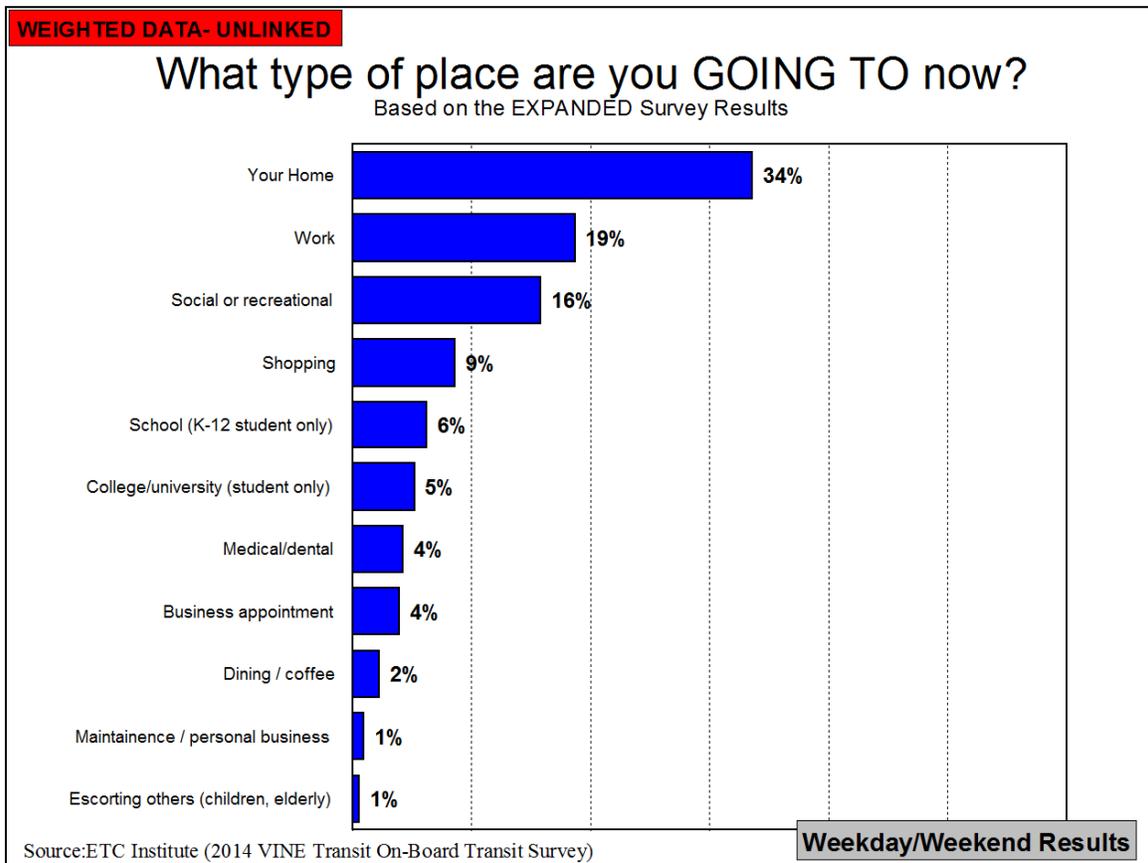
## Estimated Distribution of Vehicle Availability

Based on the expanded survey results, thirty-five percent (35%) of the transit riders did not have a vehicle in the household. Thirty percent (30%) of the riders indicated they had at least one vehicle in the household; 23% had two vehicles in the household, and 12% had three or more vehicles in the household.



## Where Transit Riders Were Going

Based on the expanded survey results, 53% of the trips completed by transit riders in the region involved the rider's home or workplace. 19% involved a trip to work and 34% involved a return trip home. The chart on the following page, which is based on weighed data, shows these estimates and provides a complete listing of destinations for transit riders.



## How Transit Riders Got to Their Destination

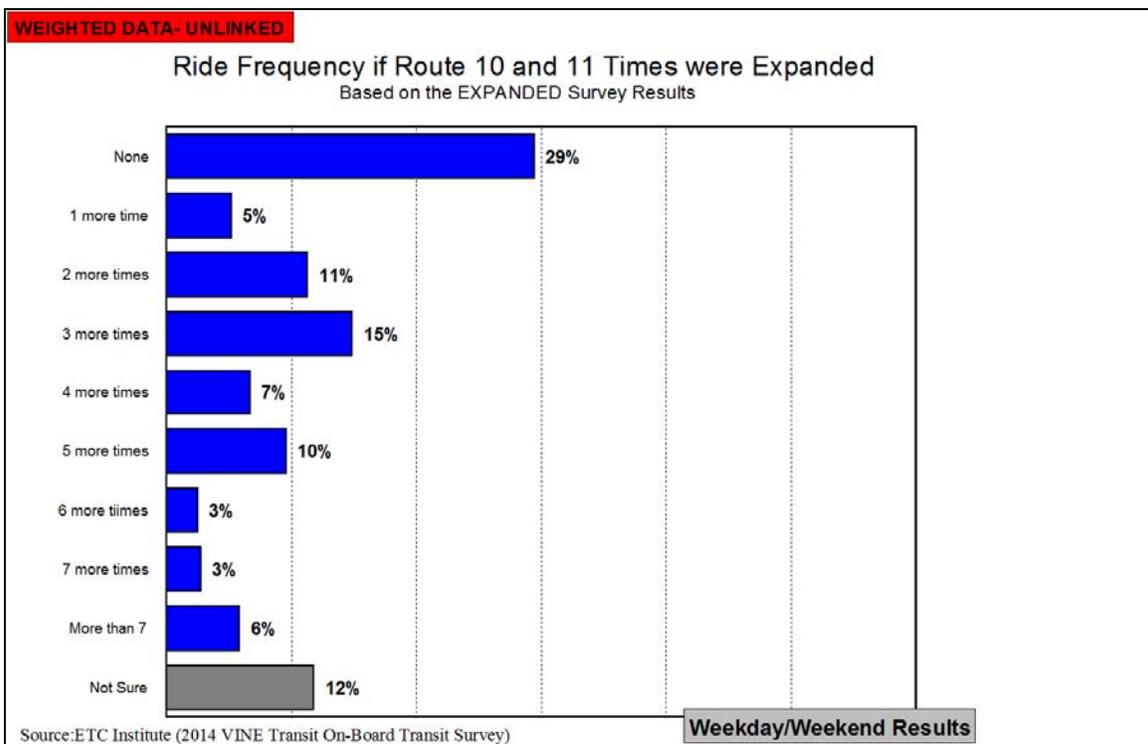
Based on the expanded survey results, ninety-two percent (92%) of the riders indicated they would walk; 5% will get picked up and 2% will get in a parked vehicle and drive alone.

## How Transit Riders Got to the Bus

Based on the expanded survey results, eighty-seven percent (87%) of riders indicated that they got to their bus by walking; 8% were dropped off and 1% drove alone and parked, and 4% used some other mode.

## Estimated Frequency of Transit Use on Route 10 and 11 if Times Expanded

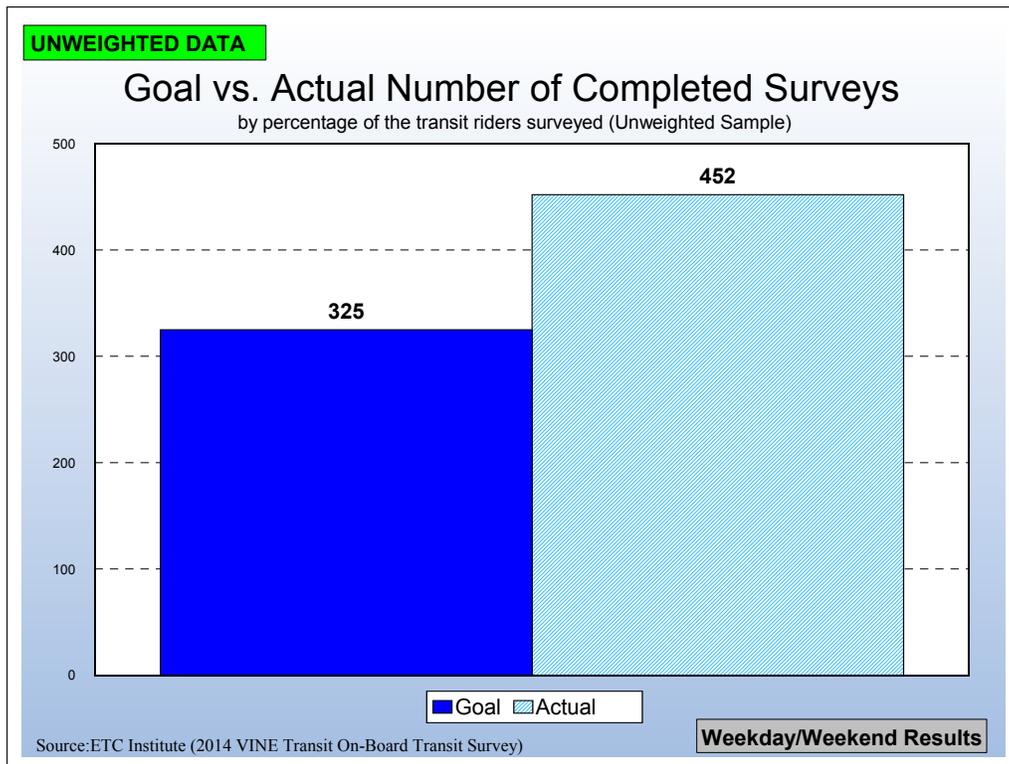
Of the 2,631 expanded trips captured in the survey, 774 (29%) indicated that “no” additional trips would be made on route 10 or 11 if service times were expanded. The chart below shows these results.

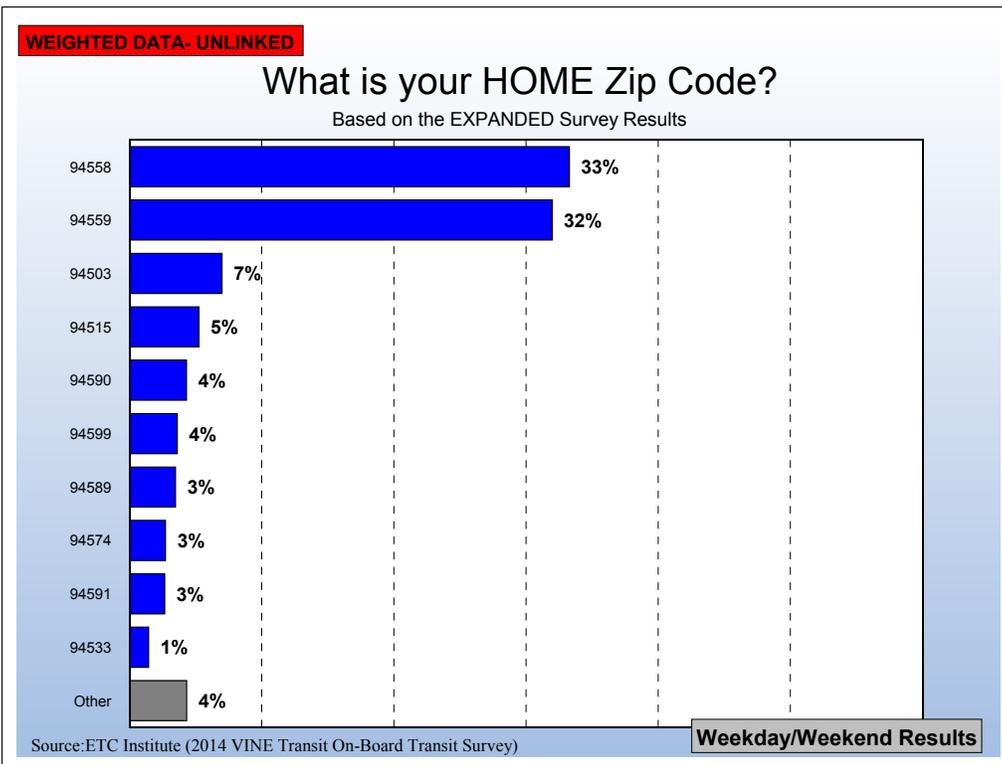
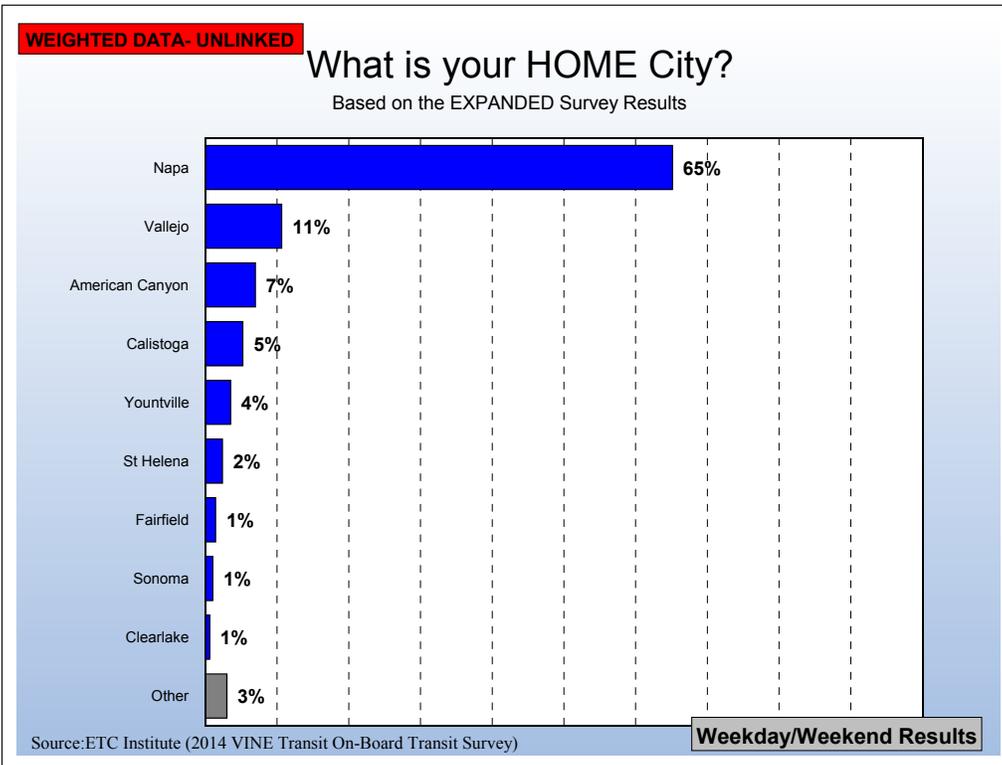


## CHAPTER 4: CHARTS AND GRAPHS

Charts and graphs displaying the results of selected questions on the survey are provided on following pages.

# 2014 VINE Transit On-Board Transit Survey

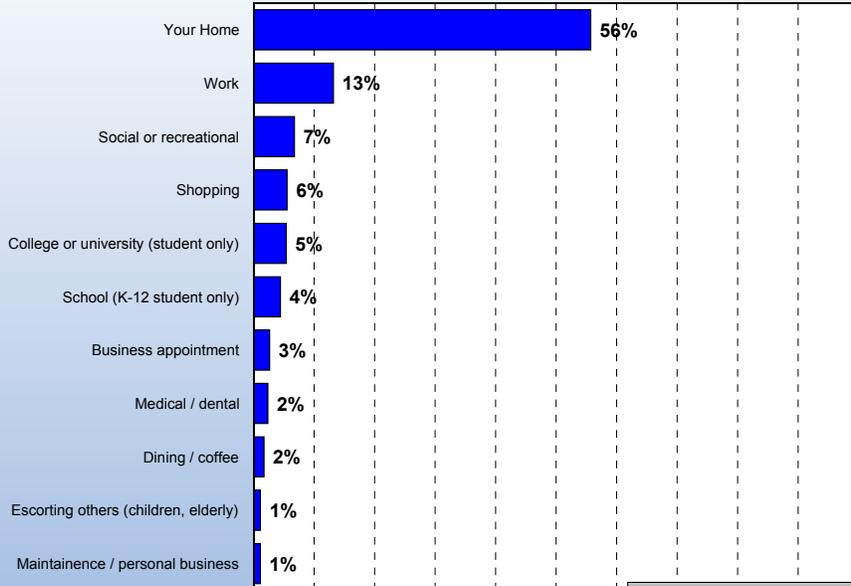




**WEIGHTED DATA- UNLINKED**

## What type of place are you COMING FROM now?

Based on the EXPANDED Survey Results



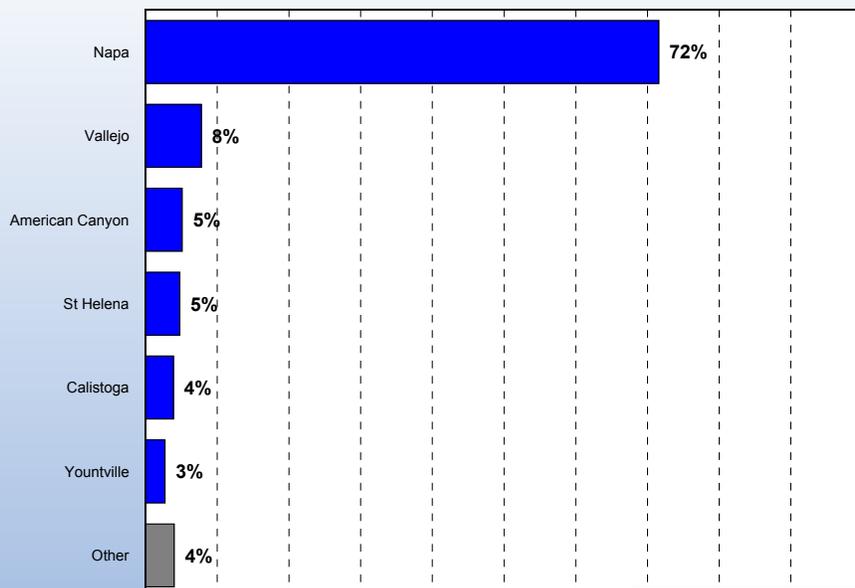
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

## What is the City of the place you are coming from?

Based on the EXPANDED Survey Results



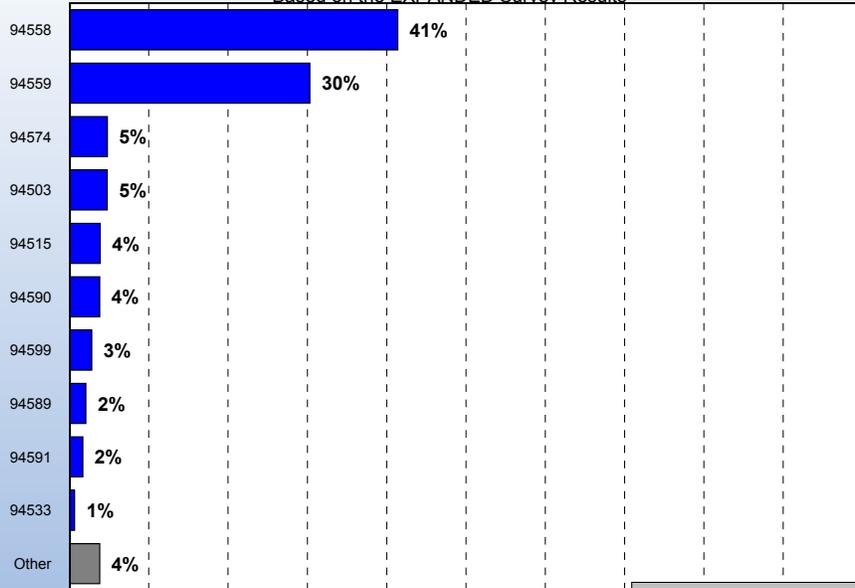
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

### What is the Zip Code of the place you are coming from?

Based on the EXPANDED Survey Results



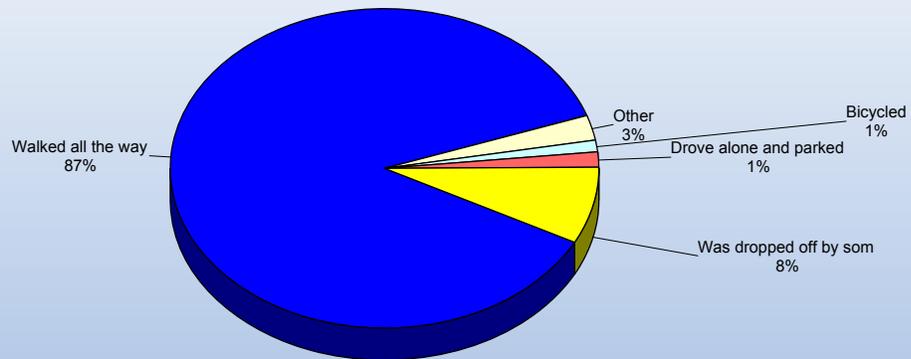
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

### How Transit Riders Got to the First Bus Used

Based on the EXPANDED Survey Results



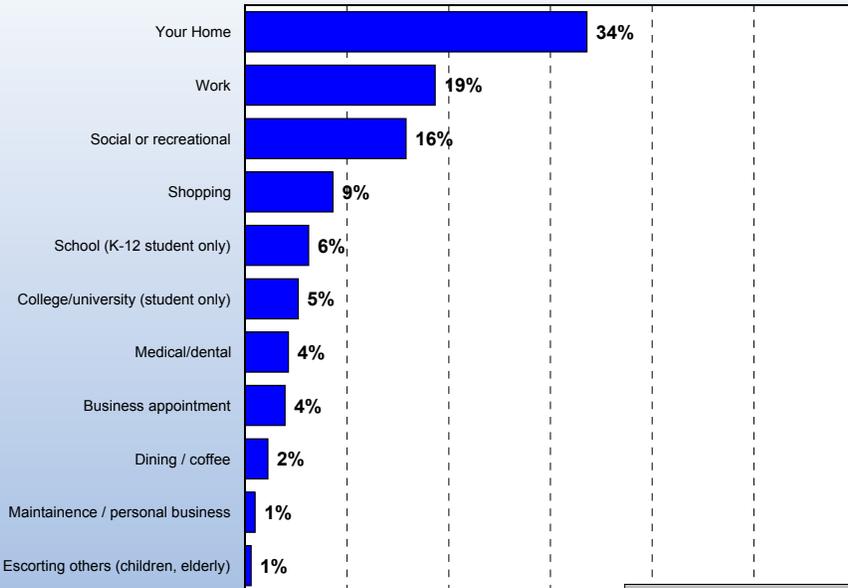
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

## What type of place are you GOING TO now?

Based on the EXPANDED Survey Results



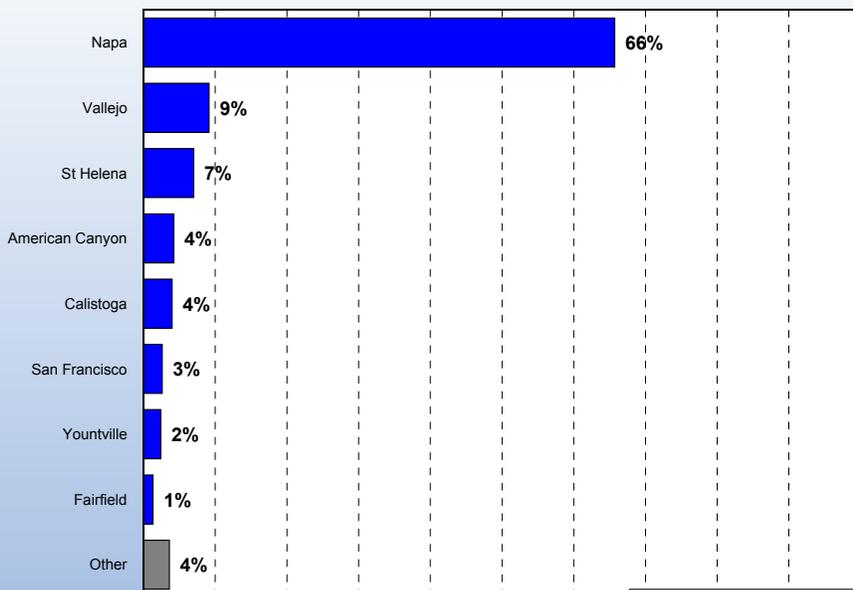
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

## What is the City of the place you are going to?

Based on the EXPANDED Survey Results



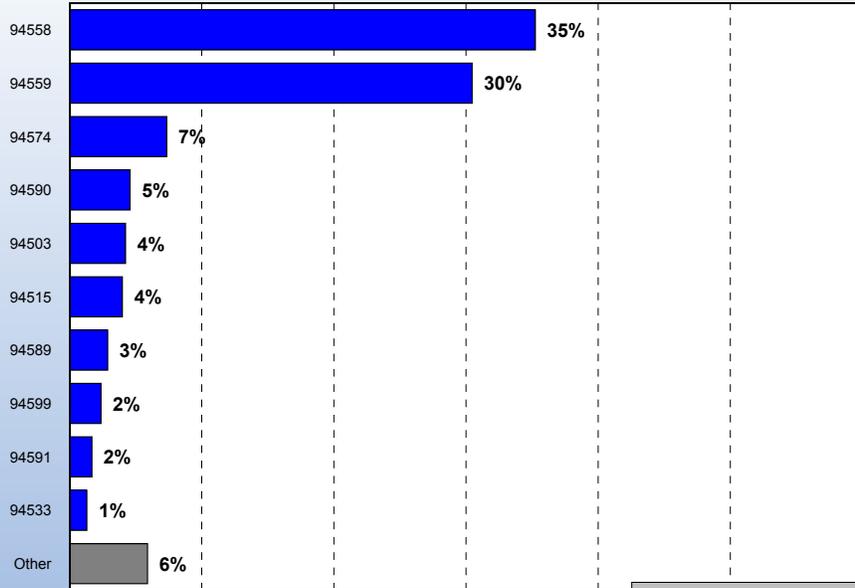
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

### What is the Zip Code of the place you are going to?

Based on the EXPANDED Survey Results



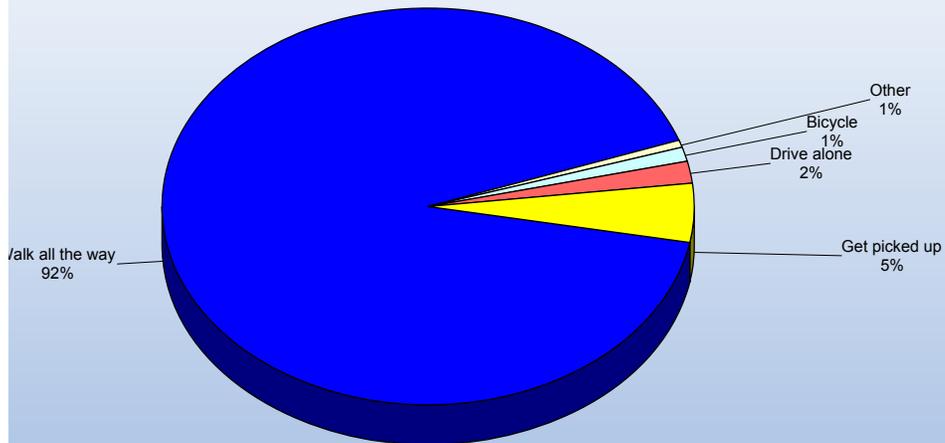
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

### How Transit Riders Will Get to Their Destination

Based on the EXPANDED Survey Results



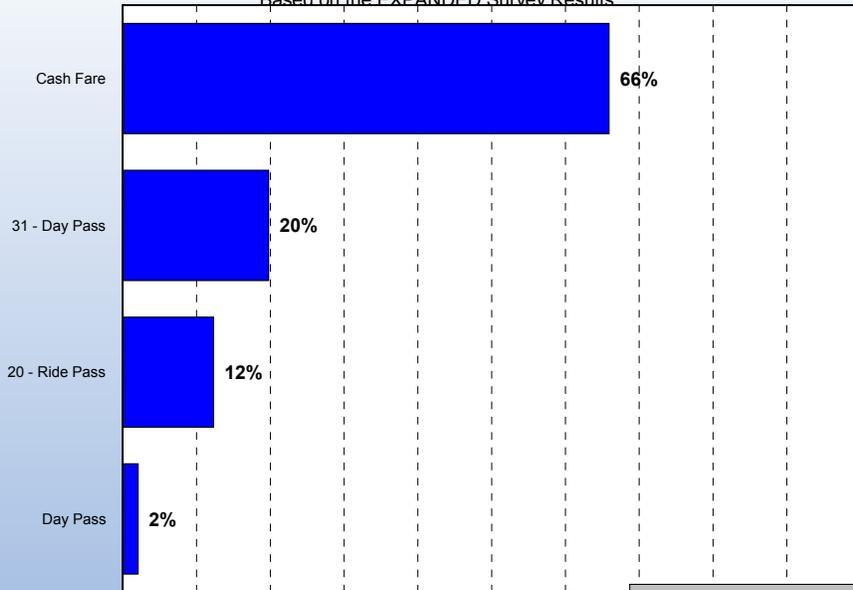
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

### How did you pay for your trip today?

Based on the EXPANDED Survey Results



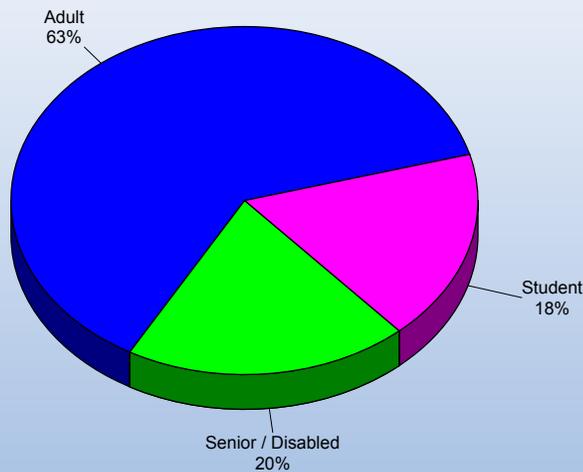
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

### Did you receive any of the following special fare discounts for your trip today?

Based on the EXPANDED Survey Results



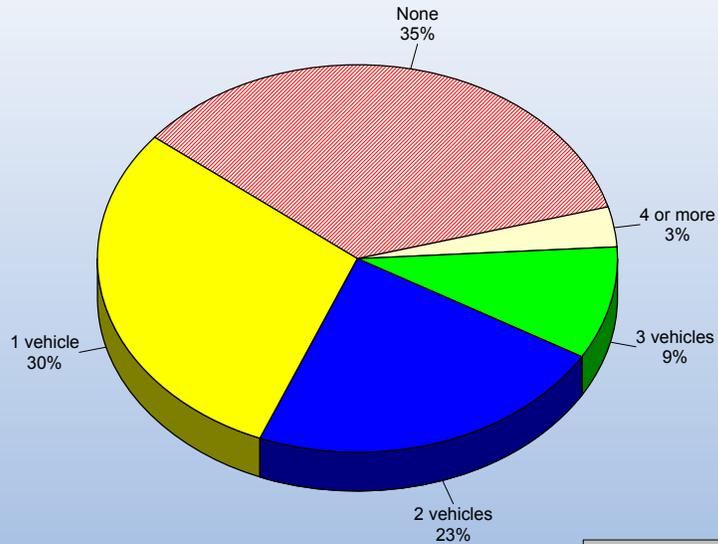
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

## Estimated Distribution of Vehicle Availability

Based on the EXPANDED Survey Results



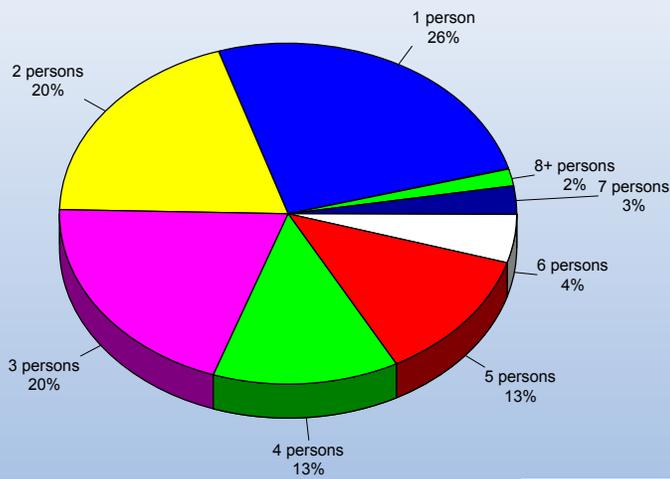
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

## Estimated Number of People Living in Transit Rider's Household

Based on the EXPANDED Survey Results



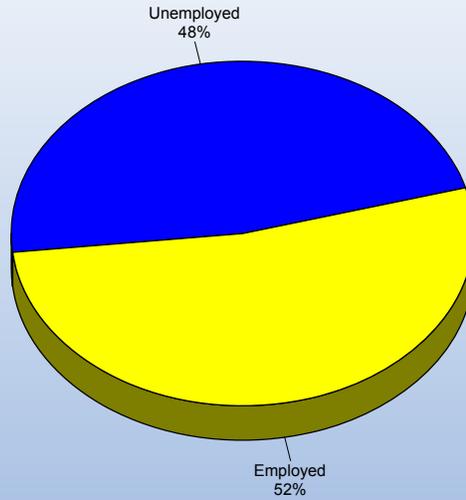
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

## Estimated Employment Status of Riders

Based on the EXPANDED Survey Results



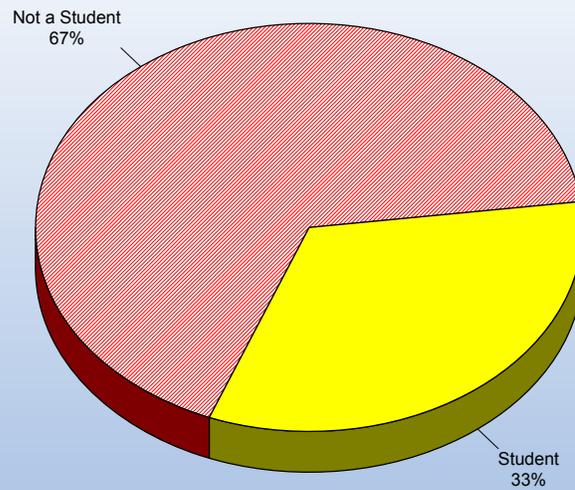
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

## Estimated Student Status of Riders

Based on the EXPANDED Survey Results



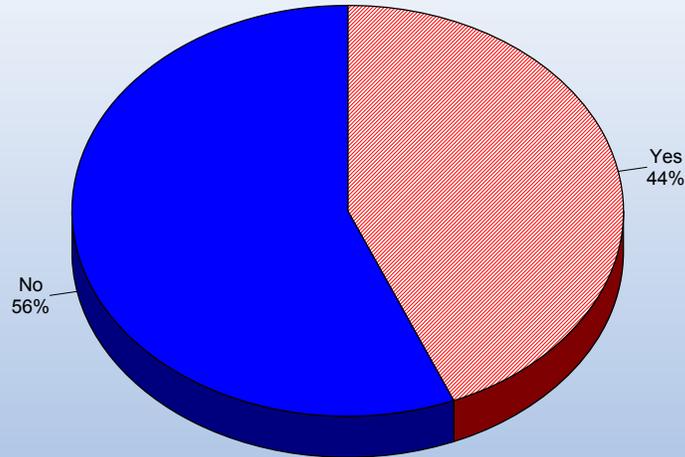
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

## Do respondents have a valid driver's license?

Based on the EXPANDED Survey Results



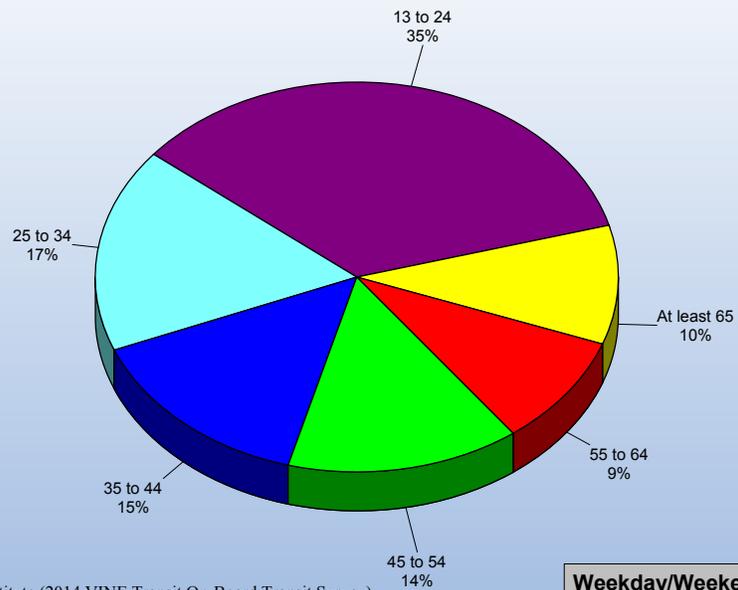
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

## Estimated Age Distribution of Transit Users

Based on the EXPANDED Survey Results



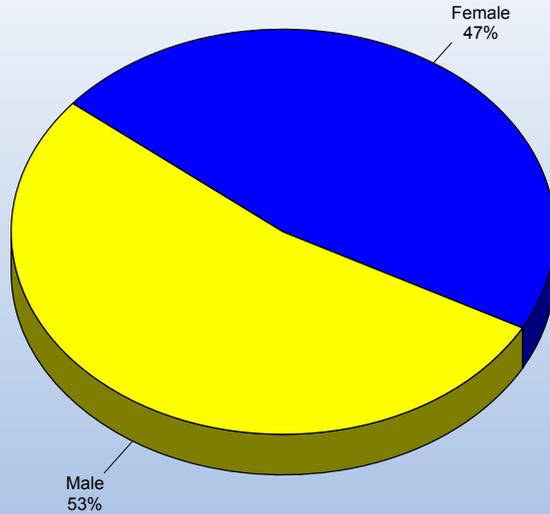
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

### Estimated Gender of Transit Users

Based on the EXPANDED Survey Results



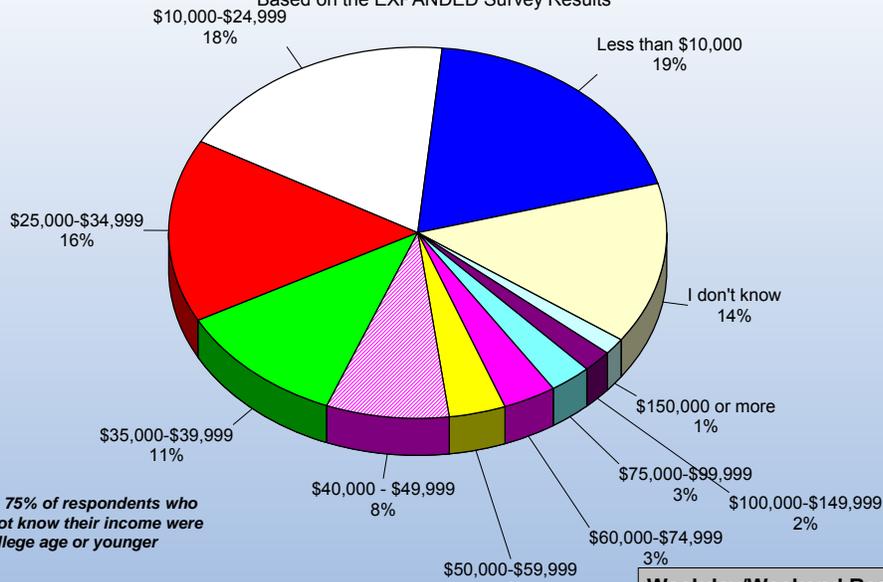
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

### Estimated Distribution of Annual Household Income Among Transit Users

Based on the EXPANDED Survey Results



*Note: 75% of respondents who did not know their income were of college age or younger*

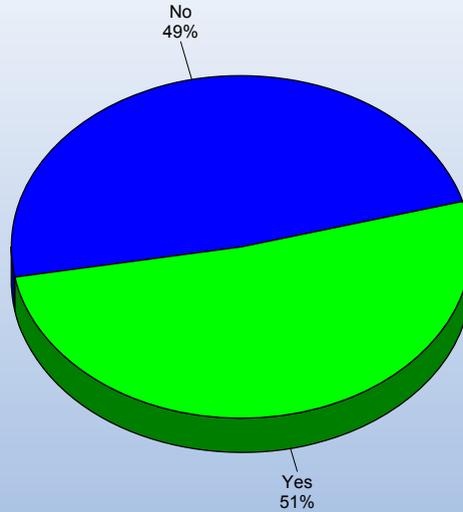
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

## Do You Ever Ride Route 10?

Based on the EXPANDED Survey Results



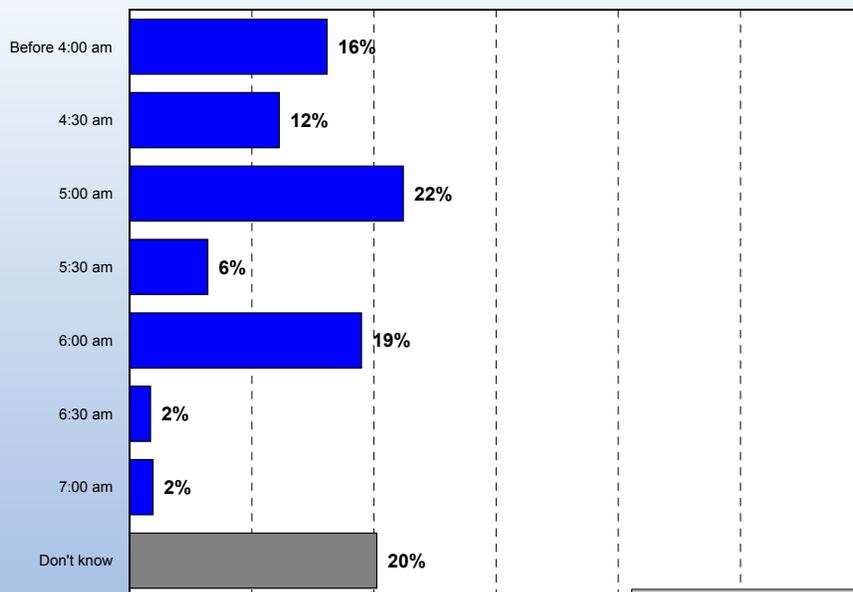
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

## How early do you think service on Route 10 should begin on weekdays?

Based on the EXPANDED Survey Results and the 51% of respondent who indicated they ride Route 10



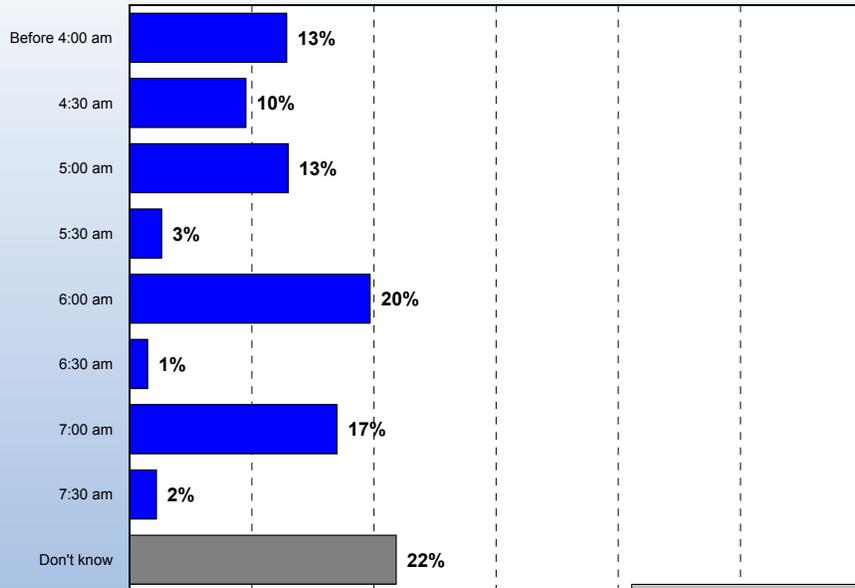
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

**How early do you think service on Route 10 should begin on weekends?**

Based on the EXPANDED Survey Results and the 51% of respondent who indicated they ride Route 10



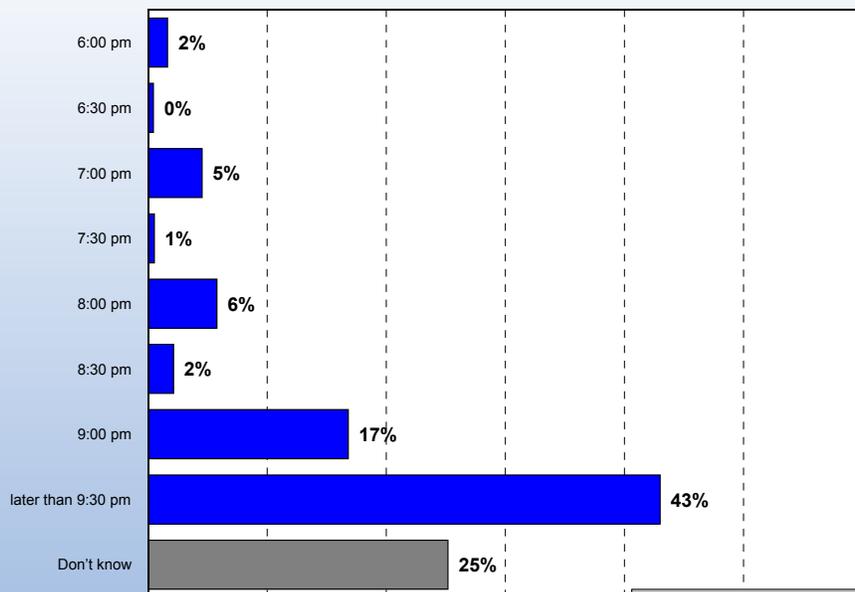
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

**How late do you think service on Route 10 should end on weekdays?**

Based on the EXPANDED Survey Results and the 51% of respondent who indicated they ride Route 10



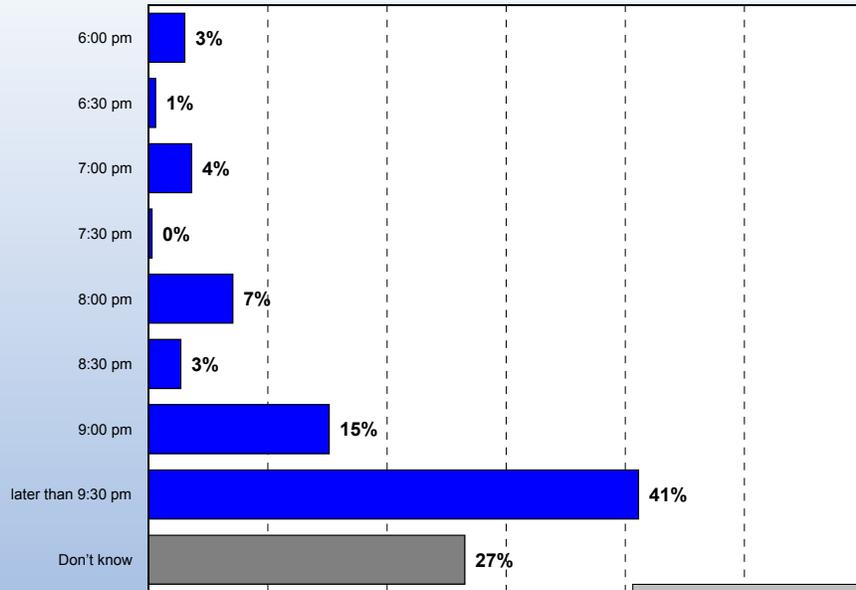
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

### How late do you think service on Route 10 should end on weekends?

Based on the EXPANDED Survey Results and the 51% of respondent who indicated they ride Route 10



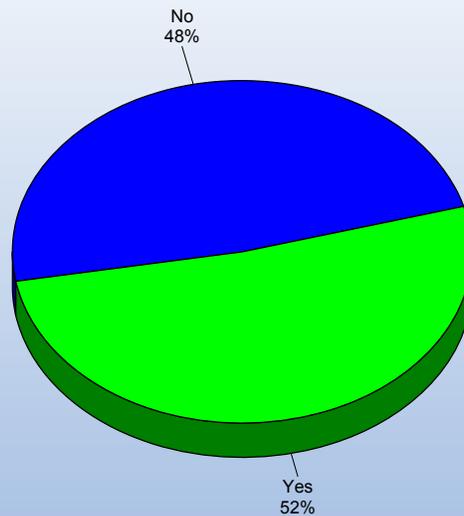
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

### Do You Ever Ride Route 11?

Based on the EXPANDED Survey Results



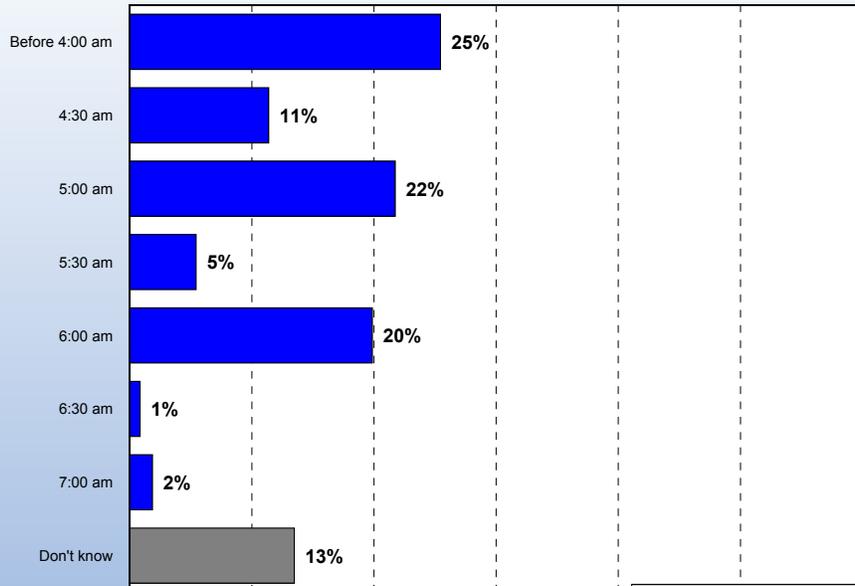
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

**How early do you think service on Route 11 should begin on weekdays?**

Based on the EXPANDED Survey Results and the 52% of respondent who indicated they ride Route 11



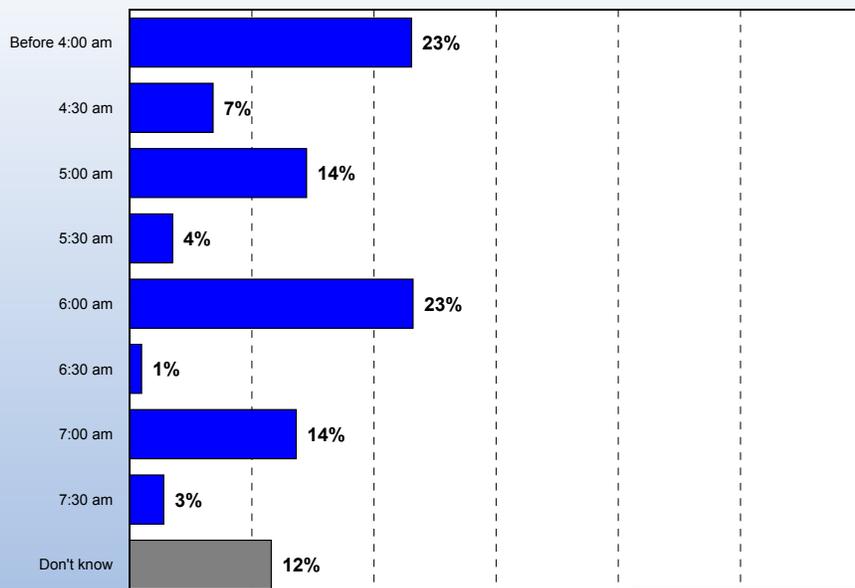
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

**How early do you think service on Route 11 should begin on weekends?**

Based on the EXPANDED Survey Results and the 52% of respondent who indicated they ride Route 11



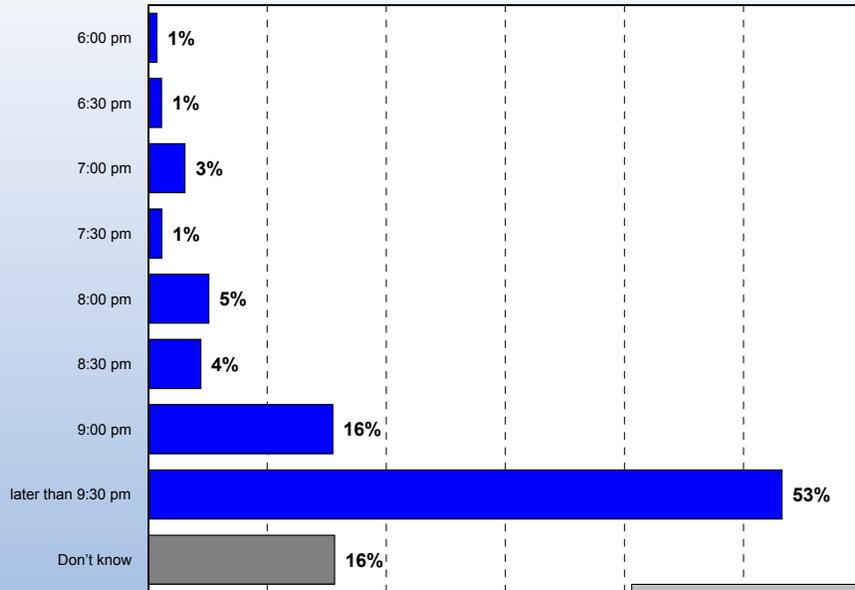
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

**How late do you think service on Route 11 should end on weekdays?**

Based on the EXPANDED Survey Results and the 52% of respondent who indicated they ride Route 11



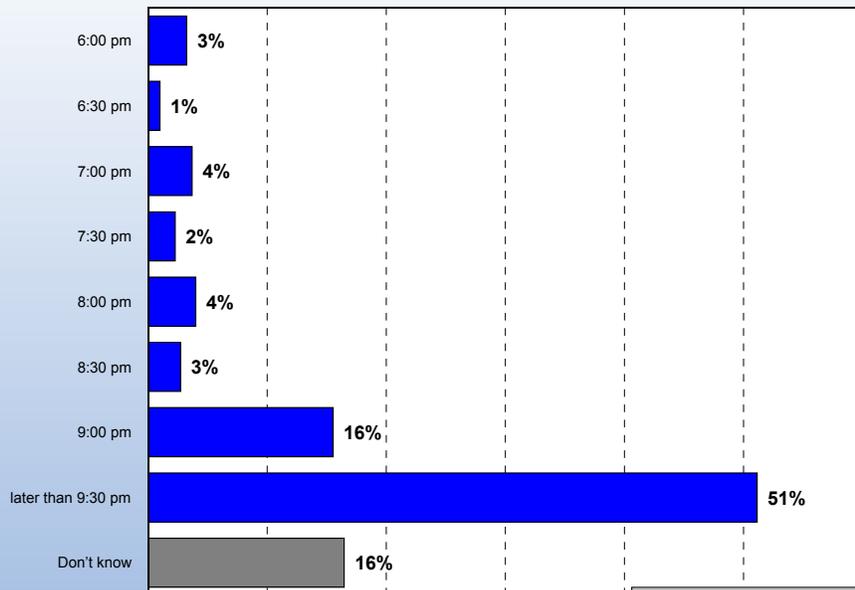
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

**How late do you think service on Route 11 should end on weekends?**

Based on the EXPANDED Survey Results and the 52% of respondent who indicated they ride Route 11

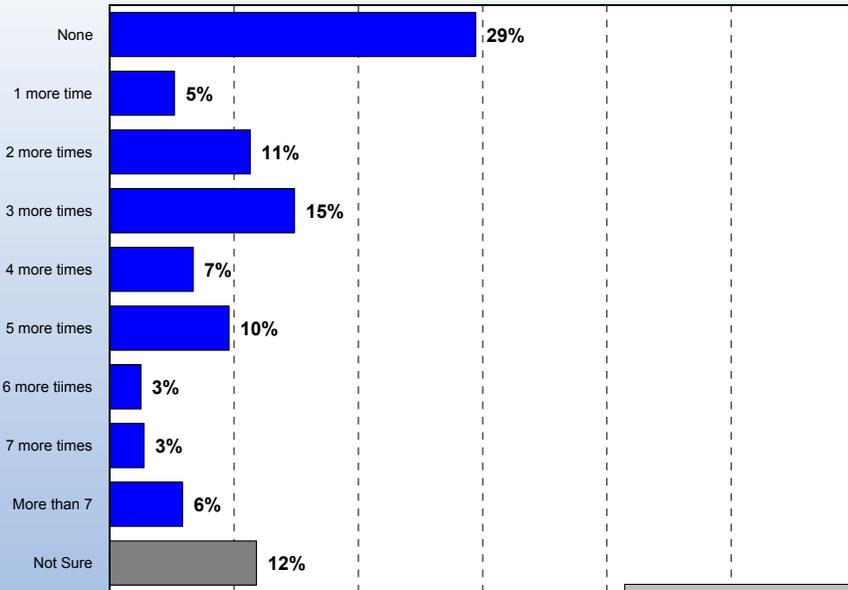


Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

### Ride Frequency if Route 10 and 11 Times were Expanded Based on the EXPANDED Survey Results

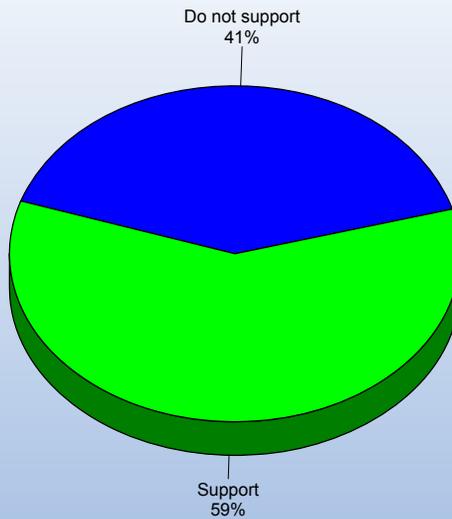


Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

### Support for Allowing Dogs Onboard VINE Buses Based on the EXPANDED Survey Results



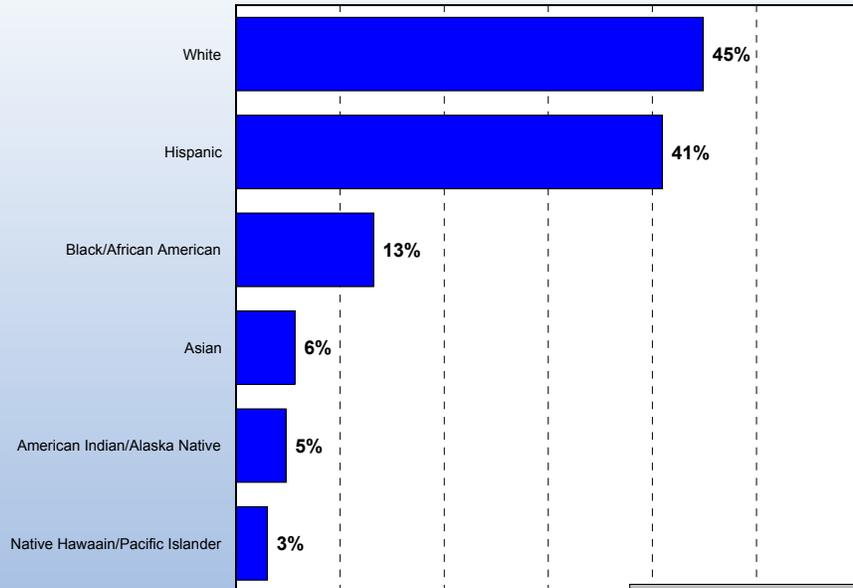
Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

**WEIGHTED DATA- UNLINKED**

### Race/Ethnicity

Based on the EXPANDED Survey Results - Multiple Choices Allowed



Source:ETC Institute (2014 VINE Transit On-Board Transit Survey)

**Weekday/Weekend Results**

## CHAPTER 5: DATABASE DESCRIPTION

A copy of the database description is provided below and on the following pages.

# VINE Transit On-Board Transit Survey Data Dictionary

FIELD NAME	FIELD DESCRIPTION	FIELD VALUES
ID	Unique ID for each record	Actual Value
DATE	Date Survey was administered	Actual Value
WEEKDAY_OR_WEEKEND	Whether survey day was administered on a weekday or weekend	Actual Value
ROUTE_SURVEYED_CODE	Route Number/Direction of Travel Code	Actual Value
ROUTE_SURVEYED	Route Name/Number	Actual Value
DIRECTION	Direction of Travel Code	N=North S=South LP=Loop E=East W=West
ORIGIN_PLACE_TYPE_CODE	Type of place respondent is coming from now code	1=Your Home 2=Work 3=Business appointment 4=College or university (student only) 5=School (K-12 student only) 6=Shopping 7=Maintenance / personal business 8=Dining / coffee 10=Social or recreational 11=Medical / dental 15=Escorting others (children, elderly)
ORIGIN_PLACE_TYPE	Type of place respondent is coming from now	Actual Value
ORIGIN_NAME	Name of place where the trip began	Actual Value
ORIGIN_ADDRESS	Street address where the trip began	Actual Value
ORIGIN_CITY	City where the trip began	Actual Value
ORIGIN_STATE	State where the trip began	Actual Value
ORIGIN_ZIP	Zip code where the trip began	Actual Value
ORIGIN_LAT	Latitude coordinates where the trip began	Actual Value
ORIGIN_LON	Longitude coordinates where the trip began	Actual Value
ACCESS_MODE_CODE	Mode of access to transit Code	1=Walked all the way (includes skateboard / non-motorized scooter) 2=Bicycled 4=Motorcycled /motorized scooter / moped 5=Drove alone and parked 6=Drove or rode with others and parked / carpooled 7=Was dropped off by someone 8=Taxi 9=Shuttle
ACCESS_MODE	Mode of access to transit	Actual Value
DESTINATION_PLACE_TYPE_CODE	Type of place respondent is going to now Code	1=Your Home 2=Work 3=Business appointment 4=College/university (student only) 5=School (K-12 student only) 6=Shopping 7=Maintenance / personal business 8=Dining / coffee 10=Social or recreational 11=Medical/dental 15=Escorting others (children, elderly)
DESTINATION_PLACE_TYPE	Type of place respondent is going to now	Actual Value
DESTINATION_NAME	Name of place where the trip ended	Actual Value
DESTINATION_ADDRESS	Street address where the trip ended	Actual Value
DESTINATION_CITY	City where the trip ended	Actual Value
DESTINATION_STATE	State where the trip ended	Actual Value
DESTINATION_ZIP	Zip code where the trip ended	Actual Value
DESTINATION_LAT	Latitude coordinates where the trip ended	Actual Value
DESTINATION_LON	Longitude coordinates where the trip ended	Actual Value
EGRESS_MODE_CODE	Mode of egress from transit Code	1=Walk all the way (includes skateboard / non-motorized scooter) 2=Bicycle 5=Drive alone 6=Drive or ride with others / carpool 7=Get picked up by someone
EGRESS_MODE	Mode of egress from transit	Actual Value
BOARDING_LOCATION	Name/Description/Intersection where the respondent boarded the bus	Actual Value
BOARDING_STOP_LAT	Latitude coordinates of the boarding location	Actual Value
BOARDING_STOP_LON	Longitude coordinates of the boarding location	Actual Value
BOARDING_STOPID	Stop ID where the respondent boarded the bus	Actual Value
ALIGHTING_LOCATION	Name/Description/Intersection where the respondent alighted the bus	Actual Value
ALIGHTING_STOP_LAT	Latitude coordinates of the alighting location	Actual Value
ALIGHTING_STOP_LON	Longitude coordinates of the alighting location	Actual Value
ALIGHTING_STOPID	Stop ID where the respondent got off the bus	Actual Value
TRANSFERS_FROM_CODE	Number of transfers a respondent took before surveyed route from Origin Code	0=None 1=One 2=Two 3=Three or more
TRANSFERS_FROM	Number of transfers a respondent took before surveyed route from Origin	Actual Value
TRANSFER_FROM_1ST	Name of first route (if taken)	Actual Value
TRANSFER_FROM_1ST_OTHER_AGENCY	Name of first route (if route belonged to an agency other than Tri Delta)	Actual Value
TRANSFER_FROM_2ND	Name of second route (if taken)	Actual Value
TRANSFER_FROM_2ND_OTHER_AGENCY	Name of second route (if route belonged to an agency other than Tri Delta)	Actual Value
TRANSFER_FROM_3RD	Name of third route (if taken)	Actual Value
TRANSFER_FROM_3RD_OTHER_AGENCY	Name of third route (if route belonged to an agency other than Tri Delta)	Actual Value
TRANSFERS_TO_CODE	Number of transfers a respondent took after surveyed route to Destination Code	0=None 1=One 2=Two 3=Three or more
TRANSFERS_TO	Number of transfers a respondent took after surveyed route to Destination	Actual Value
TRANSFER_TO_1ST	Name of first route (if taken)	Actual Value
TRANSFER_TO_1ST_OTHER_AGENCY	Name of first route (if route belonged to an agency other than Tri Delta)	Actual Value
TRANSFER_TO_2ND	Name of second route (if taken)	Actual Value
TRANSFER_TO_2ND_OTHER_AGENCY	Name of second route (if route belonged to an agency other than Tri Delta)	Actual Value
TRANSFER_TO_3RD	Name of third route (if taken)	Actual Value
TRANSFER_TO_3RD_OTHER_AGENCY	Name of third route (if route belonged to an agency other than Tri Delta)	Actual Value
LAST_LEFT_HOME_CODE	The approximate time the respondent last left their home code	1=Before 5 a.m. 2=5 - 6 a.m. 3=6 - 7 a.m. 4=7 - 8 a.m. 5=8 - 9 a.m. 6=9 - 10 a.m.

# VINE Transit On-Board Transit Survey Data Dictionary

FIELD NAME	FIELD DESCRIPTION	FIELD VALUES
		7=10 - 11 a.m. 8=11 a.m. - 12 p.m. 9=12 - 1 p.m. 10=1 - 2 p.m. 11=2 - 3 p.m. 12=3 - 4 p.m. 13=4 - 5 p.m. 15=6 - 7 p.m. 99=Have not yet been home today
LAST_LEFT_HOME	The approximate time the respondent last left their home	Actual Value
RETURN_HOME_CODE	The approximate time the respondent will return to their home code	5=8 - 9 a.m. 6=9 - 10 a.m. 7=10 - 11 a.m. 8=11 a.m. - 12 p.m. 9=12 - 1 p.m. 10=1 - 2 p.m. 11=2 - 3 p.m. 12=3 - 4 p.m. 13=4 - 5 p.m. 14=5 - 6 p.m. 15=6 - 7 p.m. 16=7 - 8 p.m. 17=8 - 9 p.m. 18=9 - 10 p.m. 19=10 - 11 p.m. 20=After 11 p.m. 88=I don't know / I am not certain 99=Will not go home today
RETURN_HOME	The approximate time the respondent will return to their home	Actual Value
PAY_MODE_CODE	Payment method of respondent code	1=Cash Fare 2=Day Pass 3=20 - Ride Pass 4=31 - Day Pass
PAY_MODE	Payment method of respondent	Actual Value
FARE_TYPE_CODE	Type of fare code	1=Adult 2=Senior / Disabled 3=Student
FARE_TYPE	Type of fare	Actual Value
EMPLOYMENT_STATUS_CODE	Whether respondent is employed or not code	Y=Yes N=No
EMPLOYMENT_STATUS	Whether respondent is employed or not	Actual Value
WORKP_NAME	Name of place where respondent works (if applicable)	Actual Value
WORKP_ADDRESS	Street address where respondent works (if applicable)	Actual Value
WORKP_CITY	City where respondent works (if applicable)	Actual Value
WORKP_STATE	State where respondent works (if applicable)	Actual Value
WORKP_ZIP	Zip code where respondent works (if applicable)	Actual Value
WORKP_LAT	Latitude coordinates where respondent works (if applicable)	Actual Value
WORKP_LON	Longitude coordinates where respondent works (if applicable)	Actual Value
WORK_BEFORE_TRIP_CODE	Whether or not respondent had been to work code	Y=Yes N=No
WORK_BEFORE_TRIP	Whether or not respondent had been to work	Actual Value
WORK_AFTER_TRIP_CODE	Whether or not respondent would be going to work later code	Y=Yes N=No
WORK_AFTER_TRIP	Whether or not respondent would be going to work later	Actual Value
STUDENT_STATUS_CODE	Respondent student status code	Y=Yes N=No
STUDENT_STATUS	Respondent student status	Actual Value
SCHOOL_NAME	Name of place where respondent goes to school (if applicable)	Actual Value
SCHOOL_ADDRESS	Street address where respondent goes to school (if applicable)	Actual Value
SCHOOL_CITY	City where respondent goes to school (if applicable)	Actual Value
SCHOOL_STATE	State where respondent goes to school (if applicable)	Actual Value
SCHOOL_ZIP	Zip code where respondent goes to school (if applicable)	Actual Value
SCHOOL_LAT	Latitude coordinates where respondent goes to school (if applicable)	Actual Value
SCHOOL_LON	Longitude coordinates where respondent goes to school (if applicable)	Actual Value
BEEN_2SCHOOL_TODAY_CODE	Whether or not respondent had been to school code	Y=Yes N=No
BEEN_2SCHOOL_TODAY	Whether or not respondent had been to school	Actual Value
WILL_GO2SCHOOL_TODAY_CODE	Whether or not respondent would be going to school later code	Y=Yes N=No
WILL_GO2SCHOOL_TODAY	Whether or not respondent would be going to school later	Actual Value
PPL_IN_HH_CODE	Number of household members code	A1=1 A2=2 A3=3 A4=4 A5=5 A6=6 A7=7 A8=8 A9=9 A10PL=10+
PPL_IN_HH	Number of household members	Actual Value
EMPLYD_IN_HH_CODE	Number of employed household members code	0=None 1=1 2=2 3=3 4=4 5=5 6=6 or more
EMPLYD_IN_HH	Number of employed household members	Actual Value
VEH_IN_HH_CODE	Number of Working vehicles available to respondent household code	0=None 1=1 2=2 3=3 4plus=4 or more
VEH_IN_HH	Number of Working vehicles available to respondent household	Actual Value
HAVE_DRIVERS_LIC_CODE	Does respondent have a valid drivers license code	Y=Yes N=No
HAVE_DRIVERS_LIC	Does respondent have a valid drivers license	Actual Value
YEAR_BORN	The year respondent was born	Actual Value

# VINE Transit On-Board Transit Survey Data Dictionary

FIELD NAME	FIELD DESCRIPTION	FIELD VALUES
HISP_LATINO_SPANISH_CODE	Whether respondent identified themselves as Hispanic, Latino, or Spanish origin code	Y=Yes N=No
HISP_LATINO_SPANISH	Whether respondent identified themselves as Hispanic, Latino, or Spanish origin	Actual Value
RACE_AMERICANINDIAN_ALASKANNATIVE	Whether respondent identified themselves as American Indian/Alaska Native	Actual Value
RACE_ASIAN	Whether respondent identified themselves as Asian	Actual Value
RACE_BLACK_AFRICANAM	Whether respondent identified themselves as Black/African American	Actual Value
RACE_NATHAWAIIAN_PACISLAND	Whether respondent identified themselves as Native Hawaiian/Pacific Islander	Actual Value
RACE_WHITE	Whether respondent identified themselves as White	Actual Value
RACE_OR_ETHNICITY_OTHER	Whether respondent identified themselves as a Race/Ethnicity not previously listed	Actual Value
LANG_OTHER_THAN_ENG_CODE	Whether or not respondent speaks a language other than English at home code	Y=Yes N=No
LANG_OTHER_THAN_ENG	Whether or not respondent speaks a language other than English at home	Actual Value
OTHER_LANG_CODE	If respondents speaks a language other than English at home, this is the language code	13=Arabic, Standard 84=Dutch 111=French 129=German 143=Spanish 152=Indonesian 208=Korean 297=Norwegian 358=Portuguese 465=Vietnamese 488=Hawaiian 498=Micronesian 503=TAGALOG 504=Chinese
OTHER_LANG	If respondents speaks a language other than English at home, this is the language	Actual Value
ENGLISH_FLUENCY_CODE	If respondents speaks a language other than English at home, this is how well they speak it code	1=Very well 2=Well 3=Not well 4=Not at all
ENGLISH_FLUENCY	If respondents speaks a language other than English at home, this is how well they speak it	Actual Value
HH_INCOME_CODE	Total annual household income before taxes code	1=Less than \$10,000 2=\$10,000-\$24,999 3=\$25,000-\$34,999 4=\$35,000-\$39,999 5=\$40,000 - \$49,999 6=\$50,000-\$59,999 7=\$60,000-\$74,999 8=\$75,000-\$99,999 9=\$100,000-\$149,999 10=\$150,000 or more 88=I don't know 99=Refused
HH_INCOME	Total annual household income before taxes	Actual Value
HOME_ADDRESS	Street address where respondent lives	Actual Value
HOME_CITY	City where respondent lives	Actual Value
HOME_STATE	State where respondent lives	Actual Value
HOME_ZIP	Zip code where respondent lives	Actual Value
HOME_LAT	Latitude coordinates where respondent lives	Actual Value
HOME_LON	Longitude coordinates where respondent lives	Actual Value
RIDE_R10_CODE	Whether respondent ever rides Route 10 code	Y=Yes N=No
RIDE_R10	Whether respondent ever rides Route 10	Actual Value
R10_BEGIN_OP_WKDAY_CODE	How early respondents think service on Route 10 should begin on weekdays code	1=Before 4:00 am 2=4:30 am 3=5:00 am 4=5:30 am 5=6:00 am 6=6:30 am 7=7:00 am 9=Don't know
R10_BEGIN_OP_WKDAY	How early respondents think service on Route 10 should begin on weekdays	Actual Value
R10_BEGIN_OP_WKEND_CODE	How early respondents think service on Route 10 should begin on weekends code	1=Before 4:00 am 2=4:30 am 3=5:00 am 4=5:30 am 5=6:00 am 6=6:30 am 7=7:00 am 8=7:30 am 9=Don't know
R10_BEGIN_OP_WKEND	How early respondents think service on Route 10 should begin on weekends	Actual Value
R10_STOP_OP_WKDAY_CODE	How late respondents think service on Route 10 should end on weekdays code	1=6:00 pm 2=6:30 pm 3=7:00 pm 4=7:30 pm 5=8:00 pm 6=8:30 pm 7=9:00 pm 8=later than 9:30 pm 9=Don't know
R10_STOP_OP_WKDAY	How late respondents think service on Route 10 should end on weekdays	Actual Value
R10_STOP_OP_WKEND_CODE	How late respondents think service on Route 10 should end on weekends code	1=6:00 pm 3=7:00 pm 4=7:30 pm 5=8:00 pm 6=8:30 pm 7=9:00 pm 8=later than 9:30 pm 9=Don't know
R10_STOP_OP_WKEND	How late respondents think service on Route 10 should end on weekends	Actual Value
RIDE_R11_CODE	Whether respondent ever rides Route 11 code	Y=Yes N=No
RIDE_R11	Whether respondent ever rides Route 11	Actual Value
R11_BEGIN_OP_WKDAY_CODE	How early respondents think service on Route 11 should begin on weekdays code	1=Before 4:00 am 2=4:30 am 3=5:00 am 4=5:30 am

# VINE Transit On-Board Transit Survey Data Dictionary

FIELD NAME	FIELD DESCRIPTION	FIELD VALUES
		5=6:00 am 6=6:30 am 7=7:00 am 9=Don't know
R11_BEGIN_OP_WKDAY	How early respondents think service on Route 11 should begin on weekdays	Actual Value
R11_BEGIN_OP_WKEND_CODE	How early respondents think service on Route 11 should begin on weekends code	1=Before 4:00 am 2=4:30 am 3=5:00 am 4=5:30 am 5=6:00 am 6=6:30 am 7=7:00 am 8=7:30 am 9=Don't know
R11_BEGIN_OP_WKEND	How early respondents think service on Route 11 should begin on weekends	Actual Value
R11_STOP_OP_WKDAY_CODE	How late respondents think service on Route 11 should end on weekdays code	1=6:00 pm 2=6:30 pm 3=7:00 pm 4=7:30 pm 5=8:00 pm 6=8:30 pm 7=9:00 pm 8=later than 9:30 pm 9=Don't know
R11_STOP_OP_WKDAY	How late respondents think service on Route 11 should end on weekdays	Actual Value
R11_STOP_OP_WKEND_CODE	How late respondents think service on Route 11 should end on weekends code	1=6:00 pm 2=6:30 pm 3=7:00 pm 4=7:30 pm 5=8:00 pm 6=8:30 pm 7=9:00 pm 8=later than 9:30 pm 9=Don't know
R11_STOP_OP_WKEND	How late respondents think service on Route 11 should end on weekends	Actual Value
TRAVEL_FREQ_IF_EXTEN_CODE	If the hours of service on Route 10 and 11 were expanded to begin and end at the t	0=None 1=One 2=Two 3=Three 4=Four 5=Five 6=Six 7=Seven 8=More than seven 9=Don't know
TRAVEL_FREQ_IF_EXTEN	If the hours of service on Route 10 and 11 were expanded to begin and end at the t	Actual Value
DOGS_ALLOWED_CODE	Whether respondents would support allowing passengers to bring dogs on the bus	Y=Yes N=No
DOGS_ALLOWED	Whether respondents would support allowing passengers to bring dogs on the bus	Actual Value
GENDER_CODE	Gender of respondent Code	1= Male 2= Female
GENDER	Gender of respondent	Actual Value
TIME_BOARDED_CODE	At what time did respondent board this bus Code	1=Before 6 a.m. 2=6 - 6:59 a.m. 3=7 - 7:59 a.m. 3=12 - 12:59 p.m. 4=8 - 8:59 a.m. 5=9 - 9:59 a.m. 6=10 - 10:59 a.m. 7=11 a.m. - 11:59 a.m. 8=12 - 12:59 p.m. 9=1 - 1:59 p.m. 10=2 - 2:59 p.m. 11=3 - 3:59 p.m. 12=4 - 4:59 p.m. 13=5 - 5:59 p.m. 14=6 - 6:59 p.m. 15=7 - 7:59 p.m.
TIME_BOARDED	At what time did respondent board surveyed bus?	Actual Value
TIME_PERIOD_CODE	Period of Day Survey was Administered code	AM1=EARLY AM AM2=AM PEAK MID=MIDDAY PM1=PM PEAK PM2=LATE PM
TIME_PERIOD	Period of Day Survey was Administered	Actual Value
UNLINKED_WGHT_FCTR_NAME	Unlinked Weight Factor Code created for data expansion (adjusts to boardings)	Actual Value
UNLINKED_WGHT_FCTR	Unlinked trip weight factor used to expand the database to total boardings	Actual Value
TOTAL_TRANSFERS	Total number of transfers from plus total transfer to	Actual Value
LINKED_TRIP_FACTOR	Factor used to convert unlinked trips to linked trips (1/1+# transfers)	Actual Value

## CHAPTER 6: WEIGHTED TABULAR DATA

The weighted survey results are provided on the following pages.

### Surveys Completed by Time Period

	Count	Percent
5am to 6am	31	1.19%
6am to 10am	734	27.90%
10am to 3pm	1199	45.56%
3pm to 7pm	647	24.57%
7pm to 9pm	20	0.77%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Respondent's Home City

	Count	Percent
Napa	1714	65.13%
Vallejo	280	10.65%
American Canyon	184	6.99%
Calistoga	138	5.24%
Yountville	92	3.51%
St Helena	63	2.39%
Fairfield	38	1.44%
Sonoma	28	1.05%
Clearlake	16	0.60%
Middletown	12	0.44%
Hidden Valley Lake	9	0.36%
Calgary	9	0.35%
Saint Helena	9	0.33%
Walnut Creek	6	0.25%
Berkeley	6	0.23%
El Cerrito	6	0.23%
Richmond	5	0.20%
Suisun City	5	0.19%
Oakland	5	0.19%
Vacaville	4	0.16%
Angwin	1	0.04%
Sacramento	1	0.04%
Benicia	0	0.00%
Kelseyville	0	0.00%
San Francisco	0	0.00%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Respondent's Home Zip Code

	Count	Percent
94558	876	33.27%
94559	841	31.97%
94503	184	6.99%
94515	138	5.24%
94590	113	4.31%
94599	95	3.61%
94589	91	3.48%
94574	72	2.72%
94591	70	2.65%
94533	38	1.44%
95476	28	1.05%
95422	15	0.60%
95461	12	0.44%
95467	9	0.36%
T2P 2M3	9	0.35%
94596	6	0.25%
94530	6	0.23%
94707	6	0.23%
23219	5	0.20%
94585	5	0.19%
94607	5	0.19%
95687	4	0.16%
94508	1	0.04%
94516	1	0.04%
94510	0	0.00%
94103	0	0.00%
95451	0	0.00%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Trip Origin

	Count	Percent
Your Home	1466	55.72%
Work	347	13.20%
Social or recreational	178	6.75%
Shopping	146	5.54%
College or university (student only)	142	5.40%
School (K-12 student only)	117	4.44%
Business appointment	70	2.65%
Medical / dental	62	2.34%
Dining / coffee	45	1.72%
Escorting others (children, elderly)	30	1.13%
Maintenance / personal business	29	1.12%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Origin City

	Count	Percent
Napa	1884	71.59%
Vallejo	205	7.77%
American Canyon	134	5.11%
St Helena	126	4.78%
Calistoga	102	3.89%
Yountville	72	2.72%
Fairfield	17	0.65%
Clearlake	16	0.63%
Sonoma	16	0.60%
Middletown	12	0.44%
El Cerrito	12	0.44%
Hidden Valley Lake	9	0.36%
Rutherford	8	0.31%
Berkeley	6	0.23%
Oakland	5	0.19%
Turlock	4	0.16%
San Francisco	3	0.11%
Pleasanton	0	0.01%
Benicia	0	0.00%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Origin Zip Code

	Count	Percent
94558	1089	41.40%
94559	798	30.31%
94574	126	4.78%
94503	125	4.77%
94515	102	3.89%
94590	100	3.81%
94599	74	2.81%
94589	54	2.07%
94591	45	1.68%
94533	17	0.65%
95422	16	0.63%
95476	16	0.60%
95461	12	0.44%
94530	12	0.44%
95467	9	0.36%
94503	9	0.34%
94573	8	0.31%
94707	6	0.23%
94607	5	0.19%
95380	4	0.16%
94107	2	0.06%
94103	1	0.03%
94105	0	0.02%
94588	0	0.01%
94133	0	0.00%
94510	0	0.00%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Access Mode

	Count	Percent
Walked all the way (includes skateboard / non-motorized sc	2294	87.17%
Was dropped off by someone	202	7.67%
Drove alone and parked	39	1.47%
Bicycled	31	1.18%
Drove or rode with others and parked / carpooled	23	0.87%
Drive alone	15	0.58%
Motorcycled /motorized scooter / moped	12	0.45%
Taxi	9	0.35%
Shuttle	7	0.27%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Trip Destination

	Count	Percent
Your Home	884	33.58%
Work	491	18.67%
Social or recreational	416	15.80%
Shopping	227	8.62%
School (K-12 student only)	164	6.22%
College/university (student only)	137	5.20%
Medical/dental	111	4.23%
Business appointment	103	3.91%
Dining / coffee	59	2.22%
Maintenance / personal business	25	0.96%
Escorting others (children, elderly)	15	0.57%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Destination City

	Count	Percent
Napa	1729	65.71%
Vallejo	241	9.14%
St Helena	184	7.01%
American Canyon	111	4.23%
Calistoga	105	3.99%
San Francisco	69	2.61%
Yountville	63	2.38%
Fairfield	34	1.31%
Sonoma	20	0.74%
Oakland	15	0.57%
El Cerrito	13	0.49%
Rutherford	9	0.34%
Berkeley	7	0.26%
San Pablo	6	0.22%
Eldridge	6	0.21%
Oakville	5	0.20%
Suisun City	5	0.20%
Middletown	5	0.18%
Hercules	4	0.16%
Angwin	1	0.04%
Kelseyville	0	0.00%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Destination Zip Code

	Count	Percent
94558	927	35.24%
94559	801	30.46%
94574	193	7.35%
94590	120	4.57%
94503	111	4.23%
94515	105	3.99%
94589	76	2.89%
94599	63	2.38%
94591	44	1.69%
94533	34	1.31%
94103	32	1.23%
95476	20	0.74%
94102	14	0.53%
94530	13	0.49%
94612	12	0.44%
94115	9	0.35%
94720	7	0.26%
95431	6	0.21%
94806	6	0.22%
94458	6	0.21%
94132	5	0.19%
94585	5	0.20%
95461	5	0.18%
94111	4	0.16%
94117	4	0.16%
94572	4	0.16%
94607	3	0.13%
94508	1	0.04%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Egress Mode

	Count	Percent
Walk all the way (includes skateboard / non-motorized scoc	2418	91.90%
Get picked up by someone	121	4.61%
Drive alone	46	1.76%
Bicycle	31	1.18%
Drive or ride with others / carpool	8	0.31%
Motorcycled /motorized scooter / moped	6	0.25%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Total Transfers

	Count	Percent
None	1662	63.16%
1 transfer	868	32.99%
2 transfers	81	3.08%
3 transfers	20	0.77%
4 transfers	0	0.00%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### How Riders Paid For Trip

	Count	Percent
Cash Fare	1734	65.90%
31 - Day Pass	520	19.75%
20 - Ride Pass	323	12.29%
Day Pass	54	2.06%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Type of Fare Discount Riders Received for Trip

	Count	Percent
Adult	1651	62.75%
Senior / Disabled	515	19.57%
Student	465	17.69%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Working Vehicles Available in Household

	Count	Percent
1	782	29.72%
2	596	22.64%
3	244	9.26%
4 or more	86	3.25%
None	924	35.13%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Total Number of Persons in Household

	Count	Percent
1	675	25.65%
2	522	19.85%
3	531	20.18%
4	341	12.94%
5	335	12.73%
6	118	4.48%
7	68	2.60%
8	26	0.97%
9	2	0.08%
10+	14	0.53%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Employment Status

	Count	Percent
Unemployed	1250	47.52%
Employed	1381	52.48%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Student Status

	Count	Percent
Not a Student	1758	66.80%
Student	857	32.58%
Not provided	16	0.62%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Driver License Status

	Count	Percent
No	1478	56.16%
Yes	1154	43.84%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

## Year Respondent Born

	Count	Percent
1927	2	0.09%
1929	8	0.29%
1931	7	0.26%
1933	15	0.56%
1935	4	0.14%
1938	21	0.78%
1939	5	0.20%
1940	26	0.99%
1941	22	0.83%
1942	5	0.20%
1943	10	0.38%
1944	12	0.45%
1945	9	0.33%
1946	25	0.97%
1947	26	0.97%
1948	49	1.86%
1949	8	0.31%
1950	17	0.63%
1951	8	0.30%
1952	40	1.54%
1953	5	0.18%
1954	26	1.00%
1955	22	0.83%
1956	34	1.31%
1957	38	1.46%
1958	29	1.12%
1959	26	0.98%
1960	63	2.40%
1961	46	1.75%
1962	21	0.80%
1963	43	1.62%
1964	40	1.51%
1965	19	0.70%
1966	30	1.13%
1967	56	2.13%
1968	43	1.63%
1969	14	0.54%
1970	29	1.11%
1971	30	1.14%
1972	38	1.45%
1973	11	0.43%
1974	63	2.39%
1975	53	2.02%
1976	35	1.32%
1977	51	1.96%
1978	20	0.75%
1979	60	2.27%
1980	56	2.11%
1981	48	1.82%
1982	27	1.01%
1983	41	1.58%
1984	26	1.00%
1985	56	2.14%
1986	40	1.52%
1987	44	1.68%
1988	28	1.07%
1989	74	2.83%
1990	63	2.39%
1991	54	2.06%
1992	105	4.00%
1993	96	3.65%
1994	43	1.63%
1995	149	5.66%
1996	114	4.34%
1997	112	4.25%
1998	30	1.15%
1999	113	4.31%
2000	39	1.47%

### Year Respondent Born

	Count	Percent
2002	3	0.12%
2003	6	0.21%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Race/Ethnicity multiple responses allowed

	Count	Percent
White	1181	44.88%
Hispanic	1078	40.96%
Black	348	13.21%
Asian	149	5.65%
American Indian	126	4.78%
Pacific Islander	79	3.00%
<b>Total</b>	<b>2960</b>	

### Gender

	Count	Percent
Female	1234	46.91%
Male	1397	53.09%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Household Income

	Count	Percent
Less than \$10,000	509	19.36%
\$10,000-\$24,999	485	18.42%
\$25,000-\$34,999	416	15.80%
\$35,000-\$39,999	301	11.43%
\$40,000 - \$49,999	205	7.77%
\$50,000-\$59,999	96	3.65%
\$60,000-\$74,999	92	3.49%
\$75,000-\$99,999	73	2.77%
\$100,000-\$149,999	51	1.92%
\$150,000 or more	39	1.47%
I don't know	366	13.90%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

## SERVICE ISSUES

### Do You Ever Ride Route 10

	Count	Percent
No	1278	48.56%
Yes	1354	51.44%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### How early do you think service on Route 10 should begin on weekdays?

	Count	Percent
Before 4:00 am	219	16.16%
4:30 am	166	12.25%
5:00 am	303	22.40%
5:30 am	87	6.39%
6:00 am	257	18.97%
6:30 am	23	1.69%
7:00 am	26	1.90%
Don't know	274	20.23%
<b>Total</b>	<b>1354</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### How early do you think service on Route 10 should begin on weekends?

	Count	Percent
Before 4:00 am	174	12.84%
4:30 am	129	9.51%
5:00 am	175	12.96%
5:30 am	35	2.61%
6:00 am	266	19.67%
6:30 am	20	1.46%
7:00 am	230	16.96%
7:30 am	30	2.18%
Don't know	295	21.81%
<b>Total</b>	<b>1354</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### How late do you think service on Route 10 should end on weekdays?

	Count	Percent
6:00 pm	22	1.63%
6:30 pm	6	0.44%
7:00 pm	61	4.53%
7:30 pm	7	0.51%
8:00 pm	78	5.77%
8:30 pm	29	2.13%
9:00 pm	227	16.80%
later than 9:30 pm	582	43.00%
Don't know	341	25.18%
<b>Total</b>	<b>1354</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### How late do you think service on Route 10 should end on weekends?

	Count	Percent
6:00 pm	41	3.02%
6:30 pm	8	0.58%
7:00 pm	49	3.59%
7:30 pm	4	0.27%
8:00 pm	96	7.06%
8:30 pm	36	2.69%
9:00 pm	205	15.14%
later than 9:30 pm	556	41.11%
Don't know	359	26.53%
<b>Total</b>	<b>1354</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Do You Ever Ride Route 11

	Count	Percent
No	1276	48.49%
Yes	1355	51.51%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### How early do you think service on Route 11 should begin on weekdays?

	Count	Percent
Before 4:00 am	345	25.44%
4:30 am	154	11.37%
5:00 am	295	21.73%
5:30 am	74	5.43%
6:00 am	269	19.85%
6:30 am	11	0.84%
7:00 am	25	1.85%
Don't know	183	13.47%
<b>Total</b>	<b>1355</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### How early do you think service on Route 11 should begin on weekends?

	Count	Percent
Before 4:00 am	313	23.06%
4:30 am	92	6.82%
5:00 am	196	14.47%
5:30 am	47	3.50%
6:00 am	314	23.20%
6:30 am	13	0.96%
7:00 am	185	13.63%
7:30 am	38	2.78%
Don't know	157	11.58%
<b>Total</b>	<b>1355</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### How late do you think service on Route 11 should end on weekdays?

	Count	Percent
6:00 pm	10	0.74%
6:30 pm	15	1.12%
7:00 pm	42	3.09%
7:30 pm	15	1.14%
8:00 pm	69	5.09%
8:30 pm	60	4.42%
9:00 pm	210	15.51%
later than 9:30 pm	722	53.23%
Don't know	212	15.66%
<b>Total</b>	<b>1355</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### How late do you think service on Route 11 should end on weekends?

	Count	Percent
6:00 pm	44	3.23%
6:30 pm	13	0.98%
7:00 pm	50	3.68%
7:30 pm	31	2.27%
8:00 pm	54	4.00%
8:30 pm	37	2.72%
9:00 pm	210	15.53%
later than 9:30 pm	693	51.14%
Don't know	223	16.46%
<b>Total</b>	<b>1355</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Ride Frequency if Route 10 and 11 Times were Expanded

	Count	Percent
None	774	29.43%
One more time	137	5.20%
Two more times	297	11.29%
Three more times	391	14.86%
Four more times	177	6.71%
Five more times	252	9.59%
Six more times	66	2.51%
Seven more times	72	2.75%
More than seven	154	5.85%
Not sure	311	11.80%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

### Support for Allowing Dogs Onboard VINE Buses

	Count	Percent
No	1075	40.85%
Yes	1556	59.15%
<b>Total</b>	<b>2631</b>	<b>100.00%</b>

\*percentages based on unlinked weighted data results

## CHAPTER 7: SURVEY INSTRUMENT

The survey instrument is provided on the following pages.

# VINE Transit On-Board Transit Survey

Please take a few moments to complete this important survey. Your input will be used to plan transportation improvements to serve Vine Transit customers better. *All information will be kept strictly confidential.*

## COMING FROM?

**1. What type of place did you just COME FROM?**

- Work
- Business appointment
- Your Home
- Social or recreational
- Shopping
- School (K-12) (student only)
- College or University (student only)
- Airport (airline passenger only)
- Medical / dental
- Dining / coffee
- Escorting others (children, elderly)
- Maintenance / personal business
- Other: \_\_\_\_\_

**2. If you are NOT coming from HOME, what is the NAME of the place you are coming from?**

\_\_\_\_\_

**3. What is the address of this place (or nearby intersection if you do not know the address)?**

\_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_

**4. How did you get to the very first bus or train you used for this trip?**

- Walked all the way (includes skateboard / non-motorized scooter)
- Bicycled
- Drove alone and parked
- Drove or rode with others and parked / carpoled
- Was dropped off by someone
- Taxi
- Motorcycle / motorized scooter / moped
- Other: \_\_\_\_\_

## GOING TO?

**5. What type of place are you GOING TO now?**

- Work
- Business appointment
- Your Home
- Social or recreational
- Shopping
- School (K-12) (student only)
- College or University (student only)
- Airport (airline passenger only)
- Medical / dental
- Dining / coffee
- Escorting others (children, elderly)
- Maintenance / personal business
- Other: \_\_\_\_\_

**6. If you are NOT going HOME, what is the NAME of the place you are going to?**

\_\_\_\_\_

**7. What is the address of this place (or nearby intersection if you do not know the address)?**

\_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_

**8. How will you get from the very last bus or train you will use for this trip to get to the place listed above?**

- Walk all the way (includes skateboard / non-motorized scooter)
- Bicycle
- Drive alone
- Drive or ride with others / carpool
- Get picked up by someone
- Taxi
- Motorcycle / motorized scooter / moped
- Other: \_\_\_\_\_

## THIS BUS

**9. Where did you get ON this bus?**

Please provide the nearest intersection/station name/park-and-ride: \_\_\_\_\_

**10. Where will you get OFF this bus?**

Please provide the nearest intersection/station name/park-and-ride: \_\_\_\_\_

## TRANSFERS

**11. INCLUDING THIS BUS, how many TOTAL BUSES/TRAINS will you use to make THIS ONE-WAY TRIP?**

- One, only this bus/train     Two     Three     Four or more

**11a. Please list the BUS ROUTES and/or RAIL Lines in the exact order you use them for this one-way trip.**

<b>START</b>	→		→		→		→		<b>END</b>
		1 <sup>st</sup> Route/RAIL Line		2 <sup>nd</sup> Route/RAIL Line		3 <sup>rd</sup> Route/RAIL Line		4 <sup>th</sup> Route/RAIL Line	

## OTHER TRIP INFORMATION

**12. Approximately what time did you last leave home today?** Hour/Minute: \_\_\_\_\_ am / pm **OR**  Have not been yet home today

**13. Approximately what time will you return home today?** Hour/Minute: \_\_\_\_\_ am / pm **OR**  Will not go home today

**14. How did you pay your fare for the trip you were surveyed?**  Cash Fare     Day Pass     20 Ride Pass     31-Day Pass

**15. What type of fare did you pay for this Vine Transit trip?**  Adult     Senior / Disabled     Student

## ABOUT YOU

**16. Are you currently employed either full- or part-time?**  Yes – answer 16a-c     No

**16a. IF YOU ARE EMPLOYED:** Have you been to work today since you last left home?  Yes     No

**16b. IF YOU ARE EMPLOYED:** Will you be going to work (or going back to work) before going home today?  Yes     No

**16c. What is your WORK address?** This information will help use plan routes that will better serve people where they work. If you do not want to provide this information, please provide the name of an intersection that is near your work (e.g., W. Main St. & N. Oak).

Work Address (or intersection): \_\_\_\_\_

Work City: \_\_\_\_\_

Work Zip Code: \_\_\_\_\_

17. Are you a student? (check the one response that BEST describes you)
- Not a student                       Yes – College/university (specify institution's name): \_\_\_\_\_
- Yes – student thru 12<sup>th</sup> grade     Yes – other (specify institution's name): \_\_\_\_\_
- 17a. **IF YOU ARE A STUDENT:** Have you been to school today since you last left home?  Yes  No
- 17b. **IF YOU ARE A STUDENT:** Will you be going to school (or going back to school) before going home today?  Yes  No
18. Including YOU, how many people live in your household? \_\_\_\_\_ people
19. Including YOU, how many people age 16 and older in your household are employed full-time or part-time? \_\_\_\_\_ people
20. How many drivable vehicles (cars, trucks, or motorcycles) are available to your household?
- None             One             Two             Three             Four or more
21. Do you have a valid driver's license?  Yes  No
22. In what year were you born? \_\_\_\_\_
23. Are you Hispanic, Latino or Spanish origin?  Yes  No
24. Are you? (check all that apply)
- American India/Alaska Native             Asian             Black/African American
- Native Hawaiian/Pacific Islander         White             Other: \_\_\_\_\_
25. Do you speak a language other than English at home?  No             Yes
- IF YES:** 25a. What language do you speak? \_\_\_\_\_
- 25b. How well do you speak English?  Very Well     Well     Not well     Not well at all
26. What is your home address? This information will help use plan routes that will better serve people where they live. If you do not want to provide this information, please provide the name of an intersection that is near your home (e.g., W. Main St. & N. Oak). If you are not from the Napa area, please enter the location where you are staying (friend's home, hotel, etc.)

Home Address (or intersection): \_\_\_\_\_

Home City: \_\_\_\_\_ Home Zip Code: \_\_\_\_\_

27. What is your gender?  Male  Female
28. Which of the following categories BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME before taxes?
- Less than \$10,000     \$10,000-\$24,999     \$25,000 - \$34,999     \$35,000 - \$39,999     \$40,000 - \$49,999
- \$50,000-\$59,999     \$60,000-\$74,999     \$75,000 - \$99,999     \$100,000-\$149,999     \$150,000 or more

## SERVICE ISSUES

29. Do you ever ride Route 10?  Yes – answer 29a-d below             No
- 29a. How early do you think service on Route 10 should begin on weekdays?
- Before 4:00 am     4:30 am     5:00 am     5:30 am     6:00 am     6:30 am     7:00 am     7:30 am     Don't know
- 29b. How early do you think service on Route 10 should begin on weekends?
- Before 4:00 am     4:30 am     5:00 am     5:30 am     6:00 am     6:30 am     7:00 am     7:30 am     Don't know
- 29c. How late do you think service on Route 10 should end on weekdays?
- 6:00 pm     6:30 pm     7:00 pm     7:30 pm     8:00 pm     8:30 pm     9:00 pm     later than 9:30 pm     Don't know
- 29d. How late do you think service on Route 10 should end on weekends?
- 6:00 pm     6:30 pm     7:00 pm     7:30 pm     8:00 pm     8:30 pm     9:00 pm     later than 9:30 pm     Don't know
30. Do you ever ride Route 11?  Yes – answer 30a-d below             No
- 30a. How early do you think service on Route 11 should begin on weekdays?
- Before 4:00 am     4:30 am     5:00 am     5:30 am     6:00 am     6:30 am     7:00 am     7:30 am     Don't know
- 30b. How early do you think service on Route 11 should begin on weekends?
- Before 4:00 am     4:30 am     5:00 am     5:30 am     6:00 am     6:30 am     7:00 am     7:30 am     Don't know
- 30c. How late do you think service on Route 11 should end on weekdays?
- 6:00 pm     6:30 pm     7:00 pm     7:30 pm     8:00 pm     8:30 pm     9:00 pm     later than 9:30 pm     Don't know
- 30d. How late do you think service on Route 11 should end on weekends?
- 6:00 pm     6:30 pm     7:00 pm     7:30 pm     8:00 pm     8:30 pm     9:00 pm     later than 9:30 pm     Don't know
31. If the hours of service on Route 10 and 11 were expanded to begin and end at the times you selected above, approximately how many more times would you ride Vine Transit each week?
- none     one     two     three     four     five     six     seven     more than seven     don't know
32. The VINE is considering a proposal that would allow passengers to bring their dogs onboard its buses. Knowing that certain standards and safety rules would apply, would you support allowing passengers to bring dogs on the bus?
- Yes     No

### REGISTER TO WIN a \$100 Visa card

People who submit a completed survey will be entered in a random drawing for a Visa gift.  
You must provide your name, phone number and/or e-mail address below to be eligible.

Your Name: \_\_\_\_\_ Phone Number: (\_\_\_\_) \_\_\_\_\_

e-mail address: \_\_\_\_\_

*Thank you for your help!*

**If you completed this survey before getting off the bus, please return this survey to the survey staff.  
If you did not have time to complete the survey during your trip, please return it within 24 hours  
using the postage-paid envelope that was provided.**