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REPORT

# ONBOARD ORIGIN-DESTINATION STUDY



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**PREPARED FOR:**  
ANCHORAGE METROPOLITAN AREA TRANSPORTATION  
SYSTEM (AMATS)

**SUBMITTED BY:**  
RSG

**IN COOPERATION WITH:**  
ETC INSTITUTE





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## 1.0 STUDY PURPOSE

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Anchorage Metropolitan Area Transportation System (AMATS) and PTD hired RSG to conduct an on-board origin-destination study to understand ridership patterns on the People Mover and Eagle River Connect systems. AMATS and PTD will use the results of this survey to update the region’s travel demand model (TDM) and to calibrate local traffic and travel models. RSG, under a separate contract, is working with AMATS to update the regional TDM. The survey will also help AMATS and its local and regional partners develop plans that accommodate the diverse travel needs and preferences of residents.

Surveys were also collected from Share-A-Ride vanpool users and AnchorRIDES paratransit users to understand customer satisfaction with these services. Additionally, a household travel diary survey was conducted with local residents to collect current information about household and individual travel patterns for residents throughout the greater Anchorage area. These results of these survey efforts are reported separately.

## 2.0 SAMPLING

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The survey effort sampled 10% of all weekday boardings on each People Mover route and on Eagle River Connect, which is consistent with FTA recommendations for onboard OD surveys. Additionally, we ensured that ridership in both directions and during all times of day were represented roughly proportional to ridership. The survey effort also sampled approximately 5% of all boardings on Saturdays and Sundays. See the table below for a more detailed sampling plan. It should be noted that ridership on Eagle River Connect was unknown and therefore a strict goal was not set.

**TABLE 1: PEOPLE MOVER WEEKDAY SAMPLING BY ROUTE**

<b>ROUTE</b>	<b>AVG DAILY RIDERS</b>	<b>SURVEY GOAL</b>
Route 1	647	65
Route 2	953	95
Route 3	1,437	144
Route 7	1,389	139
Route 8	615	62
Route 9	855	86
Route 13	732	73
Route 14	202	20
Route 15	925	93
Route 36	574	57
Route 45	2,359	236
Route 60	713	71
Route 75	1,015	102
Route 102	235	24
<b>Total</b>	<b>12,651</b>	<b>1,265</b>

**TABLE 2: PEOPLE MOVER SATURDAY AND SUNDAY SAMPLING BY ROUTE**

ROUTE	SATURDAY		SUNDAY	
	AVG DAILY RIDERS	SURVEY GOAL	AVG DAILY RIDERS	SURVEY GOAL
Route 1	326	16	211	11
Route 2	549	27	321	16
Route 3	664	33	357	18
Route 7	786	39	454	23
Route 8	415	21	265	13
Route 9	471	24	252	13
Route 13	410	21	272	14
Route 14	122	6	75	4
Route 15	441	22	240	12
Route 36	293	15	165	8
Route 45	977	49	565	28
Route 60	503	25	269	13
Route 75	590	30	328	16
<b>Total</b>	<b>6,547</b>	<b>327</b>	<b>3,774</b>	<b>189</b>

On Eagle River Connect, four of the nine daily trips between the two major fixed-timepoint stations were sampled. As the evening trips were likely to be return trips from the same riders that rode in the morning, the focus was placed on surveying the morning and afternoon trips.

### 3.0 SURVEY INSTRUMENT

The survey was a primarily a tablet-based in-person interview that was conducted onboard People Mover and Eagle River Connect buses. Survey questions covered the following topics:

- Trip purpose
- Origin and destination locations
- Boarding and alighting locations
- Access and egress modes
- Routes used (and number of transfers)
- Boarding time
- Fare payment type
- Whether a round trip was made via the same mode
- Home address
- Demographics (e.g., age, gender, race/ethnicity, household size, income, # employed persons in household, # vehicles in household, language)

The survey was offered in English, Spanish, Tagalog, and Korean. Because it was not possible to hire surveyors who speak all of the languages, a translated paper version of the survey was provided, which the surveyors distributed to those not speaking English. These paper surveys could be returned directly to the surveyor or via business reply mail.

## 4.0 SURVEY ADMINISTRATION

The Origin-Destination (OD) survey was conducted through in-person interviews. Interviewers with tablet computers asked a series of questions to riders onboard People Mover and Eagle River Connect buses. The survey was fielded between September 18-29, 2014.

Passengers taking very short trips were unlikely to be able to complete the full interview before needing to alight. In such cases and where possible, the interviewer solicited the telephone number of the rider, and ETC contacted them by phone within 24 hours to conduct the interview. This was done to avoid any sampling bias resulting from the omission of short trips in the final dataset.

A total of 2,203 surveys were collected and after data processing was complete, a total of 2,070 surveys were deemed usable. The sampling goals by route were exceeded for each day of the week surveyed and very close to meeting the goals for each route. The one exception was the Eagle River Connect, for which no ridership data was available prior to the survey effort. During the field effort, roughly half of trips operating were surveyed as planned, however only five riders were observed onboard during these trips and no riders would complete the survey.

**TABLE 3: COMPLETED SURVEYS BY ROUTE AND DAY OF WEEK**

ROUTE	WEEKDAY	SATURDAY	SUNDAY
1	86	22	12
2	129	33	14
3	159	43	18
7	150	31	18
8	68	16	17
9	93	21	7
13	113	33	21
14	19	8	6
15	94	28	12
36	92	25	20
45	235	60	39
60	94	31	15
75	117	29	18
102	24	0	0
<b>Total</b>	<b>1,473</b>	<b>380</b>	<b>217</b>

## 5.0 DATA PROCESSING

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### 5.1 | VERIFICATION OF DATA COLLECTION

RSG and ETC performed the following checks:

- Checking for valid origin and destination street names, city names, and ZIP codes;
- Ensuring the respondents who indicated that they have a valid driver's license also reported that at least one member of their household is licensed;
- Checking that the age provided is reasonable;
- Ensuring that transit route/line names and stops/stations were consistently spelled/coded;
- Ensuring that transfers to/from other transit routes/lines were possible, with some leeway provided for riders who walk several blocks to reach their next route;
- Ensuring the origin and destination addresses are not the same;
- Ensuring that the boarding and alighting addresses are not the same;
- Ensuring the boarding and alighting addresses make sense for the route;
- Ensuring that the respondent did not list the same route twice;
- Ensuring the route surveyed on was reported in the trip path;
- Checking to be sure the access/egress mode is appropriate given the distance of travel from the trip origin/destination to place where the respondent boarded/alighted transit; and
- Reviewing the total distance on transit compared to the total trip distance.

### 5.2 | VISUAL INSPECTION

This step involved a visual inspection of the trip record. The key tasks that were conducted as part of this visual inspection include the following:

- Visually inspecting and examining key variables of survey trips with very short distances;
- Visually inspecting the sensibility of trips with zero reported transfers or two or more transfers;
- Visually inspecting the sensibility of drive access/egress trips given the distance traveled by car relative to the distance traveled by transit;
- Visually inspecting the sensibility of drive access/egress trips with more than one transfer;
- Visually inspecting sensibility of the origin-to-destination path with respect to the transit routes/lines that was used for the trip; and
- Visually inspecting the routes reported being used for the trip.

If a record passed all of the visual checks and verifications listed above, the record was classified as “useable” and tagged for inclusion in the final survey database.



### 5.3 | EXPANSION

Once the usable records were cleaned, the surveys were weighted and expanded to represent the rider population. The weekday surveys were first weighted to the proportion of trips boarding in the downtown zone and then expanded to average daily ridership by route, day of week, time period, and direction.

The weekend data did not have enough sample to support as fine-grained of a weighting scheme and were therefore simply expanded to average daily ridership by route and day of week. This should be kept in mind when using the data, as weekend data should not be analyzed by time of day or direction and should only be analyzed at the route-level and day of week-level.

## 6.0 RIDER PROFILE

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Below are summary statistics for the full sample. This includes riders captured on both weekdays and weekends. Included are demographic information such as age, gender, household characteristics, languages and ethnicity. Further detail by route can be found in Appendix B.

### 6.1 | AGE, GENDER AND INCOME

Of riders surveyed on weekdays, approximately 93% are of working age (18-64) and 52% are male. About 30% of the sample comes from households with an annual income of \$10,000 or less and less than 10% of the sample comes from households earning more than \$75,000.

Weekend riders are slightly older, with 91% of the sample between 18 and 64 years of age and fewer respondents in the 18-24 year old category. Around 58% of weekend riders are male. Household incomes are largely similar to weekday travelers with a slight trend towards lower incomes on the weekend.

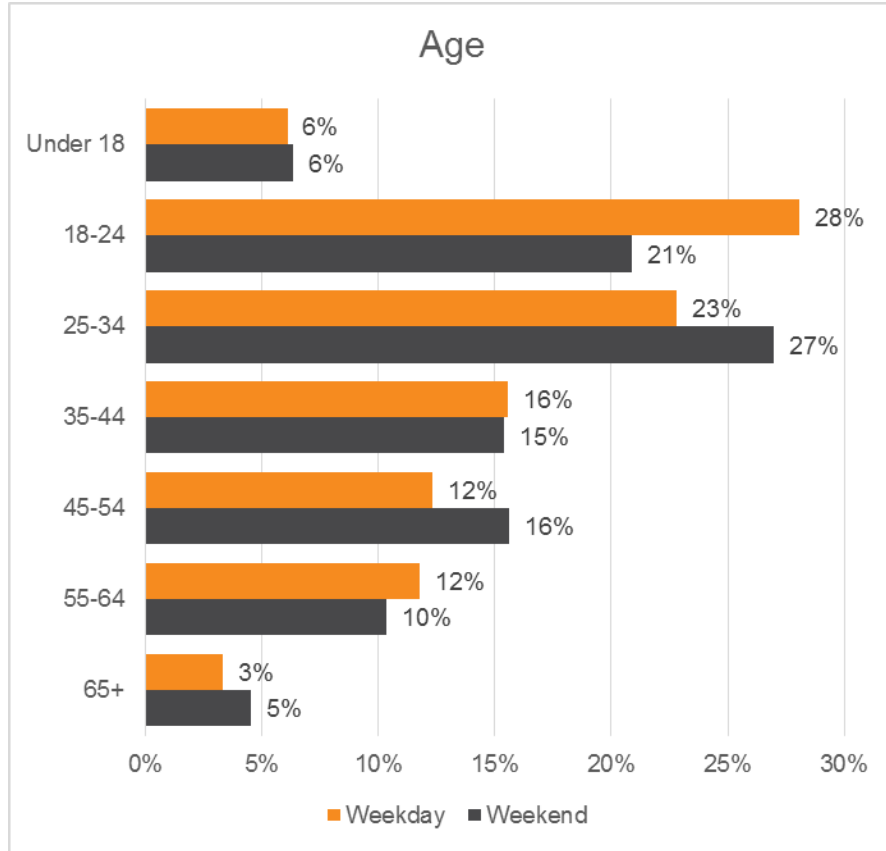


FIGURE 1: AGE

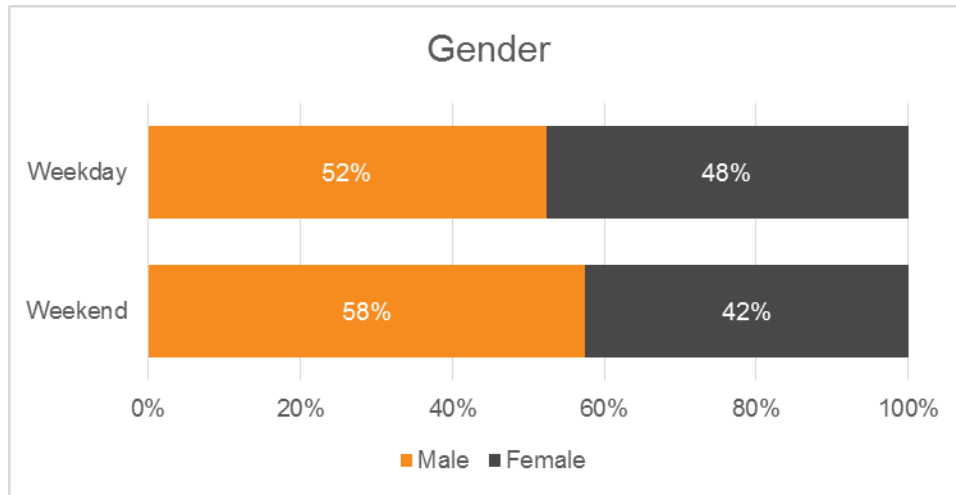
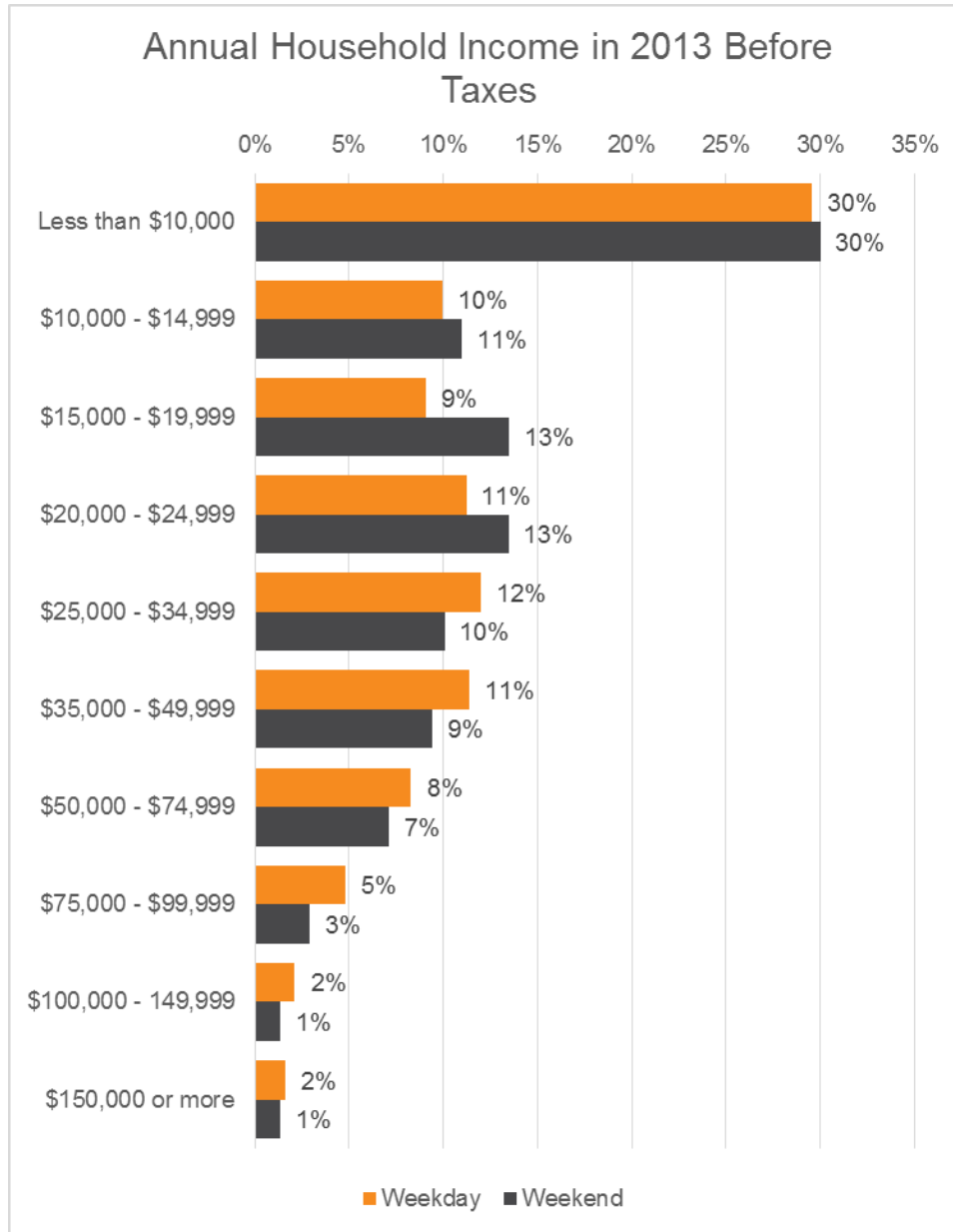


FIGURE 2: GENDER



**FIGURE 3: ANNUAL HOUSEHOLD INCOME**

## 6.2 | HOUSEHOLD SIZE AND EMPLOYMENT

The mean household size of weekday respondents is 2.7 and household sizes range from 1 to as many as 10, with proportions shown in Figure 4. On weekends, the mean household size was also 2.7. The weekday sample had a mean of 1.7 employed persons per household, while the weekend sample had a mean of 1.5 employed persons per household. Proportions for number of employed persons per household are shown in Figure 5.

Nearly half of respondents were employed full-time (46% on weekdays and 45% on weekends) while an additional 17% are employed part-time. The remainder are unemployed, retired or homemakers (Figure 6). Of weekday riders, nearly a quarter are some kind of

student, including full time college or university (16%), K-12 (5%) and part time college or university (3%). Of weekend riders 11% were full-time college or university students, 3% were K-12 students and 2% were part-time college or university students (Figure 7).

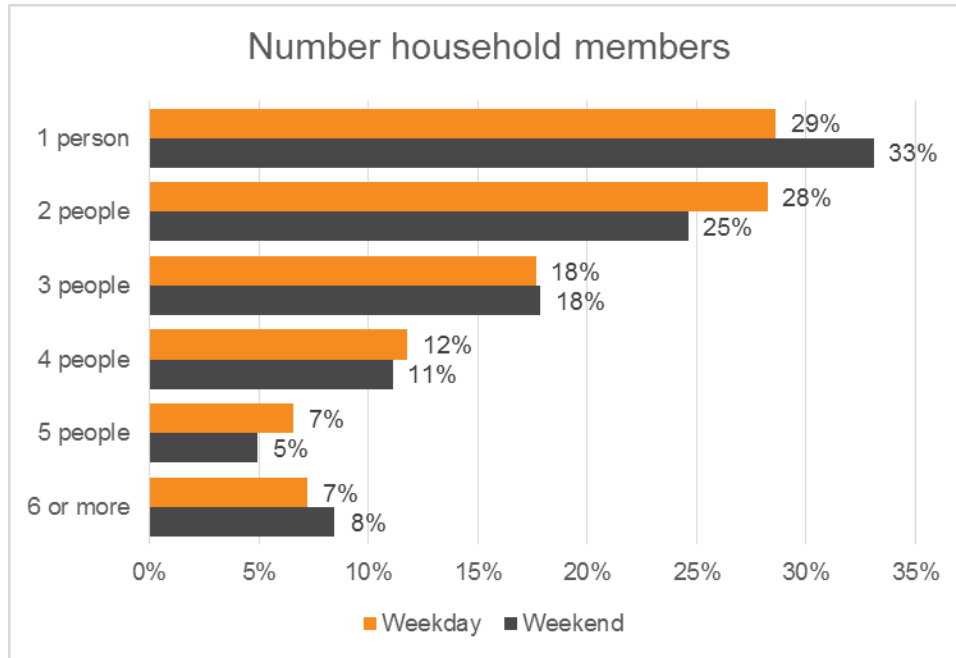


FIGURE 4: HOUSEHOLD SIZE

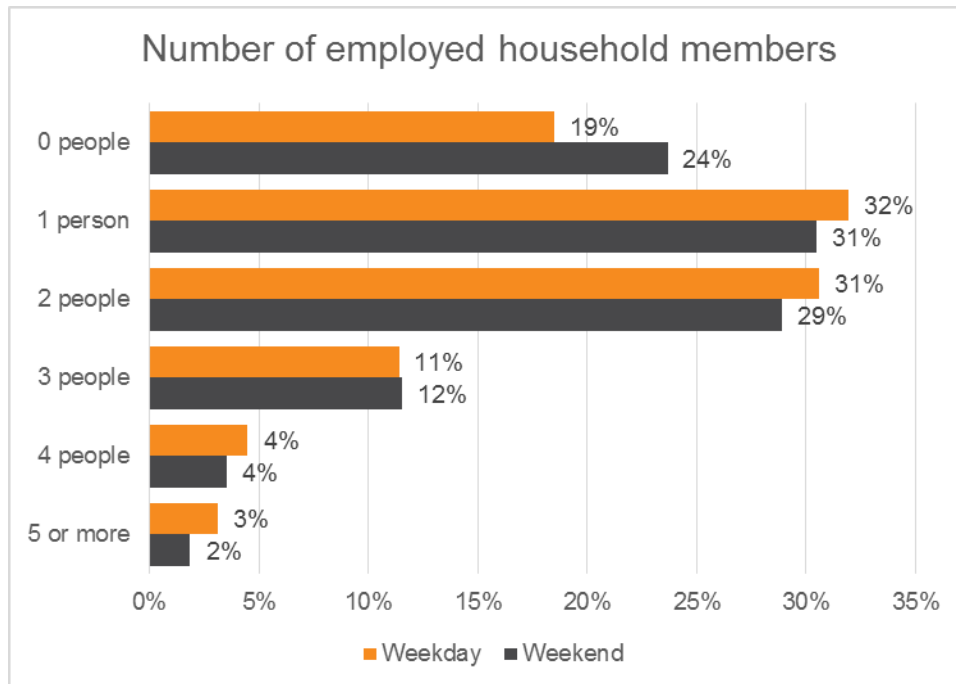
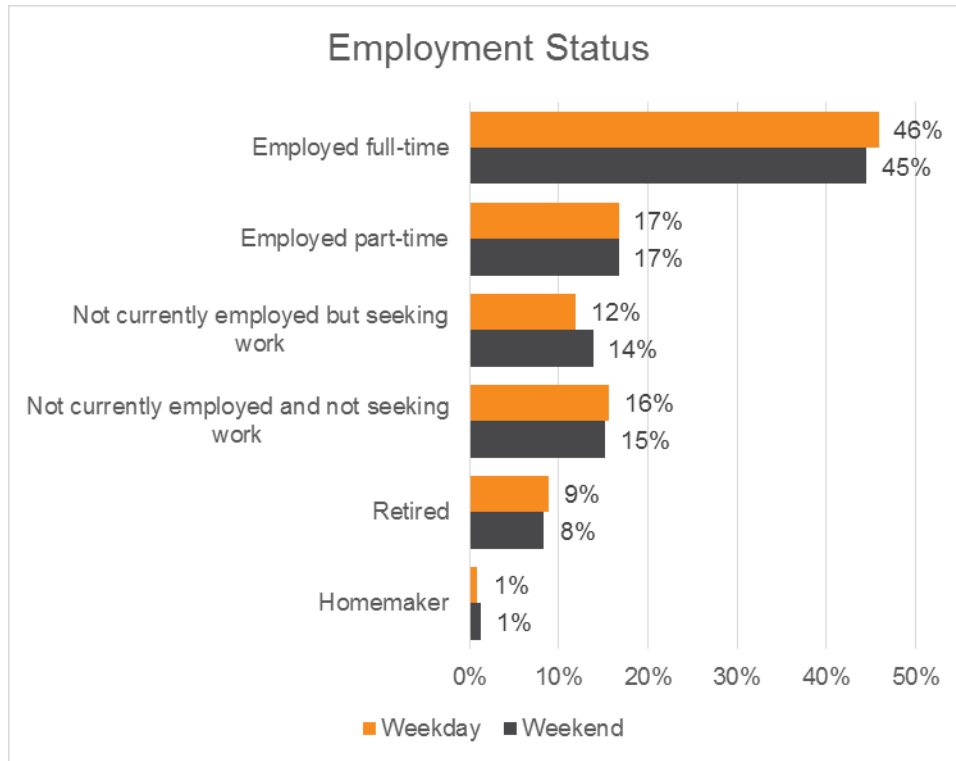
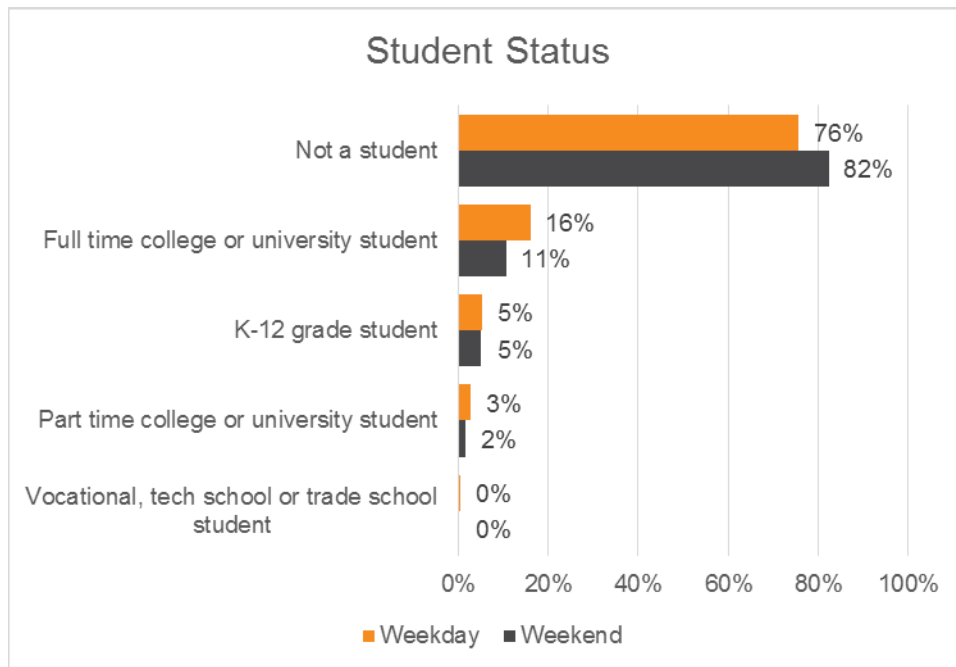


FIGURE 5: EMPLOYED HOUSEHOLD MEMBERS



**FIGURE 6: EMPLOYMENT STATUS**



**FIGURE 7: STUDENT STATUS**

### 6.3 | HOUSEHOLD VEHICLES AND LICENSING

A majority of weekday riders (58%) come from a household without any vehicles while 62% do not have a valid driver’s license. Weekend riders are even more likely to come from a household without vehicles (68%) while 64% do not have a driver’s license.

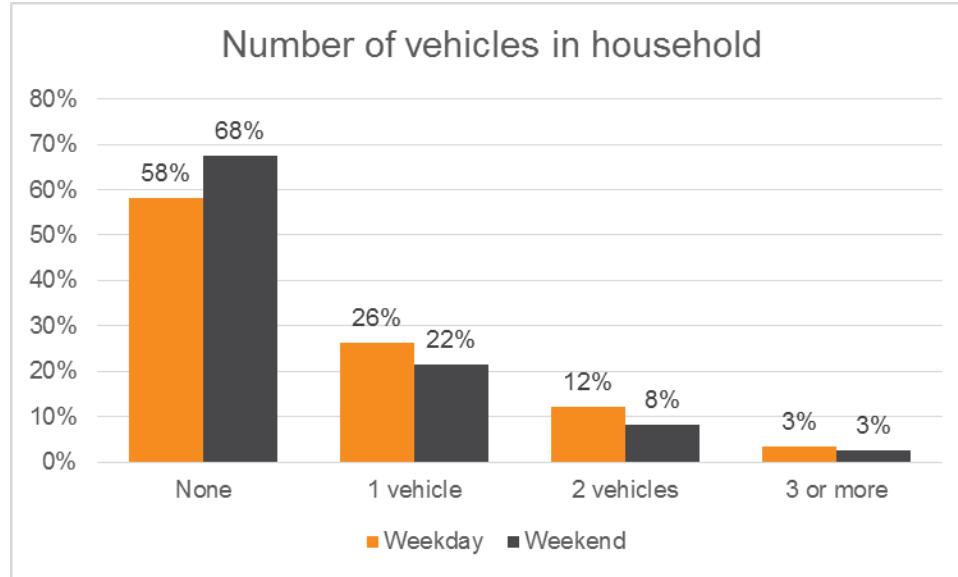


FIGURE 8: NUMBER OF VEHICLES IN HOUSEHOLD

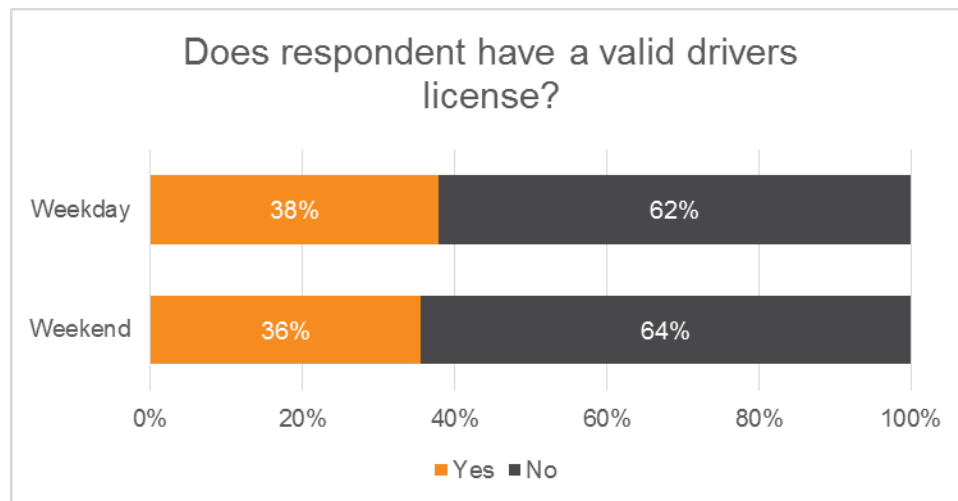


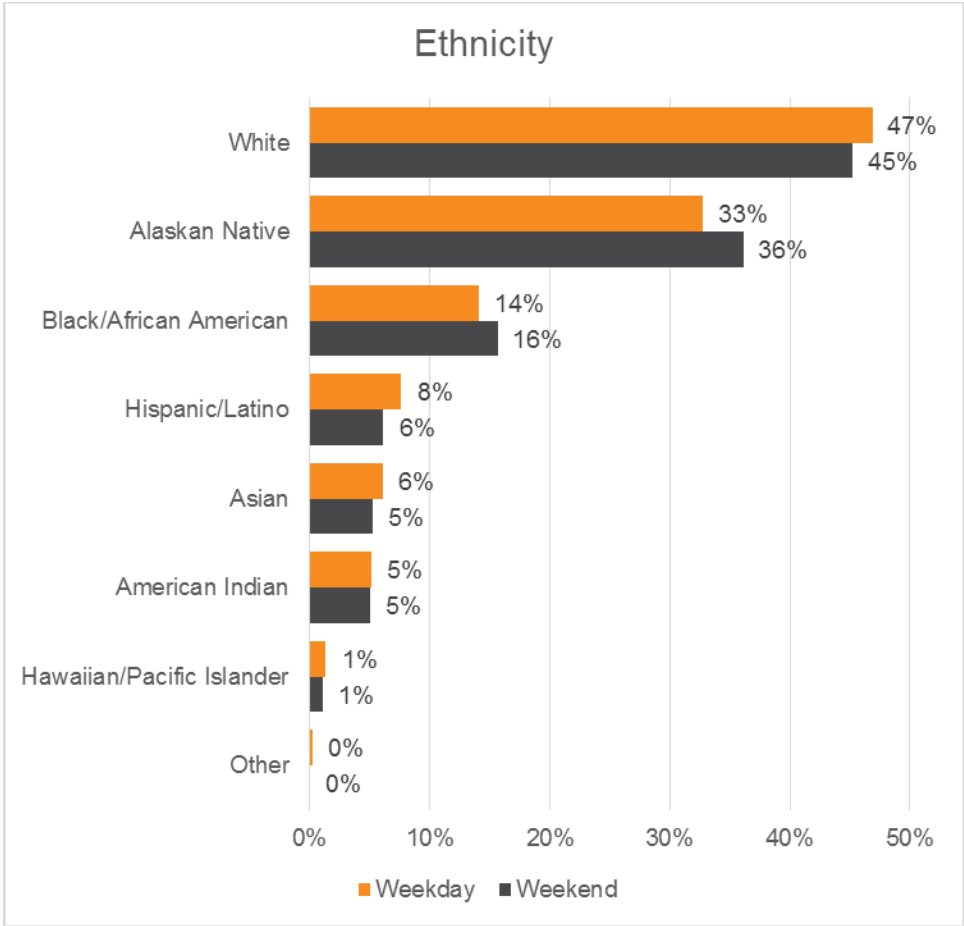
FIGURE 9: DOES THE RESPONDENT HAVE A VALID DRIVERS LICENSE?

### 6.4 | LANGUAGE AND ETHNICITY

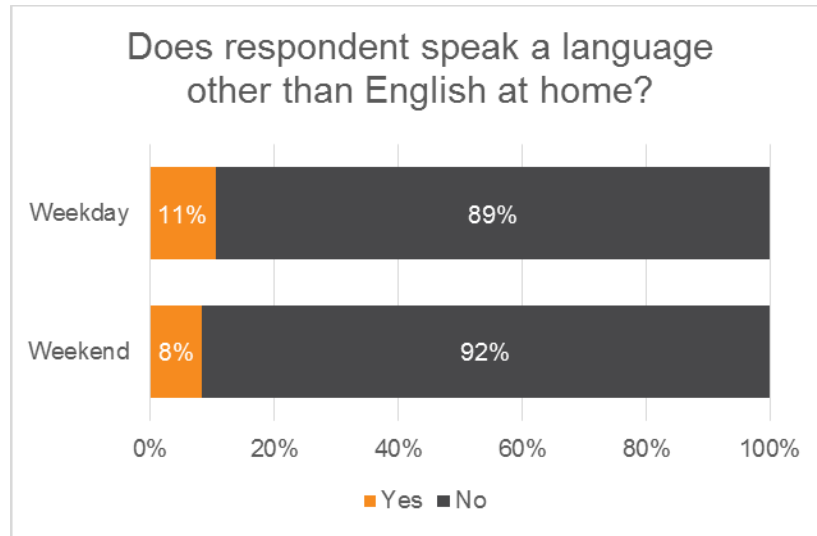
The ethnicities of the sample are shown in Figure 10. Respondents were asked to “select all that apply” in this case, so the percentages do not add up to 100%. On weekdays, 47% of riders identified as White while 33% identified as Alaskan Native and 14% identified as Black/African American. Weekend riders had a very similar profile with 45% identifying as White, 36% as Alaskan Native, and 14% as Black/African American.

Figure 11 shows the percentage of respondents who speak a language other than English at home and Figure 12 shows the level of English proficiency of those respondents that do not speak English at home. The most common languages spoken at home among weekday riders were Spanish (35%), Tagalog (11%), Yup'ik (9%) and French (6%). Thirty-five other languages were spoken by small fractions of the sample.

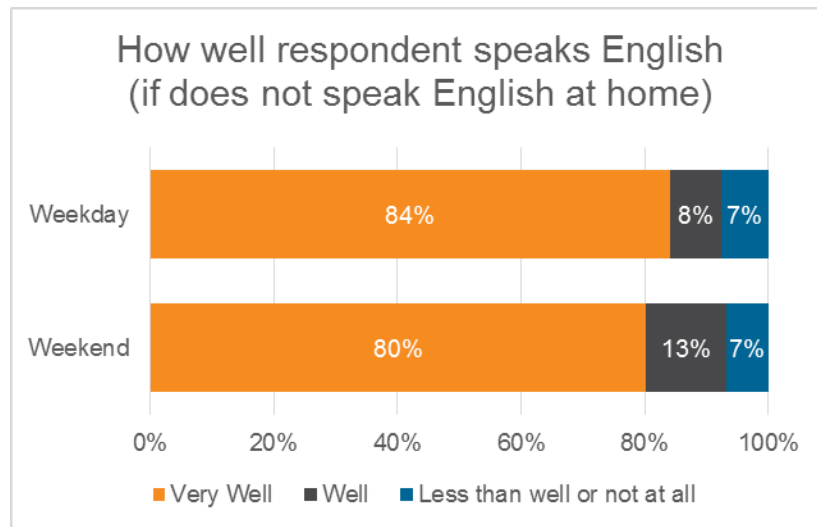
On weekdays, 11% of respondents indicated that they speak a language other than English at home. Of these, 84% spoke English very well and another 8% spoke English well. On weekends, 8% of respondents spoke a language other than English, while 80% of these spoke English very well and 13% spoke well. Overall, less than 1% of respondents spoke English less than well or not at all.



**FIGURE 10: ETHNICITY OF RESPONDENTS**



**FIGURE 11: ENGLISH SPOKEN AT HOME**



**FIGURE 12: LEVEL OF ENGLISH PROFICIENCY**

## 7.0 TRIP PROFILE

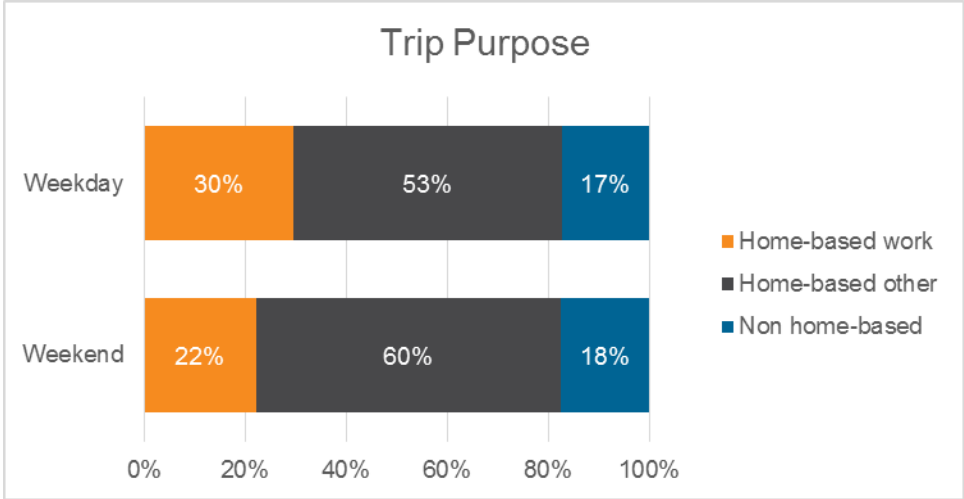
In addition to demographic characteristics, respondents answered a series of questions about the nature of their trip. These include the starting and ending locations, payment method, fare subsidies, number of transfers and access and egress modes. Further detail by route can be found in Appendix B.

### 7.1 | TRIP PURPOSE

The questionnaire asks respondents about the type of location for their origin and destination addresses. Typical location types could include home, work, school or shopping. From this question we can interpret the purpose of each trip. The location types for OD pairs have been divided into three general categories: home-based work trips (between home



and work or a work-related location), home-based non-work trips (between home and another place) and trips that are not home-based (neither the origin nor the destination is the respondent's home). About 30% of weekday trips were home-based work trips while 53% were home-based other trips. On weekends, 22% of trips were home-based work trips, while 60% were home-based trips for other purposes.



**FIGURE 13: TRIP PURPOSE**

Trip purpose is shown in more detail in Figure 14. Purpose was derived from the location of the destination trip end, except in cases when the destination was listed as home, when purpose was derived from the location of the origin of the trip. On weekdays, the most common trip purposes were to and from work (28%), and shopping, eating or dining (21%). College or university related travel accounted for 10% of trips and travel for medical purposes also accounted for 10%. On weekends, travel to and from work accounted for 21% of trips while shopping, eating or dining accounted for 36%. Travel for the purpose of recreation, sightseeing or sporting events accounted for 12% of weekend trips.

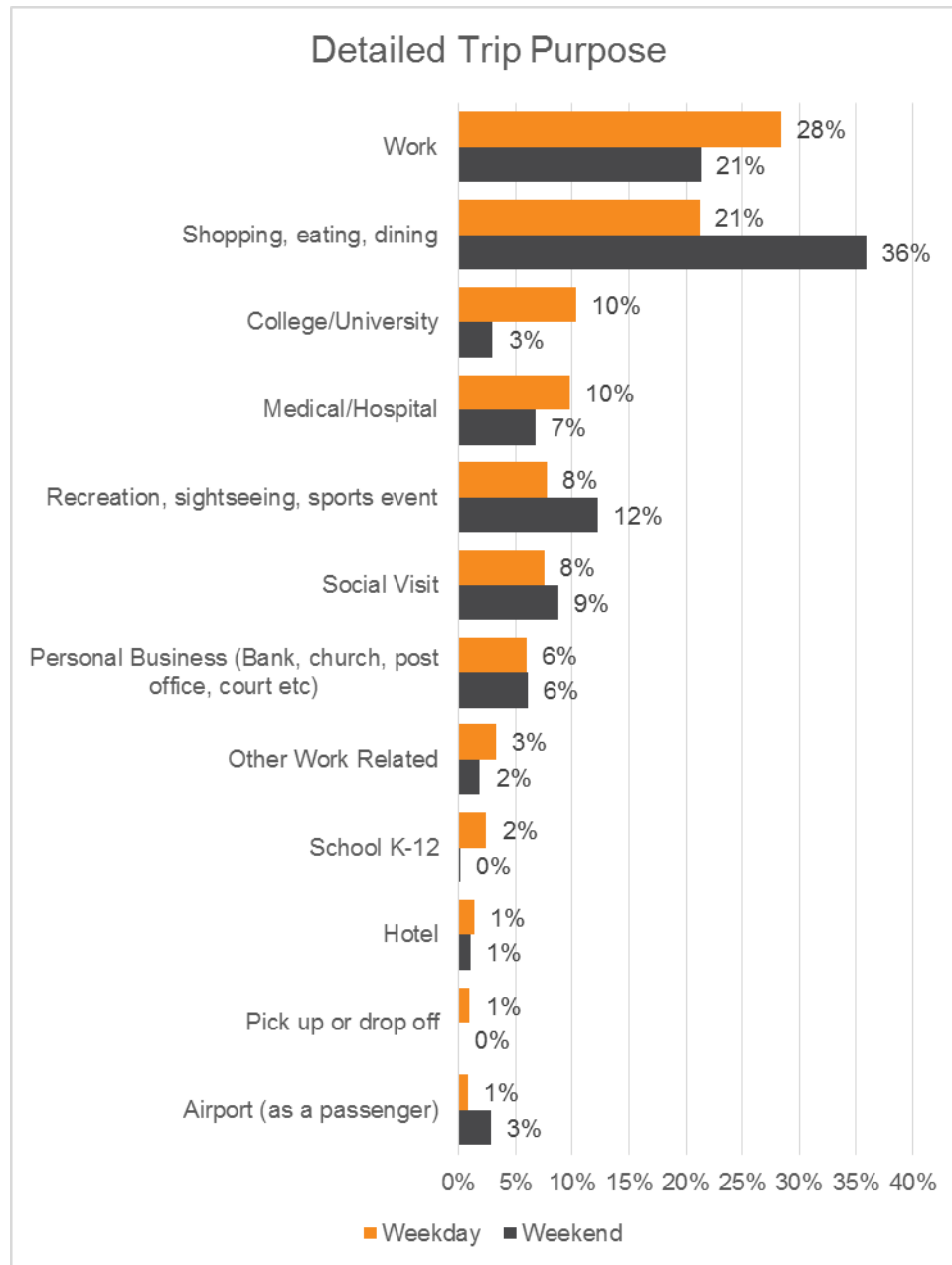


FIGURE 14: DETAILED TRIP PURPOSE

## 7.2 | PAYMENT AND TRANSFER

The most common payment methods used by respondents are the 30-day pass, a single cash fare and a student ID (Figure 15). On weekdays, the 30-day pass was used by 38% of riders while cash fare accounted for 22% and student ID’s accounted for 17%. Annual pass, 20-ride ticket and “rode free” were used by less than 2% of weekday riders. On weekends, the 30-day pass was used by 42% of riders while cash fare and student ID accounted for 28% and 11% respectively. Approximately 25% of both weekday and weekend riders were eligible for a discount due to age, disability or veteran status (Figure 16).

The majority of trips were completed using only one bus (Figure 17). On weekdays, 23% of trips involved one transfer while 22% of weekend trips involved one transfer. Only 1% of trips were comprised of two or more transfers.

Weekday travelers on Route 1, 9, and 14 were the most likely to transfer to other routes during their trip, with over a third of riders making a transfer (Figure 18). Meanwhile, fewer than 20% of those traveling on Route 3, 13, 36, 75, and 102 were likely to require a transfer.

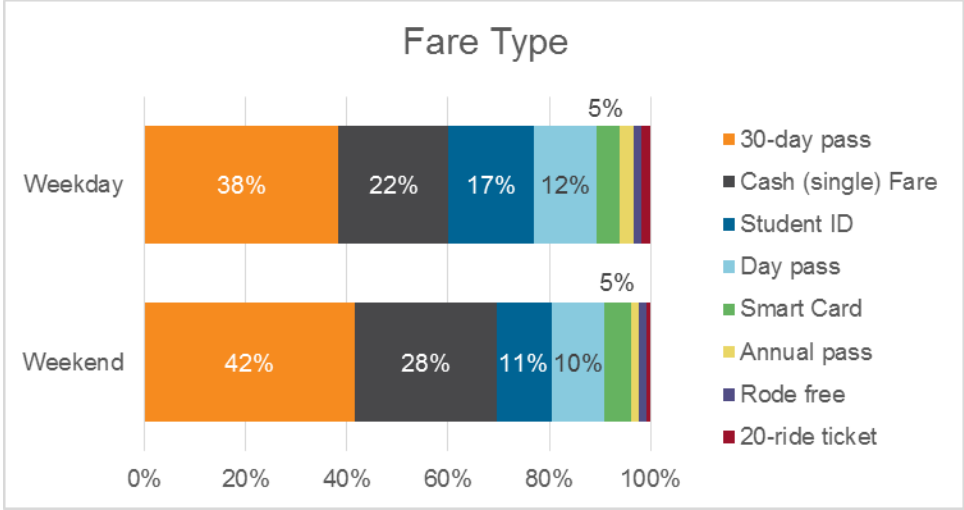


FIGURE 15: FARE TYPE

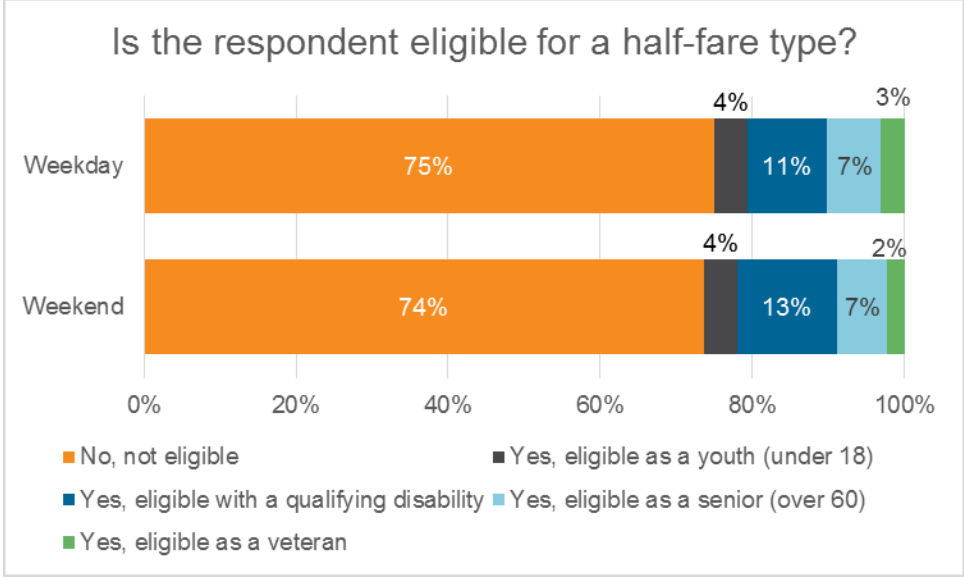
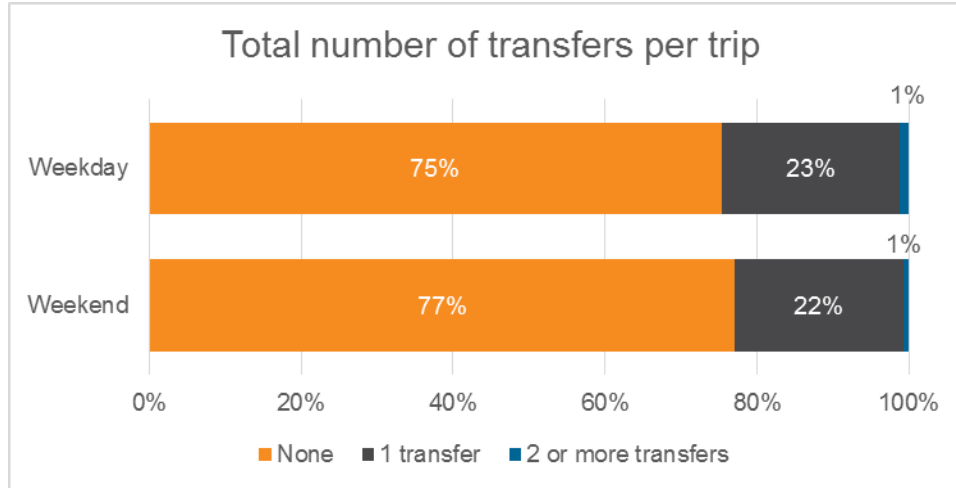
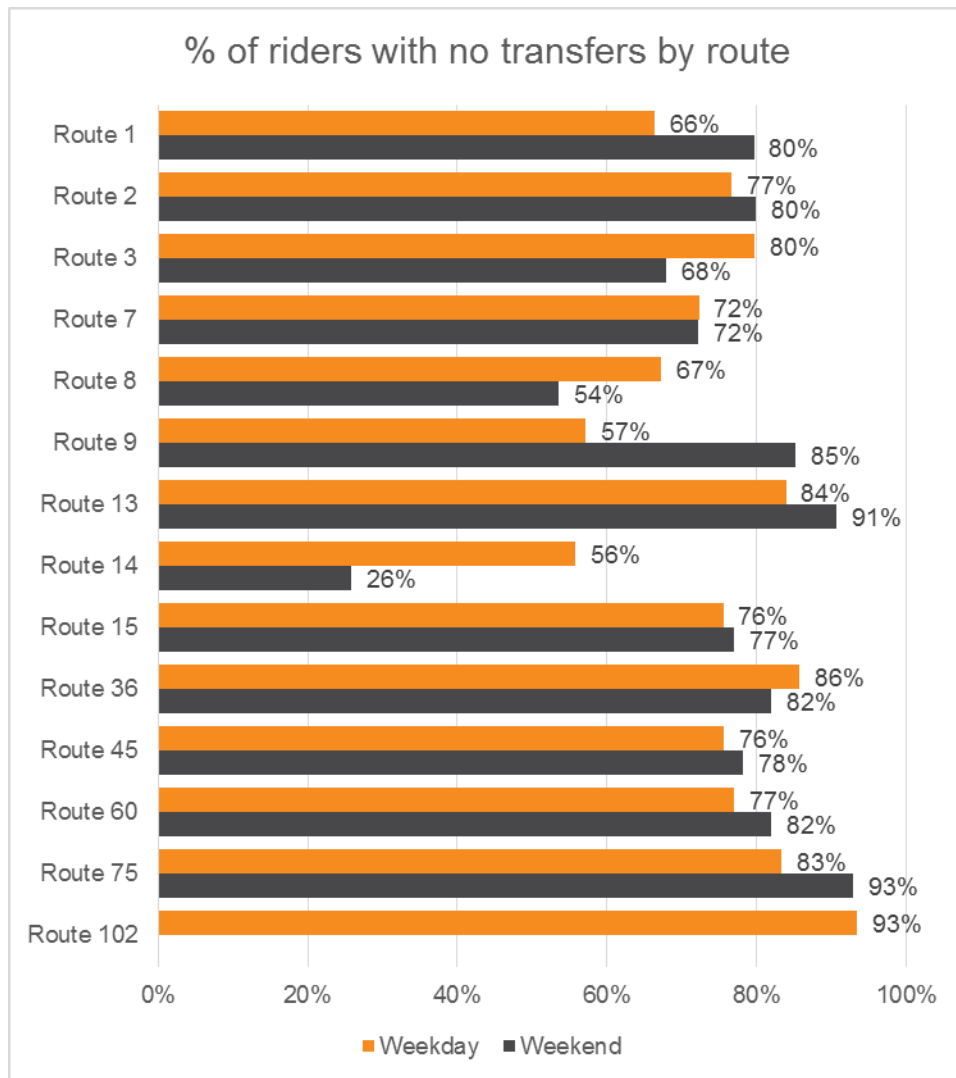


FIGURE 16: HALF-FARE ELIGIBILITY



**FIGURE 17: NUMBER OF TRANSFERS**



**FIGURE 18: PERCENTAGE OF RIDERS MAKING NO TRANSFERS BY ROUTE**

### 7.3 | ACCESS AND EGRESS

The vast majority of respondents on both weekdays and weekends reported walking as their access to and egress from their bus trip (Figure 19 and Figure 20). Biking accounted for 2% of access and egress trips while other modes including driving alone or with somebody, skateboard and shuttle account for 1% together.

On weekdays, the average access walk was 4.9 minutes while average egress walk was 4.3 minutes. Most walk times were 5 minutes or shorter: 80% of access walks were 5 minutes or less and 79% of egress walks were 5 minutes or less. On weekends, the average access walk time was 4.8 minutes and the average egress walk time was 3.7 minutes. Eighty-one percent of access walks and 90% of egress walks were 5 minutes or less.

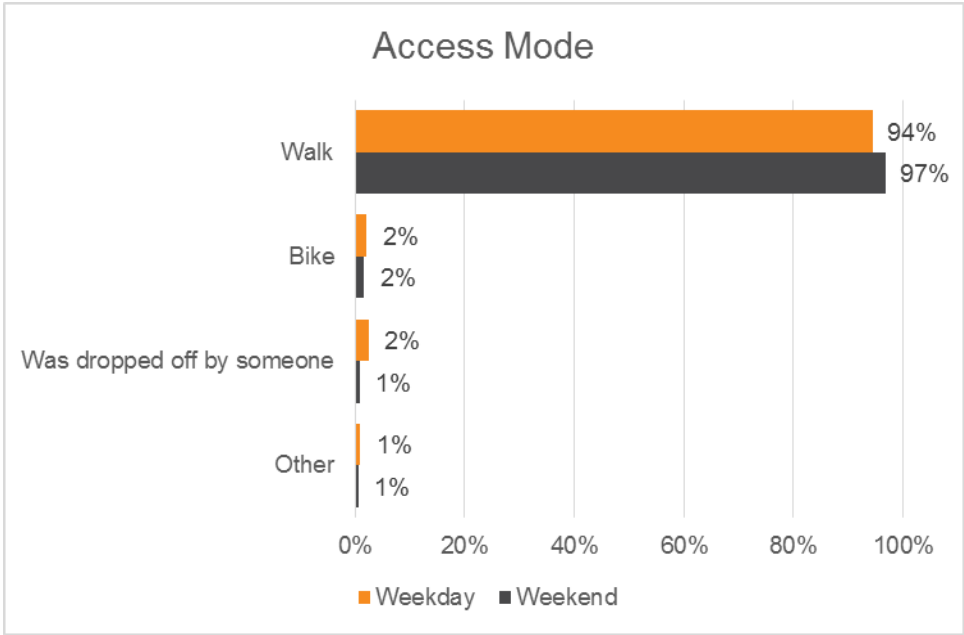


FIGURE 19: ACCESS MODE

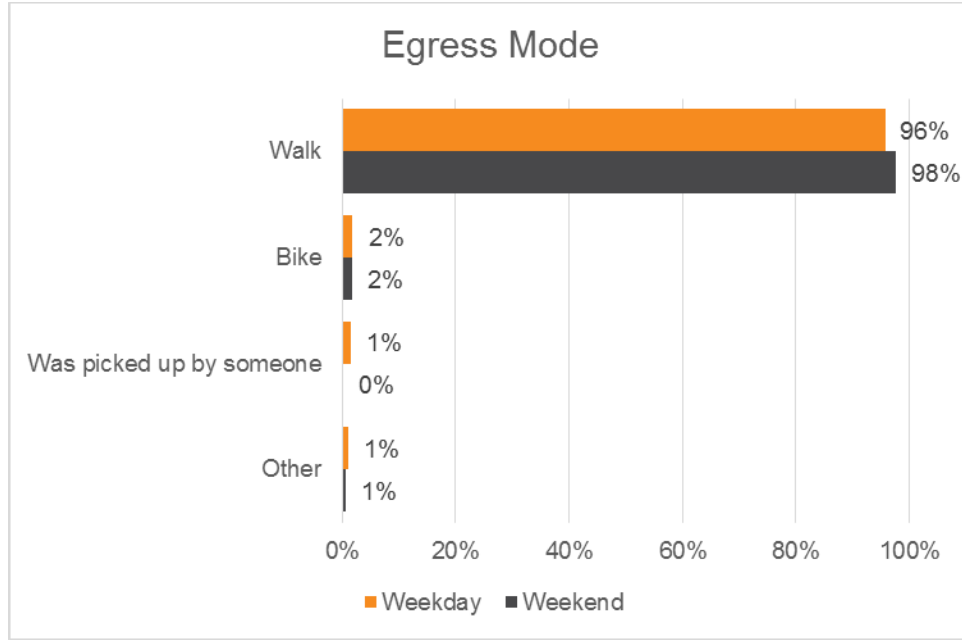


FIGURE 20: EGRESS MODE

### 7.4 | RETURN TRIP

Respondents were asked if they intended to make a return trip in the exact opposite direction of the trip they were currently on. On weekdays 45% returned using the same route, while on weekends 49% returned using the same route (Figure 21).

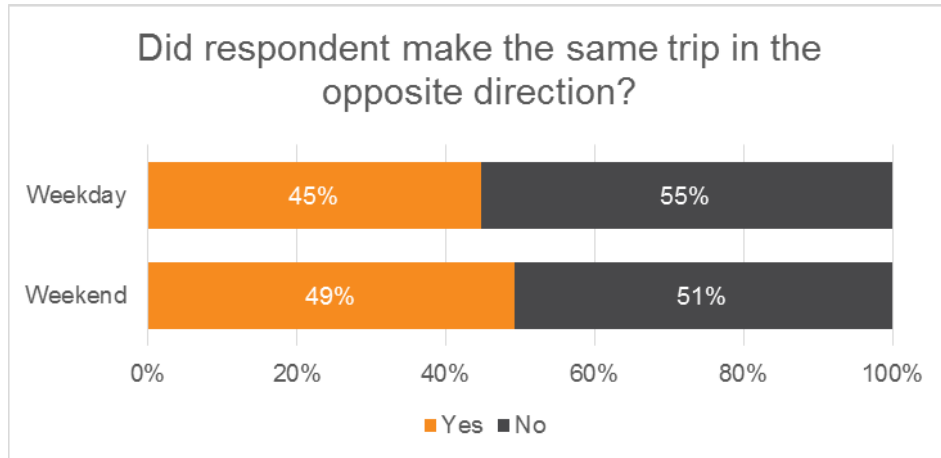


FIGURE 21: ROUND TRIP

## 8.0 ORIGIN-DESTINATION ANALYSIS

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The maps below illustrate trip production and trip attraction by TAZ district for weekday travel as well as weekend travel. Zones are shaded based on percent of total traveler originating in or completing their trip in each zone. These maps show the center of Anchorage, and it should be noted that some trips have origins or destinations that are outside of the maps.

### 8.1 | WEEKDAY TRIP PRODUCTION AND ATTRACTION MAPS

Weekday origins and destinations are scattered throughout the region, although many trips end points are located in the southern parts of downtown, east of the airport by the Alaska Regional Hospital and Northway Mall, or south near the University of Alaska and the nearby hospitals.

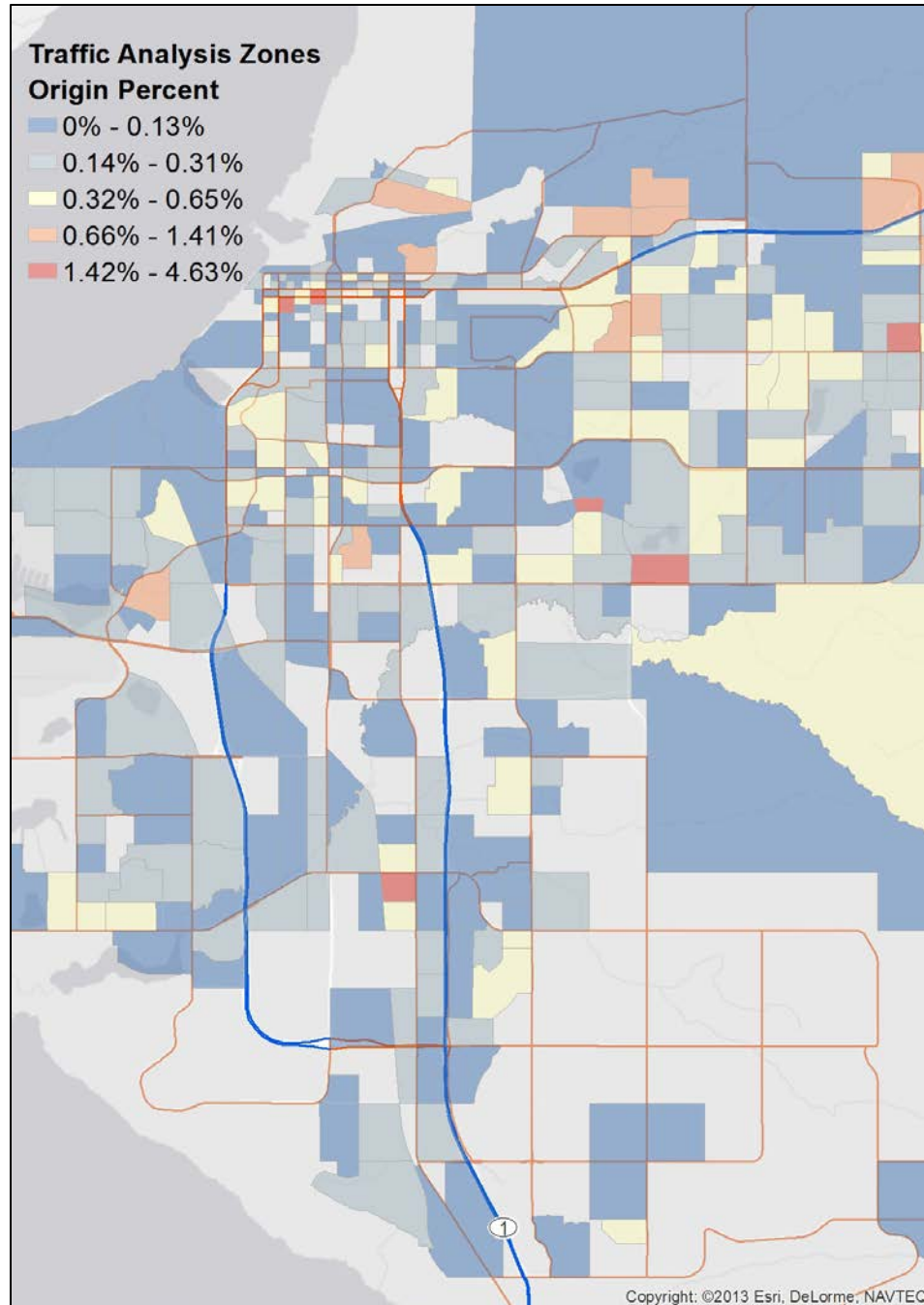
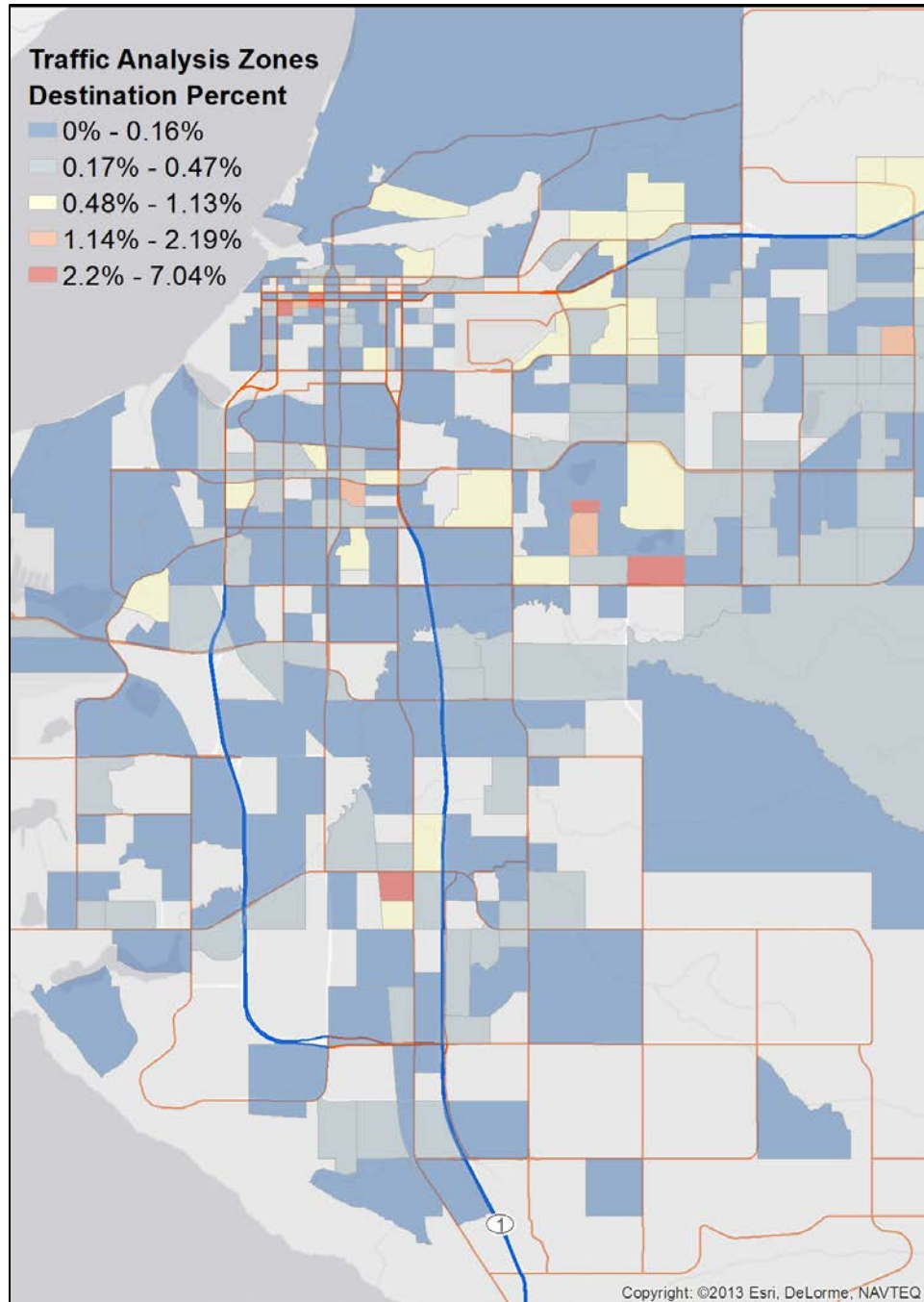


FIGURE 22: WEEKDAY TRIP PRODUCTIONS





**FIGURE 23: WEEKDAY TRIP ATTRACTIONS**

## **8.2 | WEEKEND TRIP PRODUCTION AND ATTRACTION MAPS**

Weekend origins and destinations are also scattered throughout the region, with common end points being located in similar areas as weekday trips; however, there are also a higher proportion of trips coming from north of Glenn Highway (Route 1) on the weekends.

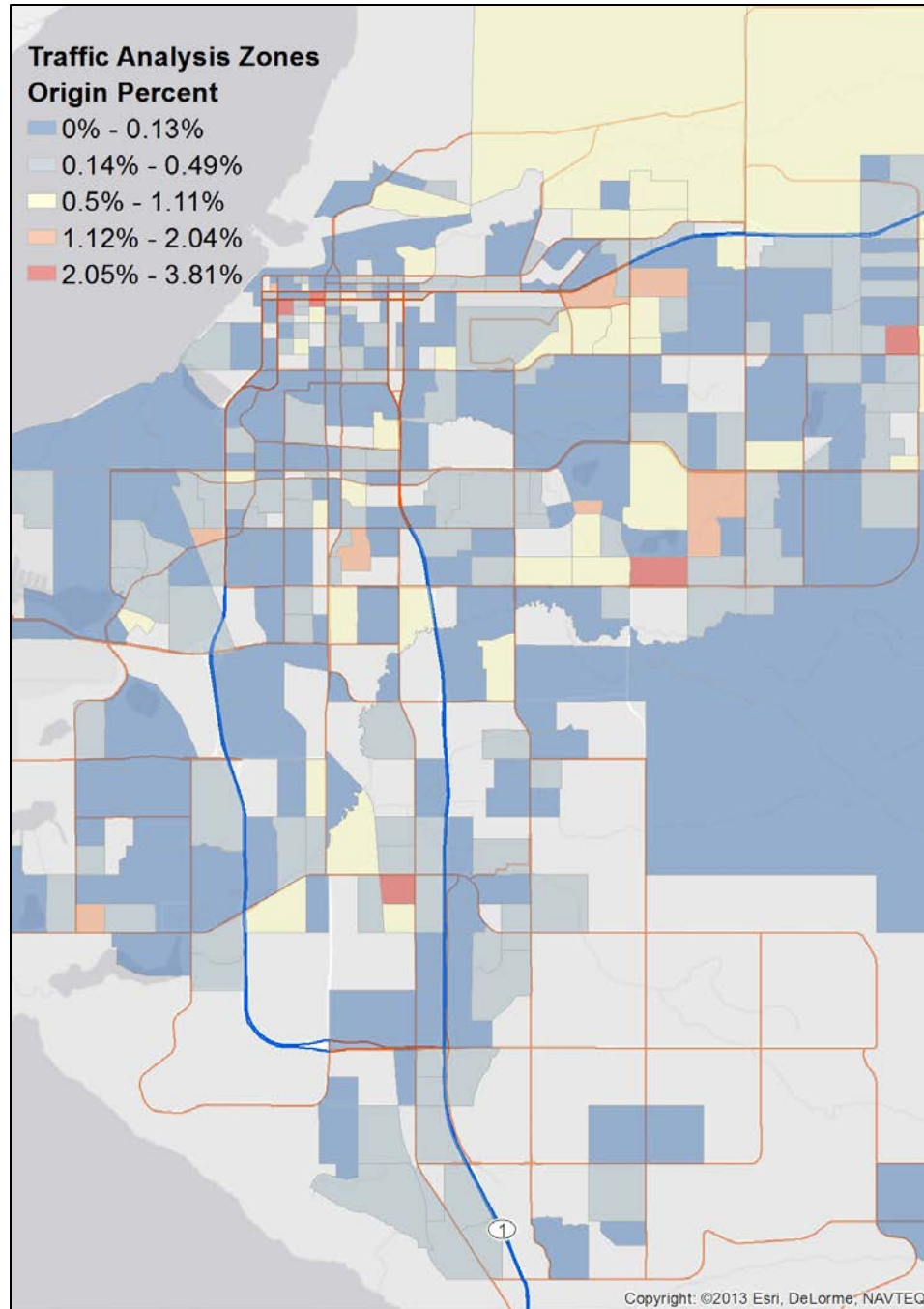
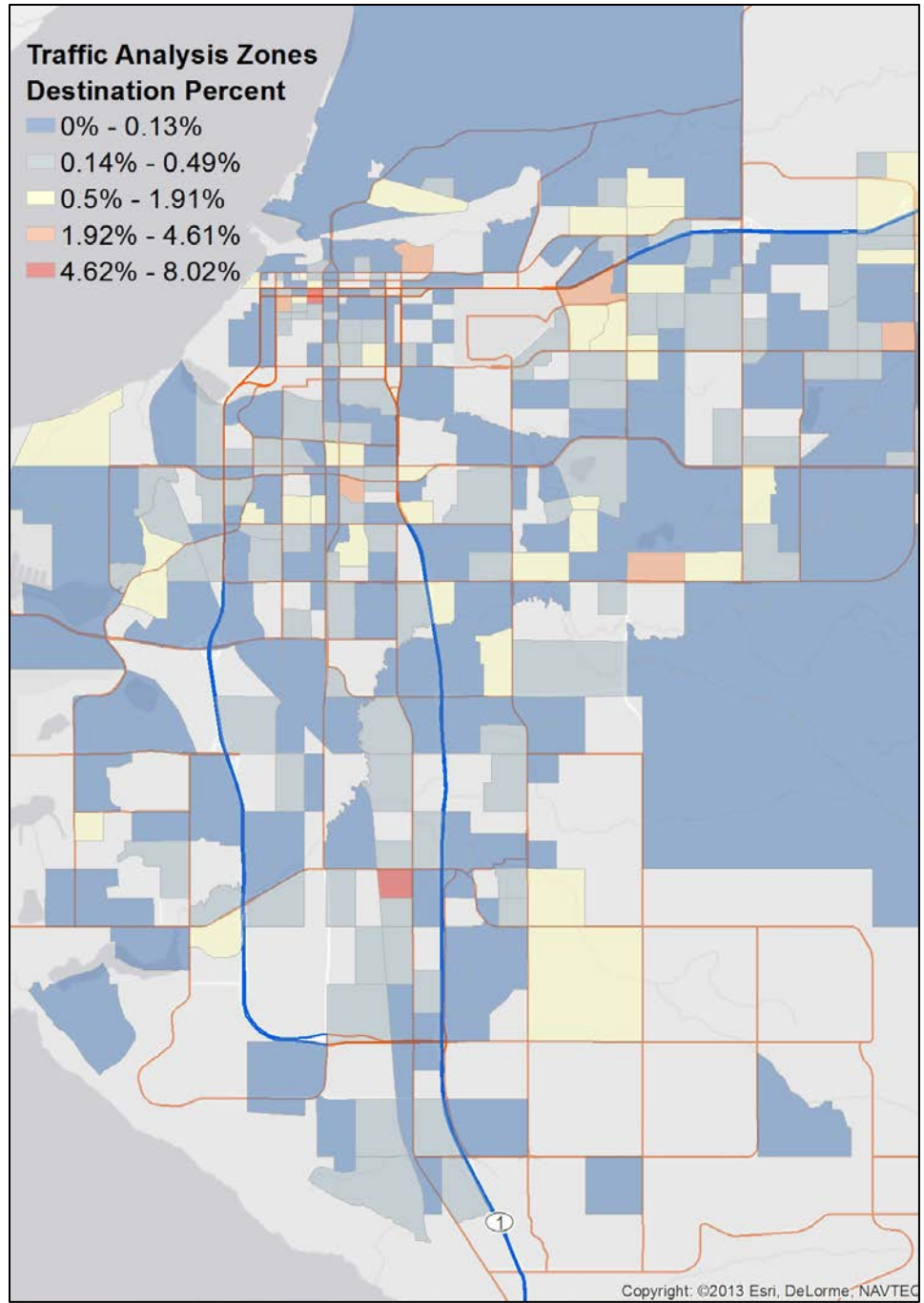


FIGURE 24: WEEKEND TRIP PRODUCTIONS



**FIGURE 25: WEEKEND TRIP ATTRACTIONS**

## **9.0 APPENDIX A: QUESTIONNAIRE**

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## 10.0 APPENDIX B: CROSSTABULATIONS BY ROUTE

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**TABLE 4: GENDER BY ROUTE**

		Route Number														
		1	2	3	7	8	9	13	14	15	36	45	60	75	102	Total
<b>Weekday</b>	Male	39%	64%	55%	50%	58%	53%	52%	73%	42%	61%	50%	48%	56%	19%	52%
	Female	61%	36%	45%	50%	42%	47%	48%	27%	58%	39%	50%	52%	44%	81%	48%
<b>Weekend</b>	Male	39%	46%	61%	56%	25%	67%	55%	60%	61%	54%	72%	63%	62%	0%	58%
	Female	61%	54%	39%	44%	75%	33%	45%	40%	39%	46%	28%	37%	38%	0%	42%

TABLE 5: AGE BY ROUTE

		Route Number														
		1	2	3	7	8	9	13	14	15	36	45	60	75	102	Total
<b>Weekday</b>	Under 18	4%	7%	4%	5%	10%	2%	5%	8%	10%	2%	7%	3%	11%	17%	6%
	18-24	38%	24%	40%	28%	22%	32%	23%	19%	22%	42%	27%	22%	21%	31%	28%
	25-34	24%	32%	18%	26%	32%	20%	17%	25%	25%	23%	25%	24%	13%	3%	23%
	35-44	15%	15%	14%	12%	12%	20%	19%	11%	19%	11%	14%	22%	17%	20%	16%
	45-54	10%	8%	12%	12%	15%	8%	16%	1%	12%	10%	11%	17%	19%	15%	12%
	55-64	7%	11%	8%	14%	9%	15%	14%	32%	9%	9%	12%	6%	18%	14%	12%
	65+	3%	3%	3%	3%	0%	2%	7%	3%	3%	3%	4%	6%	3%	0%	3%
<b>Weekend</b>	Under 18	10%	11%	1%	8%	11%	3%	4%	0%	6%	4%	6%	4%	9%	0%	6%
	18-24	22%	9%	24%	23%	22%	19%	32%	7%	13%	42%	23%	15%	18%	0%	21%
	25-34	29%	19%	26%	26%	9%	42%	15%	25%	55%	13%	17%	39%	37%	0%	27%
	35-44	10%	15%	11%	24%	10%	12%	18%	16%	13%	11%	23%	19%	7%	0%	15%
	45-54	20%	27%	10%	10%	26%	9%	11%	24%	5%	13%	20%	20%	13%	0%	16%
	55-64	0%	15%	16%	6%	22%	11%	15%	18%	6%	16%	8%	2%	7%	0%	10%
	65+	9%	4%	12%	3%	0%	3%	5%	10%	2%	1%	3%	0%	7%	0%	5%



**TABLE 6: INCOME BY ROUTE**

		Route Number														
		1	2	3	7	8	9	13	14	15	36	45	60	75	102	Total
<b>Weekday</b>	Less than \$10,000	28%	13%	35%	26%	31%	25%	33%	42%	19%	18%	40%	22%	39%	12%	30%
	\$10,000 - \$14,999	11%	8%	13%	15%	9%	11%	10%	8%	7%	11%	9%	6%	8%	0%	10%
	\$15,000 - \$19,999	5%	9%	10%	12%	9%	5%	3%	4%	15%	4%	11%	9%	8%	6%	9%
	\$20,000 - \$24,999	18%	12%	14%	12%	4%	13%	12%	9%	15%	16%	7%	10%	10%	3%	11%
	\$25,000 - \$34,999	16%	17%	7%	9%	10%	15%	18%	15%	15%	15%	11%	13%	6%	22%	12%
	\$35,000 - \$49,999	11%	18%	7%	12%	15%	11%	17%	2%	6%	16%	7%	15%	15%	11%	11%
	\$50,000 - \$74,999	8%	6%	6%	10%	14%	13%	1%	6%	11%	9%	4%	19%	5%	37%	8%
	\$75,000 - \$99,999	1%	10%	4%	2%	5%	4%	3%	8%	7%	4%	6%	4%	4%	6%	5%
	\$100,000 - 149,999	1%	4%	3%	2%	2%	2%	1%	6%	1%	4%	1%	2%	2%	3%	2%
	\$150,000 or more	2%	3%	1%	0%	0%	0%	1%	0%	3%	3%	2%	0%	3%	0%	2%
<b>Weekend</b>	Less than \$10,000	41%	34%	22%	27%	50%	29%	35%	35%	15%	20%	41%	20%	24%	0%	30%
	\$10,000 - \$14,999	12%	8%	13%	9%	15%	18%	0%	4%	12%	13%	11%	13%	10%	0%	11%
	\$15,000 - \$19,999	3%	17%	18%	15%	0%	27%	8%	39%	8%	26%	11%	14%	7%	0%	13%
	\$20,000 - \$24,999	7%	16%	6%	13%	15%	15%	11%	20%	21%	14%	18%	7%	16%	0%	13%
	\$25,000 - \$34,999	14%	6%	24%	11%	0%	6%	10%	0%	12%	2%	7%	16%	8%	0%	10%
	\$35,000 - \$49,999	10%	9%	10%	20%	10%	0%	12%	0%	14%	2%	2%	24%	3%	0%	9%
	\$50,000 - \$74,999	7%	6%	4%	3%	4%	6%	7%	1%	9%	13%	5%	2%	26%	0%	7%
	\$75,000 - \$99,999	7%	0%	2%	2%	5%	0%	9%	1%	4%	7%	2%	0%	2%	0%	3%
	\$100,000 - 149,999	0%	2%	0%	0%	1%	0%	2%	0%	2%	0%	4%	2%	0%	0%	1%
	\$150,000 or more	0%	3%	1%	0%	0%	0%	4%	0%	3%	2%	0%	0%	4%	0%	1%



TABLE 7: HOUSEHOLD SIZE BY ROUTE

		Route Number														
		1	2	3	7	8	9	13	14	15	36	45	60	75	102	Total
<b>Weekday</b>	1 person	27%	26%	31%	34%	20%	27%	31%	30%	30%	20%	29%	26%	31%	34%	29%
	2 people	33%	39%	26%	22%	26%	29%	29%	22%	26%	36%	30%	23%	25%	35%	28%
	3 people	21%	17%	18%	13%	19%	15%	18%	27%	24%	19%	17%	15%	20%	11%	18%
	4 people	7%	9%	14%	15%	20%	13%	7%	10%	13%	19%	9%	17%	8%	12%	12%
	5 people	7%	6%	5%	6%	8%	8%	8%	7%	6%	3%	8%	7%	6%	5%	7%
	6 or more	6%	3%	6%	10%	8%	8%	8%	3%	2%	4%	8%	11%	11%	3%	7%
<b>Weekend</b>	1 person	22%	30%	37%	42%	33%	46%	36%	58%	19%	23%	40%	23%	24%	0%	33%
	2 people	26%	38%	26%	20%	10%	27%	12%	38%	37%	15%	24%	31%	21%	0%	25%
	3 people	32%	12%	8%	20%	14%	18%	21%	0%	16%	30%	15%	27%	21%	0%	18%
	4 people	10%	3%	11%	11%	19%	3%	16%	0%	19%	15%	8%	15%	11%	0%	11%
	5 people	6%	6%	9%	0%	1%	0%	4%	0%	0%	14%	0%	2%	19%	0%	5%
	6 or more	3%	10%	9%	7%	23%	6%	10%	5%	8%	3%	13%	2%	5%	0%	8%

**TABLE 8: NUMBER EMPLOYED IN HOUSEHOLD BY ROUTE**

		Route Number														
		1	2	3	7	8	9	13	14	15	36	45	60	75	102	Total
<b>Weekday</b>	0 people	14%	11%	16%	16%	15%	11%	20%	24%	21%	5%	30%	15%	25%	5%	19%
	1 person	27%	28%	38%	30%	37%	38%	40%	51%	33%	35%	27%	20%	31%	48%	32%
	2 people	37%	42%	29%	31%	22%	31%	22%	24%	34%	36%	32%	30%	23%	35%	31%
	3 people	12%	12%	11%	13%	11%	16%	12%	0%	9%	13%	7%	18%	13%	9%	11%
	4 people	5%	6%	3%	8%	9%	2%	4%	0%	3%	10%	2%	5%	4%	0%	4%
	5 or more	6%	1%	3%	2%	6%	2%	3%	0%	1%	1%	1%	12%	4%	3%	3%
<b>Weekend</b>	0 people	16%	24%	24%	22%	41%	32%	27%	56%	13%	10%	27%	13%	23%	0%	24%
	1 person	39%	22%	45%	33%	19%	43%	26%	33%	22%	32%	39%	17%	14%	0%	31%
	2 people	26%	32%	16%	28%	18%	21%	26%	10%	40%	35%	25%	50%	41%	0%	29%
	3 people	14%	14%	12%	16%	14%	3%	19%	0%	12%	12%	3%	14%	18%	0%	12%
	4 people	6%	6%	4%	0%	8%	0%	2%	1%	7%	2%	4%	6%	0%	0%	4%
	5 or more	0%	1%	0%	0%	0%	0%	0%	0%	0%	7%	8%	3%	0%	5%	0%

**TABLE 9: EMPLOYMENT STATUS BY ROUTE**

		Route Number														
		1	2	3	7	8	9	13	14	15	36	45	60	75	102	Total
<b>Weekday</b>	Employed full-time	47%	65%	36%	54%	48%	59%	36%	20%	49%	45%	33%	73%	38%	51%	46%
	Employed part-time	22%	13%	24%	19%	11%	13%	21%	12%	17%	28%	15%	3%	16%	18%	17%
	Not currently employed but seeking work	6%	6%	12%	9%	8%	11%	11%	19%	10%	5%	20%	10%	14%	17%	12%
	Not currently employed and not seeking work	19%	10%	19%	9%	31%	10%	16%	22%	18%	20%	18%	2%	15%	12%	16%
	Retired	5%	6%	8%	8%	2%	7%	15%	23%	6%	2%	12%	12%	13%	3%	9%
	Homemaker	1%	0%	0%	1%	0%	0%	1%	3%	1%	0%	1%	0%	3%	0%	1%
<b>Weekend</b>	Employed full-time	29%	59%	49%	55%	29%	35%	30%	25%	63%	40%	33%	66%	42%	0%	45%
	Employed part-time	29%	8%	14%	12%	11%	24%	19%	17%	11%	27%	22%	16%	15%	0%	17%
	Not currently employed but seeking work	19%	12%	9%	16%	5%	14%	21%	0%	10%	12%	20%	6%	23%	0%	14%
	Not currently employed and not seeking work	10%	10%	13%	14%	30%	24%	17%	28%	13%	13%	22%	8%	7%	0%	15%
	Retired	9%	5%	16%	3%	22%	3%	13%	30%	2%	9%	4%	5%	10%	0%	8%
	Homemaker	4%	7%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	3%	0%	1%

**TABLE 10: EDUCATION STATUS BY ROUTE**

		Route Number														
		1	2	3	7	8	9	13	14	15	36	45	60	75	102	Total
<b>Weekday</b>	Not a student	64%	72%	59%	88%	81%	85%	70%	92%	81%	58%	77%	93%	77%	46%	76%
	Full time college or university student	30%	18%	31%	7%	9%	10%	23%	8%	6%	33%	14%	4%	11%	39%	16%
	K-12 grade student	1%	6%	6%	3%	9%	3%	3%	0%	10%	3%	6%	2%	11%	0%	5%
	Part time college or university student	4%	3%	4%	2%	0%	1%	4%	0%	1%	6%	3%	1%	2%	15%	3%
	Vocational, tech school or trade school student	0%	1%	0%	1%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%
<b>Weekend</b>	Not a student	71%	86%	90%	75%	76%	89%	71%	92%	94%	67%	85%	91%	80%	0%	82%
	Full time college or university student	17%	11%	8%	14%	9%	8%	16%	0%	0%	26%	10%	5%	13%	0%	11%
	K-12 grade student	10%	3%	1%	11%	11%	3%	8%	0%	6%	4%	2%	2%	7%	0%	5%
	Part time college or university student	3%	1%	0%	0%	5%	0%	6%	8%	0%	3%	2%	2%	0%	0%	2%
	Vocational, tech school or trade school student	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%



TABLE 11: DOES RESPONDENT HAVE A VALID DRIVERS LICENSE BY ROUTE

		Route Number														
		1	2	3	7	8	9	13	14	15	36	45	60	75	102	Total
Weekday	Yes	49%	48%	38%	42%	38%	36%	39%	9%	32%	50%	32%	41%	31%	55%	38%
	No	51%	52%	62%	58%	62%	64%	61%	91%	68%	50%	68%	59%	69%	45%	62%
Weekend	Yes	43%	30%	26%	28%	17%	30%	33%	25%	33%	48%	39%	61%	45%	0%	36%
	No	57%	70%	74%	72%	83%	70%	67%	75%	67%	52%	61%	39%	55%	0%	64%

TABLE 12: DOES RESPONDENT SPEAK ENGLISH AT HOME?

		Route Number														
		1	2	3	7	8	9	13	14	15	36	45	60	75	102	Total
Weekday	Yes	8%	5%	10%	16%	9%	14%	16%	5%	4%	6%	14%	3%	10%	22%	11%
	No	92%	95%	90%	84%	91%	86%	84%	95%	96%	94%	86%	97%	90%	78%	89%
Weekend	Yes	22%	14%	4%	6%	6%	0%	6%	0%	9%	9%	10%	15%	5%	0%	8%
	No	78%	86%	96%	94%	94%	100%	94%	100%	91%	91%	90%	85%	95%	0%	92%

**TABLE 13: LEVEL OF ENGLISH SPOKEN BY ROUTE**

		Route Number														
		1	2	3	7	8	9	13	14	15	36	45	60	75	102	Total
<b>Weekday</b>	Very Well	100%	85%	77%	77%	68%	87%	100%	100%	100%	49%	81%	80%	100%	100%	84%
	Well	0%	15%	17%	3%	19%	10%	0%	0%	0%	34%	10%	20%	0%	0%	8%
	Not at all	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Less than well	0%	0%	6%	20%	13%	3%	0%	0%	0%	17%	9%	0%	0%	0%	7%
<b>Weekend</b>	Very Well	86%	48%	100%	100%	76%	0%	100%	0%	32%	50%	89%	100%	100%	0%	80%
	Well	14%	27%	0%	0%	0%	0%	0%	0%	68%	50%	0%	0%	0%	0%	13%
	Not at all	0%	25%	0%	0%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%
	Less than well	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	0%	2%

TABLE 14: ETHNICITY BY ROUTE

		Route Number														
		1	2	3	7	8	9	13	14	15	36	45	60	75	102	Total
<b>Weekday</b>	Alaskan Native	29%	25%	29%	28%	28%	23%	36%	27%	37%	29%	49%	29%	31%	8%	33%
	Asian	10%	5%	9%	7%	2%	11%	2%	0%	5%	7%	6%	7%	3%	3%	6%
	Black/African American	10%	23%	15%	9%	13%	12%	19%	24%	22%	11%	10%	16%	14%	17%	14%
	Hispanic/Latino	4%	5%	8%	9%	10%	9%	8%	8%	2%	3%	9%	8%	8%	19%	8%
	American Indian (non-Alaskan)	2%	0%	3%	7%	4%	9%	7%	11%	1%	4%	7%	5%	6%	19%	5%
	Native Hawaiian, Pacific Islander	0%	0%	1%	1%	0%	1%	7%	0%	0%	0%	1%	2%	3%	0%	1%
	White	50%	51%	51%	55%	60%	42%	35%	41%	49%	56%	33%	56%	47%	70%	47%
	Anything other	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
<b>Weekend</b>	Alaskan Native	35%	32%	40%	26%	45%	36%	51%	37%	38%	30%	46%	30%	23%	0%	36%
	Asian	13%	16%	6%	6%	1%	0%	3%	1%	0%	3%	3%	9%	3%	0%	5%
	Black/African American	7%	4%	20%	13%	11%	20%	22%	28%	28%	23%	13%	13%	18%	0%	16%
	Hispanic/Latino	10%	4%	6%	10%	6%	0%	20%	0%	11%	5%	5%	2%	3%	0%	6%
	American Indian (non-Alaskan)	6%	2%	8%	9%	3%	0%	2%	18%	5%	2%	3%	2%	11%	0%	5%
	Native Hawaiian, Pacific Islander	0%	1%	0%	0%	0%	5%	0%	1%	3%	5%	0%	2%	0%	0%	1%
	White	39%	53%	41%	54%	51%	42%	36%	55%	34%	48%	39%	47%	56%	0%	45%
	Anything other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%



**TABLE 15: TRIP PURPOSE BY ROUTE**

		Route Number														
		1	2	3	7	8	9	13	14	15	36	45	60	75	102	Total
<b>Weekday</b>	Home-based work	32%	28%	22%	34%	38%	40%	25%	20%	31%	27%	19%	47%	36%	40%	30%
	Home-based other	50%	50%	61%	48%	50%	40%	62%	73%	57%	58%	61%	34%	48%	52%	53%
	Non home-based	17%	21%	17%	18%	12%	20%	13%	7%	12%	16%	21%	19%	16%	8%	17%
<b>Weekend</b>	Home-based work	15%	23%	24%	27%	25%	31%	4%	29%	31%	14%	13%	34%	25%	0%	22%
	Home-based other	68%	57%	57%	48%	66%	53%	79%	71%	55%	64%	73%	61%	46%	0%	60%
	Non home-based	17%	20%	20%	25%	9%	16%	17%	0%	14%	22%	14%	5%	29%	0%	18%

TABLE 16: TYPE OF FARE BY ROUTE

		Route Number														Total
		1	2	3	7	8	9	13	14	15	36	45	60	75	102	
<b>Weekday</b>	Cash (single) Fare	18%	19%	13%	33%	20%	26%	23%	15%	26%	15%	19%	28%	24%	17%	22%
	Day pass	12%	13%	13%	12%	4%	21%	9%	20%	8%	6%	14%	16%	10%	0%	12%
	30-day pass	28%	41%	29%	42%	54%	34%	28%	35%	43%	30%	43%	36%	43%	33%	38%
	20-ride ticket	0%	2%	2%	1%	1%	4%	0%	6%	3%	1%	2%	3%	0%	3%	2%
	Annual pass	2%	1%	5%	2%	4%	1%	6%	7%	3%	3%	2%	1%	1%	0%	3%
	Smart Card	2%	3%	2%	2%	4%	5%	8%	7%	8%	8%	3%	6%	11%	2%	5%
	Student ID	36%	19%	33%	5%	8%	9%	26%	5%	6%	35%	15%	9%	9%	45%	17%
	Rode free	1%	2%	2%	2%	3%	1%	1%	7%	3%	1%	1%	2%	1%	0%	2%
<b>Weekend</b>	Cash (single) Fare	36%	35%	17%	40%	28%	33%	24%	1%	35%	26%	28%	26%	13%	0%	28%
	Day pass	9%	7%	5%	13%	6%	3%	19%	0%	12%	11%	10%	10%	21%	0%	10%
	30-day pass	29%	42%	50%	30%	50%	44%	31%	57%	47%	32%	43%	51%	44%	0%	42%
	20-ride ticket	3%	0%	1%	0%	1%	0%	0%	0%	2%	0%	1%	2%	0%	0%	1%
	Annual pass	3%	5%	1%	2%	1%	2%	2%	0%	0%	3%	0%	2%	2%	0%	2%
	Smart Card	0%	2%	11%	7%	4%	10%	4%	32%	0%	1%	4%	0%	5%	0%	5%
	Student ID	21%	7%	13%	7%	5%	8%	16%	8%	4%	26%	11%	8%	13%	0%	11%
	Rode free	0%	2%	1%	2%	4%	0%	4%	2%	0%	0%	1%	0%	2%	0%	1%

**TABLE 17: ELIGIBLE FOR REDUCED FARE?**

		Route Number														
		1	2	3	7	8	9	13	14	15	36	45	60	75	102	Total
<b>Weekday</b>	No, not eligible	94%	73%	79%	79%	71%	78%	68%	61%	75%	93%	71%	81%	57%	90%	75%
	Yes, eligible as a youth (under 18)	0%	7%	5%	0%	10%	3%	1%	8%	9%	0%	5%	1%	9%	0%	4%
	Yes, eligible with a qualifying disability	2%	9%	7%	10%	12%	9%	17%	10%	11%	4%	14%	11%	14%	5%	11%
	Yes, eligible as a senior (over 60)	4%	9%	6%	8%	3%	8%	12%	3%	3%	3%	9%	5%	8%	4%	7%
	Yes, eligible as a veteran	0%	3%	3%	2%	3%	2%	1%	18%	3%	0%	2%	2%	12%	0%	3%
<b>Weekend</b>	No, not eligible	85%	70%	68%	76%	45%	82%	67%	37%	78%	81%	78%	91%	70%	0%	74%
	Yes, eligible as a youth (under 18)	3%	2%	2%	7%	13%	3%	8%	4%	4%	2%	3%	2%	6%	0%	4%
	Yes, eligible with a qualifying disability	0%	14%	19%	7%	34%	8%	15%	58%	12%	5%	12%	7%	15%	0%	13%
	Yes, eligible as a senior (over 60)	12%	11%	8%	6%	8%	8%	8%	2%	2%	12%	6%	0%	5%	0%	7%
	Yes, eligible as a veteran	0%	2%	3%	5%	0%	0%	2%	0%	5%	0%	2%	0%	4%	0%	2%

TABLE 18: NUMBER OF TRANSFERS BY ROUTE

		Route Number														
		1	2	3	7	8	9	13	14	15	36	45	60	75	102	Total
Weekday	No transfers	66%	77%	80%	72%	67%	57%	84%	56%	76%	86%	76%	77%	83%	93%	75%
	1 transfer	28%	21%	20%	27%	29%	42%	16%	44%	21%	14%	24%	21%	17%	7%	23%
	2 or more transfers	6%	2%	1%	1%	4%	1%	0%	0%	3%	0%	0%	2%	0%	0%	1%
Weekend	No transfers	80%	80%	68%	72%	54%	85%	91%	26%	77%	82%	78%	82%	93%	0%	77%
	1 transfer	18%	18%	31%	27%	46%	15%	9%	70%	23%	16%	21%	18%	7%	0%	22%
	2 or more transfers	3%	2%	1%	0%	0%	0%	0%	5%	0%	2%	1%	0%	0%	0%	1%

TABLE 19: RETURN TRIP MADE?

		Route Number														
		1	2	3	7	8	9	13	14	15	36	45	60	75	102	Total
Weekday	Yes	61%	55%	53%	40%	34%	46%	51%	41%	39%	48%	40%	38%	39%	40%	45%
	No	39%	45%	47%	60%	66%	54%	49%	59%	61%	52%	60%	62%	61%	60%	55%
Weekend	Yes	48%	40%	31%	45%	53%	59%	40%	36%	49%	45%	64%	62%	53%	0%	49%
	No	52%	60%	69%	55%	47%	41%	60%	64%	51%	55%	36%	38%	47%	0%	51%

## 11.0 APPENDIX C: TRANSFER MATRIXES

TABLE 20: TRANSFER MATRIX – DOWNTOWN ZONE

Zone - Downtown		Route Transferred To														Valley Mover Bus	Total
		1	2	3	7	8	9	13	14	15	36	45	60	75	102		
Route Transferred From	Walk, etc.	0	200	301	540	164	365	170	106	251	131	585	219	387	39	0	3,458
	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2	0	0	15	0	21	25	1	1	12	0	97	0	1	0	0	509
	3	0	35	0	8	13	17	0	10	16	0	17	8	0	13	0	387
	7	62	13	26	0	25	0	10	37	79	10	131	0	47	0	10	809
	8	5	7	23	7	0	44	0	0	19	18	0	20	26	0	0	371
	9	8	7	37	2	10	0	43	17	4	0	120	33	8	13	0	626
	13	0	11	33	18	69	27	0	17	0	6	0	17	17	0	0	463
	14	0	12	35	4	69	22	18	0	44	16	73	21	30	4	0	405
	15	0	0	7	105	15	20	0	28	0	26	32	0	15	0	0	598
	36	3	30	17	0	92	0	13	2	9	0	23	6	0	0	0	404
	45	0	22	110	118	7	128	25	0	26	52	0	84	73	0	0	1,354
	60	0	7	0	7	27	16	0	11	12	13	145	0	8	4	5	518
	75	0	11	7	40	0	11	0	23	0	0	46	0	0	10	0	541
	102	0	5	0	0	0	0	0	0	0	0	7	17	3	0	0	41
	Valley Mover Bus	0	0	26	5	0	24	1	0	0	0	0	8	0	0	0	64
<b>Total</b>	<b>78</b>	<b>359</b>	<b>634</b>	<b>853</b>	<b>512</b>	<b>699</b>	<b>281</b>	<b>254</b>	<b>472</b>	<b>271</b>	<b>1,276</b>	<b>432</b>	<b>615</b>	<b>83</b>	<b>15</b>	<b>10,549</b>	

TABLE 21: TRANSFER MATRIX – DOWNTOWN TRANSIT CENTER

Downtown Transit Center		Route Transferred To														Total
		2	3	7	8	9	13	14	15	36	45	60	75	102	Valley Mover Bus	
Route Transferred From	Walk, etc.	124	253	352	91	252	150	48	182	90	422	162	314	0	0	2,440
	2	0	7	0	21	17	1	1	12	0	86	0	0	0	0	250
	3	0	0	8	13	0	0	10	16	0	9	8	0	13	0	295
	7	13	26	0	25	0	10	37	79	10	131	0	47	0	10	694
	8	7	23	7	0	44	0	0	19	9	0	20	26	0	0	165
	9	7	21	2	19	0	43	17	4	0	120	0	8	9	0	539
	13	11	33	18	69	27	0	0	0	0	0	17	17	0	0	255
	14	6	25	4	69	22	18	0	44	16	80	21	30	0	0	350
	15	0	7	105	0	10	0	28	0	0	14	0	15	0	0	491
	36	0	17	0	92	0	13	2	9	0	23	6	0	0	0	354
	45	22	85	114	0	109	25	0	23	42	0	94	51	0	0	994
	60	0	0	7	27	16	0	11	0	0	145	0	8	4	5	452
	75	11	7	28	5	0	0	23	0	0	48	0	0	10	0	258
	102	5	0	0	0	0	0	0	0	0	7	17	3	0	0	32
	Valley Mover Bus	0	26	5	0	24	0	0	0	0	0	8	0	0	0	62
<b>Total</b>	<b>206</b>	<b>528</b>	<b>649</b>	<b>432</b>	<b>521</b>	<b>260</b>	<b>178</b>	<b>389</b>	<b>166</b>	<b>1,086</b>	<b>353</b>	<b>519</b>	<b>37</b>	<b>15</b>	<b>7,631</b>	

**TABLE 22: TRANSFER MATRIX - MULDOON TRANSFER CENTER**

Muldoon Transfer Center*		Route Transferred To							Total
		1	3	8	13	15	75	Eagle River Connect Dial-A-Ride	
Route Transferred From	Walk, etc.	180	146	107	155	240	81	0	<b>909</b>
	1	0	0	16	0	0	0	9	<b>141</b>
	3	17	0	46	0	0	36	0	<b>240</b>
	8	0	22	0	57	0	16	0	<b>352</b>
	13	0	0	0	0	0	4	0	<b>95</b>
	15	5	17	0	0	0	19	0	<b>174</b>
	75	15	0	18	0	39	0	0	<b>184</b>
	Eagle River Connect Dial-A-Ride	0	0	0	0	10	0	0	<b>10</b>
	Total	<b>217</b>	<b>184</b>	<b>187</b>	<b>212</b>	<b>297</b>	<b>156</b>	<b>9</b>	<b>2,113</b>

*\*Includes the following stops: Debarr and Muldoon WNW, Muldoon and Debarr East NNE, Muldoon and Debarr SSW*

**TABLE 23: TRANSFER MATRIX - DIMOND TRANSIT CENTER**

Dimond Transit Center		Route Transferred To						Total
		1	2	7	9	14	60	
Route Transferred From	Walk, etc.	235	258	222	246	0	95	1056
	1	0	0	85	34	16	0	365
	2	0	0	32	17	0	0	363
	7	258	73	0	60	0	5	593
	9	25	7	26	0	0	17	249
	14	0	25	0	0	0	0	25
	60	37	23	78	23	0	0	294
	<b>Total</b>	<b>556</b>	<b>386</b>	<b>443</b>	<b>381</b>	<b>16</b>	<b>117</b>	<b>2,944</b>