Chapter 4. Ridecheck and Passenger Survey

YOLOBUS operates a mix of local, intercity, commute and rural routes. Because there are limited roadways that intercity and rural routes can operate on, stop by stop data on these routes was not necessary in order to conduct a system-wide analysis of all routes. However, it is important to know where passengers are boarding on the local routes in Woodland, and West Sacramento – particularly if route modifications are suggested in these areas as part of this SRTP update.

Nelson\Nygaard (N/N) conducted a limited ridecheck on the local routes in Woodland (210 and 211) as well as Route 42, YOLOBUS' main route that provides both intercity and local service. In addition to the ridecheck, N/N relied on data from a survey conducted by YCTD staff on Routes 40 and 41 in West Sacramento.

Limited Ridecheck (Routes 42, 210 and 211)

The ridecheck on Routes 42, 210 and 211 was conducted during the week of April 11, 2005. To capture a "typical" day, the survey was conducted only on Tuesday, Wednesday and Thursday. Survey personnel were assigned to ride every trip and count the number of people who got on (boardings) and off (alightings) at each stop. Ridecheck data was compiled and all day boardings were mapped by stop to see where boarding activity was occurring. A summary of the ridecheck on each route is provided below.

Passenger surveys were also distributed and collected on board the bus. A summary of the passenger survey is presented at the end of this chapter.

Route 42

Route 42 consists of two loop routes that travel in opposite directions of each other: Route 42A travels clockwise and Route 42B travels counter clockwise. A total of 857 passenger boardings were recorded on Route 42A and a total of 772 passenger boardings were recorded on Route 42B, for a total of 1,629

passengers (if thought of as a two-way route). Based on an estimate of 85 service hours per day[1] (for both Routes 42A and 42B), this equates to a productivity of approximately 19 passengers per hour. Figure 4-1 below lists the top ten boarding locations for Route 42. Figure 4-2 graphically displays boarding activity.

Figure 4-1 Top 10 Boarding Locations, Route 42

Location	Cross Street	Ons	Offs
Route 42A Top 10 Boarding Locations			
UCD MU	Russell	83	57
L St.	5th St.	73	1
County Fair Mall	East	67	203
L St.	7th St.	66	0
L St.	13th St.	54	1
L St.	9th St.	46	0
W. Capitol	Jefferson	33	24
Terminal A	Airport	33	15
W. Capitol	Westacre	29	18
E. Main	Matmor	29	5
Route 42B Top 10 Boarding Locations			
County Fair Mall	East	148	71
UCD MU	Russell	54	62
L St.	5th St.	45	0
L St.	7th St.	40	2
W. Capitol	Jefferson	27	24
Anderson	Hanover	26	8
W. Capitol	Walnut	24	5
L St.	9th St.	22	0
W. Capitol	Harbor	21	16
L St.	13th St.	20	0

[1] Average based on weekday service hours on Route 42 from the June 2004 Passenger Service Reports.

Figure 4-2 Total Weekday Boardings by Stop, Route 42

INSERT FROM GIS (SEAN)

Routes 210 and 211

Route 210 and 211 are two loop routes that travel in opposite directions of each other: Route 210 travels counter clockwise and Route 211 travels clockwise. A total of 310 passenger boardings were recorded on Route 210 and a total of 313 passenger boardings were recorded on Route 211, or a total of 623 passengers if thought of as a two-way route. With 26 service hours per day[2] (for both Routes 210 and 211), productivity on these routes is 24 passengers per hour. Figure 4-3 below lists the top ten boarding locations for Routes 210 and 211. Boarding activity for routes 210 and 211 are graphically presented in Figure 4-4.

Figure 4-3 Top 10 Boarding Locations, Routes 210 and 211

Location	Cross Street	Ons
Route 210 Top 10 Boarding Locations		
County Fair Mall	Terminal	43
Gibson	West	21
Court	2nd St.	20
Matmor	E. Gibson	17
Cottonwood	W. Cross	17
Court	Cleveland	15
West	Clover	15
Gum	East (DMV)	12
Cottonwood	Beamer	12
Gibson	Bourn	11
Route 210 Top 10 Boarding Locations		
County Fair Mall	Terminal	120
Woodland Community	College	20
Beamer	Mariposa	16
Gibson	Pioneer	16
West	North	14
Court	2nd St	9
Gibson	Coloma	8
W. Court	Cottonwood	8
Cottonwood	Beamer	7
Matmor	E. Gibson	7

[2] Average based on weekday service hours on Routes 210 and 211 from the June 2004 Passenger Service Reports.

Figure 4-4 Total Weekday Boardings by Stop, Routes 210 and 211

INSERT FROM GIS (SEAN)

Routes 40 and 41

Routes 40 and 41 are two figure-eight loop routes that travel in opposite directions of each other for most of the route. Based on a ridecheck conducted by YCTD staff in September 2004, a total of 183 passenger boardings were recorded on Route 40 and a total of 310 passenger boardings were recorded on Route 41. Boardings on Route 41 are higher than Route 40 because it operates nearly two hours longer than Route 40. Based on an estimate of 30.5 service hours per day[3] (for both Routes 40 and 41), this equates to a productivity of approximately 16 hourly passengers. Figure 4-5 below shows the top ten boarding locations for Routes 40 and 41. Boarding activity on Routes 40 and 41 is shown in Figures 4-6 and 4-7.

[3] Average based on weekday service hours on Routes 40 and 41 from the June 2004 Passenger Service Reports.

Figure 4-5 Top 10 Boarding Locations, Routes 40 and 41

Route 40 Top 10 Boarding Locations		
Location	Cross Street	Ons
L St.	5th St.	27
9th St.	K St.	22
L St.	7th St.	18
W. Capitol	Harbor	12
Cummins	Reuter	12
Cummins	Douglas	7
W. Capitol	Glide	6
W. Capitol	Poplar	6
Jefferson	Michigan	5
Bryte	Lisbon	5
Route 41 Top 10 Boarding Locations		
Location	Cross Street	Ons
9th St.	K St.	59
L St.	5th St.	53
L St.	7th St.	31
W. Capitol	Jefferson	16
Lisbon	Brtye	14
Cummins	Rueter	12
Cummins	Fairway	11
Westacre	W. Capitol	7
W. Capitol	Westacre	7
6th St.	Andrew	6

Figure 4-6 Total Weekday Boardings by Stop, Route 40

INSERT FROM GIS (SEAN)

Figure 4-7 Total Weekday Boardings by Stop, Route 41

INSERT FROM GIS (SEAN)

Boardings by Trip and Passenger Loads (Routes 42, 210 and 211)

Based on the ridecheck conducted for this study, passenger boardings by trip and maximum passenger loads by trip are evaluated for Routes 42, 210 and 211. In addition, passenger boardings by trip are evaluated for Routes 40 and 41 based on survey conducted by YCTD in September 2004.

In general, boardings on Route 42 (A and B) are strong throughout the day, with an average between 40 and 43 boardings per trip. On Route 42B, boarding activity has a sharp peak on the 7:05 AM trip, with a smaller, more prolonged peak between 12:05 PM and 3:05 PM and again during commute hours (6:05 PM). On Route 42A, boarding patterns are similar to Route 42B but with a smaller peak in the morning and a large, wide peak in the afternoon (between the 11:35AM and 3:35 PM trips). Maximum loads on Route 42 closely follow boardings throughout the day with only one trip approaching the seated capacity of 40.

As expected, boarding activity on Routes 210 and 211 is lighter than on Route 42 and have average passenger boardings per trip between 22 and 26. On Route 210 (the counter clockwise loop), boardings are significantly heavier in the morning between the 6:55 AM and 8:55 AM trips. On Route 211, boardings peak heavily on the 2:55 PM trip with a smaller peak on the 10:55 AM trip. Maximum passenger loads on Route 210 and 211 are between 22 and 28, indicating that there is excess capacity on most trips throughout the day.

Average boardings by trip on Routes 40 and 41 are similar to Routes 210 and 211 (between 18 and 20), but the boarding distribution throughout the day on Routes 40 and 41 is much less peaked. Both routes have relatively low boardings in the morning with increasing activity throughout the day until approximately 5:00 PM.

Charts displaying total boardings by trip for Routes 40, 41, 42, 210 and 211 are included in the Appendix.

On-Board Passenger Survey

A passenger survey was conducted to gauge transfer activity and origin-destination pairs on the local routes in Woodland (210 and 211) and the intercity Route 42. The purpose of the survey was twofold:

- to determine travel patterns between cities on Route 42
- to gain a better understanding of how passengers transfer to/from Route 42 and the local routes in Woodland and West Sacramento.

In September 2004, YCTD staff completed a similar passenger survey and ridecheck on Routes 40 and 41 in West Sacramento. Where appropriate, comparisons between that survey and the results for Routes 210 and 211 are included in this analysis.

Methodology

The passenger survey consisted of nine questions. It was printed on a heavy paper stock with one side of the survey in English and the other side in Spanish. While surveyors were recording passenger boarding activity, they also asked each passenger to fill out and return survey while on the bus. Because the survey was conducted over a three day period, passengers were asked to fill out only one survey for that specific one-way trip they were taking. If they filled out a survey on a previous day, they were asked not to complete another survey. A copy of the survey form can be found in the Appendix.

A total of 411 surveys were collected over the three day period. Approximately 30% of surveys were collected on Routes 210 and 211 with the remaining surveys collected on Route 42. Based on average daily boardings on the two routes, a response rate for the survey is estimated at 37%. Figure 4-8 summarizes the total number of surveys returned and the corresponding response rate.

Figure 4-8 Surveys Collected and Estimated Response Rate

Route	Number of surveys collected	Average Daily Ridership (1)	Estimated Response Rate (2)
Route 210/211	126	623	40%
Route 42	285	1,629	35%
TOTAL	411	2,252	37%

(1) Total weekday boardings recorded during ridecheck, April 2005.
(2) Calculated by dividing the number of surveys collected by half of the average daily ridership.

Key Findings and Issues

This summary presents key findings from the passenger survey. Survey results are summarized in the following categories:

- Trip purpose
- Mode of access to and from the bus
- Transfers to and from the bus
- Origins and destinations
- Transit dependence/alternatives to transit
- Fare type

Trip Purpose

To determine trip purpose, passengers were asked two questions: "Right now, I am coming from…" and "Right now, I am going to…" In addition to major categories, such as "work" and "shopping," passengers were also able to list the specific location of their origin and destination.

The majority of trips made on Routes 210/211 are between home and school (27%), followed by trips between home and work (15%) and trips made from home for other reasons (12%). Other trip reasons on Routes 210 and 211 include trips for court appointments and trips to social service agencies. All trip purposes are shown in Figure 4-9.

Figure 4-9 Trip Purpose (Routes 210 and 211)

		Right now, I am going to...							
		Home	Job	Social / Recreation	School	Other	Shopping	Medical/ Dental	Childcare
Right now, I am coming from...	Home	3.3%							
	Job	14.8%	1.6%						
	Social/recreation	6.6%							
	School	27.0%	3.3%	0.8%	0.8%				
	Other	12.3%	4.1%		1.6%	1.6%			
	Shopping	7.4%			0.8%	0.8%	1.6%		
	Medical/dental	8.2%					0.8%		
	Childcare	0.8%	1.6%						

N=122

Unlike Routes 210 and 211, the majority of passengers on Route 42 make trips between home and their jobs (43%), followed by trips between home and school (20%). Other trip purposes on Route 42 include shopping, medical, and others, as listed in Figure 4-10 below.

Figure 4-10 Trip Purpose (Route 42)

		Right now, I am going to...							
		Home	Job	Social/ Recreation	School	Other	Shopping	Medical/ Dental	Childcare
Right now, I am coming from...	Home	1.4%							
	Job	43.0%	2.1%						
	Social/recreation	7.4%	1.4%	1.1%					
	School	20.1%	1.1%		0.4%				
	Other	8.8%	0.7%	1.8%		2.5%			
	Shopping	3.2%	0.4%	0.7%	1.4%	0.4%			
	Medical/dental	1.8%		0.4%					
	Childcare	0.4%							

N=284

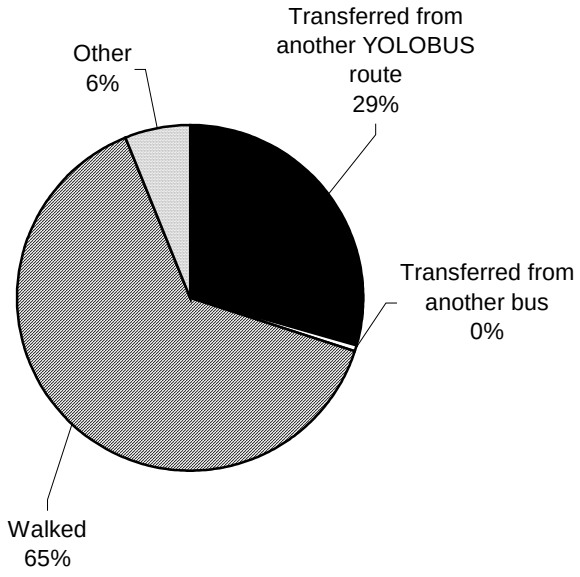
On Routes 40 and 41, home and work are the most common trip purposes. Approximately 49% of trips begin at home, and 20% begin at work. Similarly, 42% of trips end at home and 20% at work.

Mode of Access to and From the Bus

Determining the mode of access to and from the local routes in Woodland and the Intercity Route 42 is important because it is one indication of how well the route is penetrating the service area. In general, local routes should have a much higher incidence of walking compared to intercity routes where transfers are more likely.

The majority or riders on Routes 210 and 211 (nearly 65%) walk to access the bus or complete their trip. Nearly a third (29%) of passengers, however, transfer to/from another YOLOBUS route and the remaining 6% get to and from the bus by a variety of other means.

Figure 4-11 Mode of Access to and from the Bus (Routes 210 and 211)



N=231

Passengers were also asked how long it took them to get to the bus. As shown in Figure 4-12 below, over 1/3 (36%) walk less than 5 minutes to the bus stop, which is approximately 1/4 mile or less assuming a standard walk time of 3 miles per hour. Another 35% walk between 5 and 10 minutes to access the bus stop (a distance between 1/4 to 1/2 mile) and just under a quarter (23%) walk

between 10 and 20 minutes to reach the bus stop (a distance between ½ to 1 mile). Only 5% of respondents walk longer than 20 minutes to reach the bus stop (a distance of over a mile). In general, it appears that Routes 210 and 211 provide good local access to riders in Woodland. Nevertheless, a sizable percentage of riders (28%) walk more than ½ mile to access a bus stop. While this may indicate that the routes are inconvenient for some people, it may also be a reflection of the growth that has occurred in Woodland and that riders may be forced to walk further to access the routes.

Figure 4-12 Walk Time to the Bus (Routes 210 and 211)

Walking Time	Walking Distance	Responses
Less than 5 minutes	¼ of a mile	36%
Between 5 and 10 minutes	¼ to ½ a mile	35%
Between 10 and 20 minutes	½ to 1 mile	23%
More than 20 minutes	Over 1 mile	5%

N=74

When looking at those who walk FROM the bus, over half (55%) walk less than five minutes and 35% walk between 5 and 20 minutes to reach their final destination. Surprisingly, nearly 1 in 10 must walk more than 20 minutes to reach their final destination.

Figure 4-13 Walk Time from Bus (Routes 210 and 211)

Walking Time	Walking Distance	Responses
Less than 5 minutes	¼ of a mile	55%
Between 5 and 10 minutes	¼ to ½ a mile	18%
Between 10 and 20 minutes	½ to 1 mile	17%
More than 20 minutes	Over 1 mile	10%

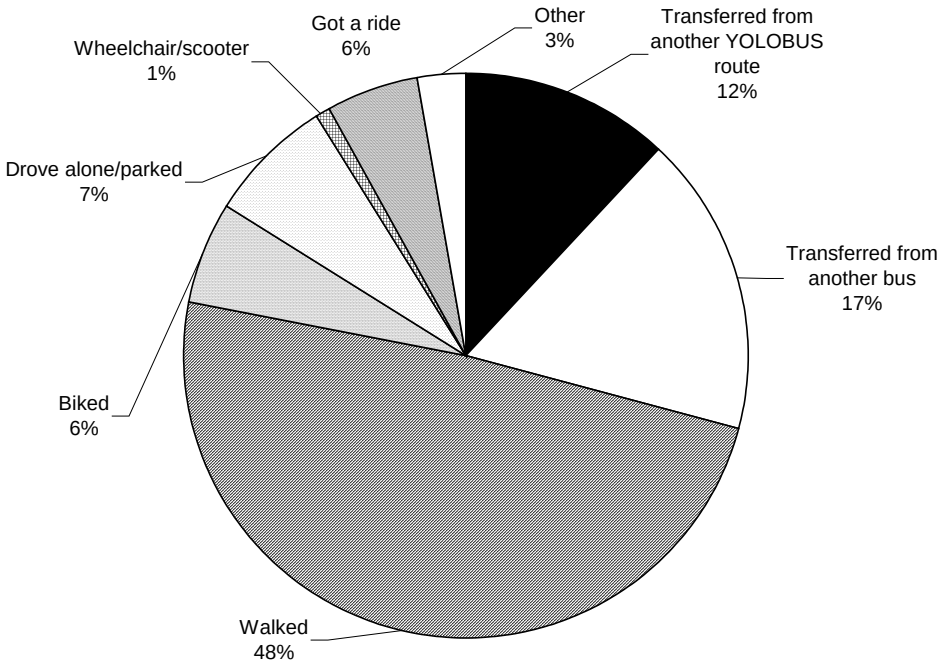
N=60

Similar to Routes 210 and 211, approximately 64% of riders on Routes 40 and 41 walk to access the bus and 55% walk to get to their final destination. By contrast, fewer passengers on Routes 40 and 41 (16%) transfer to or from another bus, compared to 29% on Routes 210 and 211.

As shown in Figure 4-14 below, just under half (48%) of riders on Route 42 walk to access the bus while a larger proportion (29%) transfer – 17% from another provider while 12% transfer from another YOLOBUS route. Nearly a

quarter (23%) of Route 42 riders access the bus by another mode, including biking (6%), driving alone and parking (9%) and getting a ride from someone else (6%).

Figure 4-14 Mode of Access (Route 42)



N=563

Just over a quarter (28%) of riders on Route 42 walk less than five minutes to access the bus, a distance of less than ¼ mile assuming an average walk time of 3 miles per hour (see Figure 4-15 below). Another quarter (27%) of riders walk between 5 and 10 minutes to access the bus, a distance of approximately ¼ to ½ mile. Unlike the local routes in Woodland, nearly half (45%) of Route 42 riders walk more than ½ mile to access a bus stop – a walk distance that is generally considered an inconvenience for regular fixed route service.

Figure 4-15 Walk Time to Bus (Route 42)

Walking Time	Walking Distance	Responses
Less than 5 minutes	¼ of a mile	28%
Between 5 and 10 minutes	¼ to ½ a mile	27%
Between 10 and 20 minutes	½ to 1 mile	31%
More than 20 minutes	Over 1 mile	14%

N=136

Of those who walk FROM the bus, about a third (33%) walk less than five minutes to reach their final destination. Over half (57%) walk between 5 and 20 minutes to reach their final destination and 10% walk more than 20 minutes to reach their final destination.

Figure 4-16 Walk Time from Bus (Route 42)

Walking Time	Walking Distance	Responses
Less than 5 minutes	¼ of a mile	33%
Between 5 and 10 minutes	¼ to ½ a mile	29%
Between 10 and 20 minutes	½ to 1 mile	28%
More than 20 minutes	Over 1 mile	10%

N=126

When looking at both access to and from the bus, nearly half (47%) of riders on Routes 210 and 211 walk to the bus to reach their final destination. Nearly 15% will transfer from another YOLOBUS route and then walk to their final destination with a small, but significant, number of riders (9%) who transfer at both ends of their trip. ??????????? WHAT???????????

Figure 4-17 Access to and from the Bus (Routes 210 and 211)

		How will you get FROM this bus to your final destination?			
		Transfer to YOLOBUS	Walk	Wheelchair / Scooter	Get a Ride
How did you get TO the bus stop where you boarded this bus?	Transferred from YOLOBUS	9.2%	14.7%		0.9%
	Walked	18.3%	46.8%		1.8%
	Rode a bike	1.8%			
	Drove alone and parked				0.9%
	Wheelchair/scooter			0.9%	
	Got a ride	0.9%	1.8%		
	Other	0.9%	0.9%		

N=109

About 25% of Route 42 riders access the bus and reach their final destination by walking (see Figure 4-18). Another significant percentage of riders (20%), transfer either at the beginning or end of their trip. Nearly 8% of riders on Route 42 drive alone and park to access the bus and then walk to their final destination.

Figure 4-18 Access to and from the Bus (Route 42)

		How will you get FROM this bus to your final destination?							
		Transfer to YOLOBUS	Transfer to another bus	Walk	Bike	Drive alone/ park	Wheelchair/ Scooter	Get a ride	Other
How did you get TO the bus stop where you boarded this bus?	Transferred to YOLOBUS	2.5%	2.9%	5.0%	1.1%	0.4%	0.4%	1.1%	
	Transferred from another bus	0.7%	2.2%	9.7%	0.7%	0.7%	0.4%	0.4%	0.4%
	Walked	6.8%	10.0%	25.1%	0.7%	3.2%		2.2%	2.2%
	Biked	0.7%	0.4%	1.1%	2.2%	0.4%			0.4%
	Drove alone/ parked	0.0%	1.1%	7.5%		0.4%			
	Wheelchair/scooter						0.4%		
	Got a ride	0.7%	0.7%	2.9%	0.7%			0.4%	
	Other	0.4%	0.4%	0.4%					0.7%

N=279

Transfers to and from the Bus

One of the major objectives of the passenger survey was to evaluate transfer activity, both to other YOLOBUS routes and to other regional providers (RT, Unitrans, etc.).

As shown in Figure 4-19 below, the majority of riders who transfer from Routes 210 and 211 transfer to Route 42. Another 13% transfer from either Route 210 or 211. Transfers from Routes 210 and 211 to Route 42 account for 61% while nearly a third (30%) transfer to Route 210 or 211. Only a few passengers transfer to or from Route 210 and 211 to other routes (Routes 45 and 215).

While transfers to and from Route 42 are understandable, transfers to and from Routes 210 and 211 seem to indicate that some passengers in Woodland are making a round trip (or deboarding and then traveling in the same direction) with one fare.

Figure 4-19 Transfer Activity (Routes 210 and 211)

Route	Transferred From	Transfer To
42	87%	61%
45	0%	4%
210/211	13%	30%
215	0%	4%
Sample Size	*23*	*23*

Figure 4-20 presents transfer activity on Route 42 to other YOLOBUS routes, RT and Unitrans. Transfers to and from Route 42 are much more prevalent than on the local routes in Woodland. Approximately half of riders on Route 42 transfer to or from a Sacramento RT route, especially Light Rail Transit (LRT). Just under a half of riders (45%) on Route 42 transfer to or from another YOLOBUS route. About a quarter of riders on Route 42 transfer to or from Routes 210 or 211 in Woodland. Similar to Routes 210 and 211, between 9% and 13% of Route 42 riders transfer to or from Route 42. Some transfers were also made to or from Route 42 to other YOLOBUS routes. Between 5-11% of transfers occurred in Davis on Unitrans.

Figure 4-20 Transfer Activity (Route 42)

Route	Transferred From	Transfer To
YOLOBUS - 40	2%	2%
YOLOBUS - 41	2%	4%
YOLOBUS - 42	13%	9%
YOLOBUS - 210	14%	13%
YOLOBUS - 211	11%	13%
YOLOBUS - 215	5%	0%
YOLOBUS - 220	0%	2%
RT - 15	3%	2%
RT - 21	0%	2%
RT - 30	5%	5%
RT - 38	0%	2%
RT - 51	3%	0%
RT - 62	3%	4%
RT - 64	2%	0%
RT - 86	2%	0%
RT - 88	2%	2%
RT - 141	0%	2%
RT - LRT	31%	29%
Unitrans - B	2%	2%
Unitrans - D	2%	0%
Unitrans - G	0%	2%
Unitrans - P	2%	5%
Unitrans - W	0%	2%

Origins and Destinations

Because Routes 210 and 211 only travel locally in Woodland, origins and destinations are scattered throughout the city. As shown in Figure 4-21 below, the top origin for 210 and 211 riders is County Fair Mall (18%), followed by Beamer and West (7%), Cottonwood and Gibson (4%), Gibson and Pioneer (4%) and Beamer and Cottonwood (4%). Figure 4-22 lists the top five destinations on Routes 210 and 211, with County Fair Mall as the most common destination on the route.

Figure 4-21 Top Five Origin Locations (Routes 210 and 211)

Origin	Responses	Percent
County Fair Mall	20	18%
Beamer & West	8	7%
Cottonwood & Gibson	5	4%
Gibson & Pioneer	5	4%
Beamer & Cottonwood	4	4%

N = 113

Figure 4-22 Top Five Destination Locations (Routes 210 and 211)

Destination	Responses	Percent
County Fair Mall	21	18%
Beamer & Cottonwood	6	5%
Woodland Community College	6	5%
Beamer & West	5	4%
3rd & Beamer	4	3%

N = 116

The matrix presented in Figure 4-23 shows origins and destinations by city/location for Route 42. The most common origin-destination pairs on Route 42 is between Davis and Sacramento (22%), followed by Davis to Woodland (20%). Another common origin-destination pair is between Woodland and Sacramento (18%). Trips between West Sacramento and Sacramento account for approximately 8% of all trips on Route 42.

Figure 4-23 Origin and Destination Pairs (Percent of Trips between Locations) – (Route 42)

	Davis	Sacramento	Sacramento Airport	West Sacramento	Woodland
Davis	7%				
Sacramento	22%	2%			
Sacramento Airport	3%	6%	<1%		
West Sacramento	3%	8%	<1%	3%	
Woodland	20%	18%	2%	2%	3%

N=259

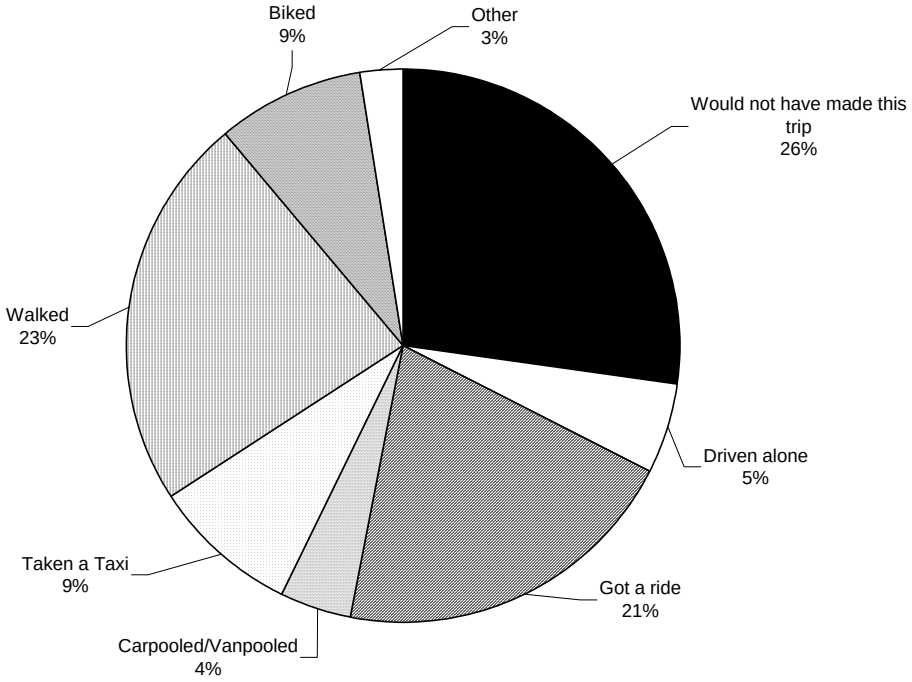
Transit Dependence / Alternatives to Transit

Over 25 percent of surveyed riders indicated they would not make the trip if transit were not available, claiming that they have no other alternative. Figures 4-24 and 4-25 shows how Route 210/211 and 42 riders would have made this trip if transit was not available. Many riders stated they would get a ride or walk.

This question sheds light on the often-confused idea of "transit dependence" and its relationship to vehicle trip reduction. Some people think of the transit-dependent as anyone who does not have the option of driving, and assume that transit's role in carrying these people does not contribute toward vehicle trip reduction. In fact, transit's main impact toward vehicle trip reduction is in reducing "chauffeured" trips, represented here by people who say they would "get a ride". Chauffeured trips are different from carpools because they are made solely to transport a person. Reducing the need for these trips is therefore a vehicle trip reduction benefit. In all, 35 percent of local Yolobus riders and one-half of the Route 42 passengers would drive, get a ride, or take a taxi if transit were not available. All three of these categories represent vehicle trip reduction benefits.

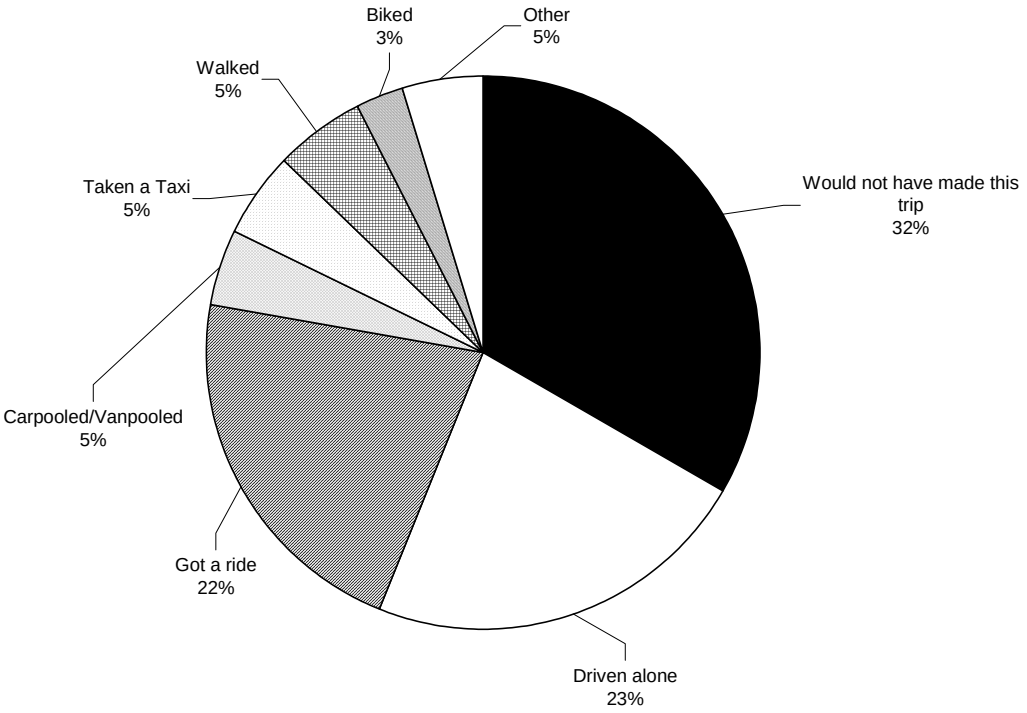
The passenger survey conducted on Routes 40 and 41 asked passengers if there was a car they could use instead of the bus, to which nearly 78% responded "NO." While this is a good indication of transit dependence, it is not clear from the response to this question if passengers have other transportation options available to them.

Figure 4-24 Alternatives to Transit (Routes 210 and 211)



N=117

Figure 4-25 Alternatives to Transit (Route 42)

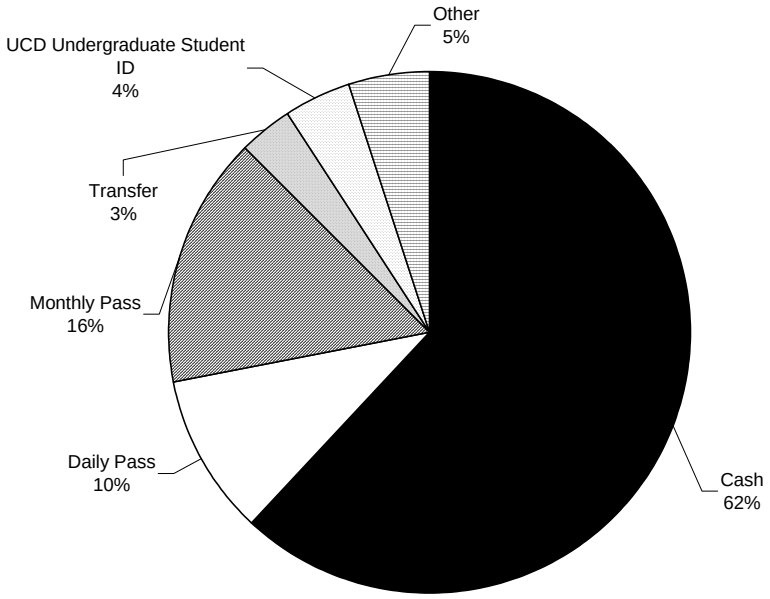


N=282

Fare Type

On Routes 210 and 211, approximately 62% of riders pay a cash fare (see Figure 4-26). Over a quarter of riders use either a Day Pass or Monthly Pass, 10% and 16% respectively. Only a small proportion of riders (3%) use a transfer to ride Routes 210 and 211, and 4% pay no fare by showing their UC Davis undergraduate registration card. Of those who pay their fare in other ways (5%), most of these passengers are either disabled or pay with a ticket from the Department of Social Services.

Figure 4-26 Fare Type (Routes 210 and 211)



N=121

Of those who paid cash or used a Daily or Monthly Pass, nearly half are students (47%), followed by passengers who paid the full fare (37%) and those who paid the senior fare (17%).

Figure 4-27 Fare Category (Route 210 and 211)

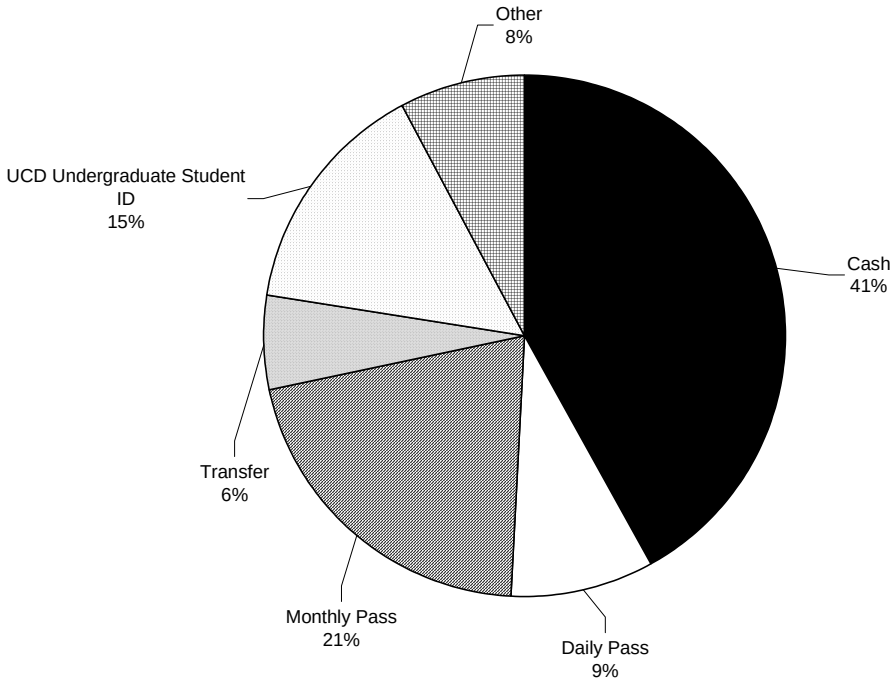
Fare Category	Usage
Regular	37%
Student	46%
Senior/Disabled	17%

N=54

Compared to Routes 210 and 211, fewer passengers on Routes 42 pay their fare with cash (41%) and more passengers use a Monthly Pass (21%) (see Figure 4-26). Also, a higher proportion of riders on Route 42 board the bus with a transfer (6%) compared to just 3% on Routes 210 and 211.

For passengers who pay their fare with other media (8%), most passengers pay the disabled fare, show their Sacramento City College ID or use a ticket from the Department of Social Services.

Figure 4-28 Fare Type (Route 42)



N=281

Looking just at passengers on Route 42 who paid a cash fare or used a Monthly or Daily Pass, nearly 67% pay the full $1.50 fare. Nearly a third (32%) of passengers paid the reduced student or senior rate to board Route 42.

Figure 4-29 Fare Category (Route 42)

Fare Category	Usage
Regular	67%
Student	18%
Senior/Disabled	15%

N=101

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