TABLE 1 - Descriptive statistics for all facilities[1] in Melbourne transit network

	Bus				Tram				Train			
Sample size	9,484				925				220			
Radius (m)	400				600				800			
	Min	**Max**	**Ave**	**SD**	**Min**	**Max**	**Ave**	**SD**	**Min**	**Max**	**Ave**	**SD**
Ridership[2]	0.40	5,850	28.1	148	68.4	29,600	698	2,300	10.2	93,700	3,650	9,050
ln(Ridership)	-0.92	8.67	2.05	1.48	4.23	10.3	5.64	1.05	2.32	11.5	7.45	1.25
Employment density	2.16	93,400	898	3,470	344	93,400	7,400	16,200	33.5	73,300	2,450	8,190
ln(employment density)	0.77	11.4	5.99	1.32	5.84	11.4	7.88	1.22	3.51	11.20	6.73	1.25
Population density	0.40	22,000	2,450	1,460	40.0	21,600	4,980	2,870	130	17,400	3,020	2,020
ln(population density)	-0.91	10.0	7.51	1.06	3.69	9.98	8.37	0.59	4.87	9.77	7.82	0.66
Dwelling Density	0.00	10,100	875	609	5.78	9,810	2,070	1,330	52.7	7,790	1,180	907
Activity Density	4.58	106,000	3,340	4,380	1,440	110,000	12,400	18,100	164	90,800	5,470	9,730
Commercial density	0.00	1.00	0.09	0.18	0.00	1.00	0.20	0.23	0.00	0.86	0.15	0.16
Retail worker density	0.11	4,910	94.4	198	24.4	4,910	480	824	3.69	3,840	199	430
Jobs-housing balance	0.00	0.99	0.08	0.12	0.02	0.97	0.15	0.15	0.01	0.63	0.10	0.09
Land use entropy	0.00	0.86	0.32	0.17	0.01	0.83	0.44	0.16	0.09	0.75	0.47	0.13
Housing diversity	1.00	8.00	5.11	1.60	3.00	8.00	7.56	0.76	2.00	8.00	6.88	1.33
Ped. connectivity (density)	0.00	381	81.2	34.2	37.4	280	115	52.3	32.4	242	89.7	35.3
Cycle connectivity	0.00	0.89	0.08	0.15	0.00	1.12	0.21	0.22	0.00	0.97	0.15	0.19
Destination score	1.00	8.00	2.62	1.54	1.00	7.00	5.39	1.40	1.00	7.00	5.44	1.42
Destination count	0.00	74.0	10.4	6.88	6.00	208	53.1	28.5	2.00	234	50.9	33.0
Bicycle facilities	0.00	1.00	0.01	0.09	0.00	1.00	0.00	0.05	0.00	1.00	0.33	0.47
Distance. to CBD	0.20	73.4	22.9	12.9	0.03	19.8	6.26	3.66	0.44	66.2	16.9	13.3
Dist. to Activity Center	0.00	36.3	2.39	2.72	0.00	4.22	1.12	0.76	0.02	8.08	1.42	1.42
Count of Activity Centers	0.00	1.00	0.04	0.18	0.00	2.00	0.25	0.45	0.00	1.00	0.35	0.48
Proportion 'urban'	0.00	1.00	0.78	0.24	0.00	1.00	0.80	0.16	0.07	0.99	0.80	0.14
Access to employment ($\times 10^{-3}$)	0.00	465	23.9	53.1	20.1	619	230	176	0.08	684	177	194
Free Tram Zone (dummy)	0.00	0.00	0.00	0.00	0.00	1.00	0.07	0.26	0.00	1.00	0.02	0.13
Car parking	0.00	21,800	89.7	782	0.00	9,560	48.9	485	0.00	16,400	2,780	3,680
Level of service (LOS)	0.00	716	23.0	22.5	9.85	511	67.4	49.8	0.00	447	108	61.5
Overlapping LOS (bus)	0.00	232	6.01	13.1	0.00	351	17.2	36.3	0.00	310	45.9	61.3
Overlapping LOS (tram)	0.00	401	2.73	16.6	0.00	580	28.0	61.6	0.00	707	14.8	65.69
Overlapping LOS (train)	0.00	404	2.02	16.2	0.00	447	5.09	31.6	0.00	0.00	0.00	0.00
Overlapping LOS (total)	0.00	462	10.8	27.9	24.5	752	100	92.4	0.00	707	122	84.2
Prop. FTE[3]	0.49	0.64	0.57	0.04	0.21	0.76	0.60	0.07	0.45	0.74	0.58	0.05
Means size[3]	2.31	3.55	2.88	0.34	1.94	6.91	2.52	0.34	2.00	3.74	2.66	0.31
Median income	1.00	2,000	408	186	1.00	1,250	588	227	100	1,000	488	208
Proportion overseas born	0.00	0.26	0.04	0.02	0.00	0.17	0.04	0.02	0.00	0.18	0.04	0.02
Proportion tertiary educated	0.00	0.74	0.40	0.15	0.23	0.74	0.61	0.07	0.13	0.72	0.50	0.15

1 Stop pairs and interchanges are grouped as a single 'facility'
2 Minimum bus *Ridership* censored at fifth percentile
3 Bus *Proportion Full Time Employed* and *Mean Household Size* censored at 95th percentile