# Segment Columns Summary

## Marketsegment

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| PASSENGER | 8549 | 92.84 | 92.84 | 92.84 |
| EMPLOYEE | 659 | 7.16 | 7.16 | 100.0 |

## Passenger Type

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ARRIVING | 4369 | 51.11 | 51.11 | 51.11 |
| DEPARTING | 4180 | 48.89 | 48.89 | 100.0 |

# Segment: EMPLOYEE | nan

## Access Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 64 | 38.79 | 38.79 | 38.79 |
| RIDEHAIL\_TAXI | 4 | 2.42 | 2.42 | 41.21 |
| PUBLIC\_TRANSPORTATION | 7 | 4.24 | 4.24 | 45.45 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 25 | 15.15 | 15.15 | 60.61 |
| PERSONAL\_CAR\_PARKED | 65 | 39.39 | 39.39 | 100.0 |

## Access Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 64 | 38.79 | 38.79 | 38.79 |
| UBER\_LYFT | 3 | 1.82 | 1.82 | 40.61 |
| CAR\_SERVICE\_BLACK\_LIMO | 1 | 0.61 | 0.61 | 41.21 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 25 | 15.15 | 15.15 | 56.36 |
| DROVE\_ALONE\_AND\_PARKED | 64 | 38.79 | 38.79 | 95.15 |
| DROVE\_WITH\_OTHERS\_AND\_PARKED | 1 | 0.61 | 0.61 | 95.76 |
| OTHER\_PUBLIC\_TRANSIT | 7 | 4.24 | 4.24 | 100.0 |

## Age

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| AGE\_18\_19 | 6 | 0.91 | 0.91 | 0.91 |
| AGE\_20\_24 | 42 | 6.37 | 6.37 | 7.28 |
| AGE\_25\_29 | 105 | 15.93 | 15.93 | 23.22 |
| AGE\_30\_34 | 97 | 14.72 | 14.72 | 37.94 |
| AGE\_35\_39 | 87 | 13.2 | 13.2 | 51.14 |
| AGE\_40\_44 | 64 | 9.71 | 9.71 | 60.85 |
| AGE\_45\_49 | 54 | 8.19 | 8.19 | 69.04 |
| AGE\_50\_54 | 55 | 8.35 | 8.35 | 77.39 |
| AGE\_55\_59 | 61 | 9.26 | 9.26 | 86.65 |
| AGE\_60\_64 | 47 | 7.13 | 7.13 | 93.78 |
| AGE\_65\_74 | 25 | 3.79 | 3.79 | 97.57 |
| AGE\_75\_OR\_MORE | 5 | 0.76 | 0.76 | 98.33 |
| PREFER\_NOT\_TO\_SAY | 11 | 1.67 | 1.67 | 100.0 |

## Commute Mode Decision

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| LOWEST\_COST | 16 | 20.25 | 20.25 | 20.25 |
| SHORTEST\_DOOR\_TO\_DOOR\_TRAVEL\_TIME | 16 | 20.25 | 20.25 | 40.51 |
| SMALLEST\_CHANCE\_FOR\_DELAYS | 4 | 5.06 | 5.06 | 45.57 |
| MOST\_COMFORTABLE | 13 | 16.46 | 16.46 | 62.03 |
| DEPENDS\_ON\_TIME\_OF\_DAY | 23 | 29.11 | 29.11 | 91.14 |
| OTHER\_SPECIFY | 3 | 3.8 | 3.8 | 94.94 |
| REFUSED | 4 | 5.06 | 5.06 | 100.0 |

## Destination Activity Type

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| SAN\_DIEGO\_AIRPORT | 659 | 100.0 | 100.0 | 100.0 |

## Destination Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| CENTRAL | 659 | 100.0 | 100.0 | 100.0 |

## Employer

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| AIR\_CANADA | 2 | 0.3 | 0.3 | 0.3 |
| ALASKA\_AIRLINES | 45 | 6.83 | 6.83 | 7.13 |
| ALLEGIANT\_AIR | 1 | 0.15 | 0.15 | 7.28 |
| AMERICAN\_AIRLINES | 12 | 1.82 | 1.82 | 9.1 |
| ARTISAN\_MARKET | 3 | 0.46 | 0.46 | 9.56 |
| ASPIRE\_LOUNGE | 4 | 0.61 | 0.61 | 10.17 |
| BANKERS\_HILL\_BAR\_AND\_MARKET | 2 | 0.3 | 0.3 | 10.47 |
| BAY\_BOOKS\_OF\_CORONADO | 2 | 0.3 | 0.3 | 10.77 |
| BEAUDEVIN\_VINE\_AND\_TAPAS\_BAR | 1 | 0.15 | 0.15 | 10.93 |
| BRITISH\_AIRWAYS | 2 | 0.3 | 0.3 | 11.23 |
| BROOKSTONE | 1 | 0.15 | 0.15 | 11.38 |
| BUBBLES\_SEAFOOD\_AND\_WINE\_BAR | 1 | 0.15 | 0.15 | 11.53 |
| CALIFORNIA\_PIZZA\_KITCHEN | 2 | 0.3 | 0.3 | 11.84 |
| CAMDEN\_FOOD\_CO | 2 | 0.3 | 0.3 | 12.14 |
| CIAO\_GOURMET\_MARKET | 2 | 0.3 | 0.3 | 12.44 |
| CNBC\_EXPRESS | 5 | 0.76 | 0.76 | 13.2 |
| CNBC\_NEWS\_SAN\_DIEGO | 1 | 0.15 | 0.15 | 13.35 |
| DARK\_HORSE\_COFFEE\_ROASTERS | 2 | 0.3 | 0.3 | 13.66 |
| DELTA\_AIRLINES | 24 | 3.64 | 3.64 | 17.3 |
| DELTA\_SKY\_CLUB | 2 | 0.3 | 0.3 | 17.6 |
| DISCOVER\_SAN\_DIEGO | 1 | 0.15 | 0.15 | 17.75 |
| EINSTEIN\_BROS\_BAGELS | 8 | 1.21 | 1.21 | 18.97 |
| ELEGANT\_DESSERTS | 2 | 0.3 | 0.3 | 19.27 |
| FRONTIER\_AIRLINES | 1 | 0.15 | 0.15 | 19.42 |
| GASLAMP\_MARKETPLACE | 2 | 0.3 | 0.3 | 19.73 |
| HAWAIIAN\_AIRLINES | 1 | 0.15 | 0.15 | 19.88 |
| HUDSON\_NEWS | 13 | 1.97 | 1.97 | 21.85 |
| INMOTION\_ENTERTAINMENT | 2 | 0.3 | 0.3 | 22.15 |
| JACK\_IN\_THE\_BOX | 7 | 1.06 | 1.06 | 23.22 |
| JETBLUE | 2 | 0.3 | 0.3 | 23.52 |
| OLD\_TOWN\_NEWS\_AND\_MARKET | 1 | 0.15 | 0.15 | 23.67 |
| PACIFICA\_BREEZE\_CAFE | 1 | 0.15 | 0.15 | 23.82 |
| PANDA\_EXPRESS | 3 | 0.46 | 0.46 | 24.28 |
| PANNIKIN\_COFFEE\_AND\_TEA | 3 | 0.46 | 0.46 | 24.73 |
| PEETS\_COFFEE\_AND\_TEA | 4 | 0.61 | 0.61 | 25.34 |
| PGA\_TOUR\_GRILL | 1 | 0.15 | 0.15 | 25.49 |
| PHILS\_BBQ | 7 | 1.06 | 1.06 | 26.56 |
| PRADO\_AT\_THE\_AIRPORT | 1 | 0.15 | 0.15 | 26.71 |
| QDOBA\_MEXICAN\_GRILL | 3 | 0.46 | 0.46 | 27.16 |
| RIP\_CURL | 1 | 0.15 | 0.15 | 27.31 |
| SAN\_LIFE\_MARKET | 1 | 0.15 | 0.15 | 27.47 |
| SAND\_NEWS | 1 | 0.15 | 0.15 | 27.62 |
| SKY\_FREE\_SHOP | 3 | 0.46 | 0.46 | 28.07 |
| SOUNDBALANCE | 1 | 0.15 | 0.15 | 28.22 |
| SOUTHWEST\_AIRLINES | 28 | 4.25 | 4.25 | 32.47 |
| SPIRIT | 4 | 0.61 | 0.61 | 33.08 |
| STARBUCKS | 8 | 1.21 | 1.21 | 34.29 |
| STELLAR\_NEWS\_EXPRESS | 1 | 0.15 | 0.15 | 34.45 |
| STONE\_BREWING\_COMPANY | 1 | 0.15 | 0.15 | 34.6 |
| SUNCOUNTY\_AIRLINES | 2 | 0.3 | 0.3 | 34.9 |
| SWAROVSKI | 2 | 0.3 | 0.3 | 35.2 |
| TECH\_ON\_THE\_GO | 1 | 0.15 | 0.15 | 35.36 |
| THE\_BEACH\_HOUSE | 2 | 0.3 | 0.3 | 35.66 |
| THE\_COUNTER\_CUSTOM\_BUILT\_BURGERS | 2 | 0.3 | 0.3 | 35.96 |
| TOMMY\_VS\_PIZZERIA | 2 | 0.3 | 0.3 | 36.27 |
| TRANSPORTATION\_SECURITY\_ADMINISTRATION\_TSA | 28 | 4.25 | 4.25 | 40.52 |
| UNITED\_AIRLINES | 28 | 4.25 | 4.25 | 44.76 |
| UNITED\_CLUB | 1 | 0.15 | 0.15 | 44.92 |
| UNITED\_SERVICE\_ORGANIZATIONS | 2 | 0.3 | 0.3 | 45.22 |
| URBAN\_CRAVE | 4 | 0.61 | 0.61 | 45.83 |
| WARWICKS\_OF\_LA\_JOLLA | 1 | 0.15 | 0.15 | 45.98 |
| WESTJET | 3 | 0.46 | 0.46 | 46.43 |
| SDCRAA\_SDIA | 163 | 24.73 | 24.73 | 71.17 |
| FLAGSHIP | 5 | 0.76 | 0.76 | 71.93 |
| HMS\_HOST | 4 | 0.61 | 0.61 | 72.53 |
| OTHER\_SPECIFY | 181 | 27.47 | 27.47 | 100.0 |

## Gender

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| MALE | 315 | 47.8 | 47.8 | 47.8 |
| FEMALE | 330 | 50.08 | 50.08 | 97.88 |
| NON\_BINARY\_THIRD\_GENDER | 2 | 0.3 | 0.3 | 98.18 |
| PREFER\_NOT\_TO\_SAY | 11 | 1.67 | 1.67 | 99.85 |
| REFUSED | 1 | 0.15 | 0.15 | 100.0 |

## Home Location Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| CENTRAL | 621 | 100.0 | 100.0 | 100.0 |

## Household Income

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| LESS\_THAN\_15K | 8 | 1.21 | 1.21 | 1.21 |
| BETWEEN\_15K\_20K | 3 | 0.46 | 0.46 | 1.67 |
| BETWEEN\_20K\_25K | 5 | 0.76 | 0.76 | 2.43 |
| BETWEEN\_25K\_30K | 8 | 1.21 | 1.21 | 3.64 |
| BETWEEN\_30K\_35K | 13 | 1.97 | 1.97 | 5.61 |
| BETWEEN\_35K\_40K | 11 | 1.67 | 1.67 | 7.28 |
| BETWEEN\_40K\_45K | 17 | 2.58 | 2.58 | 9.86 |
| BETWEEN\_45K\_50K | 16 | 2.43 | 2.43 | 12.29 |
| BETWEEN\_50K\_60K | 37 | 5.61 | 5.61 | 17.91 |
| BETWEEN\_60K\_75K | 64 | 9.71 | 9.71 | 27.62 |
| BETWEEN\_75K\_100K | 94 | 14.26 | 14.26 | 41.88 |
| BETWEEN\_100K\_150K | 91 | 13.81 | 13.81 | 55.69 |
| BETWEEN\_150\_199K | 71 | 10.77 | 10.77 | 66.46 |
| PREFER\_NOT\_TO\_SAY | 165 | 25.04 | 25.04 | 91.5 |
| BETWEEN\_200\_299K | 44 | 6.68 | 6.68 | 98.18 |
| MORE\_THAN\_300K | 12 | 1.82 | 1.82 | 100.0 |

## Inbound Or Outbound

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| INBOUND\_TO\_AIRPORT | 659 | 100.0 | 100.0 | 100.0 |

## Interview Location

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| TERMINAL\_1 | 58 | 13.81 | 13.81 | 13.81 |
| TERMINAL\_2 | 206 | 49.05 | 49.05 | 62.86 |
| ONBOARD\_992 | 44 | 10.48 | 10.48 | 73.33 |
| ONBOARD\_FLYER | 11 | 2.62 | 2.62 | 75.95 |
| RENTAL\_CENTER | 1 | 0.24 | 0.24 | 76.19 |
| PASSENGER\_PARKING | 26 | 6.19 | 6.19 | 82.38 |
| EMPLOYEE\_PARKING | 74 | 17.62 | 17.62 | 100.0 |

## Is Income Below Poverty

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 22 | 13.1 | 13.1 | 13.1 |
| NO | 146 | 86.9 | 86.9 | 100.0 |

## Main Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 1 | 0.15 | 0.15 | 0.15 |
| MICROMOBILITY\_SHARED | 1 | 0.15 | 0.15 | 0.3 |
| MICROMOBILITY\_PERSONAL | 10 | 1.52 | 1.52 | 1.82 |
| RIDEHAIL\_TAXI | 15 | 2.28 | 2.28 | 4.1 |
| PUBLIC\_TRANSPORTATION | 5 | 0.76 | 0.76 | 4.86 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 32 | 4.86 | 4.86 | 9.71 |
| PERSONAL\_CAR\_PARKED | 414 | 62.82 | 62.82 | 72.53 |
| SHARED\_SHUTTLE\_VAN | 12 | 1.82 | 1.82 | 74.36 |
| BUS\_992 | 79 | 11.99 | 11.99 | 86.34 |
| AIRPORT\_FLYER\_SHUTTLE | 88 | 13.35 | 13.35 | 99.7 |
| RENTAL\_CAR | 2 | 0.3 | 0.3 | 100.0 |

## Main Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 1 | 0.15 | 0.15 | 0.15 |
| BICYCLE\_NON\_ELECTRIC\_BIKESHARE | 1 | 0.15 | 0.15 | 0.3 |
| BICYCLE\_PERSONAL\_ELECTRIC | 7 | 1.06 | 1.06 | 1.37 |
| BICYCLE\_PERSONAL\_NON\_ELECTRIC | 2 | 0.3 | 0.3 | 1.67 |
| E\_SCOOTER\_PERSONAL | 1 | 0.15 | 0.15 | 1.82 |
| TAXI | 2 | 0.3 | 0.3 | 2.12 |
| UBER\_LYFT | 11 | 1.67 | 1.67 | 3.79 |
| CAR\_SERVICE\_BLACK\_LIMO | 2 | 0.3 | 0.3 | 4.1 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 31 | 4.7 | 4.7 | 8.8 |
| DROVE\_ALONE\_AND\_PARKED | 391 | 59.33 | 59.33 | 68.13 |
| DROVE\_WITH\_OTHERS\_AND\_PARKED | 19 | 2.88 | 2.88 | 71.02 |
| MTS\_ROUTE\_992 | 79 | 11.99 | 11.99 | 83.0 |
| AIRPORT\_FLYER\_SHUTTLE | 88 | 13.35 | 13.35 | 96.36 |
| RENTAL\_CAR\_DROPPED\_OFF | 1 | 0.15 | 0.15 | 96.51 |
| RENTAL\_CAR\_PARKED | 1 | 0.15 | 0.15 | 96.66 |
| HOTEL\_SHUTTLE\_VAN | 12 | 1.82 | 1.82 | 98.48 |
| PICKED\_UP\_BY\_FAMILY\_FRIEND | 1 | 0.15 | 0.15 | 98.63 |
| GET\_IN\_PARKED\_VEHICLE\_AND\_DRIVE\_ALONE | 3 | 0.46 | 0.46 | 99.09 |
| GET\_IN\_PARKED\_VEHICLE\_AND\_DRIVE\_WITH\_OTHERS | 1 | 0.15 | 0.15 | 99.24 |
| OTHER\_PUBLIC\_TRANSIT | 5 | 0.76 | 0.76 | 100.0 |

## Main Transit Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| MTS\_ROUTE\_992 | 79 | 11.99 | 11.99 | 11.99 |
| AIRPORT\_FLYER\_SHUTTLE | 85 | 12.9 | 12.9 | 24.89 |
| OTHER | 495 | 75.11 | 75.11 | 100.0 |

## Number Commute Days

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ZERO | 5 | 0.76 | 0.76 | 0.76 |
| ONE | 34 | 5.16 | 5.16 | 5.92 |
| TWO | 60 | 9.1 | 9.1 | 15.02 |
| THREE | 65 | 9.86 | 9.86 | 24.89 |
| FOUR | 79 | 11.99 | 11.99 | 36.87 |
| FIVE | 379 | 57.51 | 57.51 | 94.39 |
| SIX | 24 | 3.64 | 3.64 | 98.03 |
| SEVEN | 13 | 1.97 | 1.97 | 100.0 |

## Number Hours Worked

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ZERO | 5 | 0.76 | 0.76 | 0.76 |
| ONE\_TO\_TEN | 23 | 3.49 | 3.49 | 4.25 |
| ELEVEN\_TO\_TWENTY | 29 | 4.4 | 4.4 | 8.65 |
| TWENTY\_ONE\_TO\_THIRTY | 59 | 8.95 | 8.95 | 17.6 |
| THIRTY\_ONE\_TO\_FORTY | 340 | 51.59 | 51.59 | 69.2 |
| FORTY\_ONE\_TO\_FIFTY | 172 | 26.1 | 26.1 | 95.3 |
| FIFTY\_ONE\_TO\_SIXTY | 21 | 3.19 | 3.19 | 98.48 |
| SIXTY\_ONE\_TO\_SEVENTY | 4 | 0.61 | 0.61 | 99.09 |
| SEVENTY\_ONE\_TO\_EIGHTY | 3 | 0.46 | 0.46 | 99.54 |
| MORE\_THAN\_EIGHTY | 3 | 0.46 | 0.46 | 100.0 |

## Number Persons In Household

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONE | 73 | 11.08 | 11.08 | 11.08 |
| TWO | 213 | 32.32 | 32.32 | 43.4 |
| THREE | 156 | 23.67 | 23.67 | 67.07 |
| FOUR | 127 | 19.27 | 19.27 | 86.34 |
| FIVE | 58 | 8.8 | 8.8 | 95.14 |
| SIX | 19 | 2.88 | 2.88 | 98.03 |
| SEVEN | 7 | 1.06 | 1.06 | 99.09 |
| EIGHT | 2 | 0.3 | 0.3 | 99.39 |
| NINE | 2 | 0.3 | 0.3 | 99.7 |
| TEN\_OR\_MORE | 2 | 0.3 | 0.3 | 100.0 |

## Number Transit Vehicles From Airport

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 53 | 100.0 | 100.0 | 100.0 |

## Number Transit Vehicles To Airport

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 104 | 63.41 | 63.41 | 63.41 |
| ONE | 45 | 27.44 | 27.44 | 90.85 |
| TWO | 15 | 9.15 | 9.15 | 100.0 |

## Number Vehicles

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 28 | 4.25 | 4.25 | 4.25 |
| ONE | 170 | 25.8 | 25.8 | 30.05 |
| TWO | 316 | 47.95 | 47.95 | 78.0 |
| THREE | 99 | 15.02 | 15.02 | 93.02 |
| FOUR | 30 | 4.55 | 4.55 | 97.57 |
| FIVE | 10 | 1.52 | 1.52 | 99.09 |
| SIX | 4 | 0.61 | 0.61 | 99.7 |
| SEVEN | 1 | 0.15 | 0.15 | 99.85 |
| EIGHT\_OR\_MORE | 1 | 0.15 | 0.15 | 100.0 |

## Number Workers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONE | 178 | 27.01 | 27.01 | 27.01 |
| TWO | 329 | 49.92 | 49.92 | 76.93 |
| THREE | 101 | 15.33 | 15.33 | 92.26 |
| FOUR | 37 | 5.61 | 5.61 | 97.88 |
| FIVE | 8 | 1.21 | 1.21 | 99.09 |
| SIX | 4 | 0.61 | 0.61 | 99.7 |
| SEVEN | 1 | 0.15 | 0.15 | 99.85 |
| NINE | 1 | 0.15 | 0.15 | 100.0 |

## Occupation Detail

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WORK\_NEAR\_PASSENGERS | 10 | 7.25 | 7.25 | 7.25 |
| WORK\_IN\_OFFICE | 58 | 42.03 | 42.03 | 49.28 |
| WORK\_ELSEWHERE | 1 | 0.72 | 0.72 | 50.0 |
| REFUSED | 69 | 50.0 | 50.0 | 100.0 |

## Occupation

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| AIRCRAFT\_MECHANIC | 4 | 0.61 | 0.61 | 0.61 |
| PILOT | 4 | 0.61 | 0.61 | 1.21 |
| AIRCRAFT\_SVC\_ATTENDANT | 6 | 0.91 | 0.91 | 2.12 |
| AIR\_TRAFFIC\_CONTROLLER | 4 | 0.61 | 0.61 | 2.73 |
| FLIGHT\_ATTENDANT | 38 | 5.77 | 5.77 | 8.5 |
| TICKET\_AGENT | 41 | 6.22 | 6.22 | 14.72 |
| CARGO\_AGENT | 31 | 4.7 | 4.7 | 19.42 |
| CARGO\_HANDLER | 17 | 2.58 | 2.58 | 22.0 |
| BLDG\_MAINTENANCE\_CLEANING | 38 | 5.77 | 5.77 | 27.77 |
| PARKING\_ATTENDANT | 12 | 1.82 | 1.82 | 29.59 |
| DRIVER | 1 | 0.15 | 0.15 | 29.74 |
| TSA | 25 | 3.79 | 3.79 | 33.54 |
| LAW\_ENFORCEMENT | 7 | 1.06 | 1.06 | 34.6 |
| GENERAL\_AND\_OPERATIONS\_MANAGERS | 54 | 8.19 | 8.19 | 42.79 |
| PROGRAM\_AND\_PROJECT\_MANAGERS | 26 | 3.95 | 3.95 | 46.74 |
| RETAIL\_RESTAURANT | 96 | 14.57 | 14.57 | 61.31 |
| CONSTRUCTION | 17 | 2.58 | 2.58 | 63.88 |
| OTHER\_LABORERS | 4 | 0.61 | 0.61 | 64.49 |
| OTHER\_CUSTOMER\_SUPPORT | 12 | 1.82 | 1.82 | 66.31 |
| OTHER\_ADMIN\_SUPPORT | 12 | 1.82 | 1.82 | 68.13 |
| OTHER\_SPECIFY | 199 | 30.2 | 30.2 | 98.33 |
| REFUSED | 11 | 1.67 | 1.67 | 100.0 |

## Origin Activity Type

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HOME | 621 | 94.23 | 94.23 | 94.23 |
| HOTEL | 24 | 3.64 | 3.64 | 97.88 |
| OTHER\_BUSINESS | 2 | 0.3 | 0.3 | 98.18 |
| OTHER\_RESIDENCE | 10 | 1.52 | 1.52 | 99.7 |
| OTHER | 2 | 0.3 | 0.3 | 100.0 |

## Origin Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| DOWNTOWN | 34 | 5.16 | 5.16 | 5.16 |
| CENTRAL | 249 | 37.78 | 37.78 | 42.94 |
| NORTH\_CITY | 148 | 22.46 | 22.46 | 65.4 |
| SOUTH\_SUBURBAN | 109 | 16.54 | 16.54 | 81.94 |
| EAST\_SUBURBAN | 76 | 11.53 | 11.53 | 93.47 |
| NORTH\_COUNTY\_WEST | 12 | 1.82 | 1.82 | 95.3 |
| NORTH\_COUNTY\_EAST | 9 | 1.37 | 1.37 | 96.66 |
| EXTERNAL | 22 | 3.34 | 3.34 | 100.0 |

## Parking Cost Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| TOTAL | 224 | 54.63 | 54.63 | 54.63 |
| MONTHLY | 38 | 9.27 | 9.27 | 63.9 |
| DAILY | 29 | 7.07 | 7.07 | 70.98 |
| HOURLY | 4 | 0.98 | 0.98 | 71.95 |
| OTHER\_SPECIFY | 106 | 25.85 | 25.85 | 97.8 |
| REFUSED | 9 | 2.2 | 2.2 | 100.0 |

## Parking Location

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| TERM1\_PARKING\_PLAZA | 2 | 0.49 | 0.49 | 0.49 |
| TERM2\_PARKING\_PLAZA | 6 | 1.46 | 1.46 | 1.95 |
| EMPLOYEE\_LOT\_3665\_ADMIRAL\_BOLAND\_WAY | 200 | 48.78 | 48.78 | 50.73 |
| ADMIN\_BUILDING\_LOT\_2417\_MCCAIN\_ROAD | 116 | 28.29 | 28.29 | 79.02 |
| OTHER | 77 | 18.78 | 18.78 | 97.8 |
| REFUSED | 9 | 2.2 | 2.2 | 100.0 |

## Reimbursement

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| REIMBURSED\_EMPLOYER\_CLIENT | 133 | 20.18 | 20.18 | 20.18 |
| REIMBURSED\_OTHER\_THIRD\_PARTY | 7 | 1.06 | 1.06 | 21.24 |
| NOT\_REIMBURSED | 501 | 76.02 | 76.02 | 97.27 |
| DONT\_KNOW | 18 | 2.73 | 2.73 | 100.0 |

## Resident Visitor

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| SAN\_DIEGO\_REGION | 610 | 92.56 | 92.56 | 92.56 |
| OTHER\_SOUTHERN\_CALIFORNIA | 17 | 2.58 | 2.58 | 95.14 |
| OTHER\_CALIFORNIA | 5 | 0.76 | 0.76 | 95.9 |
| TIJUANA\_REGION | 13 | 1.97 | 1.97 | 97.88 |
| OTHER\_BAJA\_CALIFORNIA | 1 | 0.15 | 0.15 | 98.03 |
| OTHER\_STATE\_US | 12 | 1.82 | 1.82 | 99.85 |
| OTHER\_STATE\_MEXICO | 1 | 0.15 | 0.15 | 100.0 |

## Resident Visitor Purpose

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| EMPLOYEE | 659 | 100.0 | 100.0 | 100.0 |

## Reverse Commute Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 10 | 1.52 | 1.52 | 1.52 |
| MICROMOBILITY\_PERSONAL | 10 | 1.52 | 1.52 | 3.03 |
| RIDEHAIL\_TAXI | 17 | 2.58 | 2.58 | 5.61 |
| PUBLIC\_TRANSPORTATION | 9 | 1.37 | 1.37 | 6.98 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 54 | 8.19 | 8.19 | 15.17 |
| PERSONAL\_CAR\_PARKED | 483 | 73.29 | 73.29 | 88.47 |
| BUS\_992 | 53 | 8.04 | 8.04 | 96.51 |
| AIRPORT\_FLYER\_SHUTTLE | 18 | 2.73 | 2.73 | 99.24 |
| OTHER | 4 | 0.61 | 0.61 | 99.85 |
| REFUSED\_NO\_ANSWER | 1 | 0.15 | 0.15 | 100.0 |

## Reverse Commute Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 10 | 1.52 | 1.52 | 1.52 |
| BICYCLE\_PERSONAL\_ELECTRIC | 7 | 1.06 | 1.06 | 2.58 |
| BICYCLE\_PERSONAL\_NON\_ELECTRIC | 2 | 0.3 | 0.3 | 2.88 |
| E\_SCOOTER\_PERSONAL | 1 | 0.15 | 0.15 | 3.03 |
| TAXI | 2 | 0.3 | 0.3 | 3.34 |
| UBER\_LYFT | 13 | 1.97 | 1.97 | 5.31 |
| CAR\_SERVICE\_BLACK\_LIMO | 2 | 0.3 | 0.3 | 5.61 |
| MTS\_ROUTE\_992 | 53 | 8.04 | 8.04 | 13.66 |
| AIRPORT\_FLYER\_SHUTTLE | 18 | 2.73 | 2.73 | 16.39 |
| PICKED\_UP\_BY\_FAMILY\_FRIEND | 54 | 8.19 | 8.19 | 24.58 |
| GET\_IN\_PARKED\_VEHICLE\_AND\_DRIVE\_ALONE | 456 | 69.2 | 69.2 | 93.78 |
| GET\_IN\_PARKED\_VEHICLE\_AND\_DRIVE\_WITH\_OTHERS | 21 | 3.19 | 3.19 | 96.97 |
| GET\_IN\_PARKED\_VEHICLE\_AND\_RIDE\_WITH\_OTHER\_TRAVELERS | 6 | 0.91 | 0.91 | 97.88 |
| OTHER\_PUBLIC\_TRANSIT | 9 | 1.37 | 1.37 | 99.24 |
| OTHER | 4 | 0.61 | 0.61 | 99.85 |
| REFUSED\_NO\_ANSWER | 1 | 0.15 | 0.15 | 100.0 |

## Same Commute Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 573 | 86.95 | 86.95 | 86.95 |
| NO | 83 | 12.59 | 12.59 | 99.54 |
| OTHER | 3 | 0.46 | 0.46 | 100.0 |

## Shift End Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| FIVE\_TO\_FIVE\_THIRTY | 2 | 0.3 | 0.3 | 0.3 |
| FIVE\_THIRTY\_TO\_SIX | 1 | 0.15 | 0.15 | 0.46 |
| SIX\_TO\_SIX\_THIRTY | 5 | 0.76 | 0.76 | 1.21 |
| SIX\_THIRTY\_TO\_SEVEN | 6 | 0.91 | 0.91 | 2.12 |
| SEVEN\_TO\_SEVEN\_THIRTY | 4 | 0.61 | 0.61 | 2.73 |
| SEVEN\_THIRTY\_TO\_EIGHT | 1 | 0.15 | 0.15 | 2.88 |
| EIGHT\_TO\_EIGHT\_THIRTY | 1 | 0.15 | 0.15 | 3.03 |
| EIGHT\_THIRTY\_TO\_NINE | 2 | 0.3 | 0.3 | 3.34 |
| NINE\_TO\_NINE\_THIRTY | 4 | 0.61 | 0.61 | 3.95 |
| NINE\_THIRTY\_TO\_TEN | 3 | 0.46 | 0.46 | 4.4 |
| TEN\_TO\_TEN\_THIRTY | 9 | 1.37 | 1.37 | 5.77 |
| TEN\_THIRTY\_TO\_ELEVEN | 2 | 0.3 | 0.3 | 6.07 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 11 | 1.67 | 1.67 | 7.74 |
| ELEVEN\_THIRTY\_TO\_NOON | 3 | 0.46 | 0.46 | 8.19 |
| NOON\_TO\_TWELVE\_THIRTY | 13 | 1.97 | 1.97 | 10.17 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 10 | 1.52 | 1.52 | 11.68 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 22 | 3.34 | 3.34 | 15.02 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 15 | 2.28 | 2.28 | 17.3 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 42 | 6.37 | 6.37 | 23.67 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 16 | 2.43 | 2.43 | 26.1 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 47 | 7.13 | 7.13 | 33.23 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 38 | 5.77 | 5.77 | 39.0 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 61 | 9.26 | 9.26 | 48.25 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 36 | 5.46 | 5.46 | 53.72 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 65 | 9.86 | 9.86 | 63.58 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 25 | 3.79 | 3.79 | 67.37 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 26 | 3.95 | 3.95 | 71.32 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 8 | 1.21 | 1.21 | 72.53 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 17 | 2.58 | 2.58 | 75.11 |
| NINETEEN\_THIRTY\_TO\_TWENTY | 5 | 0.76 | 0.76 | 75.87 |
| TWENTY\_TO\_TWENTY\_THIRTY | 20 | 3.03 | 3.03 | 78.91 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 9 | 1.37 | 1.37 | 80.27 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 21 | 3.19 | 3.19 | 83.46 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 13 | 1.97 | 1.97 | 85.43 |
| TWENTY\_TWO\_TO\_TWENTY\_TWO\_THIRTY | 28 | 4.25 | 4.25 | 89.68 |
| TWENTY\_TWO\_THIRTY\_TO\_TWENTY\_THREE | 19 | 2.88 | 2.88 | 92.56 |
| TWENTY\_THREE\_TO\_TWENTY\_THREE\_THIRTY | 11 | 1.67 | 1.67 | 94.23 |
| TWENTY\_THREE\_THIRTY\_TO\_MIDNIGHT | 13 | 1.97 | 1.97 | 96.21 |
| MIDNIGHT\_TO\_ZERO\_THIRTY | 2 | 0.3 | 0.3 | 96.51 |
| ZERO\_THIRTY\_TO\_ONE | 5 | 0.76 | 0.76 | 97.27 |
| ONE\_TO\_ONE\_THIRTY | 4 | 0.61 | 0.61 | 97.88 |
| ONE\_THIRTY\_TO\_TWO | 4 | 0.61 | 0.61 | 98.48 |
| TWO\_THIRTY\_TO\_THREE | 1 | 0.15 | 0.15 | 98.63 |
| THREE\_TO\_THREE\_THIRTY | 4 | 0.61 | 0.61 | 99.24 |
| THREE\_THIRTY\_TO\_FOUR | 2 | 0.3 | 0.3 | 99.54 |
| FOUR\_TO\_FOUR\_THIRTY | 2 | 0.3 | 0.3 | 99.85 |
| FOUR\_THIRTY\_TO\_FIVE | 1 | 0.15 | 0.15 | 100.0 |

## Shift Start Airport Building

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| TERMINAL\_1 | 104 | 15.83 | 15.83 | 15.83 |
| TERMINAL\_2 | 355 | 54.03 | 54.03 | 69.86 |
| SDCRAA\_ADMIN\_BLDG | 116 | 17.66 | 17.66 | 87.52 |
| QHP\_LIBERTY\_STATION | 5 | 0.76 | 0.76 | 88.28 |
| SDCRAA\_ADC\_TRAILERS | 38 | 5.78 | 5.78 | 94.06 |
| AIR\_CARGO\_NORTH | 1 | 0.15 | 0.15 | 94.22 |
| RENTAL\_CAR\_CENTER | 2 | 0.3 | 0.3 | 94.52 |
| RECEIVING\_DISTRIBUTION\_CENTER | 3 | 0.46 | 0.46 | 94.98 |
| FACILITIES\_MAINTENANCE | 22 | 3.35 | 3.35 | 98.33 |
| OTHER\_SPECIFY | 11 | 1.67 | 1.67 | 100.0 |

## Shift Start Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| FIVE\_TO\_FIVE\_THIRTY | 29 | 4.4 | 4.4 | 4.4 |
| FIVE\_THIRTY\_TO\_SIX | 20 | 3.03 | 3.03 | 7.44 |
| SIX\_TO\_SIX\_THIRTY | 66 | 10.02 | 10.02 | 17.45 |
| SIX\_THIRTY\_TO\_SEVEN | 22 | 3.34 | 3.34 | 20.79 |
| SEVEN\_TO\_SEVEN\_THIRTY | 62 | 9.41 | 9.41 | 30.2 |
| SEVEN\_THIRTY\_TO\_EIGHT | 26 | 3.95 | 3.95 | 34.14 |
| EIGHT\_TO\_EIGHT\_THIRTY | 72 | 10.93 | 10.93 | 45.07 |
| EIGHT\_THIRTY\_TO\_NINE | 35 | 5.31 | 5.31 | 50.38 |
| NINE\_TO\_NINE\_THIRTY | 42 | 6.37 | 6.37 | 56.75 |
| NINE\_THIRTY\_TO\_TEN | 9 | 1.37 | 1.37 | 58.12 |
| TEN\_TO\_TEN\_THIRTY | 23 | 3.49 | 3.49 | 61.61 |
| TEN\_THIRTY\_TO\_ELEVEN | 6 | 0.91 | 0.91 | 62.52 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 18 | 2.73 | 2.73 | 65.25 |
| ELEVEN\_THIRTY\_TO\_NOON | 10 | 1.52 | 1.52 | 66.77 |
| NOON\_TO\_TWELVE\_THIRTY | 23 | 3.49 | 3.49 | 70.26 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 14 | 2.12 | 2.12 | 72.38 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 24 | 3.64 | 3.64 | 76.02 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 13 | 1.97 | 1.97 | 78.0 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 37 | 5.61 | 5.61 | 83.61 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 15 | 2.28 | 2.28 | 85.89 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 8 | 1.21 | 1.21 | 87.1 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 3 | 0.46 | 0.46 | 87.56 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 6 | 0.91 | 0.91 | 88.47 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 4 | 0.61 | 0.61 | 89.07 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 2 | 0.3 | 0.3 | 89.38 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 4 | 0.61 | 0.61 | 89.98 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 2 | 0.3 | 0.3 | 90.29 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 2 | 0.3 | 0.3 | 90.59 |
| NINETEEN\_THIRTY\_TO\_TWENTY | 1 | 0.15 | 0.15 | 90.74 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 1 | 0.15 | 0.15 | 90.9 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 2 | 0.3 | 0.3 | 91.2 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 1 | 0.15 | 0.15 | 91.35 |
| TWENTY\_TWO\_TO\_TWENTY\_TWO\_THIRTY | 3 | 0.46 | 0.46 | 91.81 |
| TWENTY\_THREE\_TO\_TWENTY\_THREE\_THIRTY | 1 | 0.15 | 0.15 | 91.96 |
| THREE\_TO\_THREE\_THIRTY | 6 | 0.91 | 0.91 | 92.87 |
| THREE\_THIRTY\_TO\_FOUR | 6 | 0.91 | 0.91 | 93.78 |
| FOUR\_TO\_FOUR\_THIRTY | 28 | 4.25 | 4.25 | 98.03 |
| FOUR\_THIRTY\_TO\_FIVE | 13 | 1.97 | 1.97 | 100.0 |

## Sp Access Walk Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| LESS\_THAN\_TWO\_MINS | 12 | 7.5 | 7.5 | 7.5 |
| LESS\_THAN\_FIVE\_MINS | 52 | 32.5 | 32.5 | 40.0 |
| LESS\_THAN\_FIFTEEN\_MINS | 59 | 36.88 | 36.88 | 76.88 |
| LESS\_THAN\_THIRTY\_MINS | 33 | 20.62 | 20.62 | 97.5 |
| NOT\_INTERESTED | 4 | 2.5 | 2.5 | 100.0 |

## Sp Connection To Convention Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 20 | 13.25 | 13.25 | 13.25 |
| UNLIKELY | 31 | 20.53 | 20.53 | 33.77 |
| NEUTRAL\_DONT\_KNOW | 34 | 22.52 | 22.52 | 56.29 |
| LIKELY | 34 | 22.52 | 22.52 | 78.81 |
| VERY\_LIKELY | 32 | 21.19 | 21.19 | 100.0 |

## Sp Connection To Old Town Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 21 | 13.91 | 13.91 | 13.91 |
| UNLIKELY | 24 | 15.89 | 15.89 | 29.8 |
| NEUTRAL\_DONT\_KNOW | 37 | 24.5 | 24.5 | 54.3 |
| LIKELY | 37 | 24.5 | 24.5 | 78.81 |
| VERY\_LIKELY | 32 | 21.19 | 21.19 | 100.0 |

## Sp Connection To Santafe Depot

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 24 | 15.89 | 15.89 | 15.89 |
| UNLIKELY | 17 | 11.26 | 11.26 | 27.15 |
| NEUTRAL\_DONT\_KNOW | 46 | 30.46 | 30.46 | 57.62 |
| LIKELY | 21 | 13.91 | 13.91 | 71.52 |
| VERY\_LIKELY | 43 | 28.48 | 28.48 | 100.0 |

## Sp Dropoff Choice No Transit Access

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| UNLIKELY | 1 | 50.0 | 50.0 | 50.0 |
| LIKELY | 1 | 50.0 | 50.0 | 100.0 |

## Sp Dropoff Escort

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| SPOUSE\_PARTNER | 2 | 100.0 | 100.0 | 100.0 |

## Sp Feature Early Morning

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 19 | 11.88 | 11.88 | 11.88 |
| SLIGHTLY\_IMPORTANT | 26 | 16.25 | 16.25 | 28.12 |
| IMPORTANT | 26 | 16.25 | 16.25 | 44.38 |
| VERY\_IMPORTANT | 30 | 18.75 | 18.75 | 63.12 |
| EXTREMELY\_IMPORTANT | 59 | 36.88 | 36.88 | 100.0 |

## Sp Feature Late Night

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 18 | 11.25 | 11.25 | 11.25 |
| SLIGHTLY\_IMPORTANT | 24 | 15.0 | 15.0 | 26.25 |
| IMPORTANT | 21 | 13.12 | 13.12 | 39.38 |
| VERY\_IMPORTANT | 35 | 21.88 | 21.88 | 61.25 |
| EXTREMELY\_IMPORTANT | 62 | 38.75 | 38.75 | 100.0 |

## Sp Feature No Delay

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 1 | 0.62 | 0.62 | 0.62 |
| SLIGHTLY\_IMPORTANT | 5 | 3.12 | 3.12 | 3.75 |
| IMPORTANT | 33 | 20.62 | 20.62 | 24.38 |
| VERY\_IMPORTANT | 49 | 30.63 | 30.63 | 55.0 |
| EXTREMELY\_IMPORTANT | 72 | 45.0 | 45.0 | 100.0 |

## Sp Feature Seats Transit

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 6 | 3.75 | 3.75 | 3.75 |
| SLIGHTLY\_IMPORTANT | 16 | 10.0 | 10.0 | 13.75 |
| IMPORTANT | 35 | 21.88 | 21.88 | 35.62 |
| VERY\_IMPORTANT | 46 | 28.75 | 28.75 | 64.38 |
| EXTREMELY\_IMPORTANT | 57 | 35.62 | 35.62 | 100.0 |

## Sp Feature Seats Transit Stop

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 24 | 15.0 | 15.0 | 15.0 |
| SLIGHTLY\_IMPORTANT | 28 | 17.5 | 17.5 | 32.5 |
| IMPORTANT | 42 | 26.25 | 26.25 | 58.75 |
| VERY\_IMPORTANT | 31 | 19.38 | 19.38 | 78.12 |
| EXTREMELY\_IMPORTANT | 35 | 21.88 | 21.88 | 100.0 |

## Sp Feature Short Wait

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 3 | 1.88 | 1.88 | 1.88 |
| SLIGHTLY\_IMPORTANT | 15 | 9.38 | 9.38 | 11.25 |
| IMPORTANT | 38 | 23.75 | 23.75 | 35.0 |
| VERY\_IMPORTANT | 41 | 25.62 | 25.62 | 60.62 |
| EXTREMELY\_IMPORTANT | 63 | 39.38 | 39.38 | 100.0 |

## Sp Feature Weekend Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 13 | 8.12 | 8.12 | 8.12 |
| SLIGHTLY\_IMPORTANT | 18 | 11.25 | 11.25 | 19.38 |
| IMPORTANT | 25 | 15.62 | 15.62 | 35.0 |
| VERY\_IMPORTANT | 41 | 25.62 | 25.62 | 60.62 |
| EXTREMELY\_IMPORTANT | 63 | 39.38 | 39.38 | 100.0 |

## Sp Invitation

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 311 | 47.34 | 47.34 | 47.34 |
| NO | 345 | 52.51 | 52.51 | 99.85 |
| REFUSED | 1 | 0.15 | 0.15 | 100.0 |

## Sp Number Of Transfers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONE | 93 | 59.62 | 59.62 | 59.62 |
| TWO | 37 | 23.72 | 23.72 | 83.33 |
| THREE\_OR\_MORE | 3 | 1.92 | 1.92 | 85.26 |
| NOT\_WILLING\_TO\_TRANSFER | 23 | 14.74 | 14.74 | 100.0 |

## Sp Rental Choice No Transit

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| VERY\_LIKELY | 1 | 100.0 | 100.0 | 100.0 |

## Sp Taxi Choice Dropoff Station

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| LIKELY | 1 | 25.0 | 25.0 | 25.0 |
| VERY\_LIKELY | 3 | 75.0 | 75.0 | 100.0 |

## Stay Informed

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 25 | 7.25 | 7.25 | 7.25 |
| NO | 320 | 92.75 | 92.75 | 100.0 |

## Trip Arrival Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| FIVE\_TO\_FIVE\_THIRTY | 22 | 3.34 | 3.34 | 3.34 |
| FIVE\_THIRTY\_TO\_SIX | 26 | 3.95 | 3.95 | 7.28 |
| SIX\_TO\_SIX\_THIRTY | 30 | 4.55 | 4.55 | 11.84 |
| SIX\_THIRTY\_TO\_SEVEN | 43 | 6.53 | 6.53 | 18.36 |
| SEVEN\_TO\_SEVEN\_THIRTY | 35 | 5.31 | 5.31 | 23.67 |
| SEVEN\_THIRTY\_TO\_EIGHT | 40 | 6.07 | 6.07 | 29.74 |
| EIGHT\_TO\_EIGHT\_THIRTY | 44 | 6.68 | 6.68 | 36.42 |
| EIGHT\_THIRTY\_TO\_NINE | 60 | 9.1 | 9.1 | 45.52 |
| NINE\_TO\_NINE\_THIRTY | 51 | 7.74 | 7.74 | 53.26 |
| NINE\_THIRTY\_TO\_TEN | 42 | 6.37 | 6.37 | 59.64 |
| TEN\_TO\_TEN\_THIRTY | 28 | 4.25 | 4.25 | 63.88 |
| TEN\_THIRTY\_TO\_ELEVEN | 14 | 2.12 | 2.12 | 66.01 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 11 | 1.67 | 1.67 | 67.68 |
| ELEVEN\_THIRTY\_TO\_NOON | 19 | 2.88 | 2.88 | 70.56 |
| NOON\_TO\_TWELVE\_THIRTY | 19 | 2.88 | 2.88 | 73.44 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 18 | 2.73 | 2.73 | 76.18 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 15 | 2.28 | 2.28 | 78.45 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 30 | 4.55 | 4.55 | 83.0 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 12 | 1.82 | 1.82 | 84.83 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 24 | 3.64 | 3.64 | 88.47 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 13 | 1.97 | 1.97 | 90.44 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 8 | 1.21 | 1.21 | 91.65 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 2 | 0.3 | 0.3 | 91.96 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 9 | 1.37 | 1.37 | 93.32 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 1 | 0.15 | 0.15 | 93.47 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 2 | 0.3 | 0.3 | 93.78 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 1 | 0.15 | 0.15 | 93.93 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 4 | 0.61 | 0.61 | 94.54 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 2 | 0.3 | 0.3 | 94.84 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 1 | 0.15 | 0.15 | 94.99 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 2 | 0.3 | 0.3 | 95.3 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 1 | 0.15 | 0.15 | 95.45 |
| TWENTY\_TWO\_TO\_TWENTY\_TWO\_THIRTY | 1 | 0.15 | 0.15 | 95.6 |
| TWENTY\_TWO\_THIRTY\_TO\_TWENTY\_THREE | 1 | 0.15 | 0.15 | 95.75 |
| TWENTY\_THREE\_THIRTY\_TO\_MIDNIGHT | 1 | 0.15 | 0.15 | 95.9 |
| TWO\_THIRTY\_TO\_THREE | 1 | 0.15 | 0.15 | 96.05 |
| THREE\_TO\_THREE\_THIRTY | 2 | 0.3 | 0.3 | 96.36 |
| THREE\_THIRTY\_TO\_FOUR | 3 | 0.46 | 0.46 | 96.81 |
| FOUR\_TO\_FOUR\_THIRTY | 6 | 0.91 | 0.91 | 97.72 |
| FOUR\_THIRTY\_TO\_FIVE | 15 | 2.28 | 2.28 | 100.0 |

## Trip Start Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| FIVE\_TO\_FIVE\_THIRTY | 37 | 5.61 | 5.61 | 5.61 |
| FIVE\_THIRTY\_TO\_SIX | 36 | 5.46 | 5.46 | 11.08 |
| SIX\_TO\_SIX\_THIRTY | 43 | 6.53 | 6.53 | 17.6 |
| SIX\_THIRTY\_TO\_SEVEN | 38 | 5.77 | 5.77 | 23.37 |
| SEVEN\_TO\_SEVEN\_THIRTY | 45 | 6.83 | 6.83 | 30.2 |
| SEVEN\_THIRTY\_TO\_EIGHT | 37 | 5.61 | 5.61 | 35.81 |
| EIGHT\_TO\_EIGHT\_THIRTY | 63 | 9.56 | 9.56 | 45.37 |
| EIGHT\_THIRTY\_TO\_NINE | 50 | 7.59 | 7.59 | 52.96 |
| NINE\_TO\_NINE\_THIRTY | 42 | 6.37 | 6.37 | 59.33 |
| NINE\_THIRTY\_TO\_TEN | 26 | 3.95 | 3.95 | 63.28 |
| TEN\_TO\_TEN\_THIRTY | 14 | 2.12 | 2.12 | 65.4 |
| TEN\_THIRTY\_TO\_ELEVEN | 11 | 1.67 | 1.67 | 67.07 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 21 | 3.19 | 3.19 | 70.26 |
| ELEVEN\_THIRTY\_TO\_NOON | 16 | 2.43 | 2.43 | 72.69 |
| NOON\_TO\_TWELVE\_THIRTY | 21 | 3.19 | 3.19 | 75.87 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 14 | 2.12 | 2.12 | 78.0 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 25 | 3.79 | 3.79 | 81.79 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 18 | 2.73 | 2.73 | 84.52 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 18 | 2.73 | 2.73 | 87.25 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 13 | 1.97 | 1.97 | 89.23 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 5 | 0.76 | 0.76 | 89.98 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 4 | 0.61 | 0.61 | 90.59 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 8 | 1.21 | 1.21 | 91.81 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 3 | 0.46 | 0.46 | 92.26 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 2 | 0.3 | 0.3 | 92.56 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 1 | 0.15 | 0.15 | 92.72 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 2 | 0.3 | 0.3 | 93.02 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 3 | 0.46 | 0.46 | 93.47 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 1 | 0.15 | 0.15 | 93.63 |
| TWENTY\_TO\_TWENTY\_THIRTY | 3 | 0.46 | 0.46 | 94.08 |
| TWENTY\_TWO\_TO\_TWENTY\_TWO\_THIRTY | 2 | 0.3 | 0.3 | 94.39 |
| TWENTY\_TWO\_THIRTY\_TO\_TWENTY\_THREE | 1 | 0.15 | 0.15 | 94.54 |
| TWO\_TO\_TWO\_THIRTY | 2 | 0.3 | 0.3 | 94.84 |
| TWO\_THIRTY\_TO\_THREE | 1 | 0.15 | 0.15 | 94.99 |
| THREE\_TO\_THREE\_THIRTY | 3 | 0.46 | 0.46 | 95.45 |
| THREE\_THIRTY\_TO\_FOUR | 2 | 0.3 | 0.3 | 95.75 |
| FOUR\_TO\_FOUR\_THIRTY | 21 | 3.19 | 3.19 | 98.94 |
| FOUR\_THIRTY\_TO\_FIVE | 7 | 1.06 | 1.06 | 100.0 |

# Segment: PASSENGER | ARRIVING

## Access Mode Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONCE\_OR\_TWICE\_PER\_YEAR | 1225 | 38.67 | 38.67 | 38.67 |
| THREE\_TO\_FIVE\_PER\_YEAR | 555 | 17.52 | 17.52 | 56.19 |
| SIX\_TO\_TEN\_PER\_YEAR | 180 | 5.68 | 5.68 | 61.87 |
| ELEVEN\_TO\_TWENTY\_PER\_YEAR | 64 | 2.02 | 2.02 | 63.89 |
| TWENTY\_ONE\_OR\_MORE\_PER\_YEAR | 29 | 0.92 | 0.92 | 64.8 |
| NEVER | 67 | 2.11 | 2.11 | 66.92 |
| ALWAYS | 1048 | 33.08 | 33.08 | 100.0 |

## Age

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| AGE\_18\_19 | 82 | 1.88 | 1.88 | 1.88 |
| AGE\_20\_24 | 371 | 8.49 | 8.49 | 10.37 |
| AGE\_25\_29 | 520 | 11.9 | 11.9 | 22.27 |
| AGE\_30\_34 | 556 | 12.73 | 12.73 | 35.0 |
| AGE\_35\_39 | 422 | 9.66 | 9.66 | 44.66 |
| AGE\_40\_44 | 433 | 9.91 | 9.91 | 54.57 |
| AGE\_45\_49 | 342 | 7.83 | 7.83 | 62.39 |
| AGE\_50\_54 | 330 | 7.55 | 7.55 | 69.95 |
| AGE\_55\_59 | 378 | 8.65 | 8.65 | 78.6 |
| AGE\_60\_64 | 359 | 8.22 | 8.22 | 86.82 |
| AGE\_65\_74 | 413 | 9.45 | 9.45 | 96.27 |
| AGE\_75\_OR\_MORE | 126 | 2.88 | 2.88 | 99.15 |
| PREFER\_NOT\_TO\_SAY | 37 | 0.85 | 0.85 | 100.0 |

## Airline

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| AIR\_CANADA | 71 | 1.63 | 1.63 | 1.63 |
| ALASKA\_AIRLINES | 882 | 20.29 | 20.29 | 21.92 |
| ALLEGIANT\_AIR | 24 | 0.55 | 0.55 | 22.47 |
| AMERICAN\_AIRLINES | 450 | 10.35 | 10.35 | 32.82 |
| BREEZE | 25 | 0.57 | 0.57 | 33.39 |
| BRITISH\_AIRWAYS | 80 | 1.84 | 1.84 | 35.23 |
| DELTA\_AIRLINES | 810 | 18.63 | 18.63 | 53.86 |
| HAWAIIAN\_AIRLINES | 82 | 1.89 | 1.89 | 55.75 |
| JAPAN\_AIRLINES | 9 | 0.21 | 0.21 | 55.96 |
| JETBLUE | 147 | 3.38 | 3.38 | 59.34 |
| LUFTHANSHA | 17 | 0.39 | 0.39 | 59.73 |
| UNITED\_AIRLINES | 701 | 16.12 | 16.12 | 75.85 |
| WESTJET | 24 | 0.55 | 0.55 | 76.4 |
| FRONTIER\_AIRLINES | 110 | 2.53 | 2.53 | 78.93 |
| SOUTHWEST\_AIRLINES | 796 | 18.31 | 18.31 | 97.24 |
| SPIRIT | 107 | 2.46 | 2.46 | 99.7 |
| SUNCOUNTY\_AIRLINES | 13 | 0.3 | 0.3 | 100.0 |

## Airport Access Transit Use Elsewhere

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONE\_TIME | 293 | 11.25 | 11.25 | 11.25 |
| TWO\_TIMES | 352 | 13.52 | 13.52 | 24.77 |
| THREE\_TIMES | 226 | 8.68 | 8.68 | 33.45 |
| FOUR\_TIMES | 125 | 4.8 | 4.8 | 38.25 |
| MORE\_THAN\_FIVE\_TIMES | 299 | 11.48 | 11.48 | 49.73 |
| NEVER | 1309 | 50.27 | 50.27 | 100.0 |

## Carryon Bags

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 429 | 9.82 | 9.82 | 9.82 |
| ONE | 2178 | 49.85 | 49.85 | 59.67 |
| TWO | 1418 | 32.46 | 32.46 | 92.13 |
| THREE | 170 | 3.89 | 3.89 | 96.02 |
| FOUR | 118 | 2.7 | 2.7 | 98.72 |
| FIVE | 31 | 0.71 | 0.71 | 99.43 |
| SIX | 9 | 0.21 | 0.21 | 99.63 |
| SEVEN | 5 | 0.11 | 0.11 | 99.75 |
| EIGHT\_OR\_MORE | 11 | 0.25 | 0.25 | 100.0 |

## Checked Bags

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 2066 | 47.29 | 47.29 | 47.29 |
| ONE | 1381 | 31.61 | 31.61 | 78.9 |
| TWO | 682 | 15.61 | 15.61 | 94.51 |
| THREE | 131 | 3.0 | 3.0 | 97.51 |
| FOUR | 73 | 1.67 | 1.67 | 99.18 |
| FIVE | 17 | 0.39 | 0.39 | 99.57 |
| SIX | 7 | 0.16 | 0.16 | 99.73 |
| SEVEN | 5 | 0.11 | 0.11 | 99.84 |
| EIGHT\_OR\_MORE | 7 | 0.16 | 0.16 | 100.0 |

## Convention Center Activity

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ATTENDEE | 176 | 69.57 | 69.57 | 69.57 |
| EXHIBITOR | 39 | 15.42 | 15.42 | 84.98 |
| MEETING\_PLANNER | 4 | 1.58 | 1.58 | 86.56 |
| CONTRACTOR | 22 | 8.7 | 8.7 | 95.26 |
| OTHER\_SPECIFY | 4 | 1.58 | 1.58 | 96.84 |
| NOT\_APPLICABLE | 8 | 3.16 | 3.16 | 100.0 |

## Convention Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 253 | 9.95 | 9.95 | 9.95 |
| NO | 2288 | 89.97 | 89.97 | 99.92 |
| REFUSED | 2 | 0.08 | 0.08 | 100.0 |

## Country Of Residence

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| UNITED\_STATES | 5 | 2.03 | 2.03 | 2.03 |
| MEXICO | 1 | 0.41 | 0.41 | 2.44 |
| ARGENTINA | 1 | 0.41 | 0.41 | 2.85 |
| AUSTRALIA | 8 | 3.25 | 3.25 | 6.1 |
| AUSTRIA | 1 | 0.41 | 0.41 | 6.5 |
| BAHAMAS | 3 | 1.22 | 1.22 | 7.72 |
| BELGIUM | 1 | 0.41 | 0.41 | 8.13 |
| BRAZIL | 2 | 0.81 | 0.81 | 8.94 |
| CAMEROON | 1 | 0.41 | 0.41 | 9.35 |
| CANADA | 91 | 36.99 | 36.99 | 46.34 |
| CHILE | 1 | 0.41 | 0.41 | 46.75 |
| CHINA | 3 | 1.22 | 1.22 | 47.97 |
| COLOMBIA | 2 | 0.81 | 0.81 | 48.78 |
| COSTA\_RICA | 2 | 0.81 | 0.81 | 49.59 |
| CUBA | 9 | 3.66 | 3.66 | 53.25 |
| DENMARK | 1 | 0.41 | 0.41 | 53.66 |
| DOMINICAN\_REPUBLIC | 1 | 0.41 | 0.41 | 54.07 |
| ECUADOR | 1 | 0.41 | 0.41 | 54.47 |
| EL\_SALVADOR | 1 | 0.41 | 0.41 | 54.88 |
| FRANCE | 10 | 4.07 | 4.07 | 58.94 |
| GERMANY | 11 | 4.47 | 4.47 | 63.41 |
| HONDURAS | 1 | 0.41 | 0.41 | 63.82 |
| HUNGARY | 1 | 0.41 | 0.41 | 64.23 |
| ICELAND | 1 | 0.41 | 0.41 | 64.63 |
| INDIA | 4 | 1.63 | 1.63 | 66.26 |
| IRELAND | 4 | 1.63 | 1.63 | 67.89 |
| ISRAEL | 1 | 0.41 | 0.41 | 68.29 |
| ITALY | 5 | 2.03 | 2.03 | 70.33 |
| JAPAN | 9 | 3.66 | 3.66 | 73.98 |
| LATVIA | 1 | 0.41 | 0.41 | 74.39 |
| NEPAL | 1 | 0.41 | 0.41 | 74.8 |
| NETHERLANDS | 5 | 2.03 | 2.03 | 76.83 |
| NEW\_ZEALAND | 1 | 0.41 | 0.41 | 77.24 |
| PAKISTAN | 1 | 0.41 | 0.41 | 77.64 |
| PANAMA | 1 | 0.41 | 0.41 | 78.05 |
| PERU | 1 | 0.41 | 0.41 | 78.46 |
| PHILIPPINES | 3 | 1.22 | 1.22 | 79.67 |
| POLAND | 1 | 0.41 | 0.41 | 80.08 |
| SINGAPORE | 1 | 0.41 | 0.41 | 80.49 |
| SOUTH\_KOREA | 2 | 0.81 | 0.81 | 81.3 |
| SPAIN | 1 | 0.41 | 0.41 | 81.71 |
| SWEDEN | 2 | 0.81 | 0.81 | 82.52 |
| SWITZERLAND | 4 | 1.63 | 1.63 | 84.15 |
| UGANDA | 1 | 0.41 | 0.41 | 84.55 |
| UNITED\_KINGDOM | 33 | 13.41 | 13.41 | 97.97 |
| VENEZUELA | 4 | 1.63 | 1.63 | 99.59 |
| VIETNAM | 1 | 0.41 | 0.41 | 100.0 |

## Destination Activity Type

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| USUAL\_WORKPLACE | 50 | 1.14 | 1.14 | 1.14 |
| HOME | 1670 | 38.22 | 38.22 | 39.37 |
| HOTEL | 1490 | 34.1 | 34.1 | 73.47 |
| CONVENTION\_CENTER | 12 | 0.27 | 0.27 | 73.75 |
| OTHER\_BUSINESS | 43 | 0.98 | 0.98 | 74.73 |
| OTHER\_RESIDENCE | 1006 | 23.03 | 23.03 | 97.76 |
| OTHER | 98 | 2.24 | 2.24 | 100.0 |

## Destination Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| DOWNTOWN | 704 | 16.11 | 16.11 | 16.11 |
| CENTRAL | 1085 | 24.83 | 24.83 | 40.95 |
| NORTH\_CITY | 1168 | 26.73 | 26.73 | 67.68 |
| SOUTH\_SUBURBAN | 216 | 4.94 | 4.94 | 72.63 |
| EAST\_SUBURBAN | 236 | 5.4 | 5.4 | 78.03 |
| NORTH\_COUNTY\_WEST | 456 | 10.44 | 10.44 | 88.46 |
| NORTH\_COUNTY\_EAST | 188 | 4.3 | 4.3 | 92.77 |
| EAST\_COUNTY | 7 | 0.16 | 0.16 | 92.93 |
| EXTERNAL | 309 | 7.07 | 7.07 | 100.0 |

## Egress Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 29 | 60.42 | 60.42 | 60.42 |
| RIDEHAIL\_TAXI | 4 | 8.33 | 8.33 | 68.75 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 14 | 29.17 | 29.17 | 97.92 |
| SHARED\_SHUTTLE\_VAN | 1 | 2.08 | 2.08 | 100.0 |

## Egress Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 29 | 60.42 | 60.42 | 60.42 |
| TAXI | 2 | 4.17 | 4.17 | 64.58 |
| UBER\_LYFT | 2 | 4.17 | 4.17 | 68.75 |
| OTHER\_SHARED\_VAN | 1 | 2.08 | 2.08 | 70.83 |
| PICKED\_UP\_BY\_FAMILY\_FRIEND | 14 | 29.17 | 29.17 | 100.0 |

## Flight Arrival Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| SIX\_TO\_SIX\_THIRTY | 1 | 0.53 | 0.53 | 0.53 |
| SIX\_THIRTY\_TO\_SEVEN | 3 | 1.59 | 1.59 | 2.12 |
| SEVEN\_TO\_SEVEN\_THIRTY | 9 | 4.76 | 4.76 | 6.88 |
| SEVEN\_THIRTY\_TO\_EIGHT | 4 | 2.12 | 2.12 | 8.99 |
| EIGHT\_TO\_EIGHT\_THIRTY | 5 | 2.65 | 2.65 | 11.64 |
| EIGHT\_THIRTY\_TO\_NINE | 3 | 1.59 | 1.59 | 13.23 |
| NINE\_TO\_NINE\_THIRTY | 10 | 5.29 | 5.29 | 18.52 |
| NINE\_THIRTY\_TO\_TEN | 13 | 6.88 | 6.88 | 25.4 |
| TEN\_TO\_TEN\_THIRTY | 17 | 8.99 | 8.99 | 34.39 |
| TEN\_THIRTY\_TO\_ELEVEN | 14 | 7.41 | 7.41 | 41.8 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 4 | 2.12 | 2.12 | 43.92 |
| ELEVEN\_THIRTY\_TO\_NOON | 12 | 6.35 | 6.35 | 50.26 |
| NOON\_TO\_TWELVE\_THIRTY | 10 | 5.29 | 5.29 | 55.56 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 6 | 3.17 | 3.17 | 58.73 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 12 | 6.35 | 6.35 | 65.08 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 7 | 3.7 | 3.7 | 68.78 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 12 | 6.35 | 6.35 | 75.13 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 6 | 3.17 | 3.17 | 78.31 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 6 | 3.17 | 3.17 | 81.48 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 4 | 2.12 | 2.12 | 83.6 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 2 | 1.06 | 1.06 | 84.66 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 2 | 1.06 | 1.06 | 85.71 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 4 | 2.12 | 2.12 | 87.83 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 2 | 1.06 | 1.06 | 88.89 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 1 | 0.53 | 0.53 | 89.42 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 3 | 1.59 | 1.59 | 91.01 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 4 | 2.12 | 2.12 | 93.12 |
| NINETEEN\_THIRTY\_TO\_TWENTY | 1 | 0.53 | 0.53 | 93.65 |
| TWENTY\_TO\_TWENTY\_THIRTY | 2 | 1.06 | 1.06 | 94.71 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 2 | 1.06 | 1.06 | 95.77 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 1 | 0.53 | 0.53 | 96.3 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 1 | 0.53 | 0.53 | 96.83 |
| TWENTY\_TWO\_TO\_TWENTY\_TWO\_THIRTY | 3 | 1.59 | 1.59 | 98.41 |
| TWENTY\_TWO\_THIRTY\_TO\_TWENTY\_THREE | 1 | 0.53 | 0.53 | 98.94 |
| TWENTY\_THREE\_THIRTY\_TO\_MIDNIGHT | 1 | 0.53 | 0.53 | 99.47 |
| MIDNIGHT\_TO\_ZERO\_THIRTY | 1 | 0.53 | 0.53 | 100.0 |

## Flight Departure Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| FIVE\_TO\_FIVE\_THIRTY | 1 | 0.02 | 0.02 | 0.02 |
| FIVE\_THIRTY\_TO\_SIX | 1 | 0.02 | 0.02 | 0.05 |
| SIX\_TO\_SIX\_THIRTY | 16 | 0.38 | 0.38 | 0.43 |
| SIX\_THIRTY\_TO\_SEVEN | 12 | 0.29 | 0.29 | 0.72 |
| SEVEN\_TO\_SEVEN\_THIRTY | 34 | 0.81 | 0.81 | 1.53 |
| SEVEN\_THIRTY\_TO\_EIGHT | 26 | 0.62 | 0.62 | 2.15 |
| EIGHT\_TO\_EIGHT\_THIRTY | 165 | 3.95 | 3.95 | 6.1 |
| EIGHT\_THIRTY\_TO\_NINE | 129 | 3.09 | 3.09 | 9.19 |
| NINE\_TO\_NINE\_THIRTY | 209 | 5.0 | 5.0 | 14.19 |
| NINE\_THIRTY\_TO\_TEN | 153 | 3.66 | 3.66 | 17.85 |
| TEN\_TO\_TEN\_THIRTY | 253 | 6.05 | 6.05 | 23.9 |
| TEN\_THIRTY\_TO\_ELEVEN | 201 | 4.81 | 4.81 | 28.71 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 261 | 6.24 | 6.24 | 34.95 |
| ELEVEN\_THIRTY\_TO\_NOON | 167 | 4.0 | 4.0 | 38.95 |
| NOON\_TO\_TWELVE\_THIRTY | 159 | 3.8 | 3.8 | 42.75 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 228 | 5.45 | 5.45 | 48.21 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 216 | 5.17 | 5.17 | 53.37 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 144 | 3.44 | 3.44 | 56.82 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 181 | 4.33 | 4.33 | 61.15 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 155 | 3.71 | 3.71 | 64.86 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 162 | 3.88 | 3.88 | 68.73 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 110 | 2.63 | 2.63 | 71.36 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 183 | 4.38 | 4.38 | 75.74 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 105 | 2.51 | 2.51 | 78.25 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 136 | 3.25 | 3.25 | 81.51 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 58 | 1.39 | 1.39 | 82.89 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 42 | 1.0 | 1.0 | 83.9 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 116 | 2.78 | 2.78 | 86.67 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 116 | 2.78 | 2.78 | 89.45 |
| NINETEEN\_THIRTY\_TO\_TWENTY | 98 | 2.34 | 2.34 | 91.79 |
| TWENTY\_TO\_TWENTY\_THIRTY | 69 | 1.65 | 1.65 | 93.44 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 71 | 1.7 | 1.7 | 95.14 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 83 | 1.99 | 1.99 | 97.13 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 35 | 0.84 | 0.84 | 97.97 |
| TWENTY\_TWO\_TO\_TWENTY\_TWO\_THIRTY | 44 | 1.05 | 1.05 | 99.02 |
| TWENTY\_TWO\_THIRTY\_TO\_TWENTY\_THREE | 26 | 0.62 | 0.62 | 99.64 |
| TWENTY\_THREE\_TO\_TWENTY\_THREE\_THIRTY | 7 | 0.17 | 0.17 | 99.81 |
| TWENTY\_THREE\_THIRTY\_TO\_MIDNIGHT | 2 | 0.05 | 0.05 | 99.86 |
| MIDNIGHT\_TO\_ZERO\_THIRTY | 3 | 0.07 | 0.07 | 99.93 |
| ZERO\_THIRTY\_TO\_ONE | 3 | 0.07 | 0.07 | 100.0 |

## Flight Purpose

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| BUSINESS\_WORK | 1187 | 27.17 | 27.17 | 27.17 |
| LEISURE\_FAMILY | 2318 | 53.06 | 53.06 | 80.22 |
| COMBINATION\_BUSINESS\_LEISURE | 146 | 3.34 | 3.34 | 83.57 |
| PERSONAL | 628 | 14.37 | 14.37 | 97.94 |
| SCHOOL | 44 | 1.01 | 1.01 | 98.95 |
| COMMUTE | 14 | 0.32 | 0.32 | 99.27 |
| OTHER\_SPECIFY | 32 | 0.73 | 0.73 | 100.0 |

## Gender

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| MALE | 2114 | 48.39 | 48.39 | 48.39 |
| FEMALE | 2209 | 50.56 | 50.56 | 98.95 |
| TRANSGENDER | 4 | 0.09 | 0.09 | 99.04 |
| NON\_BINARY\_THIRD\_GENDER | 11 | 0.25 | 0.25 | 99.29 |
| PREFER\_NOT\_TO\_SAY | 29 | 0.66 | 0.66 | 99.95 |
| OTHER\_SPECIFY | 1 | 0.02 | 0.02 | 99.98 |
| REFUSED | 1 | 0.02 | 0.02 | 100.0 |

## General Use Transit Resident

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 1320 | 82.6 | 82.6 | 82.6 |
| ONE\_DAY | 98 | 6.13 | 6.13 | 88.74 |
| TWO\_DAYS | 62 | 3.88 | 3.88 | 92.62 |
| THREE\_DAYS | 26 | 1.63 | 1.63 | 94.24 |
| FOUR\_DAYS | 18 | 1.13 | 1.13 | 95.37 |
| FIVE\_DAYS | 24 | 1.5 | 1.5 | 96.87 |
| SIX\_DAYS | 7 | 0.44 | 0.44 | 97.31 |
| SEVEN\_DAYS | 25 | 1.56 | 1.56 | 98.87 |
| REFUSED | 18 | 1.13 | 1.13 | 100.0 |

## General Use Transit Visitor Home

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 2111 | 83.04 | 83.04 | 83.04 |
| ONE\_DAY | 113 | 4.45 | 4.45 | 87.49 |
| TWO\_DAYS | 103 | 4.05 | 4.05 | 91.54 |
| THREE\_DAYS | 83 | 3.27 | 3.27 | 94.81 |
| FOUR\_DAYS | 24 | 0.94 | 0.94 | 95.75 |
| FIVE\_DAYS | 47 | 1.85 | 1.85 | 97.6 |
| SIX\_DAYS | 15 | 0.59 | 0.59 | 98.19 |
| SEVEN\_DAYS | 45 | 1.77 | 1.77 | 99.96 |
| REFUSED | 1 | 0.04 | 0.04 | 100.0 |

## Home Location Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| CENTRAL | 1601 | 100.0 | 100.0 | 100.0 |

## Household Income

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| LESS\_THAN\_15K | 109 | 2.49 | 2.49 | 2.49 |
| BETWEEN\_15K\_20K | 32 | 0.73 | 0.73 | 3.23 |
| BETWEEN\_20K\_25K | 37 | 0.85 | 0.85 | 4.07 |
| BETWEEN\_25K\_30K | 32 | 0.73 | 0.73 | 4.81 |
| BETWEEN\_30K\_35K | 61 | 1.4 | 1.4 | 6.2 |
| BETWEEN\_35K\_40K | 54 | 1.24 | 1.24 | 7.44 |
| BETWEEN\_40K\_45K | 79 | 1.81 | 1.81 | 9.25 |
| BETWEEN\_45K\_50K | 79 | 1.81 | 1.81 | 11.06 |
| BETWEEN\_50K\_60K | 172 | 3.94 | 3.94 | 14.99 |
| BETWEEN\_60K\_75K | 315 | 7.21 | 7.21 | 22.2 |
| BETWEEN\_75K\_100K | 503 | 11.51 | 11.51 | 33.71 |
| BETWEEN\_100K\_150K | 681 | 15.59 | 15.59 | 49.3 |
| BETWEEN\_150\_199K | 646 | 14.79 | 14.79 | 64.09 |
| PREFER\_NOT\_TO\_SAY | 901 | 20.62 | 20.62 | 84.71 |
| BETWEEN\_200\_299K | 378 | 8.65 | 8.65 | 93.36 |
| MORE\_THAN\_300K | 278 | 6.36 | 6.36 | 99.73 |
| MORE\_THAN\_150K | 12 | 0.27 | 0.27 | 100.0 |

## Inbound Or Outbound

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| OUTBOUND\_FROM\_AIRPORT | 4369 | 100.0 | 100.0 | 100.0 |

## Interview Location

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| TERMINAL\_1 | 972 | 22.25 | 22.25 | 22.25 |
| TERMINAL\_2 | 3251 | 74.41 | 74.41 | 96.66 |
| ONBOARD\_992 | 47 | 1.08 | 1.08 | 97.73 |
| ONBOARD\_FLYER | 37 | 0.85 | 0.85 | 98.58 |
| RENTAL\_CENTER | 58 | 1.33 | 1.33 | 99.91 |
| PASSENGER\_PARKING | 3 | 0.07 | 0.07 | 99.98 |
| EMPLOYEE\_PARKING | 1 | 0.02 | 0.02 | 100.0 |

## Is Income Below Poverty

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 59 | 6.49 | 6.49 | 6.49 |
| NO | 775 | 85.26 | 85.26 | 91.75 |
| REFUSED | 75 | 8.25 | 8.25 | 100.0 |

## Main Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 20 | 0.46 | 0.46 | 0.46 |
| WHEELCHAIR\_OR\_OTHER\_MOBILITY\_DEVICE | 1 | 0.02 | 0.02 | 0.48 |
| MICROMOBILITY\_SHARED | 3 | 0.07 | 0.07 | 0.55 |
| MICROMOBILITY\_PERSONAL | 3 | 0.07 | 0.07 | 0.62 |
| RIDEHAIL\_TAXI | 1619 | 37.06 | 37.06 | 37.67 |
| PUBLIC\_TRANSPORTATION | 37 | 0.85 | 0.85 | 38.52 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 1451 | 33.21 | 33.21 | 71.73 |
| PERSONAL\_CAR\_PARKED | 259 | 5.93 | 5.93 | 77.66 |
| SHARED\_SHUTTLE\_VAN | 152 | 3.48 | 3.48 | 81.14 |
| BUS\_992 | 78 | 1.79 | 1.79 | 82.93 |
| AIRPORT\_FLYER\_SHUTTLE | 99 | 2.27 | 2.27 | 85.19 |
| RENTAL\_CAR | 615 | 14.08 | 14.08 | 99.27 |
| OTHER | 32 | 0.73 | 0.73 | 100.0 |

## Main Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 20 | 0.46 | 0.46 | 0.46 |
| WHEELCHAIR\_OR\_MOBILITY\_DEVICE | 1 | 0.02 | 0.02 | 0.48 |
| BICYCLE\_ELECTRIC\_BIKESHARE | 2 | 0.05 | 0.05 | 0.53 |
| BICYCLE\_NON\_ELECTRIC\_BIKESHARE | 1 | 0.02 | 0.02 | 0.55 |
| BICYCLE\_PERSONAL\_ELECTRIC | 2 | 0.05 | 0.05 | 0.6 |
| BICYCLE\_PERSONAL\_NON\_ELECTRIC | 1 | 0.02 | 0.02 | 0.62 |
| TAXI | 137 | 3.14 | 3.14 | 3.75 |
| UBER\_LYFT | 1428 | 32.68 | 32.68 | 36.44 |
| CAR\_SERVICE\_BLACK\_LIMO | 54 | 1.24 | 1.24 | 37.67 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 1426 | 32.64 | 32.64 | 70.31 |
| DROVE\_ALONE\_AND\_PARKED | 141 | 3.23 | 3.23 | 73.54 |
| DROVE\_WITH\_OTHERS\_AND\_PARKED | 99 | 2.27 | 2.27 | 75.81 |
| MTS\_ROUTE\_992 | 78 | 1.79 | 1.79 | 77.59 |
| AIRPORT\_FLYER\_SHUTTLE | 99 | 2.27 | 2.27 | 79.86 |
| CHARTERED\_TOUR\_BUS | 10 | 0.23 | 0.23 | 80.09 |
| EMPLOYEE\_SHUTTLE | 16 | 0.37 | 0.37 | 80.45 |
| RENTAL\_CAR\_DROPPED\_OFF | 442 | 10.12 | 10.12 | 90.57 |
| RENTAL\_CAR\_PARKED | 115 | 2.63 | 2.63 | 93.2 |
| HOTEL\_SHUTTLE\_VAN | 98 | 2.24 | 2.24 | 95.45 |
| OTHER\_SHARED\_VAN | 38 | 0.87 | 0.87 | 96.31 |
| PICKED\_UP\_BY\_FAMILY\_FRIEND | 25 | 0.57 | 0.57 | 96.89 |
| GET\_IN\_PARKED\_VEHICLE\_AND\_DRIVE\_ALONE | 2 | 0.05 | 0.05 | 96.93 |
| GET\_IN\_PARKED\_VEHICLE\_AND\_DRIVE\_WITH\_OTHERS | 1 | 0.02 | 0.02 | 96.96 |
| GET\_IN\_PARKED\_VEHICLE\_AND\_RIDE\_WITH\_OTHER\_TRAVELERS | 3 | 0.07 | 0.07 | 97.02 |
| RENTAL\_CAR\_PICKED\_UP | 51 | 1.17 | 1.17 | 98.19 |
| RENTAL\_CAR\_GET\_IN\_PARKED | 7 | 0.16 | 0.16 | 98.35 |
| RODE\_WITH\_OTHER\_TRAVELERS\_AND\_PARKED | 13 | 0.3 | 0.3 | 98.65 |
| OTHER\_PUBLIC\_TRANSIT | 37 | 0.85 | 0.85 | 99.5 |
| OTHER | 22 | 0.5 | 0.5 | 100.0 |

## Main Transit Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| MTS\_ROUTE\_992 | 114 | 2.61 | 2.61 | 2.61 |
| AIRPORT\_FLYER\_SHUTTLE | 150 | 3.43 | 3.43 | 6.04 |
| OTHER | 4105 | 93.96 | 93.96 | 100.0 |

## Nights Away

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 28 | 1.57 | 1.57 | 1.57 |
| ONE | 71 | 3.99 | 3.99 | 5.56 |
| TWO | 206 | 11.58 | 11.58 | 17.14 |
| THREE | 307 | 17.26 | 17.26 | 34.4 |
| FOUR | 292 | 16.41 | 16.41 | 50.82 |
| FIVE | 191 | 10.74 | 10.74 | 61.55 |
| SIX | 124 | 6.97 | 6.97 | 68.52 |
| SEVEN | 155 | 8.71 | 8.71 | 77.23 |
| EIGHT\_TO\_TEN | 122 | 6.86 | 6.86 | 84.09 |
| ELEVEN\_TO\_FOURTEEN | 93 | 5.23 | 5.23 | 89.32 |
| MORE\_THAN\_FOURTEEN | 190 | 10.68 | 10.68 | 100.0 |

## Nights Visited

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 45 | 1.77 | 1.77 | 1.77 |
| ONE | 173 | 6.8 | 6.8 | 8.57 |
| TWO | 333 | 13.09 | 13.09 | 21.66 |
| THREE | 549 | 21.58 | 21.58 | 43.24 |
| FOUR | 494 | 19.42 | 19.42 | 62.66 |
| FIVE | 297 | 11.67 | 11.67 | 74.33 |
| SIX | 162 | 6.37 | 6.37 | 80.7 |
| SEVEN | 180 | 7.08 | 7.08 | 87.78 |
| EIGHT\_TO\_TEN | 94 | 3.69 | 3.69 | 91.47 |
| ELEVEN\_TO\_FOURTEEN | 47 | 1.85 | 1.85 | 93.32 |
| MORE\_THAN\_FOURTEEN | 170 | 6.68 | 6.68 | 100.0 |

## Non Sdia Flight Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 1248 | 28.56 | 28.56 | 28.56 |
| ONE\_TIME | 517 | 11.83 | 11.83 | 40.4 |
| TWO\_TIMES | 545 | 12.47 | 12.47 | 52.87 |
| THREE\_TIMES | 449 | 10.28 | 10.28 | 63.15 |
| FOUR\_TIMES | 335 | 7.67 | 7.67 | 70.82 |
| MORE\_THAN\_FIVE\_TIMES | 1275 | 29.18 | 29.18 | 100.0 |

## Number Of Nights

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 78 | 1.8 | 1.8 | 1.8 |
| ONE | 244 | 5.62 | 5.62 | 7.41 |
| TWO | 541 | 12.45 | 12.45 | 19.86 |
| THREE | 859 | 19.77 | 19.77 | 39.63 |
| FOUR | 790 | 18.18 | 18.18 | 57.81 |
| FIVE | 490 | 11.28 | 11.28 | 69.09 |
| SIX | 289 | 6.65 | 6.65 | 75.74 |
| SEVEN | 335 | 7.71 | 7.71 | 83.45 |
| EIGHT\_TO\_TEN | 216 | 4.97 | 4.97 | 88.42 |
| ELEVEN\_TO\_FOURTEEN | 141 | 3.25 | 3.25 | 91.67 |
| MORE\_THAN\_FOURTEEN | 362 | 8.33 | 8.33 | 100.0 |

## Number Persons In Household

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONE | 724 | 16.57 | 16.57 | 16.57 |
| TWO | 1703 | 38.98 | 38.98 | 55.55 |
| THREE | 856 | 19.59 | 19.59 | 75.14 |
| FOUR | 651 | 14.9 | 14.9 | 90.04 |
| FIVE | 256 | 5.86 | 5.86 | 95.9 |
| SIX | 103 | 2.36 | 2.36 | 98.26 |
| SEVEN | 45 | 1.03 | 1.03 | 99.29 |
| EIGHT | 11 | 0.25 | 0.25 | 99.54 |
| NINE | 7 | 0.16 | 0.16 | 99.7 |
| TEN\_OR\_MORE | 13 | 0.3 | 0.3 | 100.0 |

## Number Transit Vehicles From Airport

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 676 | 94.68 | 94.68 | 94.68 |
| ONE | 32 | 4.48 | 4.48 | 99.16 |
| TWO | 6 | 0.84 | 0.84 | 100.0 |

## Number Transit Vehicles To Airport

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 105 | 49.07 | 49.07 | 49.07 |
| ONE | 100 | 46.73 | 46.73 | 95.79 |
| TWO | 9 | 4.21 | 4.21 | 100.0 |

## Number Vehicles

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 226 | 5.17 | 5.17 | 5.17 |
| ONE | 1031 | 23.6 | 23.6 | 28.77 |
| TWO | 1885 | 43.14 | 43.14 | 71.92 |
| THREE | 818 | 18.72 | 18.72 | 90.64 |
| FOUR | 227 | 5.2 | 5.2 | 95.83 |
| FIVE | 114 | 2.61 | 2.61 | 98.44 |
| SIX | 31 | 0.71 | 0.71 | 99.15 |
| SEVEN | 16 | 0.37 | 0.37 | 99.52 |
| EIGHT\_OR\_MORE | 21 | 0.48 | 0.48 | 100.0 |

## Number Workers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 478 | 10.94 | 10.94 | 10.94 |
| ONE | 1327 | 30.37 | 30.37 | 41.31 |
| TWO | 1861 | 42.6 | 42.6 | 83.91 |
| THREE | 480 | 10.99 | 10.99 | 94.9 |
| FOUR | 163 | 3.73 | 3.73 | 98.63 |
| FIVE | 33 | 0.76 | 0.76 | 99.38 |
| SIX | 17 | 0.39 | 0.39 | 99.77 |
| SEVEN | 4 | 0.09 | 0.09 | 99.86 |
| EIGHT | 1 | 0.02 | 0.02 | 99.89 |
| NINE | 1 | 0.02 | 0.02 | 99.91 |
| TEN\_OR\_MORE | 4 | 0.09 | 0.09 | 100.0 |

## Origin Activity Type

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| SAN\_DIEGO\_AIRPORT | 4369 | 100.0 | 100.0 | 100.0 |

## Origin Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| CENTRAL | 4369 | 100.0 | 100.0 | 100.0 |

## Other Airport Accessmode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| MICROMOBILITY\_SHARED | 3 | 0.79 | 0.79 | 0.79 |
| MICROMOBILITY\_PERSONAL | 1 | 0.26 | 0.26 | 1.06 |
| RIDEHAIL\_TAXI | 106 | 27.97 | 27.97 | 29.02 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 232 | 61.21 | 61.21 | 90.24 |
| PERSONAL\_CAR\_PARKED | 4 | 1.06 | 1.06 | 91.29 |
| SHARED\_SHUTTLE\_VAN | 1 | 0.26 | 0.26 | 91.56 |
| RENTAL\_CAR | 31 | 8.18 | 8.18 | 99.74 |
| OTHER | 1 | 0.26 | 0.26 | 100.0 |

## Other Airport Accessmode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| BICYCLE\_ELECTRIC\_BIKESHARE | 1 | 0.26 | 0.26 | 0.26 |
| BICYCLE\_NON\_ELECTRIC\_BIKESHARE | 2 | 0.53 | 0.53 | 0.79 |
| BICYCLE\_PERSONAL\_NON\_ELECTRIC | 1 | 0.26 | 0.26 | 1.06 |
| TAXI | 1 | 0.26 | 0.26 | 1.32 |
| UBER\_LYFT | 101 | 26.65 | 26.65 | 27.97 |
| CAR\_SERVICE\_BLACK\_LIMO | 4 | 1.06 | 1.06 | 29.02 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 232 | 61.21 | 61.21 | 90.24 |
| DROVE\_ALONE\_AND\_PARKED | 2 | 0.53 | 0.53 | 90.77 |
| RENTAL\_CAR\_DROPPED\_OFF | 21 | 5.54 | 5.54 | 96.31 |
| RENTAL\_CAR\_PARKED | 10 | 2.64 | 2.64 | 98.94 |
| OTHER\_SHARED\_VAN | 1 | 0.26 | 0.26 | 99.21 |
| RODE\_WITH\_OTHER\_TRAVELERS\_AND\_PARKED | 2 | 0.53 | 0.53 | 99.74 |
| OTHER | 1 | 0.26 | 0.26 | 100.0 |

## Parking Cost Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| TOTAL | 147 | 65.92 | 65.92 | 65.92 |
| MONTHLY | 1 | 0.45 | 0.45 | 66.37 |
| DAILY | 62 | 27.8 | 27.8 | 94.17 |
| HOURLY | 3 | 1.35 | 1.35 | 95.52 |
| OTHER\_SPECIFY | 9 | 4.04 | 4.04 | 99.55 |
| REFUSED | 1 | 0.45 | 0.45 | 100.0 |

## Parking Location

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| TERM1\_PARKING\_PLAZA | 29 | 13.0 | 13.0 | 13.0 |
| TERM2\_PARKING\_PLAZA | 95 | 42.6 | 42.6 | 55.61 |
| TERM1\_CURBSIDE\_VALET | 1 | 0.45 | 0.45 | 56.05 |
| TERM2\_CURBSIDE\_VALET | 3 | 1.35 | 1.35 | 57.4 |
| OFF\_AIRPORT\_PARKING | 83 | 37.22 | 37.22 | 94.62 |
| OTHER | 11 | 4.93 | 4.93 | 99.55 |
| REFUSED | 1 | 0.45 | 0.45 | 100.0 |

## Party Size Flight

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 2602 | 59.56 | 59.56 | 59.56 |
| ONE | 1130 | 25.86 | 25.86 | 85.42 |
| TWO | 334 | 7.64 | 7.64 | 93.06 |
| THREE | 136 | 3.11 | 3.11 | 96.18 |
| FOUR | 75 | 1.72 | 1.72 | 97.89 |
| FIVE | 45 | 1.03 | 1.03 | 98.92 |
| SIX | 15 | 0.34 | 0.34 | 99.27 |
| SEVEN\_OR\_MORE | 32 | 0.73 | 0.73 | 100.0 |

## Party Size Ground Access

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 37 | 2.11 | 2.11 | 2.11 |
| ONE | 1099 | 62.8 | 62.8 | 64.91 |
| TWO | 328 | 18.74 | 18.74 | 83.66 |
| THREE | 135 | 7.71 | 7.71 | 91.37 |
| FOUR | 68 | 3.89 | 3.89 | 95.26 |
| FIVE | 42 | 2.4 | 2.4 | 97.66 |
| SIX | 15 | 0.86 | 0.86 | 98.51 |
| SEVEN\_OR\_MORE | 26 | 1.49 | 1.49 | 100.0 |

## Passenger Segment

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| RESIDENT\_ARRIVING | 1798 | 41.15 | 41.15 | 41.15 |
| VISITOR\_ARRIVING | 2571 | 58.85 | 58.85 | 100.0 |

## Reimbursement

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| REIMBURSED\_EMPLOYER\_CLIENT | 792 | 18.95 | 18.95 | 18.95 |
| REIMBURSED\_OTHER\_THIRD\_PARTY | 54 | 1.29 | 1.29 | 20.24 |
| NOT\_REIMBURSED | 3274 | 78.33 | 78.33 | 98.56 |
| DONT\_KNOW | 60 | 1.44 | 1.44 | 100.0 |

## Resident Visitor Followup

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| VISITING\_THE\_REGION | 192 | 78.69 | 78.69 | 78.69 |
| LIVE\_OUTSIDE\_REGION\_TRAVELED\_TO\_AIRPORT | 52 | 21.31 | 21.31 | 100.0 |

## Resident Visitor General

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| GOING\_HOME | 3 | 0.07 | 0.07 | 0.07 |
| VISITING | 2372 | 54.29 | 54.29 | 54.36 |
| COMING\_HOME | 1746 | 39.96 | 39.96 | 94.32 |
| NEITHER | 248 | 5.68 | 5.68 | 100.0 |

## Resident Visitor

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| SAN\_DIEGO\_REGION | 1595 | 36.51 | 36.51 | 36.51 |
| OTHER\_SOUTHERN\_CALIFORNIA | 103 | 2.36 | 2.36 | 38.86 |
| OTHER\_CALIFORNIA | 371 | 8.49 | 8.49 | 47.36 |
| TIJUANA\_REGION | 38 | 0.87 | 0.87 | 48.23 |
| OTHER\_BAJA\_CALIFORNIA | 23 | 0.53 | 0.53 | 48.75 |
| OTHER\_STATE\_US | 1951 | 44.66 | 44.66 | 93.41 |
| OTHER\_STATE\_MEXICO | 42 | 0.96 | 0.96 | 94.37 |
| NONE\_OF\_THE\_ABOVE | 246 | 5.63 | 5.63 | 100.0 |

## Resident Visitor Purpose

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| RESIDENT\_BUSINESS | 461 | 10.55 | 10.55 | 10.55 |
| RESIDENT\_NON\_BUSINESS | 1337 | 30.6 | 30.6 | 41.15 |
| VISITOR\_BUSINESS | 872 | 19.96 | 19.96 | 61.11 |
| VISITOR\_NON\_BUSINESS | 1699 | 38.89 | 38.89 | 100.0 |

## Reverse Mode Combined

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 11 | 0.26 | 0.26 | 0.26 |
| RIDEHAIL\_TAXI | 1528 | 36.56 | 36.56 | 36.82 |
| PUBLIC\_TRANSPORTATION | 17 | 0.41 | 0.41 | 37.22 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 1439 | 34.43 | 34.43 | 71.65 |
| PERSONAL\_CAR\_PARKED | 229 | 5.48 | 5.48 | 77.13 |
| SHARED\_SHUTTLE\_VAN | 136 | 3.25 | 3.25 | 80.38 |
| BUS\_992 | 91 | 2.18 | 2.18 | 82.56 |
| AIRPORT\_FLYER\_SHUTTLE | 123 | 2.94 | 2.94 | 85.5 |
| RENTAL\_CAR | 572 | 13.68 | 13.68 | 99.19 |
| OTHER | 34 | 0.81 | 0.81 | 100.0 |

## Reverse Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 7 | 0.32 | 0.32 | 0.32 |
| RIDEHAIL\_TAXI | 867 | 39.12 | 39.12 | 39.44 |
| PUBLIC\_TRANSPORTATION | 6 | 0.27 | 0.27 | 39.71 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 552 | 24.91 | 24.91 | 64.62 |
| PERSONAL\_CAR\_PARKED | 11 | 0.5 | 0.5 | 65.12 |
| SHARED\_SHUTTLE\_VAN | 111 | 5.01 | 5.01 | 70.13 |
| BUS\_992 | 55 | 2.48 | 2.48 | 72.61 |
| AIRPORT\_FLYER\_SHUTTLE | 72 | 3.25 | 3.25 | 75.86 |
| RENTAL\_CAR | 515 | 23.24 | 23.24 | 99.1 |
| OTHER | 20 | 0.9 | 0.9 | 100.0 |

## Reverse Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 7 | 0.32 | 0.32 | 0.32 |
| TAXI | 70 | 3.16 | 3.16 | 3.47 |
| UBER\_LYFT | 779 | 35.14 | 35.14 | 38.61 |
| CAR\_SERVICE\_BLACK\_LIMO | 18 | 0.81 | 0.81 | 39.42 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 552 | 24.9 | 24.9 | 64.32 |
| DROVE\_ALONE\_AND\_PARKED | 3 | 0.14 | 0.14 | 64.46 |
| DROVE\_WITH\_OTHERS\_AND\_PARKED | 7 | 0.32 | 0.32 | 64.77 |
| MTS\_ROUTE\_992 | 55 | 2.48 | 2.48 | 67.25 |
| AIRPORT\_FLYER\_SHUTTLE | 72 | 3.25 | 3.25 | 70.5 |
| CHARTERED\_TOUR\_BUS | 9 | 0.41 | 0.41 | 70.91 |
| EMPLOYEE\_SHUTTLE | 1 | 0.05 | 0.05 | 70.95 |
| RENTAL\_CAR\_DROPPED\_OFF | 408 | 18.4 | 18.4 | 89.35 |
| RENTAL\_CAR\_PARKED | 106 | 4.78 | 4.78 | 94.14 |
| HOTEL\_SHUTTLE\_VAN | 97 | 4.38 | 4.38 | 98.51 |
| OTHER\_SHARED\_VAN | 14 | 0.63 | 0.63 | 99.14 |
| RENTAL\_CAR\_PICKED\_UP | 1 | 0.05 | 0.05 | 99.19 |
| RODE\_WITH\_OTHER\_TRAVELERS\_AND\_PARKED | 1 | 0.05 | 0.05 | 99.23 |
| OTHER\_PUBLIC\_TRANSIT | 6 | 0.27 | 0.27 | 99.5 |
| OTHER | 11 | 0.5 | 0.5 | 100.0 |

## Reverse Mode Predicted Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 4 | 0.23 | 0.23 | 0.23 |
| RIDEHAIL\_TAXI | 563 | 32.89 | 32.89 | 33.12 |
| PUBLIC\_TRANSPORTATION | 9 | 0.53 | 0.53 | 33.64 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 788 | 46.03 | 46.03 | 79.67 |
| PERSONAL\_CAR\_PARKED | 213 | 12.44 | 12.44 | 92.11 |
| SHARED\_SHUTTLE\_VAN | 15 | 0.88 | 0.88 | 92.99 |
| BUS\_992 | 34 | 1.99 | 1.99 | 94.98 |
| AIRPORT\_FLYER\_SHUTTLE | 43 | 2.51 | 2.51 | 97.49 |
| RENTAL\_CAR | 19 | 1.11 | 1.11 | 98.6 |
| OTHER | 12 | 0.7 | 0.7 | 99.3 |
| REFUSED\_NO\_ANSWER | 12 | 0.7 | 0.7 | 100.0 |

## Reverse Mode Predicted

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 4 | 0.23 | 0.23 | 0.23 |
| TAXI | 18 | 1.05 | 1.05 | 1.29 |
| UBER\_LYFT | 518 | 30.26 | 30.26 | 31.54 |
| CAR\_SERVICE\_BLACK\_LIMO | 27 | 1.58 | 1.58 | 33.12 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 788 | 46.03 | 46.03 | 79.15 |
| DROVE\_ALONE\_AND\_PARKED | 112 | 6.54 | 6.54 | 85.69 |
| DROVE\_WITH\_OTHERS\_AND\_PARKED | 99 | 5.78 | 5.78 | 91.47 |
| MTS\_ROUTE\_992 | 34 | 1.99 | 1.99 | 93.46 |
| AIRPORT\_FLYER\_SHUTTLE | 43 | 2.51 | 2.51 | 95.97 |
| CHARTERED\_TOUR\_BUS | 3 | 0.18 | 0.18 | 96.14 |
| RENTAL\_CAR\_DROPPED\_OFF | 15 | 0.88 | 0.88 | 97.02 |
| RENTAL\_CAR\_PARKED | 4 | 0.23 | 0.23 | 97.25 |
| HOTEL\_SHUTTLE\_VAN | 7 | 0.41 | 0.41 | 97.66 |
| OTHER\_SHARED\_VAN | 8 | 0.47 | 0.47 | 98.13 |
| RODE\_WITH\_OTHER\_TRAVELERS\_AND\_PARKED | 2 | 0.12 | 0.12 | 98.25 |
| OTHER\_PUBLIC\_TRANSIT | 9 | 0.53 | 0.53 | 98.77 |
| OTHER | 9 | 0.53 | 0.53 | 99.3 |
| REFUSED\_NO\_ANSWER | 12 | 0.7 | 0.7 | 100.0 |

## Sdia Accessmode Decision

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| LOWEST\_COST | 23 | 24.47 | 24.47 | 24.47 |
| SHORTEST\_DOOR\_TO\_DOOR\_TRAVEL\_TIME | 17 | 18.09 | 18.09 | 42.55 |
| SMALLEST\_CHANCE\_FOR\_DELAYS | 9 | 9.57 | 9.57 | 52.13 |
| MOST\_COMFORTABLE | 14 | 14.89 | 14.89 | 67.02 |
| DEPENDS\_ON\_TIME\_OF\_DAY | 17 | 18.09 | 18.09 | 85.11 |
| DEPENDS\_ON\_TRAVEL\_PARTY | 6 | 6.38 | 6.38 | 91.49 |
| DEPENDS\_ON\_WHO\_PAYS | 4 | 4.26 | 4.26 | 95.74 |
| REFUSED | 4 | 4.26 | 4.26 | 100.0 |

## Sdia Flight Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONCE\_OR\_TWICE\_PER\_YEAR | 1535 | 35.13 | 35.13 | 35.13 |
| THREE\_TO\_FIVE\_PER\_YEAR | 1021 | 23.37 | 23.37 | 58.5 |
| SIX\_TO\_TEN\_PER\_YEAR | 353 | 8.08 | 8.08 | 66.58 |
| ELEVEN\_TO\_TWENTY\_PER\_YEAR | 169 | 3.87 | 3.87 | 70.45 |
| TWENTY\_ONE\_OR\_MORE\_PER\_YEAR | 90 | 2.06 | 2.06 | 72.51 |
| NEVER | 1201 | 27.49 | 27.49 | 100.0 |

## Sdia Transit Awareness

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 616 | 15.14 | 15.14 | 15.14 |
| NO | 3446 | 84.67 | 84.67 | 99.8 |
| REFUSED | 8 | 0.2 | 0.2 | 100.0 |

## Sp Access Walk Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| LESS\_THAN\_TWO\_MINS | 44 | 6.96 | 6.96 | 6.96 |
| LESS\_THAN\_FIVE\_MINS | 162 | 25.63 | 25.63 | 32.59 |
| LESS\_THAN\_FIFTEEN\_MINS | 242 | 38.29 | 38.29 | 70.89 |
| LESS\_THAN\_THIRTY\_MINS | 166 | 26.27 | 26.27 | 97.15 |
| NOT\_INTERESTED | 18 | 2.85 | 2.85 | 100.0 |

## Sp Connection To Convention Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 96 | 18.08 | 18.08 | 18.08 |
| UNLIKELY | 93 | 17.51 | 17.51 | 35.59 |
| NEUTRAL\_DONT\_KNOW | 164 | 30.89 | 30.89 | 66.48 |
| LIKELY | 96 | 18.08 | 18.08 | 84.56 |
| VERY\_LIKELY | 82 | 15.44 | 15.44 | 100.0 |

## Sp Connection To Old Town Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 71 | 13.37 | 13.37 | 13.37 |
| UNLIKELY | 57 | 10.73 | 10.73 | 24.11 |
| NEUTRAL\_DONT\_KNOW | 159 | 29.94 | 29.94 | 54.05 |
| LIKELY | 152 | 28.63 | 28.63 | 82.67 |
| VERY\_LIKELY | 92 | 17.33 | 17.33 | 100.0 |

## Sp Connection To Santafe Depot

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 74 | 13.94 | 13.94 | 13.94 |
| UNLIKELY | 64 | 12.05 | 12.05 | 25.99 |
| NEUTRAL\_DONT\_KNOW | 178 | 33.52 | 33.52 | 59.51 |
| LIKELY | 123 | 23.16 | 23.16 | 82.67 |
| VERY\_LIKELY | 92 | 17.33 | 17.33 | 100.0 |

## Sp Dropoff Choice No Transit Access

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 11 | 9.91 | 9.91 | 9.91 |
| UNLIKELY | 14 | 12.61 | 12.61 | 22.52 |
| NEUTRAL\_DONT\_KNOW | 32 | 28.83 | 28.83 | 51.35 |
| LIKELY | 36 | 32.43 | 32.43 | 83.78 |
| VERY\_LIKELY | 18 | 16.22 | 16.22 | 100.0 |

## Sp Dropoff Choice Transit Access

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 1 | 5.26 | 5.26 | 5.26 |
| UNLIKELY | 4 | 21.05 | 21.05 | 26.32 |
| NEUTRAL\_DONT\_KNOW | 6 | 31.58 | 31.58 | 57.89 |
| LIKELY | 2 | 10.53 | 10.53 | 68.42 |
| VERY\_LIKELY | 6 | 31.58 | 31.58 | 100.0 |

## Sp Dropoff Escort

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| SPOUSE\_PARTNER | 43 | 33.08 | 33.08 | 33.08 |
| PARENT | 16 | 12.31 | 12.31 | 45.38 |
| CHILD | 11 | 8.46 | 8.46 | 53.85 |
| OTHER\_RELATIVE | 22 | 16.92 | 16.92 | 70.77 |
| FRIEND | 32 | 24.62 | 24.62 | 95.38 |
| COLLEAGUE | 1 | 0.77 | 0.77 | 96.15 |
| OTHER | 5 | 3.85 | 3.85 | 100.0 |

## Sp Feature Early Morning

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 90 | 14.24 | 14.24 | 14.24 |
| SLIGHTLY\_IMPORTANT | 136 | 21.52 | 21.52 | 35.76 |
| IMPORTANT | 172 | 27.22 | 27.22 | 62.97 |
| VERY\_IMPORTANT | 142 | 22.47 | 22.47 | 85.44 |
| EXTREMELY\_IMPORTANT | 92 | 14.56 | 14.56 | 100.0 |

## Sp Feature Late Night

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 37 | 5.85 | 5.85 | 5.85 |
| SLIGHTLY\_IMPORTANT | 89 | 14.08 | 14.08 | 19.94 |
| IMPORTANT | 183 | 28.96 | 28.96 | 48.89 |
| VERY\_IMPORTANT | 192 | 30.38 | 30.38 | 79.27 |
| EXTREMELY\_IMPORTANT | 131 | 20.73 | 20.73 | 100.0 |

## Sp Feature Luggage Rack

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 92 | 14.56 | 14.56 | 14.56 |
| SLIGHTLY\_IMPORTANT | 170 | 26.9 | 26.9 | 41.46 |
| IMPORTANT | 198 | 31.33 | 31.33 | 72.78 |
| VERY\_IMPORTANT | 123 | 19.46 | 19.46 | 92.25 |
| EXTREMELY\_IMPORTANT | 49 | 7.75 | 7.75 | 100.0 |

## Sp Feature No Delay

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 19 | 3.01 | 3.01 | 3.01 |
| SLIGHTLY\_IMPORTANT | 55 | 8.7 | 8.7 | 11.71 |
| IMPORTANT | 174 | 27.53 | 27.53 | 39.24 |
| VERY\_IMPORTANT | 185 | 29.27 | 29.27 | 68.51 |
| EXTREMELY\_IMPORTANT | 199 | 31.49 | 31.49 | 100.0 |

## Sp Feature Seats Transit

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 34 | 5.38 | 5.38 | 5.38 |
| SLIGHTLY\_IMPORTANT | 89 | 14.08 | 14.08 | 19.46 |
| IMPORTANT | 184 | 29.11 | 29.11 | 48.58 |
| VERY\_IMPORTANT | 184 | 29.11 | 29.11 | 77.69 |
| EXTREMELY\_IMPORTANT | 141 | 22.31 | 22.31 | 100.0 |

## Sp Feature Seats Transit Stop

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 97 | 15.35 | 15.35 | 15.35 |
| SLIGHTLY\_IMPORTANT | 153 | 24.21 | 24.21 | 39.56 |
| IMPORTANT | 178 | 28.16 | 28.16 | 67.72 |
| VERY\_IMPORTANT | 129 | 20.41 | 20.41 | 88.13 |
| EXTREMELY\_IMPORTANT | 75 | 11.87 | 11.87 | 100.0 |

## Sp Feature Short Wait

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 39 | 6.17 | 6.17 | 6.17 |
| SLIGHTLY\_IMPORTANT | 116 | 18.35 | 18.35 | 24.53 |
| IMPORTANT | 195 | 30.85 | 30.85 | 55.38 |
| VERY\_IMPORTANT | 159 | 25.16 | 25.16 | 80.54 |
| EXTREMELY\_IMPORTANT | 123 | 19.46 | 19.46 | 100.0 |

## Sp Feature Weekend Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 16 | 2.53 | 2.53 | 2.53 |
| SLIGHTLY\_IMPORTANT | 34 | 5.38 | 5.38 | 7.91 |
| IMPORTANT | 202 | 31.96 | 31.96 | 39.87 |
| VERY\_IMPORTANT | 218 | 34.49 | 34.49 | 74.37 |
| EXTREMELY\_IMPORTANT | 162 | 25.63 | 25.63 | 100.0 |

## Sp Invitation

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 1234 | 28.57 | 28.57 | 28.57 |
| NO | 3014 | 69.78 | 69.78 | 98.36 |
| REFUSED | 71 | 1.64 | 1.64 | 100.0 |

## Sp Number Of Transfers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONE | 355 | 57.82 | 57.82 | 57.82 |
| TWO | 135 | 21.99 | 21.99 | 79.8 |
| THREE\_OR\_MORE | 10 | 1.63 | 1.63 | 81.43 |
| NOT\_WILLING\_TO\_TRANSFER | 114 | 18.57 | 18.57 | 100.0 |

## Sp Rental Choice No Transit

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 5 | 10.87 | 10.87 | 10.87 |
| UNLIKELY | 5 | 10.87 | 10.87 | 21.74 |
| NEUTRAL\_DONT\_KNOW | 9 | 19.57 | 19.57 | 41.3 |
| LIKELY | 11 | 23.91 | 23.91 | 65.22 |
| VERY\_LIKELY | 16 | 34.78 | 34.78 | 100.0 |

## Sp Taxi Choice Dropoff Station

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 22 | 12.02 | 12.02 | 12.02 |
| UNLIKELY | 37 | 20.22 | 20.22 | 32.24 |
| NEUTRAL\_DONT\_KNOW | 49 | 26.78 | 26.78 | 59.02 |
| LIKELY | 49 | 26.78 | 26.78 | 85.79 |
| VERY\_LIKELY | 26 | 14.21 | 14.21 | 100.0 |

## State Of Residence

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ALABAMA | 10 | 0.51 | 0.51 | 0.51 |
| ALASKA | 10 | 0.51 | 0.51 | 1.02 |
| ARIZONA | 87 | 4.45 | 4.45 | 5.47 |
| ARKANSAS | 10 | 0.51 | 0.51 | 5.98 |
| CALIFORNIA | 6 | 0.31 | 0.31 | 6.29 |
| COLORADO | 117 | 5.98 | 5.98 | 12.26 |
| CONNECTICUT | 23 | 1.18 | 1.18 | 13.44 |
| DELAWARE | 2 | 0.1 | 0.1 | 13.54 |
| DISTRICT\_OF\_COLUMBIA | 19 | 0.97 | 0.97 | 14.51 |
| FLORIDA | 71 | 3.63 | 3.63 | 18.14 |
| GEORGIA | 72 | 3.68 | 3.68 | 21.82 |
| GUAM | 1 | 0.05 | 0.05 | 21.87 |
| HAWAII | 49 | 2.5 | 2.5 | 24.37 |
| IDAHO | 35 | 1.79 | 1.79 | 26.16 |
| ILLINOIS | 67 | 3.42 | 3.42 | 29.59 |
| INDIANA | 25 | 1.28 | 1.28 | 30.86 |
| IOWA | 18 | 0.92 | 0.92 | 31.78 |
| KANSAS | 15 | 0.77 | 0.77 | 32.55 |
| KENTUCKY | 8 | 0.41 | 0.41 | 32.96 |
| LOUISIANA | 17 | 0.87 | 0.87 | 33.83 |
| MAINE | 7 | 0.36 | 0.36 | 34.18 |
| MARYLAND | 29 | 1.48 | 1.48 | 35.67 |
| MASSACHUSETTS | 57 | 2.91 | 2.91 | 38.58 |
| MICHIGAN | 53 | 2.71 | 2.71 | 41.29 |
| MINNESOTA | 45 | 2.3 | 2.3 | 43.59 |
| MISSISSIPPI | 7 | 0.36 | 0.36 | 43.94 |
| MISSOURI | 21 | 1.07 | 1.07 | 45.02 |
| MONTANA | 12 | 0.61 | 0.61 | 45.63 |
| NEBRASKA | 13 | 0.66 | 0.66 | 46.3 |
| NEVADA | 71 | 3.63 | 3.63 | 49.92 |
| NEW\_HAMPSHIRE | 5 | 0.26 | 0.26 | 50.18 |
| NEW\_JERSEY | 27 | 1.38 | 1.38 | 51.56 |
| NEW\_MEXICO | 17 | 0.87 | 0.87 | 52.43 |
| NEW\_YORK | 96 | 4.91 | 4.91 | 57.33 |
| NORTH\_CAROLINA | 38 | 1.94 | 1.94 | 59.27 |
| NORTH\_DAKOTA | 4 | 0.2 | 0.2 | 59.48 |
| NORTHERN\_MARIANA\_ISLANDS | 1 | 0.05 | 0.05 | 59.53 |
| OHIO | 33 | 1.69 | 1.69 | 61.22 |
| OKLAHOMA | 16 | 0.82 | 0.82 | 62.03 |
| OREGON | 82 | 4.19 | 4.19 | 66.22 |
| PENNSYLVANIA | 32 | 1.64 | 1.64 | 67.86 |
| RHODE\_ISLAND | 5 | 0.26 | 0.26 | 68.11 |
| SOUTH\_CAROLINA | 9 | 0.46 | 0.46 | 68.57 |
| SOUTH\_DAKOTA | 10 | 0.51 | 0.51 | 69.09 |
| TENNESSEE | 18 | 0.92 | 0.92 | 70.01 |
| TEXAS | 231 | 11.8 | 11.8 | 81.81 |
| UTAH | 80 | 4.09 | 4.09 | 85.9 |
| VERMONT | 3 | 0.15 | 0.15 | 86.05 |
| VIRGINIA | 43 | 2.2 | 2.2 | 88.25 |
| WASHINGTON | 191 | 9.76 | 9.76 | 98.01 |
| WEST\_VIRGINIA | 1 | 0.05 | 0.05 | 98.06 |
| WISCONSIN | 32 | 1.64 | 1.64 | 99.69 |
| WYOMING | 6 | 0.31 | 0.31 | 100.0 |

## Stay Informed

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 109 | 3.48 | 3.48 | 3.48 |
| NO | 3014 | 96.23 | 96.23 | 99.71 |
| REFUSED | 9 | 0.29 | 0.29 | 100.0 |

## Trip Arrival Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| FIVE\_TO\_FIVE\_THIRTY | 10 | 0.24 | 0.24 | 0.24 |
| FIVE\_THIRTY\_TO\_SIX | 21 | 0.5 | 0.5 | 0.74 |
| SIX\_TO\_SIX\_THIRTY | 47 | 1.12 | 1.12 | 1.87 |
| SIX\_THIRTY\_TO\_SEVEN | 73 | 1.75 | 1.75 | 3.61 |
| SEVEN\_TO\_SEVEN\_THIRTY | 158 | 3.78 | 3.78 | 7.39 |
| SEVEN\_THIRTY\_TO\_EIGHT | 180 | 4.31 | 4.31 | 11.7 |
| EIGHT\_TO\_EIGHT\_THIRTY | 220 | 5.26 | 5.26 | 16.96 |
| EIGHT\_THIRTY\_TO\_NINE | 246 | 5.89 | 5.89 | 22.85 |
| NINE\_TO\_NINE\_THIRTY | 239 | 5.72 | 5.72 | 28.56 |
| NINE\_THIRTY\_TO\_TEN | 216 | 5.17 | 5.17 | 33.73 |
| TEN\_TO\_TEN\_THIRTY | 208 | 4.98 | 4.98 | 38.71 |
| TEN\_THIRTY\_TO\_ELEVEN | 170 | 4.07 | 4.07 | 42.78 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 188 | 4.5 | 4.5 | 47.27 |
| ELEVEN\_THIRTY\_TO\_NOON | 186 | 4.45 | 4.45 | 51.72 |
| NOON\_TO\_TWELVE\_THIRTY | 213 | 5.1 | 5.1 | 56.82 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 189 | 4.52 | 4.52 | 61.34 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 196 | 4.69 | 4.69 | 66.03 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 146 | 3.49 | 3.49 | 69.52 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 145 | 3.47 | 3.47 | 72.99 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 143 | 3.42 | 3.42 | 76.41 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 130 | 3.11 | 3.11 | 79.52 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 108 | 2.58 | 2.58 | 82.11 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 97 | 2.32 | 2.32 | 84.43 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 71 | 1.7 | 1.7 | 86.12 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 78 | 1.87 | 1.87 | 87.99 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 91 | 2.18 | 2.18 | 90.17 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 109 | 2.61 | 2.61 | 92.78 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 82 | 1.96 | 1.96 | 94.74 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 67 | 1.6 | 1.6 | 96.34 |
| NINETEEN\_THIRTY\_TO\_TWENTY | 51 | 1.22 | 1.22 | 97.56 |
| TWENTY\_TO\_TWENTY\_THIRTY | 39 | 0.93 | 0.93 | 98.49 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 32 | 0.77 | 0.77 | 99.26 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 11 | 0.26 | 0.26 | 99.52 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 9 | 0.22 | 0.22 | 99.74 |
| TWENTY\_TWO\_TO\_TWENTY\_TWO\_THIRTY | 2 | 0.05 | 0.05 | 99.78 |
| TWO\_TO\_TWO\_THIRTY | 1 | 0.02 | 0.02 | 99.81 |
| THREE\_TO\_THREE\_THIRTY | 2 | 0.05 | 0.05 | 99.86 |
| THREE\_THIRTY\_TO\_FOUR | 1 | 0.02 | 0.02 | 99.88 |
| FOUR\_TO\_FOUR\_THIRTY | 3 | 0.07 | 0.07 | 99.95 |
| FOUR\_THIRTY\_TO\_FIVE | 2 | 0.05 | 0.05 | 100.0 |

## Trip Start Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| FIVE\_TO\_FIVE\_THIRTY | 39 | 0.93 | 0.93 | 0.93 |
| FIVE\_THIRTY\_TO\_SIX | 45 | 1.08 | 1.08 | 2.01 |
| SIX\_TO\_SIX\_THIRTY | 100 | 2.39 | 2.39 | 4.4 |
| SIX\_THIRTY\_TO\_SEVEN | 141 | 3.37 | 3.37 | 7.78 |
| SEVEN\_TO\_SEVEN\_THIRTY | 245 | 5.86 | 5.86 | 13.64 |
| SEVEN\_THIRTY\_TO\_EIGHT | 195 | 4.67 | 4.67 | 18.3 |
| EIGHT\_TO\_EIGHT\_THIRTY | 283 | 6.77 | 6.77 | 25.07 |
| EIGHT\_THIRTY\_TO\_NINE | 176 | 4.21 | 4.21 | 29.28 |
| NINE\_TO\_NINE\_THIRTY | 258 | 6.17 | 6.17 | 35.45 |
| NINE\_THIRTY\_TO\_TEN | 187 | 4.47 | 4.47 | 39.93 |
| TEN\_TO\_TEN\_THIRTY | 194 | 4.64 | 4.64 | 44.57 |
| TEN\_THIRTY\_TO\_ELEVEN | 163 | 3.9 | 3.9 | 48.47 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 213 | 5.1 | 5.1 | 53.56 |
| ELEVEN\_THIRTY\_TO\_NOON | 171 | 4.09 | 4.09 | 57.66 |
| NOON\_TO\_TWELVE\_THIRTY | 238 | 5.69 | 5.69 | 63.35 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 147 | 3.52 | 3.52 | 66.87 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 177 | 4.23 | 4.23 | 71.1 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 101 | 2.42 | 2.42 | 73.52 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 150 | 3.59 | 3.59 | 77.11 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 116 | 2.78 | 2.78 | 79.88 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 129 | 3.09 | 3.09 | 82.97 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 73 | 1.75 | 1.75 | 84.71 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 88 | 2.11 | 2.11 | 86.82 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 62 | 1.48 | 1.48 | 88.3 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 100 | 2.39 | 2.39 | 90.69 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 86 | 2.06 | 2.06 | 92.75 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 105 | 2.51 | 2.51 | 95.26 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 49 | 1.17 | 1.17 | 96.44 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 58 | 1.39 | 1.39 | 97.82 |
| NINETEEN\_THIRTY\_TO\_TWENTY | 23 | 0.55 | 0.55 | 98.37 |
| TWENTY\_TO\_TWENTY\_THIRTY | 31 | 0.74 | 0.74 | 99.11 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 6 | 0.14 | 0.14 | 99.26 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 10 | 0.24 | 0.24 | 99.5 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 3 | 0.07 | 0.07 | 99.57 |
| ONE\_THIRTY\_TO\_TWO | 1 | 0.02 | 0.02 | 99.59 |
| TWO\_TO\_TWO\_THIRTY | 6 | 0.14 | 0.14 | 99.74 |
| TWO\_THIRTY\_TO\_THREE | 1 | 0.02 | 0.02 | 99.76 |
| FOUR\_TO\_FOUR\_THIRTY | 1 | 0.02 | 0.02 | 99.78 |
| FOUR\_THIRTY\_TO\_FIVE | 9 | 0.22 | 0.22 | 100.0 |

# Segment: PASSENGER | DEPARTING

## Access Mode Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONCE\_OR\_TWICE\_PER\_YEAR | 1184 | 39.01 | 39.01 | 39.01 |
| THREE\_TO\_FIVE\_PER\_YEAR | 525 | 17.3 | 17.3 | 56.31 |
| SIX\_TO\_TEN\_PER\_YEAR | 166 | 5.47 | 5.47 | 61.78 |
| ELEVEN\_TO\_TWENTY\_PER\_YEAR | 62 | 2.04 | 2.04 | 63.82 |
| TWENTY\_ONE\_OR\_MORE\_PER\_YEAR | 28 | 0.92 | 0.92 | 64.74 |
| NEVER | 62 | 2.04 | 2.04 | 66.79 |
| ALWAYS | 1008 | 33.21 | 33.21 | 100.0 |

## Access Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 116 | 53.46 | 53.46 | 53.46 |
| MICROMOBILITY\_PERSONAL | 1 | 0.46 | 0.46 | 53.92 |
| RIDEHAIL\_TAXI | 24 | 11.06 | 11.06 | 64.98 |
| PUBLIC\_TRANSPORTATION | 11 | 5.07 | 5.07 | 70.05 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 39 | 17.97 | 17.97 | 88.02 |
| PERSONAL\_CAR\_PARKED | 20 | 9.22 | 9.22 | 97.24 |
| OTHER | 6 | 2.76 | 2.76 | 100.0 |

## Access Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 116 | 53.46 | 53.46 | 53.46 |
| BICYCLE\_PERSONAL\_NON\_ELECTRIC | 1 | 0.46 | 0.46 | 53.92 |
| TAXI | 2 | 0.92 | 0.92 | 54.84 |
| UBER\_LYFT | 18 | 8.29 | 8.29 | 63.13 |
| CAR\_SERVICE\_BLACK\_LIMO | 4 | 1.84 | 1.84 | 64.98 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 39 | 17.97 | 17.97 | 82.95 |
| DROVE\_ALONE\_AND\_PARKED | 9 | 4.15 | 4.15 | 87.1 |
| DROVE\_WITH\_OTHERS\_AND\_PARKED | 8 | 3.69 | 3.69 | 90.78 |
| RODE\_WITH\_OTHER\_TRAVELERS\_AND\_PARKED | 3 | 1.38 | 1.38 | 92.17 |
| OTHER\_PUBLIC\_TRANSIT | 11 | 5.07 | 5.07 | 97.24 |
| OTHER | 6 | 2.76 | 2.76 | 100.0 |

## Age

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| AGE\_18\_19 | 78 | 1.87 | 1.87 | 1.87 |
| AGE\_20\_24 | 347 | 8.3 | 8.3 | 10.17 |
| AGE\_25\_29 | 492 | 11.77 | 11.77 | 21.94 |
| AGE\_30\_34 | 528 | 12.63 | 12.63 | 34.57 |
| AGE\_35\_39 | 400 | 9.57 | 9.57 | 44.14 |
| AGE\_40\_44 | 423 | 10.12 | 10.12 | 54.26 |
| AGE\_45\_49 | 329 | 7.87 | 7.87 | 62.13 |
| AGE\_50\_54 | 315 | 7.54 | 7.54 | 69.67 |
| AGE\_55\_59 | 367 | 8.78 | 8.78 | 78.44 |
| AGE\_60\_64 | 341 | 8.16 | 8.16 | 86.6 |
| AGE\_65\_74 | 401 | 9.59 | 9.59 | 96.2 |
| AGE\_75\_OR\_MORE | 123 | 2.94 | 2.94 | 99.14 |
| PREFER\_NOT\_TO\_SAY | 36 | 0.86 | 0.86 | 100.0 |

## Airline

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| AIR\_CANADA | 68 | 1.63 | 1.63 | 1.63 |
| ALASKA\_AIRLINES | 849 | 20.39 | 20.39 | 22.02 |
| ALLEGIANT\_AIR | 23 | 0.55 | 0.55 | 22.57 |
| AMERICAN\_AIRLINES | 433 | 10.4 | 10.4 | 32.97 |
| BREEZE | 25 | 0.6 | 0.6 | 33.57 |
| BRITISH\_AIRWAYS | 80 | 1.92 | 1.92 | 35.49 |
| DELTA\_AIRLINES | 787 | 18.9 | 18.9 | 54.39 |
| HAWAIIAN\_AIRLINES | 81 | 1.95 | 1.95 | 56.34 |
| JAPAN\_AIRLINES | 7 | 0.17 | 0.17 | 56.51 |
| JETBLUE | 142 | 3.41 | 3.41 | 59.92 |
| LUFTHANSHA | 15 | 0.36 | 0.36 | 60.28 |
| UNITED\_AIRLINES | 669 | 16.07 | 16.07 | 76.34 |
| WESTJET | 24 | 0.58 | 0.58 | 76.92 |
| FRONTIER\_AIRLINES | 101 | 2.43 | 2.43 | 79.35 |
| SOUTHWEST\_AIRLINES | 750 | 18.01 | 18.01 | 97.36 |
| SPIRIT | 97 | 2.33 | 2.33 | 99.69 |
| SUNCOUNTY\_AIRLINES | 13 | 0.31 | 0.31 | 100.0 |

## Airport Access Transit Use Elsewhere

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONE\_TIME | 277 | 11.24 | 11.24 | 11.24 |
| TWO\_TIMES | 332 | 13.47 | 13.47 | 24.71 |
| THREE\_TIMES | 211 | 8.56 | 8.56 | 33.27 |
| FOUR\_TIMES | 114 | 4.62 | 4.62 | 37.89 |
| MORE\_THAN\_FIVE\_TIMES | 280 | 11.36 | 11.36 | 49.25 |
| NEVER | 1251 | 50.75 | 50.75 | 100.0 |

## Car Available

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| CAR\_AVAILABLE | 1274 | 83.98 | 83.98 | 83.98 |
| DONT\_HAVE\_CAR | 100 | 6.59 | 6.59 | 90.57 |
| CAR\_UNAVAILABLE | 110 | 7.25 | 7.25 | 97.82 |
| DONT\_DRIVE | 9 | 0.59 | 0.59 | 98.42 |
| OTHER | 13 | 0.86 | 0.86 | 99.27 |
| REFUSED | 11 | 0.73 | 0.73 | 100.0 |

## Carryon Bags

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 404 | 9.67 | 9.67 | 9.67 |
| ONE | 2079 | 49.74 | 49.74 | 59.4 |
| TWO | 1370 | 32.78 | 32.78 | 92.18 |
| THREE | 161 | 3.85 | 3.85 | 96.03 |
| FOUR | 111 | 2.66 | 2.66 | 98.68 |
| FIVE | 30 | 0.72 | 0.72 | 99.4 |
| SIX | 9 | 0.22 | 0.22 | 99.62 |
| SEVEN | 5 | 0.12 | 0.12 | 99.74 |
| EIGHT\_OR\_MORE | 11 | 0.26 | 0.26 | 100.0 |

## Checked Bags

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 1970 | 47.13 | 47.13 | 47.13 |
| ONE | 1328 | 31.77 | 31.77 | 78.9 |
| TWO | 654 | 15.65 | 15.65 | 94.55 |
| THREE | 127 | 3.04 | 3.04 | 97.58 |
| FOUR | 66 | 1.58 | 1.58 | 99.16 |
| FIVE | 16 | 0.38 | 0.38 | 99.55 |
| SIX | 7 | 0.17 | 0.17 | 99.71 |
| SEVEN | 5 | 0.12 | 0.12 | 99.83 |
| EIGHT\_OR\_MORE | 7 | 0.17 | 0.17 | 100.0 |

## Convention Center Activity

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ATTENDEE | 170 | 69.67 | 69.67 | 69.67 |
| EXHIBITOR | 37 | 15.16 | 15.16 | 84.84 |
| MEETING\_PLANNER | 4 | 1.64 | 1.64 | 86.48 |
| CONTRACTOR | 21 | 8.61 | 8.61 | 95.08 |
| OTHER\_SPECIFY | 4 | 1.64 | 1.64 | 96.72 |
| NOT\_APPLICABLE | 8 | 3.28 | 3.28 | 100.0 |

## Convention Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 244 | 10.06 | 10.06 | 10.06 |
| NO | 2181 | 89.9 | 89.9 | 99.96 |
| REFUSED | 1 | 0.04 | 0.04 | 100.0 |

## Country Of Residence

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| UNITED\_STATES | 5 | 2.07 | 2.07 | 2.07 |
| MEXICO | 1 | 0.41 | 0.41 | 2.48 |
| ARGENTINA | 1 | 0.41 | 0.41 | 2.89 |
| AUSTRALIA | 8 | 3.31 | 3.31 | 6.2 |
| AUSTRIA | 1 | 0.41 | 0.41 | 6.61 |
| BAHAMAS | 3 | 1.24 | 1.24 | 7.85 |
| BELGIUM | 1 | 0.41 | 0.41 | 8.26 |
| BRAZIL | 1 | 0.41 | 0.41 | 8.68 |
| CAMEROON | 1 | 0.41 | 0.41 | 9.09 |
| CANADA | 89 | 36.78 | 36.78 | 45.87 |
| CHILE | 1 | 0.41 | 0.41 | 46.28 |
| CHINA | 3 | 1.24 | 1.24 | 47.52 |
| COLOMBIA | 2 | 0.83 | 0.83 | 48.35 |
| COSTA\_RICA | 2 | 0.83 | 0.83 | 49.17 |
| CUBA | 9 | 3.72 | 3.72 | 52.89 |
| DENMARK | 1 | 0.41 | 0.41 | 53.31 |
| DOMINICAN\_REPUBLIC | 1 | 0.41 | 0.41 | 53.72 |
| ECUADOR | 1 | 0.41 | 0.41 | 54.13 |
| EL\_SALVADOR | 1 | 0.41 | 0.41 | 54.55 |
| FRANCE | 10 | 4.13 | 4.13 | 58.68 |
| GERMANY | 10 | 4.13 | 4.13 | 62.81 |
| HONDURAS | 1 | 0.41 | 0.41 | 63.22 |
| HUNGARY | 1 | 0.41 | 0.41 | 63.64 |
| ICELAND | 1 | 0.41 | 0.41 | 64.05 |
| INDIA | 4 | 1.65 | 1.65 | 65.7 |
| IRELAND | 4 | 1.65 | 1.65 | 67.36 |
| ISRAEL | 1 | 0.41 | 0.41 | 67.77 |
| ITALY | 5 | 2.07 | 2.07 | 69.83 |
| JAPAN | 9 | 3.72 | 3.72 | 73.55 |
| LATVIA | 1 | 0.41 | 0.41 | 73.97 |
| NEPAL | 1 | 0.41 | 0.41 | 74.38 |
| NETHERLANDS | 5 | 2.07 | 2.07 | 76.45 |
| NEW\_ZEALAND | 1 | 0.41 | 0.41 | 76.86 |
| PAKISTAN | 1 | 0.41 | 0.41 | 77.27 |
| PANAMA | 1 | 0.41 | 0.41 | 77.69 |
| PERU | 1 | 0.41 | 0.41 | 78.1 |
| PHILIPPINES | 3 | 1.24 | 1.24 | 79.34 |
| POLAND | 1 | 0.41 | 0.41 | 79.75 |
| SINGAPORE | 1 | 0.41 | 0.41 | 80.17 |
| SOUTH\_KOREA | 2 | 0.83 | 0.83 | 80.99 |
| SPAIN | 1 | 0.41 | 0.41 | 81.4 |
| SWEDEN | 2 | 0.83 | 0.83 | 82.23 |
| SWITZERLAND | 4 | 1.65 | 1.65 | 83.88 |
| UGANDA | 1 | 0.41 | 0.41 | 84.3 |
| UNITED\_KINGDOM | 33 | 13.64 | 13.64 | 97.93 |
| VENEZUELA | 4 | 1.65 | 1.65 | 99.59 |
| VIETNAM | 1 | 0.41 | 0.41 | 100.0 |

## Destination Activity Type

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| SAN\_DIEGO\_AIRPORT | 4180 | 100.0 | 100.0 | 100.0 |

## Destination Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| CENTRAL | 4180 | 100.0 | 100.0 | 100.0 |

## Flight Departure Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| FIVE\_TO\_FIVE\_THIRTY | 1 | 0.02 | 0.02 | 0.02 |
| FIVE\_THIRTY\_TO\_SIX | 1 | 0.02 | 0.02 | 0.05 |
| SIX\_TO\_SIX\_THIRTY | 16 | 0.38 | 0.38 | 0.43 |
| SIX\_THIRTY\_TO\_SEVEN | 12 | 0.29 | 0.29 | 0.72 |
| SEVEN\_TO\_SEVEN\_THIRTY | 34 | 0.81 | 0.81 | 1.53 |
| SEVEN\_THIRTY\_TO\_EIGHT | 26 | 0.62 | 0.62 | 2.15 |
| EIGHT\_TO\_EIGHT\_THIRTY | 165 | 3.95 | 3.95 | 6.1 |
| EIGHT\_THIRTY\_TO\_NINE | 129 | 3.09 | 3.09 | 9.19 |
| NINE\_TO\_NINE\_THIRTY | 209 | 5.0 | 5.0 | 14.19 |
| NINE\_THIRTY\_TO\_TEN | 153 | 3.66 | 3.66 | 17.85 |
| TEN\_TO\_TEN\_THIRTY | 253 | 6.05 | 6.05 | 23.9 |
| TEN\_THIRTY\_TO\_ELEVEN | 201 | 4.81 | 4.81 | 28.71 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 261 | 6.24 | 6.24 | 34.95 |
| ELEVEN\_THIRTY\_TO\_NOON | 167 | 4.0 | 4.0 | 38.95 |
| NOON\_TO\_TWELVE\_THIRTY | 159 | 3.8 | 3.8 | 42.75 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 228 | 5.45 | 5.45 | 48.21 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 216 | 5.17 | 5.17 | 53.37 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 144 | 3.44 | 3.44 | 56.82 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 181 | 4.33 | 4.33 | 61.15 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 155 | 3.71 | 3.71 | 64.86 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 162 | 3.88 | 3.88 | 68.73 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 110 | 2.63 | 2.63 | 71.36 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 183 | 4.38 | 4.38 | 75.74 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 105 | 2.51 | 2.51 | 78.25 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 136 | 3.25 | 3.25 | 81.51 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 58 | 1.39 | 1.39 | 82.89 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 42 | 1.0 | 1.0 | 83.9 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 116 | 2.78 | 2.78 | 86.67 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 116 | 2.78 | 2.78 | 89.45 |
| NINETEEN\_THIRTY\_TO\_TWENTY | 98 | 2.34 | 2.34 | 91.79 |
| TWENTY\_TO\_TWENTY\_THIRTY | 69 | 1.65 | 1.65 | 93.44 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 71 | 1.7 | 1.7 | 95.14 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 83 | 1.99 | 1.99 | 97.13 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 35 | 0.84 | 0.84 | 97.97 |
| TWENTY\_TWO\_TO\_TWENTY\_TWO\_THIRTY | 44 | 1.05 | 1.05 | 99.02 |
| TWENTY\_TWO\_THIRTY\_TO\_TWENTY\_THREE | 26 | 0.62 | 0.62 | 99.64 |
| TWENTY\_THREE\_TO\_TWENTY\_THREE\_THIRTY | 7 | 0.17 | 0.17 | 99.81 |
| TWENTY\_THREE\_THIRTY\_TO\_MIDNIGHT | 2 | 0.05 | 0.05 | 99.86 |
| MIDNIGHT\_TO\_ZERO\_THIRTY | 3 | 0.07 | 0.07 | 99.93 |
| ZERO\_THIRTY\_TO\_ONE | 3 | 0.07 | 0.07 | 100.0 |

## Flight Purpose

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| BUSINESS\_WORK | 1140 | 27.27 | 27.27 | 27.27 |
| LEISURE\_FAMILY | 2208 | 52.82 | 52.82 | 80.1 |
| COMBINATION\_BUSINESS\_LEISURE | 136 | 3.25 | 3.25 | 83.35 |
| PERSONAL | 610 | 14.59 | 14.59 | 97.94 |
| SCHOOL | 41 | 0.98 | 0.98 | 98.92 |
| COMMUTE | 13 | 0.31 | 0.31 | 99.23 |
| OTHER\_SPECIFY | 32 | 0.77 | 0.77 | 100.0 |

## Gender

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| MALE | 2010 | 48.09 | 48.09 | 48.09 |
| FEMALE | 2127 | 50.89 | 50.89 | 98.97 |
| TRANSGENDER | 3 | 0.07 | 0.07 | 99.04 |
| NON\_BINARY\_THIRD\_GENDER | 10 | 0.24 | 0.24 | 99.28 |
| PREFER\_NOT\_TO\_SAY | 28 | 0.67 | 0.67 | 99.95 |
| OTHER\_SPECIFY | 1 | 0.02 | 0.02 | 99.98 |
| REFUSED | 1 | 0.02 | 0.02 | 100.0 |

## General Use Transit Resident

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 1287 | 84.01 | 84.01 | 84.01 |
| ONE\_DAY | 84 | 5.48 | 5.48 | 89.49 |
| TWO\_DAYS | 55 | 3.59 | 3.59 | 93.08 |
| THREE\_DAYS | 23 | 1.5 | 1.5 | 94.58 |
| FOUR\_DAYS | 14 | 0.91 | 0.91 | 95.5 |
| FIVE\_DAYS | 23 | 1.5 | 1.5 | 97.0 |
| SIX\_DAYS | 6 | 0.39 | 0.39 | 97.39 |
| SEVEN\_DAYS | 22 | 1.44 | 1.44 | 98.83 |
| REFUSED | 18 | 1.17 | 1.17 | 100.0 |

## General Use Transit Visitor Home

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 2036 | 83.92 | 83.92 | 83.92 |
| ONE\_DAY | 103 | 4.25 | 4.25 | 88.17 |
| TWO\_DAYS | 95 | 3.92 | 3.92 | 92.09 |
| THREE\_DAYS | 76 | 3.13 | 3.13 | 95.22 |
| FOUR\_DAYS | 20 | 0.82 | 0.82 | 96.04 |
| FIVE\_DAYS | 39 | 1.61 | 1.61 | 97.65 |
| SIX\_DAYS | 14 | 0.58 | 0.58 | 98.23 |
| SEVEN\_DAYS | 42 | 1.73 | 1.73 | 99.96 |
| REFUSED | 1 | 0.04 | 0.04 | 100.0 |

## Home Location Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| CENTRAL | 1601 | 100.0 | 100.0 | 100.0 |

## Household Income

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| LESS\_THAN\_15K | 101 | 2.42 | 2.42 | 2.42 |
| BETWEEN\_15K\_20K | 31 | 0.74 | 0.74 | 3.16 |
| BETWEEN\_20K\_25K | 35 | 0.84 | 0.84 | 4.0 |
| BETWEEN\_25K\_30K | 28 | 0.67 | 0.67 | 4.67 |
| BETWEEN\_30K\_35K | 61 | 1.46 | 1.46 | 6.12 |
| BETWEEN\_35K\_40K | 54 | 1.29 | 1.29 | 7.42 |
| BETWEEN\_40K\_45K | 72 | 1.72 | 1.72 | 9.14 |
| BETWEEN\_45K\_50K | 77 | 1.84 | 1.84 | 10.98 |
| BETWEEN\_50K\_60K | 162 | 3.88 | 3.88 | 14.86 |
| BETWEEN\_60K\_75K | 296 | 7.08 | 7.08 | 21.94 |
| BETWEEN\_75K\_100K | 477 | 11.41 | 11.41 | 33.35 |
| BETWEEN\_100K\_150K | 658 | 15.74 | 15.74 | 49.09 |
| BETWEEN\_150\_199K | 622 | 14.88 | 14.88 | 63.97 |
| PREFER\_NOT\_TO\_SAY | 863 | 20.65 | 20.65 | 84.62 |
| BETWEEN\_200\_299K | 362 | 8.66 | 8.66 | 93.28 |
| MORE\_THAN\_300K | 269 | 6.44 | 6.44 | 99.71 |
| MORE\_THAN\_150K | 12 | 0.29 | 0.29 | 100.0 |

## Inbound Or Outbound

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| INBOUND\_TO\_AIRPORT | 4180 | 100.0 | 100.0 | 100.0 |

## Interview Location

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| TERMINAL\_1 | 934 | 22.34 | 22.34 | 22.34 |
| TERMINAL\_2 | 3187 | 76.24 | 76.24 | 98.59 |
| ONBOARD\_992 | 27 | 0.65 | 0.65 | 99.23 |
| ONBOARD\_FLYER | 19 | 0.45 | 0.45 | 99.69 |
| RENTAL\_CENTER | 9 | 0.22 | 0.22 | 99.9 |
| PASSENGER\_PARKING | 3 | 0.07 | 0.07 | 99.98 |
| EMPLOYEE\_PARKING | 1 | 0.02 | 0.02 | 100.0 |

## Is Income Below Poverty

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 53 | 6.08 | 6.08 | 6.08 |
| NO | 746 | 85.55 | 85.55 | 91.63 |
| REFUSED | 73 | 8.37 | 8.37 | 100.0 |

## Main Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 11 | 0.26 | 0.26 | 0.26 |
| RIDEHAIL\_TAXI | 1528 | 36.56 | 36.56 | 36.82 |
| PUBLIC\_TRANSPORTATION | 17 | 0.41 | 0.41 | 37.22 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 1439 | 34.43 | 34.43 | 71.65 |
| PERSONAL\_CAR\_PARKED | 229 | 5.48 | 5.48 | 77.13 |
| SHARED\_SHUTTLE\_VAN | 136 | 3.25 | 3.25 | 80.38 |
| BUS\_992 | 91 | 2.18 | 2.18 | 82.56 |
| AIRPORT\_FLYER\_SHUTTLE | 123 | 2.94 | 2.94 | 85.5 |
| RENTAL\_CAR | 572 | 13.68 | 13.68 | 99.19 |
| OTHER | 34 | 0.81 | 0.81 | 100.0 |

## Main Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 11 | 0.26 | 0.26 | 0.26 |
| TAXI | 99 | 2.37 | 2.37 | 2.63 |
| UBER\_LYFT | 1383 | 33.09 | 33.09 | 35.72 |
| CAR\_SERVICE\_BLACK\_LIMO | 46 | 1.1 | 1.1 | 36.82 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 1439 | 34.43 | 34.43 | 71.24 |
| DROVE\_ALONE\_AND\_PARKED | 116 | 2.78 | 2.78 | 74.02 |
| DROVE\_WITH\_OTHERS\_AND\_PARKED | 108 | 2.58 | 2.58 | 76.6 |
| MTS\_ROUTE\_992 | 91 | 2.18 | 2.18 | 78.78 |
| AIRPORT\_FLYER\_SHUTTLE | 123 | 2.94 | 2.94 | 81.72 |
| CHARTERED\_TOUR\_BUS | 13 | 0.31 | 0.31 | 82.03 |
| RENTAL\_CAR\_DROPPED\_OFF | 458 | 10.96 | 10.96 | 92.99 |
| RENTAL\_CAR\_PARKED | 113 | 2.7 | 2.7 | 95.69 |
| HOTEL\_SHUTTLE\_VAN | 112 | 2.68 | 2.68 | 98.37 |
| OTHER\_SHARED\_VAN | 24 | 0.57 | 0.57 | 98.95 |
| RENTAL\_CAR\_PICKED\_UP | 1 | 0.02 | 0.02 | 98.97 |
| RODE\_WITH\_OTHER\_TRAVELERS\_AND\_PARKED | 5 | 0.12 | 0.12 | 99.09 |
| OTHER\_PUBLIC\_TRANSIT | 17 | 0.41 | 0.41 | 99.5 |
| OTHER | 21 | 0.5 | 0.5 | 100.0 |

## Main Transit Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| MTS\_ROUTE\_992 | 91 | 2.18 | 2.18 | 2.18 |
| AIRPORT\_FLYER\_SHUTTLE | 123 | 2.94 | 2.94 | 5.12 |
| OTHER | 3966 | 94.88 | 94.88 | 100.0 |

## Nights Away

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 28 | 1.64 | 1.64 | 1.64 |
| ONE | 67 | 3.91 | 3.91 | 5.55 |
| TWO | 201 | 11.74 | 11.74 | 17.29 |
| THREE | 297 | 17.35 | 17.35 | 34.64 |
| FOUR | 278 | 16.24 | 16.24 | 50.88 |
| FIVE | 184 | 10.75 | 10.75 | 61.62 |
| SIX | 119 | 6.95 | 6.95 | 68.57 |
| SEVEN | 150 | 8.76 | 8.76 | 77.34 |
| EIGHT\_TO\_TEN | 119 | 6.95 | 6.95 | 84.29 |
| ELEVEN\_TO\_FOURTEEN | 87 | 5.08 | 5.08 | 89.37 |
| MORE\_THAN\_FOURTEEN | 182 | 10.63 | 10.63 | 100.0 |

## Nights Visited

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 38 | 1.57 | 1.57 | 1.57 |
| ONE | 167 | 6.88 | 6.88 | 8.45 |
| TWO | 316 | 13.03 | 13.03 | 21.48 |
| THREE | 524 | 21.6 | 21.6 | 43.08 |
| FOUR | 473 | 19.5 | 19.5 | 62.57 |
| FIVE | 281 | 11.58 | 11.58 | 74.15 |
| SIX | 155 | 6.39 | 6.39 | 80.54 |
| SEVEN | 173 | 7.13 | 7.13 | 87.68 |
| EIGHT\_TO\_TEN | 87 | 3.59 | 3.59 | 91.26 |
| ELEVEN\_TO\_FOURTEEN | 46 | 1.9 | 1.9 | 93.16 |
| MORE\_THAN\_FOURTEEN | 166 | 6.84 | 6.84 | 100.0 |

## Non Sdia Flight Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 1214 | 29.04 | 29.04 | 29.04 |
| ONE\_TIME | 501 | 11.99 | 11.99 | 41.03 |
| TWO\_TIMES | 516 | 12.34 | 12.34 | 53.37 |
| THREE\_TIMES | 428 | 10.24 | 10.24 | 63.61 |
| FOUR\_TIMES | 316 | 7.56 | 7.56 | 71.17 |
| MORE\_THAN\_FIVE\_TIMES | 1205 | 28.83 | 28.83 | 100.0 |

## Number Of Nights

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 70 | 1.68 | 1.68 | 1.68 |
| ONE | 234 | 5.63 | 5.63 | 7.31 |
| TWO | 518 | 12.46 | 12.46 | 19.78 |
| THREE | 824 | 19.83 | 19.83 | 39.61 |
| FOUR | 754 | 18.14 | 18.14 | 57.75 |
| FIVE | 466 | 11.21 | 11.21 | 68.96 |
| SIX | 277 | 6.67 | 6.67 | 75.63 |
| SEVEN | 323 | 7.77 | 7.77 | 83.4 |
| EIGHT\_TO\_TEN | 206 | 4.96 | 4.96 | 88.35 |
| ELEVEN\_TO\_FOURTEEN | 134 | 3.22 | 3.22 | 91.58 |
| MORE\_THAN\_FOURTEEN | 350 | 8.42 | 8.42 | 100.0 |

## Number Persons In Household

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONE | 689 | 16.48 | 16.48 | 16.48 |
| TWO | 1630 | 39.0 | 39.0 | 55.48 |
| THREE | 817 | 19.55 | 19.55 | 75.02 |
| FOUR | 630 | 15.07 | 15.07 | 90.1 |
| FIVE | 242 | 5.79 | 5.79 | 95.89 |
| SIX | 99 | 2.37 | 2.37 | 98.25 |
| SEVEN | 44 | 1.05 | 1.05 | 99.31 |
| EIGHT | 9 | 0.22 | 0.22 | 99.52 |
| NINE | 7 | 0.17 | 0.17 | 99.69 |
| TEN\_OR\_MORE | 13 | 0.31 | 0.31 | 100.0 |

## Number Transit Vehicles From Airport

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 650 | 100.0 | 100.0 | 100.0 |

## Number Transit Vehicles To Airport

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 105 | 49.07 | 49.07 | 49.07 |
| ONE | 100 | 46.73 | 46.73 | 95.79 |
| TWO | 9 | 4.21 | 4.21 | 100.0 |

## Number Vehicles

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 214 | 5.12 | 5.12 | 5.12 |
| ONE | 982 | 23.49 | 23.49 | 28.61 |
| TWO | 1809 | 43.28 | 43.28 | 71.89 |
| THREE | 781 | 18.68 | 18.68 | 90.57 |
| FOUR | 218 | 5.22 | 5.22 | 95.79 |
| FIVE | 110 | 2.63 | 2.63 | 98.42 |
| SIX | 30 | 0.72 | 0.72 | 99.14 |
| SEVEN | 15 | 0.36 | 0.36 | 99.5 |
| EIGHT\_OR\_MORE | 21 | 0.5 | 0.5 | 100.0 |

## Number Workers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 459 | 10.98 | 10.98 | 10.98 |
| ONE | 1274 | 30.48 | 30.48 | 41.46 |
| TWO | 1773 | 42.42 | 42.42 | 83.88 |
| THREE | 458 | 10.96 | 10.96 | 94.83 |
| FOUR | 158 | 3.78 | 3.78 | 98.61 |
| FIVE | 31 | 0.74 | 0.74 | 99.35 |
| SIX | 17 | 0.41 | 0.41 | 99.76 |
| SEVEN | 4 | 0.1 | 0.1 | 99.86 |
| EIGHT | 1 | 0.02 | 0.02 | 99.88 |
| NINE | 1 | 0.02 | 0.02 | 99.9 |
| TEN\_OR\_MORE | 4 | 0.1 | 0.1 | 100.0 |

## Origin Activity Type

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| USUAL\_WORKPLACE | 48 | 1.15 | 1.15 | 1.15 |
| HOME | 1601 | 38.3 | 38.3 | 39.45 |
| HOTEL | 1425 | 34.09 | 34.09 | 73.54 |
| CONVENTION\_CENTER | 11 | 0.26 | 0.26 | 73.8 |
| OTHER\_BUSINESS | 41 | 0.98 | 0.98 | 74.78 |
| OTHER\_RESIDENCE | 965 | 23.09 | 23.09 | 97.87 |
| OTHER | 89 | 2.13 | 2.13 | 100.0 |

## Origin Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| DOWNTOWN | 665 | 15.91 | 15.91 | 15.91 |
| CENTRAL | 1030 | 24.64 | 24.64 | 40.55 |
| NORTH\_CITY | 1120 | 26.79 | 26.79 | 67.34 |
| SOUTH\_SUBURBAN | 210 | 5.02 | 5.02 | 72.37 |
| EAST\_SUBURBAN | 223 | 5.33 | 5.33 | 77.7 |
| NORTH\_COUNTY\_WEST | 440 | 10.53 | 10.53 | 88.23 |
| NORTH\_COUNTY\_EAST | 186 | 4.45 | 4.45 | 92.68 |
| EAST\_COUNTY | 7 | 0.17 | 0.17 | 92.85 |
| EXTERNAL | 299 | 7.15 | 7.15 | 100.0 |

## Other Airport Accessmode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| MICROMOBILITY\_SHARED | 3 | 0.81 | 0.81 | 0.81 |
| MICROMOBILITY\_PERSONAL | 1 | 0.27 | 0.27 | 1.08 |
| RIDEHAIL\_TAXI | 104 | 28.18 | 28.18 | 29.27 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 224 | 60.7 | 60.7 | 89.97 |
| PERSONAL\_CAR\_PARKED | 4 | 1.08 | 1.08 | 91.06 |
| SHARED\_SHUTTLE\_VAN | 1 | 0.27 | 0.27 | 91.33 |
| RENTAL\_CAR | 31 | 8.4 | 8.4 | 99.73 |
| OTHER | 1 | 0.27 | 0.27 | 100.0 |

## Other Airport Accessmode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| BICYCLE\_ELECTRIC\_BIKESHARE | 1 | 0.27 | 0.27 | 0.27 |
| BICYCLE\_NON\_ELECTRIC\_BIKESHARE | 2 | 0.54 | 0.54 | 0.81 |
| BICYCLE\_PERSONAL\_NON\_ELECTRIC | 1 | 0.27 | 0.27 | 1.08 |
| TAXI | 1 | 0.27 | 0.27 | 1.36 |
| UBER\_LYFT | 99 | 26.83 | 26.83 | 28.18 |
| CAR\_SERVICE\_BLACK\_LIMO | 4 | 1.08 | 1.08 | 29.27 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 224 | 60.7 | 60.7 | 89.97 |
| DROVE\_ALONE\_AND\_PARKED | 2 | 0.54 | 0.54 | 90.51 |
| RENTAL\_CAR\_DROPPED\_OFF | 21 | 5.69 | 5.69 | 96.21 |
| RENTAL\_CAR\_PARKED | 10 | 2.71 | 2.71 | 98.92 |
| OTHER\_SHARED\_VAN | 1 | 0.27 | 0.27 | 99.19 |
| RODE\_WITH\_OTHER\_TRAVELERS\_AND\_PARKED | 2 | 0.54 | 0.54 | 99.73 |
| OTHER | 1 | 0.27 | 0.27 | 100.0 |

## Parking Cost Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| TOTAL | 147 | 65.92 | 65.92 | 65.92 |
| MONTHLY | 1 | 0.45 | 0.45 | 66.37 |
| DAILY | 62 | 27.8 | 27.8 | 94.17 |
| HOURLY | 3 | 1.35 | 1.35 | 95.52 |
| OTHER\_SPECIFY | 9 | 4.04 | 4.04 | 99.55 |
| REFUSED | 1 | 0.45 | 0.45 | 100.0 |

## Parking Location

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| TERM1\_PARKING\_PLAZA | 29 | 13.0 | 13.0 | 13.0 |
| TERM2\_PARKING\_PLAZA | 95 | 42.6 | 42.6 | 55.61 |
| TERM1\_CURBSIDE\_VALET | 1 | 0.45 | 0.45 | 56.05 |
| TERM2\_CURBSIDE\_VALET | 3 | 1.35 | 1.35 | 57.4 |
| OFF\_AIRPORT\_PARKING | 83 | 37.22 | 37.22 | 94.62 |
| OTHER | 11 | 4.93 | 4.93 | 99.55 |
| REFUSED | 1 | 0.45 | 0.45 | 100.0 |

## Party Size Flight

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 2490 | 59.57 | 59.57 | 59.57 |
| ONE | 1086 | 25.98 | 25.98 | 85.55 |
| TWO | 316 | 7.56 | 7.56 | 93.11 |
| THREE | 128 | 3.06 | 3.06 | 96.17 |
| FOUR | 70 | 1.67 | 1.67 | 97.85 |
| FIVE | 43 | 1.03 | 1.03 | 98.88 |
| SIX | 15 | 0.36 | 0.36 | 99.23 |
| SEVEN\_OR\_MORE | 32 | 0.77 | 0.77 | 100.0 |

## Party Size Ground Access

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 34 | 2.03 | 2.03 | 2.03 |
| ONE | 1055 | 63.06 | 63.06 | 65.09 |
| TWO | 312 | 18.65 | 18.65 | 83.74 |
| THREE | 127 | 7.59 | 7.59 | 91.33 |
| FOUR | 64 | 3.83 | 3.83 | 95.16 |
| FIVE | 40 | 2.39 | 2.39 | 97.55 |
| SIX | 15 | 0.9 | 0.9 | 98.45 |
| SEVEN\_OR\_MORE | 26 | 1.55 | 1.55 | 100.0 |

## Passenger Segment

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| RESIDENT\_DEPARTING | 1730 | 41.39 | 41.39 | 41.39 |
| VISITOR\_DEPARTING | 2450 | 58.61 | 58.61 | 100.0 |

## Reimbursement

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| REIMBURSED\_EMPLOYER\_CLIENT | 792 | 18.95 | 18.95 | 18.95 |
| REIMBURSED\_OTHER\_THIRD\_PARTY | 54 | 1.29 | 1.29 | 20.24 |
| NOT\_REIMBURSED | 3274 | 78.33 | 78.33 | 98.56 |
| DONT\_KNOW | 60 | 1.44 | 1.44 | 100.0 |

## Resident Visitor Followup

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| VISITING\_THE\_REGION | 192 | 78.69 | 78.69 | 78.69 |
| LIVE\_OUTSIDE\_REGION\_TRAVELED\_TO\_AIRPORT | 52 | 21.31 | 21.31 | 100.0 |

## Resident Visitor General

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| GOING\_HOME | 2258 | 54.02 | 54.02 | 54.02 |
| LEAVING\_HOME | 1678 | 40.14 | 40.14 | 94.16 |
| NEITHER | 244 | 5.84 | 5.84 | 100.0 |

## Resident Visitor

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| SAN\_DIEGO\_REGION | 1524 | 36.46 | 36.46 | 36.46 |
| OTHER\_SOUTHERN\_CALIFORNIA | 99 | 2.37 | 2.37 | 38.83 |
| OTHER\_CALIFORNIA | 345 | 8.25 | 8.25 | 47.08 |
| TIJUANA\_REGION | 35 | 0.84 | 0.84 | 47.92 |
| OTHER\_BAJA\_CALIFORNIA | 22 | 0.53 | 0.53 | 48.44 |
| OTHER\_STATE\_US | 1874 | 44.83 | 44.83 | 93.28 |
| OTHER\_STATE\_MEXICO | 39 | 0.93 | 0.93 | 94.21 |
| NONE\_OF\_THE\_ABOVE | 242 | 5.79 | 5.79 | 100.0 |

## Resident Visitor Purpose

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| RESIDENT\_BUSINESS | 444 | 10.62 | 10.62 | 10.62 |
| RESIDENT\_NON\_BUSINESS | 1286 | 30.77 | 30.77 | 41.39 |
| VISITOR\_BUSINESS | 832 | 19.9 | 19.9 | 61.29 |
| VISITOR\_NON\_BUSINESS | 1618 | 38.71 | 38.71 | 100.0 |

## Reverse Mode Combined

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 13 | 0.59 | 0.59 | 0.59 |
| MICROMOBILITY\_PERSONAL | 2 | 0.09 | 0.09 | 0.68 |
| RIDEHAIL\_TAXI | 878 | 39.51 | 39.51 | 40.19 |
| PUBLIC\_TRANSPORTATION | 15 | 0.68 | 0.68 | 40.86 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 589 | 26.51 | 26.51 | 67.37 |
| PERSONAL\_CAR\_PARKED | 29 | 1.31 | 1.31 | 68.68 |
| SHARED\_SHUTTLE\_VAN | 123 | 5.54 | 5.54 | 74.21 |
| BUS\_992 | 30 | 1.35 | 1.35 | 75.56 |
| AIRPORT\_FLYER\_SHUTTLE | 33 | 1.49 | 1.49 | 77.05 |
| RENTAL\_CAR | 501 | 22.55 | 22.55 | 99.59 |
| OTHER | 9 | 0.41 | 0.41 | 100.0 |

## Reverse Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 13 | 0.59 | 0.59 | 0.59 |
| MICROMOBILITY\_PERSONAL | 2 | 0.09 | 0.09 | 0.68 |
| RIDEHAIL\_TAXI | 876 | 39.53 | 39.53 | 40.21 |
| PUBLIC\_TRANSPORTATION | 15 | 0.68 | 0.68 | 40.88 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 586 | 26.44 | 26.44 | 67.33 |
| PERSONAL\_CAR\_PARKED | 29 | 1.31 | 1.31 | 68.64 |
| SHARED\_SHUTTLE\_VAN | 123 | 5.55 | 5.55 | 74.19 |
| BUS\_992 | 30 | 1.35 | 1.35 | 75.54 |
| AIRPORT\_FLYER\_SHUTTLE | 33 | 1.49 | 1.49 | 77.03 |
| RENTAL\_CAR | 500 | 22.56 | 22.56 | 99.59 |
| OTHER | 9 | 0.41 | 0.41 | 100.0 |

## Reverse Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 13 | 0.59 | 0.59 | 0.59 |
| BICYCLE\_PERSONAL\_ELECTRIC | 2 | 0.09 | 0.09 | 0.68 |
| TAXI | 91 | 4.11 | 4.11 | 4.78 |
| UBER\_LYFT | 764 | 34.48 | 34.48 | 39.26 |
| CAR\_SERVICE\_BLACK\_LIMO | 21 | 0.95 | 0.95 | 40.21 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 586 | 26.44 | 26.44 | 66.65 |
| DROVE\_ALONE\_AND\_PARKED | 10 | 0.45 | 0.45 | 67.1 |
| DROVE\_WITH\_OTHERS\_AND\_PARKED | 16 | 0.72 | 0.72 | 67.82 |
| MTS\_ROUTE\_992 | 30 | 1.35 | 1.35 | 69.18 |
| AIRPORT\_FLYER\_SHUTTLE | 33 | 1.49 | 1.49 | 70.67 |
| CHARTERED\_TOUR\_BUS | 9 | 0.41 | 0.41 | 71.07 |
| EMPLOYEE\_SHUTTLE | 9 | 0.41 | 0.41 | 71.48 |
| RENTAL\_CAR\_DROPPED\_OFF | 392 | 17.69 | 17.69 | 89.17 |
| RENTAL\_CAR\_PARKED | 108 | 4.87 | 4.87 | 94.04 |
| HOTEL\_SHUTTLE\_VAN | 85 | 3.84 | 3.84 | 97.88 |
| OTHER\_SHARED\_VAN | 29 | 1.31 | 1.31 | 99.19 |
| RODE\_WITH\_OTHER\_TRAVELERS\_AND\_PARKED | 3 | 0.14 | 0.14 | 99.32 |
| OTHER\_PUBLIC\_TRANSIT | 15 | 0.68 | 0.68 | 100.0 |

## Reverse Mode Predicted Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 4 | 0.23 | 0.23 | 0.23 |
| WHEELCHAIR\_OR\_OTHER\_MOBILITY\_DEVICE | 1 | 0.06 | 0.06 | 0.29 |
| MICROMOBILITY\_SHARED | 3 | 0.18 | 0.18 | 0.47 |
| MICROMOBILITY\_PERSONAL | 1 | 0.06 | 0.06 | 0.53 |
| RIDEHAIL\_TAXI | 605 | 35.34 | 35.34 | 35.86 |
| PUBLIC\_TRANSPORTATION | 15 | 0.88 | 0.88 | 36.74 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 741 | 43.28 | 43.28 | 80.02 |
| PERSONAL\_CAR\_PARKED | 219 | 12.79 | 12.79 | 92.82 |
| SHARED\_SHUTTLE\_VAN | 18 | 1.05 | 1.05 | 93.87 |
| BUS\_992 | 23 | 1.34 | 1.34 | 95.21 |
| AIRPORT\_FLYER\_SHUTTLE | 31 | 1.81 | 1.81 | 97.02 |
| RENTAL\_CAR | 19 | 1.11 | 1.11 | 98.13 |
| OTHER | 20 | 1.17 | 1.17 | 99.3 |
| REFUSED\_NO\_ANSWER | 12 | 0.7 | 0.7 | 100.0 |

## Reverse Mode Predicted

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 4 | 0.23 | 0.23 | 0.23 |
| WHEELCHAIR\_OR\_MOBILITY\_DEVICE | 1 | 0.06 | 0.06 | 0.29 |
| BICYCLE\_ELECTRIC\_BIKESHARE | 2 | 0.12 | 0.12 | 0.41 |
| BICYCLE\_NON\_ELECTRIC\_BIKESHARE | 1 | 0.06 | 0.06 | 0.47 |
| BICYCLE\_PERSONAL\_NON\_ELECTRIC | 1 | 0.06 | 0.06 | 0.53 |
| TAXI | 32 | 1.87 | 1.87 | 2.39 |
| UBER\_LYFT | 542 | 31.66 | 31.66 | 34.05 |
| CAR\_SERVICE\_BLACK\_LIMO | 31 | 1.81 | 1.81 | 35.86 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 741 | 43.28 | 43.28 | 79.15 |
| DROVE\_ALONE\_AND\_PARKED | 130 | 7.59 | 7.59 | 86.74 |
| DROVE\_WITH\_OTHERS\_AND\_PARKED | 81 | 4.73 | 4.73 | 91.47 |
| MTS\_ROUTE\_992 | 23 | 1.34 | 1.34 | 92.82 |
| AIRPORT\_FLYER\_SHUTTLE | 31 | 1.81 | 1.81 | 94.63 |
| EMPLOYEE\_SHUTTLE | 7 | 0.41 | 0.41 | 95.04 |
| RENTAL\_CAR\_DROPPED\_OFF | 15 | 0.88 | 0.88 | 95.91 |
| RENTAL\_CAR\_PARKED | 4 | 0.23 | 0.23 | 96.14 |
| HOTEL\_SHUTTLE\_VAN | 4 | 0.23 | 0.23 | 96.38 |
| OTHER\_SHARED\_VAN | 7 | 0.41 | 0.41 | 96.79 |
| RODE\_WITH\_OTHER\_TRAVELERS\_AND\_PARKED | 8 | 0.47 | 0.47 | 97.25 |
| OTHER\_PUBLIC\_TRANSIT | 15 | 0.88 | 0.88 | 98.13 |
| OTHER | 20 | 1.17 | 1.17 | 99.3 |
| REFUSED\_NO\_ANSWER | 12 | 0.7 | 0.7 | 100.0 |

## Sdia Accessmode Decision

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| LOWEST\_COST | 20 | 24.1 | 24.1 | 24.1 |
| SHORTEST\_DOOR\_TO\_DOOR\_TRAVEL\_TIME | 15 | 18.07 | 18.07 | 42.17 |
| SMALLEST\_CHANCE\_FOR\_DELAYS | 8 | 9.64 | 9.64 | 51.81 |
| MOST\_COMFORTABLE | 13 | 15.66 | 15.66 | 67.47 |
| DEPENDS\_ON\_TIME\_OF\_DAY | 16 | 19.28 | 19.28 | 86.75 |
| DEPENDS\_ON\_TRAVEL\_PARTY | 5 | 6.02 | 6.02 | 92.77 |
| DEPENDS\_ON\_WHO\_PAYS | 2 | 2.41 | 2.41 | 95.18 |
| REFUSED | 4 | 4.82 | 4.82 | 100.0 |

## Sdia Flight Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONCE\_OR\_TWICE\_PER\_YEAR | 1484 | 35.5 | 35.5 | 35.5 |
| THREE\_TO\_FIVE\_PER\_YEAR | 975 | 23.33 | 23.33 | 58.83 |
| SIX\_TO\_TEN\_PER\_YEAR | 332 | 7.94 | 7.94 | 66.77 |
| ELEVEN\_TO\_TWENTY\_PER\_YEAR | 161 | 3.85 | 3.85 | 70.62 |
| TWENTY\_ONE\_OR\_MORE\_PER\_YEAR | 83 | 1.99 | 1.99 | 72.61 |
| NEVER | 1145 | 27.39 | 27.39 | 100.0 |

## Sdia Transit Awareness

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 575 | 14.63 | 14.63 | 14.63 |
| NO | 3349 | 85.19 | 85.19 | 99.82 |
| REFUSED | 7 | 0.18 | 0.18 | 100.0 |

## Sp Access Walk Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| LESS\_THAN\_TWO\_MINS | 44 | 6.97 | 6.97 | 6.97 |
| LESS\_THAN\_FIVE\_MINS | 161 | 25.52 | 25.52 | 32.49 |
| LESS\_THAN\_FIFTEEN\_MINS | 242 | 38.35 | 38.35 | 70.84 |
| LESS\_THAN\_THIRTY\_MINS | 166 | 26.31 | 26.31 | 97.15 |
| NOT\_INTERESTED | 18 | 2.85 | 2.85 | 100.0 |

## Sp Connection To Convention Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 96 | 18.08 | 18.08 | 18.08 |
| UNLIKELY | 93 | 17.51 | 17.51 | 35.59 |
| NEUTRAL\_DONT\_KNOW | 164 | 30.89 | 30.89 | 66.48 |
| LIKELY | 96 | 18.08 | 18.08 | 84.56 |
| VERY\_LIKELY | 82 | 15.44 | 15.44 | 100.0 |

## Sp Connection To Old Town Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 71 | 13.37 | 13.37 | 13.37 |
| UNLIKELY | 57 | 10.73 | 10.73 | 24.11 |
| NEUTRAL\_DONT\_KNOW | 159 | 29.94 | 29.94 | 54.05 |
| LIKELY | 152 | 28.63 | 28.63 | 82.67 |
| VERY\_LIKELY | 92 | 17.33 | 17.33 | 100.0 |

## Sp Connection To Santafe Depot

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 74 | 13.94 | 13.94 | 13.94 |
| UNLIKELY | 64 | 12.05 | 12.05 | 25.99 |
| NEUTRAL\_DONT\_KNOW | 178 | 33.52 | 33.52 | 59.51 |
| LIKELY | 123 | 23.16 | 23.16 | 82.67 |
| VERY\_LIKELY | 92 | 17.33 | 17.33 | 100.0 |

## Sp Dropoff Choice No Transit Access

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 11 | 9.91 | 9.91 | 9.91 |
| UNLIKELY | 14 | 12.61 | 12.61 | 22.52 |
| NEUTRAL\_DONT\_KNOW | 32 | 28.83 | 28.83 | 51.35 |
| LIKELY | 36 | 32.43 | 32.43 | 83.78 |
| VERY\_LIKELY | 18 | 16.22 | 16.22 | 100.0 |

## Sp Dropoff Choice Transit Access

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 1 | 5.26 | 5.26 | 5.26 |
| UNLIKELY | 4 | 21.05 | 21.05 | 26.32 |
| NEUTRAL\_DONT\_KNOW | 6 | 31.58 | 31.58 | 57.89 |
| LIKELY | 2 | 10.53 | 10.53 | 68.42 |
| VERY\_LIKELY | 6 | 31.58 | 31.58 | 100.0 |

## Sp Dropoff Escort

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| SPOUSE\_PARTNER | 43 | 33.08 | 33.08 | 33.08 |
| PARENT | 16 | 12.31 | 12.31 | 45.38 |
| CHILD | 11 | 8.46 | 8.46 | 53.85 |
| OTHER\_RELATIVE | 22 | 16.92 | 16.92 | 70.77 |
| FRIEND | 32 | 24.62 | 24.62 | 95.38 |
| COLLEAGUE | 1 | 0.77 | 0.77 | 96.15 |
| OTHER | 5 | 3.85 | 3.85 | 100.0 |

## Sp Feature Early Morning

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 89 | 14.1 | 14.1 | 14.1 |
| SLIGHTLY\_IMPORTANT | 136 | 21.55 | 21.55 | 35.66 |
| IMPORTANT | 172 | 27.26 | 27.26 | 62.92 |
| VERY\_IMPORTANT | 142 | 22.5 | 22.5 | 85.42 |
| EXTREMELY\_IMPORTANT | 92 | 14.58 | 14.58 | 100.0 |

## Sp Feature Late Night

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 37 | 5.86 | 5.86 | 5.86 |
| SLIGHTLY\_IMPORTANT | 88 | 13.95 | 13.95 | 19.81 |
| IMPORTANT | 183 | 29.0 | 29.0 | 48.81 |
| VERY\_IMPORTANT | 192 | 30.43 | 30.43 | 79.24 |
| EXTREMELY\_IMPORTANT | 131 | 20.76 | 20.76 | 100.0 |

## Sp Feature Luggage Rack

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 91 | 14.42 | 14.42 | 14.42 |
| SLIGHTLY\_IMPORTANT | 170 | 26.94 | 26.94 | 41.36 |
| IMPORTANT | 198 | 31.38 | 31.38 | 72.74 |
| VERY\_IMPORTANT | 123 | 19.49 | 19.49 | 92.23 |
| EXTREMELY\_IMPORTANT | 49 | 7.77 | 7.77 | 100.0 |

## Sp Feature No Delay

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 18 | 2.85 | 2.85 | 2.85 |
| SLIGHTLY\_IMPORTANT | 55 | 8.72 | 8.72 | 11.57 |
| IMPORTANT | 174 | 27.58 | 27.58 | 39.14 |
| VERY\_IMPORTANT | 185 | 29.32 | 29.32 | 68.46 |
| EXTREMELY\_IMPORTANT | 199 | 31.54 | 31.54 | 100.0 |

## Sp Feature Seats Transit

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 33 | 5.23 | 5.23 | 5.23 |
| SLIGHTLY\_IMPORTANT | 89 | 14.1 | 14.1 | 19.33 |
| IMPORTANT | 184 | 29.16 | 29.16 | 48.49 |
| VERY\_IMPORTANT | 184 | 29.16 | 29.16 | 77.65 |
| EXTREMELY\_IMPORTANT | 141 | 22.35 | 22.35 | 100.0 |

## Sp Feature Seats Transit Stop

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 96 | 15.21 | 15.21 | 15.21 |
| SLIGHTLY\_IMPORTANT | 153 | 24.25 | 24.25 | 39.46 |
| IMPORTANT | 178 | 28.21 | 28.21 | 67.67 |
| VERY\_IMPORTANT | 129 | 20.44 | 20.44 | 88.11 |
| EXTREMELY\_IMPORTANT | 75 | 11.89 | 11.89 | 100.0 |

## Sp Feature Short Wait

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 38 | 6.02 | 6.02 | 6.02 |
| SLIGHTLY\_IMPORTANT | 116 | 18.38 | 18.38 | 24.41 |
| IMPORTANT | 195 | 30.9 | 30.9 | 55.31 |
| VERY\_IMPORTANT | 159 | 25.2 | 25.2 | 80.51 |
| EXTREMELY\_IMPORTANT | 123 | 19.49 | 19.49 | 100.0 |

## Sp Feature Weekend Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 16 | 2.54 | 2.54 | 2.54 |
| SLIGHTLY\_IMPORTANT | 34 | 5.39 | 5.39 | 7.92 |
| IMPORTANT | 201 | 31.85 | 31.85 | 39.78 |
| VERY\_IMPORTANT | 218 | 34.55 | 34.55 | 74.33 |
| EXTREMELY\_IMPORTANT | 162 | 25.67 | 25.67 | 100.0 |

## Sp Invitation

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 1222 | 29.27 | 29.27 | 29.27 |
| NO | 2946 | 70.56 | 70.56 | 99.83 |
| REFUSED | 7 | 0.17 | 0.17 | 100.0 |

## Sp Number Of Transfers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONE | 355 | 57.91 | 57.91 | 57.91 |
| TWO | 134 | 21.86 | 21.86 | 79.77 |
| THREE\_OR\_MORE | 10 | 1.63 | 1.63 | 81.4 |
| NOT\_WILLING\_TO\_TRANSFER | 114 | 18.6 | 18.6 | 100.0 |

## Sp Rental Choice No Transit

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 5 | 10.87 | 10.87 | 10.87 |
| UNLIKELY | 5 | 10.87 | 10.87 | 21.74 |
| NEUTRAL\_DONT\_KNOW | 9 | 19.57 | 19.57 | 41.3 |
| LIKELY | 11 | 23.91 | 23.91 | 65.22 |
| VERY\_LIKELY | 16 | 34.78 | 34.78 | 100.0 |

## Sp Taxi Choice Dropoff Station

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 22 | 12.02 | 12.02 | 12.02 |
| UNLIKELY | 37 | 20.22 | 20.22 | 32.24 |
| NEUTRAL\_DONT\_KNOW | 49 | 26.78 | 26.78 | 59.02 |
| LIKELY | 49 | 26.78 | 26.78 | 85.79 |
| VERY\_LIKELY | 26 | 14.21 | 14.21 | 100.0 |

## State Of Residence

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ALABAMA | 9 | 0.48 | 0.48 | 0.48 |
| ALASKA | 10 | 0.53 | 0.53 | 1.01 |
| ARIZONA | 83 | 4.41 | 4.41 | 5.43 |
| ARKANSAS | 10 | 0.53 | 0.53 | 5.96 |
| CALIFORNIA | 6 | 0.32 | 0.32 | 6.28 |
| COLORADO | 113 | 6.01 | 6.01 | 12.29 |
| CONNECTICUT | 23 | 1.22 | 1.22 | 13.51 |
| DELAWARE | 2 | 0.11 | 0.11 | 13.62 |
| DISTRICT\_OF\_COLUMBIA | 17 | 0.9 | 0.9 | 14.52 |
| FLORIDA | 70 | 3.72 | 3.72 | 18.24 |
| GEORGIA | 71 | 3.78 | 3.78 | 22.02 |
| GUAM | 1 | 0.05 | 0.05 | 22.07 |
| HAWAII | 48 | 2.55 | 2.55 | 24.63 |
| IDAHO | 35 | 1.86 | 1.86 | 26.49 |
| ILLINOIS | 65 | 3.46 | 3.46 | 29.95 |
| INDIANA | 24 | 1.28 | 1.28 | 31.22 |
| IOWA | 18 | 0.96 | 0.96 | 32.18 |
| KANSAS | 14 | 0.74 | 0.74 | 32.93 |
| KENTUCKY | 8 | 0.43 | 0.43 | 33.35 |
| LOUISIANA | 17 | 0.9 | 0.9 | 34.26 |
| MAINE | 7 | 0.37 | 0.37 | 34.63 |
| MARYLAND | 26 | 1.38 | 1.38 | 36.01 |
| MASSACHUSETTS | 57 | 3.03 | 3.03 | 39.04 |
| MICHIGAN | 53 | 2.82 | 2.82 | 41.86 |
| MINNESOTA | 44 | 2.34 | 2.34 | 44.2 |
| MISSISSIPPI | 7 | 0.37 | 0.37 | 44.57 |
| MISSOURI | 20 | 1.06 | 1.06 | 45.64 |
| MONTANA | 11 | 0.59 | 0.59 | 46.22 |
| NEBRASKA | 13 | 0.69 | 0.69 | 46.91 |
| NEVADA | 65 | 3.46 | 3.46 | 50.37 |
| NEW\_HAMPSHIRE | 5 | 0.27 | 0.27 | 50.64 |
| NEW\_JERSEY | 27 | 1.44 | 1.44 | 52.07 |
| NEW\_MEXICO | 17 | 0.9 | 0.9 | 52.98 |
| NEW\_YORK | 92 | 4.89 | 4.89 | 57.87 |
| NORTH\_CAROLINA | 35 | 1.86 | 1.86 | 59.73 |
| NORTH\_DAKOTA | 3 | 0.16 | 0.16 | 59.89 |
| NORTHERN\_MARIANA\_ISLANDS | 1 | 0.05 | 0.05 | 59.95 |
| OHIO | 31 | 1.65 | 1.65 | 61.6 |
| OKLAHOMA | 15 | 0.8 | 0.8 | 62.39 |
| OREGON | 77 | 4.1 | 4.1 | 66.49 |
| PENNSYLVANIA | 29 | 1.54 | 1.54 | 68.03 |
| RHODE\_ISLAND | 5 | 0.27 | 0.27 | 68.3 |
| SOUTH\_CAROLINA | 9 | 0.48 | 0.48 | 68.78 |
| SOUTH\_DAKOTA | 10 | 0.53 | 0.53 | 69.31 |
| TENNESSEE | 18 | 0.96 | 0.96 | 70.27 |
| TEXAS | 219 | 11.65 | 11.65 | 81.91 |
| UTAH | 77 | 4.1 | 4.1 | 86.01 |
| VERMONT | 3 | 0.16 | 0.16 | 86.17 |
| VIRGINIA | 40 | 2.13 | 2.13 | 88.3 |
| WASHINGTON | 182 | 9.68 | 9.68 | 97.98 |
| WEST\_VIRGINIA | 1 | 0.05 | 0.05 | 98.03 |
| WISCONSIN | 31 | 1.65 | 1.65 | 99.68 |
| WYOMING | 6 | 0.32 | 0.32 | 100.0 |

## Stay Informed

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 84 | 2.85 | 2.85 | 2.85 |
| NO | 2862 | 97.15 | 97.15 | 100.0 |

## Trip Arrival Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| FIVE\_TO\_FIVE\_THIRTY | 10 | 0.24 | 0.24 | 0.24 |
| FIVE\_THIRTY\_TO\_SIX | 21 | 0.5 | 0.5 | 0.74 |
| SIX\_TO\_SIX\_THIRTY | 47 | 1.12 | 1.12 | 1.87 |
| SIX\_THIRTY\_TO\_SEVEN | 73 | 1.75 | 1.75 | 3.61 |
| SEVEN\_TO\_SEVEN\_THIRTY | 158 | 3.78 | 3.78 | 7.39 |
| SEVEN\_THIRTY\_TO\_EIGHT | 180 | 4.31 | 4.31 | 11.7 |
| EIGHT\_TO\_EIGHT\_THIRTY | 220 | 5.26 | 5.26 | 16.96 |
| EIGHT\_THIRTY\_TO\_NINE | 246 | 5.89 | 5.89 | 22.85 |
| NINE\_TO\_NINE\_THIRTY | 239 | 5.72 | 5.72 | 28.56 |
| NINE\_THIRTY\_TO\_TEN | 216 | 5.17 | 5.17 | 33.73 |
| TEN\_TO\_TEN\_THIRTY | 208 | 4.98 | 4.98 | 38.71 |
| TEN\_THIRTY\_TO\_ELEVEN | 170 | 4.07 | 4.07 | 42.78 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 188 | 4.5 | 4.5 | 47.27 |
| ELEVEN\_THIRTY\_TO\_NOON | 186 | 4.45 | 4.45 | 51.72 |
| NOON\_TO\_TWELVE\_THIRTY | 213 | 5.1 | 5.1 | 56.82 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 189 | 4.52 | 4.52 | 61.34 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 196 | 4.69 | 4.69 | 66.03 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 146 | 3.49 | 3.49 | 69.52 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 145 | 3.47 | 3.47 | 72.99 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 143 | 3.42 | 3.42 | 76.41 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 130 | 3.11 | 3.11 | 79.52 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 108 | 2.58 | 2.58 | 82.11 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 97 | 2.32 | 2.32 | 84.43 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 71 | 1.7 | 1.7 | 86.12 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 78 | 1.87 | 1.87 | 87.99 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 91 | 2.18 | 2.18 | 90.17 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 109 | 2.61 | 2.61 | 92.78 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 82 | 1.96 | 1.96 | 94.74 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 67 | 1.6 | 1.6 | 96.34 |
| NINETEEN\_THIRTY\_TO\_TWENTY | 51 | 1.22 | 1.22 | 97.56 |
| TWENTY\_TO\_TWENTY\_THIRTY | 39 | 0.93 | 0.93 | 98.49 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 32 | 0.77 | 0.77 | 99.26 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 11 | 0.26 | 0.26 | 99.52 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 9 | 0.22 | 0.22 | 99.74 |
| TWENTY\_TWO\_TO\_TWENTY\_TWO\_THIRTY | 2 | 0.05 | 0.05 | 99.78 |
| TWO\_TO\_TWO\_THIRTY | 1 | 0.02 | 0.02 | 99.81 |
| THREE\_TO\_THREE\_THIRTY | 2 | 0.05 | 0.05 | 99.86 |
| THREE\_THIRTY\_TO\_FOUR | 1 | 0.02 | 0.02 | 99.88 |
| FOUR\_TO\_FOUR\_THIRTY | 3 | 0.07 | 0.07 | 99.95 |
| FOUR\_THIRTY\_TO\_FIVE | 2 | 0.05 | 0.05 | 100.0 |

## Trip Start Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| FIVE\_TO\_FIVE\_THIRTY | 39 | 0.93 | 0.93 | 0.93 |
| FIVE\_THIRTY\_TO\_SIX | 45 | 1.08 | 1.08 | 2.01 |
| SIX\_TO\_SIX\_THIRTY | 100 | 2.39 | 2.39 | 4.4 |
| SIX\_THIRTY\_TO\_SEVEN | 141 | 3.37 | 3.37 | 7.78 |
| SEVEN\_TO\_SEVEN\_THIRTY | 245 | 5.86 | 5.86 | 13.64 |
| SEVEN\_THIRTY\_TO\_EIGHT | 195 | 4.67 | 4.67 | 18.3 |
| EIGHT\_TO\_EIGHT\_THIRTY | 283 | 6.77 | 6.77 | 25.07 |
| EIGHT\_THIRTY\_TO\_NINE | 176 | 4.21 | 4.21 | 29.28 |
| NINE\_TO\_NINE\_THIRTY | 258 | 6.17 | 6.17 | 35.45 |
| NINE\_THIRTY\_TO\_TEN | 187 | 4.47 | 4.47 | 39.93 |
| TEN\_TO\_TEN\_THIRTY | 194 | 4.64 | 4.64 | 44.57 |
| TEN\_THIRTY\_TO\_ELEVEN | 163 | 3.9 | 3.9 | 48.47 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 213 | 5.1 | 5.1 | 53.56 |
| ELEVEN\_THIRTY\_TO\_NOON | 171 | 4.09 | 4.09 | 57.66 |
| NOON\_TO\_TWELVE\_THIRTY | 238 | 5.69 | 5.69 | 63.35 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 147 | 3.52 | 3.52 | 66.87 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 177 | 4.23 | 4.23 | 71.1 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 101 | 2.42 | 2.42 | 73.52 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 150 | 3.59 | 3.59 | 77.11 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 116 | 2.78 | 2.78 | 79.88 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 129 | 3.09 | 3.09 | 82.97 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 73 | 1.75 | 1.75 | 84.71 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 88 | 2.11 | 2.11 | 86.82 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 62 | 1.48 | 1.48 | 88.3 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 100 | 2.39 | 2.39 | 90.69 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 86 | 2.06 | 2.06 | 92.75 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 105 | 2.51 | 2.51 | 95.26 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 49 | 1.17 | 1.17 | 96.44 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 58 | 1.39 | 1.39 | 97.82 |
| NINETEEN\_THIRTY\_TO\_TWENTY | 23 | 0.55 | 0.55 | 98.37 |
| TWENTY\_TO\_TWENTY\_THIRTY | 31 | 0.74 | 0.74 | 99.11 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 6 | 0.14 | 0.14 | 99.26 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 10 | 0.24 | 0.24 | 99.5 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 3 | 0.07 | 0.07 | 99.57 |
| ONE\_THIRTY\_TO\_TWO | 1 | 0.02 | 0.02 | 99.59 |
| TWO\_TO\_TWO\_THIRTY | 6 | 0.14 | 0.14 | 99.74 |
| TWO\_THIRTY\_TO\_THREE | 1 | 0.02 | 0.02 | 99.76 |
| FOUR\_TO\_FOUR\_THIRTY | 1 | 0.02 | 0.02 | 99.78 |
| FOUR\_THIRTY\_TO\_FIVE | 9 | 0.22 | 0.22 | 100.0 |