# Segment Columns Summary

## Marketsegment

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| PASSENGER | 8439 | 92.76 | 80.8 | 92.76 |
| EMPLOYEE | 659 | 7.24 | 19.2 | 100.0 |

## Passenger Type

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ARRIVING | 4312 | 51.1 | 49.71 | 51.1 |
| DEPARTING | 4127 | 48.9 | 50.29 | 100.0 |

# Segment: EMPLOYEE | nan

## Access Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 64 | 38.79 | 55.52 | 38.79 |
| RIDEHAIL\_TAXI | 4 | 2.42 | 2.45 | 41.21 |
| PUBLIC\_TRANSPORTATION | 7 | 4.24 | 7.42 | 45.45 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 25 | 15.15 | 17.8 | 60.61 |
| PERSONAL\_CAR\_PARKED | 65 | 39.39 | 16.81 | 100.0 |

## Access Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 64 | 38.79 | 55.52 | 38.79 |
| UBER\_LYFT | 3 | 1.82 | 2.19 | 40.61 |
| CAR\_SERVICE\_BLACK\_LIMO | 1 | 0.61 | 0.26 | 41.21 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 25 | 15.15 | 17.8 | 56.36 |
| DROVE\_ALONE\_AND\_PARKED | 64 | 38.79 | 16.55 | 95.15 |
| DROVE\_WITH\_OTHERS\_AND\_PARKED | 1 | 0.61 | 0.26 | 95.76 |
| OTHER\_PUBLIC\_TRANSIT | 7 | 4.24 | 7.42 | 100.0 |

## Age

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| AGE\_18\_19 | 6 | 0.91 | 0.93 | 0.91 |
| AGE\_20\_24 | 42 | 6.37 | 5.58 | 7.28 |
| AGE\_25\_29 | 105 | 15.93 | 13.11 | 23.22 |
| AGE\_30\_34 | 97 | 14.72 | 13.32 | 37.94 |
| AGE\_35\_39 | 87 | 13.2 | 13.78 | 51.14 |
| AGE\_40\_44 | 64 | 9.71 | 10.6 | 60.85 |
| AGE\_45\_49 | 54 | 8.19 | 9.09 | 69.04 |
| AGE\_50\_54 | 55 | 8.35 | 8.81 | 77.39 |
| AGE\_55\_59 | 61 | 9.26 | 10.44 | 86.65 |
| AGE\_60\_64 | 47 | 7.13 | 7.9 | 93.78 |
| AGE\_65\_74 | 25 | 3.79 | 4.3 | 97.57 |
| AGE\_75\_OR\_MORE | 5 | 0.76 | 0.68 | 98.33 |
| PREFER\_NOT\_TO\_SAY | 11 | 1.67 | 1.46 | 100.0 |

## Commute Mode Decision

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| LOWEST\_COST | 16 | 20.25 | 17.21 | 20.25 |
| SHORTEST\_DOOR\_TO\_DOOR\_TRAVEL\_TIME | 16 | 20.25 | 19.88 | 40.51 |
| SMALLEST\_CHANCE\_FOR\_DELAYS | 4 | 5.06 | 5.59 | 45.57 |
| MOST\_COMFORTABLE | 13 | 16.46 | 16.35 | 62.03 |
| DEPENDS\_ON\_TIME\_OF\_DAY | 23 | 29.11 | 31.33 | 91.14 |
| OTHER\_SPECIFY | 3 | 3.8 | 4.66 | 94.94 |
| REFUSED | 4 | 5.06 | 4.97 | 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 | 0.36 | 0.3 |
| ALASKA\_AIRLINES | 45 | 6.83 | 6.48 | 7.13 |
| ALLEGIANT\_AIR | 1 | 0.15 | 0.18 | 7.28 |
| AMERICAN\_AIRLINES | 12 | 1.82 | 1.87 | 9.1 |
| ARTISAN\_MARKET | 3 | 0.46 | 0.54 | 9.56 |
| ASPIRE\_LOUNGE | 4 | 0.61 | 0.72 | 10.17 |
| BANKERS\_HILL\_BAR\_AND\_MARKET | 2 | 0.3 | 0.29 | 10.47 |
| BAY\_BOOKS\_OF\_CORONADO | 2 | 0.3 | 0.36 | 10.77 |
| BEAUDEVIN\_VINE\_AND\_TAPAS\_BAR | 1 | 0.15 | 0.03 | 10.93 |
| BRITISH\_AIRWAYS | 2 | 0.3 | 0.29 | 11.23 |
| BROOKSTONE | 1 | 0.15 | 0.18 | 11.38 |
| BUBBLES\_SEAFOOD\_AND\_WINE\_BAR | 1 | 0.15 | 0.18 | 11.53 |
| CALIFORNIA\_PIZZA\_KITCHEN | 2 | 0.3 | 0.06 | 11.84 |
| CAMDEN\_FOOD\_CO | 2 | 0.3 | 0.36 | 12.14 |
| CIAO\_GOURMET\_MARKET | 2 | 0.3 | 0.21 | 12.44 |
| CNBC\_EXPRESS | 5 | 0.76 | 0.3 | 13.2 |
| CNBC\_NEWS\_SAN\_DIEGO | 1 | 0.15 | 0.18 | 13.35 |
| DARK\_HORSE\_COFFEE\_ROASTERS | 2 | 0.3 | 0.36 | 13.66 |
| DELTA\_AIRLINES | 24 | 3.64 | 3.58 | 17.3 |
| DELTA\_SKY\_CLUB | 2 | 0.3 | 0.29 | 17.6 |
| DISCOVER\_SAN\_DIEGO | 1 | 0.15 | 0.18 | 17.75 |
| EINSTEIN\_BROS\_BAGELS | 8 | 1.21 | 1.22 | 18.97 |
| ELEGANT\_DESSERTS | 2 | 0.3 | 0.21 | 19.27 |
| FRONTIER\_AIRLINES | 1 | 0.15 | 0.11 | 19.42 |
| GASLAMP\_MARKETPLACE | 2 | 0.3 | 0.36 | 19.73 |
| HAWAIIAN\_AIRLINES | 1 | 0.15 | 0.18 | 19.88 |
| HUDSON\_NEWS | 13 | 1.97 | 1.45 | 21.85 |
| INMOTION\_ENTERTAINMENT | 2 | 0.3 | 0.29 | 22.15 |
| JACK\_IN\_THE\_BOX | 7 | 1.06 | 0.74 | 23.22 |
| JETBLUE | 2 | 0.3 | 0.36 | 23.52 |
| OLD\_TOWN\_NEWS\_AND\_MARKET | 1 | 0.15 | 0.03 | 23.67 |
| PACIFICA\_BREEZE\_CAFE | 1 | 0.15 | 0.18 | 23.82 |
| PANDA\_EXPRESS | 3 | 0.46 | 0.09 | 24.28 |
| PANNIKIN\_COFFEE\_AND\_TEA | 3 | 0.46 | 0.54 | 24.73 |
| PEETS\_COFFEE\_AND\_TEA | 4 | 0.61 | 0.35 | 25.34 |
| PGA\_TOUR\_GRILL | 1 | 0.15 | 0.18 | 25.49 |
| PHILS\_BBQ | 7 | 1.06 | 0.96 | 26.56 |
| PRADO\_AT\_THE\_AIRPORT | 1 | 0.15 | 0.18 | 26.71 |
| QDOBA\_MEXICAN\_GRILL | 3 | 0.46 | 0.09 | 27.16 |
| RIP\_CURL | 1 | 0.15 | 0.18 | 27.31 |
| SAN\_LIFE\_MARKET | 1 | 0.15 | 0.18 | 27.47 |
| SAND\_NEWS | 1 | 0.15 | 0.18 | 27.62 |
| SKY\_FREE\_SHOP | 3 | 0.46 | 0.47 | 28.07 |
| SOUNDBALANCE | 1 | 0.15 | 0.03 | 28.22 |
| SOUTHWEST\_AIRLINES | 28 | 4.25 | 4.16 | 32.47 |
| SPIRIT | 4 | 0.61 | 0.65 | 33.08 |
| STARBUCKS | 8 | 1.21 | 0.47 | 34.29 |
| STELLAR\_NEWS\_EXPRESS | 1 | 0.15 | 0.18 | 34.45 |
| STONE\_BREWING\_COMPANY | 1 | 0.15 | 0.03 | 34.6 |
| SUNCOUNTY\_AIRLINES | 2 | 0.3 | 0.36 | 34.9 |
| SWAROVSKI | 2 | 0.3 | 0.21 | 35.2 |
| TECH\_ON\_THE\_GO | 1 | 0.15 | 0.18 | 35.36 |
| THE\_BEACH\_HOUSE | 2 | 0.3 | 0.36 | 35.66 |
| THE\_COUNTER\_CUSTOM\_BUILT\_BURGERS | 2 | 0.3 | 0.36 | 35.96 |
| TOMMY\_VS\_PIZZERIA | 2 | 0.3 | 0.36 | 36.27 |
| TRANSPORTATION\_SECURITY\_ADMINISTRATION\_TSA | 28 | 4.25 | 4.6 | 40.52 |
| UNITED\_AIRLINES | 28 | 4.25 | 4.16 | 44.76 |
| UNITED\_CLUB | 1 | 0.15 | 0.18 | 44.92 |
| UNITED\_SERVICE\_ORGANIZATIONS | 2 | 0.3 | 0.36 | 45.22 |
| URBAN\_CRAVE | 4 | 0.61 | 0.65 | 45.83 |
| WARWICKS\_OF\_LA\_JOLLA | 1 | 0.15 | 0.18 | 45.98 |
| WESTJET | 3 | 0.46 | 0.47 | 46.43 |
| SDCRAA\_SDIA | 163 | 24.73 | 28.86 | 71.17 |
| FLAGSHIP | 5 | 0.76 | 0.69 | 71.93 |
| HMS\_HOST | 4 | 0.61 | 0.5 | 72.53 |
| OTHER\_SPECIFY | 181 | 27.47 | 26.46 | 100.0 |

## Gender

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| MALE | 315 | 47.8 | 46.35 | 47.8 |
| FEMALE | 330 | 50.08 | 51.88 | 97.88 |
| NON\_BINARY\_THIRD\_GENDER | 2 | 0.3 | 0.36 | 98.18 |
| PREFER\_NOT\_TO\_SAY | 11 | 1.67 | 1.24 | 99.85 |
| REFUSED | 1 | 0.15 | 0.18 | 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 | 1.16 | 1.21 |
| BETWEEN\_15K\_20K | 3 | 0.46 | 0.39 | 1.67 |
| BETWEEN\_20K\_25K | 5 | 0.76 | 0.61 | 2.43 |
| BETWEEN\_25K\_30K | 8 | 1.21 | 0.92 | 3.64 |
| BETWEEN\_30K\_35K | 13 | 1.97 | 1.83 | 5.61 |
| BETWEEN\_35K\_40K | 11 | 1.67 | 1.84 | 7.28 |
| BETWEEN\_40K\_45K | 17 | 2.58 | 2.62 | 9.86 |
| BETWEEN\_45K\_50K | 16 | 2.43 | 2.52 | 12.29 |
| BETWEEN\_50K\_60K | 37 | 5.61 | 5.8 | 17.91 |
| BETWEEN\_60K\_75K | 64 | 9.71 | 10.67 | 27.62 |
| BETWEEN\_75K\_100K | 94 | 14.26 | 14.9 | 41.88 |
| BETWEEN\_100K\_150K | 91 | 13.81 | 14.41 | 55.69 |
| BETWEEN\_150\_199K | 71 | 10.77 | 11.71 | 66.46 |
| PREFER\_NOT\_TO\_SAY | 165 | 25.04 | 20.64 | 91.5 |
| BETWEEN\_200\_299K | 44 | 6.68 | 7.81 | 98.18 |
| MORE\_THAN\_300K | 12 | 1.82 | 2.17 | 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 | 17.28 | 13.81 |
| TERMINAL\_2 | 206 | 49.05 | 58.1 | 62.86 |
| ONBOARD\_992 | 44 | 10.48 | 8.32 | 73.33 |
| ONBOARD\_FLYER | 11 | 2.62 | 0.8 | 75.95 |
| RENTAL\_CENTER | 1 | 0.24 | 0.31 | 76.19 |
| PASSENGER\_PARKING | 26 | 6.19 | 7.97 | 82.38 |
| EMPLOYEE\_PARKING | 74 | 17.62 | 7.23 | 100.0 |

## Is Income Below Poverty

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 22 | 13.1 | 16.37 | 13.1 |
| NO | 146 | 86.9 | 83.63 | 100.0 |

## Main Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 1 | 0.15 | 0.18 | 0.15 |
| MICROMOBILITY\_SHARED | 1 | 0.15 | 0.18 | 0.3 |
| MICROMOBILITY\_PERSONAL | 10 | 1.52 | 1.81 | 1.82 |
| RIDEHAIL\_TAXI | 15 | 2.28 | 2.71 | 4.1 |
| PUBLIC\_TRANSPORTATION | 5 | 0.76 | 0.9 | 4.86 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 32 | 4.86 | 5.78 | 9.71 |
| PERSONAL\_CAR\_PARKED | 414 | 62.82 | 74.82 | 72.53 |
| SHARED\_SHUTTLE\_VAN | 12 | 1.82 | 2.17 | 74.36 |
| BUS\_992 | 79 | 11.99 | 8.54 | 86.34 |
| AIRPORT\_FLYER\_SHUTTLE | 88 | 13.35 | 2.54 | 99.7 |
| RENTAL\_CAR | 2 | 0.3 | 0.36 | 100.0 |

## Main Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 1 | 0.15 | 0.18 | 0.15 |
| BICYCLE\_NON\_ELECTRIC\_BIKESHARE | 1 | 0.15 | 0.18 | 0.3 |
| BICYCLE\_PERSONAL\_ELECTRIC | 7 | 1.06 | 1.26 | 1.37 |
| BICYCLE\_PERSONAL\_NON\_ELECTRIC | 2 | 0.3 | 0.36 | 1.67 |
| E\_SCOOTER\_PERSONAL | 1 | 0.15 | 0.18 | 1.82 |
| TAXI | 2 | 0.3 | 0.36 | 2.12 |
| UBER\_LYFT | 11 | 1.67 | 1.99 | 3.79 |
| CAR\_SERVICE\_BLACK\_LIMO | 2 | 0.3 | 0.36 | 4.1 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 31 | 4.7 | 5.6 | 8.8 |
| DROVE\_ALONE\_AND\_PARKED | 391 | 59.33 | 70.66 | 68.13 |
| DROVE\_WITH\_OTHERS\_AND\_PARKED | 19 | 2.88 | 3.43 | 71.02 |
| MTS\_ROUTE\_992 | 79 | 11.99 | 8.54 | 83.0 |
| AIRPORT\_FLYER\_SHUTTLE | 88 | 13.35 | 2.54 | 96.36 |
| RENTAL\_CAR\_DROPPED\_OFF | 1 | 0.15 | 0.18 | 96.51 |
| RENTAL\_CAR\_PARKED | 1 | 0.15 | 0.18 | 96.66 |
| HOTEL\_SHUTTLE\_VAN | 12 | 1.82 | 2.17 | 98.48 |
| PICKED\_UP\_BY\_FAMILY\_FRIEND | 1 | 0.15 | 0.18 | 98.63 |
| GET\_IN\_PARKED\_VEHICLE\_AND\_DRIVE\_ALONE | 3 | 0.46 | 0.54 | 99.09 |
| GET\_IN\_PARKED\_VEHICLE\_AND\_DRIVE\_WITH\_OTHERS | 1 | 0.15 | 0.18 | 99.24 |
| OTHER\_PUBLIC\_TRANSIT | 5 | 0.76 | 0.9 | 100.0 |

## Main Transit Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| MTS\_ROUTE\_992 | 79 | 11.99 | 8.54 | 11.99 |
| AIRPORT\_FLYER\_SHUTTLE | 85 | 12.9 | 2.46 | 24.89 |
| OTHER | 495 | 75.11 | 89.0 | 100.0 |

## Number Commute Days

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ZERO | 5 | 0.76 | 0.83 | 0.76 |
| ONE | 34 | 5.16 | 5.62 | 5.92 |
| TWO | 60 | 9.1 | 9.57 | 15.02 |
| THREE | 65 | 9.86 | 11.15 | 24.89 |
| FOUR | 79 | 11.99 | 12.11 | 36.87 |
| FIVE | 379 | 57.51 | 54.4 | 94.39 |
| SIX | 24 | 3.64 | 4.04 | 98.03 |
| SEVEN | 13 | 1.97 | 2.28 | 100.0 |

## Number Hours Worked

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ZERO | 5 | 0.76 | 0.9 | 0.76 |
| ONE\_TO\_TEN | 23 | 3.49 | 4.01 | 4.25 |
| ELEVEN\_TO\_TWENTY | 29 | 4.4 | 4.49 | 8.65 |
| TWENTY\_ONE\_TO\_THIRTY | 59 | 8.95 | 8.49 | 17.6 |
| THIRTY\_ONE\_TO\_FORTY | 340 | 51.59 | 48.4 | 69.2 |
| FORTY\_ONE\_TO\_FIFTY | 172 | 26.1 | 28.56 | 95.3 |
| FIFTY\_ONE\_TO\_SIXTY | 21 | 3.19 | 3.42 | 98.48 |
| SIXTY\_ONE\_TO\_SEVENTY | 4 | 0.61 | 0.65 | 99.09 |
| SEVENTY\_ONE\_TO\_EIGHTY | 3 | 0.46 | 0.54 | 99.54 |
| MORE\_THAN\_EIGHTY | 3 | 0.46 | 0.54 | 100.0 |

## Number Persons In Household

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONE | 73 | 11.08 | 11.32 | 11.08 |
| TWO | 213 | 32.32 | 32.51 | 43.4 |
| THREE | 156 | 23.67 | 22.85 | 67.07 |
| FOUR | 127 | 19.27 | 19.74 | 86.34 |
| FIVE | 58 | 8.8 | 8.84 | 95.14 |
| SIX | 19 | 2.88 | 2.85 | 98.03 |
| SEVEN | 7 | 1.06 | 0.89 | 99.09 |
| EIGHT | 2 | 0.3 | 0.29 | 99.39 |
| NINE | 2 | 0.3 | 0.36 | 99.7 |
| TEN\_OR\_MORE | 2 | 0.3 | 0.36 | 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 | 48.94 | 63.41 |
| ONE | 45 | 27.44 | 39.92 | 90.85 |
| TWO | 15 | 9.15 | 11.14 | 100.0 |

## Number Vehicles

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 28 | 4.25 | 3.36 | 4.25 |
| ONE | 170 | 25.8 | 24.37 | 30.05 |
| TWO | 316 | 47.95 | 48.76 | 78.0 |
| THREE | 99 | 15.02 | 16.02 | 93.02 |
| FOUR | 30 | 4.55 | 4.97 | 97.57 |
| FIVE | 10 | 1.52 | 1.58 | 99.09 |
| SIX | 4 | 0.61 | 0.57 | 99.7 |
| SEVEN | 1 | 0.15 | 0.18 | 99.85 |
| EIGHT\_OR\_MORE | 1 | 0.15 | 0.18 | 100.0 |

## Number Workers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONE | 178 | 27.01 | 28.14 | 27.01 |
| TWO | 329 | 49.92 | 50.76 | 76.93 |
| THREE | 101 | 15.33 | 14.5 | 92.26 |
| FOUR | 37 | 5.61 | 4.9 | 97.88 |
| FIVE | 8 | 1.21 | 0.85 | 99.09 |
| SIX | 4 | 0.61 | 0.5 | 99.7 |
| SEVEN | 1 | 0.15 | 0.18 | 99.85 |
| NINE | 1 | 0.15 | 0.18 | 100.0 |

## Occupation Detail

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WORK\_NEAR\_PASSENGERS | 10 | 7.25 | 6.68 | 7.25 |
| WORK\_IN\_OFFICE | 58 | 42.03 | 43.04 | 49.28 |
| WORK\_ELSEWHERE | 1 | 0.72 | 0.76 | 50.0 |
| REFUSED | 69 | 50.0 | 49.51 | 100.0 |

## Occupation

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| AIRCRAFT\_MECHANIC | 4 | 0.61 | 0.57 | 0.61 |
| PILOT | 4 | 0.61 | 0.57 | 1.21 |
| AIRCRAFT\_SVC\_ATTENDANT | 6 | 0.91 | 1.01 | 2.12 |
| AIR\_TRAFFIC\_CONTROLLER | 4 | 0.61 | 0.72 | 2.73 |
| FLIGHT\_ATTENDANT | 38 | 5.77 | 5.59 | 8.5 |
| TICKET\_AGENT | 41 | 6.22 | 7.03 | 14.72 |
| CARGO\_AGENT | 31 | 4.7 | 3.73 | 19.42 |
| CARGO\_HANDLER | 17 | 2.58 | 2.63 | 22.0 |
| BLDG\_MAINTENANCE\_CLEANING | 38 | 5.77 | 5.77 | 27.77 |
| PARKING\_ATTENDANT | 12 | 1.82 | 0.8 | 29.59 |
| DRIVER | 1 | 0.15 | 0.11 | 29.74 |
| TSA | 25 | 3.79 | 4.06 | 33.54 |
| LAW\_ENFORCEMENT | 7 | 1.06 | 1.26 | 34.6 |
| GENERAL\_AND\_OPERATIONS\_MANAGERS | 54 | 8.19 | 9.16 | 42.79 |
| PROGRAM\_AND\_PROJECT\_MANAGERS | 26 | 3.95 | 4.63 | 46.74 |
| RETAIL\_RESTAURANT | 96 | 14.57 | 11.55 | 61.31 |
| CONSTRUCTION | 17 | 2.58 | 3.0 | 63.88 |
| OTHER\_LABORERS | 4 | 0.61 | 0.57 | 64.49 |
| OTHER\_CUSTOMER\_SUPPORT | 12 | 1.82 | 1.72 | 66.31 |
| OTHER\_ADMIN\_SUPPORT | 12 | 1.82 | 1.42 | 68.13 |
| OTHER\_SPECIFY | 199 | 30.2 | 32.24 | 98.33 |
| REFUSED | 11 | 1.67 | 1.84 | 100.0 |

## Origin Activity Type

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HOME | 621 | 94.23 | 93.94 | 94.23 |
| HOTEL | 24 | 3.64 | 3.97 | 97.88 |
| OTHER\_BUSINESS | 2 | 0.3 | 0.36 | 98.18 |
| OTHER\_RESIDENCE | 10 | 1.52 | 1.37 | 99.7 |
| OTHER | 2 | 0.3 | 0.36 | 100.0 |

## Origin Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| DOWNTOWN | 34 | 5.16 | 4.98 | 5.16 |
| CENTRAL | 249 | 37.78 | 36.54 | 42.94 |
| NORTH\_CITY | 148 | 22.46 | 20.91 | 65.4 |
| SOUTH\_SUBURBAN | 109 | 16.54 | 17.18 | 81.94 |
| EAST\_SUBURBAN | 76 | 11.53 | 13.06 | 93.47 |
| NORTH\_COUNTY\_WEST | 12 | 1.82 | 1.87 | 95.3 |
| NORTH\_COUNTY\_EAST | 9 | 1.37 | 1.63 | 96.66 |
| EXTERNAL | 22 | 3.34 | 3.83 | 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 | 21.81 | 20.18 |
| REIMBURSED\_OTHER\_THIRD\_PARTY | 7 | 1.06 | 0.89 | 21.24 |
| NOT\_REIMBURSED | 501 | 76.02 | 74.27 | 97.27 |
| DONT\_KNOW | 18 | 2.73 | 3.03 | 100.0 |

## Resident Visitor

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| SAN\_DIEGO\_REGION | 610 | 92.56 | 91.81 | 92.56 |
| OTHER\_SOUTHERN\_CALIFORNIA | 17 | 2.58 | 2.92 | 95.14 |
| OTHER\_CALIFORNIA | 5 | 0.76 | 0.83 | 95.9 |
| TIJUANA\_REGION | 13 | 1.97 | 2.13 | 97.88 |
| OTHER\_BAJA\_CALIFORNIA | 1 | 0.15 | 0.11 | 98.03 |
| OTHER\_STATE\_US | 12 | 1.82 | 2.17 | 99.85 |
| OTHER\_STATE\_MEXICO | 1 | 0.15 | 0.03 | 100.0 |

## Resident Visitor Purpose

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| VISITOR\_NON\_BUSINESS | 659 | 100.0 | 100.0 | 100.0 |

## Reverse Commute Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 10 | 1.52 | 1.22 | 1.52 |
| MICROMOBILITY\_PERSONAL | 10 | 1.52 | 1.81 | 3.03 |
| RIDEHAIL\_TAXI | 17 | 2.58 | 2.48 | 5.61 |
| PUBLIC\_TRANSPORTATION | 9 | 1.37 | 1.26 | 6.98 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 54 | 8.19 | 7.69 | 15.17 |
| PERSONAL\_CAR\_PARKED | 483 | 73.29 | 77.58 | 88.47 |
| BUS\_992 | 53 | 8.04 | 6.1 | 96.51 |
| AIRPORT\_FLYER\_SHUTTLE | 18 | 2.73 | 0.98 | 99.24 |
| OTHER | 4 | 0.61 | 0.72 | 99.85 |
| REFUSED\_NO\_ANSWER | 1 | 0.15 | 0.18 | 100.0 |

## Reverse Commute Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 10 | 1.52 | 1.22 | 1.52 |
| BICYCLE\_PERSONAL\_ELECTRIC | 7 | 1.06 | 1.26 | 2.58 |
| BICYCLE\_PERSONAL\_NON\_ELECTRIC | 2 | 0.3 | 0.36 | 2.88 |
| E\_SCOOTER\_PERSONAL | 1 | 0.15 | 0.18 | 3.03 |
| TAXI | 2 | 0.3 | 0.36 | 3.34 |
| UBER\_LYFT | 13 | 1.97 | 1.76 | 5.31 |
| CAR\_SERVICE\_BLACK\_LIMO | 2 | 0.3 | 0.36 | 5.61 |
| MTS\_ROUTE\_992 | 53 | 8.04 | 6.1 | 13.66 |
| AIRPORT\_FLYER\_SHUTTLE | 18 | 2.73 | 0.98 | 16.39 |
| PICKED\_UP\_BY\_FAMILY\_FRIEND | 54 | 8.19 | 7.69 | 24.58 |
| GET\_IN\_PARKED\_VEHICLE\_AND\_DRIVE\_ALONE | 456 | 69.2 | 72.84 | 93.78 |
| GET\_IN\_PARKED\_VEHICLE\_AND\_DRIVE\_WITH\_OTHERS | 21 | 3.19 | 3.72 | 96.97 |
| GET\_IN\_PARKED\_VEHICLE\_AND\_RIDE\_WITH\_OTHER\_TRAVELERS | 6 | 0.91 | 1.01 | 97.88 |
| OTHER\_PUBLIC\_TRANSIT | 9 | 1.37 | 1.26 | 99.24 |
| OTHER | 4 | 0.61 | 0.72 | 99.85 |
| REFUSED\_NO\_ANSWER | 1 | 0.15 | 0.18 | 100.0 |

## Same Commute Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 573 | 86.95 | 87.11 | 86.95 |
| NO | 83 | 12.59 | 12.35 | 99.54 |
| OTHER | 3 | 0.46 | 0.54 | 100.0 |

## Shift End Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| FIVE\_TO\_FIVE\_THIRTY | 2 | 0.3 | 0.36 | 0.3 |
| FIVE\_THIRTY\_TO\_SIX | 1 | 0.15 | 0.11 | 0.46 |
| SIX\_TO\_SIX\_THIRTY | 5 | 0.76 | 0.9 | 1.21 |
| SIX\_THIRTY\_TO\_SEVEN | 6 | 0.91 | 1.01 | 2.12 |
| SEVEN\_TO\_SEVEN\_THIRTY | 4 | 0.61 | 0.65 | 2.73 |
| SEVEN\_THIRTY\_TO\_EIGHT | 1 | 0.15 | 0.18 | 2.88 |
| EIGHT\_TO\_EIGHT\_THIRTY | 1 | 0.15 | 0.18 | 3.03 |
| EIGHT\_THIRTY\_TO\_NINE | 2 | 0.3 | 0.29 | 3.34 |
| NINE\_TO\_NINE\_THIRTY | 4 | 0.61 | 0.72 | 3.95 |
| NINE\_THIRTY\_TO\_TEN | 3 | 0.46 | 0.54 | 4.4 |
| TEN\_TO\_TEN\_THIRTY | 9 | 1.37 | 1.47 | 5.77 |
| TEN\_THIRTY\_TO\_ELEVEN | 2 | 0.3 | 0.36 | 6.07 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 11 | 1.67 | 1.99 | 7.74 |
| ELEVEN\_THIRTY\_TO\_NOON | 3 | 0.46 | 0.47 | 8.19 |
| NOON\_TO\_TWELVE\_THIRTY | 13 | 1.97 | 2.12 | 10.17 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 10 | 1.52 | 1.59 | 11.68 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 22 | 3.34 | 3.38 | 15.02 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 15 | 2.28 | 2.41 | 17.3 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 42 | 6.37 | 6.18 | 23.67 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 16 | 2.43 | 2.75 | 26.1 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 47 | 7.13 | 7.29 | 33.23 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 38 | 5.77 | 5.82 | 39.0 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 61 | 9.26 | 9.29 | 48.25 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 36 | 5.46 | 5.75 | 53.72 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 65 | 9.86 | 10.31 | 63.58 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 25 | 3.79 | 3.46 | 67.37 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 26 | 3.95 | 3.95 | 71.32 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 8 | 1.21 | 1.22 | 72.53 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 17 | 2.58 | 2.63 | 75.11 |
| NINETEEN\_THIRTY\_TO\_TWENTY | 5 | 0.76 | 0.75 | 75.87 |
| TWENTY\_TO\_TWENTY\_THIRTY | 20 | 3.03 | 3.17 | 78.91 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 9 | 1.37 | 1.33 | 80.27 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 21 | 3.19 | 2.99 | 83.46 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 13 | 1.97 | 1.76 | 85.43 |
| TWENTY\_TWO\_TO\_TWENTY\_TWO\_THIRTY | 28 | 4.25 | 4.16 | 89.68 |
| TWENTY\_TWO\_THIRTY\_TO\_TWENTY\_THREE | 19 | 2.88 | 2.62 | 92.56 |
| TWENTY\_THREE\_TO\_TWENTY\_THREE\_THIRTY | 11 | 1.67 | 1.68 | 94.23 |
| TWENTY\_THREE\_THIRTY\_TO\_MIDNIGHT | 13 | 1.97 | 1.52 | 96.21 |
| MIDNIGHT\_TO\_ZERO\_THIRTY | 2 | 0.3 | 0.21 | 96.51 |
| ZERO\_THIRTY\_TO\_ONE | 5 | 0.76 | 0.53 | 97.27 |
| ONE\_TO\_ONE\_THIRTY | 4 | 0.61 | 0.65 | 97.88 |
| ONE\_THIRTY\_TO\_TWO | 4 | 0.61 | 0.35 | 98.48 |
| TWO\_THIRTY\_TO\_THREE | 1 | 0.15 | 0.03 | 98.63 |
| THREE\_TO\_THREE\_THIRTY | 4 | 0.61 | 0.27 | 99.24 |
| THREE\_THIRTY\_TO\_FOUR | 2 | 0.3 | 0.14 | 99.54 |
| FOUR\_TO\_FOUR\_THIRTY | 2 | 0.3 | 0.29 | 99.85 |
| FOUR\_THIRTY\_TO\_FIVE | 1 | 0.15 | 0.18 | 100.0 |

## Shift Start Airport Building

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| TERMINAL\_1 | 104 | 15.83 | 16.47 | 15.83 |
| TERMINAL\_2 | 355 | 54.03 | 48.44 | 69.86 |
| SDCRAA\_ADMIN\_BLDG | 116 | 17.66 | 20.67 | 87.52 |
| QHP\_LIBERTY\_STATION | 5 | 0.76 | 0.91 | 88.28 |
| SDCRAA\_ADC\_TRAILERS | 38 | 5.78 | 6.59 | 94.06 |
| AIR\_CARGO\_NORTH | 1 | 0.15 | 0.18 | 94.22 |
| RENTAL\_CAR\_CENTER | 2 | 0.3 | 0.29 | 94.52 |
| RECEIVING\_DISTRIBUTION\_CENTER | 3 | 0.46 | 0.47 | 94.98 |
| FACILITIES\_MAINTENANCE | 22 | 3.35 | 3.99 | 98.33 |
| OTHER\_SPECIFY | 11 | 1.67 | 2.0 | 100.0 |

## Shift Start Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| FIVE\_TO\_FIVE\_THIRTY | 29 | 4.4 | 4.72 | 4.4 |
| FIVE\_THIRTY\_TO\_SIX | 20 | 3.03 | 3.24 | 7.44 |
| SIX\_TO\_SIX\_THIRTY | 66 | 10.02 | 10.67 | 17.45 |
| SIX\_THIRTY\_TO\_SEVEN | 22 | 3.34 | 3.9 | 20.79 |
| SEVEN\_TO\_SEVEN\_THIRTY | 62 | 9.41 | 9.85 | 30.2 |
| SEVEN\_THIRTY\_TO\_EIGHT | 26 | 3.95 | 3.72 | 34.14 |
| EIGHT\_TO\_EIGHT\_THIRTY | 72 | 10.93 | 11.28 | 45.07 |
| EIGHT\_THIRTY\_TO\_NINE | 35 | 5.31 | 5.42 | 50.38 |
| NINE\_TO\_NINE\_THIRTY | 42 | 6.37 | 6.38 | 56.75 |
| NINE\_THIRTY\_TO\_TEN | 9 | 1.37 | 1.1 | 58.12 |
| TEN\_TO\_TEN\_THIRTY | 23 | 3.49 | 3.34 | 61.61 |
| TEN\_THIRTY\_TO\_ELEVEN | 6 | 0.91 | 0.94 | 62.52 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 18 | 2.73 | 2.42 | 65.25 |
| ELEVEN\_THIRTY\_TO\_NOON | 10 | 1.52 | 0.9 | 66.77 |
| NOON\_TO\_TWELVE\_THIRTY | 23 | 3.49 | 3.71 | 70.26 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 14 | 2.12 | 1.94 | 72.38 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 24 | 3.64 | 3.6 | 76.02 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 13 | 1.97 | 1.75 | 78.0 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 37 | 5.61 | 5.43 | 83.61 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 15 | 2.28 | 2.11 | 85.89 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 8 | 1.21 | 1.07 | 87.1 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 3 | 0.46 | 0.39 | 87.56 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 6 | 0.91 | 0.41 | 88.47 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 4 | 0.61 | 0.5 | 89.07 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 2 | 0.3 | 0.14 | 89.38 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 4 | 0.61 | 0.35 | 89.98 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 2 | 0.3 | 0.21 | 90.29 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 2 | 0.3 | 0.29 | 90.59 |
| NINETEEN\_THIRTY\_TO\_TWENTY | 1 | 0.15 | 0.18 | 90.74 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 1 | 0.15 | 0.18 | 90.9 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 2 | 0.3 | 0.36 | 91.2 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 1 | 0.15 | 0.03 | 91.35 |
| TWENTY\_TWO\_TO\_TWENTY\_TWO\_THIRTY | 3 | 0.46 | 0.4 | 91.81 |
| TWENTY\_THREE\_TO\_TWENTY\_THREE\_THIRTY | 1 | 0.15 | 0.18 | 91.96 |
| THREE\_TO\_THREE\_THIRTY | 6 | 0.91 | 1.01 | 92.87 |
| THREE\_THIRTY\_TO\_FOUR | 6 | 0.91 | 1.08 | 93.78 |
| FOUR\_TO\_FOUR\_THIRTY | 28 | 4.25 | 4.76 | 98.03 |
| FOUR\_THIRTY\_TO\_FIVE | 13 | 1.97 | 2.05 | 100.0 |

## Sp Access Walk Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| LESS\_THAN\_TWO\_MINS | 12 | 7.5 | 7.45 | 7.5 |
| LESS\_THAN\_FIVE\_MINS | 52 | 32.5 | 33.07 | 40.0 |
| LESS\_THAN\_FIFTEEN\_MINS | 59 | 36.88 | 36.38 | 76.88 |
| LESS\_THAN\_THIRTY\_MINS | 33 | 20.62 | 20.43 | 97.5 |
| NOT\_INTERESTED | 4 | 2.5 | 2.67 | 100.0 |

## Sp Connection To Convention Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 20 | 13.25 | 14.13 | 13.25 |
| UNLIKELY | 31 | 20.53 | 20.74 | 33.77 |
| NEUTRAL\_DONT\_KNOW | 34 | 22.52 | 22.54 | 56.29 |
| LIKELY | 34 | 22.52 | 23.45 | 78.81 |
| VERY\_LIKELY | 32 | 21.19 | 19.15 | 100.0 |

## Sp Connection To Old Town Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 21 | 13.91 | 14.83 | 13.91 |
| UNLIKELY | 24 | 15.89 | 16.95 | 29.8 |
| NEUTRAL\_DONT\_KNOW | 37 | 24.5 | 23.5 | 54.3 |
| LIKELY | 37 | 24.5 | 25.0 | 78.81 |
| VERY\_LIKELY | 32 | 21.19 | 19.71 | 100.0 |

## Sp Connection To Santafe Depot

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 24 | 15.89 | 16.95 | 15.89 |
| UNLIKELY | 17 | 11.26 | 12.01 | 27.15 |
| NEUTRAL\_DONT\_KNOW | 46 | 30.46 | 29.86 | 57.62 |
| LIKELY | 21 | 13.91 | 14.83 | 71.52 |
| VERY\_LIKELY | 43 | 28.48 | 26.35 | 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 | 12.15 | 11.88 |
| SLIGHTLY\_IMPORTANT | 26 | 16.25 | 16.83 | 28.12 |
| IMPORTANT | 26 | 16.25 | 16.53 | 44.38 |
| VERY\_IMPORTANT | 30 | 18.75 | 19.23 | 63.12 |
| EXTREMELY\_IMPORTANT | 59 | 36.88 | 35.26 | 100.0 |

## Sp Feature Late Night

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 18 | 11.25 | 11.75 | 11.25 |
| SLIGHTLY\_IMPORTANT | 24 | 15.0 | 15.76 | 26.25 |
| IMPORTANT | 21 | 13.12 | 13.46 | 39.38 |
| VERY\_IMPORTANT | 35 | 21.88 | 21.2 | 61.25 |
| EXTREMELY\_IMPORTANT | 62 | 38.75 | 37.82 | 100.0 |

## Sp Feature No Delay

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 1 | 0.62 | 0.67 | 0.62 |
| SLIGHTLY\_IMPORTANT | 5 | 3.12 | 3.34 | 3.75 |
| IMPORTANT | 33 | 20.62 | 20.11 | 24.38 |
| VERY\_IMPORTANT | 49 | 30.63 | 30.82 | 55.0 |
| EXTREMELY\_IMPORTANT | 72 | 45.0 | 45.06 | 100.0 |

## Sp Feature Seats Transit

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 6 | 3.75 | 3.74 | 3.75 |
| SLIGHTLY\_IMPORTANT | 16 | 10.0 | 9.56 | 13.75 |
| IMPORTANT | 35 | 21.88 | 21.2 | 35.62 |
| VERY\_IMPORTANT | 46 | 28.75 | 29.09 | 64.38 |
| EXTREMELY\_IMPORTANT | 57 | 35.62 | 36.41 | 100.0 |

## Sp Feature Seats Transit Stop

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 24 | 15.0 | 14.96 | 15.0 |
| SLIGHTLY\_IMPORTANT | 28 | 17.5 | 17.6 | 32.5 |
| IMPORTANT | 42 | 26.25 | 26.39 | 58.75 |
| VERY\_IMPORTANT | 31 | 19.38 | 19.07 | 78.12 |
| EXTREMELY\_IMPORTANT | 35 | 21.88 | 21.98 | 100.0 |

## Sp Feature Short Wait

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 3 | 1.88 | 2.0 | 1.88 |
| SLIGHTLY\_IMPORTANT | 15 | 9.38 | 9.48 | 11.25 |
| IMPORTANT | 38 | 23.75 | 23.72 | 35.0 |
| VERY\_IMPORTANT | 41 | 25.62 | 26.58 | 60.62 |
| EXTREMELY\_IMPORTANT | 63 | 39.38 | 38.22 | 100.0 |

## Sp Feature Weekend Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 13 | 8.12 | 8.68 | 8.12 |
| SLIGHTLY\_IMPORTANT | 18 | 11.25 | 11.48 | 19.38 |
| IMPORTANT | 25 | 15.62 | 15.87 | 35.0 |
| VERY\_IMPORTANT | 41 | 25.62 | 26.31 | 60.62 |
| EXTREMELY\_IMPORTANT | 63 | 39.38 | 37.66 | 100.0 |

## Sp Invitation

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 311 | 47.34 | 52.16 | 47.34 |
| NO | 345 | 52.51 | 47.66 | 99.85 |
| REFUSED | 1 | 0.15 | 0.18 | 100.0 |

## Sp Number Of Transfers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONE | 93 | 59.62 | 59.6 | 59.62 |
| TWO | 37 | 23.72 | 23.13 | 83.33 |
| THREE\_OR\_MORE | 3 | 1.92 | 2.06 | 85.26 |
| NOT\_WILLING\_TO\_TRANSFER | 23 | 14.74 | 15.21 | 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 | 9.21 | 7.25 |
| NO | 320 | 92.75 | 90.79 | 100.0 |

## Trip Arrival Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| FIVE\_TO\_FIVE\_THIRTY | 22 | 3.34 | 3.68 | 3.34 |
| FIVE\_THIRTY\_TO\_SIX | 26 | 3.95 | 4.47 | 7.28 |
| SIX\_TO\_SIX\_THIRTY | 30 | 4.55 | 4.75 | 11.84 |
| SIX\_THIRTY\_TO\_SEVEN | 43 | 6.53 | 6.74 | 18.36 |
| SEVEN\_TO\_SEVEN\_THIRTY | 35 | 5.31 | 5.88 | 23.67 |
| SEVEN\_THIRTY\_TO\_EIGHT | 40 | 6.07 | 6.4 | 29.74 |
| EIGHT\_TO\_EIGHT\_THIRTY | 44 | 6.68 | 7.05 | 36.42 |
| EIGHT\_THIRTY\_TO\_NINE | 60 | 9.1 | 8.58 | 45.52 |
| NINE\_TO\_NINE\_THIRTY | 51 | 7.74 | 8.54 | 53.26 |
| NINE\_THIRTY\_TO\_TEN | 42 | 6.37 | 6.01 | 59.64 |
| TEN\_TO\_TEN\_THIRTY | 28 | 4.25 | 4.08 | 63.88 |
| TEN\_THIRTY\_TO\_ELEVEN | 14 | 2.12 | 1.63 | 66.01 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 11 | 1.67 | 1.62 | 67.68 |
| ELEVEN\_THIRTY\_TO\_NOON | 19 | 2.88 | 2.68 | 70.56 |
| NOON\_TO\_TWELVE\_THIRTY | 19 | 2.88 | 2.31 | 73.44 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 18 | 2.73 | 2.88 | 76.18 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 15 | 2.28 | 2.19 | 78.45 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 30 | 4.55 | 4.62 | 83.0 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 12 | 1.82 | 1.57 | 84.83 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 24 | 3.64 | 3.52 | 88.47 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 13 | 1.97 | 1.82 | 90.44 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 8 | 1.21 | 1.14 | 91.65 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 2 | 0.3 | 0.36 | 91.96 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 9 | 1.37 | 0.73 | 93.32 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 1 | 0.15 | 0.03 | 93.47 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 2 | 0.3 | 0.29 | 93.78 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 1 | 0.15 | 0.03 | 93.93 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 4 | 0.61 | 0.43 | 94.54 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 2 | 0.3 | 0.21 | 94.84 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 1 | 0.15 | 0.18 | 94.99 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 2 | 0.3 | 0.29 | 95.3 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 1 | 0.15 | 0.18 | 95.45 |
| TWENTY\_TWO\_TO\_TWENTY\_TWO\_THIRTY | 1 | 0.15 | 0.18 | 95.6 |
| TWENTY\_TWO\_THIRTY\_TO\_TWENTY\_THREE | 1 | 0.15 | 0.11 | 95.75 |
| TWENTY\_THREE\_THIRTY\_TO\_MIDNIGHT | 1 | 0.15 | 0.18 | 95.9 |
| TWO\_THIRTY\_TO\_THREE | 1 | 0.15 | 0.18 | 96.05 |
| THREE\_TO\_THREE\_THIRTY | 2 | 0.3 | 0.36 | 96.36 |
| THREE\_THIRTY\_TO\_FOUR | 3 | 0.46 | 0.54 | 96.81 |
| FOUR\_TO\_FOUR\_THIRTY | 6 | 0.91 | 1.01 | 97.72 |
| FOUR\_THIRTY\_TO\_FIVE | 15 | 2.28 | 2.56 | 100.0 |

## Trip Start Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| FIVE\_TO\_FIVE\_THIRTY | 37 | 5.61 | 6.1 | 5.61 |
| FIVE\_THIRTY\_TO\_SIX | 36 | 5.46 | 5.69 | 11.08 |
| SIX\_TO\_SIX\_THIRTY | 43 | 6.53 | 6.8 | 17.6 |
| SIX\_THIRTY\_TO\_SEVEN | 38 | 5.77 | 6.56 | 23.37 |
| SEVEN\_TO\_SEVEN\_THIRTY | 45 | 6.83 | 7.31 | 30.2 |
| SEVEN\_THIRTY\_TO\_EIGHT | 37 | 5.61 | 5.86 | 35.81 |
| EIGHT\_TO\_EIGHT\_THIRTY | 63 | 9.56 | 9.28 | 45.37 |
| EIGHT\_THIRTY\_TO\_NINE | 50 | 7.59 | 7.91 | 52.96 |
| NINE\_TO\_NINE\_THIRTY | 42 | 6.37 | 6.01 | 59.33 |
| NINE\_THIRTY\_TO\_TEN | 26 | 3.95 | 4.02 | 63.28 |
| TEN\_TO\_TEN\_THIRTY | 14 | 2.12 | 1.55 | 65.4 |
| TEN\_THIRTY\_TO\_ELEVEN | 11 | 1.67 | 1.62 | 67.07 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 21 | 3.19 | 2.83 | 70.26 |
| ELEVEN\_THIRTY\_TO\_NOON | 16 | 2.43 | 1.83 | 72.69 |
| NOON\_TO\_TWELVE\_THIRTY | 21 | 3.19 | 3.21 | 75.87 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 14 | 2.12 | 2.38 | 78.0 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 25 | 3.79 | 3.4 | 81.79 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 18 | 2.73 | 2.66 | 84.52 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 18 | 2.73 | 2.65 | 87.25 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 13 | 1.97 | 1.97 | 89.23 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 5 | 0.76 | 0.68 | 89.98 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 4 | 0.61 | 0.65 | 90.59 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 8 | 1.21 | 0.62 | 91.81 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 3 | 0.46 | 0.32 | 92.26 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 2 | 0.3 | 0.29 | 92.56 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 1 | 0.15 | 0.03 | 92.72 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 2 | 0.3 | 0.14 | 93.02 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 3 | 0.46 | 0.39 | 93.47 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 1 | 0.15 | 0.18 | 93.63 |
| TWENTY\_TO\_TWENTY\_THIRTY | 3 | 0.46 | 0.47 | 94.08 |
| TWENTY\_TWO\_TO\_TWENTY\_TWO\_THIRTY | 2 | 0.3 | 0.29 | 94.39 |
| TWENTY\_TWO\_THIRTY\_TO\_TWENTY\_THREE | 1 | 0.15 | 0.18 | 94.54 |
| TWO\_TO\_TWO\_THIRTY | 2 | 0.3 | 0.36 | 94.84 |
| TWO\_THIRTY\_TO\_THREE | 1 | 0.15 | 0.18 | 94.99 |
| THREE\_TO\_THREE\_THIRTY | 3 | 0.46 | 0.54 | 95.45 |
| THREE\_THIRTY\_TO\_FOUR | 2 | 0.3 | 0.21 | 95.75 |
| FOUR\_TO\_FOUR\_THIRTY | 21 | 3.19 | 3.57 | 98.94 |
| FOUR\_THIRTY\_TO\_FIVE | 7 | 1.06 | 1.26 | 100.0 |

# Segment: PASSENGER | ARRIVING

## Access Mode Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONCE\_OR\_TWICE\_PER\_YEAR | 1212 | 38.81 | 41.97 | 38.81 |
| THREE\_TO\_FIVE\_PER\_YEAR | 547 | 17.52 | 18.06 | 56.32 |
| SIX\_TO\_TEN\_PER\_YEAR | 174 | 5.57 | 5.79 | 61.9 |
| ELEVEN\_TO\_TWENTY\_PER\_YEAR | 61 | 1.95 | 1.37 | 63.85 |
| TWENTY\_ONE\_OR\_MORE\_PER\_YEAR | 29 | 0.93 | 0.89 | 64.78 |
| NEVER | 62 | 1.99 | 2.49 | 66.76 |
| ALWAYS | 1038 | 33.24 | 29.43 | 100.0 |

## Age

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| AGE\_18\_19 | 78 | 1.81 | 2.29 | 1.81 |
| AGE\_20\_24 | 365 | 8.46 | 7.28 | 10.27 |
| AGE\_25\_29 | 512 | 11.87 | 10.67 | 22.15 |
| AGE\_30\_34 | 543 | 12.59 | 10.83 | 34.74 |
| AGE\_35\_39 | 421 | 9.76 | 10.31 | 44.5 |
| AGE\_40\_44 | 427 | 9.9 | 13.52 | 54.41 |
| AGE\_45\_49 | 341 | 7.91 | 8.69 | 62.31 |
| AGE\_50\_54 | 326 | 7.56 | 7.77 | 69.87 |
| AGE\_55\_59 | 373 | 8.65 | 7.91 | 78.53 |
| AGE\_60\_64 | 355 | 8.23 | 7.97 | 86.76 |
| AGE\_65\_74 | 409 | 9.49 | 9.16 | 96.24 |
| AGE\_75\_OR\_MORE | 125 | 2.9 | 2.68 | 99.14 |
| PREFER\_NOT\_TO\_SAY | 37 | 0.86 | 0.92 | 100.0 |

## Airline

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| AIR\_CANADA | 69 | 1.61 | 1.34 | 1.61 |
| ALASKA\_AIRLINES | 865 | 20.15 | 18.0 | 21.76 |
| ALLEGIANT\_AIR | 24 | 0.56 | 0.49 | 22.32 |
| AMERICAN\_AIRLINES | 444 | 10.34 | 8.66 | 32.66 |
| BREEZE | 25 | 0.58 | 0.57 | 33.24 |
| BRITISH\_AIRWAYS | 78 | 1.82 | 1.52 | 35.06 |
| DELTA\_AIRLINES | 804 | 18.73 | 16.05 | 53.79 |
| HAWAIIAN\_AIRLINES | 82 | 1.91 | 1.95 | 55.7 |
| JAPAN\_AIRLINES | 9 | 0.21 | 0.13 | 55.9 |
| JETBLUE | 146 | 3.4 | 2.63 | 59.31 |
| LUFTHANSHA | 17 | 0.4 | 0.27 | 59.7 |
| UNITED\_AIRLINES | 693 | 16.14 | 12.87 | 75.84 |
| WESTJET | 23 | 0.54 | 0.63 | 76.38 |
| FRONTIER\_AIRLINES | 110 | 2.56 | 3.57 | 78.94 |
| SOUTHWEST\_AIRLINES | 786 | 18.31 | 28.13 | 97.25 |
| SPIRIT | 106 | 2.47 | 2.97 | 99.72 |
| SUNCOUNTY\_AIRLINES | 12 | 0.28 | 0.22 | 100.0 |

## Airport Access Transit Use Elsewhere

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONE\_TIME | 288 | 11.27 | 10.25 | 11.27 |
| TWO\_TIMES | 345 | 13.5 | 15.66 | 24.77 |
| THREE\_TIMES | 222 | 8.69 | 8.64 | 33.46 |
| FOUR\_TIMES | 119 | 4.66 | 4.14 | 38.12 |
| MORE\_THAN\_FIVE\_TIMES | 289 | 11.31 | 10.31 | 49.43 |
| NEVER | 1292 | 50.57 | 50.99 | 100.0 |

## Carryon Bags

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 427 | 9.9 | 9.34 | 9.9 |
| ONE | 2147 | 49.79 | 41.8 | 59.69 |
| TWO | 1400 | 32.47 | 30.1 | 92.16 |
| THREE | 167 | 3.87 | 7.27 | 96.03 |
| FOUR | 115 | 2.67 | 5.46 | 98.7 |
| FIVE | 31 | 0.72 | 2.85 | 99.42 |
| SIX | 9 | 0.21 | 0.87 | 99.63 |
| SEVEN | 5 | 0.12 | 0.53 | 99.74 |
| EIGHT\_OR\_MORE | 11 | 0.26 | 1.76 | 100.0 |

## Checked Bags

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 2035 | 47.19 | 39.9 | 47.19 |
| ONE | 1371 | 31.79 | 29.63 | 78.99 |
| TWO | 673 | 15.61 | 16.62 | 94.6 |
| THREE | 127 | 2.95 | 5.52 | 97.54 |
| FOUR | 70 | 1.62 | 4.19 | 99.17 |
| FIVE | 17 | 0.39 | 1.9 | 99.56 |
| SIX | 7 | 0.16 | 0.6 | 99.72 |
| SEVEN | 5 | 0.12 | 0.66 | 99.84 |
| EIGHT\_OR\_MORE | 7 | 0.16 | 0.98 | 100.0 |

## Convention Center Activity

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ATTENDEE | 173 | 69.48 | 68.44 | 69.48 |
| EXHIBITOR | 38 | 15.26 | 13.21 | 84.74 |
| MEETING\_PLANNER | 4 | 1.61 | 4.24 | 86.35 |
| CONTRACTOR | 22 | 8.84 | 7.74 | 95.18 |
| OTHER\_SPECIFY | 4 | 1.61 | 4.19 | 96.79 |
| NOT\_APPLICABLE | 8 | 3.21 | 2.18 | 100.0 |

## Convention Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 249 | 9.88 | 11.04 | 9.88 |
| NO | 2270 | 90.04 | 88.77 | 99.92 |
| REFUSED | 2 | 0.08 | 0.2 | 100.0 |

## Country Of Residence

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| UNITED\_STATES | 5 | 2.07 | 1.42 | 2.07 |
| MEXICO | 1 | 0.41 | 0.25 | 2.49 |
| ARGENTINA | 1 | 0.41 | 0.25 | 2.9 |
| AUSTRALIA | 8 | 3.32 | 2.85 | 6.22 |
| AUSTRIA | 1 | 0.41 | 0.38 | 6.64 |
| BAHAMAS | 3 | 1.24 | 0.87 | 7.88 |
| BELGIUM | 1 | 0.41 | 0.25 | 8.3 |
| BRAZIL | 2 | 0.83 | 0.49 | 9.13 |
| CAMEROON | 1 | 0.41 | 0.25 | 9.54 |
| CANADA | 88 | 36.51 | 33.81 | 46.06 |
| CHILE | 1 | 0.41 | 0.25 | 46.47 |
| CHINA | 3 | 1.24 | 0.58 | 47.72 |
| COLOMBIA | 2 | 0.83 | 0.69 | 48.55 |
| COSTA\_RICA | 2 | 0.83 | 0.63 | 49.38 |
| CUBA | 9 | 3.73 | 7.06 | 53.11 |
| DENMARK | 1 | 0.41 | 0.25 | 53.53 |
| DOMINICAN\_REPUBLIC | 1 | 0.41 | 0.25 | 53.94 |
| ECUADOR | 1 | 0.41 | 0.38 | 54.36 |
| EL\_SALVADOR | 1 | 0.41 | 0.38 | 54.77 |
| FRANCE | 10 | 4.15 | 2.73 | 58.92 |
| GERMANY | 11 | 4.56 | 2.98 | 63.49 |
| HONDURAS | 1 | 0.41 | 1.6 | 63.9 |
| HUNGARY | 1 | 0.41 | 0.25 | 64.32 |
| ICELAND | 1 | 0.41 | 0.38 | 64.73 |
| INDIA | 4 | 1.66 | 1.31 | 66.39 |
| IRELAND | 4 | 1.66 | 6.24 | 68.05 |
| ISRAEL | 1 | 0.41 | 0.22 | 68.46 |
| ITALY | 5 | 2.07 | 1.69 | 70.54 |
| JAPAN | 9 | 3.73 | 2.35 | 74.27 |
| LATVIA | 1 | 0.41 | 0.91 | 74.69 |
| NEPAL | 1 | 0.41 | 0.25 | 75.1 |
| NETHERLANDS | 5 | 2.07 | 3.01 | 77.18 |
| NEW\_ZEALAND | 1 | 0.41 | 1.4 | 77.59 |
| PAKISTAN | 1 | 0.41 | 0.38 | 78.01 |
| PANAMA | 1 | 0.41 | 0.25 | 78.42 |
| PERU | 1 | 0.41 | 0.58 | 78.84 |
| PHILIPPINES | 3 | 1.24 | 0.74 | 80.08 |
| POLAND | 1 | 0.41 | 0.91 | 80.5 |
| SINGAPORE | 1 | 0.41 | 0.25 | 80.91 |
| SOUTH\_KOREA | 1 | 0.41 | 5.17 | 81.33 |
| SPAIN | 1 | 0.41 | 0.25 | 81.74 |
| SWEDEN | 2 | 0.83 | 0.49 | 82.57 |
| SWITZERLAND | 4 | 1.66 | 1.46 | 84.23 |
| UGANDA | 1 | 0.41 | 0.25 | 84.65 |
| UNITED\_KINGDOM | 32 | 13.28 | 10.81 | 97.93 |
| VENEZUELA | 4 | 1.66 | 1.66 | 99.59 |
| VIETNAM | 1 | 0.41 | 0.25 | 100.0 |

## Destination Activity Type

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| USUAL\_WORKPLACE | 50 | 1.16 | 0.7 | 1.16 |
| HOME | 1636 | 37.94 | 34.25 | 39.1 |
| HOTEL | 1479 | 34.3 | 38.29 | 73.4 |
| CONVENTION\_CENTER | 12 | 0.28 | 0.23 | 73.68 |
| OTHER\_BUSINESS | 43 | 1.0 | 0.69 | 74.68 |
| OTHER\_RESIDENCE | 997 | 23.12 | 22.81 | 97.8 |
| OTHER | 95 | 2.2 | 3.03 | 100.0 |

## Destination Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| DOWNTOWN | 696 | 16.14 | 17.12 | 16.14 |
| CENTRAL | 1068 | 24.77 | 24.68 | 40.91 |
| NORTH\_CITY | 1150 | 26.67 | 25.85 | 67.58 |
| SOUTH\_SUBURBAN | 211 | 4.89 | 5.38 | 72.47 |
| EAST\_SUBURBAN | 235 | 5.45 | 4.81 | 77.92 |
| NORTH\_COUNTY\_WEST | 452 | 10.48 | 9.81 | 88.4 |
| NORTH\_COUNTY\_EAST | 185 | 4.29 | 4.47 | 92.69 |
| EAST\_COUNTY | 7 | 0.16 | 0.14 | 92.86 |
| EXTERNAL | 308 | 7.14 | 7.74 | 100.0 |

## Egress Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 29 | 60.42 | 75.51 | 60.42 |
| RIDEHAIL\_TAXI | 4 | 8.33 | 8.69 | 68.75 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 14 | 29.17 | 14.95 | 97.92 |
| SHARED\_SHUTTLE\_VAN | 1 | 2.08 | 0.84 | 100.0 |

## Egress Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 29 | 60.42 | 75.51 | 60.42 |
| TAXI | 2 | 4.17 | 5.23 | 64.58 |
| UBER\_LYFT | 2 | 4.17 | 3.46 | 68.75 |
| OTHER\_SHARED\_VAN | 1 | 2.08 | 0.84 | 70.83 |
| PICKED\_UP\_BY\_FAMILY\_FRIEND | 14 | 29.17 | 14.95 | 100.0 |

## Flight Arrival Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| SIX\_TO\_SIX\_THIRTY | 1 | 0.54 | 0.3 | 0.54 |
| SIX\_THIRTY\_TO\_SEVEN | 3 | 1.62 | 1.34 | 2.16 |
| SEVEN\_TO\_SEVEN\_THIRTY | 9 | 4.86 | 3.81 | 7.03 |
| SEVEN\_THIRTY\_TO\_EIGHT | 4 | 2.16 | 1.15 | 9.19 |
| EIGHT\_TO\_EIGHT\_THIRTY | 5 | 2.7 | 1.19 | 11.89 |
| EIGHT\_THIRTY\_TO\_NINE | 3 | 1.62 | 3.25 | 13.51 |
| NINE\_TO\_NINE\_THIRTY | 10 | 5.41 | 4.84 | 18.92 |
| NINE\_THIRTY\_TO\_TEN | 13 | 7.03 | 4.88 | 25.95 |
| TEN\_TO\_TEN\_THIRTY | 17 | 9.19 | 9.9 | 35.14 |
| TEN\_THIRTY\_TO\_ELEVEN | 14 | 7.57 | 12.58 | 42.7 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 4 | 2.16 | 2.24 | 44.86 |
| ELEVEN\_THIRTY\_TO\_NOON | 12 | 6.49 | 6.42 | 51.35 |
| NOON\_TO\_TWELVE\_THIRTY | 10 | 5.41 | 9.63 | 56.76 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 6 | 3.24 | 2.05 | 60.0 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 12 | 6.49 | 5.17 | 66.49 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 7 | 3.78 | 2.84 | 70.27 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 11 | 5.95 | 5.39 | 76.22 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 6 | 3.24 | 1.43 | 79.46 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 5 | 2.7 | 1.55 | 82.16 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 4 | 2.16 | 0.79 | 84.32 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 2 | 1.08 | 0.68 | 85.41 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 2 | 1.08 | 0.57 | 86.49 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 4 | 2.16 | 2.33 | 88.65 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 2 | 1.08 | 0.75 | 89.73 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 1 | 0.54 | 0.72 | 90.27 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 3 | 1.62 | 1.21 | 91.89 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 3 | 1.62 | 1.15 | 93.51 |
| NINETEEN\_THIRTY\_TO\_TWENTY | 1 | 0.54 | 0.47 | 94.05 |
| TWENTY\_TO\_TWENTY\_THIRTY | 2 | 1.08 | 0.7 | 95.14 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 2 | 1.08 | 1.85 | 96.22 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 1 | 0.54 | 0.38 | 96.76 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 1 | 0.54 | 1.12 | 97.3 |
| TWENTY\_TWO\_TO\_TWENTY\_TWO\_THIRTY | 2 | 1.08 | 1.68 | 98.38 |
| TWENTY\_TWO\_THIRTY\_TO\_TWENTY\_THREE | 1 | 0.54 | 0.3 | 98.92 |
| TWENTY\_THREE\_THIRTY\_TO\_MIDNIGHT | 1 | 0.54 | 0.3 | 99.46 |
| MIDNIGHT\_TO\_ZERO\_THIRTY | 1 | 0.54 | 5.02 | 100.0 |

## Flight Departure Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| FIVE\_TO\_FIVE\_THIRTY | 1 | 0.02 | 0.02 | 0.02 |
| SIX\_TO\_SIX\_THIRTY | 13 | 0.31 | 0.21 | 0.34 |
| SIX\_THIRTY\_TO\_SEVEN | 11 | 0.27 | 0.4 | 0.61 |
| SEVEN\_TO\_SEVEN\_THIRTY | 33 | 0.8 | 0.62 | 1.41 |
| SEVEN\_THIRTY\_TO\_EIGHT | 24 | 0.58 | 0.47 | 1.99 |
| EIGHT\_TO\_EIGHT\_THIRTY | 159 | 3.85 | 3.98 | 5.84 |
| EIGHT\_THIRTY\_TO\_NINE | 128 | 3.1 | 2.99 | 8.94 |
| NINE\_TO\_NINE\_THIRTY | 205 | 4.97 | 4.51 | 13.91 |
| NINE\_THIRTY\_TO\_TEN | 152 | 3.68 | 4.4 | 17.59 |
| TEN\_TO\_TEN\_THIRTY | 251 | 6.08 | 5.36 | 23.67 |
| TEN\_THIRTY\_TO\_ELEVEN | 200 | 4.85 | 4.8 | 28.52 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 260 | 6.3 | 5.93 | 34.82 |
| ELEVEN\_THIRTY\_TO\_NOON | 165 | 4.0 | 3.84 | 38.82 |
| NOON\_TO\_TWELVE\_THIRTY | 159 | 3.85 | 4.2 | 42.67 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 225 | 5.45 | 5.6 | 48.12 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 215 | 5.21 | 5.58 | 53.33 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 142 | 3.44 | 3.84 | 56.77 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 180 | 4.36 | 3.86 | 61.13 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 154 | 3.73 | 4.38 | 64.87 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 161 | 3.9 | 4.47 | 68.77 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 108 | 2.62 | 3.58 | 71.38 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 180 | 4.36 | 4.53 | 75.75 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 103 | 2.5 | 2.45 | 78.24 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 133 | 3.22 | 2.76 | 81.46 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 58 | 1.41 | 1.19 | 82.87 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 41 | 0.99 | 1.15 | 83.86 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 114 | 2.76 | 2.63 | 86.62 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 115 | 2.79 | 2.35 | 89.41 |
| NINETEEN\_THIRTY\_TO\_TWENTY | 97 | 2.35 | 2.39 | 91.76 |
| TWENTY\_TO\_TWENTY\_THIRTY | 69 | 1.67 | 1.73 | 93.43 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 69 | 1.67 | 1.66 | 95.11 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 83 | 2.01 | 1.75 | 97.12 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 34 | 0.82 | 0.81 | 97.94 |
| TWENTY\_TWO\_TO\_TWENTY\_TWO\_THIRTY | 44 | 1.07 | 0.76 | 99.01 |
| TWENTY\_TWO\_THIRTY\_TO\_TWENTY\_THREE | 26 | 0.63 | 0.41 | 99.64 |
| TWENTY\_THREE\_TO\_TWENTY\_THREE\_THIRTY | 7 | 0.17 | 0.14 | 99.81 |
| TWENTY\_THREE\_THIRTY\_TO\_MIDNIGHT | 2 | 0.05 | 0.13 | 99.85 |
| MIDNIGHT\_TO\_ZERO\_THIRTY | 3 | 0.07 | 0.08 | 99.93 |
| ZERO\_THIRTY\_TO\_ONE | 3 | 0.07 | 0.05 | 100.0 |

## Flight Purpose

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| BUSINESS\_WORK | 1177 | 27.3 | 25.72 | 27.3 |
| LEISURE\_FAMILY | 2275 | 52.76 | 55.59 | 80.06 |
| COMBINATION\_BUSINESS\_LEISURE | 145 | 3.36 | 3.06 | 83.42 |
| PERSONAL | 628 | 14.56 | 13.54 | 97.98 |
| SCHOOL | 42 | 0.97 | 1.05 | 98.96 |
| COMMUTE | 13 | 0.3 | 0.19 | 99.26 |
| OTHER\_SPECIFY | 32 | 0.74 | 0.85 | 100.0 |

## Gender

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| MALE | 2081 | 48.26 | 48.6 | 48.26 |
| FEMALE | 2185 | 50.67 | 50.07 | 98.93 |
| TRANSGENDER | 4 | 0.09 | 0.07 | 99.03 |
| NON\_BINARY\_THIRD\_GENDER | 11 | 0.26 | 0.26 | 99.28 |
| PREFER\_NOT\_TO\_SAY | 29 | 0.67 | 0.98 | 99.95 |
| OTHER\_SPECIFY | 1 | 0.02 | 0.01 | 99.98 |
| REFUSED | 1 | 0.02 | 0.02 | 100.0 |

## General Use Transit Resident

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 1297 | 82.88 | 84.61 | 82.88 |
| ONE\_DAY | 95 | 6.07 | 6.38 | 88.95 |
| TWO\_DAYS | 59 | 3.77 | 3.36 | 92.72 |
| THREE\_DAYS | 24 | 1.53 | 1.43 | 94.25 |
| FOUR\_DAYS | 18 | 1.15 | 0.96 | 95.4 |
| FIVE\_DAYS | 24 | 1.53 | 1.05 | 96.93 |
| SIX\_DAYS | 6 | 0.38 | 0.34 | 97.32 |
| SEVEN\_DAYS | 24 | 1.53 | 1.08 | 98.85 |
| REFUSED | 18 | 1.15 | 0.8 | 100.0 |

## General Use Transit Visitor Home

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 2100 | 83.33 | 85.63 | 83.33 |
| ONE\_DAY | 109 | 4.33 | 3.39 | 87.66 |
| TWO\_DAYS | 101 | 4.01 | 3.33 | 91.67 |
| THREE\_DAYS | 80 | 3.17 | 3.01 | 94.84 |
| FOUR\_DAYS | 23 | 0.91 | 1.48 | 95.75 |
| FIVE\_DAYS | 47 | 1.87 | 1.58 | 97.62 |
| SIX\_DAYS | 15 | 0.6 | 0.3 | 98.21 |
| SEVEN\_DAYS | 44 | 1.75 | 1.1 | 99.96 |
| REFUSED | 1 | 0.04 | 0.18 | 100.0 |

## Home Location Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| CENTRAL | 1571 | 100.0 | 100.0 | 100.0 |

## Household Income

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| LESS\_THAN\_15K | 107 | 2.48 | 2.66 | 2.48 |
| BETWEEN\_15K\_20K | 31 | 0.72 | 0.73 | 3.2 |
| BETWEEN\_20K\_25K | 36 | 0.83 | 1.1 | 4.04 |
| BETWEEN\_25K\_30K | 32 | 0.74 | 0.59 | 4.78 |
| BETWEEN\_30K\_35K | 60 | 1.39 | 1.77 | 6.17 |
| BETWEEN\_35K\_40K | 54 | 1.25 | 1.05 | 7.42 |
| BETWEEN\_40K\_45K | 78 | 1.81 | 1.63 | 9.23 |
| BETWEEN\_45K\_50K | 79 | 1.83 | 1.48 | 11.06 |
| BETWEEN\_50K\_60K | 169 | 3.92 | 3.13 | 14.98 |
| BETWEEN\_60K\_75K | 312 | 7.24 | 6.7 | 22.22 |
| BETWEEN\_75K\_100K | 500 | 11.6 | 10.32 | 33.81 |
| BETWEEN\_100K\_150K | 670 | 15.54 | 16.25 | 49.35 |
| BETWEEN\_150\_199K | 637 | 14.77 | 14.66 | 64.12 |
| PREFER\_NOT\_TO\_SAY | 897 | 20.8 | 22.57 | 84.93 |
| BETWEEN\_200\_299K | 366 | 8.49 | 8.97 | 93.41 |
| MORE\_THAN\_300K | 272 | 6.31 | 5.96 | 99.72 |
| MORE\_THAN\_150K | 12 | 0.28 | 0.44 | 100.0 |

## Inbound Or Outbound

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| OUTBOUND\_FROM\_AIRPORT | 4312 | 100.0 | 100.0 | 100.0 |

## Interview Location

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| TERMINAL\_1 | 960 | 22.26 | 33.8 | 22.26 |
| TERMINAL\_2 | 3206 | 74.35 | 63.15 | 96.61 |
| ONBOARD\_992 | 47 | 1.09 | 0.88 | 97.7 |
| ONBOARD\_FLYER | 37 | 0.86 | 0.24 | 98.56 |
| RENTAL\_CENTER | 58 | 1.35 | 1.84 | 99.91 |
| PASSENGER\_PARKING | 3 | 0.07 | 0.06 | 99.98 |
| EMPLOYEE\_PARKING | 1 | 0.02 | 0.02 | 100.0 |

## Is Income Below Poverty

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 59 | 6.52 | 4.45 | 6.52 |
| NO | 772 | 85.3 | 88.83 | 91.82 |
| REFUSED | 74 | 8.18 | 6.72 | 100.0 |

## Main Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 19 | 0.44 | 0.5 | 0.44 |
| WHEELCHAIR\_OR\_OTHER\_MOBILITY\_DEVICE | 1 | 0.02 | 0.11 | 0.46 |
| MICROMOBILITY\_SHARED | 3 | 0.07 | 0.23 | 0.53 |
| MICROMOBILITY\_PERSONAL | 3 | 0.07 | 0.09 | 0.6 |
| RIDEHAIL\_TAXI | 1595 | 36.99 | 35.83 | 37.59 |
| PUBLIC\_TRANSPORTATION | 35 | 0.81 | 0.79 | 38.4 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 1437 | 33.33 | 28.93 | 71.73 |
| PERSONAL\_CAR\_PARKED | 255 | 5.91 | 6.69 | 77.64 |
| SHARED\_SHUTTLE\_VAN | 152 | 3.53 | 5.45 | 81.17 |
| BUS\_992 | 73 | 1.69 | 1.11 | 82.86 |
| AIRPORT\_FLYER\_SHUTTLE | 98 | 2.27 | 0.4 | 85.13 |
| RENTAL\_CAR | 609 | 14.12 | 18.98 | 99.26 |
| OTHER | 32 | 0.74 | 0.87 | 100.0 |

## Main Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 19 | 0.44 | 0.5 | 0.44 |
| WHEELCHAIR\_OR\_MOBILITY\_DEVICE | 1 | 0.02 | 0.11 | 0.46 |
| BICYCLE\_ELECTRIC\_BIKESHARE | 2 | 0.05 | 0.03 | 0.51 |
| BICYCLE\_NON\_ELECTRIC\_BIKESHARE | 1 | 0.02 | 0.2 | 0.53 |
| BICYCLE\_PERSONAL\_ELECTRIC | 2 | 0.05 | 0.03 | 0.58 |
| BICYCLE\_PERSONAL\_NON\_ELECTRIC | 1 | 0.02 | 0.06 | 0.6 |
| TAXI | 134 | 3.11 | 3.48 | 3.71 |
| UBER\_LYFT | 1409 | 32.68 | 31.43 | 36.39 |
| CAR\_SERVICE\_BLACK\_LIMO | 52 | 1.21 | 0.92 | 37.59 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 1412 | 32.75 | 28.47 | 70.34 |
| DROVE\_ALONE\_AND\_PARKED | 140 | 3.25 | 2.44 | 73.59 |
| DROVE\_WITH\_OTHERS\_AND\_PARKED | 98 | 2.27 | 3.82 | 75.86 |
| MTS\_ROUTE\_992 | 73 | 1.69 | 1.11 | 77.55 |
| AIRPORT\_FLYER\_SHUTTLE | 98 | 2.27 | 0.4 | 79.82 |
| CHARTERED\_TOUR\_BUS | 10 | 0.23 | 0.52 | 80.06 |
| EMPLOYEE\_SHUTTLE | 16 | 0.37 | 0.33 | 80.43 |
| RENTAL\_CAR\_DROPPED\_OFF | 440 | 10.2 | 13.49 | 90.63 |
| RENTAL\_CAR\_PARKED | 111 | 2.57 | 3.71 | 93.21 |
| HOTEL\_SHUTTLE\_VAN | 98 | 2.27 | 4.29 | 95.48 |
| OTHER\_SHARED\_VAN | 38 | 0.88 | 0.83 | 96.36 |
| PICKED\_UP\_BY\_FAMILY\_FRIEND | 25 | 0.58 | 0.47 | 96.94 |
| GET\_IN\_PARKED\_VEHICLE\_AND\_DRIVE\_ALONE | 2 | 0.05 | 0.02 | 96.99 |
| GET\_IN\_PARKED\_VEHICLE\_AND\_RIDE\_WITH\_OTHER\_TRAVELERS | 2 | 0.05 | 0.12 | 97.03 |
| RENTAL\_CAR\_PICKED\_UP | 51 | 1.18 | 1.6 | 98.21 |
| RENTAL\_CAR\_GET\_IN\_PARKED | 7 | 0.16 | 0.17 | 98.38 |
| RODE\_WITH\_OTHER\_TRAVELERS\_AND\_PARKED | 13 | 0.3 | 0.29 | 98.68 |
| OTHER\_PUBLIC\_TRANSIT | 35 | 0.81 | 0.79 | 99.49 |
| OTHER | 22 | 0.51 | 0.35 | 100.0 |

## Main Transit Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| MTS\_ROUTE\_992 | 109 | 2.53 | 1.64 | 2.53 |
| AIRPORT\_FLYER\_SHUTTLE | 144 | 3.34 | 2.8 | 5.87 |
| OTHER | 4059 | 94.13 | 95.56 | 100.0 |

## Nights Away

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 28 | 1.61 | 1.27 | 1.61 |
| ONE | 71 | 4.07 | 4.12 | 5.68 |
| TWO | 205 | 11.75 | 12.69 | 17.43 |
| THREE | 301 | 17.26 | 16.27 | 34.69 |
| FOUR | 287 | 16.46 | 15.85 | 51.15 |
| FIVE | 183 | 10.49 | 9.79 | 61.64 |
| SIX | 118 | 6.77 | 7.48 | 68.41 |
| SEVEN | 152 | 8.72 | 9.1 | 77.12 |
| EIGHT\_TO\_TEN | 119 | 6.82 | 7.4 | 83.94 |
| ELEVEN\_TO\_FOURTEEN | 92 | 5.28 | 5.18 | 89.22 |
| MORE\_THAN\_FOURTEEN | 188 | 10.78 | 10.87 | 100.0 |

## Nights Visited

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 45 | 1.78 | 1.65 | 1.78 |
| ONE | 173 | 6.86 | 5.88 | 8.64 |
| TWO | 332 | 13.16 | 11.43 | 21.81 |
| THREE | 545 | 21.61 | 23.47 | 43.42 |
| FOUR | 487 | 19.31 | 22.35 | 62.73 |
| FIVE | 292 | 11.58 | 11.97 | 74.31 |
| SIX | 161 | 6.38 | 6.99 | 80.69 |
| SEVEN | 179 | 7.1 | 6.29 | 87.79 |
| EIGHT\_TO\_TEN | 93 | 3.69 | 3.86 | 91.48 |
| ELEVEN\_TO\_FOURTEEN | 47 | 1.86 | 1.56 | 93.34 |
| MORE\_THAN\_FOURTEEN | 168 | 6.66 | 4.53 | 100.0 |

## Non Sdia Flight Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 1248 | 28.94 | 33.18 | 28.94 |
| ONE\_TIME | 509 | 11.8 | 12.3 | 40.75 |
| TWO\_TIMES | 540 | 12.52 | 13.27 | 53.27 |
| THREE\_TIMES | 445 | 10.32 | 10.51 | 63.59 |
| FOUR\_TIMES | 328 | 7.61 | 7.01 | 71.2 |
| MORE\_THAN\_FIVE\_TIMES | 1242 | 28.8 | 23.74 | 100.0 |

## Number Of Nights

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 78 | 1.82 | 1.58 | 1.82 |
| ONE | 244 | 5.69 | 5.19 | 7.51 |
| TWO | 539 | 12.57 | 11.86 | 20.08 |
| THREE | 849 | 19.8 | 20.68 | 39.88 |
| FOUR | 778 | 18.14 | 19.89 | 58.02 |
| FIVE | 477 | 11.12 | 11.14 | 69.15 |
| SIX | 282 | 6.58 | 7.41 | 75.72 |
| SEVEN | 331 | 7.72 | 7.3 | 83.44 |
| EIGHT\_TO\_TEN | 212 | 4.94 | 5.15 | 88.39 |
| ELEVEN\_TO\_FOURTEEN | 140 | 3.26 | 2.91 | 91.65 |
| MORE\_THAN\_FOURTEEN | 358 | 8.35 | 6.88 | 100.0 |

## Number Of Travel Companions

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 2571 | 59.62 | 32.58 | 59.62 |
| ONE | 1114 | 25.83 | 23.36 | 85.46 |
| TWO | 327 | 7.58 | 11.89 | 93.04 |
| THREE | 134 | 3.11 | 8.47 | 96.15 |
| FOUR | 74 | 1.72 | 8.84 | 97.87 |
| FIVE | 45 | 1.04 | 6.39 | 98.91 |
| SIX | 15 | 0.35 | 2.35 | 99.26 |
| SEVEN\_OR\_MORE | 32 | 0.74 | 6.13 | 100.0 |

## Number Persons In Household

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONE | 711 | 16.49 | 12.65 | 16.49 |
| TWO | 1678 | 38.91 | 34.6 | 55.4 |
| THREE | 845 | 19.6 | 19.71 | 75.0 |
| FOUR | 645 | 14.96 | 19.58 | 89.96 |
| FIVE | 255 | 5.91 | 8.04 | 95.87 |
| SIX | 103 | 2.39 | 3.33 | 98.26 |
| SEVEN | 45 | 1.04 | 1.07 | 99.3 |
| EIGHT | 11 | 0.26 | 0.33 | 99.56 |
| NINE | 7 | 0.16 | 0.39 | 99.72 |
| TEN\_OR\_MORE | 12 | 0.28 | 0.29 | 100.0 |

## Number Transit Vehicles From Airport

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 676 | 94.68 | 97.97 | 94.68 |
| ONE | 32 | 4.48 | 1.75 | 99.16 |
| TWO | 6 | 0.84 | 0.28 | 100.0 |

## Number Transit Vehicles To Airport

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 101 | 49.75 | 48.72 | 49.75 |
| ONE | 93 | 45.81 | 48.65 | 95.57 |
| TWO | 9 | 4.43 | 2.63 | 100.0 |

## Number Vehicles

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 221 | 5.13 | 4.53 | 5.13 |
| ONE | 1011 | 23.45 | 19.68 | 28.57 |
| TWO | 1862 | 43.18 | 43.93 | 71.75 |
| THREE | 810 | 18.78 | 20.66 | 90.54 |
| FOUR | 227 | 5.26 | 5.71 | 95.8 |
| FIVE | 114 | 2.64 | 3.36 | 98.45 |
| SIX | 31 | 0.72 | 0.68 | 99.17 |
| SEVEN | 15 | 0.35 | 0.46 | 99.51 |
| EIGHT\_OR\_MORE | 21 | 0.49 | 1.0 | 100.0 |

## Number Workers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 470 | 10.9 | 10.23 | 10.9 |
| ONE | 1313 | 30.45 | 26.8 | 41.35 |
| TWO | 1833 | 42.51 | 44.53 | 83.86 |
| THREE | 475 | 11.02 | 12.19 | 94.87 |
| FOUR | 161 | 3.73 | 4.4 | 98.61 |
| FIVE | 33 | 0.77 | 0.96 | 99.37 |
| SIX | 17 | 0.39 | 0.58 | 99.77 |
| SEVEN | 4 | 0.09 | 0.08 | 99.86 |
| EIGHT | 1 | 0.02 | 0.03 | 99.88 |
| NINE | 1 | 0.02 | 0.14 | 99.91 |
| TEN\_OR\_MORE | 4 | 0.09 | 0.07 | 100.0 |

## Origin Activity Type

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| SAN\_DIEGO\_AIRPORT | 4312 | 100.0 | 100.0 | 100.0 |

## Origin Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| CENTRAL | 4312 | 100.0 | 100.0 | 100.0 |

## Other Airport Accessmode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| MICROMOBILITY\_SHARED | 3 | 0.79 | 0.54 | 0.79 |
| MICROMOBILITY\_PERSONAL | 1 | 0.26 | 0.18 | 1.06 |
| RIDEHAIL\_TAXI | 106 | 28.04 | 26.44 | 29.1 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 232 | 61.38 | 62.5 | 90.48 |
| PERSONAL\_CAR\_PARKED | 4 | 1.06 | 1.3 | 91.53 |
| SHARED\_SHUTTLE\_VAN | 1 | 0.26 | 0.34 | 91.8 |
| RENTAL\_CAR | 31 | 8.2 | 8.71 | 100.0 |

## Other Airport Accessmode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| BICYCLE\_ELECTRIC\_BIKESHARE | 1 | 0.26 | 0.22 | 0.26 |
| BICYCLE\_NON\_ELECTRIC\_BIKESHARE | 2 | 0.53 | 0.32 | 0.79 |
| BICYCLE\_PERSONAL\_NON\_ELECTRIC | 1 | 0.26 | 0.18 | 1.06 |
| TAXI | 1 | 0.26 | 0.45 | 1.32 |
| UBER\_LYFT | 101 | 26.72 | 24.66 | 28.04 |
| CAR\_SERVICE\_BLACK\_LIMO | 4 | 1.06 | 1.34 | 29.1 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 232 | 61.38 | 62.5 | 90.48 |
| DROVE\_ALONE\_AND\_PARKED | 2 | 0.53 | 0.32 | 91.01 |
| RENTAL\_CAR\_DROPPED\_OFF | 21 | 5.56 | 5.93 | 96.56 |
| RENTAL\_CAR\_PARKED | 10 | 2.65 | 2.78 | 99.21 |
| OTHER\_SHARED\_VAN | 1 | 0.26 | 0.34 | 99.47 |
| RODE\_WITH\_OTHER\_TRAVELERS\_AND\_PARKED | 2 | 0.53 | 0.98 | 100.0 |

## Parking Cost Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| TOTAL | 147 | 66.22 | 61.16 | 66.22 |
| MONTHLY | 1 | 0.45 | 0.2 | 66.67 |
| DAILY | 62 | 27.93 | 34.49 | 94.59 |
| HOURLY | 3 | 1.35 | 0.61 | 95.95 |
| OTHER\_SPECIFY | 8 | 3.6 | 3.34 | 99.55 |
| REFUSED | 1 | 0.45 | 0.2 | 100.0 |

## Parking Location

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| TERM1\_PARKING\_PLAZA | 29 | 13.12 | 19.74 | 13.12 |
| TERM2\_PARKING\_PLAZA | 95 | 42.99 | 38.03 | 56.11 |
| TERM1\_CURBSIDE\_VALET | 1 | 0.45 | 0.25 | 56.56 |
| TERM2\_CURBSIDE\_VALET | 3 | 1.36 | 1.69 | 57.92 |
| OFF\_AIRPORT\_PARKING | 83 | 37.56 | 37.21 | 95.48 |
| OTHER | 9 | 4.07 | 2.88 | 99.55 |
| REFUSED | 1 | 0.45 | 0.2 | 100.0 |

## Passenger Segment

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| RESIDENT\_ARRIVING | 1763 | 40.89 | 37.57 | 40.89 |
| VISITOR\_ARRIVING | 2549 | 59.11 | 62.43 | 100.0 |

## Reimbursement

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| REIMBURSED\_EMPLOYER\_CLIENT | 784 | 19.0 | 17.6 | 19.0 |
| REIMBURSED\_OTHER\_THIRD\_PARTY | 53 | 1.28 | 1.6 | 20.28 |
| NOT\_REIMBURSED | 3231 | 78.29 | 79.57 | 98.57 |
| DONT\_KNOW | 59 | 1.43 | 1.23 | 100.0 |

## Resident Visitor Followup

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| VISITING\_THE\_REGION | 191 | 78.6 | 74.15 | 78.6 |
| LIVE\_OUTSIDE\_REGION\_TRAVELED\_TO\_AIRPORT | 52 | 21.4 | 25.85 | 100.0 |

## Resident Visitor General

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| GOING\_HOME | 3 | 0.07 | 0.08 | 0.07 |
| VISITING | 2351 | 54.52 | 58.07 | 54.59 |
| COMING\_HOME | 1711 | 39.68 | 36.11 | 94.27 |
| NEITHER | 247 | 5.73 | 5.74 | 100.0 |

## Resident Visitor

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| SAN\_DIEGO\_REGION | 1562 | 36.22 | 32.13 | 36.22 |
| OTHER\_SOUTHERN\_CALIFORNIA | 100 | 2.32 | 2.86 | 38.54 |
| OTHER\_CALIFORNIA | 368 | 8.53 | 9.8 | 47.08 |
| TIJUANA\_REGION | 38 | 0.88 | 1.21 | 47.96 |
| OTHER\_BAJA\_CALIFORNIA | 23 | 0.53 | 0.59 | 48.49 |
| OTHER\_STATE\_US | 1938 | 44.94 | 47.45 | 93.44 |
| OTHER\_STATE\_MEXICO | 42 | 0.97 | 0.96 | 94.41 |
| NONE\_OF\_THE\_ABOVE | 241 | 5.59 | 5.0 | 100.0 |

## Resident Visitor Purpose

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| RESIDENT\_BUSINESS | 454 | 10.53 | 8.71 | 10.53 |
| RESIDENT\_NON\_BUSINESS | 1309 | 30.36 | 28.87 | 40.89 |
| VISITOR\_BUSINESS | 868 | 20.13 | 20.07 | 61.02 |
| VISITOR\_NON\_BUSINESS | 1681 | 38.98 | 42.35 | 100.0 |

## Reverse Mode Combined

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 11 | 0.27 | 0.39 | 0.27 |
| RIDEHAIL\_TAXI | 1505 | 36.47 | 35.12 | 36.73 |
| PUBLIC\_TRANSPORTATION | 16 | 0.39 | 0.27 | 37.12 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 1430 | 34.65 | 29.48 | 71.77 |
| PERSONAL\_CAR\_PARKED | 227 | 5.5 | 6.36 | 77.27 |
| SHARED\_SHUTTLE\_VAN | 136 | 3.3 | 4.72 | 80.57 |
| BUS\_992 | 86 | 2.08 | 1.28 | 82.65 |
| AIRPORT\_FLYER\_SHUTTLE | 117 | 2.83 | 2.8 | 85.49 |
| RENTAL\_CAR | 565 | 13.69 | 18.09 | 99.18 |
| OTHER | 34 | 0.82 | 1.48 | 100.0 |

## Reverse Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 7 | 0.32 | 0.27 | 0.32 |
| RIDEHAIL\_TAXI | 862 | 39.29 | 36.06 | 39.61 |
| PUBLIC\_TRANSPORTATION | 6 | 0.27 | 0.17 | 39.88 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 549 | 25.02 | 20.23 | 64.9 |
| PERSONAL\_CAR\_PARKED | 10 | 0.46 | 0.38 | 65.36 |
| SHARED\_SHUTTLE\_VAN | 111 | 5.06 | 6.55 | 70.42 |
| BUS\_992 | 54 | 2.46 | 1.42 | 72.88 |
| AIRPORT\_FLYER\_SHUTTLE | 67 | 3.05 | 3.48 | 75.93 |
| RENTAL\_CAR | 508 | 23.15 | 29.26 | 99.09 |
| OTHER | 20 | 0.91 | 2.19 | 100.0 |

## Reverse Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 7 | 0.32 | 0.27 | 0.32 |
| TAXI | 68 | 3.1 | 2.79 | 3.42 |
| UBER\_LYFT | 776 | 35.35 | 32.02 | 38.77 |
| CAR\_SERVICE\_BLACK\_LIMO | 18 | 0.82 | 1.23 | 39.59 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 549 | 25.01 | 20.22 | 64.6 |
| DROVE\_ALONE\_AND\_PARKED | 3 | 0.14 | 0.07 | 64.74 |
| DROVE\_WITH\_OTHERS\_AND\_PARKED | 6 | 0.27 | 0.28 | 65.01 |
| MTS\_ROUTE\_992 | 54 | 2.46 | 1.42 | 67.47 |
| AIRPORT\_FLYER\_SHUTTLE | 67 | 3.05 | 3.48 | 70.52 |
| CHARTERED\_TOUR\_BUS | 9 | 0.41 | 1.43 | 70.93 |
| EMPLOYEE\_SHUTTLE | 1 | 0.05 | 0.04 | 70.98 |
| RENTAL\_CAR\_DROPPED\_OFF | 401 | 18.27 | 22.56 | 89.25 |
| RENTAL\_CAR\_PARKED | 106 | 4.83 | 6.66 | 94.08 |
| HOTEL\_SHUTTLE\_VAN | 97 | 4.42 | 5.94 | 98.5 |
| OTHER\_SHARED\_VAN | 14 | 0.64 | 0.61 | 99.13 |
| RENTAL\_CAR\_PICKED\_UP | 1 | 0.05 | 0.03 | 99.18 |
| RODE\_WITH\_OTHER\_TRAVELERS\_AND\_PARKED | 1 | 0.05 | 0.03 | 99.23 |
| OTHER\_PUBLIC\_TRANSIT | 6 | 0.27 | 0.17 | 99.5 |
| OTHER | 11 | 0.5 | 0.76 | 100.0 |

## Reverse Mode Predicted Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 4 | 0.24 | 0.65 | 0.24 |
| RIDEHAIL\_TAXI | 545 | 32.42 | 32.65 | 32.66 |
| PUBLIC\_TRANSPORTATION | 8 | 0.48 | 0.38 | 33.14 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 782 | 46.52 | 42.9 | 79.65 |
| PERSONAL\_CAR\_PARKED | 212 | 12.61 | 16.1 | 92.27 |
| SHARED\_SHUTTLE\_VAN | 15 | 0.89 | 1.54 | 93.16 |
| BUS\_992 | 30 | 1.78 | 1.21 | 94.94 |
| AIRPORT\_FLYER\_SHUTTLE | 42 | 2.5 | 2.21 | 97.44 |
| RENTAL\_CAR | 19 | 1.13 | 1.23 | 98.57 |
| OTHER | 12 | 0.71 | 0.6 | 99.29 |
| REFUSED\_NO\_ANSWER | 12 | 0.71 | 0.53 | 100.0 |

## Reverse Mode Predicted

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 4 | 0.24 | 0.65 | 0.24 |
| TAXI | 18 | 1.07 | 1.29 | 1.31 |
| UBER\_LYFT | 502 | 29.86 | 29.78 | 31.17 |
| CAR\_SERVICE\_BLACK\_LIMO | 25 | 1.49 | 1.59 | 32.66 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 782 | 46.52 | 42.9 | 79.18 |
| DROVE\_ALONE\_AND\_PARKED | 112 | 6.66 | 4.36 | 85.84 |
| DROVE\_WITH\_OTHERS\_AND\_PARKED | 98 | 5.83 | 11.64 | 91.67 |
| MTS\_ROUTE\_992 | 30 | 1.78 | 1.21 | 93.46 |
| AIRPORT\_FLYER\_SHUTTLE | 42 | 2.5 | 2.21 | 95.95 |
| CHARTERED\_TOUR\_BUS | 3 | 0.18 | 0.1 | 96.13 |
| RENTAL\_CAR\_DROPPED\_OFF | 15 | 0.89 | 1.0 | 97.03 |
| RENTAL\_CAR\_PARKED | 4 | 0.24 | 0.23 | 97.26 |
| HOTEL\_SHUTTLE\_VAN | 7 | 0.42 | 1.04 | 97.68 |
| OTHER\_SHARED\_VAN | 8 | 0.48 | 0.5 | 98.16 |
| RODE\_WITH\_OTHER\_TRAVELERS\_AND\_PARKED | 2 | 0.12 | 0.1 | 98.27 |
| OTHER\_PUBLIC\_TRANSIT | 8 | 0.48 | 0.38 | 98.75 |
| OTHER | 9 | 0.54 | 0.5 | 99.29 |
| REFUSED\_NO\_ANSWER | 12 | 0.71 | 0.53 | 100.0 |

## Sdia Accessmode Decision

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| LOWEST\_COST | 22 | 24.44 | 25.12 | 24.44 |
| SHORTEST\_DOOR\_TO\_DOOR\_TRAVEL\_TIME | 16 | 17.78 | 21.32 | 42.22 |
| SMALLEST\_CHANCE\_FOR\_DELAYS | 8 | 8.89 | 7.85 | 51.11 |
| MOST\_COMFORTABLE | 14 | 15.56 | 10.82 | 66.67 |
| DEPENDS\_ON\_TIME\_OF\_DAY | 17 | 18.89 | 12.15 | 85.56 |
| DEPENDS\_ON\_TRAVEL\_PARTY | 6 | 6.67 | 10.45 | 92.22 |
| DEPENDS\_ON\_WHO\_PAYS | 3 | 3.33 | 2.09 | 95.56 |
| REFUSED | 4 | 4.44 | 10.2 | 100.0 |

## Sdia Flight Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONCE\_OR\_TWICE\_PER\_YEAR | 1520 | 35.25 | 37.98 | 35.25 |
| THREE\_TO\_FIVE\_PER\_YEAR | 1007 | 23.35 | 21.93 | 58.6 |
| SIX\_TO\_TEN\_PER\_YEAR | 345 | 8.0 | 7.26 | 66.6 |
| ELEVEN\_TO\_TWENTY\_PER\_YEAR | 162 | 3.76 | 2.54 | 70.36 |
| TWENTY\_ONE\_OR\_MORE\_PER\_YEAR | 89 | 2.06 | 1.46 | 72.43 |
| NEVER | 1189 | 27.57 | 28.83 | 100.0 |

## Sdia Transit Awareness

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 595 | 14.78 | 13.38 | 14.78 |
| NO | 3422 | 85.02 | 86.02 | 99.8 |
| REFUSED | 8 | 0.2 | 0.59 | 100.0 |

## Sp Access Walk Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| LESS\_THAN\_TWO\_MINS | 43 | 7.24 | 6.54 | 7.24 |
| LESS\_THAN\_FIVE\_MINS | 158 | 26.6 | 27.68 | 33.84 |
| LESS\_THAN\_FIFTEEN\_MINS | 230 | 38.72 | 41.97 | 72.56 |
| LESS\_THAN\_THIRTY\_MINS | 145 | 24.41 | 19.92 | 96.97 |
| NOT\_INTERESTED | 18 | 3.03 | 3.89 | 100.0 |

## Sp Connection To Convention Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 89 | 18.05 | 15.82 | 18.05 |
| UNLIKELY | 82 | 16.63 | 17.91 | 34.69 |
| NEUTRAL\_DONT\_KNOW | 158 | 32.05 | 29.56 | 66.73 |
| LIKELY | 91 | 18.46 | 19.95 | 85.19 |
| VERY\_LIKELY | 73 | 14.81 | 16.76 | 100.0 |

## Sp Connection To Old Town Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 65 | 13.18 | 12.8 | 13.18 |
| UNLIKELY | 51 | 10.34 | 9.24 | 23.53 |
| NEUTRAL\_DONT\_KNOW | 149 | 30.22 | 27.24 | 53.75 |
| LIKELY | 148 | 30.02 | 34.71 | 83.77 |
| VERY\_LIKELY | 80 | 16.23 | 16.01 | 100.0 |

## Sp Connection To Santafe Depot

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 71 | 14.4 | 12.39 | 14.4 |
| UNLIKELY | 57 | 11.56 | 11.31 | 25.96 |
| NEUTRAL\_DONT\_KNOW | 171 | 34.69 | 32.94 | 60.65 |
| LIKELY | 116 | 23.53 | 26.33 | 84.18 |
| VERY\_LIKELY | 78 | 15.82 | 17.03 | 100.0 |

## Sp Dropoff Choice No Transit Access

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 11 | 10.38 | 9.49 | 10.38 |
| UNLIKELY | 14 | 13.21 | 19.21 | 23.58 |
| NEUTRAL\_DONT\_KNOW | 30 | 28.3 | 27.88 | 51.89 |
| LIKELY | 36 | 33.96 | 30.75 | 85.85 |
| VERY\_LIKELY | 15 | 14.15 | 12.68 | 100.0 |

## Sp Dropoff Choice Transit Access

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 1 | 5.26 | 4.11 | 5.26 |
| UNLIKELY | 4 | 21.05 | 20.91 | 26.32 |
| NEUTRAL\_DONT\_KNOW | 6 | 31.58 | 30.1 | 57.89 |
| LIKELY | 2 | 10.53 | 10.45 | 68.42 |
| VERY\_LIKELY | 6 | 31.58 | 34.44 | 100.0 |

## Sp Dropoff Escort

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| SPOUSE\_PARTNER | 40 | 32.0 | 26.94 | 32.0 |
| PARENT | 14 | 11.2 | 9.56 | 43.2 |
| CHILD | 11 | 8.8 | 11.26 | 52.0 |
| OTHER\_RELATIVE | 22 | 17.6 | 21.42 | 69.6 |
| FRIEND | 32 | 25.6 | 24.67 | 95.2 |
| COLLEAGUE | 1 | 0.8 | 0.9 | 96.0 |
| OTHER | 5 | 4.0 | 5.25 | 100.0 |

## Sp Feature Early Morning

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 87 | 14.65 | 17.68 | 14.65 |
| SLIGHTLY\_IMPORTANT | 127 | 21.38 | 20.23 | 36.03 |
| IMPORTANT | 166 | 27.95 | 27.89 | 63.97 |
| VERY\_IMPORTANT | 132 | 22.22 | 20.89 | 86.2 |
| EXTREMELY\_IMPORTANT | 82 | 13.8 | 13.31 | 100.0 |

## Sp Feature Late Night

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 34 | 5.72 | 7.93 | 5.72 |
| SLIGHTLY\_IMPORTANT | 84 | 14.14 | 13.71 | 19.87 |
| IMPORTANT | 176 | 29.63 | 28.55 | 49.49 |
| VERY\_IMPORTANT | 180 | 30.3 | 31.09 | 79.8 |
| EXTREMELY\_IMPORTANT | 120 | 20.2 | 18.73 | 100.0 |

## Sp Feature Luggage Rack

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 84 | 14.14 | 12.93 | 14.14 |
| SLIGHTLY\_IMPORTANT | 157 | 26.43 | 23.3 | 40.57 |
| IMPORTANT | 192 | 32.32 | 32.36 | 72.9 |
| VERY\_IMPORTANT | 113 | 19.02 | 22.61 | 91.92 |
| EXTREMELY\_IMPORTANT | 48 | 8.08 | 8.8 | 100.0 |

## Sp Feature No Delay

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 18 | 3.03 | 5.09 | 3.03 |
| SLIGHTLY\_IMPORTANT | 55 | 9.26 | 9.05 | 12.29 |
| IMPORTANT | 162 | 27.27 | 25.05 | 39.56 |
| VERY\_IMPORTANT | 177 | 29.8 | 30.1 | 69.36 |
| EXTREMELY\_IMPORTANT | 182 | 30.64 | 30.71 | 100.0 |

## Sp Feature Seats Transit

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 28 | 4.71 | 4.57 | 4.71 |
| SLIGHTLY\_IMPORTANT | 87 | 14.65 | 11.95 | 19.36 |
| IMPORTANT | 169 | 28.45 | 28.12 | 47.81 |
| VERY\_IMPORTANT | 179 | 30.13 | 30.9 | 77.95 |
| EXTREMELY\_IMPORTANT | 131 | 22.05 | 24.47 | 100.0 |

## Sp Feature Seats Transit Stop

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 89 | 14.98 | 13.05 | 14.98 |
| SLIGHTLY\_IMPORTANT | 140 | 23.57 | 19.76 | 38.55 |
| IMPORTANT | 167 | 28.11 | 29.83 | 66.67 |
| VERY\_IMPORTANT | 128 | 21.55 | 26.96 | 88.22 |
| EXTREMELY\_IMPORTANT | 70 | 11.78 | 10.4 | 100.0 |

## Sp Feature Short Wait

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 37 | 6.23 | 5.81 | 6.23 |
| SLIGHTLY\_IMPORTANT | 109 | 18.35 | 19.14 | 24.58 |
| IMPORTANT | 188 | 31.65 | 32.97 | 56.23 |
| VERY\_IMPORTANT | 150 | 25.25 | 23.27 | 81.48 |
| EXTREMELY\_IMPORTANT | 110 | 18.52 | 18.81 | 100.0 |

## Sp Feature Weekend Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 16 | 2.69 | 5.2 | 2.69 |
| SLIGHTLY\_IMPORTANT | 30 | 5.05 | 5.95 | 7.74 |
| IMPORTANT | 193 | 32.49 | 27.07 | 40.24 |
| VERY\_IMPORTANT | 207 | 34.85 | 36.72 | 75.08 |
| EXTREMELY\_IMPORTANT | 148 | 24.92 | 25.07 | 100.0 |

## Sp Invitation

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 1194 | 27.99 | 27.68 | 27.99 |
| NO | 3001 | 70.35 | 71.05 | 98.34 |
| REFUSED | 71 | 1.66 | 1.28 | 100.0 |

## Sp Number Of Transfers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONE | 330 | 57.29 | 60.97 | 57.29 |
| TWO | 126 | 21.88 | 17.27 | 79.17 |
| THREE\_OR\_MORE | 10 | 1.74 | 2.87 | 80.9 |
| NOT\_WILLING\_TO\_TRANSFER | 110 | 19.1 | 18.89 | 100.0 |

## Sp Rental Choice No Transit

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 4 | 9.52 | 4.13 | 9.52 |
| UNLIKELY | 4 | 9.52 | 4.32 | 19.05 |
| NEUTRAL\_DONT\_KNOW | 9 | 21.43 | 20.17 | 40.48 |
| LIKELY | 10 | 23.81 | 33.91 | 64.29 |
| VERY\_LIKELY | 15 | 35.71 | 37.47 | 100.0 |

## Sp Taxi Choice Dropoff Station

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 21 | 12.73 | 16.35 | 12.73 |
| UNLIKELY | 33 | 20.0 | 15.2 | 32.73 |
| NEUTRAL\_DONT\_KNOW | 46 | 27.88 | 23.76 | 60.61 |
| LIKELY | 42 | 25.45 | 32.91 | 86.06 |
| VERY\_LIKELY | 23 | 13.94 | 11.77 | 100.0 |

## State Of Residence

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ALABAMA | 10 | 0.51 | 0.36 | 0.51 |
| ALASKA | 10 | 0.51 | 0.34 | 1.03 |
| ARIZONA | 87 | 4.48 | 5.44 | 5.5 |
| ARKANSAS | 10 | 0.51 | 0.33 | 6.02 |
| CALIFORNIA | 6 | 0.31 | 0.26 | 6.33 |
| COLORADO | 117 | 6.02 | 7.05 | 12.35 |
| CONNECTICUT | 22 | 1.13 | 0.73 | 13.48 |
| DELAWARE | 2 | 0.1 | 0.09 | 13.58 |
| DISTRICT\_OF\_COLUMBIA | 18 | 0.93 | 0.68 | 14.51 |
| FLORIDA | 71 | 3.65 | 2.97 | 18.16 |
| GEORGIA | 72 | 3.7 | 2.82 | 21.86 |
| GUAM | 1 | 0.05 | 0.06 | 21.91 |
| HAWAII | 49 | 2.52 | 2.33 | 24.43 |
| IDAHO | 35 | 1.8 | 1.33 | 26.23 |
| ILLINOIS | 66 | 3.4 | 3.63 | 29.63 |
| INDIANA | 24 | 1.23 | 1.38 | 30.86 |
| IOWA | 18 | 0.93 | 0.83 | 31.79 |
| KANSAS | 14 | 0.72 | 1.48 | 32.51 |
| KENTUCKY | 8 | 0.41 | 0.54 | 32.92 |
| LOUISIANA | 17 | 0.87 | 0.85 | 33.8 |
| MAINE | 7 | 0.36 | 0.26 | 34.16 |
| MARYLAND | 29 | 1.49 | 1.12 | 35.65 |
| MASSACHUSETTS | 57 | 2.93 | 1.9 | 38.58 |
| MICHIGAN | 52 | 2.67 | 3.79 | 41.26 |
| MINNESOTA | 45 | 2.31 | 2.1 | 43.57 |
| MISSISSIPPI | 7 | 0.36 | 0.35 | 43.93 |
| MISSOURI | 20 | 1.03 | 0.91 | 44.96 |
| MONTANA | 12 | 0.62 | 0.37 | 45.58 |
| NEBRASKA | 13 | 0.67 | 0.9 | 46.24 |
| NEVADA | 71 | 3.65 | 3.81 | 49.9 |
| NEW\_HAMPSHIRE | 5 | 0.26 | 0.23 | 50.15 |
| NEW\_JERSEY | 27 | 1.39 | 1.1 | 51.54 |
| NEW\_MEXICO | 17 | 0.87 | 2.39 | 52.42 |
| NEW\_YORK | 95 | 4.89 | 4.34 | 57.3 |
| NORTH\_CAROLINA | 38 | 1.95 | 1.97 | 59.26 |
| NORTH\_DAKOTA | 4 | 0.21 | 0.15 | 59.47 |
| NORTHERN\_MARIANA\_ISLANDS | 1 | 0.05 | 0.03 | 59.52 |
| OHIO | 33 | 1.7 | 1.63 | 61.21 |
| OKLAHOMA | 16 | 0.82 | 1.13 | 62.04 |
| OREGON | 82 | 4.22 | 3.97 | 66.26 |
| PENNSYLVANIA | 32 | 1.65 | 1.21 | 67.9 |
| RHODE\_ISLAND | 5 | 0.26 | 0.18 | 68.16 |
| SOUTH\_CAROLINA | 9 | 0.46 | 0.28 | 68.62 |
| SOUTH\_DAKOTA | 10 | 0.51 | 0.92 | 69.14 |
| TENNESSEE | 18 | 0.93 | 0.65 | 70.06 |
| TEXAS | 229 | 11.78 | 15.89 | 81.84 |
| UTAH | 79 | 4.06 | 3.44 | 85.91 |
| VERMONT | 3 | 0.15 | 0.08 | 86.06 |
| VIRGINIA | 43 | 2.21 | 2.15 | 88.27 |
| WASHINGTON | 189 | 9.72 | 8.01 | 97.99 |
| WEST\_VIRGINIA | 1 | 0.05 | 0.03 | 98.05 |
| WISCONSIN | 32 | 1.65 | 1.01 | 99.69 |
| WYOMING | 6 | 0.31 | 0.23 | 100.0 |

## Stay Informed

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 105 | 3.37 | 3.81 | 3.37 |
| NO | 3001 | 96.34 | 95.66 | 99.71 |
| REFUSED | 9 | 0.29 | 0.53 | 100.0 |

## Trip Arrival Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| FIVE\_TO\_FIVE\_THIRTY | 9 | 0.22 | 0.16 | 0.22 |
| FIVE\_THIRTY\_TO\_SIX | 19 | 0.46 | 0.35 | 0.68 |
| SIX\_TO\_SIX\_THIRTY | 43 | 1.04 | 0.81 | 1.72 |
| SIX\_THIRTY\_TO\_SEVEN | 72 | 1.74 | 2.15 | 3.46 |
| SEVEN\_TO\_SEVEN\_THIRTY | 153 | 3.71 | 3.49 | 7.17 |
| SEVEN\_THIRTY\_TO\_EIGHT | 179 | 4.34 | 4.54 | 11.51 |
| EIGHT\_TO\_EIGHT\_THIRTY | 216 | 5.23 | 4.93 | 16.74 |
| EIGHT\_THIRTY\_TO\_NINE | 243 | 5.89 | 5.15 | 22.63 |
| NINE\_TO\_NINE\_THIRTY | 238 | 5.77 | 5.23 | 28.4 |
| NINE\_THIRTY\_TO\_TEN | 216 | 5.23 | 5.28 | 33.63 |
| TEN\_TO\_TEN\_THIRTY | 207 | 5.02 | 5.52 | 38.65 |
| TEN\_THIRTY\_TO\_ELEVEN | 169 | 4.09 | 3.85 | 42.74 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 186 | 4.51 | 4.63 | 47.25 |
| ELEVEN\_THIRTY\_TO\_NOON | 184 | 4.46 | 5.45 | 51.71 |
| NOON\_TO\_TWELVE\_THIRTY | 212 | 5.14 | 4.94 | 56.85 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 188 | 4.56 | 4.78 | 61.4 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 193 | 4.68 | 5.46 | 66.08 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 145 | 3.51 | 3.43 | 69.59 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 143 | 3.46 | 4.0 | 73.06 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 142 | 3.44 | 3.65 | 76.5 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 127 | 3.08 | 3.23 | 79.57 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 108 | 2.62 | 2.67 | 82.19 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 93 | 2.25 | 2.4 | 84.44 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 69 | 1.67 | 1.47 | 86.12 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 77 | 1.87 | 1.94 | 87.98 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 90 | 2.18 | 1.82 | 90.16 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 109 | 2.64 | 2.29 | 92.8 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 79 | 1.91 | 1.54 | 94.72 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 67 | 1.62 | 1.46 | 96.34 |
| NINETEEN\_THIRTY\_TO\_TWENTY | 51 | 1.24 | 1.05 | 97.58 |
| TWENTY\_TO\_TWENTY\_THIRTY | 39 | 0.94 | 0.77 | 98.52 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 32 | 0.78 | 1.01 | 99.3 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 9 | 0.22 | 0.21 | 99.52 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 9 | 0.22 | 0.15 | 99.73 |
| TWENTY\_TWO\_TO\_TWENTY\_TWO\_THIRTY | 2 | 0.05 | 0.03 | 99.78 |
| TWO\_TO\_TWO\_THIRTY | 1 | 0.02 | 0.01 | 99.81 |
| THREE\_TO\_THREE\_THIRTY | 2 | 0.05 | 0.02 | 99.85 |
| THREE\_THIRTY\_TO\_FOUR | 1 | 0.02 | 0.01 | 99.88 |
| FOUR\_TO\_FOUR\_THIRTY | 3 | 0.07 | 0.05 | 99.95 |
| FOUR\_THIRTY\_TO\_FIVE | 2 | 0.05 | 0.09 | 100.0 |

## Trip Start Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| FIVE\_TO\_FIVE\_THIRTY | 36 | 0.87 | 1.09 | 0.87 |
| FIVE\_THIRTY\_TO\_SIX | 43 | 1.04 | 1.0 | 1.91 |
| SIX\_TO\_SIX\_THIRTY | 97 | 2.35 | 2.53 | 4.26 |
| SIX\_THIRTY\_TO\_SEVEN | 134 | 3.25 | 3.28 | 7.51 |
| SEVEN\_TO\_SEVEN\_THIRTY | 245 | 5.94 | 6.13 | 13.45 |
| SEVEN\_THIRTY\_TO\_EIGHT | 192 | 4.65 | 4.1 | 18.1 |
| EIGHT\_TO\_EIGHT\_THIRTY | 281 | 6.81 | 5.44 | 24.91 |
| EIGHT\_THIRTY\_TO\_NINE | 175 | 4.24 | 3.95 | 29.15 |
| NINE\_TO\_NINE\_THIRTY | 256 | 6.2 | 6.73 | 35.35 |
| NINE\_THIRTY\_TO\_TEN | 186 | 4.51 | 4.92 | 39.86 |
| TEN\_TO\_TEN\_THIRTY | 193 | 4.68 | 4.86 | 44.54 |
| TEN\_THIRTY\_TO\_ELEVEN | 163 | 3.95 | 3.91 | 48.49 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 210 | 5.09 | 5.96 | 53.57 |
| ELEVEN\_THIRTY\_TO\_NOON | 171 | 4.14 | 3.85 | 57.72 |
| NOON\_TO\_TWELVE\_THIRTY | 232 | 5.62 | 6.58 | 63.34 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 146 | 3.54 | 3.37 | 66.88 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 175 | 4.24 | 4.08 | 71.12 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 101 | 2.45 | 2.56 | 73.56 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 149 | 3.61 | 4.21 | 77.17 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 114 | 2.76 | 3.06 | 79.94 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 125 | 3.03 | 2.89 | 82.97 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 71 | 1.72 | 2.0 | 84.69 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 87 | 2.11 | 1.88 | 86.79 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 62 | 1.5 | 1.24 | 88.3 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 99 | 2.4 | 2.05 | 90.7 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 85 | 2.06 | 1.9 | 92.76 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 103 | 2.5 | 2.17 | 95.25 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 49 | 1.19 | 1.0 | 96.44 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 58 | 1.41 | 1.18 | 97.84 |
| NINETEEN\_THIRTY\_TO\_TWENTY | 23 | 0.56 | 0.47 | 98.4 |
| TWENTY\_TO\_TWENTY\_THIRTY | 31 | 0.75 | 0.95 | 99.15 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 5 | 0.12 | 0.08 | 99.27 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 9 | 0.22 | 0.15 | 99.49 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 3 | 0.07 | 0.05 | 99.56 |
| ONE\_THIRTY\_TO\_TWO | 1 | 0.02 | 0.01 | 99.59 |
| TWO\_TO\_TWO\_THIRTY | 6 | 0.15 | 0.14 | 99.73 |
| TWO\_THIRTY\_TO\_THREE | 1 | 0.02 | 0.02 | 99.76 |
| FOUR\_TO\_FOUR\_THIRTY | 1 | 0.02 | 0.01 | 99.78 |
| FOUR\_THIRTY\_TO\_FIVE | 9 | 0.22 | 0.19 | 100.0 |

# Segment: PASSENGER | DEPARTING

## Access Mode Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONCE\_OR\_TWICE\_PER\_YEAR | 1172 | 39.14 | 42.49 | 39.14 |
| THREE\_TO\_FIVE\_PER\_YEAR | 519 | 17.33 | 18.18 | 56.48 |
| SIX\_TO\_TEN\_PER\_YEAR | 161 | 5.38 | 5.45 | 61.86 |
| ELEVEN\_TO\_TWENTY\_PER\_YEAR | 59 | 1.97 | 1.34 | 63.83 |
| TWENTY\_ONE\_OR\_MORE\_PER\_YEAR | 28 | 0.94 | 0.94 | 64.76 |
| NEVER | 57 | 1.9 | 1.97 | 66.67 |
| ALWAYS | 998 | 33.33 | 29.62 | 100.0 |

## Access Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 106 | 51.71 | 60.8 | 51.71 |
| MICROMOBILITY\_PERSONAL | 1 | 0.49 | 0.81 | 52.2 |
| RIDEHAIL\_TAXI | 24 | 11.71 | 8.07 | 63.9 |
| PUBLIC\_TRANSPORTATION | 10 | 4.88 | 4.13 | 68.78 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 38 | 18.54 | 19.35 | 87.32 |
| PERSONAL\_CAR\_PARKED | 20 | 9.76 | 6.18 | 97.07 |
| OTHER | 6 | 2.93 | 0.66 | 100.0 |

## Access Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 106 | 51.71 | 60.8 | 51.71 |
| BICYCLE\_PERSONAL\_NON\_ELECTRIC | 1 | 0.49 | 0.81 | 52.2 |
| TAXI | 2 | 0.98 | 0.49 | 53.17 |
| UBER\_LYFT | 18 | 8.78 | 6.44 | 61.95 |
| CAR\_SERVICE\_BLACK\_LIMO | 4 | 1.95 | 1.14 | 63.9 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 38 | 18.54 | 19.35 | 82.44 |
| DROVE\_ALONE\_AND\_PARKED | 9 | 4.39 | 3.1 | 86.83 |
| DROVE\_WITH\_OTHERS\_AND\_PARKED | 8 | 3.9 | 2.71 | 90.73 |
| RODE\_WITH\_OTHER\_TRAVELERS\_AND\_PARKED | 3 | 1.46 | 0.37 | 92.2 |
| OTHER\_PUBLIC\_TRANSIT | 10 | 4.88 | 4.13 | 97.07 |
| OTHER | 6 | 2.93 | 0.66 | 100.0 |

## Age

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| AGE\_18\_19 | 74 | 1.79 | 2.25 | 1.79 |
| AGE\_20\_24 | 341 | 8.26 | 6.93 | 10.06 |
| AGE\_25\_29 | 484 | 11.73 | 10.23 | 21.78 |
| AGE\_30\_34 | 517 | 12.53 | 10.87 | 34.31 |
| AGE\_35\_39 | 400 | 9.69 | 10.68 | 44.0 |
| AGE\_40\_44 | 417 | 10.1 | 13.91 | 54.11 |
| AGE\_45\_49 | 328 | 7.95 | 8.91 | 62.05 |
| AGE\_50\_54 | 311 | 7.54 | 7.77 | 69.59 |
| AGE\_55\_59 | 362 | 8.77 | 7.93 | 78.36 |
| AGE\_60\_64 | 338 | 8.19 | 7.89 | 86.55 |
| AGE\_65\_74 | 397 | 9.62 | 8.92 | 96.17 |
| AGE\_75\_OR\_MORE | 122 | 2.96 | 2.82 | 99.13 |
| PREFER\_NOT\_TO\_SAY | 36 | 0.87 | 0.88 | 100.0 |

## Airline

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| AIR\_CANADA | 66 | 1.6 | 1.38 | 1.6 |
| ALASKA\_AIRLINES | 833 | 20.25 | 18.1 | 21.86 |
| ALLEGIANT\_AIR | 23 | 0.56 | 0.55 | 22.42 |
| AMERICAN\_AIRLINES | 428 | 10.41 | 8.59 | 32.82 |
| BREEZE | 25 | 0.61 | 0.62 | 33.43 |
| BRITISH\_AIRWAYS | 78 | 1.9 | 1.54 | 35.33 |
| DELTA\_AIRLINES | 781 | 18.99 | 15.86 | 54.32 |
| HAWAIIAN\_AIRLINES | 81 | 1.97 | 1.95 | 56.28 |
| JAPAN\_AIRLINES | 7 | 0.17 | 0.1 | 56.46 |
| JETBLUE | 141 | 3.43 | 2.65 | 59.88 |
| LUFTHANSHA | 15 | 0.36 | 0.27 | 60.25 |
| UNITED\_AIRLINES | 661 | 16.07 | 12.81 | 76.32 |
| WESTJET | 23 | 0.56 | 0.61 | 76.88 |
| FRONTIER\_AIRLINES | 101 | 2.46 | 3.32 | 79.33 |
| SOUTHWEST\_AIRLINES | 742 | 18.04 | 28.41 | 97.37 |
| SPIRIT | 96 | 2.33 | 2.98 | 99.71 |
| SUNCOUNTY\_AIRLINES | 12 | 0.29 | 0.25 | 100.0 |

## Airport Access Transit Use Elsewhere

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONE\_TIME | 272 | 11.24 | 9.82 | 11.24 |
| TWO\_TIMES | 326 | 13.47 | 16.45 | 24.71 |
| THREE\_TIMES | 209 | 8.64 | 8.73 | 33.35 |
| FOUR\_TIMES | 108 | 4.46 | 3.37 | 37.81 |
| MORE\_THAN\_FIVE\_TIMES | 270 | 11.16 | 10.35 | 48.97 |
| NEVER | 1235 | 51.03 | 51.28 | 100.0 |

## Car Available

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| CAR\_AVAILABLE | 1246 | 83.79 | 83.28 | 83.79 |
| DONT\_HAVE\_CAR | 98 | 6.59 | 6.75 | 90.38 |
| CAR\_UNAVAILABLE | 110 | 7.4 | 7.01 | 97.78 |
| DONT\_DRIVE | 9 | 0.61 | 1.18 | 98.39 |
| OTHER | 13 | 0.87 | 1.37 | 99.26 |
| REFUSED | 11 | 0.74 | 0.42 | 100.0 |

## Carryon Bags

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 402 | 9.74 | 9.14 | 9.74 |
| ONE | 2049 | 49.65 | 40.58 | 59.39 |
| TWO | 1354 | 32.81 | 30.43 | 92.2 |
| THREE | 158 | 3.83 | 7.77 | 96.03 |
| FOUR | 109 | 2.64 | 5.89 | 98.67 |
| FIVE | 30 | 0.73 | 3.21 | 99.39 |
| SIX | 9 | 0.22 | 0.78 | 99.61 |
| SEVEN | 5 | 0.12 | 0.51 | 99.73 |
| EIGHT\_OR\_MORE | 11 | 0.27 | 1.7 | 100.0 |

## Checked Bags

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 1942 | 47.06 | 39.4 | 47.06 |
| ONE | 1318 | 31.94 | 29.76 | 78.99 |
| TWO | 645 | 15.63 | 16.86 | 94.62 |
| THREE | 123 | 2.98 | 5.52 | 97.6 |
| FOUR | 64 | 1.55 | 4.55 | 99.15 |
| FIVE | 16 | 0.39 | 1.76 | 99.54 |
| SIX | 7 | 0.17 | 0.44 | 99.71 |
| SEVEN | 5 | 0.12 | 0.71 | 99.83 |
| EIGHT\_OR\_MORE | 7 | 0.17 | 1.0 | 100.0 |

## Convention Center Activity

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ATTENDEE | 167 | 69.58 | 66.79 | 69.58 |
| EXHIBITOR | 36 | 15.0 | 13.65 | 84.58 |
| MEETING\_PLANNER | 4 | 1.67 | 4.23 | 86.25 |
| CONTRACTOR | 21 | 8.75 | 8.75 | 95.0 |
| OTHER\_SPECIFY | 4 | 1.67 | 4.17 | 96.67 |
| NOT\_APPLICABLE | 8 | 3.33 | 2.41 | 100.0 |

## Convention Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 240 | 9.98 | 10.49 | 9.98 |
| NO | 2163 | 89.98 | 89.3 | 99.96 |
| REFUSED | 1 | 0.04 | 0.21 | 100.0 |

## Country Of Residence

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| UNITED\_STATES | 5 | 2.11 | 1.17 | 2.11 |
| MEXICO | 1 | 0.42 | 0.25 | 2.53 |
| ARGENTINA | 1 | 0.42 | 0.25 | 2.95 |
| AUSTRALIA | 8 | 3.38 | 3.0 | 6.33 |
| AUSTRIA | 1 | 0.42 | 0.4 | 6.75 |
| BAHAMAS | 3 | 1.27 | 0.9 | 8.02 |
| BELGIUM | 1 | 0.42 | 0.25 | 8.44 |
| BRAZIL | 1 | 0.42 | 0.15 | 8.86 |
| CAMEROON | 1 | 0.42 | 0.15 | 9.28 |
| CANADA | 86 | 36.29 | 34.04 | 45.57 |
| CHILE | 1 | 0.42 | 0.25 | 45.99 |
| CHINA | 3 | 1.27 | 0.54 | 47.26 |
| COLOMBIA | 2 | 0.84 | 0.72 | 48.1 |
| COSTA\_RICA | 2 | 0.84 | 0.65 | 48.95 |
| CUBA | 9 | 3.8 | 7.27 | 52.74 |
| DENMARK | 1 | 0.42 | 0.25 | 53.16 |
| DOMINICAN\_REPUBLIC | 1 | 0.42 | 0.25 | 53.59 |
| ECUADOR | 1 | 0.42 | 0.4 | 54.01 |
| EL\_SALVADOR | 1 | 0.42 | 0.4 | 54.43 |
| FRANCE | 10 | 4.22 | 2.82 | 58.65 |
| GERMANY | 10 | 4.22 | 2.5 | 62.87 |
| HONDURAS | 1 | 0.42 | 1.44 | 63.29 |
| HUNGARY | 1 | 0.42 | 0.25 | 63.71 |
| ICELAND | 1 | 0.42 | 0.4 | 64.14 |
| INDIA | 4 | 1.69 | 1.37 | 65.82 |
| IRELAND | 4 | 1.69 | 5.96 | 67.51 |
| ISRAEL | 1 | 0.42 | 0.25 | 67.93 |
| ITALY | 5 | 2.11 | 1.6 | 70.04 |
| JAPAN | 9 | 3.8 | 2.41 | 73.84 |
| LATVIA | 1 | 0.42 | 1.02 | 74.26 |
| NEPAL | 1 | 0.42 | 0.25 | 74.68 |
| NETHERLANDS | 5 | 2.11 | 3.46 | 76.79 |
| NEW\_ZEALAND | 1 | 0.42 | 1.62 | 77.22 |
| PAKISTAN | 1 | 0.42 | 0.4 | 77.64 |
| PANAMA | 1 | 0.42 | 0.25 | 78.06 |
| PERU | 1 | 0.42 | 0.64 | 78.48 |
| PHILIPPINES | 3 | 1.27 | 0.76 | 79.75 |
| POLAND | 1 | 0.42 | 1.02 | 80.17 |
| SINGAPORE | 1 | 0.42 | 0.25 | 80.59 |
| SOUTH\_KOREA | 1 | 0.42 | 4.81 | 81.01 |
| SPAIN | 1 | 0.42 | 0.25 | 81.43 |
| SWEDEN | 2 | 0.84 | 0.5 | 82.28 |
| SWITZERLAND | 4 | 1.69 | 1.13 | 83.97 |
| UGANDA | 1 | 0.42 | 0.25 | 84.39 |
| UNITED\_KINGDOM | 32 | 13.5 | 11.03 | 97.89 |
| VENEZUELA | 4 | 1.69 | 1.78 | 99.58 |
| VIETNAM | 1 | 0.42 | 0.25 | 100.0 |

## Destination Activity Type

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| SAN\_DIEGO\_AIRPORT | 4127 | 100.0 | 100.0 | 100.0 |

## Destination Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| CENTRAL | 4127 | 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 |
| SIX\_TO\_SIX\_THIRTY | 13 | 0.31 | 0.2 | 0.34 |
| SIX\_THIRTY\_TO\_SEVEN | 11 | 0.27 | 0.31 | 0.61 |
| SEVEN\_TO\_SEVEN\_THIRTY | 33 | 0.8 | 0.6 | 1.41 |
| SEVEN\_THIRTY\_TO\_EIGHT | 24 | 0.58 | 0.39 | 1.99 |
| EIGHT\_TO\_EIGHT\_THIRTY | 159 | 3.85 | 3.91 | 5.84 |
| EIGHT\_THIRTY\_TO\_NINE | 128 | 3.1 | 3.02 | 8.94 |
| NINE\_TO\_NINE\_THIRTY | 205 | 4.97 | 4.69 | 13.91 |
| NINE\_THIRTY\_TO\_TEN | 152 | 3.68 | 4.38 | 17.59 |
| TEN\_TO\_TEN\_THIRTY | 251 | 6.08 | 5.04 | 23.67 |
| TEN\_THIRTY\_TO\_ELEVEN | 200 | 4.85 | 4.86 | 28.52 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 260 | 6.3 | 5.57 | 34.82 |
| ELEVEN\_THIRTY\_TO\_NOON | 165 | 4.0 | 3.49 | 38.82 |
| NOON\_TO\_TWELVE\_THIRTY | 159 | 3.85 | 4.37 | 42.67 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 225 | 5.45 | 5.53 | 48.12 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 215 | 5.21 | 5.7 | 53.33 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 142 | 3.44 | 3.85 | 56.77 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 180 | 4.36 | 4.02 | 61.13 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 154 | 3.73 | 4.67 | 64.87 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 161 | 3.9 | 4.52 | 68.77 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 108 | 2.62 | 3.53 | 71.38 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 180 | 4.36 | 4.67 | 75.75 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 103 | 2.5 | 2.46 | 78.24 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 133 | 3.22 | 2.7 | 81.46 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 58 | 1.41 | 1.18 | 82.87 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 41 | 0.99 | 1.22 | 83.86 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 114 | 2.76 | 2.69 | 86.62 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 115 | 2.79 | 2.23 | 89.41 |
| NINETEEN\_THIRTY\_TO\_TWENTY | 97 | 2.35 | 2.41 | 91.76 |
| TWENTY\_TO\_TWENTY\_THIRTY | 69 | 1.67 | 1.78 | 93.43 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 69 | 1.67 | 1.69 | 95.11 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 83 | 2.01 | 1.82 | 97.12 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 34 | 0.82 | 0.85 | 97.94 |
| TWENTY\_TWO\_TO\_TWENTY\_TWO\_THIRTY | 44 | 1.07 | 0.76 | 99.01 |
| TWENTY\_TWO\_THIRTY\_TO\_TWENTY\_THREE | 26 | 0.63 | 0.4 | 99.64 |
| TWENTY\_THREE\_TO\_TWENTY\_THREE\_THIRTY | 7 | 0.17 | 0.15 | 99.81 |
| TWENTY\_THREE\_THIRTY\_TO\_MIDNIGHT | 2 | 0.05 | 0.15 | 99.85 |
| MIDNIGHT\_TO\_ZERO\_THIRTY | 3 | 0.07 | 0.08 | 99.93 |
| ZERO\_THIRTY\_TO\_ONE | 3 | 0.07 | 0.05 | 100.0 |

## Flight Purpose

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| BUSINESS\_WORK | 1130 | 27.38 | 24.99 | 27.38 |
| LEISURE\_FAMILY | 2169 | 52.56 | 56.21 | 79.94 |
| COMBINATION\_BUSINESS\_LEISURE | 135 | 3.27 | 2.8 | 83.21 |
| PERSONAL | 610 | 14.78 | 13.96 | 97.99 |
| SCHOOL | 39 | 0.94 | 1.0 | 98.93 |
| COMMUTE | 12 | 0.29 | 0.18 | 99.22 |
| OTHER\_SPECIFY | 32 | 0.78 | 0.85 | 100.0 |

## Gender

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| MALE | 1980 | 47.98 | 48.49 | 47.98 |
| FEMALE | 2104 | 50.98 | 50.26 | 98.96 |
| TRANSGENDER | 3 | 0.07 | 0.04 | 99.03 |
| NON\_BINARY\_THIRD\_GENDER | 10 | 0.24 | 0.26 | 99.27 |
| PREFER\_NOT\_TO\_SAY | 28 | 0.68 | 0.93 | 99.95 |
| OTHER\_SPECIFY | 1 | 0.02 | 0.01 | 99.98 |
| REFUSED | 1 | 0.02 | 0.02 | 100.0 |

## General Use Transit Resident

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 1268 | 84.36 | 86.45 | 84.36 |
| ONE\_DAY | 81 | 5.39 | 5.49 | 89.75 |
| TWO\_DAYS | 52 | 3.46 | 3.19 | 93.21 |
| THREE\_DAYS | 21 | 1.4 | 1.26 | 94.61 |
| FOUR\_DAYS | 14 | 0.93 | 0.59 | 95.54 |
| FIVE\_DAYS | 23 | 1.53 | 0.87 | 97.07 |
| SIX\_DAYS | 5 | 0.33 | 0.25 | 97.41 |
| SEVEN\_DAYS | 21 | 1.4 | 1.05 | 98.8 |
| REFUSED | 18 | 1.2 | 0.85 | 100.0 |

## General Use Transit Visitor Home

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 2025 | 84.23 | 87.12 | 84.23 |
| ONE\_DAY | 99 | 4.12 | 3.09 | 88.35 |
| TWO\_DAYS | 93 | 3.87 | 2.91 | 92.22 |
| THREE\_DAYS | 73 | 3.04 | 2.74 | 95.26 |
| FOUR\_DAYS | 19 | 0.79 | 1.05 | 96.05 |
| FIVE\_DAYS | 39 | 1.62 | 1.55 | 97.67 |
| SIX\_DAYS | 14 | 0.58 | 0.23 | 98.25 |
| SEVEN\_DAYS | 41 | 1.71 | 1.09 | 99.96 |
| REFUSED | 1 | 0.04 | 0.21 | 100.0 |

## Home Location Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| CENTRAL | 1571 | 100.0 | 100.0 | 100.0 |

## Household Income

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| LESS\_THAN\_15K | 99 | 2.4 | 2.49 | 2.4 |
| BETWEEN\_15K\_20K | 30 | 0.73 | 0.73 | 3.13 |
| BETWEEN\_20K\_25K | 34 | 0.82 | 0.87 | 3.95 |
| BETWEEN\_25K\_30K | 28 | 0.68 | 0.54 | 4.63 |
| BETWEEN\_30K\_35K | 60 | 1.45 | 1.84 | 6.08 |
| BETWEEN\_35K\_40K | 54 | 1.31 | 1.13 | 7.39 |
| BETWEEN\_40K\_45K | 71 | 1.72 | 1.47 | 9.11 |
| BETWEEN\_45K\_50K | 77 | 1.87 | 1.4 | 10.98 |
| BETWEEN\_50K\_60K | 159 | 3.85 | 2.95 | 14.83 |
| BETWEEN\_60K\_75K | 293 | 7.1 | 6.55 | 21.93 |
| BETWEEN\_75K\_100K | 474 | 11.49 | 10.35 | 33.41 |
| BETWEEN\_100K\_150K | 648 | 15.7 | 16.59 | 49.12 |
| BETWEEN\_150\_199K | 613 | 14.85 | 14.19 | 63.97 |
| PREFER\_NOT\_TO\_SAY | 860 | 20.84 | 22.9 | 84.81 |
| BETWEEN\_200\_299K | 350 | 8.48 | 9.22 | 93.29 |
| MORE\_THAN\_300K | 265 | 6.42 | 6.24 | 99.71 |
| MORE\_THAN\_150K | 12 | 0.29 | 0.52 | 100.0 |

## Inbound Or Outbound

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| INBOUND\_TO\_AIRPORT | 4127 | 100.0 | 100.0 | 100.0 |

## Interview Location

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| TERMINAL\_1 | 924 | 22.39 | 35.18 | 22.39 |
| TERMINAL\_2 | 3144 | 76.18 | 64.26 | 98.57 |
| ONBOARD\_992 | 27 | 0.65 | 0.24 | 99.22 |
| ONBOARD\_FLYER | 19 | 0.46 | 0.05 | 99.69 |
| RENTAL\_CENTER | 9 | 0.22 | 0.23 | 99.9 |
| PASSENGER\_PARKING | 3 | 0.07 | 0.02 | 99.98 |
| EMPLOYEE\_PARKING | 1 | 0.02 | 0.02 | 100.0 |

## Is Income Below Poverty

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 53 | 6.1 | 4.15 | 6.1 |
| NO | 744 | 85.62 | 89.09 | 91.71 |
| REFUSED | 72 | 8.29 | 6.77 | 100.0 |

## Main Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 11 | 0.27 | 0.46 | 0.27 |
| RIDEHAIL\_TAXI | 1505 | 36.47 | 35.94 | 36.73 |
| PUBLIC\_TRANSPORTATION | 16 | 0.39 | 0.27 | 37.12 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 1430 | 34.65 | 30.48 | 71.77 |
| PERSONAL\_CAR\_PARKED | 227 | 5.5 | 6.68 | 77.27 |
| SHARED\_SHUTTLE\_VAN | 136 | 3.3 | 4.73 | 80.57 |
| BUS\_992 | 86 | 2.08 | 0.7 | 82.65 |
| AIRPORT\_FLYER\_SHUTTLE | 117 | 2.83 | 0.19 | 85.49 |
| RENTAL\_CAR | 565 | 13.69 | 19.14 | 99.18 |
| OTHER | 34 | 0.82 | 1.4 | 100.0 |

## Main Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 11 | 0.27 | 0.46 | 0.27 |
| TAXI | 97 | 2.35 | 2.32 | 2.62 |
| UBER\_LYFT | 1364 | 33.05 | 32.31 | 35.67 |
| CAR\_SERVICE\_BLACK\_LIMO | 44 | 1.07 | 1.32 | 36.73 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 1430 | 34.65 | 30.48 | 71.38 |
| DROVE\_ALONE\_AND\_PARKED | 116 | 2.81 | 1.68 | 74.19 |
| DROVE\_WITH\_OTHERS\_AND\_PARKED | 106 | 2.57 | 4.92 | 76.76 |
| MTS\_ROUTE\_992 | 86 | 2.08 | 0.7 | 78.85 |
| AIRPORT\_FLYER\_SHUTTLE | 117 | 2.83 | 0.19 | 81.68 |
| CHARTERED\_TOUR\_BUS | 13 | 0.31 | 0.79 | 82.0 |
| RENTAL\_CAR\_DROPPED\_OFF | 451 | 10.93 | 14.94 | 92.92 |
| RENTAL\_CAR\_PARKED | 113 | 2.74 | 4.19 | 95.66 |
| HOTEL\_SHUTTLE\_VAN | 112 | 2.71 | 4.15 | 98.38 |
| OTHER\_SHARED\_VAN | 24 | 0.58 | 0.58 | 98.96 |
| RENTAL\_CAR\_PICKED\_UP | 1 | 0.02 | 0.02 | 98.98 |
| RODE\_WITH\_OTHER\_TRAVELERS\_AND\_PARKED | 5 | 0.12 | 0.08 | 99.1 |
| OTHER\_PUBLIC\_TRANSIT | 16 | 0.39 | 0.27 | 99.49 |
| OTHER | 21 | 0.51 | 0.6 | 100.0 |

## Main Transit Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| MTS\_ROUTE\_992 | 86 | 2.08 | 0.7 | 2.08 |
| AIRPORT\_FLYER\_SHUTTLE | 117 | 2.83 | 0.19 | 4.92 |
| OTHER | 3924 | 95.08 | 99.1 | 100.0 |

## Nights Away

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 28 | 1.67 | 1.3 | 1.67 |
| ONE | 67 | 3.99 | 3.49 | 5.65 |
| TWO | 200 | 11.9 | 12.86 | 17.55 |
| THREE | 292 | 17.37 | 16.17 | 34.92 |
| FOUR | 274 | 16.3 | 16.09 | 51.22 |
| FIVE | 176 | 10.47 | 9.67 | 61.69 |
| SIX | 114 | 6.78 | 7.91 | 68.47 |
| SEVEN | 147 | 8.74 | 9.24 | 77.22 |
| EIGHT\_TO\_TEN | 117 | 6.96 | 7.55 | 84.18 |
| ELEVEN\_TO\_FOURTEEN | 86 | 5.12 | 5.0 | 89.29 |
| MORE\_THAN\_FOURTEEN | 180 | 10.71 | 10.72 | 100.0 |

## Nights Visited

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 38 | 1.58 | 1.62 | 1.58 |
| ONE | 167 | 6.95 | 5.8 | 8.53 |
| TWO | 315 | 13.1 | 11.16 | 21.63 |
| THREE | 520 | 21.63 | 24.28 | 43.26 |
| FOUR | 466 | 19.38 | 22.19 | 62.65 |
| FIVE | 276 | 11.48 | 11.88 | 74.13 |
| SIX | 154 | 6.41 | 6.91 | 80.53 |
| SEVEN | 172 | 7.15 | 6.5 | 87.69 |
| EIGHT\_TO\_TEN | 86 | 3.58 | 3.34 | 91.26 |
| ELEVEN\_TO\_FOURTEEN | 46 | 1.91 | 1.63 | 93.18 |
| MORE\_THAN\_FOURTEEN | 164 | 6.82 | 4.67 | 100.0 |

## Non Sdia Flight Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 1214 | 29.42 | 34.0 | 29.42 |
| ONE\_TIME | 493 | 11.95 | 12.96 | 41.36 |
| TWO\_TIMES | 511 | 12.38 | 12.99 | 53.74 |
| THREE\_TIMES | 425 | 10.3 | 10.68 | 64.04 |
| FOUR\_TIMES | 309 | 7.49 | 6.42 | 71.53 |
| MORE\_THAN\_FIVE\_TIMES | 1175 | 28.47 | 22.95 | 100.0 |

## Number Of Nights

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 70 | 1.71 | 1.55 | 1.71 |
| ONE | 234 | 5.7 | 4.89 | 7.41 |
| TWO | 516 | 12.58 | 11.75 | 19.99 |
| THREE | 815 | 19.86 | 21.1 | 39.85 |
| FOUR | 743 | 18.11 | 19.86 | 57.96 |
| FIVE | 453 | 11.04 | 11.03 | 69.0 |
| SIX | 271 | 6.6 | 7.52 | 75.6 |
| SEVEN | 319 | 7.77 | 7.51 | 83.38 |
| EIGHT\_TO\_TEN | 203 | 4.95 | 4.92 | 88.33 |
| ELEVEN\_TO\_FOURTEEN | 133 | 3.24 | 2.91 | 91.57 |
| MORE\_THAN\_FOURTEEN | 346 | 8.43 | 6.97 | 100.0 |

## Number Of Travel Companions

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 2460 | 59.61 | 31.41 | 59.61 |
| ONE | 1072 | 25.98 | 23.45 | 85.58 |
| TWO | 309 | 7.49 | 11.93 | 93.07 |
| THREE | 127 | 3.08 | 9.27 | 96.15 |
| FOUR | 69 | 1.67 | 9.72 | 97.82 |
| FIVE | 43 | 1.04 | 6.33 | 98.86 |
| SIX | 15 | 0.36 | 2.47 | 99.22 |
| SEVEN\_OR\_MORE | 32 | 0.78 | 5.42 | 100.0 |

## Number Persons In Household

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONE | 677 | 16.4 | 12.18 | 16.4 |
| TWO | 1607 | 38.94 | 34.18 | 55.34 |
| THREE | 806 | 19.53 | 19.83 | 74.87 |
| FOUR | 625 | 15.14 | 20.17 | 90.02 |
| FIVE | 241 | 5.84 | 8.18 | 95.86 |
| SIX | 99 | 2.4 | 3.5 | 98.26 |
| SEVEN | 44 | 1.07 | 0.98 | 99.32 |
| EIGHT | 9 | 0.22 | 0.26 | 99.54 |
| NINE | 7 | 0.17 | 0.41 | 99.71 |
| TEN\_OR\_MORE | 12 | 0.29 | 0.3 | 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 | 101 | 49.75 | 53.83 | 49.75 |
| ONE | 93 | 45.81 | 41.1 | 95.57 |
| TWO | 9 | 4.43 | 5.07 | 100.0 |

## Number Vehicles

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 209 | 5.06 | 4.54 | 5.06 |
| ONE | 964 | 23.36 | 18.97 | 28.42 |
| TWO | 1787 | 43.3 | 43.75 | 71.72 |
| THREE | 774 | 18.75 | 21.19 | 90.48 |
| FOUR | 218 | 5.28 | 5.77 | 95.76 |
| FIVE | 110 | 2.67 | 3.48 | 98.43 |
| SIX | 30 | 0.73 | 0.7 | 99.15 |
| SEVEN | 14 | 0.34 | 0.5 | 99.49 |
| EIGHT\_OR\_MORE | 21 | 0.51 | 1.1 | 100.0 |

## Number Workers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NONE | 452 | 10.95 | 10.22 | 10.95 |
| ONE | 1261 | 30.55 | 26.09 | 41.51 |
| TWO | 1747 | 42.33 | 44.91 | 83.84 |
| THREE | 453 | 10.98 | 12.31 | 94.81 |
| FOUR | 156 | 3.78 | 4.76 | 98.59 |
| FIVE | 31 | 0.75 | 0.81 | 99.35 |
| SIX | 17 | 0.41 | 0.59 | 99.76 |
| SEVEN | 4 | 0.1 | 0.08 | 99.85 |
| EIGHT | 1 | 0.02 | 0.03 | 99.88 |
| NINE | 1 | 0.02 | 0.13 | 99.9 |
| TEN\_OR\_MORE | 4 | 0.1 | 0.07 | 100.0 |

## Origin Activity Type

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| USUAL\_WORKPLACE | 48 | 1.16 | 0.67 | 1.16 |
| HOME | 1571 | 38.07 | 34.86 | 39.23 |
| HOTEL | 1414 | 34.26 | 37.39 | 73.49 |
| CONVENTION\_CENTER | 11 | 0.27 | 0.22 | 73.76 |
| OTHER\_BUSINESS | 41 | 0.99 | 0.67 | 74.75 |
| OTHER\_RESIDENCE | 956 | 23.16 | 23.22 | 97.92 |
| OTHER | 86 | 2.08 | 2.97 | 100.0 |

## Origin Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| DOWNTOWN | 657 | 15.92 | 16.19 | 15.92 |
| CENTRAL | 1015 | 24.59 | 24.05 | 40.51 |
| NORTH\_CITY | 1103 | 26.73 | 26.58 | 67.24 |
| SOUTH\_SUBURBAN | 205 | 4.97 | 5.45 | 72.21 |
| EAST\_SUBURBAN | 222 | 5.38 | 4.8 | 77.59 |
| NORTH\_COUNTY\_WEST | 436 | 10.56 | 10.06 | 88.15 |
| NORTH\_COUNTY\_EAST | 184 | 4.46 | 4.9 | 92.61 |
| EAST\_COUNTY | 7 | 0.17 | 0.15 | 92.78 |
| EXTERNAL | 298 | 7.22 | 7.82 | 100.0 |

## Other Airport Accessmode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| MICROMOBILITY\_SHARED | 3 | 0.82 | 0.53 | 0.82 |
| MICROMOBILITY\_PERSONAL | 1 | 0.27 | 0.17 | 1.09 |
| RIDEHAIL\_TAXI | 104 | 28.26 | 26.23 | 29.35 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 224 | 60.87 | 62.61 | 90.22 |
| PERSONAL\_CAR\_PARKED | 4 | 1.09 | 1.36 | 91.3 |
| SHARED\_SHUTTLE\_VAN | 1 | 0.27 | 0.35 | 91.58 |
| RENTAL\_CAR | 31 | 8.42 | 8.76 | 100.0 |

## Other Airport Accessmode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| BICYCLE\_ELECTRIC\_BIKESHARE | 1 | 0.27 | 0.22 | 0.27 |
| BICYCLE\_NON\_ELECTRIC\_BIKESHARE | 2 | 0.54 | 0.31 | 0.82 |
| BICYCLE\_PERSONAL\_NON\_ELECTRIC | 1 | 0.27 | 0.17 | 1.09 |
| TAXI | 1 | 0.27 | 0.15 | 1.36 |
| UBER\_LYFT | 99 | 26.9 | 24.68 | 28.26 |
| CAR\_SERVICE\_BLACK\_LIMO | 4 | 1.09 | 1.4 | 29.35 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 224 | 60.87 | 62.61 | 90.22 |
| DROVE\_ALONE\_AND\_PARKED | 2 | 0.54 | 0.31 | 90.76 |
| RENTAL\_CAR\_DROPPED\_OFF | 21 | 5.71 | 5.94 | 96.47 |
| RENTAL\_CAR\_PARKED | 10 | 2.72 | 2.83 | 99.18 |
| OTHER\_SHARED\_VAN | 1 | 0.27 | 0.35 | 99.46 |
| RODE\_WITH\_OTHER\_TRAVELERS\_AND\_PARKED | 2 | 0.54 | 1.05 | 100.0 |

## Parking Cost Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| TOTAL | 147 | 66.22 | 61.53 | 66.22 |
| MONTHLY | 1 | 0.45 | 0.19 | 66.67 |
| DAILY | 62 | 27.93 | 34.17 | 94.59 |
| HOURLY | 3 | 1.35 | 0.57 | 95.95 |
| OTHER\_SPECIFY | 8 | 3.6 | 3.36 | 99.55 |
| REFUSED | 1 | 0.45 | 0.19 | 100.0 |

## Parking Location

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| TERM1\_PARKING\_PLAZA | 29 | 13.12 | 19.3 | 13.12 |
| TERM2\_PARKING\_PLAZA | 95 | 42.99 | 38.08 | 56.11 |
| TERM1\_CURBSIDE\_VALET | 1 | 0.45 | 0.24 | 56.56 |
| TERM2\_CURBSIDE\_VALET | 3 | 1.36 | 1.72 | 57.92 |
| OFF\_AIRPORT\_PARKING | 83 | 37.56 | 37.68 | 95.48 |
| OTHER | 9 | 4.07 | 2.8 | 99.55 |
| REFUSED | 1 | 0.45 | 0.19 | 100.0 |

## Passenger Segment

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| RESIDENT\_DEPARTING | 1699 | 41.17 | 38.34 | 41.17 |
| VISITOR\_DEPARTING | 2428 | 58.83 | 61.66 | 100.0 |

## Reimbursement

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| REIMBURSED\_EMPLOYER\_CLIENT | 784 | 19.0 | 16.81 | 19.0 |
| REIMBURSED\_OTHER\_THIRD\_PARTY | 53 | 1.28 | 1.56 | 20.28 |
| NOT\_REIMBURSED | 3231 | 78.29 | 80.47 | 98.57 |
| DONT\_KNOW | 59 | 1.43 | 1.15 | 100.0 |

## Resident Visitor Followup

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| VISITING\_THE\_REGION | 191 | 78.6 | 73.95 | 78.6 |
| LIVE\_OUTSIDE\_REGION\_TRAVELED\_TO\_AIRPORT | 52 | 21.4 | 26.05 | 100.0 |

## Resident Visitor General

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| GOING\_HOME | 2237 | 54.2 | 57.29 | 54.2 |
| LEAVING\_HOME | 1647 | 39.91 | 36.8 | 94.11 |
| NEITHER | 243 | 5.89 | 5.91 | 100.0 |

## Resident Visitor

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| SAN\_DIEGO\_REGION | 1495 | 36.22 | 32.77 | 36.22 |
| OTHER\_SOUTHERN\_CALIFORNIA | 96 | 2.33 | 2.78 | 38.55 |
| OTHER\_CALIFORNIA | 342 | 8.29 | 9.75 | 46.84 |
| TIJUANA\_REGION | 35 | 0.85 | 1.07 | 47.69 |
| OTHER\_BAJA\_CALIFORNIA | 22 | 0.53 | 0.67 | 48.22 |
| OTHER\_STATE\_US | 1861 | 45.09 | 46.99 | 93.31 |
| OTHER\_STATE\_MEXICO | 39 | 0.94 | 0.99 | 94.26 |
| NONE\_OF\_THE\_ABOVE | 237 | 5.74 | 4.98 | 100.0 |

## Resident Visitor Purpose

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| RESIDENT\_BUSINESS | 437 | 10.59 | 8.65 | 10.59 |
| RESIDENT\_NON\_BUSINESS | 1262 | 30.58 | 29.69 | 41.17 |
| VISITOR\_BUSINESS | 828 | 20.06 | 19.14 | 61.23 |
| VISITOR\_NON\_BUSINESS | 1600 | 38.77 | 42.52 | 100.0 |

## Reverse Mode Combined

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 13 | 0.59 | 0.56 | 0.59 |
| MICROMOBILITY\_PERSONAL | 2 | 0.09 | 0.06 | 0.68 |
| RIDEHAIL\_TAXI | 873 | 39.68 | 37.07 | 40.36 |
| PUBLIC\_TRANSPORTATION | 15 | 0.68 | 0.63 | 41.05 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 581 | 26.41 | 21.55 | 67.45 |
| PERSONAL\_CAR\_PARKED | 28 | 1.27 | 1.53 | 68.73 |
| SHARED\_SHUTTLE\_VAN | 123 | 5.59 | 7.71 | 74.32 |
| BUS\_992 | 28 | 1.27 | 0.45 | 75.59 |
| AIRPORT\_FLYER\_SHUTTLE | 33 | 1.5 | 0.53 | 77.09 |
| RENTAL\_CAR | 495 | 22.5 | 29.01 | 99.59 |
| OTHER | 9 | 0.41 | 0.9 | 100.0 |

## Reverse Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 13 | 0.59 | 0.56 | 0.59 |
| MICROMOBILITY\_PERSONAL | 2 | 0.09 | 0.06 | 0.68 |
| RIDEHAIL\_TAXI | 871 | 39.7 | 37.13 | 40.38 |
| PUBLIC\_TRANSPORTATION | 15 | 0.68 | 0.63 | 41.07 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 578 | 26.34 | 21.56 | 67.41 |
| PERSONAL\_CAR\_PARKED | 28 | 1.28 | 1.54 | 68.69 |
| SHARED\_SHUTTLE\_VAN | 123 | 5.61 | 7.74 | 74.29 |
| BUS\_992 | 28 | 1.28 | 0.45 | 75.57 |
| AIRPORT\_FLYER\_SHUTTLE | 33 | 1.5 | 0.54 | 77.07 |
| RENTAL\_CAR | 494 | 22.52 | 28.89 | 99.59 |
| OTHER | 9 | 0.41 | 0.91 | 100.0 |

## Reverse Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 13 | 0.59 | 0.56 | 0.59 |
| BICYCLE\_PERSONAL\_ELECTRIC | 2 | 0.09 | 0.06 | 0.68 |
| TAXI | 90 | 4.1 | 4.59 | 4.79 |
| UBER\_LYFT | 760 | 34.64 | 31.92 | 39.43 |
| CAR\_SERVICE\_BLACK\_LIMO | 21 | 0.96 | 0.62 | 40.38 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 578 | 26.34 | 21.56 | 66.73 |
| DROVE\_ALONE\_AND\_PARKED | 9 | 0.41 | 0.56 | 67.14 |
| DROVE\_WITH\_OTHERS\_AND\_PARKED | 16 | 0.73 | 0.89 | 67.87 |
| MTS\_ROUTE\_992 | 28 | 1.28 | 0.45 | 69.14 |
| AIRPORT\_FLYER\_SHUTTLE | 33 | 1.5 | 0.54 | 70.65 |
| CHARTERED\_TOUR\_BUS | 9 | 0.41 | 0.91 | 71.06 |
| EMPLOYEE\_SHUTTLE | 9 | 0.41 | 0.23 | 71.47 |
| RENTAL\_CAR\_DROPPED\_OFF | 390 | 17.78 | 21.96 | 89.24 |
| RENTAL\_CAR\_PARKED | 104 | 4.74 | 6.93 | 93.98 |
| HOTEL\_SHUTTLE\_VAN | 85 | 3.87 | 6.34 | 97.86 |
| OTHER\_SHARED\_VAN | 29 | 1.32 | 1.17 | 99.18 |
| RODE\_WITH\_OTHER\_TRAVELERS\_AND\_PARKED | 3 | 0.14 | 0.08 | 99.32 |
| OTHER\_PUBLIC\_TRANSIT | 15 | 0.68 | 0.63 | 100.0 |

## Reverse Mode Predicted Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 4 | 0.24 | 0.47 | 0.24 |
| WHEELCHAIR\_OR\_OTHER\_MOBILITY\_DEVICE | 1 | 0.06 | 0.34 | 0.3 |
| MICROMOBILITY\_SHARED | 3 | 0.18 | 0.09 | 0.48 |
| MICROMOBILITY\_PERSONAL | 1 | 0.06 | 0.17 | 0.54 |
| RIDEHAIL\_TAXI | 587 | 34.92 | 35.0 | 35.46 |
| PUBLIC\_TRANSPORTATION | 13 | 0.77 | 0.52 | 36.23 |
| PERSONAL\_CAR\_DROPPED\_OFF\_PICKED\_UP | 735 | 43.72 | 42.37 | 79.95 |
| PERSONAL\_CAR\_PARKED | 218 | 12.97 | 15.41 | 92.92 |
| SHARED\_SHUTTLE\_VAN | 18 | 1.07 | 1.35 | 93.99 |
| BUS\_992 | 20 | 1.19 | 0.56 | 95.18 |
| AIRPORT\_FLYER\_SHUTTLE | 30 | 1.78 | 0.66 | 96.97 |
| RENTAL\_CAR | 19 | 1.13 | 1.68 | 98.1 |
| OTHER | 20 | 1.19 | 0.86 | 99.29 |
| REFUSED\_NO\_ANSWER | 12 | 0.71 | 0.52 | 100.0 |

## Reverse Mode Predicted

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| WALK | 4 | 0.24 | 0.47 | 0.24 |
| WHEELCHAIR\_OR\_MOBILITY\_DEVICE | 1 | 0.06 | 0.34 | 0.3 |
| BICYCLE\_ELECTRIC\_BIKESHARE | 2 | 0.12 | 0.08 | 0.42 |
| BICYCLE\_NON\_ELECTRIC\_BIKESHARE | 1 | 0.06 | 0.0 | 0.48 |
| BICYCLE\_PERSONAL\_NON\_ELECTRIC | 1 | 0.06 | 0.17 | 0.54 |
| TAXI | 30 | 1.78 | 2.09 | 2.32 |
| UBER\_LYFT | 528 | 31.41 | 31.42 | 33.73 |
| CAR\_SERVICE\_BLACK\_LIMO | 29 | 1.73 | 1.49 | 35.46 |
| DROPPED\_OFF\_BY\_FAMILY\_FRIEND | 735 | 43.72 | 42.37 | 79.18 |
| DROVE\_ALONE\_AND\_PARKED | 130 | 7.73 | 5.88 | 86.91 |
| DROVE\_WITH\_OTHERS\_AND\_PARKED | 80 | 4.76 | 8.89 | 91.67 |
| MTS\_ROUTE\_992 | 20 | 1.19 | 0.56 | 92.86 |
| AIRPORT\_FLYER\_SHUTTLE | 30 | 1.78 | 0.66 | 94.65 |
| EMPLOYEE\_SHUTTLE | 7 | 0.42 | 0.55 | 95.06 |
| RENTAL\_CAR\_DROPPED\_OFF | 15 | 0.89 | 1.46 | 95.95 |
| RENTAL\_CAR\_PARKED | 4 | 0.24 | 0.22 | 96.19 |
| HOTEL\_SHUTTLE\_VAN | 4 | 0.24 | 0.27 | 96.43 |
| OTHER\_SHARED\_VAN | 7 | 0.42 | 0.53 | 96.85 |
| RODE\_WITH\_OTHER\_TRAVELERS\_AND\_PARKED | 8 | 0.48 | 0.64 | 97.32 |
| OTHER\_PUBLIC\_TRANSIT | 13 | 0.77 | 0.52 | 98.1 |
| OTHER | 20 | 1.19 | 0.86 | 99.29 |
| REFUSED\_NO\_ANSWER | 12 | 0.71 | 0.52 | 100.0 |

## Sdia Accessmode Decision

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| LOWEST\_COST | 19 | 24.05 | 25.36 | 24.05 |
| SHORTEST\_DOOR\_TO\_DOOR\_TRAVEL\_TIME | 14 | 17.72 | 17.34 | 41.77 |
| SMALLEST\_CHANCE\_FOR\_DELAYS | 7 | 8.86 | 5.52 | 50.63 |
| MOST\_COMFORTABLE | 13 | 16.46 | 11.81 | 67.09 |
| DEPENDS\_ON\_TIME\_OF\_DAY | 16 | 20.25 | 13.46 | 87.34 |
| DEPENDS\_ON\_TRAVEL\_PARTY | 5 | 6.33 | 12.19 | 93.67 |
| DEPENDS\_ON\_WHO\_PAYS | 1 | 1.27 | 0.82 | 94.94 |
| REFUSED | 4 | 5.06 | 13.49 | 100.0 |

## Sdia Flight Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONCE\_OR\_TWICE\_PER\_YEAR | 1469 | 35.59 | 38.53 | 35.59 |
| THREE\_TO\_FIVE\_PER\_YEAR | 963 | 23.33 | 22.39 | 58.93 |
| SIX\_TO\_TEN\_PER\_YEAR | 325 | 7.87 | 7.02 | 66.8 |
| ELEVEN\_TO\_TWENTY\_PER\_YEAR | 154 | 3.73 | 2.4 | 70.54 |
| TWENTY\_ONE\_OR\_MORE\_PER\_YEAR | 83 | 2.01 | 1.45 | 72.55 |
| NEVER | 1133 | 27.45 | 28.21 | 100.0 |

## Sdia Transit Awareness

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 557 | 14.32 | 12.77 | 14.32 |
| NO | 3326 | 85.5 | 86.64 | 99.82 |
| REFUSED | 7 | 0.18 | 0.58 | 100.0 |

## Sp Access Walk Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| LESS\_THAN\_TWO\_MINS | 43 | 7.25 | 6.59 | 7.25 |
| LESS\_THAN\_FIVE\_MINS | 157 | 26.48 | 28.14 | 33.73 |
| LESS\_THAN\_FIFTEEN\_MINS | 230 | 38.79 | 42.25 | 72.51 |
| LESS\_THAN\_THIRTY\_MINS | 145 | 24.45 | 18.85 | 96.96 |
| NOT\_INTERESTED | 18 | 3.04 | 4.16 | 100.0 |

## Sp Connection To Convention Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 89 | 18.05 | 15.41 | 18.05 |
| UNLIKELY | 82 | 16.63 | 18.17 | 34.69 |
| NEUTRAL\_DONT\_KNOW | 158 | 32.05 | 28.44 | 66.73 |
| LIKELY | 91 | 18.46 | 21.12 | 85.19 |
| VERY\_LIKELY | 73 | 14.81 | 16.86 | 100.0 |

## Sp Connection To Old Town Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 65 | 13.18 | 12.4 | 13.18 |
| UNLIKELY | 51 | 10.34 | 9.34 | 23.53 |
| NEUTRAL\_DONT\_KNOW | 149 | 30.22 | 25.8 | 53.75 |
| LIKELY | 148 | 30.02 | 36.76 | 83.77 |
| VERY\_LIKELY | 80 | 16.23 | 15.71 | 100.0 |

## Sp Connection To Santafe Depot

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 71 | 14.4 | 11.88 | 14.4 |
| UNLIKELY | 57 | 11.56 | 11.44 | 25.96 |
| NEUTRAL\_DONT\_KNOW | 171 | 34.69 | 33.07 | 60.65 |
| LIKELY | 116 | 23.53 | 26.66 | 84.18 |
| VERY\_LIKELY | 78 | 15.82 | 16.95 | 100.0 |

## Sp Dropoff Choice No Transit Access

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 11 | 10.38 | 9.34 | 10.38 |
| UNLIKELY | 14 | 13.21 | 20.06 | 23.58 |
| NEUTRAL\_DONT\_KNOW | 30 | 28.3 | 27.8 | 51.89 |
| LIKELY | 36 | 33.96 | 30.31 | 85.85 |
| VERY\_LIKELY | 15 | 14.15 | 12.49 | 100.0 |

## Sp Dropoff Choice Transit Access

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 1 | 5.26 | 4.02 | 5.26 |
| UNLIKELY | 4 | 21.05 | 20.82 | 26.32 |
| NEUTRAL\_DONT\_KNOW | 6 | 31.58 | 29.92 | 57.89 |
| LIKELY | 2 | 10.53 | 10.41 | 68.42 |
| VERY\_LIKELY | 6 | 31.58 | 34.82 | 100.0 |

## Sp Dropoff Escort

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| SPOUSE\_PARTNER | 40 | 32.0 | 26.38 | 32.0 |
| PARENT | 14 | 11.2 | 9.39 | 43.2 |
| CHILD | 11 | 8.8 | 11.53 | 52.0 |
| OTHER\_RELATIVE | 22 | 17.6 | 21.88 | 69.6 |
| FRIEND | 32 | 25.6 | 24.48 | 95.2 |
| COLLEAGUE | 1 | 0.8 | 0.9 | 96.0 |
| OTHER | 5 | 4.0 | 5.44 | 100.0 |

## Sp Feature Early Morning

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 86 | 14.5 | 18.0 | 14.5 |
| SLIGHTLY\_IMPORTANT | 127 | 21.42 | 20.67 | 35.92 |
| IMPORTANT | 166 | 27.99 | 27.79 | 63.91 |
| VERY\_IMPORTANT | 132 | 22.26 | 20.86 | 86.17 |
| EXTREMELY\_IMPORTANT | 82 | 13.83 | 12.68 | 100.0 |

## Sp Feature Late Night

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 34 | 5.73 | 8.44 | 5.73 |
| SLIGHTLY\_IMPORTANT | 83 | 14.0 | 13.6 | 19.73 |
| IMPORTANT | 176 | 29.68 | 28.73 | 49.41 |
| VERY\_IMPORTANT | 180 | 30.35 | 31.12 | 79.76 |
| EXTREMELY\_IMPORTANT | 120 | 20.24 | 18.1 | 100.0 |

## Sp Feature Luggage Rack

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 83 | 14.0 | 12.57 | 14.0 |
| SLIGHTLY\_IMPORTANT | 157 | 26.48 | 22.95 | 40.47 |
| IMPORTANT | 192 | 32.38 | 32.54 | 72.85 |
| VERY\_IMPORTANT | 113 | 19.06 | 22.4 | 91.91 |
| EXTREMELY\_IMPORTANT | 48 | 8.09 | 9.53 | 100.0 |

## Sp Feature No Delay

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 17 | 2.87 | 5.58 | 2.87 |
| SLIGHTLY\_IMPORTANT | 55 | 9.27 | 8.64 | 12.14 |
| IMPORTANT | 162 | 27.32 | 24.64 | 39.46 |
| VERY\_IMPORTANT | 177 | 29.85 | 29.67 | 69.31 |
| EXTREMELY\_IMPORTANT | 182 | 30.69 | 31.47 | 100.0 |

## Sp Feature Seats Transit

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 27 | 4.55 | 4.7 | 4.55 |
| SLIGHTLY\_IMPORTANT | 87 | 14.67 | 11.24 | 19.22 |
| IMPORTANT | 169 | 28.5 | 28.71 | 47.72 |
| VERY\_IMPORTANT | 179 | 30.19 | 30.99 | 77.91 |
| EXTREMELY\_IMPORTANT | 131 | 22.09 | 24.37 | 100.0 |

## Sp Feature Seats Transit Stop

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 88 | 14.84 | 12.98 | 14.84 |
| SLIGHTLY\_IMPORTANT | 140 | 23.61 | 19.11 | 38.45 |
| IMPORTANT | 167 | 28.16 | 30.34 | 66.61 |
| VERY\_IMPORTANT | 128 | 21.59 | 26.98 | 88.2 |
| EXTREMELY\_IMPORTANT | 70 | 11.8 | 10.59 | 100.0 |

## Sp Feature Short Wait

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 36 | 6.07 | 5.74 | 6.07 |
| SLIGHTLY\_IMPORTANT | 109 | 18.38 | 19.38 | 24.45 |
| IMPORTANT | 188 | 31.7 | 32.47 | 56.16 |
| VERY\_IMPORTANT | 150 | 25.3 | 23.67 | 81.45 |
| EXTREMELY\_IMPORTANT | 110 | 18.55 | 18.75 | 100.0 |

## Sp Feature Weekend Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| NOT\_IMPORTANT | 16 | 2.7 | 5.91 | 2.7 |
| SLIGHTLY\_IMPORTANT | 30 | 5.06 | 6.07 | 7.76 |
| IMPORTANT | 192 | 32.38 | 26.04 | 40.13 |
| VERY\_IMPORTANT | 207 | 34.91 | 37.07 | 75.04 |
| EXTREMELY\_IMPORTANT | 148 | 24.96 | 24.91 | 100.0 |

## Sp Invitation

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 1182 | 28.68 | 28.41 | 28.68 |
| NO | 2933 | 71.15 | 71.43 | 99.83 |
| REFUSED | 7 | 0.17 | 0.16 | 100.0 |

## Sp Number Of Transfers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ONE | 330 | 57.39 | 61.94 | 57.39 |
| TWO | 125 | 21.74 | 15.77 | 79.13 |
| THREE\_OR\_MORE | 10 | 1.74 | 3.22 | 80.87 |
| NOT\_WILLING\_TO\_TRANSFER | 110 | 19.13 | 19.07 | 100.0 |

## Sp Rental Choice No Transit

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 4 | 9.52 | 2.01 | 9.52 |
| UNLIKELY | 4 | 9.52 | 2.59 | 19.05 |
| NEUTRAL\_DONT\_KNOW | 9 | 21.43 | 22.54 | 40.48 |
| LIKELY | 10 | 23.81 | 35.83 | 64.29 |
| VERY\_LIKELY | 15 | 35.71 | 37.03 | 100.0 |

## Sp Taxi Choice Dropoff Station

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| HIGHLY\_UNLIKELY | 21 | 12.73 | 16.97 | 12.73 |
| UNLIKELY | 33 | 20.0 | 14.5 | 32.73 |
| NEUTRAL\_DONT\_KNOW | 46 | 27.88 | 22.97 | 60.61 |
| LIKELY | 42 | 25.45 | 34.2 | 86.06 |
| VERY\_LIKELY | 23 | 13.94 | 11.37 | 100.0 |

## State Of Residence

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| ALABAMA | 9 | 0.48 | 0.31 | 0.48 |
| ALASKA | 10 | 0.54 | 0.35 | 1.02 |
| ARIZONA | 83 | 4.45 | 5.67 | 5.46 |
| ARKANSAS | 10 | 0.54 | 0.33 | 6.0 |
| CALIFORNIA | 6 | 0.32 | 0.28 | 6.32 |
| COLORADO | 113 | 6.05 | 7.23 | 12.37 |
| CONNECTICUT | 22 | 1.18 | 0.7 | 13.55 |
| DELAWARE | 2 | 0.11 | 0.09 | 13.66 |
| DISTRICT\_OF\_COLUMBIA | 16 | 0.86 | 0.57 | 14.52 |
| FLORIDA | 70 | 3.75 | 3.13 | 18.26 |
| GEORGIA | 71 | 3.8 | 2.92 | 22.07 |
| GUAM | 1 | 0.05 | 0.07 | 22.12 |
| HAWAII | 48 | 2.57 | 2.33 | 24.69 |
| IDAHO | 35 | 1.87 | 1.39 | 26.57 |
| ILLINOIS | 64 | 3.43 | 3.76 | 29.99 |
| INDIANA | 23 | 1.23 | 1.36 | 31.23 |
| IOWA | 18 | 0.96 | 0.96 | 32.19 |
| KANSAS | 13 | 0.7 | 1.79 | 32.89 |
| KENTUCKY | 8 | 0.43 | 0.6 | 33.32 |
| LOUISIANA | 17 | 0.91 | 0.86 | 34.23 |
| MAINE | 7 | 0.37 | 0.27 | 34.6 |
| MARYLAND | 26 | 1.39 | 1.09 | 35.99 |
| MASSACHUSETTS | 57 | 3.05 | 2.04 | 39.05 |
| MICHIGAN | 52 | 2.79 | 3.33 | 41.83 |
| MINNESOTA | 44 | 2.36 | 2.24 | 44.19 |
| MISSISSIPPI | 7 | 0.37 | 0.35 | 44.56 |
| MISSOURI | 19 | 1.02 | 0.93 | 45.58 |
| MONTANA | 11 | 0.59 | 0.38 | 46.17 |
| NEBRASKA | 13 | 0.7 | 0.94 | 46.87 |
| NEVADA | 65 | 3.48 | 3.67 | 50.35 |
| NEW\_HAMPSHIRE | 5 | 0.27 | 0.25 | 50.62 |
| NEW\_JERSEY | 27 | 1.45 | 1.1 | 52.06 |
| NEW\_MEXICO | 17 | 0.91 | 2.24 | 52.97 |
| NEW\_YORK | 91 | 4.87 | 4.42 | 57.85 |
| NORTH\_CAROLINA | 35 | 1.87 | 2.15 | 59.72 |
| NORTH\_DAKOTA | 3 | 0.16 | 0.1 | 59.88 |
| NORTHERN\_MARIANA\_ISLANDS | 1 | 0.05 | 0.03 | 59.94 |
| OHIO | 31 | 1.66 | 1.33 | 61.6 |
| OKLAHOMA | 15 | 0.8 | 0.79 | 62.4 |
| OREGON | 77 | 4.12 | 3.81 | 66.52 |
| PENNSYLVANIA | 29 | 1.55 | 1.06 | 68.08 |
| RHODE\_ISLAND | 5 | 0.27 | 0.19 | 68.34 |
| SOUTH\_CAROLINA | 9 | 0.48 | 0.29 | 68.83 |
| SOUTH\_DAKOTA | 10 | 0.54 | 1.07 | 69.36 |
| TENNESSEE | 18 | 0.96 | 0.69 | 70.33 |
| TEXAS | 217 | 11.62 | 15.88 | 81.95 |
| UTAH | 76 | 4.07 | 3.11 | 86.02 |
| VERMONT | 3 | 0.16 | 0.08 | 86.18 |
| VIRGINIA | 40 | 2.14 | 2.29 | 88.32 |
| WASHINGTON | 180 | 9.64 | 7.92 | 97.96 |
| WEST\_VIRGINIA | 1 | 0.05 | 0.03 | 98.02 |
| WISCONSIN | 31 | 1.66 | 1.03 | 99.68 |
| WYOMING | 6 | 0.32 | 0.25 | 100.0 |

## Stay Informed

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| YES | 82 | 2.8 | 3.24 | 2.8 |
| NO | 2851 | 97.2 | 96.76 | 100.0 |

## Trip Arrival Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| FIVE\_TO\_FIVE\_THIRTY | 9 | 0.22 | 0.17 | 0.22 |
| FIVE\_THIRTY\_TO\_SIX | 19 | 0.46 | 0.36 | 0.68 |
| SIX\_TO\_SIX\_THIRTY | 43 | 1.04 | 0.69 | 1.72 |
| SIX\_THIRTY\_TO\_SEVEN | 72 | 1.74 | 1.84 | 3.46 |
| SEVEN\_TO\_SEVEN\_THIRTY | 153 | 3.71 | 3.51 | 7.17 |
| SEVEN\_THIRTY\_TO\_EIGHT | 179 | 4.34 | 4.58 | 11.51 |
| EIGHT\_TO\_EIGHT\_THIRTY | 216 | 5.23 | 4.92 | 16.74 |
| EIGHT\_THIRTY\_TO\_NINE | 243 | 5.89 | 5.2 | 22.63 |
| NINE\_TO\_NINE\_THIRTY | 238 | 5.77 | 5.04 | 28.4 |
| NINE\_THIRTY\_TO\_TEN | 216 | 5.23 | 5.15 | 33.63 |
| TEN\_TO\_TEN\_THIRTY | 207 | 5.02 | 5.46 | 38.65 |
| TEN\_THIRTY\_TO\_ELEVEN | 169 | 4.09 | 3.66 | 42.74 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 186 | 4.51 | 4.61 | 47.25 |
| ELEVEN\_THIRTY\_TO\_NOON | 184 | 4.46 | 5.31 | 51.71 |
| NOON\_TO\_TWELVE\_THIRTY | 212 | 5.14 | 4.98 | 56.85 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 188 | 4.56 | 4.98 | 61.4 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 193 | 4.68 | 5.69 | 66.08 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 145 | 3.51 | 3.61 | 69.59 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 143 | 3.46 | 4.04 | 73.06 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 142 | 3.44 | 3.68 | 76.5 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 127 | 3.08 | 3.23 | 79.57 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 108 | 2.62 | 2.69 | 82.19 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 93 | 2.25 | 2.57 | 84.44 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 69 | 1.67 | 1.48 | 86.12 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 77 | 1.87 | 2.04 | 87.98 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 90 | 2.18 | 1.71 | 90.16 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 109 | 2.64 | 2.27 | 92.8 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 79 | 1.91 | 1.57 | 94.72 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 67 | 1.62 | 1.45 | 96.34 |
| NINETEEN\_THIRTY\_TO\_TWENTY | 51 | 1.24 | 1.08 | 97.58 |
| TWENTY\_TO\_TWENTY\_THIRTY | 39 | 0.94 | 0.78 | 98.52 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 32 | 0.78 | 1.12 | 99.3 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 9 | 0.22 | 0.19 | 99.52 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 9 | 0.22 | 0.15 | 99.73 |
| TWENTY\_TWO\_TO\_TWENTY\_TWO\_THIRTY | 2 | 0.05 | 0.03 | 99.78 |
| TWO\_TO\_TWO\_THIRTY | 1 | 0.02 | 0.01 | 99.81 |
| THREE\_TO\_THREE\_THIRTY | 2 | 0.05 | 0.01 | 99.85 |
| THREE\_THIRTY\_TO\_FOUR | 1 | 0.02 | 0.01 | 99.88 |
| FOUR\_TO\_FOUR\_THIRTY | 3 | 0.07 | 0.05 | 99.95 |
| FOUR\_THIRTY\_TO\_FIVE | 2 | 0.05 | 0.09 | 100.0 |

## Trip Start Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| FIVE\_TO\_FIVE\_THIRTY | 36 | 0.87 | 1.1 | 0.87 |
| FIVE\_THIRTY\_TO\_SIX | 43 | 1.04 | 0.68 | 1.91 |
| SIX\_TO\_SIX\_THIRTY | 97 | 2.35 | 2.51 | 4.26 |
| SIX\_THIRTY\_TO\_SEVEN | 134 | 3.25 | 3.21 | 7.51 |
| SEVEN\_TO\_SEVEN\_THIRTY | 245 | 5.94 | 6.13 | 13.45 |
| SEVEN\_THIRTY\_TO\_EIGHT | 192 | 4.65 | 4.06 | 18.1 |
| EIGHT\_TO\_EIGHT\_THIRTY | 281 | 6.81 | 5.42 | 24.91 |
| EIGHT\_THIRTY\_TO\_NINE | 175 | 4.24 | 3.88 | 29.15 |
| NINE\_TO\_NINE\_THIRTY | 256 | 6.2 | 6.74 | 35.35 |
| NINE\_THIRTY\_TO\_TEN | 186 | 4.51 | 4.86 | 39.86 |
| TEN\_TO\_TEN\_THIRTY | 193 | 4.68 | 4.59 | 44.54 |
| TEN\_THIRTY\_TO\_ELEVEN | 163 | 3.95 | 3.98 | 48.49 |
| ELEVEN\_TO\_ELEVEN\_THIRTY | 210 | 5.09 | 5.84 | 53.57 |
| ELEVEN\_THIRTY\_TO\_NOON | 171 | 4.14 | 3.87 | 57.72 |
| NOON\_TO\_TWELVE\_THIRTY | 232 | 5.62 | 6.8 | 63.34 |
| TWELVE\_THIRTY\_TO\_THIRTEEN | 146 | 3.54 | 3.47 | 66.88 |
| THIRTEEN\_TO\_THIRTEEN\_THIRTY | 175 | 4.24 | 4.21 | 71.12 |
| THIRTEEN\_THIRTY\_TO\_FOURTEEN | 101 | 2.45 | 2.59 | 73.56 |
| FOURTEEN\_TO\_FOURTEEN\_THIRTY | 149 | 3.61 | 4.34 | 77.17 |
| FOURTEEN\_THIRTY\_TO\_FIFTEEN | 114 | 2.76 | 3.14 | 79.94 |
| FIFTEEN\_TO\_FIFTEEN\_THIRTY | 125 | 3.03 | 2.94 | 82.97 |
| FIFTEEN\_THIRTY\_TO\_SIXTEEN | 71 | 1.72 | 2.06 | 84.69 |
| SIXTEEN\_TO\_SIXTEEN\_THIRTY | 87 | 2.11 | 1.94 | 86.79 |
| SIXTEEN\_THIRTY\_TO\_SEVENTEEN | 62 | 1.5 | 1.21 | 88.3 |
| SEVENTEEN\_TO\_SEVENTEEN\_THIRTY | 99 | 2.4 | 1.97 | 90.7 |
| SEVENTEEN\_THIRTY\_TO\_EIGHTEEN | 85 | 2.06 | 1.9 | 92.76 |
| EIGHTEEN\_TO\_EIGHTEEN\_THIRTY | 103 | 2.5 | 2.23 | 95.25 |
| EIGHTEEN\_THIRTY\_TO\_NINETEEN | 49 | 1.19 | 0.98 | 96.44 |
| NINETEEN\_TO\_NINETEEN\_THIRTY | 58 | 1.41 | 1.17 | 97.84 |
| NINETEEN\_THIRTY\_TO\_TWENTY | 23 | 0.56 | 0.48 | 98.4 |
| TWENTY\_TO\_TWENTY\_THIRTY | 31 | 0.75 | 1.05 | 99.15 |
| TWENTY\_THIRTY\_TO\_TWENTY\_ONE | 5 | 0.12 | 0.08 | 99.27 |
| TWENTY\_ONE\_TO\_TWENTY\_ONE\_THIRTY | 9 | 0.22 | 0.15 | 99.49 |
| TWENTY\_ONE\_THIRTY\_TO\_TWENTY\_TWO | 3 | 0.07 | 0.05 | 99.56 |
| ONE\_THIRTY\_TO\_TWO | 1 | 0.02 | 0.01 | 99.59 |
| TWO\_TO\_TWO\_THIRTY | 6 | 0.15 | 0.14 | 99.73 |
| TWO\_THIRTY\_TO\_THREE | 1 | 0.02 | 0.02 | 99.76 |
| FOUR\_TO\_FOUR\_THIRTY | 1 | 0.02 | 0.01 | 99.78 |
| FOUR\_THIRTY\_TO\_FIVE | 9 | 0.22 | 0.19 | 100.0 |