# Segment Columns Summary

## Summary Segment

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Employee | 659 | 13.77 | 32.72 | 13.77 |
| Resident Departing | 1699 | 35.5 | 25.45 | 49.27 |
| Visitor Departing | 2428 | 50.73 | 41.83 | 100.0 |

# Segment: EMPLOYEE

## Access Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Walk | 64 | 38.79 | 56.3 | 38.79 |
| Ridehail Taxi | 4 | 2.42 | 2.45 | 41.21 |
| Public Transportation | 7 | 4.24 | 7.54 | 45.45 |
| Personal Car Dropped Off Picked Up | 25 | 15.15 | 17.93 | 60.61 |
| Personal Car Parked | 65 | 39.39 | 15.78 | 100.0 |

## Access Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Walk | 64 | 38.79 | 56.3 | 38.79 |
| Uber Lyft | 3 | 1.82 | 2.21 | 40.61 |
| Car Service Black Limo | 1 | 0.61 | 0.24 | 41.21 |
| Dropped Off By Family Friend | 25 | 15.15 | 17.93 | 56.36 |
| Drove Alone And Parked | 64 | 38.79 | 15.54 | 95.15 |
| Drove With Others And Parked | 1 | 0.61 | 0.24 | 95.76 |
| Other Public Transit | 7 | 4.24 | 7.54 | 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 | 13.08 | 23.22 |
| Age 30 34 | 97 | 14.72 | 13.3 | 37.94 |
| Age 35 39 | 87 | 13.2 | 13.78 | 51.14 |
| Age 40 44 | 64 | 9.71 | 10.61 | 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 | 10.46 | 86.65 |
| Age 60 64 | 47 | 7.13 | 7.91 | 93.78 |
| Age 65 74 | 25 | 3.79 | 4.31 | 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 | 17.19 | 20.25 |
| Shortest Door To Door Travel Time | 16 | 20.25 | 19.92 | 40.51 |
| Smallest Chance For Delays | 4 | 5.06 | 5.6 | 45.57 |
| Most Comfortable | 13 | 16.46 | 16.32 | 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 | 4.98 | 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 | 0.05 | 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 | 0.29 | 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 | 0.73 | 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 | 0.08 | 24.28 |
| Pannikin Coffee And Tea | 3 | 0.46 | 0.54 | 24.73 |
| Peets Coffee And Tea | 4 | 0.61 | 0.34 | 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 | 0.08 | 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 | 4.15 | 32.47 |
| Spirit | 4 | 0.61 | 0.65 | 33.08 |
| Starbucks | 8 | 1.21 | 0.46 | 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 | 4.15 | 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 | 28.9 | 71.17 |
| Flagship | 5 | 0.76 | 0.69 | 71.93 |
| Hms Host | 4 | 0.61 | 0.5 | 72.53 |
| Other Specify | 181 | 27.47 | 26.47 | 100.0 |

## Gender

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Male | 315 | 47.8 | 46.32 | 47.8 |
| Female | 330 | 50.08 | 51.9 | 97.88 |
| Non Binary Third Gender | 2 | 0.3 | 0.36 | 98.18 |
| Prefer Not To Say | 11 | 1.67 | 1.23 | 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 | 0.91 | 3.64 |
| Between 30K 35K | 13 | 1.97 | 1.83 | 5.61 |
| Between 35K 40K | 11 | 1.67 | 1.85 | 7.28 |
| Between 40K 45K | 17 | 2.58 | 2.62 | 9.86 |
| Between 45K 50K | 16 | 2.43 | 2.53 | 12.29 |
| Between 50K 60K | 37 | 5.61 | 5.81 | 17.91 |
| Between 60K 75K | 64 | 9.71 | 10.69 | 27.62 |
| Between 75K 100K | 94 | 14.26 | 14.91 | 41.88 |
| Between 100K 150K | 91 | 13.81 | 14.41 | 55.69 |
| Between 150 199K | 71 | 10.77 | 11.72 | 66.46 |
| Prefer Not To Say | 165 | 25.04 | 20.58 | 91.5 |
| Between 200 299K | 44 | 6.68 | 7.82 | 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 | 17.32 | 13.81 |
| Terminal 2 | 206 | 49.05 | 58.21 | 62.86 |
| Onboard 992 | 44 | 10.48 | 8.38 | 73.33 |
| Onboard Flyer | 11 | 2.62 | 0.76 | 75.95 |
| Rental Center | 1 | 0.24 | 0.31 | 76.19 |
| Passenger Parking | 26 | 6.19 | 7.98 | 82.38 |
| Employee Parking | 74 | 17.62 | 7.04 | 100.0 |

## Is Income Below Poverty

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Yes | 22 | 13.1 | 16.42 | 13.1 |
| No | 146 | 86.9 | 83.58 | 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 | 5.79 | 9.71 |
| Personal Car Parked | 414 | 62.82 | 74.91 | 72.53 |
| Shared Shuttle Van | 12 | 1.82 | 2.17 | 74.36 |
| Bus 992 | 79 | 11.99 | 8.61 | 86.34 |
| Airport Flyer Shuttle | 88 | 13.35 | 2.37 | 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 | 1.27 | 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 | 5.61 | 8.8 |
| Drove Alone And Parked | 391 | 59.33 | 70.75 | 68.13 |
| Drove With Others And Parked | 19 | 2.88 | 3.44 | 71.02 |
| Mts Route 992 | 79 | 11.99 | 8.61 | 83.0 |
| Airport Flyer Shuttle | 88 | 13.35 | 2.37 | 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 | 8.61 | 11.99 |
| Airport Flyer Shuttle | 85 | 12.9 | 2.29 | 24.89 |
| Other | 495 | 75.11 | 89.11 | 100.0 |

## Marketsegment

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

## Number Commute Days

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Zero | 5 | 0.76 | 0.83 | 0.76 |
| One | 34 | 5.16 | 5.63 | 5.92 |
| Two | 60 | 9.1 | 9.57 | 15.02 |
| Three | 65 | 9.86 | 11.17 | 24.89 |
| Four | 79 | 11.99 | 12.12 | 36.87 |
| Five | 379 | 57.51 | 54.36 | 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 | 4.02 | 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 | 48.36 | 69.2 |
| Forty One To Fifty | 172 | 26.1 | 28.58 | 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 | 32.52 | 43.4 |
| Three | 156 | 23.67 | 22.82 | 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 | 48.27 | 63.41 |
| One | 45 | 27.44 | 40.49 | 90.85 |
| Two | 15 | 9.15 | 11.24 | 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 | 48.75 | 78.0 |
| Three | 99 | 15.02 | 16.03 | 93.02 |
| Four | 30 | 4.55 | 4.98 | 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 | 28.15 | 27.01 |
| Two | 329 | 49.92 | 50.77 | 76.93 |
| Three | 101 | 15.33 | 14.48 | 92.26 |
| Four | 37 | 5.61 | 4.9 | 97.88 |
| Five | 8 | 1.21 | 0.84 | 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 | 43.06 | 49.28 |
| Work Elsewhere | 1 | 0.72 | 0.76 | 50.0 |
| Refused | 69 | 50.0 | 49.5 | 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 | 5.58 | 8.5 |
| Ticket Agent | 41 | 6.22 | 7.04 | 14.72 |
| Cargo Agent | 31 | 4.7 | 3.72 | 19.42 |
| Cargo Handler | 17 | 2.58 | 2.63 | 22.0 |
| Bldg Maintenance Cleaning | 38 | 5.77 | 5.79 | 27.77 |
| Parking Attendant | 12 | 1.82 | 0.78 | 29.59 |
| Driver | 1 | 0.15 | 0.11 | 29.74 |
| Tsa | 25 | 3.79 | 4.06 | 33.54 |
| Law Enforcement | 7 | 1.06 | 1.27 | 34.6 |
| General And Operations Managers | 54 | 8.19 | 9.18 | 42.79 |
| Program And Project Managers | 26 | 3.95 | 4.63 | 46.74 |
| Retail Restaurant | 96 | 14.57 | 11.52 | 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 | 32.27 | 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 | 4.99 | 5.16 |
| Central | 249 | 37.78 | 36.53 | 42.94 |
| North City | 148 | 22.46 | 20.86 | 65.4 |
| South Suburban | 109 | 16.54 | 17.2 | 81.94 |
| East Suburban | 76 | 11.53 | 13.07 | 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 | 3.84 | 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 | 21.84 | 20.18 |
| Reimbursed Other Third Party | 7 | 1.06 | 0.89 | 21.24 |
| Not Reimbursed | 501 | 76.02 | 74.25 | 97.27 |
| Dont Know | 18 | 2.73 | 3.03 | 100.0 |

## Resident Visitor

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| San Diego Region | 610 | 92.56 | 91.8 | 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 | 2.14 | 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 % |
| Employee | 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 | 77.55 | 88.47 |
| Bus 992 | 53 | 8.04 | 6.13 | 96.51 |
| Airport Flyer Shuttle | 18 | 2.73 | 0.95 | 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 | 1.27 | 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 | 6.13 | 13.66 |
| Airport Flyer Shuttle | 18 | 2.73 | 0.95 | 16.39 |
| Picked Up By Family Friend | 54 | 8.19 | 7.69 | 24.58 |
| Get In Parked Vehicle And Drive Alone | 456 | 69.2 | 72.81 | 93.78 |
| Get In Parked Vehicle And Drive With Others | 21 | 3.19 | 3.73 | 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 | 87.09 | 86.95 |
| No | 83 | 12.59 | 12.37 | 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 | 2.13 | 10.17 |
| Twelve Thirty To Thirteen | 10 | 1.52 | 1.59 | 11.68 |
| Thirteen To Thirteen Thirty | 22 | 3.34 | 3.37 | 15.02 |
| Thirteen Thirty To Fourteen | 15 | 2.28 | 2.41 | 17.3 |
| Fourteen To Fourteen Thirty | 42 | 6.37 | 6.19 | 23.67 |
| Fourteen Thirty To Fifteen | 16 | 2.43 | 2.75 | 26.1 |
| Fifteen To Fifteen Thirty | 47 | 7.13 | 7.28 | 33.23 |
| Fifteen Thirty To Sixteen | 38 | 5.77 | 5.82 | 39.0 |
| Sixteen To Sixteen Thirty | 61 | 9.26 | 9.28 | 48.25 |
| Sixteen Thirty To Seventeen | 36 | 5.46 | 5.75 | 53.72 |
| Seventeen To Seventeen Thirty | 65 | 9.86 | 10.3 | 63.58 |
| Seventeen Thirty To Eighteen | 25 | 3.79 | 3.45 | 67.37 |
| Eighteen To Eighteen Thirty | 26 | 3.95 | 3.94 | 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 | 3.0 | 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 | 0.52 | 97.27 |
| One To One Thirty | 4 | 0.61 | 0.65 | 97.88 |
| One Thirty To Two | 4 | 0.61 | 0.34 | 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 | 48.38 | 69.86 |
| Sdcraa Admin Bldg | 116 | 17.66 | 20.7 | 87.52 |
| Qhp Liberty Station | 5 | 0.76 | 0.91 | 88.28 |
| Sdcraa Adc Trailers | 38 | 5.78 | 6.6 | 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 | 4.0 | 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 | 3.25 | 7.44 |
| Six To Six Thirty | 66 | 10.02 | 10.68 | 17.45 |
| Six Thirty To Seven | 22 | 3.34 | 3.91 | 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 | 11.27 | 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 | 1.09 | 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 | 2.41 | 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 | 0.34 | 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 | 1.09 | 93.78 |
| Four To Four Thirty | 28 | 4.25 | 4.77 | 98.03 |
| Four Thirty To Five | 13 | 1.97 | 2.04 | 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 | 33.06 | 40.0 |
| Less Than Fifteen Mins | 59 | 36.88 | 36.37 | 76.88 |
| Less Than Thirty Mins | 33 | 20.62 | 20.45 | 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 | 20.73 | 33.77 |
| Neutral Dont Know | 34 | 22.52 | 22.53 | 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 | 23.49 | 54.3 |
| Likely | 37 | 24.5 | 25.01 | 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 | 29.85 | 57.62 |
| Likely | 21 | 13.91 | 14.83 | 71.52 |
| Very Likely | 43 | 28.48 | 26.36 | 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 | 12.16 | 11.88 |
| Slightly Important | 26 | 16.25 | 16.83 | 28.12 |
| Important | 26 | 16.25 | 16.53 | 44.38 |
| Very Important | 30 | 18.75 | 19.24 | 63.12 |
| Extremely Important | 59 | 36.88 | 35.23 | 100.0 |

## Sp Feature Late Night

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Not Important | 18 | 11.25 | 11.76 | 11.25 |
| Slightly Important | 24 | 15.0 | 15.76 | 26.25 |
| Important | 21 | 13.12 | 13.46 | 39.38 |
| Very Important | 35 | 21.88 | 21.21 | 61.25 |
| Extremely Important | 62 | 38.75 | 37.81 | 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 | 30.83 | 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 | 9.55 | 13.75 |
| Important | 35 | 21.88 | 21.21 | 35.62 |
| Very Important | 46 | 28.75 | 29.09 | 64.38 |
| Extremely Important | 57 | 35.62 | 36.4 | 100.0 |

## Sp Feature Seats Transit Stop

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Not Important | 24 | 15.0 | 14.97 | 15.0 |
| Slightly Important | 28 | 17.5 | 17.6 | 32.5 |
| Important | 42 | 26.25 | 26.38 | 58.75 |
| Very Important | 31 | 19.38 | 19.07 | 78.12 |
| Extremely Important | 35 | 21.88 | 21.97 | 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 | 9.49 | 11.25 |
| Important | 38 | 23.75 | 23.71 | 35.0 |
| Very Important | 41 | 25.62 | 26.59 | 60.62 |
| Extremely Important | 63 | 39.38 | 38.21 | 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 | 11.49 | 19.38 |
| Important | 25 | 15.62 | 15.86 | 35.0 |
| Very Important | 41 | 25.62 | 26.32 | 60.62 |
| Extremely Important | 63 | 39.38 | 37.64 | 100.0 |

## Sp Invitation

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Yes | 311 | 47.34 | 52.22 | 47.34 |
| No | 345 | 52.51 | 47.6 | 99.85 |
| Refused | 1 | 0.15 | 0.18 | 100.0 |

## Sp Number Of Transfers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| One | 93 | 59.62 | 59.61 | 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 | 15.2 | 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 | 9.23 | 7.25 |
| No | 320 | 92.75 | 90.77 | 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 | 4.48 | 7.28 |
| Six To Six Thirty | 30 | 4.55 | 4.75 | 11.84 |
| Six Thirty To Seven | 43 | 6.53 | 6.75 | 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 | 7.06 | 36.42 |
| Eight Thirty To Nine | 60 | 9.1 | 8.57 | 45.52 |
| Nine To Nine Thirty | 51 | 7.74 | 8.55 | 53.26 |
| Nine Thirty To Ten | 42 | 6.37 | 6.0 | 59.64 |
| Ten To Ten Thirty | 28 | 4.25 | 4.07 | 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 | 4.63 | 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 | 0.72 | 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 | 6.11 | 5.61 |
| Five Thirty To Six | 36 | 5.46 | 5.7 | 11.08 |
| Six To Six Thirty | 43 | 6.53 | 6.8 | 17.6 |
| Six Thirty To Seven | 38 | 5.77 | 6.57 | 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 | 9.27 | 45.37 |
| Eight Thirty To Nine | 50 | 7.59 | 7.91 | 52.96 |
| Nine To Nine Thirty | 42 | 6.37 | 6.0 | 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 | 2.82 | 70.26 |
| Eleven Thirty To Noon | 16 | 2.43 | 1.82 | 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 | 1.27 | 100.0 |

# Segment: RESIDENT\_DEPARTING

## Access Mode Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Once Or Twice Per Year | 446 | 29.27 | 30.24 | 29.27 |
| Three To Five Per Year | 322 | 21.13 | 21.23 | 50.39 |
| Six To Ten Per Year | 123 | 8.07 | 8.84 | 58.46 |
| Eleven To Twenty Per Year | 42 | 2.76 | 2.16 | 61.22 |
| Twenty One Or More Per Year | 25 | 1.64 | 1.56 | 62.86 |
| Never | 24 | 1.57 | 2.15 | 64.44 |
| Always | 542 | 35.56 | 33.83 | 100.0 |

## Access Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Walk | 36 | 47.37 | 58.15 | 47.37 |
| Micromobility Personal | 1 | 1.32 | 2.1 | 48.68 |
| Ridehail Taxi | 8 | 10.53 | 8.1 | 59.21 |
| Public Transportation | 3 | 3.95 | 1.22 | 63.16 |
| Personal Car Dropped Off Picked Up | 18 | 23.68 | 21.28 | 86.84 |
| Personal Car Parked | 9 | 11.84 | 8.74 | 98.68 |
| Other | 1 | 1.32 | 0.41 | 100.0 |

## Access Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Walk | 36 | 47.37 | 58.15 | 47.37 |
| Bicycle Personal Non Electric | 1 | 1.32 | 2.1 | 48.68 |
| Uber Lyft | 6 | 7.89 | 7.17 | 56.58 |
| Car Service Black Limo | 2 | 2.63 | 0.93 | 59.21 |
| Dropped Off By Family Friend | 18 | 23.68 | 21.28 | 82.89 |
| Drove Alone And Parked | 6 | 7.89 | 4.94 | 90.79 |
| Drove With Others And Parked | 3 | 3.95 | 3.8 | 94.74 |
| Other Public Transit | 3 | 3.95 | 1.22 | 98.68 |
| Other | 1 | 1.32 | 0.41 | 100.0 |

## Age

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Age 18 19 | 31 | 1.82 | 1.85 | 1.82 |
| Age 20 24 | 158 | 9.3 | 9.15 | 11.12 |
| Age 25 29 | 203 | 11.95 | 11.35 | 23.07 |
| Age 30 34 | 211 | 12.42 | 10.82 | 35.49 |
| Age 35 39 | 159 | 9.36 | 9.97 | 44.85 |
| Age 40 44 | 149 | 8.77 | 11.43 | 53.62 |
| Age 45 49 | 121 | 7.12 | 7.14 | 60.74 |
| Age 50 54 | 114 | 6.71 | 5.79 | 67.45 |
| Age 55 59 | 156 | 9.18 | 8.81 | 76.63 |
| Age 60 64 | 134 | 7.89 | 7.86 | 84.52 |
| Age 65 74 | 178 | 10.48 | 10.95 | 95.0 |
| Age 75 Or More | 68 | 4.0 | 3.56 | 99.0 |
| Prefer Not To Say | 17 | 1.0 | 1.34 | 100.0 |

## Airline

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Air Canada | 25 | 1.48 | 1.56 | 1.48 |
| Alaska Airlines | 444 | 26.29 | 26.3 | 27.77 |
| Allegiant Air | 9 | 0.53 | 0.67 | 28.3 |
| American Airlines | 153 | 9.06 | 8.0 | 37.36 |
| Breeze | 9 | 0.53 | 0.61 | 37.89 |
| British Airways | 48 | 2.84 | 2.96 | 40.73 |
| Delta Airlines | 269 | 15.93 | 15.44 | 56.66 |
| Hawaiian Airlines | 50 | 2.96 | 3.11 | 59.62 |
| Japan Airlines | 5 | 0.3 | 0.21 | 59.92 |
| Jetblue | 57 | 3.37 | 2.7 | 63.29 |
| Lufthansha | 9 | 0.53 | 0.35 | 63.82 |
| United Airlines | 253 | 14.98 | 11.8 | 78.8 |
| Westjet | 2 | 0.12 | 0.16 | 78.92 |
| Frontier Airlines | 38 | 2.25 | 2.63 | 81.17 |
| Southwest Airlines | 280 | 16.58 | 20.67 | 97.75 |
| Spirit | 33 | 1.95 | 2.63 | 99.7 |
| Suncounty Airlines | 5 | 0.3 | 0.2 | 100.0 |

## Airport Access Transit Use Elsewhere

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| One Time | 118 | 11.67 | 10.1 | 11.67 |
| Two Times | 136 | 13.45 | 16.3 | 25.12 |
| Three Times | 93 | 9.2 | 7.96 | 34.32 |
| Four Times | 48 | 4.75 | 3.72 | 39.07 |
| More Than Five Times | 118 | 11.67 | 10.36 | 50.74 |
| Never | 498 | 49.26 | 51.57 | 100.0 |

## Car Available

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Car Available | 1246 | 83.79 | 83.21 | 83.79 |
| Dont Have Car | 98 | 6.59 | 6.53 | 90.38 |
| Car Unavailable | 110 | 7.4 | 7.22 | 97.78 |
| Dont Drive | 9 | 0.61 | 1.37 | 98.39 |
| Other | 13 | 0.87 | 1.24 | 99.26 |
| Refused | 11 | 0.74 | 0.43 | 100.0 |

## Carryon Bags

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 144 | 8.48 | 8.34 | 8.48 |
| One | 854 | 50.26 | 42.8 | 58.74 |
| Two | 589 | 34.67 | 32.95 | 93.41 |
| Three | 54 | 3.18 | 5.9 | 96.59 |
| Four | 44 | 2.59 | 4.98 | 99.18 |
| Five | 8 | 0.47 | 2.83 | 99.65 |
| Six | 3 | 0.18 | 0.71 | 99.82 |
| Seven | 1 | 0.06 | 0.13 | 99.88 |
| Eight Or More | 2 | 0.12 | 1.35 | 100.0 |

## Checked Bags

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 854 | 50.26 | 42.77 | 50.26 |
| One | 507 | 29.84 | 28.32 | 80.11 |
| Two | 258 | 15.19 | 16.92 | 95.29 |
| Three | 46 | 2.71 | 5.82 | 98.0 |
| Four | 28 | 1.65 | 4.29 | 99.65 |
| Five | 1 | 0.06 | 0.03 | 99.71 |
| Six | 1 | 0.06 | 0.13 | 99.76 |
| Seven | 2 | 0.12 | 0.35 | 99.88 |
| Eight Or More | 2 | 0.12 | 1.35 | 100.0 |

## Country Of Residence

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Canada | 2 | 15.38 | 10.32 | 15.38 |
| Cuba | 5 | 38.46 | 44.72 | 53.85 |
| France | 1 | 7.69 | 3.29 | 61.54 |
| Honduras | 1 | 7.69 | 27.11 | 69.23 |
| Italy | 1 | 7.69 | 5.16 | 76.92 |
| Nepal | 1 | 7.69 | 3.29 | 84.62 |
| Switzerland | 1 | 7.69 | 2.81 | 92.31 |
| Venezuela | 1 | 7.69 | 3.29 | 100.0 |

## Destination Activity Type

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| San Diego Airport | 1699 | 100.0 | 100.0 | 100.0 |

## Destination Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Central | 1699 | 100.0 | 100.0 | 100.0 |

## Flight Departure Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Six To Six Thirty | 12 | 0.71 | 0.5 | 0.71 |
| Six Thirty To Seven | 6 | 0.35 | 0.33 | 1.06 |
| Seven To Seven Thirty | 20 | 1.18 | 1.0 | 2.24 |
| Seven Thirty To Eight | 18 | 1.06 | 0.89 | 3.3 |
| Eight To Eight Thirty | 104 | 6.12 | 6.61 | 9.42 |
| Eight Thirty To Nine | 72 | 4.24 | 3.81 | 13.66 |
| Nine To Nine Thirty | 123 | 7.24 | 7.02 | 20.89 |
| Nine Thirty To Ten | 100 | 5.89 | 6.68 | 26.78 |
| Ten To Ten Thirty | 140 | 8.24 | 7.98 | 35.02 |
| Ten Thirty To Eleven | 102 | 6.0 | 7.2 | 41.02 |
| Eleven To Eleven Thirty | 125 | 7.36 | 7.04 | 48.38 |
| Eleven Thirty To Noon | 68 | 4.0 | 3.4 | 52.38 |
| Noon To Twelve Thirty | 62 | 3.65 | 2.98 | 56.03 |
| Twelve Thirty To Thirteen | 88 | 5.18 | 5.54 | 61.21 |
| Thirteen To Thirteen Thirty | 71 | 4.18 | 4.47 | 65.39 |
| Thirteen Thirty To Fourteen | 39 | 2.3 | 2.19 | 67.69 |
| Fourteen To Fourteen Thirty | 71 | 4.18 | 3.16 | 71.87 |
| Fourteen Thirty To Fifteen | 62 | 3.65 | 4.67 | 75.52 |
| Fifteen To Fifteen Thirty | 45 | 2.65 | 2.96 | 78.16 |
| Fifteen Thirty To Sixteen | 26 | 1.53 | 1.39 | 79.69 |
| Sixteen To Sixteen Thirty | 48 | 2.83 | 3.33 | 82.52 |
| Sixteen Thirty To Seventeen | 21 | 1.24 | 1.01 | 83.76 |
| Seventeen To Seventeen Thirty | 58 | 3.41 | 3.15 | 87.17 |
| Seventeen Thirty To Eighteen | 23 | 1.35 | 0.92 | 88.52 |
| Eighteen To Eighteen Thirty | 9 | 0.53 | 0.33 | 89.05 |
| Eighteen Thirty To Nineteen | 24 | 1.41 | 1.1 | 90.46 |
| Nineteen To Nineteen Thirty | 25 | 1.47 | 1.2 | 91.94 |
| Nineteen Thirty To Twenty | 33 | 1.94 | 2.8 | 93.88 |
| Twenty To Twenty Thirty | 24 | 1.41 | 1.99 | 95.29 |
| Twenty Thirty To Twenty One | 21 | 1.24 | 1.06 | 96.53 |
| Twenty One To Twenty One Thirty | 28 | 1.65 | 1.83 | 98.18 |
| Twenty One Thirty To Twenty Two | 7 | 0.41 | 0.37 | 98.59 |
| Twenty Two To Twenty Two Thirty | 16 | 0.94 | 0.75 | 99.53 |
| Twenty Two Thirty To Twenty Three | 6 | 0.35 | 0.26 | 99.88 |
| Twenty Three To Twenty Three Thirty | 1 | 0.06 | 0.03 | 99.94 |
| Zero Thirty To One | 1 | 0.06 | 0.03 | 100.0 |

## Flight Purpose

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Business Work | 379 | 22.31 | 20.31 | 22.31 |
| Leisure Family | 979 | 57.62 | 59.35 | 79.93 |
| Combination Business Leisure | 58 | 3.41 | 2.92 | 83.34 |
| Personal | 242 | 14.24 | 15.32 | 97.59 |
| School | 22 | 1.29 | 1.31 | 98.88 |
| Commute | 6 | 0.35 | 0.22 | 99.23 |
| Other Specify | 13 | 0.77 | 0.58 | 100.0 |

## Gender

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Male | 828 | 48.73 | 50.25 | 48.73 |
| Female | 846 | 49.79 | 47.73 | 98.53 |
| Transgender | 2 | 0.12 | 0.07 | 98.65 |
| Non Binary Third Gender | 7 | 0.41 | 0.55 | 99.06 |
| Prefer Not To Say | 16 | 0.94 | 1.39 | 100.0 |

## General Use Transit Resident

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 1268 | 84.36 | 86.67 | 84.36 |
| One Day | 81 | 5.39 | 5.34 | 89.75 |
| Two Days | 52 | 3.46 | 3.12 | 93.21 |
| Three Days | 21 | 1.4 | 1.24 | 94.61 |
| Four Days | 14 | 0.93 | 0.6 | 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 |

## Home Location Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Central | 1543 | 100.0 | 100.0 | 100.0 |

## Household Income

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Less Than 15K | 43 | 2.53 | 2.48 | 2.53 |
| Between 15K 20K | 10 | 0.59 | 1.21 | 3.12 |
| Between 20K 25K | 15 | 0.88 | 1.6 | 4.0 |
| Between 25K 30K | 10 | 0.59 | 0.45 | 4.59 |
| Between 30K 35K | 25 | 1.47 | 1.28 | 6.06 |
| Between 35K 40K | 32 | 1.88 | 2.0 | 7.95 |
| Between 40K 45K | 38 | 2.24 | 2.33 | 10.18 |
| Between 45K 50K | 32 | 1.88 | 1.41 | 12.07 |
| Between 50K 60K | 52 | 3.06 | 2.43 | 15.13 |
| Between 60K 75K | 109 | 6.42 | 5.2 | 21.54 |
| Between 75K 100K | 183 | 10.77 | 9.24 | 32.31 |
| Between 100K 150K | 252 | 14.83 | 14.94 | 47.15 |
| Between 150 199K | 247 | 14.54 | 13.17 | 61.68 |
| Prefer Not To Say | 358 | 21.07 | 23.91 | 82.75 |
| Between 200 299K | 166 | 9.77 | 11.01 | 92.53 |
| More Than 300K | 125 | 7.36 | 7.27 | 99.88 |
| More Than 150K | 2 | 0.12 | 0.07 | 100.0 |

## Inbound Or Outbound

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Inbound To Airport | 1699 | 100.0 | 100.0 | 100.0 |

## Interview Location

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Terminal 1 | 352 | 20.72 | 28.02 | 20.72 |
| Terminal 2 | 1325 | 77.99 | 71.59 | 98.71 |
| Onboard 992 | 10 | 0.59 | 0.22 | 99.29 |
| Onboard Flyer | 10 | 0.59 | 0.09 | 99.88 |
| Passenger Parking | 1 | 0.06 | 0.03 | 99.94 |
| Employee Parking | 1 | 0.06 | 0.05 | 100.0 |

## Is Income Below Poverty

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Yes | 23 | 6.34 | 3.9 | 6.34 |
| No | 322 | 88.71 | 90.05 | 95.04 |
| Refused | 18 | 4.96 | 6.05 | 100.0 |

## Main Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Walk | 4 | 0.24 | 0.67 | 0.24 |
| Ridehail Taxi | 555 | 32.67 | 34.2 | 32.9 |
| Public Transportation | 9 | 0.53 | 0.41 | 33.43 |
| Personal Car Dropped Off Picked Up | 795 | 46.79 | 43.48 | 80.22 |
| Personal Car Parked | 215 | 12.65 | 16.87 | 92.88 |
| Shared Shuttle Van | 15 | 0.88 | 1.6 | 93.76 |
| Bus 992 | 30 | 1.77 | 0.65 | 95.53 |
| Airport Flyer Shuttle | 44 | 2.59 | 0.22 | 98.12 |
| Rental Car | 19 | 1.12 | 1.24 | 99.23 |
| Other | 13 | 0.77 | 0.66 | 100.0 |

## Main Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Walk | 4 | 0.24 | 0.67 | 0.24 |
| Taxi | 19 | 1.12 | 1.36 | 1.35 |
| Uber Lyft | 511 | 30.08 | 31.26 | 31.43 |
| Car Service Black Limo | 25 | 1.47 | 1.58 | 32.9 |
| Dropped Off By Family Friend | 795 | 46.79 | 43.48 | 79.69 |
| Drove Alone And Parked | 112 | 6.59 | 4.27 | 86.29 |
| Drove With Others And Parked | 100 | 5.89 | 12.47 | 92.17 |
| Mts Route 992 | 30 | 1.77 | 0.65 | 93.94 |
| Airport Flyer Shuttle | 44 | 2.59 | 0.22 | 96.53 |
| Chartered Tour Bus | 3 | 0.18 | 0.12 | 96.7 |
| Rental Car Dropped Off | 15 | 0.88 | 1.01 | 97.59 |
| Rental Car Parked | 4 | 0.24 | 0.23 | 97.82 |
| Hotel Shuttle Van | 7 | 0.41 | 1.1 | 98.23 |
| Other Shared Van | 8 | 0.47 | 0.5 | 98.71 |
| Rode With Other Travelers And Parked | 3 | 0.18 | 0.13 | 98.88 |
| Other Public Transit | 9 | 0.53 | 0.41 | 99.41 |
| Other | 10 | 0.59 | 0.54 | 100.0 |

## Main Transit Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Mts Route 992 | 30 | 1.77 | 0.65 | 1.77 |
| Airport Flyer Shuttle | 44 | 2.59 | 0.22 | 4.36 |
| Other | 1625 | 95.64 | 99.12 | 100.0 |

## Marketsegment

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Passenger | 1699 | 100.0 | 100.0 | 100.0 |

## Nights Away

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 28 | 1.67 | 1.3 | 1.67 |
| One | 67 | 3.99 | 3.56 | 5.65 |
| Two | 200 | 11.9 | 12.65 | 17.55 |
| Three | 292 | 17.37 | 16.15 | 34.92 |
| Four | 274 | 16.3 | 15.89 | 51.22 |
| Five | 176 | 10.47 | 9.58 | 61.69 |
| Six | 114 | 6.78 | 7.61 | 68.47 |
| Seven | 147 | 8.74 | 9.51 | 77.22 |
| Eight To Ten | 117 | 6.96 | 7.63 | 84.18 |
| Eleven To Fourteen | 86 | 5.12 | 5.21 | 89.29 |
| More Than Fourteen | 180 | 10.71 | 10.91 | 100.0 |

## Non Sdia Flight Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 488 | 28.72 | 33.31 | 28.72 |
| One Time | 200 | 11.77 | 12.89 | 40.49 |
| Two Times | 206 | 12.12 | 11.09 | 52.62 |
| Three Times | 191 | 11.24 | 10.97 | 63.86 |
| Four Times | 121 | 7.12 | 7.28 | 70.98 |
| More Than Five Times | 493 | 29.02 | 24.46 | 100.0 |

## Number Of Nights

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 31 | 1.83 | 1.4 | 1.83 |
| One | 67 | 3.96 | 3.51 | 5.79 |
| Two | 201 | 11.87 | 12.5 | 17.65 |
| Three | 294 | 17.36 | 15.99 | 35.01 |
| Four | 275 | 16.23 | 15.82 | 51.24 |
| Five | 177 | 10.45 | 9.57 | 61.69 |
| Six | 117 | 6.91 | 8.36 | 68.6 |
| Seven | 147 | 8.68 | 9.38 | 77.27 |
| Eight To Ten | 117 | 6.91 | 7.52 | 84.18 |
| Eleven To Fourteen | 87 | 5.14 | 5.17 | 89.32 |
| More Than Fourteen | 181 | 10.68 | 10.79 | 100.0 |

## Number Of Travel Companions

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 1043 | 61.39 | 35.46 | 61.39 |
| One | 424 | 24.96 | 24.13 | 86.34 |
| Two | 134 | 7.89 | 12.59 | 94.23 |
| Three | 45 | 2.65 | 7.15 | 96.88 |
| Four | 27 | 1.59 | 8.19 | 98.47 |
| Five | 13 | 0.77 | 4.47 | 99.23 |
| Six | 6 | 0.35 | 3.02 | 99.59 |
| Seven Or More | 7 | 0.41 | 4.99 | 100.0 |

## Number Persons In Household

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| One | 301 | 17.72 | 14.2 | 17.72 |
| Two | 676 | 39.79 | 34.79 | 57.5 |
| Three | 336 | 19.78 | 21.42 | 77.28 |
| Four | 236 | 13.89 | 16.99 | 91.17 |
| Five | 87 | 5.12 | 6.95 | 96.29 |
| Six | 40 | 2.35 | 3.73 | 98.65 |
| Seven | 12 | 0.71 | 0.75 | 99.35 |
| Eight | 2 | 0.12 | 0.04 | 99.47 |
| Nine | 3 | 0.18 | 0.6 | 99.65 |
| Ten Or More | 6 | 0.35 | 0.53 | 100.0 |

## Number Transit Vehicles From Airport

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 255 | 100.0 | 100.0 | 100.0 |

## Number Transit Vehicles To Airport

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 30 | 40.54 | 39.49 | 40.54 |
| One | 40 | 54.05 | 53.93 | 94.59 |
| Two | 4 | 5.41 | 6.58 | 100.0 |

## Number Vehicles

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 61 | 3.59 | 4.03 | 3.59 |
| One | 413 | 24.31 | 19.62 | 27.9 |
| Two | 734 | 43.2 | 40.71 | 71.1 |
| Three | 322 | 18.95 | 21.33 | 90.05 |
| Four | 91 | 5.36 | 7.94 | 95.41 |
| Five | 48 | 2.83 | 3.84 | 98.23 |
| Six | 16 | 0.94 | 1.08 | 99.18 |
| Seven | 5 | 0.29 | 0.25 | 99.47 |
| Eight Or More | 9 | 0.53 | 1.2 | 100.0 |

## Number Workers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 197 | 11.6 | 11.1 | 11.6 |
| One | 526 | 30.96 | 27.87 | 42.55 |
| Two | 708 | 41.67 | 41.49 | 84.23 |
| Three | 185 | 10.89 | 12.92 | 95.11 |
| Four | 62 | 3.65 | 5.51 | 98.76 |
| Five | 10 | 0.59 | 0.51 | 99.35 |
| Six | 8 | 0.47 | 0.42 | 99.82 |
| Seven | 1 | 0.06 | 0.04 | 99.88 |
| Ten Or More | 2 | 0.12 | 0.12 | 100.0 |

## Origin Activity Type

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Usual Workplace | 19 | 1.12 | 0.69 | 1.12 |
| Home | 1543 | 90.82 | 88.59 | 91.94 |
| Hotel | 49 | 2.88 | 4.39 | 94.82 |
| Convention Center | 2 | 0.12 | 0.19 | 94.94 |
| Other Business | 7 | 0.41 | 0.48 | 95.35 |
| Other Residence | 70 | 4.12 | 5.19 | 99.47 |
| Other | 9 | 0.53 | 0.46 | 100.0 |

## Origin Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Downtown | 71 | 4.18 | 4.83 | 4.18 |
| Central | 391 | 23.01 | 21.51 | 27.19 |
| North City | 493 | 29.02 | 27.98 | 56.21 |
| South Suburban | 130 | 7.65 | 9.29 | 63.86 |
| East Suburban | 156 | 9.18 | 8.63 | 73.04 |
| North County West | 222 | 13.07 | 10.32 | 86.11 |
| North County East | 106 | 6.24 | 7.55 | 92.35 |
| East County | 4 | 0.24 | 0.26 | 92.58 |
| External | 126 | 7.42 | 9.63 | 100.0 |

## Other Airport Accessmode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Micromobility Shared | 1 | 0.67 | 0.42 | 0.67 |
| Ridehail Taxi | 34 | 22.82 | 17.82 | 23.49 |
| Personal Car Dropped Off Picked Up | 104 | 69.8 | 73.86 | 93.29 |
| Personal Car Parked | 1 | 0.67 | 2.08 | 93.96 |
| Shared Shuttle Van | 1 | 0.67 | 0.85 | 94.63 |
| Rental Car | 8 | 5.37 | 4.97 | 100.0 |

## Other Airport Accessmode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Bicycle Non Electric Bikeshare | 1 | 0.67 | 0.42 | 0.67 |
| Uber Lyft | 32 | 21.48 | 15.92 | 22.15 |
| Car Service Black Limo | 2 | 1.34 | 1.9 | 23.49 |
| Dropped Off By Family Friend | 104 | 69.8 | 73.86 | 93.29 |
| Rental Car Dropped Off | 4 | 2.68 | 2.54 | 95.97 |
| Rental Car Parked | 4 | 2.68 | 2.43 | 98.66 |
| Other Shared Van | 1 | 0.67 | 0.85 | 99.33 |
| Rode With Other Travelers And Parked | 1 | 0.67 | 2.08 | 100.0 |

## Parking Cost Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Total | 141 | 66.82 | 59.7 | 66.82 |
| Monthly | 1 | 0.47 | 0.2 | 67.3 |
| Daily | 60 | 28.44 | 37.22 | 95.73 |
| Hourly | 2 | 0.95 | 0.4 | 96.68 |
| Other Specify | 7 | 3.32 | 2.47 | 100.0 |

## Parking Location

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Term1 Parking Plaza | 28 | 13.27 | 21.7 | 13.27 |
| Term2 Parking Plaza | 92 | 43.6 | 38.07 | 56.87 |
| Term1 Curbside Valet | 1 | 0.47 | 0.25 | 57.35 |
| Term2 Curbside Valet | 3 | 1.42 | 1.74 | 58.77 |
| Off Airport Parking | 79 | 37.44 | 35.86 | 96.21 |
| Other | 8 | 3.79 | 2.39 | 100.0 |

## Passenger Segment

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Resident Departing | 1699 | 100.0 | 100.0 | 100.0 |

## Passenger Type

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Departing | 1699 | 100.0 | 100.0 | 100.0 |

## Reimbursement

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Reimbursed Employer Client | 237 | 13.95 | 10.89 | 13.95 |
| Reimbursed Other Third Party | 17 | 1.0 | 1.29 | 14.95 |
| Not Reimbursed | 1418 | 83.46 | 86.72 | 98.41 |
| Dont Know | 27 | 1.59 | 1.11 | 100.0 |

## Resident Visitor Followup

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Live Outside Region Traveled To Airport | 52 | 100.0 | 100.0 | 100.0 |

## Resident Visitor General

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Leaving Home | 1647 | 96.94 | 95.75 | 96.94 |
| Neither | 52 | 3.06 | 4.25 | 100.0 |

## Resident Visitor

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| San Diego Region | 1490 | 87.7 | 85.23 | 87.7 |
| Other Southern California | 74 | 4.36 | 5.32 | 92.05 |
| Other California | 18 | 1.06 | 1.52 | 93.11 |
| Tijuana Region | 28 | 1.65 | 2.18 | 94.76 |
| Other Baja California | 17 | 1.0 | 1.53 | 95.76 |
| Other State Us | 45 | 2.65 | 2.31 | 98.41 |
| Other State Mexico | 14 | 0.82 | 0.88 | 99.23 |
| None Of The Above | 13 | 0.77 | 1.02 | 100.0 |

## Resident Visitor Purpose

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Resident Business | 437 | 25.72 | 23.23 | 25.72 |
| Resident Non Business | 1262 | 74.28 | 76.77 | 100.0 |

## Reverse Mode Predicted Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Walk | 4 | 0.24 | 0.46 | 0.24 |
| Wheelchair Or Other Mobility Device | 1 | 0.06 | 0.32 | 0.3 |
| Micromobility Shared | 3 | 0.18 | 0.09 | 0.48 |
| Micromobility Personal | 1 | 0.06 | 0.16 | 0.54 |
| Ridehail Taxi | 587 | 34.92 | 34.89 | 35.46 |
| Public Transportation | 13 | 0.77 | 0.53 | 36.23 |
| Personal Car Dropped Off Picked Up | 735 | 43.72 | 42.3 | 79.95 |
| Personal Car Parked | 218 | 12.97 | 15.66 | 92.92 |
| Shared Shuttle Van | 18 | 1.07 | 1.34 | 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 | 1.65 | 98.1 |
| Other | 20 | 1.19 | 0.87 | 99.29 |
| Refused No Answer | 12 | 0.71 | 0.52 | 100.0 |

## Reverse Mode Predicted

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Walk | 4 | 0.24 | 0.46 | 0.24 |
| Wheelchair Or Mobility Device | 1 | 0.06 | 0.32 | 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 | 0.16 | 0.54 |
| Taxi | 30 | 1.78 | 1.98 | 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 | 42.3 | 79.18 |
| Drove Alone And Parked | 130 | 7.73 | 5.87 | 86.91 |
| Drove With Others And Parked | 80 | 4.76 | 9.16 | 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 | 1.42 | 95.95 |
| Rental Car Parked | 4 | 0.24 | 0.23 | 96.19 |
| Hotel Shuttle Van | 4 | 0.24 | 0.27 | 96.43 |
| Other Shared Van | 7 | 0.42 | 0.52 | 96.85 |
| Rode With Other Travelers And Parked | 8 | 0.48 | 0.63 | 97.32 |
| Other Public Transit | 13 | 0.77 | 0.53 | 98.1 |
| Other | 20 | 1.19 | 0.87 | 99.29 |
| Refused No Answer | 12 | 0.71 | 0.52 | 100.0 |

## Sdia Accessmode Decision

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Lowest Cost | 16 | 27.12 | 31.28 | 27.12 |
| Shortest Door To Door Travel Time | 11 | 18.64 | 19.39 | 45.76 |
| Smallest Chance For Delays | 6 | 10.17 | 7.84 | 55.93 |
| Most Comfortable | 9 | 15.25 | 12.03 | 71.19 |
| Depends On Time Of Day | 12 | 20.34 | 14.37 | 91.53 |
| Depends On Travel Party | 4 | 6.78 | 13.91 | 98.31 |
| Depends On Who Pays | 1 | 1.69 | 1.19 | 100.0 |

## Sdia Flight Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Once Or Twice Per Year | 496 | 29.19 | 31.2 | 29.19 |
| Three To Five Per Year | 586 | 34.49 | 32.84 | 63.68 |
| Six To Ten Per Year | 255 | 15.01 | 14.24 | 78.69 |
| Eleven To Twenty Per Year | 119 | 7.0 | 5.08 | 85.7 |
| Twenty One Or More Per Year | 68 | 4.0 | 2.94 | 89.7 |
| Never | 175 | 10.3 | 13.7 | 100.0 |

## Sdia Transit Awareness

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Yes | 351 | 21.81 | 20.16 | 21.81 |
| No | 1256 | 78.06 | 79.42 | 99.88 |
| Refused | 2 | 0.12 | 0.41 | 100.0 |

## Sp Access Walk Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Less Than Two Mins | 19 | 6.48 | 5.48 | 6.48 |
| Less Than Five Mins | 81 | 27.65 | 25.98 | 34.13 |
| Less Than Fifteen Mins | 115 | 39.25 | 43.62 | 73.38 |
| Less Than Thirty Mins | 66 | 22.53 | 21.47 | 95.9 |
| Not Interested | 12 | 4.1 | 3.45 | 100.0 |

## Sp Connection To Convention Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Highly Unlikely | 64 | 24.33 | 20.67 | 24.33 |
| Unlikely | 61 | 23.19 | 23.36 | 47.53 |
| Neutral Dont Know | 73 | 27.76 | 22.11 | 75.29 |
| Likely | 41 | 15.59 | 21.73 | 90.87 |
| Very Likely | 24 | 9.13 | 12.13 | 100.0 |

## Sp Connection To Old Town Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Highly Unlikely | 43 | 16.35 | 14.21 | 16.35 |
| Unlikely | 39 | 14.83 | 14.24 | 31.18 |
| Neutral Dont Know | 63 | 23.95 | 20.86 | 55.13 |
| Likely | 81 | 30.8 | 37.2 | 85.93 |
| Very Likely | 37 | 14.07 | 13.49 | 100.0 |

## Sp Connection To Santafe Depot

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Highly Unlikely | 49 | 18.63 | 14.69 | 18.63 |
| Unlikely | 34 | 12.93 | 13.66 | 31.56 |
| Neutral Dont Know | 73 | 27.76 | 28.98 | 59.32 |
| Likely | 69 | 26.24 | 23.54 | 85.55 |
| Very Likely | 38 | 14.45 | 19.12 | 100.0 |

## Sp Dropoff Choice No Transit Access

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Highly Unlikely | 8 | 10.96 | 10.69 | 10.96 |
| Unlikely | 11 | 15.07 | 20.83 | 26.03 |
| Neutral Dont Know | 20 | 27.4 | 25.47 | 53.42 |
| Likely | 24 | 32.88 | 29.76 | 86.3 |
| Very Likely | 10 | 13.7 | 13.24 | 100.0 |

## Sp Dropoff Choice Transit Access

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Unlikely | 2 | 18.18 | 13.99 | 18.18 |
| Neutral Dont Know | 4 | 36.36 | 37.53 | 54.55 |
| Likely | 1 | 9.09 | 7.0 | 63.64 |
| Very Likely | 4 | 36.36 | 41.48 | 100.0 |

## Sp Dropoff Escort

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Spouse Partner | 36 | 42.86 | 35.97 | 42.86 |
| Parent | 7 | 8.33 | 7.24 | 51.19 |
| Child | 4 | 4.76 | 4.54 | 55.95 |
| Other Relative | 11 | 13.1 | 21.21 | 69.05 |
| Friend | 23 | 27.38 | 27.96 | 96.43 |
| Colleague | 1 | 1.19 | 1.36 | 97.62 |
| Other | 2 | 2.38 | 1.73 | 100.0 |

## Sp Feature Early Morning

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Not Important | 40 | 13.65 | 17.93 | 13.65 |
| Slightly Important | 69 | 23.55 | 25.21 | 37.2 |
| Important | 73 | 24.91 | 25.92 | 62.12 |
| Very Important | 68 | 23.21 | 19.45 | 85.32 |
| Extremely Important | 43 | 14.68 | 11.49 | 100.0 |

## Sp Feature Late Night

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Not Important | 13 | 4.44 | 7.29 | 4.44 |
| Slightly Important | 39 | 13.31 | 13.55 | 17.75 |
| Important | 79 | 26.96 | 28.37 | 44.71 |
| Very Important | 94 | 32.08 | 33.54 | 76.79 |
| Extremely Important | 68 | 23.21 | 17.25 | 100.0 |

## Sp Feature Luggage Rack

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Not Important | 41 | 13.99 | 14.83 | 13.99 |
| Slightly Important | 82 | 27.99 | 25.15 | 41.98 |
| Important | 87 | 29.69 | 28.18 | 71.67 |
| Very Important | 56 | 19.11 | 24.5 | 90.78 |
| Extremely Important | 27 | 9.22 | 7.34 | 100.0 |

## Sp Feature No Delay

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Not Important | 8 | 2.73 | 5.34 | 2.73 |
| Slightly Important | 18 | 6.14 | 4.64 | 8.87 |
| Important | 62 | 21.16 | 18.17 | 30.03 |
| Very Important | 90 | 30.72 | 29.84 | 60.75 |
| Extremely Important | 115 | 39.25 | 42.01 | 100.0 |

## Sp Feature Seats Transit

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Not Important | 14 | 4.78 | 6.35 | 4.78 |
| Slightly Important | 44 | 15.02 | 13.25 | 19.8 |
| Important | 71 | 24.23 | 22.84 | 44.03 |
| Very Important | 93 | 31.74 | 34.02 | 75.77 |
| Extremely Important | 71 | 24.23 | 23.53 | 100.0 |

## Sp Feature Seats Transit Stop

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Not Important | 41 | 13.99 | 15.63 | 13.99 |
| Slightly Important | 70 | 23.89 | 18.73 | 37.88 |
| Important | 78 | 26.62 | 24.39 | 64.51 |
| Very Important | 67 | 22.87 | 31.05 | 87.37 |
| Extremely Important | 37 | 12.63 | 10.2 | 100.0 |

## Sp Feature Short Wait

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Not Important | 14 | 4.78 | 6.94 | 4.78 |
| Slightly Important | 50 | 17.06 | 14.13 | 21.84 |
| Important | 88 | 30.03 | 34.51 | 51.88 |
| Very Important | 75 | 25.6 | 23.81 | 77.47 |
| Extremely Important | 66 | 22.53 | 20.61 | 100.0 |

## Sp Feature Weekend Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Not Important | 6 | 2.05 | 5.17 | 2.05 |
| Slightly Important | 13 | 4.44 | 8.0 | 6.48 |
| Important | 83 | 28.33 | 22.08 | 34.81 |
| Very Important | 114 | 38.91 | 40.26 | 73.72 |
| Extremely Important | 77 | 26.28 | 24.49 | 100.0 |

## Sp Invitation

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Yes | 577 | 33.98 | 34.57 | 33.98 |
| No | 1117 | 65.78 | 65.14 | 99.76 |
| Refused | 4 | 0.24 | 0.29 | 100.0 |

## Sp Number Of Transfers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| One | 172 | 61.21 | 68.79 | 61.21 |
| Two | 58 | 20.64 | 15.6 | 81.85 |
| Three Or More | 3 | 1.07 | 1.02 | 82.92 |
| Not Willing To Transfer | 48 | 17.08 | 14.58 | 100.0 |

## Sp Rental Choice No Transit

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Unlikely | 1 | 25.0 | 4.89 | 25.0 |
| Neutral Dont Know | 2 | 50.0 | 31.75 | 75.0 |
| Very Likely | 1 | 25.0 | 63.35 | 100.0 |

## Sp Taxi Choice Dropoff Station

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Highly Unlikely | 11 | 12.94 | 18.25 | 12.94 |
| Unlikely | 13 | 15.29 | 11.6 | 28.24 |
| Neutral Dont Know | 19 | 22.35 | 14.62 | 50.59 |
| Likely | 26 | 30.59 | 40.52 | 81.18 |
| Very Likely | 16 | 18.82 | 15.0 | 100.0 |

## State Of Residence

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Alabama | 1 | 2.17 | 1.7 | 2.17 |
| Arizona | 2 | 4.35 | 4.37 | 6.52 |
| Colorado | 2 | 4.35 | 2.41 | 10.87 |
| Connecticut | 1 | 2.17 | 1.33 | 13.04 |
| Florida | 3 | 6.52 | 3.25 | 19.57 |
| Georgia | 1 | 2.17 | 1.7 | 21.74 |
| Hawaii | 1 | 2.17 | 1.08 | 23.91 |
| Illinois | 3 | 6.52 | 3.44 | 30.43 |
| Kentucky | 1 | 2.17 | 1.08 | 32.61 |
| Massachusetts | 1 | 2.17 | 1.08 | 34.78 |
| Michigan | 1 | 2.17 | 1.08 | 36.96 |
| Nevada | 5 | 10.87 | 8.03 | 47.83 |
| New Hampshire | 1 | 2.17 | 2.67 | 50.0 |
| New York | 3 | 6.52 | 27.53 | 56.52 |
| North Carolina | 1 | 2.17 | 1.7 | 58.7 |
| Oregon | 3 | 6.52 | 6.97 | 65.22 |
| Pennsylvania | 2 | 4.35 | 2.17 | 69.57 |
| Tennessee | 1 | 2.17 | 1.33 | 71.74 |
| Texas | 5 | 10.87 | 10.07 | 82.61 |
| Utah | 2 | 4.35 | 5.27 | 86.96 |
| Washington | 6 | 13.04 | 11.71 | 100.0 |

## Stay Informed

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Yes | 43 | 3.85 | 4.5 | 3.85 |
| No | 1074 | 96.15 | 95.5 | 100.0 |

## Trip Arrival Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Five To Five Thirty | 5 | 0.29 | 0.21 | 0.29 |
| Five Thirty To Six | 11 | 0.65 | 0.45 | 0.94 |
| Six To Six Thirty | 22 | 1.29 | 1.02 | 2.24 |
| Six Thirty To Seven | 42 | 2.47 | 2.88 | 4.71 |
| Seven To Seven Thirty | 84 | 4.94 | 4.49 | 9.65 |
| Seven Thirty To Eight | 107 | 6.3 | 7.07 | 15.95 |
| Eight To Eight Thirty | 131 | 7.71 | 7.48 | 23.66 |
| Eight Thirty To Nine | 125 | 7.36 | 8.02 | 31.02 |
| Nine To Nine Thirty | 123 | 7.24 | 6.59 | 38.26 |
| Nine Thirty To Ten | 100 | 5.89 | 5.38 | 44.14 |
| Ten To Ten Thirty | 84 | 4.94 | 4.97 | 49.09 |
| Ten Thirty To Eleven | 78 | 4.59 | 4.15 | 53.68 |
| Eleven To Eleven Thirty | 71 | 4.18 | 3.58 | 57.86 |
| Eleven Thirty To Noon | 74 | 4.36 | 4.76 | 62.21 |
| Noon To Twelve Thirty | 70 | 4.12 | 4.28 | 66.33 |
| Twelve Thirty To Thirteen | 51 | 3.0 | 2.97 | 69.33 |
| Thirteen To Thirteen Thirty | 63 | 3.71 | 5.03 | 73.04 |
| Thirteen Thirty To Fourteen | 50 | 2.94 | 3.03 | 75.99 |
| Fourteen To Fourteen Thirty | 38 | 2.24 | 2.63 | 78.22 |
| Fourteen Thirty To Fifteen | 46 | 2.71 | 2.94 | 80.93 |
| Fifteen To Fifteen Thirty | 37 | 2.18 | 2.01 | 83.11 |
| Fifteen Thirty To Sixteen | 40 | 2.35 | 2.38 | 85.46 |
| Sixteen To Sixteen Thirty | 37 | 2.18 | 2.49 | 87.64 |
| Sixteen Thirty To Seventeen | 20 | 1.18 | 0.74 | 88.82 |
| Seventeen To Seventeen Thirty | 28 | 1.65 | 1.25 | 90.46 |
| Seventeen Thirty To Eighteen | 24 | 1.41 | 0.96 | 91.88 |
| Eighteen To Eighteen Thirty | 29 | 1.71 | 1.87 | 93.58 |
| Eighteen Thirty To Nineteen | 17 | 1.0 | 0.99 | 94.59 |
| Nineteen To Nineteen Thirty | 30 | 1.77 | 1.4 | 96.35 |
| Nineteen Thirty To Twenty | 14 | 0.82 | 0.8 | 97.17 |
| Twenty To Twenty Thirty | 21 | 1.24 | 1.24 | 98.41 |
| Twenty Thirty To Twenty One | 15 | 0.88 | 1.25 | 99.29 |
| Twenty One To Twenty One Thirty | 3 | 0.18 | 0.13 | 99.47 |
| Twenty One Thirty To Twenty Two | 3 | 0.18 | 0.15 | 99.65 |
| Twenty Two To Twenty Two Thirty | 1 | 0.06 | 0.05 | 99.71 |
| Three Thirty To Four | 1 | 0.06 | 0.03 | 99.76 |
| Four To Four Thirty | 2 | 0.12 | 0.09 | 99.88 |
| Four Thirty To Five | 2 | 0.12 | 0.24 | 100.0 |

## Trip Start Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Five To Five Thirty | 20 | 1.18 | 1.63 | 1.18 |
| Five Thirty To Six | 26 | 1.53 | 1.14 | 2.71 |
| Six To Six Thirty | 56 | 3.3 | 4.37 | 6.0 |
| Six Thirty To Seven | 85 | 5.0 | 5.16 | 11.01 |
| Seven To Seven Thirty | 144 | 8.48 | 7.99 | 19.48 |
| Seven Thirty To Eight | 107 | 6.3 | 6.42 | 25.78 |
| Eight To Eight Thirty | 144 | 8.48 | 7.62 | 34.26 |
| Eight Thirty To Nine | 83 | 4.89 | 4.81 | 39.14 |
| Nine To Nine Thirty | 111 | 6.53 | 6.34 | 45.67 |
| Nine Thirty To Ten | 82 | 4.83 | 4.71 | 50.5 |
| Ten To Ten Thirty | 85 | 5.0 | 4.46 | 55.5 |
| Ten Thirty To Eleven | 61 | 3.59 | 3.64 | 59.09 |
| Eleven To Eleven Thirty | 81 | 4.77 | 5.82 | 63.86 |
| Eleven Thirty To Noon | 50 | 2.94 | 2.47 | 66.8 |
| Noon To Twelve Thirty | 67 | 3.94 | 4.37 | 70.75 |
| Twelve Thirty To Thirteen | 47 | 2.77 | 2.82 | 73.51 |
| Thirteen To Thirteen Thirty | 61 | 3.59 | 3.97 | 77.1 |
| Thirteen Thirty To Fourteen | 28 | 1.65 | 1.34 | 78.75 |
| Fourteen To Fourteen Thirty | 47 | 2.77 | 3.98 | 81.52 |
| Fourteen Thirty To Fifteen | 32 | 1.88 | 1.54 | 83.4 |
| Fifteen To Fifteen Thirty | 52 | 3.06 | 3.14 | 86.46 |
| Fifteen Thirty To Sixteen | 25 | 1.47 | 1.39 | 87.93 |
| Sixteen To Sixteen Thirty | 27 | 1.59 | 0.93 | 89.52 |
| Sixteen Thirty To Seventeen | 22 | 1.29 | 1.02 | 90.82 |
| Seventeen To Seventeen Thirty | 26 | 1.53 | 1.09 | 92.35 |
| Seventeen Thirty To Eighteen | 18 | 1.06 | 1.14 | 93.41 |
| Eighteen To Eighteen Thirty | 27 | 1.59 | 2.14 | 95.0 |
| Eighteen Thirty To Nineteen | 18 | 1.06 | 0.75 | 96.06 |
| Nineteen To Nineteen Thirty | 24 | 1.41 | 1.16 | 97.47 |
| Nineteen Thirty To Twenty | 11 | 0.65 | 0.48 | 98.12 |
| Twenty To Twenty Thirty | 14 | 0.82 | 1.17 | 98.94 |
| Twenty Thirty To Twenty One | 4 | 0.24 | 0.17 | 99.18 |
| Twenty One To Twenty One Thirty | 3 | 0.18 | 0.16 | 99.35 |
| Twenty One Thirty To Twenty Two | 1 | 0.06 | 0.05 | 99.41 |
| Two To Two Thirty | 3 | 0.18 | 0.27 | 99.59 |
| Two Thirty To Three | 1 | 0.06 | 0.05 | 99.65 |
| Four To Four Thirty | 1 | 0.06 | 0.03 | 99.71 |
| Four Thirty To Five | 5 | 0.29 | 0.23 | 100.0 |

# Segment: VISITOR\_DEPARTING

## Access Mode Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Once Or Twice Per Year | 726 | 49.39 | 52.25 | 49.39 |
| Three To Five Per Year | 197 | 13.4 | 15.29 | 62.79 |
| Six To Ten Per Year | 38 | 2.59 | 3.28 | 65.37 |
| Eleven To Twenty Per Year | 17 | 1.16 | 0.65 | 66.53 |
| Twenty One Or More Per Year | 3 | 0.2 | 0.35 | 66.73 |
| Never | 33 | 2.24 | 2.19 | 68.98 |
| Always | 456 | 31.02 | 25.99 | 100.0 |

## Access Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Walk | 70 | 54.26 | 61.63 | 54.26 |
| Ridehail Taxi | 16 | 12.4 | 8.02 | 66.67 |
| Public Transportation | 7 | 5.43 | 6.26 | 72.09 |
| Personal Car Dropped Off Picked Up | 20 | 15.5 | 17.32 | 87.6 |
| Personal Car Parked | 11 | 8.53 | 5.38 | 96.12 |
| Other | 5 | 3.88 | 1.4 | 100.0 |

## Access Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Walk | 70 | 54.26 | 61.63 | 54.26 |
| Taxi | 2 | 1.55 | 0.72 | 55.81 |
| Uber Lyft | 12 | 9.3 | 5.83 | 65.12 |
| Car Service Black Limo | 2 | 1.55 | 1.48 | 66.67 |
| Dropped Off By Family Friend | 20 | 15.5 | 17.32 | 82.17 |
| Drove Alone And Parked | 3 | 2.33 | 1.95 | 84.5 |
| Drove With Others And Parked | 5 | 3.88 | 2.6 | 88.37 |
| Rode With Other Travelers And Parked | 3 | 2.33 | 0.82 | 90.7 |
| Other Public Transit | 7 | 5.43 | 6.26 | 96.12 |
| Other | 5 | 3.88 | 1.4 | 100.0 |

## Age

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Age 18 19 | 43 | 1.77 | 2.87 | 1.77 |
| Age 20 24 | 183 | 7.54 | 5.92 | 9.31 |
| Age 25 29 | 281 | 11.57 | 9.27 | 20.88 |
| Age 30 34 | 306 | 12.6 | 11.07 | 33.48 |
| Age 35 39 | 241 | 9.93 | 10.85 | 43.41 |
| Age 40 44 | 268 | 11.04 | 15.35 | 54.45 |
| Age 45 49 | 207 | 8.53 | 9.78 | 62.97 |
| Age 50 54 | 197 | 8.11 | 8.45 | 71.09 |
| Age 55 59 | 206 | 8.48 | 7.56 | 79.57 |
| Age 60 64 | 204 | 8.4 | 7.97 | 87.97 |
| Age 65 74 | 219 | 9.02 | 8.17 | 96.99 |
| Age 75 Or More | 54 | 2.22 | 2.21 | 99.22 |
| Prefer Not To Say | 19 | 0.78 | 0.53 | 100.0 |

## Airline

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Air Canada | 41 | 1.69 | 1.25 | 1.69 |
| Alaska Airlines | 389 | 16.05 | 13.62 | 17.74 |
| Allegiant Air | 14 | 0.58 | 0.47 | 18.32 |
| American Airlines | 275 | 11.34 | 9.04 | 29.66 |
| Breeze | 16 | 0.66 | 0.6 | 30.32 |
| British Airways | 30 | 1.24 | 0.78 | 31.56 |
| Delta Airlines | 512 | 21.12 | 16.67 | 52.68 |
| Hawaiian Airlines | 31 | 1.28 | 1.32 | 53.96 |
| Japan Airlines | 2 | 0.08 | 0.04 | 54.04 |
| Jetblue | 84 | 3.47 | 2.57 | 57.51 |
| Lufthansha | 6 | 0.25 | 0.22 | 57.76 |
| United Airlines | 408 | 16.83 | 13.6 | 74.59 |
| Westjet | 21 | 0.87 | 0.98 | 75.45 |
| Frontier Airlines | 63 | 2.6 | 3.95 | 78.05 |
| Southwest Airlines | 462 | 19.06 | 31.62 | 97.11 |
| Spirit | 63 | 2.6 | 3.02 | 99.71 |
| Suncounty Airlines | 7 | 0.29 | 0.27 | 100.0 |

## Airport Access Transit Use Elsewhere

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| One Time | 154 | 10.93 | 9.62 | 10.93 |
| Two Times | 190 | 13.48 | 16.11 | 24.41 |
| Three Times | 116 | 8.23 | 8.84 | 32.65 |
| Four Times | 60 | 4.26 | 3.05 | 36.91 |
| More Than Five Times | 152 | 10.79 | 10.36 | 47.69 |
| Never | 737 | 52.31 | 52.01 | 100.0 |

## Carryon Bags

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 258 | 10.63 | 9.71 | 10.63 |
| One | 1195 | 49.22 | 40.21 | 59.84 |
| Two | 765 | 31.51 | 28.09 | 91.35 |
| Three | 104 | 4.28 | 8.3 | 95.63 |
| Four | 65 | 2.68 | 6.2 | 98.31 |
| Five | 22 | 0.91 | 3.09 | 99.22 |
| Six | 6 | 0.25 | 1.05 | 99.46 |
| Seven | 4 | 0.16 | 0.94 | 99.63 |
| Eight Or More | 9 | 0.37 | 2.42 | 100.0 |

## Checked Bags

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 1088 | 44.81 | 37.29 | 44.81 |
| One | 811 | 33.4 | 31.39 | 78.21 |
| Two | 387 | 15.94 | 15.85 | 94.15 |
| Three | 77 | 3.17 | 5.21 | 97.32 |
| Four | 36 | 1.48 | 4.33 | 98.81 |
| Five | 15 | 0.62 | 3.25 | 99.42 |
| Six | 6 | 0.25 | 0.7 | 99.67 |
| Seven | 3 | 0.12 | 0.99 | 99.79 |
| Eight Or More | 5 | 0.21 | 0.99 | 100.0 |

## Convention Center Activity

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Attendee | 167 | 69.58 | 63.28 | 69.58 |
| Exhibitor | 36 | 15.0 | 14.94 | 84.58 |
| Meeting Planner | 4 | 1.67 | 5.87 | 86.25 |
| Contractor | 21 | 8.75 | 7.9 | 95.0 |
| Other Specify | 4 | 1.67 | 5.81 | 96.67 |
| Not Applicable | 8 | 3.33 | 2.19 | 100.0 |

## Convention Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Yes | 240 | 9.98 | 11.26 | 9.98 |
| No | 2163 | 89.98 | 88.54 | 99.96 |
| Refused | 1 | 0.04 | 0.2 | 100.0 |

## Country Of Residence

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| United States | 5 | 2.23 | 1.2 | 2.23 |
| Mexico | 1 | 0.45 | 0.26 | 2.68 |
| Argentina | 1 | 0.45 | 0.26 | 3.12 |
| Australia | 8 | 3.57 | 3.09 | 6.7 |
| Austria | 1 | 0.45 | 0.41 | 7.14 |
| Bahamas | 3 | 1.34 | 0.94 | 8.48 |
| Belgium | 1 | 0.45 | 0.26 | 8.93 |
| Brazil | 1 | 0.45 | 0.16 | 9.37 |
| Cameroon | 1 | 0.45 | 0.16 | 9.82 |
| Canada | 84 | 37.5 | 35.44 | 47.32 |
| Chile | 1 | 0.45 | 0.26 | 47.77 |
| China | 3 | 1.34 | 0.57 | 49.11 |
| Colombia | 2 | 0.89 | 0.74 | 50.0 |
| Costa Rica | 2 | 0.89 | 0.68 | 50.89 |
| Cuba | 4 | 1.79 | 5.11 | 52.68 |
| Denmark | 1 | 0.45 | 0.26 | 53.12 |
| Dominican Republic | 1 | 0.45 | 0.26 | 53.57 |
| Ecuador | 1 | 0.45 | 0.41 | 54.02 |
| El Salvador | 1 | 0.45 | 0.41 | 54.46 |
| France | 9 | 4.02 | 2.67 | 58.48 |
| Germany | 10 | 4.46 | 2.6 | 62.95 |
| Hungary | 1 | 0.45 | 0.26 | 63.39 |
| Iceland | 1 | 0.45 | 0.41 | 63.84 |
| India | 4 | 1.79 | 1.41 | 65.62 |
| Ireland | 4 | 1.79 | 7.3 | 67.41 |
| Israel | 1 | 0.45 | 0.26 | 67.86 |
| Italy | 4 | 1.79 | 1.24 | 69.64 |
| Japan | 9 | 4.02 | 2.52 | 73.66 |
| Latvia | 1 | 0.45 | 1.02 | 74.11 |
| Netherlands | 5 | 2.23 | 3.18 | 76.34 |
| New Zealand | 1 | 0.45 | 1.59 | 76.79 |
| Pakistan | 1 | 0.45 | 0.41 | 77.23 |
| Panama | 1 | 0.45 | 0.26 | 77.68 |
| Peru | 1 | 0.45 | 0.62 | 78.12 |
| Philippines | 3 | 1.34 | 0.79 | 79.46 |
| Poland | 1 | 0.45 | 1.02 | 79.91 |
| Singapore | 1 | 0.45 | 0.26 | 80.36 |
| South Korea | 1 | 0.45 | 6.15 | 80.8 |
| Spain | 1 | 0.45 | 0.26 | 81.25 |
| Sweden | 2 | 0.89 | 0.53 | 82.14 |
| Switzerland | 3 | 1.34 | 0.94 | 83.48 |
| Uganda | 1 | 0.45 | 0.26 | 83.93 |
| United Kingdom | 32 | 14.29 | 11.36 | 98.21 |
| Venezuela | 3 | 1.34 | 1.53 | 99.55 |
| Vietnam | 1 | 0.45 | 0.26 | 100.0 |

## Destination Activity Type

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| San Diego Airport | 2428 | 100.0 | 100.0 | 100.0 |

## Destination Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Central | 2428 | 100.0 | 100.0 | 100.0 |

## Flight Departure Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Five To Five Thirty | 1 | 0.04 | 0.03 | 0.04 |
| Six To Six Thirty | 1 | 0.04 | 0.02 | 0.08 |
| Six Thirty To Seven | 5 | 0.21 | 0.29 | 0.29 |
| Seven To Seven Thirty | 13 | 0.54 | 0.34 | 0.82 |
| Seven Thirty To Eight | 6 | 0.25 | 0.09 | 1.07 |
| Eight To Eight Thirty | 55 | 2.27 | 2.74 | 3.34 |
| Eight Thirty To Nine | 56 | 2.31 | 2.66 | 5.64 |
| Nine To Nine Thirty | 82 | 3.38 | 3.07 | 9.02 |
| Nine Thirty To Ten | 52 | 2.14 | 3.12 | 11.16 |
| Ten To Ten Thirty | 111 | 4.57 | 3.08 | 15.73 |
| Ten Thirty To Eleven | 98 | 4.04 | 3.41 | 19.77 |
| Eleven To Eleven Thirty | 135 | 5.56 | 4.59 | 25.33 |
| Eleven Thirty To Noon | 97 | 4.0 | 3.84 | 29.32 |
| Noon To Twelve Thirty | 97 | 4.0 | 5.09 | 33.32 |
| Twelve Thirty To Thirteen | 137 | 5.64 | 6.06 | 38.96 |
| Thirteen To Thirteen Thirty | 144 | 5.93 | 6.54 | 44.89 |
| Thirteen Thirty To Fourteen | 103 | 4.24 | 5.12 | 49.14 |
| Fourteen To Fourteen Thirty | 109 | 4.49 | 4.29 | 53.62 |
| Fourteen Thirty To Fifteen | 92 | 3.79 | 4.16 | 57.41 |
| Fifteen To Fifteen Thirty | 116 | 4.78 | 5.03 | 62.19 |
| Fifteen Thirty To Sixteen | 82 | 3.38 | 5.33 | 65.57 |
| Sixteen To Sixteen Thirty | 132 | 5.44 | 5.49 | 71.0 |
| Sixteen Thirty To Seventeen | 82 | 3.38 | 3.38 | 74.38 |
| Seventeen To Seventeen Thirty | 75 | 3.09 | 2.44 | 77.47 |
| Seventeen Thirty To Eighteen | 35 | 1.44 | 1.25 | 78.91 |
| Eighteen To Eighteen Thirty | 32 | 1.32 | 1.67 | 80.23 |
| Eighteen Thirty To Nineteen | 90 | 3.71 | 3.59 | 83.94 |
| Nineteen To Nineteen Thirty | 90 | 3.71 | 3.02 | 87.64 |
| Nineteen Thirty To Twenty | 64 | 2.64 | 2.11 | 90.28 |
| Twenty To Twenty Thirty | 45 | 1.85 | 1.52 | 92.13 |
| Twenty Thirty To Twenty One | 48 | 1.98 | 1.97 | 94.11 |
| Twenty One To Twenty One Thirty | 55 | 2.27 | 1.67 | 96.38 |
| Twenty One Thirty To Twenty Two | 27 | 1.11 | 1.07 | 97.49 |
| Twenty Two To Twenty Two Thirty | 28 | 1.15 | 0.77 | 98.64 |
| Twenty Two Thirty To Twenty Three | 20 | 0.82 | 0.49 | 99.46 |
| Twenty Three To Twenty Three Thirty | 6 | 0.25 | 0.21 | 99.71 |
| Twenty Three Thirty To Midnight | 2 | 0.08 | 0.23 | 99.79 |
| Midnight To Zero Thirty | 3 | 0.12 | 0.13 | 99.92 |
| Zero Thirty To One | 2 | 0.08 | 0.05 | 100.0 |

## Flight Purpose

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Business Work | 751 | 30.93 | 29.66 | 30.93 |
| Leisure Family | 1190 | 49.01 | 52.53 | 79.94 |
| Combination Business Leisure | 77 | 3.17 | 2.73 | 83.11 |
| Personal | 368 | 15.16 | 12.84 | 98.27 |
| School | 17 | 0.7 | 0.88 | 98.97 |
| Commute | 6 | 0.25 | 0.16 | 99.22 |
| Other Specify | 19 | 0.78 | 1.2 | 100.0 |

## Gender

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Male | 1152 | 47.45 | 48.43 | 47.45 |
| Female | 1258 | 51.81 | 50.89 | 99.26 |
| Transgender | 1 | 0.04 | 0.02 | 99.3 |
| Non Binary Third Gender | 3 | 0.12 | 0.06 | 99.42 |
| Prefer Not To Say | 12 | 0.49 | 0.55 | 99.92 |
| Other Specify | 1 | 0.04 | 0.02 | 99.96 |
| Refused | 1 | 0.04 | 0.03 | 100.0 |

## General Use Transit Visitor Home

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 2025 | 84.23 | 87.16 | 84.23 |
| One Day | 99 | 4.12 | 3.01 | 88.35 |
| Two Days | 93 | 3.87 | 2.88 | 92.22 |
| Three Days | 73 | 3.04 | 2.86 | 95.26 |
| Four Days | 19 | 0.79 | 1.1 | 96.05 |
| Five Days | 39 | 1.62 | 1.49 | 97.67 |
| Six Days | 14 | 0.58 | 0.23 | 98.25 |
| Seven Days | 41 | 1.71 | 1.07 | 99.96 |
| Refused | 1 | 0.04 | 0.2 | 100.0 |

## Home Location Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Central | 28 | 100.0 | 100.0 | 100.0 |

## Household Income

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Less Than 15K | 56 | 2.31 | 2.79 | 2.31 |
| Between 15K 20K | 20 | 0.82 | 0.53 | 3.13 |
| Between 20K 25K | 19 | 0.78 | 0.5 | 3.91 |
| Between 25K 30K | 18 | 0.74 | 0.59 | 4.65 |
| Between 30K 35K | 35 | 1.44 | 2.3 | 6.1 |
| Between 35K 40K | 22 | 0.91 | 0.57 | 7.0 |
| Between 40K 45K | 33 | 1.36 | 0.87 | 8.36 |
| Between 45K 50K | 45 | 1.85 | 1.33 | 10.21 |
| Between 50K 60K | 107 | 4.41 | 3.18 | 14.62 |
| Between 60K 75K | 184 | 7.58 | 7.56 | 22.2 |
| Between 75K 100K | 291 | 11.99 | 11.14 | 34.18 |
| Between 100K 150K | 396 | 16.31 | 17.22 | 50.49 |
| Between 150 199K | 366 | 15.07 | 15.14 | 65.57 |
| Prefer Not To Say | 502 | 20.68 | 22.24 | 86.24 |
| Between 200 299K | 184 | 7.58 | 8.05 | 93.82 |
| More Than 300K | 140 | 5.77 | 5.29 | 99.59 |
| More Than 150K | 10 | 0.41 | 0.7 | 100.0 |

## Inbound Or Outbound

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Inbound To Airport | 2428 | 100.0 | 100.0 | 100.0 |

## Interview Location

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Terminal 1 | 572 | 23.56 | 38.42 | 23.56 |
| Terminal 2 | 1819 | 74.92 | 60.95 | 98.48 |
| Onboard 992 | 17 | 0.7 | 0.25 | 99.18 |
| Onboard Flyer | 9 | 0.37 | 0.03 | 99.55 |
| Rental Center | 9 | 0.37 | 0.35 | 99.92 |
| Passenger Parking | 2 | 0.08 | 0.01 | 100.0 |

## Is Income Below Poverty

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Yes | 30 | 5.93 | 4.44 | 5.93 |
| No | 422 | 83.4 | 87.92 | 89.33 |
| Refused | 54 | 10.67 | 7.64 | 100.0 |

## Main Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Walk | 7 | 0.29 | 0.24 | 0.29 |
| Ridehail Taxi | 950 | 39.13 | 37.61 | 39.42 |
| Public Transportation | 7 | 0.29 | 0.18 | 39.7 |
| Personal Car Dropped Off Picked Up | 634 | 26.11 | 21.4 | 65.82 |
| Personal Car Parked | 13 | 0.54 | 0.48 | 66.35 |
| Shared Shuttle Van | 121 | 4.98 | 7.15 | 71.33 |
| Bus 992 | 56 | 2.31 | 0.74 | 73.64 |
| Airport Flyer Shuttle | 73 | 3.01 | 0.21 | 76.65 |
| Rental Car | 546 | 22.49 | 29.84 | 99.14 |
| Other | 21 | 0.86 | 2.16 | 100.0 |

## Main Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Walk | 7 | 0.29 | 0.24 | 0.29 |
| Taxi | 78 | 3.21 | 3.02 | 3.5 |
| Uber Lyft | 853 | 35.13 | 33.27 | 38.63 |
| Car Service Black Limo | 19 | 0.78 | 1.32 | 39.42 |
| Dropped Off By Family Friend | 634 | 26.11 | 21.4 | 65.53 |
| Drove Alone And Parked | 4 | 0.16 | 0.09 | 65.69 |
| Drove With Others And Parked | 7 | 0.29 | 0.34 | 65.98 |
| Mts Route 992 | 56 | 2.31 | 0.74 | 68.29 |
| Airport Flyer Shuttle | 73 | 3.01 | 0.21 | 71.29 |
| Chartered Tour Bus | 10 | 0.41 | 1.43 | 71.71 |
| Rental Car Dropped Off | 436 | 17.96 | 23.27 | 89.66 |
| Rental Car Parked | 109 | 4.49 | 6.54 | 94.15 |
| Hotel Shuttle Van | 105 | 4.32 | 6.55 | 98.48 |
| Other Shared Van | 16 | 0.66 | 0.6 | 99.14 |
| Rental Car Picked Up | 1 | 0.04 | 0.03 | 99.18 |
| Rode With Other Travelers And Parked | 2 | 0.08 | 0.05 | 99.26 |
| Other Public Transit | 7 | 0.29 | 0.18 | 99.55 |
| Other | 11 | 0.45 | 0.73 | 100.0 |

## Main Transit Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Mts Route 992 | 56 | 2.31 | 0.74 | 2.31 |
| Airport Flyer Shuttle | 73 | 3.01 | 0.21 | 5.31 |
| Other | 2299 | 94.69 | 99.05 | 100.0 |

## Marketsegment

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Passenger | 2428 | 100.0 | 100.0 | 100.0 |

## Nights Visited

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 38 | 1.58 | 1.59 | 1.58 |
| One | 167 | 6.95 | 5.95 | 8.53 |
| Two | 315 | 13.1 | 11.27 | 21.63 |
| Three | 520 | 21.63 | 24.25 | 43.26 |
| Four | 466 | 19.38 | 21.69 | 62.65 |
| Five | 276 | 11.48 | 11.99 | 74.13 |
| Six | 154 | 6.41 | 7.04 | 80.53 |
| Seven | 172 | 7.15 | 6.43 | 87.69 |
| Eight To Ten | 86 | 3.58 | 3.59 | 91.26 |
| Eleven To Fourteen | 46 | 1.91 | 1.59 | 93.18 |
| More Than Fourteen | 164 | 6.82 | 4.62 | 100.0 |

## Non Sdia Flight Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 726 | 29.9 | 33.98 | 29.9 |
| One Time | 293 | 12.07 | 12.69 | 41.97 |
| Two Times | 305 | 12.56 | 14.26 | 54.53 |
| Three Times | 234 | 9.64 | 10.32 | 64.17 |
| Four Times | 188 | 7.74 | 5.78 | 71.91 |
| More Than Five Times | 682 | 28.09 | 22.97 | 100.0 |

## Number Of Nights

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 39 | 1.62 | 1.61 | 1.62 |
| One | 167 | 6.93 | 5.94 | 8.55 |
| Two | 315 | 13.08 | 11.26 | 21.63 |
| Three | 521 | 21.63 | 24.24 | 43.25 |
| Four | 468 | 19.43 | 21.72 | 62.68 |
| Five | 276 | 11.46 | 11.98 | 74.14 |
| Six | 154 | 6.39 | 7.03 | 80.53 |
| Seven | 172 | 7.14 | 6.43 | 87.67 |
| Eight To Ten | 86 | 3.57 | 3.58 | 91.24 |
| Eleven To Fourteen | 46 | 1.91 | 1.59 | 93.15 |
| More Than Fourteen | 165 | 6.85 | 4.63 | 100.0 |

## Number Of Travel Companions

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 1417 | 58.36 | 29.26 | 58.36 |
| One | 648 | 26.69 | 22.36 | 85.05 |
| Two | 175 | 7.21 | 10.51 | 92.26 |
| Three | 82 | 3.38 | 9.23 | 95.63 |
| Four | 42 | 1.73 | 8.59 | 97.36 |
| Five | 30 | 1.24 | 9.5 | 98.6 |
| Six | 9 | 0.37 | 2.47 | 98.97 |
| Seven Or More | 25 | 1.03 | 8.07 | 100.0 |

## Number Persons In Household

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| One | 376 | 15.49 | 11.42 | 15.49 |
| Two | 931 | 38.34 | 33.62 | 53.83 |
| Three | 470 | 19.36 | 18.73 | 73.19 |
| Four | 389 | 16.02 | 21.53 | 89.21 |
| Five | 154 | 6.34 | 9.03 | 95.55 |
| Six | 59 | 2.43 | 3.58 | 97.98 |
| Seven | 32 | 1.32 | 1.13 | 99.3 |
| Eight | 7 | 0.29 | 0.44 | 99.59 |
| Nine | 4 | 0.16 | 0.38 | 99.75 |
| Ten Or More | 6 | 0.25 | 0.13 | 100.0 |

## Number Transit Vehicles From Airport

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 395 | 100.0 | 100.0 | 100.0 |

## Number Transit Vehicles To Airport

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 71 | 55.04 | 61.91 | 55.04 |
| One | 53 | 41.09 | 34.15 | 96.12 |
| Two | 5 | 3.88 | 3.94 | 100.0 |

## Number Vehicles

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 148 | 6.1 | 5.03 | 6.1 |
| One | 551 | 22.69 | 19.45 | 28.79 |
| Two | 1053 | 43.37 | 44.86 | 72.16 |
| Three | 452 | 18.62 | 20.72 | 90.77 |
| Four | 127 | 5.23 | 4.47 | 96.0 |
| Five | 62 | 2.55 | 3.41 | 98.56 |
| Six | 14 | 0.58 | 0.43 | 99.14 |
| Seven | 9 | 0.37 | 0.62 | 99.51 |
| Eight Or More | 12 | 0.49 | 1.01 | 100.0 |

## Number Workers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| None | 255 | 10.5 | 9.55 | 10.5 |
| One | 735 | 30.27 | 26.13 | 40.77 |
| Two | 1039 | 42.79 | 45.61 | 83.57 |
| Three | 268 | 11.04 | 12.41 | 94.6 |
| Four | 94 | 3.87 | 4.1 | 98.48 |
| Five | 21 | 0.86 | 0.94 | 99.34 |
| Six | 9 | 0.37 | 0.77 | 99.71 |
| Seven | 3 | 0.12 | 0.1 | 99.84 |
| Eight | 1 | 0.04 | 0.05 | 99.88 |
| Nine | 1 | 0.04 | 0.31 | 99.92 |
| Ten Or More | 2 | 0.08 | 0.04 | 100.0 |

## Origin Activity Type

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Usual Workplace | 29 | 1.19 | 0.65 | 1.19 |
| Home | 28 | 1.15 | 1.29 | 2.35 |
| Hotel | 1365 | 56.22 | 58.13 | 58.57 |
| Convention Center | 9 | 0.37 | 0.22 | 58.94 |
| Other Business | 34 | 1.4 | 0.83 | 60.34 |
| Other Residence | 886 | 36.49 | 34.08 | 96.83 |
| Other | 77 | 3.17 | 4.8 | 100.0 |

## Origin Pmsa

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Downtown | 586 | 24.14 | 23.75 | 24.14 |
| Central | 624 | 25.7 | 26.16 | 49.84 |
| North City | 610 | 25.12 | 25.36 | 74.96 |
| South Suburban | 75 | 3.09 | 3.07 | 78.05 |
| East Suburban | 66 | 2.72 | 2.41 | 80.77 |
| North County West | 214 | 8.81 | 9.62 | 89.58 |
| North County East | 78 | 3.21 | 2.9 | 92.79 |
| East County | 3 | 0.12 | 0.07 | 92.92 |
| External | 172 | 7.08 | 6.66 | 100.0 |

## Other Airport Accessmode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Micromobility Shared | 2 | 0.91 | 0.62 | 0.91 |
| Micromobility Personal | 1 | 0.46 | 0.3 | 1.37 |
| Ridehail Taxi | 70 | 31.96 | 32.19 | 33.33 |
| Personal Car Dropped Off Picked Up | 120 | 54.79 | 54.67 | 88.13 |
| Personal Car Parked | 3 | 1.37 | 0.83 | 89.5 |
| Rental Car | 23 | 10.5 | 11.39 | 100.0 |

## Other Airport Accessmode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Bicycle Electric Bikeshare | 1 | 0.46 | 0.38 | 0.46 |
| Bicycle Non Electric Bikeshare | 1 | 0.46 | 0.24 | 0.91 |
| Bicycle Personal Non Electric | 1 | 0.46 | 0.3 | 1.37 |
| Taxi | 1 | 0.46 | 0.24 | 1.83 |
| Uber Lyft | 67 | 30.59 | 31.0 | 32.42 |
| Car Service Black Limo | 2 | 0.91 | 0.95 | 33.33 |
| Dropped Off By Family Friend | 120 | 54.79 | 54.67 | 88.13 |
| Drove Alone And Parked | 2 | 0.91 | 0.54 | 89.04 |
| Rental Car Dropped Off | 17 | 7.76 | 8.33 | 96.8 |
| Rental Car Parked | 6 | 2.74 | 3.06 | 99.54 |
| Rode With Other Travelers And Parked | 1 | 0.46 | 0.3 | 100.0 |

## Parking Cost Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Total | 6 | 54.55 | 58.01 | 54.55 |
| Daily | 2 | 18.18 | 10.67 | 72.73 |
| Hourly | 1 | 9.09 | 4.79 | 81.82 |
| Other Specify | 1 | 9.09 | 21.74 | 90.91 |
| Refused | 1 | 9.09 | 4.79 | 100.0 |

## Parking Location

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Term1 Parking Plaza | 1 | 9.09 | 5.88 | 9.09 |
| Term2 Parking Plaza | 3 | 27.27 | 14.38 | 36.36 |
| Off Airport Parking | 4 | 36.36 | 41.91 | 72.73 |
| Other | 2 | 18.18 | 33.04 | 90.91 |
| Refused | 1 | 9.09 | 4.79 | 100.0 |

## Passenger Segment

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Visitor Departing | 2428 | 100.0 | 100.0 | 100.0 |

## Passenger Type

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Departing | 2428 | 100.0 | 100.0 | 100.0 |

## Reimbursement

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Reimbursed Employer Client | 547 | 22.53 | 21.43 | 22.53 |
| Reimbursed Other Third Party | 36 | 1.48 | 1.97 | 24.01 |
| Not Reimbursed | 1813 | 74.67 | 75.47 | 98.68 |
| Dont Know | 32 | 1.32 | 1.13 | 100.0 |

## Resident Visitor Followup

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Visiting The Region | 191 | 100.0 | 100.0 | 100.0 |

## Resident Visitor General

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Going Home | 2237 | 92.13 | 92.96 | 92.13 |
| Neither | 191 | 7.87 | 7.04 | 100.0 |

## Resident Visitor

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| San Diego Region | 5 | 0.21 | 0.13 | 0.21 |
| Other Southern California | 22 | 0.91 | 1.41 | 1.11 |
| Other California | 324 | 13.34 | 14.38 | 14.46 |
| Tijuana Region | 7 | 0.29 | 0.29 | 14.74 |
| Other Baja California | 5 | 0.21 | 0.12 | 14.95 |
| Other State Us | 1816 | 74.79 | 74.9 | 89.74 |
| Other State Mexico | 25 | 1.03 | 0.99 | 90.77 |
| None Of The Above | 224 | 9.23 | 7.78 | 100.0 |

## Resident Visitor Purpose

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Visitor Business | 828 | 34.1 | 32.39 | 34.1 |
| Visitor Non Business | 1600 | 65.9 | 67.61 | 100.0 |

## Reverse Mode Combined

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Walk | 13 | 0.59 | 0.54 | 0.59 |
| Micromobility Personal | 2 | 0.09 | 0.06 | 0.68 |
| Ridehail Taxi | 873 | 39.68 | 37.15 | 40.36 |
| Public Transportation | 15 | 0.68 | 0.61 | 41.05 |
| Personal Car Dropped Off Picked Up | 581 | 26.41 | 20.82 | 67.45 |
| Personal Car Parked | 28 | 1.27 | 1.71 | 68.73 |
| Shared Shuttle Van | 123 | 5.59 | 8.2 | 74.32 |
| Bus 992 | 28 | 1.27 | 0.44 | 75.59 |
| Airport Flyer Shuttle | 33 | 1.5 | 0.52 | 77.09 |
| Rental Car | 495 | 22.5 | 28.91 | 99.59 |
| Other | 9 | 0.41 | 1.04 | 100.0 |

## Reverse Mode Grouped

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Walk | 13 | 0.59 | 0.54 | 0.59 |
| Micromobility Personal | 2 | 0.09 | 0.06 | 0.68 |
| Ridehail Taxi | 871 | 39.7 | 37.2 | 40.38 |
| Public Transportation | 15 | 0.68 | 0.61 | 41.07 |
| Personal Car Dropped Off Picked Up | 578 | 26.34 | 20.83 | 67.41 |
| Personal Car Parked | 28 | 1.28 | 1.71 | 68.69 |
| Shared Shuttle Van | 123 | 5.61 | 8.23 | 74.29 |
| Bus 992 | 28 | 1.28 | 0.44 | 75.57 |
| Airport Flyer Shuttle | 33 | 1.5 | 0.53 | 77.07 |
| Rental Car | 494 | 22.52 | 28.8 | 99.59 |
| Other | 9 | 0.41 | 1.04 | 100.0 |

## Reverse Mode

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Walk | 13 | 0.59 | 0.54 | 0.59 |
| Bicycle Personal Electric | 2 | 0.09 | 0.06 | 0.68 |
| Taxi | 90 | 4.1 | 4.73 | 4.79 |
| Uber Lyft | 760 | 34.64 | 31.86 | 39.43 |
| Car Service Black Limo | 21 | 0.96 | 0.61 | 40.38 |
| Dropped Off By Family Friend | 578 | 26.34 | 20.83 | 66.73 |
| Drove Alone And Parked | 9 | 0.41 | 0.51 | 67.14 |
| Drove With Others And Parked | 16 | 0.73 | 1.12 | 67.87 |
| Mts Route 992 | 28 | 1.28 | 0.44 | 69.14 |
| Airport Flyer Shuttle | 33 | 1.5 | 0.53 | 70.65 |
| Chartered Tour Bus | 9 | 0.41 | 1.04 | 71.06 |
| Employee Shuttle | 9 | 0.41 | 0.23 | 71.47 |
| Rental Car Dropped Off | 390 | 17.78 | 22.07 | 89.24 |
| Rental Car Parked | 104 | 4.74 | 6.73 | 93.98 |
| Hotel Shuttle Van | 85 | 3.87 | 6.9 | 97.86 |
| Other Shared Van | 29 | 1.32 | 1.11 | 99.18 |
| Rode With Other Travelers And Parked | 3 | 0.14 | 0.08 | 99.32 |
| Other Public Transit | 15 | 0.68 | 0.61 | 100.0 |

## Sdia Accessmode Decision

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Lowest Cost | 3 | 15.0 | 10.63 | 15.0 |
| Shortest Door To Door Travel Time | 3 | 15.0 | 13.39 | 30.0 |
| Smallest Chance For Delays | 1 | 5.0 | 0.35 | 35.0 |
| Most Comfortable | 4 | 20.0 | 12.68 | 55.0 |
| Depends On Time Of Day | 4 | 20.0 | 12.68 | 75.0 |
| Depends On Travel Party | 1 | 5.0 | 4.71 | 80.0 |
| Refused | 4 | 20.0 | 45.57 | 100.0 |

## Sdia Flight Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Once Or Twice Per Year | 973 | 40.07 | 42.59 | 40.07 |
| Three To Five Per Year | 377 | 15.53 | 15.47 | 55.6 |
| Six To Ten Per Year | 70 | 2.88 | 3.16 | 58.48 |
| Eleven To Twenty Per Year | 35 | 1.44 | 0.73 | 59.93 |
| Twenty One Or More Per Year | 15 | 0.62 | 0.51 | 60.54 |
| Never | 958 | 39.46 | 37.54 | 100.0 |

## Sdia Transit Awareness

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Yes | 206 | 9.03 | 8.52 | 9.03 |
| No | 2070 | 90.75 | 90.6 | 99.78 |
| Refused | 5 | 0.22 | 0.88 | 100.0 |

## Sp Access Walk Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Less Than Two Mins | 24 | 8.0 | 7.59 | 8.0 |
| Less Than Five Mins | 76 | 25.33 | 31.75 | 33.33 |
| Less Than Fifteen Mins | 115 | 38.33 | 39.98 | 71.67 |
| Less Than Thirty Mins | 79 | 26.33 | 16.44 | 98.0 |
| Not Interested | 6 | 2.0 | 4.24 | 100.0 |

## Sp Connection To Convention Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Highly Unlikely | 25 | 10.87 | 12.96 | 10.87 |
| Unlikely | 21 | 9.13 | 12.06 | 20.0 |
| Neutral Dont Know | 85 | 36.96 | 35.47 | 56.96 |
| Likely | 50 | 21.74 | 18.9 | 78.7 |
| Very Likely | 49 | 21.3 | 20.62 | 100.0 |

## Sp Connection To Old Town Center

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Highly Unlikely | 22 | 9.57 | 13.91 | 9.57 |
| Unlikely | 12 | 5.22 | 4.35 | 14.78 |
| Neutral Dont Know | 86 | 37.39 | 31.97 | 52.17 |
| Likely | 67 | 29.13 | 32.69 | 81.3 |
| Very Likely | 43 | 18.7 | 17.07 | 100.0 |

## Sp Connection To Santafe Depot

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Highly Unlikely | 22 | 9.57 | 11.87 | 9.57 |
| Unlikely | 23 | 10.0 | 9.65 | 19.57 |
| Neutral Dont Know | 98 | 42.61 | 35.23 | 62.17 |
| Likely | 47 | 20.43 | 30.46 | 82.61 |
| Very Likely | 40 | 17.39 | 12.79 | 100.0 |

## Sp Dropoff Choice No Transit Access

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Highly Unlikely | 3 | 9.09 | 6.9 | 9.09 |
| Unlikely | 3 | 9.09 | 16.89 | 18.18 |
| Neutral Dont Know | 10 | 30.3 | 32.59 | 48.48 |
| Likely | 12 | 36.36 | 32.43 | 84.85 |
| Very Likely | 5 | 15.15 | 11.18 | 100.0 |

## Sp Dropoff Choice Transit Access

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Highly Unlikely | 1 | 12.5 | 9.84 | 12.5 |
| Unlikely | 2 | 25.0 | 30.88 | 37.5 |
| Neutral Dont Know | 2 | 25.0 | 19.69 | 62.5 |
| Likely | 1 | 12.5 | 15.44 | 75.0 |
| Very Likely | 2 | 25.0 | 24.14 | 100.0 |

## Sp Dropoff Escort

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Spouse Partner | 4 | 9.76 | 8.22 | 9.76 |
| Parent | 7 | 17.07 | 14.1 | 26.83 |
| Child | 7 | 17.07 | 24.87 | 43.9 |
| Other Relative | 11 | 26.83 | 22.92 | 70.73 |
| Friend | 9 | 21.95 | 17.61 | 92.68 |
| Other | 3 | 7.32 | 12.28 | 100.0 |

## Sp Feature Early Morning

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Not Important | 46 | 15.33 | 18.03 | 15.33 |
| Slightly Important | 58 | 19.33 | 15.43 | 34.67 |
| Important | 93 | 31.0 | 29.35 | 65.67 |
| Very Important | 64 | 21.33 | 23.67 | 87.0 |
| Extremely Important | 39 | 13.0 | 13.52 | 100.0 |

## Sp Feature Late Night

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Not Important | 21 | 7.0 | 8.35 | 7.0 |
| Slightly Important | 44 | 14.67 | 13.35 | 21.67 |
| Important | 97 | 32.33 | 30.17 | 54.0 |
| Very Important | 86 | 28.67 | 29.76 | 82.67 |
| Extremely Important | 52 | 17.33 | 18.37 | 100.0 |

## Sp Feature Luggage Rack

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Not Important | 42 | 14.0 | 10.03 | 14.0 |
| Slightly Important | 75 | 25.0 | 21.23 | 39.0 |
| Important | 105 | 35.0 | 36.33 | 74.0 |
| Very Important | 57 | 19.0 | 21.93 | 93.0 |
| Extremely Important | 21 | 7.0 | 10.47 | 100.0 |

## Sp Feature No Delay

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Not Important | 9 | 3.0 | 4.74 | 3.0 |
| Slightly Important | 37 | 12.33 | 13.67 | 15.33 |
| Important | 100 | 33.33 | 32.57 | 48.67 |
| Very Important | 87 | 29.0 | 28.31 | 77.67 |
| Extremely Important | 67 | 22.33 | 20.7 | 100.0 |

## Sp Feature Seats Transit

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Not Important | 13 | 4.33 | 2.8 | 4.33 |
| Slightly Important | 43 | 14.33 | 9.38 | 18.67 |
| Important | 98 | 32.67 | 32.91 | 51.33 |
| Very Important | 86 | 28.67 | 28.65 | 80.0 |
| Extremely Important | 60 | 20.0 | 26.26 | 100.0 |

## Sp Feature Seats Transit Stop

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Not Important | 47 | 15.67 | 10.13 | 15.67 |
| Slightly Important | 70 | 23.33 | 20.92 | 39.0 |
| Important | 89 | 29.67 | 36.78 | 68.67 |
| Very Important | 61 | 20.33 | 21.55 | 89.0 |
| Extremely Important | 33 | 11.0 | 10.62 | 100.0 |

## Sp Feature Short Wait

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Not Important | 22 | 7.33 | 4.25 | 7.33 |
| Slightly Important | 59 | 19.67 | 24.56 | 27.0 |
| Important | 100 | 33.33 | 29.41 | 60.33 |
| Very Important | 75 | 25.0 | 23.44 | 85.33 |
| Extremely Important | 44 | 14.67 | 18.34 | 100.0 |

## Sp Feature Weekend Frequency

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Not Important | 10 | 3.33 | 5.42 | 3.33 |
| Slightly Important | 17 | 5.67 | 4.39 | 9.0 |
| Important | 109 | 36.33 | 31.66 | 45.33 |
| Very Important | 93 | 31.0 | 34.47 | 76.33 |
| Extremely Important | 71 | 23.67 | 24.06 | 100.0 |

## Sp Invitation

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Yes | 605 | 24.96 | 24.38 | 24.96 |
| No | 1816 | 74.92 | 75.55 | 99.88 |
| Refused | 3 | 0.12 | 0.07 | 100.0 |

## Sp Number Of Transfers

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| One | 158 | 53.74 | 53.81 | 53.74 |
| Two | 67 | 22.79 | 16.79 | 76.53 |
| Three Or More | 7 | 2.38 | 4.58 | 78.91 |
| Not Willing To Transfer | 62 | 21.09 | 24.82 | 100.0 |

## Sp Rental Choice No Transit

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Highly Unlikely | 4 | 10.53 | 1.98 | 10.53 |
| Unlikely | 3 | 7.89 | 2.33 | 18.42 |
| Neutral Dont Know | 7 | 18.42 | 18.09 | 36.84 |
| Likely | 10 | 26.32 | 35.48 | 63.16 |
| Very Likely | 14 | 36.84 | 42.11 | 100.0 |

## Sp Taxi Choice Dropoff Station

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Highly Unlikely | 10 | 12.5 | 13.82 | 12.5 |
| Unlikely | 20 | 25.0 | 20.21 | 37.5 |
| Neutral Dont Know | 27 | 33.75 | 37.2 | 71.25 |
| Likely | 16 | 20.0 | 22.07 | 91.25 |
| Very Likely | 7 | 8.75 | 6.7 | 100.0 |

## State Of Residence

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Alabama | 8 | 0.44 | 0.27 | 0.44 |
| Alaska | 10 | 0.55 | 0.36 | 0.99 |
| Arizona | 81 | 4.45 | 5.26 | 5.44 |
| Arkansas | 10 | 0.55 | 0.33 | 5.99 |
| California | 6 | 0.33 | 0.27 | 6.32 |
| Colorado | 111 | 6.1 | 7.04 | 12.41 |
| Connecticut | 21 | 1.15 | 0.68 | 13.56 |
| Delaware | 2 | 0.11 | 0.09 | 13.67 |
| District Of Columbia | 16 | 0.88 | 0.58 | 14.55 |
| Florida | 67 | 3.68 | 3.01 | 18.23 |
| Georgia | 70 | 3.84 | 3.05 | 22.08 |
| Guam | 1 | 0.05 | 0.07 | 22.13 |
| Hawaii | 47 | 2.58 | 2.44 | 24.71 |
| Idaho | 35 | 1.92 | 1.47 | 26.63 |
| Illinois | 61 | 3.35 | 3.75 | 29.98 |
| Indiana | 23 | 1.26 | 1.65 | 31.25 |
| Iowa | 18 | 0.99 | 0.95 | 32.24 |
| Kansas | 13 | 0.71 | 1.56 | 32.95 |
| Kentucky | 7 | 0.38 | 0.53 | 33.33 |
| Louisiana | 17 | 0.93 | 1.01 | 34.27 |
| Maine | 7 | 0.38 | 0.28 | 34.65 |
| Maryland | 26 | 1.43 | 1.07 | 36.08 |
| Massachusetts | 56 | 3.08 | 2.04 | 39.15 |
| Michigan | 51 | 2.8 | 3.71 | 41.95 |
| Minnesota | 44 | 2.42 | 2.23 | 44.37 |
| Mississippi | 7 | 0.38 | 0.34 | 44.76 |
| Missouri | 19 | 1.04 | 0.91 | 45.8 |
| Montana | 11 | 0.6 | 0.38 | 46.4 |
| Nebraska | 13 | 0.71 | 0.89 | 47.12 |
| Nevada | 60 | 3.29 | 3.25 | 50.41 |
| New Hampshire | 4 | 0.22 | 0.18 | 50.63 |
| New Jersey | 27 | 1.48 | 1.1 | 52.11 |
| New Mexico | 17 | 0.93 | 2.33 | 53.05 |
| New York | 88 | 4.83 | 3.86 | 57.88 |
| North Carolina | 34 | 1.87 | 2.0 | 59.75 |
| North Dakota | 3 | 0.16 | 0.1 | 59.91 |
| Northern Mariana Islands | 1 | 0.05 | 0.03 | 59.97 |
| Ohio | 31 | 1.7 | 1.32 | 61.67 |
| Oklahoma | 15 | 0.82 | 0.75 | 62.49 |
| Oregon | 74 | 4.06 | 3.93 | 66.56 |
| Pennsylvania | 27 | 1.48 | 1.02 | 68.04 |
| Rhode Island | 5 | 0.27 | 0.19 | 68.31 |
| South Carolina | 9 | 0.49 | 0.3 | 68.81 |
| South Dakota | 10 | 0.55 | 1.03 | 69.36 |
| Tennessee | 17 | 0.93 | 0.67 | 70.29 |
| Texas | 212 | 11.64 | 17.28 | 81.93 |
| Utah | 74 | 4.06 | 2.99 | 86.0 |
| Vermont | 3 | 0.16 | 0.08 | 86.16 |
| Virginia | 40 | 2.2 | 2.27 | 88.36 |
| Washington | 174 | 9.56 | 7.79 | 97.91 |
| West Virginia | 1 | 0.05 | 0.03 | 97.97 |
| Wisconsin | 31 | 1.7 | 1.04 | 99.67 |
| Wyoming | 6 | 0.33 | 0.25 | 100.0 |

## Stay Informed

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Yes | 39 | 2.15 | 2.86 | 2.15 |
| No | 1777 | 97.85 | 97.14 | 100.0 |

## Trip Arrival Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Five To Five Thirty | 4 | 0.16 | 0.14 | 0.16 |
| Five Thirty To Six | 8 | 0.33 | 0.29 | 0.49 |
| Six To Six Thirty | 21 | 0.86 | 0.49 | 1.36 |
| Six Thirty To Seven | 30 | 1.24 | 1.24 | 2.59 |
| Seven To Seven Thirty | 69 | 2.84 | 3.16 | 5.44 |
| Seven Thirty To Eight | 72 | 2.97 | 3.2 | 8.4 |
| Eight To Eight Thirty | 85 | 3.5 | 3.36 | 11.9 |
| Eight Thirty To Nine | 118 | 4.86 | 3.43 | 16.76 |
| Nine To Nine Thirty | 115 | 4.74 | 4.4 | 21.5 |
| Nine Thirty To Ten | 116 | 4.78 | 4.96 | 26.28 |
| Ten To Ten Thirty | 123 | 5.07 | 5.76 | 31.34 |
| Ten Thirty To Eleven | 91 | 3.75 | 3.22 | 35.09 |
| Eleven To Eleven Thirty | 115 | 4.74 | 5.27 | 39.83 |
| Eleven Thirty To Noon | 110 | 4.53 | 6.06 | 44.36 |
| Noon To Twelve Thirty | 142 | 5.85 | 5.59 | 50.21 |
| Twelve Thirty To Thirteen | 137 | 5.64 | 6.28 | 55.85 |
| Thirteen To Thirteen Thirty | 130 | 5.35 | 5.87 | 61.2 |
| Thirteen Thirty To Fourteen | 95 | 3.91 | 3.69 | 65.12 |
| Fourteen To Fourteen Thirty | 105 | 4.32 | 5.09 | 69.44 |
| Fourteen Thirty To Fifteen | 96 | 3.95 | 4.03 | 73.39 |
| Fifteen To Fifteen Thirty | 90 | 3.71 | 4.01 | 77.1 |
| Fifteen Thirty To Sixteen | 68 | 2.8 | 2.81 | 79.9 |
| Sixteen To Sixteen Thirty | 56 | 2.31 | 2.38 | 82.21 |
| Sixteen Thirty To Seventeen | 49 | 2.02 | 1.83 | 84.23 |
| Seventeen To Seventeen Thirty | 49 | 2.02 | 2.37 | 86.24 |
| Seventeen Thirty To Eighteen | 66 | 2.72 | 2.36 | 88.96 |
| Eighteen To Eighteen Thirty | 80 | 3.29 | 2.42 | 92.26 |
| Eighteen Thirty To Nineteen | 62 | 2.55 | 1.84 | 94.81 |
| Nineteen To Nineteen Thirty | 37 | 1.52 | 1.39 | 96.33 |
| Nineteen Thirty To Twenty | 37 | 1.52 | 1.18 | 97.86 |
| Twenty To Twenty Thirty | 18 | 0.74 | 0.47 | 98.6 |
| Twenty Thirty To Twenty One | 17 | 0.7 | 0.87 | 99.3 |
| Twenty One To Twenty One Thirty | 6 | 0.25 | 0.28 | 99.55 |
| Twenty One Thirty To Twenty Two | 6 | 0.25 | 0.15 | 99.79 |
| Twenty Two To Twenty Two Thirty | 1 | 0.04 | 0.02 | 99.84 |
| Two To Two Thirty | 1 | 0.04 | 0.01 | 99.88 |
| Three To Three Thirty | 2 | 0.08 | 0.02 | 99.96 |
| Four To Four Thirty | 1 | 0.04 | 0.03 | 100.0 |

## Trip Start Time

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Response | Responses | Raw % | Weighted % | Cumulative % |
| Five To Five Thirty | 16 | 0.66 | 0.82 | 0.66 |
| Five Thirty To Six | 17 | 0.7 | 0.41 | 1.36 |
| Six To Six Thirty | 41 | 1.69 | 1.41 | 3.05 |
| Six Thirty To Seven | 49 | 2.02 | 2.25 | 5.07 |
| Seven To Seven Thirty | 101 | 4.16 | 5.07 | 9.23 |
| Seven Thirty To Eight | 85 | 3.5 | 2.66 | 12.73 |
| Eight To Eight Thirty | 137 | 5.64 | 3.94 | 18.37 |
| Eight Thirty To Nine | 92 | 3.79 | 3.39 | 22.16 |
| Nine To Nine Thirty | 145 | 5.97 | 7.26 | 28.13 |
| Nine Thirty To Ten | 104 | 4.28 | 4.71 | 32.41 |
| Ten To Ten Thirty | 108 | 4.45 | 4.82 | 36.86 |
| Ten Thirty To Eleven | 102 | 4.2 | 4.16 | 41.06 |
| Eleven To Eleven Thirty | 129 | 5.31 | 6.24 | 46.38 |
| Eleven Thirty To Noon | 121 | 4.98 | 4.78 | 51.36 |
| Noon To Twelve Thirty | 165 | 6.8 | 8.47 | 58.15 |
| Twelve Thirty To Thirteen | 99 | 4.08 | 3.63 | 62.23 |
| Thirteen To Thirteen Thirty | 114 | 4.7 | 4.07 | 66.93 |
| Thirteen Thirty To Fourteen | 73 | 3.01 | 3.33 | 69.93 |
| Fourteen To Fourteen Thirty | 102 | 4.2 | 4.55 | 74.14 |
| Fourteen Thirty To Fifteen | 82 | 3.38 | 4.03 | 77.51 |
| Fifteen To Fifteen Thirty | 73 | 3.01 | 2.75 | 80.52 |
| Fifteen Thirty To Sixteen | 46 | 1.89 | 2.38 | 82.41 |
| Sixteen To Sixteen Thirty | 60 | 2.47 | 2.43 | 84.88 |
| Sixteen Thirty To Seventeen | 40 | 1.65 | 1.35 | 86.53 |
| Seventeen To Seventeen Thirty | 73 | 3.01 | 2.7 | 89.54 |
| Seventeen Thirty To Eighteen | 67 | 2.76 | 2.24 | 92.3 |
| Eighteen To Eighteen Thirty | 76 | 3.13 | 2.18 | 95.43 |
| Eighteen Thirty To Nineteen | 31 | 1.28 | 1.06 | 96.71 |
| Nineteen To Nineteen Thirty | 34 | 1.4 | 1.19 | 98.11 |
| Nineteen Thirty To Twenty | 12 | 0.49 | 0.45 | 98.6 |
| Twenty To Twenty Thirty | 17 | 0.7 | 0.81 | 99.3 |
| Twenty Thirty To Twenty One | 1 | 0.04 | 0.03 | 99.34 |
| Twenty One To Twenty One Thirty | 6 | 0.25 | 0.15 | 99.59 |
| Twenty One Thirty To Twenty Two | 2 | 0.08 | 0.04 | 99.67 |
| One Thirty To Two | 1 | 0.04 | 0.01 | 99.71 |
| Two To Two Thirty | 3 | 0.12 | 0.06 | 99.84 |
| Four Thirty To Five | 4 | 0.16 | 0.17 | 100.0 |