



# 2008 BART Station Profile Study



## 2008 BART STATION PROFILE STUDY

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## ACKNOWLEDGEMENTS

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Customer Access  
Planning  
Transportation

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BART customers provided valuable data for this study by completing over 50,000 surveys.

The study was conducted by the San Francisco firm of Corey, Canapary & Galanis Research (CC&G). Analysis and interpretation of the data were handled jointly by BART's Marketing and Research Department and Corey, Canapary & Galanis. All maps within this report (contained in separate PDF files at [www.bart.gov/profile](http://www.bart.gov/profile)) were created by Nelson Nygaard.

For additional information, please e-mail BART Marketing and Research at [SurveyInfo@bart.gov](mailto:SurveyInfo@bart.gov).

## I. INTRODUCTION

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The BART Station Profile Study provides a snapshot of weekday customers at each individual BART station and for the overall system. This snapshot comes from a comprehensive spring 2008 survey of BART customers based on a stratified random sample. The main purposes of this study are to better understand how customers currently use and access BART, to track changes that have occurred since the last study, and to anticipate customers' future requirements. Topics covered include detailed trip information and customer demographics.

While the last Station Profile Study was conducted in 1998, this type of study dates back almost to the beginning of BART. BART began passenger service in September of 1972 and launched its first Station Profile Study in May of 1973. The 2008 Station Profile Study marks the 13<sup>th</sup> such study conducted by BART.

Many changes occurred in the region between the 1998 and 2008 Station Profile studies. These include:

- Rapid expansion of the Bay Area economy, peaking in late 2000, followed by an equally dramatic economic contraction and subsequent recovery;
- A real estate boom, peaking in late 2006, followed by a housing downturn;
- A national recession beginning around March 2008;
- Increase in construction of denser housing in urban areas, including transit-oriented developments located within walking distance of many BART stations;
- A dramatic increase in gasoline prices, peaking in the summer of 2008.

In addition to regional shifts, many changes have occurred within the BART system since 1998, including:

- Four new BART stations -- San Francisco International Airport (SFO), Millbrae, San Bruno, and South San Francisco;
- Significant ridership growth, from 287,000 trips on a typical weekday during the survey period in 1998 to 364,000 trips on a typical weekday during the survey period in 2008;
- An increased focus on security, post-September 11, 2001;
- Renovation of aging facilities;
- Introduction of paid parking programs at many BART stations;
- A wide variety of projects to facilitate the use of BART by people with disabilities, such as elevator rehabilitation, audio announcements of train arrivals, and the creation of more open space on trains to better accommodate wheelchairs;

- Various programs and policies enacted to facilitate the use of BART among bicyclists, including a dramatic increase in bicycle parking, the introduction of attended bicycle parking facilities, an increase in the periods bicycles are allowed on trains, and the creation of more open space on trains to better accommodate bicyclists; and
- A January 2008 increase in evening and Sunday train service of 33%. This increase cut headways from 20 minutes to 15 minutes on evenings, Sundays, and holidays.

Looking ahead, the region is expected to continue to grow in population and diversity. With the growth in population, traffic congestion is increasing as well. The Association of Bay Area Governments (ABAG) report, *Projections 2007*, predicts that the nine-county region's population will grow from 7.1 million people in 2005 to 9.0 million in 2035 -- a 27% increase. Forecasts also show a significant increase in the older population in the Bay Area, with those over 60 years old increasing dramatically. Another major change is the growing ethnic diversity of the region.

All of these transformations have influenced, and will continue to affect, the profile of BART customers.

## Overview of Methodology

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The 2008 Station Profile Study is the largest survey ever conducted of BART riders. Over 50,000 weekday BART customers returned questionnaires during the survey period. These questionnaires captured detailed information about customers' trip purposes and how they get to and from BART stations, as well as customer demographics. Comparing these data against the 1998 data provides insight on changes that have occurred over the past ten years.

The current study was conducted between April 2, 2008 and May 8, 2008. Self-administered questionnaires were distributed by professional interviewers to randomly selected customers as they entered the BART system. The survey was conducted on Mondays, Tuesdays, Wednesdays and Thursdays between 5:30 am and 12 midnight. Customers could deposit questionnaires in collection boxes located at BART stations or mail the survey forms to BART, postage paid. In total, 52,625 useable questionnaires were returned and processed out of the 114,158 which were distributed. This represents an overall return rate of 46 percent, which exceeded the 1998 return rate of 42 percent.

Specific steps were taken to ensure that passengers randomly selected to participate in this survey were able to do so. Questionnaires were made available to customers in English, Spanish, and Chinese. Additionally, customers who had a disability which prevented them from completing the self-administered questionnaire were given a card with a toll-free number so they could participate in the study by phone. These cards were typeset in large-print English, Spanish, and Chinese, as well as Braille.

## Reading This Report

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Following this introduction, *Section II: Highlights* provides an overview of major findings and items of interest. *Section III: Systemwide Results* provides more comprehensive data for the BART system as a whole, while station-specific information is presented in *Section IV: Origin Station Profiles* and *Section V: Comparative Tables by Origin Station*. Appendices to the report contain questionnaires from 2008 and 1998 and provide methodological and statistical documentation.

The following information provides some background to help the reader interpret the contents and terminology used in this report.

### Trip-based data

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The Station Profile Study questionnaire focuses on BART customers' one-way trips. Riders were asked for details about the specific BART trip they were taking when they received the questionnaire, such as their starting and ending stations, where they just came from, and where they were going. The survey data were weighted to reflect BART's actual average weekday trips. (Refer to *Appendix B* for weighting methodology details.) As noted, this is a weekday survey and, thus, trip-specific data in this report pertain only to weekday travel. (Note that systemwide data for weekend trips are available through BART's biennial Customer Satisfaction Survey.)

### Origins and destinations

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Throughout this report, the terms **origin** and **destination** are frequently used. Origin refers to the starting point of a passenger's BART trip at the time that he/she was surveyed, while destination refers to a passenger's ending point after exiting BART. As the survey was conducted during all service hours, a passenger's origin may be home, work, or other, just as the passenger's destination may be home, work, or other.

For some survey questions, particularly those dealing with transportation mode to and from BART stations, it is helpful to look at the data by origin or destination type. The origin/destination types used most frequently in this report are:

- **Home origins:** All trips starting from home.
- **Non-home origins:** All trips starting from locations other than home, such as work, school, shopping, etc.
- **Non-home destinations:** All trips ending at locations other than home, such as work, school, shopping, etc. This group includes all origins (both home and non-home).

### Systemwide data vs. station-specific data

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*Section III* of this report contains data for the BART system as a whole. These percentages are based on data weighted to reflect entries and exits throughout the overall BART system, using origin/destination weights. *Section IV* and *Section V* contain data broken out by individual origin stations. These percentages are based on data weighted to reflect entries at specific BART stations using origin weights.

### Bases

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Each table in this report is labeled with a title and a description of the table's base. This lets the reader know to whom the data shown apply. For example:

- "Table 23: Gender" shows that 43% are male, and the base is "Total." This means that 43% of all weekday BART trips are made by male passengers.
- "Table 2: Access Mode to BART from Home Origin" shows that 49% travel to BART by car, and the base is "Home origins." This means that among those weekday BART trips beginning at home, 49% involve a car for travel between home and BART.

### Sub-groups by time period and trip type

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The systemwide data in this report are broken out by time period and trip type to facilitate comparisons between these sub-groups.

The time periods are based on expected exit times as follows:

- **AM Peak:** From the beginning of service to 9:59 a.m.
- **Midday:** 10:00 a.m. – 3:59 p.m.
- **PM Peak:** 4:00 p.m. – 6:59 p.m.
- **Evening:** 7:00 p.m. through the end of service.

The trip types are:

- **Transbay:** All BART trips traveling through the Transbay Tube
- **Intra East Bay:** All BART trips starting and ending in the East Bay
- **Intra West Bay:** All BART trips starting and ending in the West Bay

### Percentages

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Most data in this report are shown as percentages rounded to whole numbers. Due to rounding, as well as some cases where multiple responses were accepted, data will not always total 100%.

To convert percentages into absolute numbers of passenger trips, multiply the relevant trip totals in the *Appendix D* tables by the percentages given in the findings. The *Appendix D*



tables contain systemwide passenger volumes by time period and trip type, as well as station-specific passenger volumes by home origin and non-home origin.

### **Comparisons with 1998 Survey Results**

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Where possible, survey questions and response categories from 1998 were retained in 2008 to facilitate comparison. In cases where changes were made, details are specified in the notes on the last page of each table. Modified response categories and specific notes are marked with “^” throughout. For example, in “Table 1: Origin Type,” a response category is shown as “Airplane (Trip)^.” The notes explain that this option was listed as “Airport” on the 1998 questionnaire.

## II. HIGHLIGHTS

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The 2008 BART Station Profile Study provides insight to better understand who is riding BART, as well as how they are using the system. A major objective of the study is to provide travel pattern and demographic data that can be used to track changes from the 1998 BART Station Profile Study. The results will be used to evaluate current and future services offered by BART to its customers.

The following general themes emerge from a review of survey results:

**The majority of weekday BART trips are destined for home or work, and specific trip destinations vary by time of day.**

- During the AM Peak, 88% of passenger trips are destined for work or work-related activities.
- In the Midday period, however, this percentage drops to 35%, with the balance destined for home (33%), school (8%), or a wide variety of other trip purposes, such as personal errands (5%), visiting friends or family (4%), medical appointments (3%), or shopping (3%).

**Among stations with substantial trips from non-home origins, some have relatively high percentages of trips from specific types of locations like schools and restaurants.**

- At Daly City, 63% of those entering from non-home origins are coming from school. This station offers shuttle service to and from San Francisco State University. At Balboa Park, 61% are coming from school. This station is located near City College of San Francisco.
- At Rockridge, MacArthur, and Ashby, relatively high percentages are coming from medical/dental appointments (9%, 8%, and 8%, respectively). The Rockridge Station is located near numerous doctors' offices along College Avenue. MacArthur offers shuttle service to and from the Oakland Kaiser Permanente Medical Center and the Alta Bates Summit Medical Center (Summit Campus). Ashby offers shuttle service to and from the Alta Bates Summit Medical Center (Ashby Campus).
- At Powell St., 8% are coming from shopping. This station has a direct entrance to a major shopping center and is located in close proximity to Union Square and other retail establishments.
- At 16<sup>th</sup> St. Mission and Rockridge, 9% and 8% are coming from restaurants, respectively. Both of these stations are located within areas with a high concentration of restaurants.

**More than two out of three riders coming from home (68%) have a vehicle available that they could have used instead of BART.**

- Among AM Peak riders, an even higher percentage of those coming from home (73%) report having a vehicle available.

- Vehicle availability has increased since 1998, when only 60% of all riders coming from home had a vehicle available.

**Among BART riders heading to work, only 21% have free parking available at work. This percentage varies greatly by time period and trip type.**

- Availability of free parking at work increases as the day progresses. In the AM Peak, only 20% have free parking available. This percentage increases during the Midday and PM Peak periods, when 24% and 27% report having free parking available, respectively. Forty-one percent of Evening commuters have free parking at work.
- Those making Intra West Bay trips are least likely to have free parking available at work (12%), while those making Intra East Bay trips are most likely to have free parking available at work (42%).

**Systemwide, the majority (58%) of weekday BART trips are made by long-term riders. While relatively new riders (riding for less than one year) account for only 13% of weekday trips, the constant influx of new riders is crucial for replenishment and growth. Looking at individual stations, a few stand out with at least 20% of weekday trips made by new riders.**

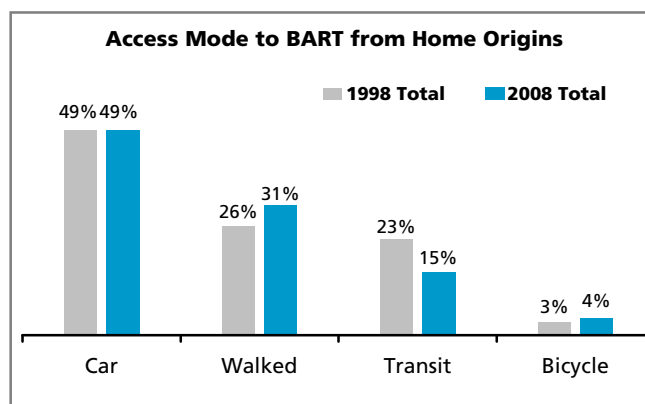
- Coming from home, customers who have been riding for less than one year make up 27% of weekday entries at Millbrae, 25% at Fremont, and 20% at San Bruno and Montgomery St.
- Coming from non-home origins like work, school and airplane trips, customers who have been riding for less than one year make up 28% of weekday entries at San Francisco International Airport and Millbrae and 21% of weekday entries at Fremont.

**Overall, 6% of weekday trips are made by passengers with luggage.**

- This percentage is higher during Midday and Evening, when 8% and 9% of trips are made by passengers with luggage, respectively.

**While the car remains the primary access mode for passengers traveling from home to BART, there have been shifts within other modes. Compared to 1998, more customers are walking or bicycling to BART, and fewer are taking transit.**

- Overall, nearly half of those coming from home travel to BART by car. Specifically, 34% drive alone, 5% carpool, and 10% are dropped off. These systemwide data have remained stable since 1998.
- Walking from home to BART



increased five percentage points since 1998, and bicycling from home to BART increased one percentage point.

- Taking transit from home to BART declined eight percentage points since 1998.
- At the individual station level, access modes differ as discussed next.

**Access modes from home to BART vary substantially by station, largely reflecting the varied residential patterns and geography of the BART service area.**

- The percentage of passengers driving alone from home is highest at North Concord / Martinez (72%) and lowest at Powell St. (1%).
- Walking from home is highest at 16<sup>th</sup> St. Mission (81%) and lowest at Orinda (3%).
- Taking transit from home is highest at Embarcadero (60%) and lowest at North Berkeley (1%).
- Bicycling from home is highest at Ashby (12%) and lowest at South San Francisco (<1%).

**The distance traveled between home and BART is longest at specific stations at or near the end of BART lines and shortest at certain closer-in urban stations.**

- The stations with the five longest median distances traveled between home and BART by any mode are:
  - Pittsburg / Bay Point: 7.92 miles
  - North Concord / Martinez: 6.04 miles
  - Millbrae: 4.76 miles
  - El Cerrito del Norte: 4.02 miles
  - Dublin / Pleasanton: 3.63 miles
- The stations with the five shortest median distances traveled between home and BART by any mode are:
  - 16<sup>th</sup> St. Mission: 0.46 miles
  - 24<sup>th</sup> St. Mission: 0.55 miles
  - Ashby: 0.63 miles
  - Downtown Berkeley: 0.67 miles
  - Glen Park: 0.73 miles

**While determining the reasons for the changes in access modes requires further research and station-by-station analysis, the data from this study show the following regarding walking and bicycling to BART:**

- Walk share from home increased 10 percentage points or more at 11 stations: 19<sup>th</sup> St. / Oakland, 12<sup>th</sup> St. / Oakland City Center, Downtown Berkeley, North Berkeley, Powell St., Lake Merritt, Ashby, Colma, El Cerrito Plaza, Balboa Park, and Montgomery St.
  - Car and transit share have decreased at all of these stations.
- Bicycle mode share from home is up at least four percentage points at six stations, all within Oakland or Berkeley: Fruitvale, Ashby, Downtown Berkeley, West Oakland, MacArthur, and 19<sup>th</sup> St. / Oakland.

- Bicyclist demographics have become more diverse in terms of gender and age in comparison to 1998.
  - While bicyclists are still more likely to be male, females now comprise 32% of those bicycling from home to BART vs. 27% in 1998.
  - While the largest age cohort is still 25 – 34 years old (35%), those ages 45 – 64 now make up 29% of those bicycling from home to BART vs. 20% in 1998.

**Data show the following regarding the decrease in transit:**

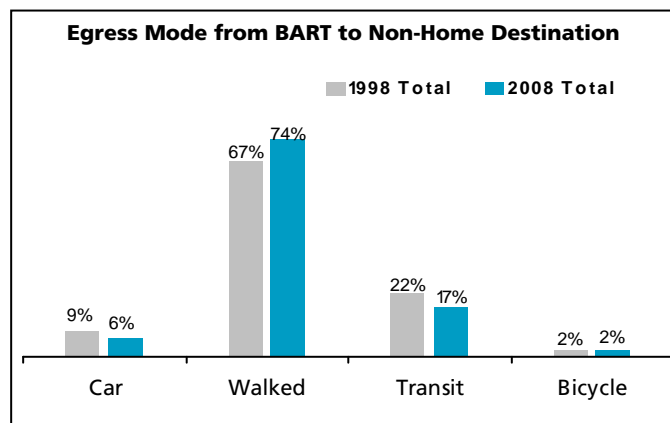
- Fewer passengers are taking AC Transit from home to BART (22% of those taking transit from home to BART in 2008 vs. 32% in 1998).
- Transit share from home origins declined 10 percentage points or more at 11 stations: Coliseum, 12<sup>th</sup> St. / Oakland City Center, Downtown Berkeley, Hayward, Lake Merritt, Union City, 19<sup>th</sup> St. / Oakland, Bay Fair, South Hayward, Fruitvale, and Powell St.
  - Among these stations, walking increased by at least 10 percentage points at the four in Central Business Districts, as well as at Lake Merritt. Traveling by car increased by at least six points at most of the other stations (Coliseum, South Hayward, Hayward, Bay Fair, and Union City).
  - The steepest transit decline of -20 percentage points occurred at the Coliseum, where transit appears to have been replaced by traveling by car (+17 percentage points) and, to a lesser extent, walking (+6 percentage points).
  - At stations where transit mode share is down and car mode share is up, it is possible that the increase in vehicle availability since 1998 may be one of the contributing factors to the access mode changes.
- While transit use from home to BART declined among all age groups, the largest declines occurred among those who are most likely to use transit – the younger and older age groups.
  - Among those ages 13 – 17, transit use dropped 18 percentage points, while travel by car increased 16 points. Note that this group comprises a very small share of BART ridership.
  - Among those ages 18 – 24, transit use dropped 10 percentage points, while travel by car and walking increased seven points and three points, respectively.
  - Among those ages 65 or older, transit use dropped 12 points, while walking increased six points and travel by car increased five points.
- Only 42% of those riding transit to BART report having access to a vehicle. In comparison, 51% of walkers have access to a vehicle, and 61% of bicyclists have access to a vehicle.

**It should be noted that other BART survey data reveal similar trends for walking and bicycling over the past ten years, but show a smaller decline in transit use between home and BART.<sup>1</sup>**

- The difference in the extent of the transit decline may be due in part to differing time periods in which the 1998 and 2008 studies were conducted; the 1998 Station Profile Study was conducted in fall, while the 2008 Station Profile Study was conducted in spring. Seasonal differences may impact the types of trips taken, as well as mode choices.
- Station Profile surveying was conducted Monday through Thursday in 2008 vs. Tuesday through Thursday in 1998. It is possible that trip types and mode choices may vary on Monday vs. other days of the week.
- Due to the Station Profile distribution methodology (random sampling as passengers enter the fare gates) and high ridership on BART, it is possible that transit riders entering in large groups (e.g., when multiple buses arrive at BART) could have been undersampled at particularly busy times.<sup>2</sup>
- Additionally, modifications to the 2008 Station Profile questionnaire format and data editing rules may account for up to 1% of the transit decline.

**Walking has become even more prevalent for passengers exiting BART destined for non-home locations, such as work and school.**

- Seventy-four percent are walking to non-home destinations, reflecting a seven point increase vs. 1998.
- Taking transit to non-home destinations has declined five points. Specifically, AC Transit's share of these transit trips is down eight points, while SamTrans' share and County Connection's share are down three and two points, respectively. Muni's share, however, has increased three points.

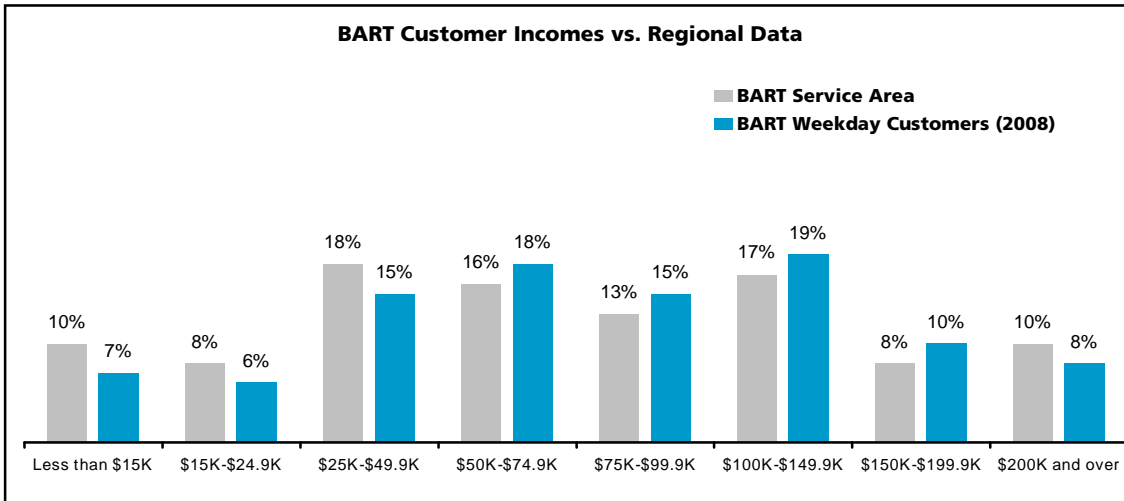


<sup>1</sup> BART's biennial Customer Satisfaction Survey shows that weekday transit use between home and BART declined from 19% in fall of 1998 to 18% in fall of 2008. Note that as the methodology and questionnaire differ from the Station Profile Study, some variability is to be expected.

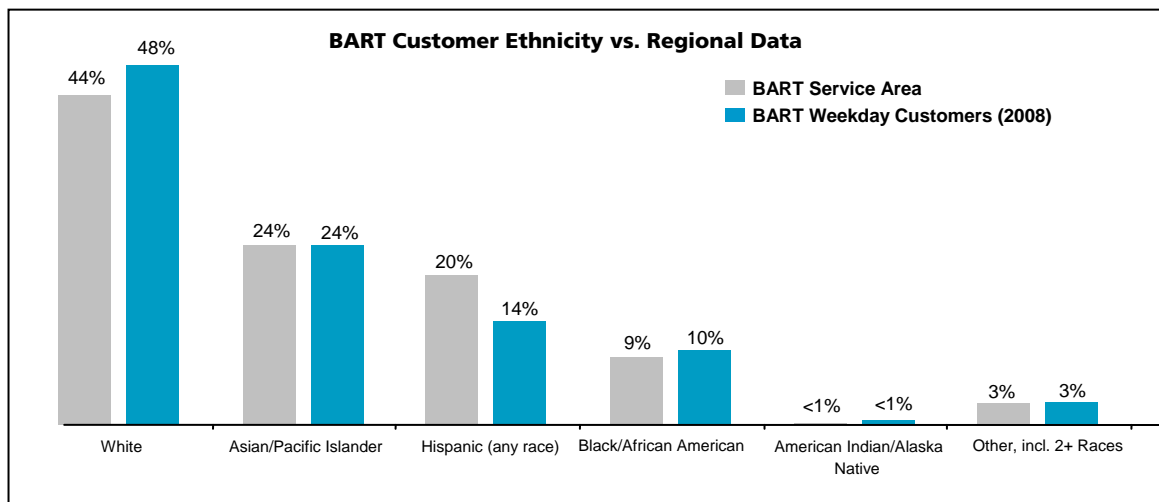
<sup>2</sup> Note that while the distribution methodology was the same for both Station Profile studies, average weekday ridership was 27% higher in 2008.

**BART customers closely reflect the population within the BART service area.<sup>3</sup>**

- The average household size of weekday BART customers is 2.7 people. This is relatively in line with household size estimates in Alameda (2.7), Contra Costa (2.8), San Francisco (2.3) and San Mateo (2.8) counties.
- Annual household incomes of BART’s weekday riders are fairly similar to the four-county service area.



- The ethnic composition of weekday BART customers is fairly similar to the region as a whole, but BART customers are more likely to be White and less likely to be Hispanic.



<sup>3</sup> BART Service Area includes Alameda, Contra Costa, San Francisco and San Mateo counties. BART Service Area data are from the dataset “2007 American Community Survey 1-Year Estimates.” BART Weekday Customer data are from “2008 BART Station Profile Survey.”

**While BART customers reflect the broad regional population overall, customer demographics and BART use differ substantially by home origin station.**

For example:

- While 54% of Orinda passengers coming from home have household incomes of \$150,000 or more, only 7% of Powell St. passengers coming from home reported household incomes this high.
- Colma has the highest percentage of females (67%) entering the station from home, while Civic Center has the highest percentage of males (55%).
- Downtown Berkeley has the highest percentage of riders ages 18 – 24 (22%), and 16<sup>th</sup> St. Mission has the highest percentage of riders ages 25 – 34 (43%).
- Orinda has the highest percentage of “Baby Boomers” – 55% entering from home are ages 45 – 64, and North Berkeley has the highest percentage of seniors – 11% entering from home are 65 or older.
- 16<sup>th</sup> St. Mission has the highest percentage of frequent riders – 34% entering from home ride 6 – 7 days per week. Millbrae has the highest percentage of infrequent riders – 10% entering from home ride less than once a month.

**The percentage of BART customers classifying themselves as persons with disabilities declined from 9% in 1998 to 5% in 2008.**

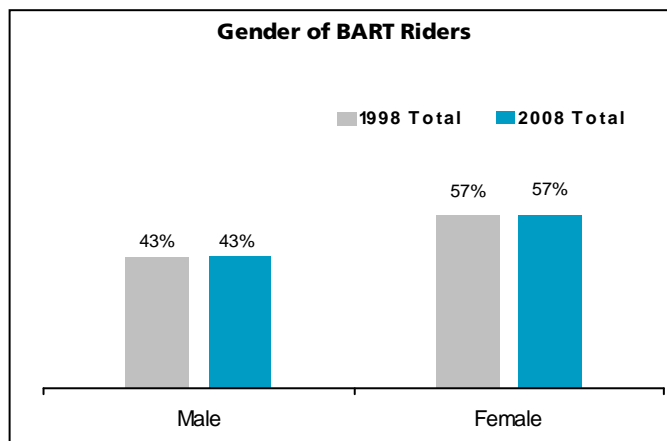
- While the reason for this decline requires further research, it is possible that some of the decline may be due to passengers switching from BART to ADA paratransit, as the region’s paratransit systems experienced substantial growth in the past ten years.
- Another factor could be persons with disabilities shifting from BART to bus transit. The Bay Area’s transit operators introduced large numbers of low floor buses in the past ten years. Low floor buses are much easier to use for people in wheelchairs or with other mobility problems than the older buses with wheelchair lifts.
- Demographic changes indicate that current riders who identify as disabled are more likely to be 45 or older (64% vs. 41% in 1998), and they are more likely to have been riding BART for five or more years (72% vs. 66% in 1998).



Demographics

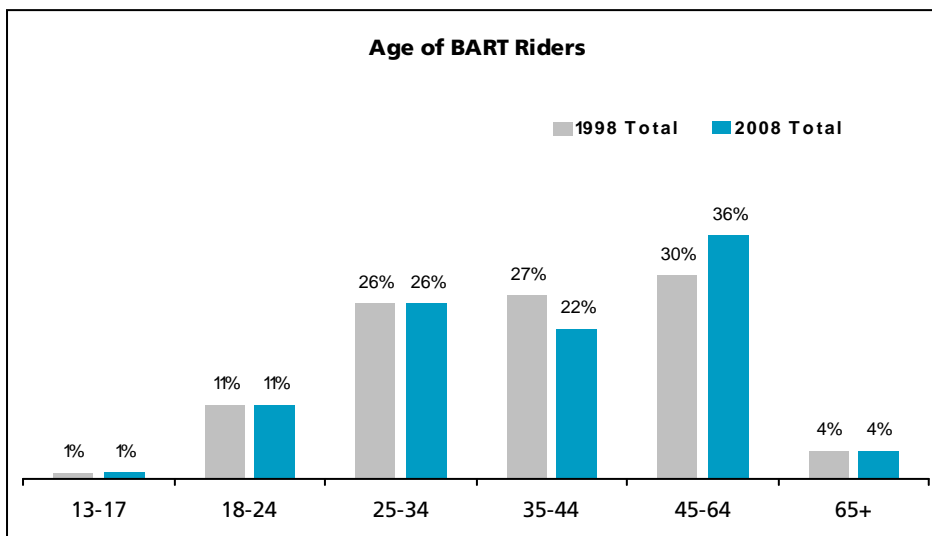
**Gender**

Women continue to represent a higher percentage of BART riders than men. Although the gender split within the BART service area is 50% male and 50% female<sup>4</sup>, women use public transportation more frequently than men<sup>5</sup>. Women are also continuing to increase their participation in the workforce. While an estimated 55% of women in the Bay Area participated in the workforce in 2005, this is expected to climb to 60% by 2015 and 66% by 2035<sup>6</sup>.



**Age**

The age profile of BART’s weekday customers has changed in the past ten years, as the percentage of customers ages 45 – 64 has increased, while the percentage of those ages 35 – 44 has decreased. Still, 60% of customers are under age 45.



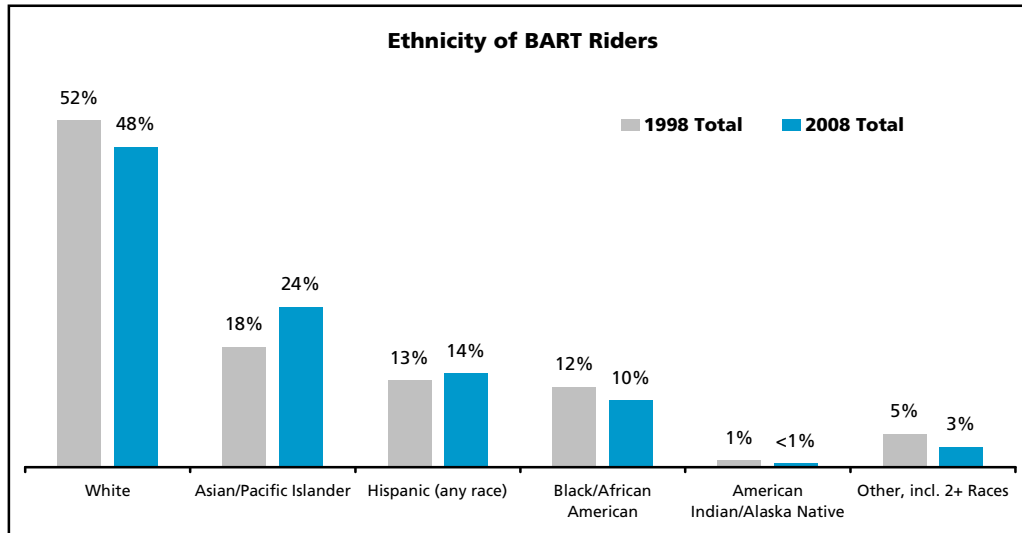
<sup>4</sup> “2007 American Community Survey 1-Year Estimates”

<sup>5</sup> See APTA, *Profile of Public Transportation Passengers*, 2007.

<sup>6</sup> See *Projections 2007*, Association of Bay Area Governments, page 16.

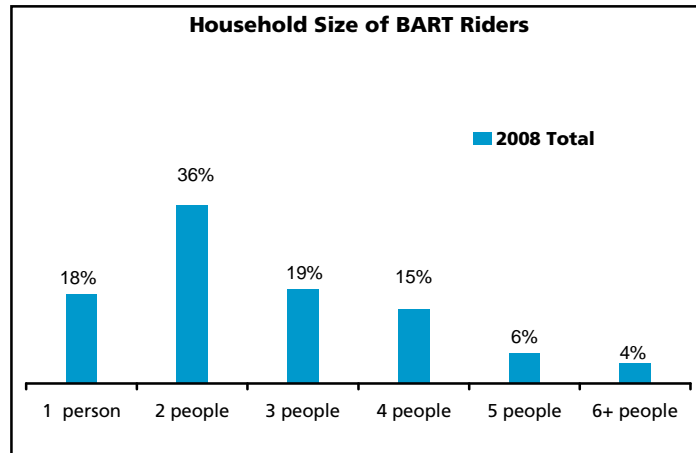
## Ethnicity

The ethnic composition of BART’s weekday customers has changed in the past ten years, as more report being Asian/Pacific Islander, while fewer report being White or Black/African American.



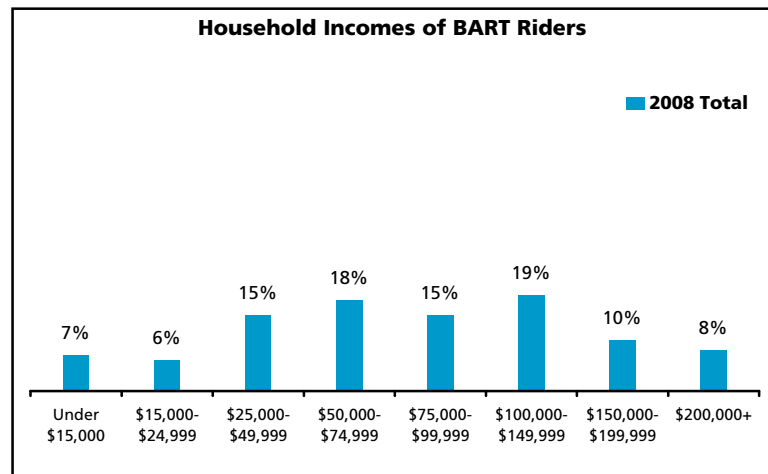
### Household Size

More than half of BART riders live alone or with only one other person (54%), and nearly three-fourths have a household size of three people or less. The average household size is 2.7 people<sup>7</sup>, which is in line with estimates for BART’s service area. As household size data were not collected in 1998, a comparison is not possible.



### Household Income

While more than half of BART riders have household incomes under \$100,000, nearly one in five (18%) has a household income of \$150,000 or higher. Household income varies widely by station. As income ranges on the 1998 questionnaire differed substantially from the 2008 categories, a direct comparison is not possible.



<sup>7</sup> Household size average was calculated using “6” as the value for those who checked “6 or more” on the questionnaire.

### III-a. Systemwide Maps

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The following maps are contained in separate PDF files at [www.bart.gov/profile](http://www.bart.gov/profile).

**List of Systemwide Maps**

1. Home Locations of BART Riders (regional)
2. Work Locations of BART Riders (regional)
3. Other Locations of BART Riders (regional)
4. Alameda County: Home Locations of BART Riders
5. Alameda County: Work Locations of BART Riders
6. Alameda County: Other Locations of BART Riders
7. Contra Costa County: Home Locations of BART Riders
8. Contra Costa County: Work Locations of BART Riders
9. Contra Costa County: Other Locations of BART Riders
10. San Francisco County: Home Locations of BART Riders
11. San Francisco County: Work Locations of BART Riders
12. San Francisco County: Other Locations of BART Riders
13. San Mateo County: Home Locations of BART Riders
14. San Mateo County: Work Locations of BART Riders
15. San Mateo County: Other Locations of BART Riders

Note that the data shown on these systemwide maps are not weighted. Therefore, the points show a distribution pattern of riders' origin locations, but not the actual number of riders. Refer to *Appendix B* for geocoding details.

Station-level maps are also available in separate PDF files at [www.bart.gov/profile](http://www.bart.gov/profile).

### III-b: SYSTEMWIDE TABLES – 2008 VS. 1998

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This section contains systemwide results for 2008 and 1998 by time period and trip type. The time periods and trip types are defined as follows:

#### *Time periods*

- AM Peak: from the beginning of service to 9:59 a.m.
- Midday: from 10:00 a.m. to 3:59 p.m.
- PM Peak: from 4:00 p.m. to 6:59 p.m.
- Evening: from 7:00 p.m. to the end of service

#### *Trip types*

- Transbay: All trips traveling through the Transbay Tube
- Intra East Bay: All trips starting and ending in the East Bay
- Intra West Bay: All trips starting and ending in the West Bay

When comparing statistics by trip type, it should be noted that four new BART stations were added since the 1998 study. These stations are: Millbrae, San Francisco International Airport (SFO), San Bruno, and South San Francisco. They are all within the West Bay region.

The bases for each table, e.g., "Total," "Home origins," etc. are shown under the title of each table. Response categories that were modified on the 2008 questionnaire are marked with "^." Corresponding notes at the end of the table describe the changes.

Percentage statistics are reported in whole numbers. Percentages of 0.5% and above were rounded up. Percentages less than 0.5% are noted with an asterisk ("\*"). A dash ("-") is used to denote zero. Columns may not add exactly to 100% due to rounding. A note is included where multiple responses were accepted.

Numbers in brackets [ ] are subcategories which add up to the number above them. For example, numbers in brackets showing "Drove alone," "Drove with others," and "Dropped off" add up to the "Car" category above them. In cases where the bases were too small to be statistically reliable, "SB" (small base) is shown instead of the percentage.

Percentages can be converted to absolute numbers of passenger trips using the relevant systemwide trip totals in *Appendix D*.

Data in this section are weighted using origin/destination weights. (See *Appendix B* for weighting details.)

Percentages should be read vertically (down).

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**TABLE 1: Origin Type**

Base: Total

**Q: Where did you just come from?**

TYPE OF LOCATION CAME FROM	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
Home	46	49	46	48	46	52	44	49
Work	36	37	39	40	34	33	33	35
School	5	5	4	4	7	7	6	6
Work-related activity^	3		3		2		3	
Visit friends/family	2	2	2	1	2	2	2	2
Personal errands^	2		1		2		2	
Restaurant	1	1	1	1	1	1	2	1
Airplane (Trip)^	1	*	1	*	1	1	2	*
Shopping	1	1	1	1	1	1	2	2
Medical/Dental	1	1	1	1	2	1	1	1
Recreation/fitness^	1		*		1		1	
Theater or Concert	*	1	*	1	*	*	1	1
Hotel	*	*	*	*	*	*	1	*
Sports Event	*	*	*	*	*	*	*	*
Other	1	3	1	2	1	3	1	3
<b>AM PEAK</b>								
Home	95	96	96	97	94	95	93	96
Work	2	2	1	2	3	2	2	2
School	1	*	1	*	1	*	1	1
Work-related activity^	*		*		*		*	
Visit friends/family	1	1	1	1	1	1	1	*
Personal errands^	1		*		1		1	
Restaurant	*	*	*	*	*	*	*	-
Airplane (Trip)^	*	*	*	*	*	*	1	-
Shopping	*	*	*	*	*	*	-	*
Medical/Dental	*	*	*	*	*	*	*	*
Recreation/fitness^	*		*		*		*	
Theater or Concert	*	*	-	*	*	-	-	-
Hotel	*	*	*	*	*	*	1	*
Sports Event	*	*	-	*	*	*	-	*
Other	*	1	*	1	*	1	*	1

*Continued . . .*

TYPE OF LOCATION CAME FROM	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>MIDDAY</b>								
Home	44	48	47	48	44	52	41	45
Work	26	27	27	32	22	22	26	26
School	8	10	6	7	11	11	8	12
Work-related activity^	6		6		4		6	
Visit friends/family	3	3	3	2	3	3	2	3
Personal errands^	3		2		5		3	
Restaurant	1	1	1	1	1	1	2	1
Airplane (Trip)^	2	1	2	1	2	1	4	*
Shopping	2	2	1	2	1	1	3	4
Medical/Dental	3	3	3	3	4	3	2	2
Recreation/fitness^	1		*		1		1	
Theater or Concert	*	1	*	1	*	*	*	1
Hotel	1	1	1	1	1	*	1	1
Sports Event	*	*	*	-	*	*	*	*
Other	1	5	1	4	1	6	1	6
<b>PM PEAK</b>								
Home	9	12	7	8	9	14	11	15
Work	76	78	81	83	74	72	69	74
School	5	5	4	4	7	7	5	4
Work-related activity^	2		2		2		3	
Visit friends/family	1	1	1	1	1	2	2	1
Personal errands^	2		1		2		2	
Restaurant	*	*	*	*	*	*	1	*
Airplane (Trip)^	1	*	1	*	*	*	1	*
Shopping	2	1	1	1	1	1	3	1
Medical/Dental	1	1	1	1	2	2	1	1
Recreation/fitness^	*		*		*		1	
Theater or Concert	*	*	*	1	*	*	*	-
Hotel	*	*	*	*	-	*	1	-
Sports Event	*	*	*	*	*	*	*	*
Other	1	2	*	2	*	2	1	3

Continued . . .



TYPE OF LOCATION CAME FROM	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>EVENING</b>								
Home	10	14	8	12	13	20	10	13
Work	51	54	55	60	48	47	44	50
School	11	12	9	9	14	15	13	14
Work-related activity^	4		4		3		4	
Visit friends/family	5	4	4	3	7	7	4	5
Personal errands^	2		2		2		3	
Restaurant	6	4	6	5	3	3	7	5
Airplane (Trip)^	3	1	2	*	3	1	4	*
Shopping	2	2	2	2	2	1	3	3
Medical/Dental	1	1	1	1	1	1	*	*
Recreation/fitness^	2		1		2		3	
Theater or Concert	2	2	3	2	1	1	3	3
Hotel	*	1	*	1	*	*	1	1
Sports Event	1	*	*	*	1	*	1	*
Other	2	6	2	6	2	4	2	6

^2008 vs. 1998 wording:

- In 1998, "Airplane (Trip)" was listed as "Airport."
- "Personal errands" and "Work-related activity" were not options listed on the 1998 survey.
- While "Recreation/fitness" was not a listed option on either survey, a category was created in 2008 based on responses written in.

**TABLE 2: Access Mode to BART from Home Origin**

Base: Home origins

**Q: How did you get to this BART station for this trip?**

HOW TRAVELED TO BART STATION	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
Car	49	49	62	65	45	42	32	28
Drove alone	[34]	[34]	[44]	[48]	[29]	[26]	[20]	[16]
Drove with others/carpooled	[5]	[5]	[6]	[7]	[4]	[5]	[4]	[4]
Dropped off by car	[10]	[9]	[11]	[9]	[12]	[11]	[8]	[8]
Walked all the way to BART	31	26	23	17	33	27	43	39
Bus, Train, or Other Transit^	15	23	10	16	16	27	23	31
Bicycle	4	3	4	2	6	4	2	1
Taxi	*	*	*	*	*	1	*	*
Motorcycle/moped	*	*	*	*	*	*	*	*
<b>AM PEAK</b>								
Car	56	55	67	70	53	49	37	33
Drove alone	[39]	[39]	[49]	[54]	[36]	[32]	[23]	[18]
Drove with others/carpooled	[5]	[5]	[6]	[6]	[4]	[5]	[4]	[4]
Dropped off by car	[11]	[11]	[12]	[10]	[13]	[13]	[10]	[10]
Walked all the way to BART	27	22	20	15	26	23	38	35
Bus, Train, or Other Transit^	14	20	9	13	14	23	22	31
Bicycle	3	2	3	2	5	4	1	*
Taxi	*	*	*	*	*	*	*	*
Motorcycle/moped	*	*	*	*	*	*	*	*
<b>MIDDAY</b>								
Car	35	34	49	50	26	26	24	19
Drove alone	[23]	[23]	[32]	[36]	[16]	[15]	[16]	[12]
Drove with others/carpooled	[4]	[5]	[6]	[8]	[2]	[3]	[3]	[3]
Dropped off by car	[9]	[6]	[11]	[6]	[9]	[8]	[5]	[4]
Walked all the way to BART	40	34	30	23	45	35	48	48
Bus, Train, or Other Transit^	20	28	14	23	21	33	26	30
Bicycle	5	4	6	4	7	5	2	3
Taxi	1	1	1	*	1	1	*	*
Motorcycle/moped	*	*	*	*	*	*	*	1

Continued . . .

HOW TRAVELED TO BART STATION	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>PM PEAK</b>								
Car	37	36	50	54	37	39	21	17
Drove alone	[20]	[21]	[30]	[35]	[16]	[22]	[13]	[8]
Drove with others/carpooled	[10]	[7]	[15]	[12]	[11]	[6]	[4]	[3]
Dropped off by car	[6]	[8]	[6]	[8]	[9]	[11]	[4]	[6]
Walked all the way to BART	44	32	32	22	45	25	56	46
Bus, Train, or Other Transit^	15	29	12	19	13	32	19	36
Bicycle	4	3	5	3	3	4	4	1
Taxi	1	1	*	1	1	1	*	-
Motorcycle/moped	*	*	*	*	*	-	*	-
<b>EVENING</b>								
Car	32	32	46	46	29	25	14	18
Drove alone	[13]	[17]	[20]	[26]	[8]	[11]	[6]	[8]
Drove with others/carpooled	[8]	[6]	[12]	[8]	[5]	[5]	[4]	[4]
Dropped off by car	[12]	[9]	[14]	[12]	[16]	[8]	[4]	[6]
Walked all the way to BART	46	34	37	26	46	35	59	46
Bus, Train, or Other Transit^	17	28	13	25	16	32	24	29
Bicycle	3	5	4	3	6	7	1	6
Taxi	1	1	1	*	2	2	1	1
Motorcycle/moped	*	*	*	1	-	-	-	-

^In 1998, this option was listed as "Bus/Other Transit."

**TABLE 3: Bicycling to BART (Trips from Home Origin)**

Base: Home origins, bicycled to BART

**Q: Bicycle (please specify)**

- Parked bike at station
- Brought bike on train
- Brought folding bike on train^

BICYCLING TO BART	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
Parked bike at station	41	33	49	40	31	27	SB	SB
Brought bike on train	59	67	51	60	69	73	SB	SB
Brought [standard] bike	[53]		[44]		[64]		SB	
Brought folding bike	[6]		[7]		[5]		SB	
<b>AM PEAK</b>								
Parked bike at station	45	39	53	52	34	29	SB	SB
Brought bike on train	55	61	47	48	66	71	SB	SB
Brought [standard] bike	[46]		[37]		[60]		SB	
Brought folding bike	[8]		[10]		[6]		SB	
<b>MIDDAY</b>								
Parked bike at station	36	28	43	SB	26	SB	SB	SB
Brought bike on train	64	72	57	SB	74	SB	SB	SB
Brought [standard] bike	[63]		[55]		[71]		SB	
Brought folding bike	[2]		[1]		[3]		SB	
<b>PM PEAK</b>								
Parked bike at station	SB	SB	SB	SB	SB	SB	SB	SB
Brought bike on train	SB	SB	SB	SB	SB	SB	SB	SB
Brought [standard] bike	SB		SB		SB		SB	
Brought folding bike	SB		SB		SB		SB	
<b>EVENING</b>								
Parked bike at station	SB	SB	SB	SB	SB	SB	SB	SB
Brought bike on train	SB	SB	SB	SB	SB	SB	SB	SB
Brought [standard] bike	SB		SB		SB		SB	
Brought folding bike	SB		SB		SB		SB	

^In 1998, respondents were not asked whether a bike brought on the train was a standard bike or a folding bike. "SB" indicates a base too small to be statistically reliable.

**TABLE 4: Where Parked (Trips from Home Origin)**

Base: Home origins, drove alone or carpooled to BART

**Q: Where did you park?**

PARKING LOCATION	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
BART lot	82	79	82	81	86	87	78	58
Off-site parking	18	21	18	19	14	13	22	42
Non-BART lot	[5]		[6]		[3]		[4]	
Street parking	[13]		[12]		[11]		[17]	
<b>AM PEAK</b>								
BART lot	84	80	83	82	88	89	81	59
Off-site parking	16	20	17	18	12	11	19	41
Non-BART lot	[5]		[6]		[3]		[4]	
Street parking	[11]		[11]		[10]		[15]	
<b>MIDDAY</b>								
BART lot	70	67	69	70	74	73	72	44
Off-site parking	30	33	31	30	26	27	28	56
Non-BART lot	[8]		[10]		[5]		[6]	
Street parking	[22]		[21]		[21]		[22]	
<b>PM PEAK</b>								
BART lot	86	91	90	92	96	93	SB	SB
Off-site parking	14	9	10	8	4	7	SB	SB
Non-BART lot	[1]		[*]		[2]		SB	
Street parking	[13]		[10]		[2]		SB	
<b>EVENING</b>								
BART lot	87	83	89	85	SB	SB	SB	SB
Off-site parking	13	17	11	15	SB	SB	SB	SB
Non-BART lot	[1]		[1]		SB		SB	
Street parking	[12]		[9]		SB		SB	

"SB" indicates a base too small to be statistically reliable.

**TABLE 5: Parking Fee Paid (Trips from Home Origin)**

Base: Home origins, drove alone or carpoled to BART

**Q: What fee, if any, did you pay?^**

FEE PAID	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
Free	58	96	54	95	67	98	64	96
Paid	42	4	46	5	33	2	36	4
Daily fee	[30]		[33]		[26]		[25]	
Monthly fee	[12]		[13]		[7]		[11]	
Hourly fee	[*]		[*]		[1]		[*]	
<b>AM PEAK</b>								
Free	55	96	51	95	65	99	62	97
Paid	45	4	49	5	35	1	38	3
Daily fee	[31]		[34]		[27]		[25]	
Monthly fee	[13]		[15]		[8]		[13]	
Hourly fee	[*]		[*]		[*]		[*]	
<b>MIDDAY</b>								
Free	59	94	55	94	68	95	65	93
Paid	41	6	45	6	32	5	35	7
Daily fee	[33]		[35]		[27]		[31]	
Monthly fee	[7]		[9]		[4]		[5]	
Hourly fee	[1]		[1]		[1]		[*]	
<b>PM PEAK</b>								
Free	93	99	93	98	SB	99	SB	SB
Paid	7	1	7	2	SB	1	SB	SB
Daily fee	[5]		[5]		SB		SB	
Monthly fee	[*]		[*]		SB		SB	
Hourly fee	[2]		[1]		SB		SB	
<b>EVENING</b>								
Free	92	96	SB	97	SB	SB	SB	SB
Paid	8	4	SB	3	SB	SB	SB	SB
Daily fee	[8]		SB		SB		SB	
Monthly fee	-		SB		SB		SB	
Hourly fee	-		SB		SB		SB	

^In 1998, parking at all BART lots was free; thus, the 1998 questionnaire only asked if a fee was paid if the respondent indicated they had not parked at a BART lot. The 1998 data on this page have been recalculated to be comparable to the 2008 data.

“SB” indicates a base too small to be statistically reliable.

**TABLE 6: Transit Connection from Home Origin**

Base: Home origins, took transit to BART

**Q: Bus, Train, or Other Transit (please specify):**

TRANSIT CONNECTION FROM HOME ORIGIN	% TOTAL	
	2008	1998
<b>TOTAL</b>		
Muni (Total)^	52	46
Muni bus (SF)	[42]	
Muni Metro/ streetcar (SF)	[11]	
AC Transit	22	32
SamTrans	5	5
County Connection	4	4
Tri Delta Transit	3	2
Caltrain^	3	
Shuttle^		
(excludes Emery Go Round)	2	2
Capitol Corridor^	1	
Vallejo Baylink bus^	1	2
Emery Go Round^	1	*
WestCAT	1	1
Fairfield/Suisun Transit^	1	
Wheels (LAVTA)^	1	*
Santa Clara VTA^	1	1
Golden Gate Transit bus^	1	1
Union City Transit	*	1
Benicia Breeze^	*	*
Dumbarton Express	*	*
San Joaquin (Amtrak)^	*	
AirBART (Oakland Airport)^	*	*
AirTrain (SF Airport)^	*	
Ferry^	*	
Paratransit	*	1
Other^	1	2

*Up to two responses accepted in 2008.**Continued . . .*

TRANSIT CONNECTION FROM HOME ORIGIN	% TOTAL	
	2008	1998
<b>AM PEAK</b>		
Muni (Total)^	53	48
Muni bus (SF)	[43]	
Muni Metro/ streetcar (SF)	[10]	
AC Transit	20	29
SamTrans	5	6
County Connection	4	4
Tri Delta Transit	3	1
Caltrain^	2	
Shuttle^		
(excludes Emery Go Round)	2	2
Capitol Corridor^	1	
Vallejo Baylink bus^	1	3
Emery Go Round^	1	*
WestCAT	1	2
Fairfield/Suisun Transit^	1	
Wheels (LAVTA)^	1	*
Santa Clara VTA^	*	1
Golden Gate Transit bus^	1	1
Union City Transit	*	1
Benicia Breeze^	*	*
Dumbarton Express	*	*
San Joaquin (Amtrak)^	*	
AirBART (Oakland Airport)^	*	-
AirTrain (SF Airport)^	-	
Ferry^	1	
Paratransit	*	1
Other^	1	2

*Up to two responses accepted in 2008.*

*Continued . . .*



TRANSIT CONNECTION FROM HOME ORIGIN	% TOTAL	
	2008	1998
<b>MIDDAY</b>		
Muni (Total)^	50	40
Muni bus (SF)	[39]	
Muni Metro/ streetcar (SF)	[12]	
AC Transit	25	40
SamTrans	5	5
County Connection	4	4
Tri Delta Transit	3	2
Caltrain^	3	
Shuttle^ (excludes Emery Go Round)	1	1
Capitol Corridor^	1	
Vallejo Baylink bus^	1	1
Emery Go Round^	1	*
WestCAT	1	1
Fairfield/Suisun Transit^	*	
Wheels (LAVTA)^	1	*
Santa Clara VTA^	1	1
Golden Gate Transit bus^	*	1
Union City Transit	*	1
Benicia Breeze^	*	*
Dumbarton Express	-	*
San Joaquin (Amtrak)^	*	
AirBART (Oakland Airport)^	-	*
AirTrain (SF Airport)^	*	
Ferry^	-	
Paratransit	*	*
Other^	1	2

*Up to two responses accepted in 2008.*

*Continued . . .*

TRANSIT CONNECTION FROM HOME ORIGIN	% TOTAL	
	2008	1998
<b>PM PEAK</b>		
Muni (Total)^	52	52
Muni bus (SF)	[42]	
Muni Metro/ streetcar (SF)	[11]	
AC Transit	24	32
SamTrans	4	2
County Connection	1	1
Tri Delta Transit	4	5
Caltrain^	3	
Shuttle^ (excludes Emery Go Round)	6	3
Capitol Corridor^	*	
Vallejo Baylink bus^	*	1
Emery Go Round^	2	-
WestCAT	1	1
Fairfield/Suisun Transit^	*	
Wheels (LAVTA)^	*	1
Santa Clara VTA^	1	-
Golden Gate Transit bus^	1	-
Union City Transit	*	1
Benicia Breeze^	-	-
Dumbarton Express	*	-
San Joaquin (Amtrak)^	-	
AirBART (Oakland Airport)^	-	*
AirTrain (SF Airport)^	-	
Ferry^	-	
Paratransit	-	1
Other^	*	1

*Up to two responses accepted in 2008.*

*Continued . . .*

TRANSIT CONNECTION FROM HOME ORIGIN	% TOTAL	
	2008	1998
<b>EVENING</b>		
Muni (Total)^	50	36
Muni bus (SF)	[36]	
Muni Metro/ streetcar (SF)	[14]	
AC Transit	26	41
SamTrans	3	3
County Connection	2	4
Tri Delta Transit	4	2
Caltrain^	3	
Shuttle^ (excludes Emery Go Round)	1	2
Capitol Corridor^	-	
Vallejo Baylink bus^	2	1
Emery Go Round^	1	-
WestCAT	3	1
Fairfield/Suisun Transit^	1	
Wheels (LAVTA)^	2	1
Santa Clara VTA^	1	1
Golden Gate Transit bus^	*	1
Union City Transit	*	1
Benicia Breeze^	-	*
Dumbarton Express	-	-
San Joaquin (Amtrak)^	1	
AirBART (Oakland Airport)^	1	1
AirTrain (SF Airport)^	-	
Ferry^	-	
Paratransit	-	1
Other^	1	5

*Up to two responses accepted in 2008.*

^Some agencies were listed differently in 1998 than in 2008.

- In 1998, only "Muni" was listed; in 2008, "Muni bus (SF)" was listed separately from "Muni Metro/streetcar (SF)."
- The 1998 survey listed "Golden Gate Transit;" the 2008 survey listed both "Golden Gate Transit bus" and "Ferry."
- In 1998, "Vallejo Baylink bus" (2008) was listed as "Vallejo BART link," AirBART (2008) was listed as "Oakland AirBART" (1998); "Benicia Breeze" (2008) was listed as "Benicia Transit" (1998); "Santa Clara VTA" (2008) was listed as "VTA Bus Lines" (1998); and "Wheels (LAVTA)" was listed as "Wheels" (1998).
- The 1998 survey listed Stockton SMART; the 2008 survey did not. 1998 ridership from this service is now included in the "Other" category.
- The 2008 survey also added AirTrain (SF Airport), Caltrain, Capitol Corridor, Emery Go Round, Fairfield/Suisun Transit, and San Joaquin (Amtrak). (Emery Go Round was written in by respondents on the 1998 survey.)

**TABLE 7: Connecting Transit Fare from Home Origin**

Base: Home origins, took transit to BART

**Q: How did you pay this bus or other transit fare?**

CONNECTING TRANSIT FARE FROM HOME ORIGIN	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
Muni Fast Pass^		34		14		2		76
Monthly Pass/ Muni Fast Pass^	50		38		23		73	
Cash only	29	29	35	36	48	42	15	13
BART Plus Ticket	5	20	7	32	3	25	4	8
Free^	4	2	6	3	6	2	2	*
10-Ride Ticket	4		6		6		2	
TransLink Card	3		4		5		1	
Transfer Issued at BART	2	4	3	5	3	5	1	1
Other^	2	12	1	10	5	25	1	3
<b>AM PEAK</b>								
Muni Fast Pass^		37		11		2		77
Monthly Pass/ Muni Fast Pass^	53		42		25		76	
Cash only	24	23	28	32	42	32	11	11
BART Plus Ticket	6	24	9	38	4	33	5	8
Free^	4	2	5	2	6	3	3	*
10-Ride Ticket	5		7		9		2	
TransLink Card	4		5		6		1	
Transfer Issued at BART	2	4	4	5	3	6	*	1
Other^	3	11	2	11	6	24	1	3
<b>MIDDAY</b>								
Muni Fast Pass^		30		17		2		74
Monthly Pass/ Muni Fast Pass^	46		33		21		69	
Cash only	38	39	46	46	57	52	21	19
BART Plus Ticket	3	12	5	19	1	12	4	6
Free^	4	2	8	3	6	2	1	-
10-Ride Ticket	3		4		3		2	
TransLink Card	2		2		4		-	
Transfer Issued at BART	2	3	2	6	3	3	2	1
Other^	2	13	1	8	5	30	1	1

Continued . . .

CONNECTING TRANSIT FARE FROM HOME ORIGIN	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>PM PEAK</b>								
Muni Fast Pass^		SB		SB		SB		SB
Monthly Pass/ Muni Fast Pass^	41		SB		SB		SB	
Cash only	42	30	SB	SB	SB	SB	SB	SB
BART Plus Ticket	2	19	SB	SB	SB	SB	SB	SB
Free^	9	3	SB	SB	SB	SB	SB	SB
10-Ride Ticket	1		SB		SB		SB	
TransLink Card	2		SB		SB		SB	
Transfer Issued at BART	*	3	SB	SB	SB	SB	SB	SB
Other^	3	10	SB	SB	SB	SB	SB	SB
<b>EVENING</b>								
Muni Fast Pass^		25		SB		SB		SB
Monthly Pass/ Muni Fast Pass^	44		SB		SB		SB	
Cash only	39	42	SB	SB	SB	SB	SB	SB
BART Plus Ticket	4	12	SB	SB	SB	SB	SB	SB
Free^	5	-	SB	SB	SB	SB	SB	SB
10-Ride Ticket	3		SB		SB		SB	
TransLink Card	1		SB		SB		SB	
Transfer Issued at BART	4	7	SB	SB	SB	SB	SB	SB
Other^	*	12	SB	SB	SB	SB	SB	SB

^Some items were worded differently in 2008 than in 1998:

- In 1998, "Muni Fast Pass" was listed separately. In 2008, this option was changed to "Monthly Pass/Muni Fast Pass."
- The 1998 "Other" category includes monthly passes. In 2008, monthly passes were included within "Monthly Pass/Muni Fast Pass."
- In 1998, "Free" was written in by respondents; in 2008, it was listed on the survey.

"SB" indicates a base too small to be statistically reliable.

Some of the 1998 percentages reported here vary slightly from those in the 1998 report, as the base was modified to be comparable with the 2008 data.

**TABLE 8: Destination Type**

Base: Total

**Q: Where are you going? (Specify one)**

DESTINATION	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
Home	44	44	46	45	45	43	40	42
Work	36	40	39	41	34	38	35	39
School	5	6	4	4	5	7	6	9
Work-related activity^	2		2		2		3	
Visit friends/family	2	2	2	2	3	3	2	2
Personal errands^	2		2		3		3	
Shopping	1	2	1	1	1	2	2	2
Medical/Dental	1	1	1	1	2	2	1	1
Restaurant	1	1	1	1	1	1	2	1
Airplane (Trip)^	1	*	1	*	1	*	2	*
Theater or Concert	1	1	1	1	*	1	1	*
Recreation/fitness^	*		*		*		1	
Sports Event	1	*	1	*	1	*	*	*
Hotel	*	*	*	*	*	*	1	*
Other	1	4	1	3	1	4	1	4
<b>AM PEAK</b>								
Home	3	2	2	2	5	4	4	2
Work	86	87	90	90	81	83	83	85
School	5	7	4	5	7	9	7	10
Work-related activity^	2		2		2		2	
Visit friends/family	*	*	*	1	*	1	*	*
Personal errands^	1		*		1		1	
Shopping	*	*	*	*	*	*	*	*
Medical/Dental	1	1	*	*	1	1	1	1
Restaurant	*	*	*	*	*	*	*	-
Airplane (Trip)^	1	*	*	*	*	*	1	*
Theater or Concert	*	*	*	*	-	*	*	-
Recreation/fitness^	*		*		*		*	
Sports Event	*	*	*	*	*	*	*	*
Hotel	*	*	*	*	*	-	*	*
Other	*	2	*	2	*	2	*	2

*Continued . . .*

DESTINATION	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>MIDDAY</b>								
Home	33	33	32	33	36	35	32	33
Work	29	33	32	35	25	29	29	35
School	8	10	8	8	9	10	8	12
Work-related activity^	6		7		4		5	
Visit friends/family	4	4	4	4	5	5	3	3
Personal errands^	5		4		7		5	
Shopping	3	4	2	4	3	5	5	5
Medical/Dental	3	4	3	5	4	5	3	2
Restaurant	2	1	1	1	2	1	2	2
Airplane (Trip)^	2	1	1	1	1	1	3	1
Theater or Concert	1	1	1	2	*	1	1	*
Recreation/fitness^	*		*		1		1	
Sports Event	1	*	1	*	1	1	1	*
Hotel	1	*	*	*	*	1	2	*
Other	2	8	3	9	3	8	2	7
<b>PM PEAK</b>								
Home	79	82	82	86	81	82	70	77
Work	3	5	3	3	3	5	4	7
School	3	4	2	2	3	3	5	7
Work-related activity^	1		1		1		2	
Visit friends/family	2	2	2	2	3	3	3	2
Personal errands^	2		2		2		3	
Shopping	1	1	1	1	1	2	3	2
Medical/Dental	1	1	1	1	1	1	1	1
Restaurant	2	1	1	1	1	1	3	1
Airplane (Trip)^	1	*	*	*	*	*	2	*
Theater or Concert	1	1	1	1	*	1	1	*
Recreation/fitness^	1		1		1		2	
Sports Event	1	*	1	*	1	*	*	*
Hotel	*	*	*	*	*	*	1	*
Other	1	3	1	3	1	3	1	4

Continued . . .

DESTINATION	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>EVENING</b>								
Home	83	83	86	86	81	76	78	82
Work	3	6	3	5	4	9	3	6
School	1	1	*	1	1	2	1	2
Work-related activity^	1		*		*		1	
Visit friends/family	4	4	3	3	5	6	4	3
Personal errands^	1		1		1		1	
Shopping	1	1	*	*	1	1	1	1
Medical/Dental	*	*	*	*	*	1	*	*
Restaurant	2	1	1	1	1	1	3	2
Airplane (Trip)^	1	*	1	*	*	*	3	*
Theater or Concert	2	2	1	1	1	2	2	2
Recreation/fitness^	*		*		*		1	
Sports Event	*	*	*	*	1	-	*	*
Hotel	1	1	1	1	1	*	2	*
Other	1	2	1	1	1	2	1	2

^2008 vs. 1998 wording:

- In 1998, "Airplane (Trip)" was listed as "Airport."
- "Personal errands" and "Work-related activity" were not options listed on the 1998 survey.
- While "Recreation/fitness" was not a listed option on either survey, a category was created in 2008 based on responses written in.



**TABLE 9: Egress Mode from BART to Non-Home Destination**

Base: Non-home destinations

**Q: After you exit the BART system on this trip, how will you get to your destination?**

EGRESS MODE FROM BART TO NON-HOME DESTINATION	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
Walk all the way to destination	74	67	76	72	65	52	80	74
Bus, Train, or Other Transit^	17	22	15	16	23	33	16	20
Car	6	9	7	10	7	10	3	6
Drive alone	[2]	[4]	[3]	[5]	[2]	[3]	[1]	[3]
Drive with others/carpool	[1]	[1]	[1]	[1]	[1]	[1]	[*]	[1]
Get picked up by car	[3]	[4]	[3]	[4]	[4]	[6]	[2]	[2]
Bicycle	2	2	2	2	4	4	1	1
Taxi	1	*	1	1	1	1	1	*
Motorcycle/moped	*	*	*	*	*	*	*	-
<b>AM PEAK</b>								
Walk all the way to destination	79	72	82	78	69	55	84	77
Bus, Train, or Other Transit^	17	21	15	15	24	34	15	19
Car	2	5	2	5	3	8	1	4
Drive alone	[1]	[1]	[1]	[2]	[1]	[1]	[*]	[1]
Drive with others/carpool	[*]	[1]	[*]	[1]	[1]	[2]	[*]	[1]
Get picked up by car	[1]	[3]	[1]	[2]	[2]	[5]	[*]	[2]
Bicycle	2	1	2	1	4	3	1	*
Taxi	*	*	*	*	*	*	*	*
Motorcycle/moped	*	*	*	*	*	*	*	-
<b>MIDDAY</b>								
Walk all the way to destination	70	63	70	65	62	52	76	71
Bus, Train, or Other Transit^	19	23	16	18	25	34	18	22
Car	7	10	9	14	8	9	3	6
Drive alone	[3]	[5]	[5]	[8]	[3]	[3]	[2]	[4]
Drive with others/carpool	[1]	[1]	[1]	[1]	[1]	[1]	[*]	[1]
Get picked up by car	[3]	[4]	[4]	[4]	[5]	[5]	[1]	[2]
Bicycle	3	3	3	3	5	4	1	1
Taxi	1	1	1	1	1	1	1	-
Motorcycle/moped	*	-	*	-	-	-	*	-

Continued . . .

EGRESS MODE FROM BART TO NON-HOME DESTINATION	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>PM PEAK</b>								
Walk all the way to destination	63	53	55	47	56	44	74	66
Bus, Train, or Other Transit <sup>^</sup>	14	22	13	17	17	27	14	23
Car	20	23	27	33	22	27	11	11
Drive alone	[11]	[14]	[18]	[22]	[9]	[12]	[4]	[6]
Drive with others/carpool	[1]	[2]	[2]	[3]	[1]	[3]	[1]	[1]
Get picked up by car	[8]	[7]	[8]	[8]	[12]	[12]	[6]	[3]
Bicycle	2	2	2	2	4	2	1	1
Taxi	1	1	2	1	1	1	1	-
Motorcycle/moped	*	-	*	-	-	-	-	-
<b>EVENING</b>								
Walk all the way to destination	62	53	58	51	51	42	73	70
Bus, Train, or Other Transit <sup>^</sup>	17	23	17	17	19	33	17	19
Car	13	18	17	26	18	16	6	7
Drive alone	[3]	[5]	[5]	[6]	[3]	[3]	[1]	[3]
Drive with others/carpool	[2]	[3]	[2]	[3]	[2]	[3]	[1]	[1]
Get picked up by car	[8]	[11]	[10]	[17]	[13]	[9]	[4]	[3]
Bicycle	4	5	4	3	7	7	2	4
Taxi	3	2	4	2	6	2	2	-
Motorcycle/moped	*	*	-	*	-	-	*	-

<sup>^</sup>In 1998, this option was listed as "Bus/Other Transit."

**TABLE 10: Transit Connection to Non-Home Destination**

Base: Non-home destinations, took transit from BART

**Q: Bus, Train, or Other Transit (please specify):**

TRANSIT CONNECTION TO NON-HOME DESTINATION	% TOTAL	
	2008	1998
<b>TOTAL</b>		
Muni (Total)^	41	38
Muni bus (SF)	[27]	
Muni Metro/ streetcar (SF)	[14]	
Shuttle^ (excludes Emery Go Round)	23	19
AC Transit	16	24
County Connection	3	5
Emery Go Round^	3	1
AirTrain (SF Airport)^	3	
Caltrain^	3	
AirBART (Oakland Airport)^	3	1
Wheels (LAVTA)^	1	2
SamTrans	1	4
Santa Clara VTA^	1	1
WestCAT	1	*
Tri Delta Transit	*	1
Golden Gate Transit bus^	*	*
Union City Transit	*	1
Capitol Corridor^	*	
Dumbarton Express	*	*
Vallejo Baylink bus^	*	*
Fairfield/Suisun Transit^	*	
Benicia Breeze^	*	*
Ferry	*	
Paratransit	*	1
San Joaquin (Amtrak)^	-	
Other^	1	2

*Up to two responses accepted in 2008.**Continued . . .*

TRANSIT CONNECTION TO NON-HOME DESTINATION	% TOTAL	
	2008	1998
<b>AM PEAK</b>		
Muni (Total)^	36	35
Muni bus (SF)	[23]	
Muni Metro/ streetcar (SF)	[14]	
Shuttle^ (excludes Emery Go Round)	31	24
AC Transit	13	21
County Connection	4	6
Emery Go Round^	4	1
AirTrain (SF Airport)^	1	
Caltrain^	3	
AirBART (Oakland Airport)^	1	*
Wheels (LAVTA)^	2	3
SamTrans	1	3
Santa Clara VTA^	1	2
WestCAT	1	*
Tri Delta Transit	*	1
Golden Gate Transit bus^	*	*
Union City Transit	*	1
Capitol Corridor^	*	
Dumbarton Express	*	1
Vallejo Baylink bus^	*	*
Fairfield/Suisun Transit^	-	
Benicia Breeze^	-	*
Ferry	*	
Paratransit	*	1
San Joaquin (Amtrak)^	-	
Other^	1	2

*Up to two responses accepted in 2008.*

*Continued . . .*

TRANSIT CONNECTION TO NON-HOME DESTINATION	% TOTAL	
	2008	1998

MIDDAY		
Muni (Total)^	45	40
Muni bus (SF)	[32]	
Muni Metro/ streetcar (SF)	[14]	
Shuttle^ (excludes Emery Go Round)	14	11
AC Transit	21	28
County Connection	3	5
Emery Go Round^	2	*
AirTrain (SF Airport)^	4	
Caltrain^	2	
AirBART (Oakland Airport)^	4	2
Wheels (LAVTA)^	1	2
SamTrans	1	5
Santa Clara VTA^	1	1
WestCAT	1	*
Tri Delta Transit	1	1
Golden Gate Transit bus^	*	1
Union City Transit	*	1
Capitol Corridor^	*	
Dumbarton Express	*	*
Vallejo Baylink bus^	*	*
Fairfield/Suisun Transit^	-	
Benicia Breeze^	*	*
Ferry	*	
Paratransit	*	1
San Joaquin (Amtrak)^	-	
Other^	1	2

*Up to two responses accepted in 2008.*

*Continued . . .*

TRANSIT CONNECTION TO NON-HOME DESTINATION	% TOTAL	
	2008	1998
<b>PM PEAK</b>		
Muni (Total)^	50	47
Muni bus (SF)	[36]	
Muni Metro/ streetcar (SF)	[14]	
Shuttle^ (excludes Emery Go Round)	9	8
AC Transit	17	27
County Connection	3	2
Emery Go Round^	1	-
AirTrain (SF Airport)^	6	
Caltrain^	3	
AirBART (Oakland Airport)^	6	3
Wheels (LAVTA)^	1	*
SamTrans	1	7
Santa Clara VTA^	1	1
WestCAT	*	1
Tri Delta Transit	*	*
Golden Gate Transit bus^	*	-
Union City Transit	*	*
Capitol Corridor^	-	
Dumbarton Express	-	-
Vallejo Baylink bus^	*	1
Fairfield/Suisun Transit^	*	
Benicia Breeze^	-	-
Ferry	-	
Paratransit	-	1
San Joaquin (Amtrak)^	-	
Other^	1	3

*Up to two responses accepted in 2008.*

*Continued . . .*

TRANSIT CONNECTION TO NON-HOME DESTINATION	% TOTAL	
	2008	1998
<b>EVENING</b>		
Muni (Total)^	48	38
Muni bus (SF)	[33]	
Muni Metro/ streetcar (SF)	[16]	
Shuttle^ (excludes Emery Go Round)	11	15
AC Transit	14	33
County Connection	1	*
Emery Go Round^	2	*
AirTrain (SF Airport)^	14	
Caltrain^	1	
AirBART (Oakland Airport)^	4	1
Wheels (LAVTA)^	*	2
SamTrans	2	2
Santa Clara VTA^	*	3
WestCAT	*	-
Tri Delta Transit	1	2
Golden Gate Transit bus^	*	-
Union City Transit	-	-
Capitol Corridor^	-	
Dumbarton Express	-	1
Vallejo Baylink bus^	*	-
Fairfield/Suisun Transit^	*	
Benicia Breeze^	-	-
Ferry	-	
Paratransit	-	1
San Joaquin (Amtrak)^	-	
Other^	1	3

*Up to two responses accepted in 2008.*

^Some agencies were listed differently in 1998 than in 2008.

- In 1998, only "Muni" was listed; in 2008, "Muni bus (SF)" was listed separately from "Muni Metro/streetcar (SF)."
- The 1998 survey listed "Golden Gate Transit;" the 2008 survey listed both "Golden Gate Transit bus" and "Ferry."
- In 1998, "Vallejo Baylink bus" (2008) was listed as "Vallejo BART link," AirBART (2008) was listed as "Oakland AirBART" (1998); "Benicia Breeze" (2008) was listed as "Benicia Transit" (1998); "Santa Clara VTA" (2008) was listed as "VTA Bus Lines" (1998); and "Wheels (LAVTA)" was listed as "Wheels" (1998).
- The 1998 survey listed Stockton SMART; the 2008 survey did not. 1998 ridership from this service is now included in the "Other" category.
- The 2008 survey also added AirTrain (SF Airport), Caltrain, Capitol Corridor, Emery Go Round, Fairfield/Suisun Transit, and San Joaquin (Amtrak). (Emery Go Round was written in by respondents on the 1998 survey.)

**TABLE 11: Connecting Transit Fare to Non-Home Destination**

Base: Non-home destinations, took transit from BART

**Q: How will you pay this bus or other transit fare?**

CONNECTING TRANSIT FARE TO NON-HOME DESTINATION	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
Free^	31	10	34	10	35	11	22	8
Muni Fast Pass^		19		6		1		62
Monthly Pass/Muni Fast Pass^	26		16		13		54	
Cash Only	25	25	32	31	29	25	13	15
Transfer Issued at BART	7	15	9	22	8	19	2	2
BART Plus Ticket	4	18	5	25	2	21	4	7
10-Ride Ticket	2		1		4		3	
TransLink Card	2		1		3		1	
Other^	3	13	2	6	6	24	2	6
<b>AM PEAK</b>								
Free^	38	13	40	12	44	13	25	13
Muni Fast Pass^		16		6		1		58
Monthly Pass/Muni Fast Pass^	24		18		12		51	
Cash Only	19	20	23	24	21	21	9	13
Transfer Issued at BART	6	17	8	24	7	19	1	2
BART Plus Ticket	5	23	6	28	3	27	5	7
10-Ride Ticket	3		2		3		5	
TransLink Card	2		1		4		1	
Other^	4	12	2	6	6	20	3	8
<b>MIDDAY</b>								
Free^	22	7	26	7	21	8	18	6
Muni Fast Pass^		23		6		1		67
Monthly Pass/Muni Fast Pass^	27		11		14		57	
Cash Only	34	28	46	40	41	29	15	16
Transfer Issued at BART	7	15	9	22	9	20	3	1
BART Plus Ticket	3	13	3	20	2	14	3	5
10-Ride Ticket	2		1		5		1	
TransLink Card	1		1		2		1	
Other^	3	15	3	6	6	29	1	5

Continued . . .



CONNECTING TRANSIT FARE TO NON-HOME DESTINATION	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>PM PEAK</b>								
Free^	19	4	20	7	20	SB	SB	SB
Muni Fast Pass^		28		5		SB		SB
Monthly Pass/Muni Fast Pass^	31		11		20		SB	
Cash Only	35	29	55	47	32	SB	SB	SB
Transfer Issued at BART	8	15	11	16	12	SB	SB	SB
BART Plus Ticket	3	14	2	21	2	SB	SB	SB
10-Ride Ticket	2		1		7		SB	
TransLink Card	1		-		4		SB	
Other^	1	11	1	4	2	SB	SB	SB
<b>EVENING</b>								
Free^	26	5	SB	SB	SB	SB	SB	SB
Muni Fast Pass^		15		SB		SB		SB
Monthly Pass/Muni Fast Pass^	29		SB		SB		SB	
Cash Only	31	50	SB	SB	SB	SB	SB	SB
Transfer Issued at BART	7	7	SB	SB	SB	SB	SB	SB
BART Plus Ticket	3	11	SB	SB	SB	SB	SB	SB
10-Ride Ticket	1		SB		SB		SB	
TransLink Card	1		SB		SB		SB	
Other^	1	12	SB	SB	SB	SB	SB	SB

^Some items were worded differently in 2008 than in 1998:

- In 1998, "Muni Fast Pass" was listed separately. In 2008, this option was changed to "Monthly Pass/Muni Fast Pass."
- The 1998 "Other" category includes monthly passes. In 2008, monthly passes were included within "Monthly Pass/Muni Fast Pass."
- In 1998, "Free" was written in by respondents; in 2008, it was listed on the survey.

"SB" indicates a base too small to be statistically reliable.

**TABLE 12: Stood on Train due to Seating Unavailability**

Base: Total

**Q: After you boarded the train for this trip, did you stand because seating was unavailable?**

<b>STOOD ON TRAIN</b>	<b>% TOTAL</b>		<b>% TRANSBAY</b>		<b>% INTRA EAST BAY</b>		<b>% INTRA WEST BAY</b>	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
No	81	84	79	81	81	86	84	86
Yes	19	16	21	19	19	14	16	14
<b>AM PEAK</b>								
No	75	77	69	71	80	86	79	81
Yes	25	23	31	29	20	14	21	19
<b>MIDDAY</b>								
No	93	95	93	95	93	94	94	97
Yes	7	5	7	6	7	6	6	4
<b>PM PEAK</b>								
No	75	79	76	79	69	76	80	81
Yes	25	21	24	21	31	24	20	19
<b>EVENING</b>								
No	87	93	86	91	90	93	86	95
Yes	13	7	14	9	10	8	14	5

**TABLE 13: Brought Luggage or Stroller**

Base: Total

**Q: Did you bring luggage or a stroller on this train?^**

BROUGHT LUGGAGE OR STROLLER	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
No	93		94		91		92	
Yes	7		6		9		8	
- Luggage	[6]		[5]		[7]		[7]	
- Stroller	[1]		[1]		[1]		[1]	
- Unspecified	[1]		[1]		[1]		[1]	
<b>AM PEAK</b>								
No	95		95		94		95	
Yes	5		5		6		5	
- Luggage	[4]		[4]		[5]		[4]	
- Stroller	[1]		[1]		[1]		[1]	
- Unspecified	[1]		[*]		[1]		[1]	
<b>MIDDAY</b>								
No	90		91		88		90	
Yes	10		9		12		10	
- Luggage	[8]		[8]		[9]		[8]	
- Stroller	[1]		[1]		[1]		[1]	
- Unspecified	[1]		[1]		[2]		[1]	
<b>PM PEAK</b>								
No	93		94		92		92	
Yes	7		6		8		8	
- Luggage	[6]		[5]		[6]		[6]	
- Stroller	[1]		[1]		[1]		[*]	
- Unspecified	[1]		[*]		[1]		[1]	
<b>EVENING</b>								
No	90		92		88		89	
Yes	10		8		12		11	
- Luggage	[9]		[7]		[10]		[10]	
- Stroller	[1]		[1]		[1]		[1]	
- Unspecified	[1]		[1]		[1]		[*]	

Multiple responses accepted for luggage and/or stroller.

^ This question was not asked in 1998. Some customers may have considered briefcases and backpacks to be luggage.

**TABLE 14: Type of BART Ticket**

Base: Total

**Q: What type of ticket did you use to enter the BART system on this trip?**

TYPE OF BART TICKET	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
Regular BART ticket (Blue)	47	54	48	61	60	63	37	35
High Value discount ticket	24	18	33	26	23	19	12	7
Muni Fast Pass	12	15	-	*	-	*	41	51
BART EZ Rider Card	8		12		7		4	
Senior (Green)	3	4	3	4	4	4	3	3
Disabled (Red)	2	3	2	2	4	5	1	2
BART Plus	1	6	1	6	1	8	1	3
Child (Red)^	*	*	*	*	*	*	*	*
Student (Orange)^	*	*	*	*	1	*	*	*
Other	*	*	*	*	1	1	*	*
<b>AM PEAK</b>								
Regular BART ticket (Blue)	40	51	41	59	53	58	29	31
High Value discount ticket	31	22	39	31	30	24	15	8
Muni Fast Pass	13	16	-	*	-	-	46	56
BART EZ Rider Card	10		14		9		5	
Senior (Green)	3	2	3	2	3	3	2	2
Disabled (Red)	2	2	2	2	3	5	1	1
BART Plus	1	7	2	7	1	10	1	3
Child (Red)^	*	*	*	*	*	*	*	*
Student (Orange)^	*	*	*	*	1	*	*	*
Other	*	*	*	*	1	*	*	*
<b>MIDDAY</b>								
Regular BART ticket (Blue)	56	58	62	68	67	67	42	39
High Value discount ticket	14	10	20	14	11	11	8	4
Muni Fast Pass	13	15	-	*	-	*	38	46
BART EZ Rider Card	5		8		5		3	
Senior (Green)	6	8	7	10	7	7	5	6
Disabled (Red)	3	4	3	3	7	8	2	3
BART Plus	1	4	1	4	1	6	1	2
Child (Red)^	*	*	*	*	*	*	*	*
Student (Orange)^	*	*	*	*	1	*	*	-
Other	*	*	*	*	1	1	*	*

Continued . . .

TYPE OF BART TICKET	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>PM PEAK</b>								
Regular BART ticket (Blue)	45	52	44	58	57	64	37	34
High Value discount ticket	28	22	37	30	27	22	14	8
Muni Fast Pass	11	15	-	*	-	-	40	50
BART EZ Rider Card	9		12		9		4	
Senior (Green)	3	2	3	3	3	3	2	2
Disabled (Red)	2	2	2	2	2	3	1	1
BART Plus	1	6	1	6	1	8	1	5
Child (Red)^	*	*	*	*	*	*	*	*
Student (Orange)^	*	-	*	-	1	-	*	-
Other	*	*	*	1	1	*	*	*
<b>EVENING</b>								
Regular BART ticket (Blue)	54	60	55	67	67	69	43	40
High Value discount ticket	20	15	28	21	18	15	9	5
Muni Fast Pass	12	13	-	*	-	-	40	48
BART EZ Rider Card	8		11		7		4	
Senior (Green)	2	3	3	3	2	2	2	2
Disabled (Red)	2	3	2	2	3	6	1	2
BART Plus	1	6	1	6	1	7	1	3
Child (Red)^	*	*	*	*	*	*	*	1
Student (Orange)^	*	*	*	-	1	*	*	*
Other	1	*	*	*	1	1	1	1

^Note: Surveys were provided to those age 13 years and above. This means that the percentages for Child (Red) tickets and Student (Orange) tickets reported above are understated.

**TABLE 15: Traveling with Children 12 or Younger**

Base: Total

**Q: Are you traveling with any children age 12 or younger on this trip?**

TRAVELING WITH CHILDREN 12 OR YOUNGER	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
No	99		99		98		99	
Yes	1		1		2		1	
<b>AM PEAK</b>								
No	99		99		99		99	
Yes	1		1		1		1	
<b>MIDDAY</b>								
No	98		99		97		98	
Yes	2		1		3		2	
<b>PM PEAK</b>								
No	99		99		98		98	
Yes	1		1		2		2	
<b>EVENING</b>								
No	99		99		98		99	
Yes	1		1		2		1	

This question was not asked in 1998.

**TABLE 16: Traveling with Children 12 or Younger – Age Categories**

Base: Traveling with children 12 or younger

**Q: How many children are:  
Under 5 yrs old  
5-12 yrs old**

AGE(S) OF CHILD(REN)	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
With 1+ child(ren) under 5	53		50		55		54	
With 1+ child(ren) 5-12 years	41		44		42		37	
Children under 12 but number/ages unspecified	14		13		13		16	
<b>AM PEAK</b>								
With 1+ child(ren) under 5	55		SB		SB		SB	
With 1+ child(ren) 5-12 years	37		SB		SB		SB	
Children under 12 but number/ages unspecified	14		SB		SB		SB	
<b>MIDDAY</b>								
With 1+ child(ren) under 5	56		SB		SB		SB	
With 1+ child(ren) 5-12 years	41		SB		SB		SB	
Children under 12 but number/ages unspecified	10		SB		SB		SB	
<b>PM PEAK</b>								
With 1+ child(ren) under 5	51		SB		SB		SB	
With 1+ child(ren) 5-12 years	45		SB		SB		SB	
Children under 12 but number/ages unspecified	13		SB		SB		SB	
<b>EVENING</b>								
With 1+ child(ren) under 5	SB		SB		SB		SB	
With 1+ child(ren) 5-12 years	SB		SB		SB		SB	
Children under 12 but number/ages unspecified	SB		SB		SB		SB	

Multiple responses accepted.

“SB” indicates a base too small to be statistically reliable.

*This question was not asked in 1998.*

**TABLE 17: Vehicle Availability**

Base: Home Origins^

**Q: Do you have a car, truck, or motorcycle that you could have used instead of BART to make your trip today?^**

VEHICLE AVAILABLE FOR THIS TRIP	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
Yes	68	60	77	71	62	53	58	48
No	32	40	23	29	38	47	42	52
<b>AM PEAK</b>								
Yes	73	65	80	74	70	57	64	53
No	27	35	20	26	30	43	36	47
<b>MIDDAY</b>								
Yes	56	52	69	64	46	46	48	40
No	44	48	31	36	54	54	52	60
<b>PM PEAK</b>								
Yes	59	49	72	61	52	48	49	40
No	41	51	28	39	48	52	51	60
<b>EVENING</b>								
Yes	54	48	65	56	49	44	43	40
No	46	52	35	44	51	56	57	60

^Part of the increase in vehicle availability may be due to a change in the question’s wording. The 1998 question asked, “Was a car, truck, or motorcycle available to you for this trip?,” focusing on the rider’s one-way trip. As such, riders coming from work (who left their cars at home) may have answered no. In 2008, the wording was modified to encompass the entire day. Home origins only are shown here to minimize this factor.



**TABLE 18: Availability of Free Parking at Workplace**

Base: Work destinations

**Q: Is free parking available to you at your workplace?**

AVAILABILITY OF FREE PARKING AT WORKPLACE	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
No	74		79		52		82	
Yes	21		17		42		12	
Not Applicable	5		4		6		6	
<b>AM PEAK</b>								
No	76		80		56		84	
Yes	20		16		40		11	
Not Applicable	4		3		4		5	
<b>MIDDAY</b>								
No	67		74		41		76	
Yes	24		19		49		14	
Not Applicable	8		7		11		9	
<b>PM PEAK</b>								
No	65		69		33		79	
Yes	27		25		54		14	
Not Applicable	8		6		13		8	
<b>EVENING</b>								
No	47		53		SB		SB	
Yes	41		36		SB		SB	
Not Applicable	13		12		SB		SB	

“SB” indicates a base too small to be statistically reliable.

This question was not asked in 1998.

**TABLE 19: How Long Riding BART**

Base: Total

**Q: How long have you been riding BART?**

HOW LONG RIDING BART	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
First time on BART <sup>^</sup>	1		1		*		1	
6 months or less	6	10	6	10	7	12	6	9
6 months – 1 year	6	5	6	5	7	6	6	5
1 – 2 years	13	14	12	14	13	14	13	14
3 – 5 years	15	15	15	15	15	13	16	16
More than 5 years	58	56	60	56	58	56	56	55
<b>AM PEAK</b>								
First time on BART <sup>^</sup>	*		*		*		1	
6 months or less	6	10	6	10	6	12	6	9
6 months – 1 year	7	6	6	6	8	6	6	5
1 – 2 years	14	15	13	15	14	15	14	15
3 – 5 years	15	15	15	15	15	13	16	15
More than 5 years	58	55	59	54	57	55	57	56
<b>MIDDAY</b>								
First time on BART <sup>^</sup>	1		1		*		2	
6 months or less	6	10	5	11	7	11	6	8
6 months – 1 year	6	4	5	4	7	5	6	4
1 – 2 years	11	12	11	11	11	12	11	14
3 – 5 years	15	14	14	12	15	12	16	18
More than 5 years	61	59	63	62	61	59	59	56
<b>PM PEAK</b>								
First time on BART <sup>^</sup>	1		*		*		1	
6 months or less	7	10	6	10	7	12	7	10
6 months – 1 year	7	6	6	6	8	6	6	6
1 – 2 years	13	13	13	13	13	15	14	13
3 – 5 years	16	15	16	15	15	14	16	15
More than 5 years	58	56	59	57	56	54	57	56
<b>EVENING</b>								
First time on BART <sup>^</sup>	1		1		*		2	
6 months or less	7	12	6	11	7	13	7	12
6 months – 1 year	6	6	6	6	7	5	7	6
1 – 2 years	14	16	12	15	14	14	16	18
3 – 5 years	17	15	16	15	15	15	18	16
More than 5 years	56	52	59	53	56	54	49	48

<sup>^</sup> This option was not provided in 1998

**TABLE 20: Frequency of Riding BART**

Base: Total

**Q: How often do you currently ride BART?**

FREQUENCY OF RIDING BART	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
6-7 days a week	17	17	11	11	18	20	25	24
5 days a week	51	55	57	59	47	50	43	51
3-4 days a week	16	15	15	15	19	16	15	14
1-2 days a week	8	7	7	7	8	7	8	6
1-3 days per month	5	4	5	5	5	4	5	3
Less than once a month	3	3	3	3	2	3	4	2
<b>AM PEAK</b>								
6-7 days a week	15	15	10	10	16	19	23	23
5 days a week	64	66	70	71	60	60	57	63
3-4 days a week	14	12	13	13	17	13	11	10
1-2 days a week	4	4	4	4	4	4	5	3
1-3 days per month	2	2	2	2	2	2	2	1
Less than once a month	1	1	1	1	1	2	2	*
<b>MIDDAY</b>								
6-7 days a week	19	18	12	11	20	22	26	25
5 days a week	33	37	36	37	30	34	31	38
3-4 days a week	20	19	19	18	22	20	19	18
1-2 days a week	12	12	13	13	14	11	10	10
1-3 days per month	10	10	13	13	10	8	8	7
Less than once a month	6	6	7	9	4	4	7	3
<b>PM PEAK</b>								
6-7 days a week	14	14	9	9	16	16	21	22
5 days a week	56	60	62	64	53	57	47	55
3-4 days a week	16	15	16	15	18	16	15	13
1-2 days a week	7	6	6	6	7	6	8	6
1-3 days per month	5	4	4	4	4	4	5	2
Less than once a month	3	2	2	2	2	3	3	1
<b>EVENING</b>								
6-7 days a week	24	24	17	18	27	26	32	34
5 days a week	39	43	46	48	34	38	30	38
3-4 days a week	17	17	16	17	20	18	16	15
1-2 days a week	10	9	10	9	10	9	11	8
1-3 days per month	7	5	6	5	7	5	7	3
Less than once a month	3	3	4	3	2	4	4	2

**TABLE 21: Disability**

Base: Total

**Q: Are you a person with a disability? [If yes] What type?**

DISABILITY	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
No	95	91	95	92	92	88	96	92
Yes	5	9	5	8	8	13	4	8
Mobility problem (All)^	[2]	[1]	[2]	[1]	[3]	[2]	[2]	[1]
Use wheelchair	{[*]}		{[*]}		{[*]}		{[*]}	
Do not use wheelchair	{[2]}		{[2]}		{[3]}		{[2]}	
Blindness/low vision^	[1]	[1]	[1]	[1]	[1]	[1]	[1]	[*]
Deaf/hearing impaired	[1]	[1]	[1]	[1]	[1]	[1]	[*]	[*]
Mental/cognitive Impairment	[1]	[1]	[1]	[1]	[2]	[2]	[1]	[1]
Other	[1]	[2]	[1]	[2]	[2]	[3]	[1]	[2]
Did not specify type	[*]	[4]	[*]	[4]	[1]	[4]	[*]	[4]
<b>AM PEAK</b>								
No	95	92	96	93	93	89	97	93
Yes	5	8	4	7	7	11	3	7
Mobility problem (All)^	[2]	[1]	[2]	[1]	[3]	[1]	[2]	[1]
Use wheelchair	{[*]}		{[*]}		{[*]}		{[*]}	
Do not use wheelchair	{[2]}		{[2]}		{[3]}		{[1]}	
Blindness/low vision^	[1]	[1]	[*]	[*]	[1]	[1]	[1]	[*]
Deaf/hearing impaired	[*]	[1]	[*]	[1]	[1]	[1]	[*]	[*]
Mental/cognitive Impairment	[1]	[1]	[*]	[*]	[1]	[2]	[*]	[1]
Other	[1]	[2]	[1]	[1]	[1]	[3]	[1]	[2]
Did not specify type	[*]	[4]	[*]	[4]	[*]	[4]	[*]	[4]
<b>MIDDAY</b>								
No	92	88	94	90	87	83	94	90
Yes	8	12	6	10	13	17	6	10
Mobility problem (All)^	[3]	[2]	[3]	[2]	[5]	[3]	[2]	[1]
Use wheelchair	{[*]}		{[*]}		{[1]}		{[*]}	
Do not use wheelchair	{[3]}		{[3]}		{[5]}		{[2]}	
Blindness/low vision^	[1]	[1]	[1]	[1]	[2]	[2]	[1]	[*]
Deaf/hearing impaired	[1]	[1]	[*]	[1]	[1]	[2]	[1]	[*]
Mental/cognitive Impairment	[2]	[2]	[1]	[1]	[4]	[4]	[1]	[2]
Other	[2]	[3]	[1]	[3]	[3]	[4]	[1]	[2]
Did not specify type	[*]	[4]	[*]	[4]	[1]	[5]	[*]	[4]

Multiple disabilities accepted.

Continued . . .

DISABILITY	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>PM PEAK</b>								
No	95	92	96	92	94	90	96	93
Yes	5	8	4	8	6	10	4	7
Mobility problem (All)^	[2]	[1]	[2]	[1]	[3]	[2]	[1]	[1]
Use wheelchair	{[*]}		{[*]}		{[*]}		{[*]}	
Do not use wheelchair	{[2]}		{[2]}		{[3]}		{[1]}	
Blindness/low vision^	[1]	[*]	[1]	[*]	[1]	[*]	[1]	[1]
Deaf/hearing impaired	[*]	[1]	[1]	[1]	[*]	[1]	[*]	[*]
Mental/cognitive Impairment	[1]	[1]	[*]	[1]	[1]	[2]	[1]	[1]
Other	[1]	[2]	[1]	[2]	[1]	[2]	[1]	[2]
Did not specify type	[*]	[4]	[*]	[4]	[*]	[4]	[*]	[3]
<b>EVENING</b>								
No	95	90	96	90	92	86	97	92
Yes	5	11	4	10	8	14	3	9
Mobility problem (All)^	[2]	[1]	[2]	[1]	[2]	[2]	[1]	[1]
Use wheelchair	{[*]}		{[*]}		{[*]}		{[*]}	
Do not use wheelchair	{[2]}		{[2]}		{[2]}		{[1]}	
Blindness/low vision^	[1]	[1]	[1]	[1]	[1]	[1]	[*]	[*]
Deaf/hearing impaired	[1]	[1]	[1]	[1]	[1]	[1]	[*]	[1]
Mental/cognitive Impairment	[1]	[1]	[1]	[1]	[2]	[2]	[1]	[2]
Other	[1]	[3]	[1]	[3]	[2]	[3]	[1]	[2]
Did not specify type	[*]	[4]	[*]	[4]	[1]	[5]	[*]	[3]

*Multiple disabilities accepted.*

^There are several differences in 1998 and 2008 categories:

- In 1998, "Mobility problem" was an option. In 2008, this option was split into two options: "Mobility problem – use wheelchair," and "Mobility problem – do not use wheelchair."
- Percentages in the 1998 report were based on all who said they had a disability. These numbers have been recalculated based on the total number of respondents so they can be compared to 2008 data.
- Blindness and Low Vision were separate categories on the 2008 questionnaire, but were one category in 1998.

**TABLE 22: Race/Ethnicity**

Base: Total

**Q: Are you Spanish, Hispanic, or Latino?^**

**Q: What is your race or ethnic identification? (Check one or more)^**

RACE OR ETHNIC IDENTIFICATION	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
<i>Non-Hispanic</i>								
White	48	52	52	58	40	45	46	47
Black/ African American	10	12	10	11	19	21	4	6
Asian or Pacific Islander	24	18	23	16	22	15	28	24
American Indian or Alaska Native	*	1	*	*	1	1	*	1
Other/2+ races	3	5	3	4	4	5	3	5
<i>Hispanic, any race</i>	14	13	12	11	14	13	18	17
<b>AM PEAK</b>								
<i>Non-Hispanic</i>								
White	47	50	51	57	41	44	45	44
Black/ African American	10	12	10	11	17	21	4	5
Asian or Pacific Islander	27	20	25	17	25	17	31	28
American Indian or Alaska Native	*	1	*	*	*	1	*	1
Other/2+ races	3	4	3	4	3	5	3	4
<i>Hispanic, any race</i>	13	13	11	11	14	12	16	18
<b>MIDDAY</b>								
<i>Non-Hispanic</i>								
White	47	51	53	56	39	43	46	49
Black/ African American	11	14	10	13	21	23	5	7
Asian or Pacific Islander	21	16	20	14	18	14	25	19
American Indian or Alaska Native	1	1	*	1	1	1	1	1
Other/2+ races	4	5	3	5	5	5	4	5
<i>Hispanic, any race</i>	16	14	13	11	16	13	20	19

*Continued . . .*

RACE OR ETHNIC IDENTIFICATION	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998

<b>PM PEAK</b>								
<i>Non-Hispanic</i>								
White	48	53	53	59	42	48	46	48
Black/ African American	10	11	10	10	17	19	4	5
Asian or Pacific Islander	24	19	22	17	23	15	29	27
American Indian or Alaska Native	1	*	1	*	1	1	*	-
Other/2+ races	3	5	3	4	4	5	3	5
<i>Hispanic, any race</i>	14	12	12	10	13	12	17	15

<b>EVENING</b>								
<i>Non-Hispanic</i>								
White	48	53	51	59	40	43	50	50
Black/ African American	10	12	10	10	21	21	4	7
Asian or Pacific Islander	22	16	22	16	19	14	24	20
American Indian or Alaska Native	*	1	*	1	*	1	1	1
Other/2+ races	4	5	4	5	5	5	4	6
<i>Hispanic, any race</i>	15	13	13	11	15	15	18	17

^ The categories shown classify respondents based on single vs. multiple race and Hispanic vs. non-Hispanic in order to be comparable to regional Census data, as reported by the Metropolitan Transportation Commission. The categories "White," "Black/African American," "Asian" and "American Indian" only include respondents who reported a single race and are non-Hispanic. All multiple race, non-Hispanic responses are included within "Other." All Hispanic responses are included within Hispanic, regardless of race. In order to maintain comparability with 1998 data, those who responded to the ethnicity question but skipped the Hispanic question are included within the non-Hispanic race categories. Note that the 1998 ethnicity data presented here differ from the data in the 1998 Station Profile Study report due to different categorization methods.

**TABLE 23: Gender**

Base: Total

**Q: Gender**

<b>GENDER</b>	<b>% TOTAL</b>		<b>% TRANSBAY</b>		<b>% INTRA EAST BAY</b>		<b>% INTRA WEST BAY</b>	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
Male	43	43	43	43	45	45	42	40
Female	57	57	57	57	55	55	58	60
<b>AM PEAK</b>								
Male	40	40	41	41	42	42	39	37
Female	60	60	59	59	58	58	61	63
<b>MIDDAY</b>								
Male	47	47	47	47	49	48	47	45
Female	53	53	53	53	51	52	53	55
<b>PM PEAK</b>								
Male	40	39	41	39	42	41	38	35
Female	60	61	59	61	58	59	62	65
<b>EVENING</b>								
Male	50	53	48	50	55	57	51	54
Female	50	47	52	50	45	43	49	46



**TABLE 24: Age**

Base: Total

Q: Age

AGE	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
13 – 17	1	1	*	1	2	3	1	1
18 – 24	11	11	8	9	14	15	12	13
25 – 34	26	26	25	26	23	23	30	31
35 – 44	22	27	24	29	18	25	22	27
45 – 64	36	30	38	33	38	31	32	26
65 or older	4	4	4	4	5	4	3	3
<b>AM PEAK</b>								
13 – 17	1	1	*	*	1	2	*	1
18 – 24	7	9	6	7	8	11	8	11
25 – 34	25	26	25	26	22	23	29	30
35 – 44	24	28	26	30	20	25	25	28
45 – 64	40	33	40	35	45	36	35	28
65 or older	3	2	3	2	4	3	2	2
<b>MIDDAY</b>								
13 – 17	1	2	*	1	2	3	1	1
18 – 24	15	16	13	11	20	22	15	18
25 – 34	24	25	23	24	22	21	26	30
35 – 44	19	23	21	26	16	21	20	22
45 – 64	33	26	36	29	31	25	31	23
65 or older	7	8	7	9	8	8	6	6
<b>PM PEAK</b>								
13 – 17	1	1	1	1	2	3	1	*
18 – 24	9	9	7	8	12	12	10	11
25 – 34	26	25	24	24	23	22	30	29
35 – 44	22	29	25	30	19	28	21	31
45 – 64	39	33	41	35	41	33	36	27
65 or older	3	2	3	3	3	3	3	2
<b>EVENING</b>								
13 – 17	1	1	1	1	3	3	1	1
18 – 24	16	15	12	11	23	22	18	16
25 – 34	33	32	31	30	28	28	38	39
35 – 44	20	26	23	29	15	23	20	22
45 – 64	27	23	31	26	28	21	21	20
65 or older	3	3	3	3	3	3	3	2

In 1998 and 2008, surveys were not given to those who appeared to be under 13 years of age, so this group is not included. In 2008, any surveys received from those under 13 were automatically removed from statistical analysis.

**TABLE 25: People Living in Household**

Base: Total

**Q: Including yourself, how many people currently live in your household?**

PEOPLE LIVING IN HOUSEHOLD	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
1	18		18		18		19	
2	36		38		33		35	
3	19		19		20		20	
4	15		16		16		14	
5	6		6		7		7	
6 or more	4		4		5		5	
<b>AM PEAK</b>								
1	17		17		17		18	
2	36		37		34		35	
3	20		20		21		20	
4	17		17		17		16	
5	6		6		7		6	
6 or more	4		3		5		5	
<b>MIDDAY</b>								
1	20		19		21		20	
2	34		37		31		33	
3	19		18		19		20	
4	15		15		15		14	
5	7		6		8		7	
6 or more	5		5		6		6	
<b>PM PEAK</b>								
1	18		18		17		18	
2	37		39		34		36	
3	19		19		20		20	
4	15		16		17		14	
5	7		6		7		8	
6 or more	4		3		5		5	
<b>EVENING</b>								
1	21		21		18		22	
2	36		38		33		36	
3	18		17		21		18	
4	13		13		14		13	
5	7		6		7		6	
6 or more	5		4		6		5	

This question was not asked in 1998.

**TABLE 26: Total Household Income**

Base: Total

**Q: What is the total annual income of your household before taxes?**

As the income categories listed on the 2008 questionnaire differed substantially from those on the 1998 questionnaire, a direct comparison is not possible.

TOTAL HOUSEHOLD INCOME	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>TOTAL</b>								
Under \$15,000	7		4		11		8	
\$15,000 - \$24,999	6		4		9		7	
\$25,000 - \$49,999	15		12		18		17	
\$50,000 - \$74,999	18		18		20		18	
\$75,000 - \$99,999	15		16		14		15	
\$100,000 - \$149,999	19		22		17		17	
\$150,000 - \$199,999	10		12		7		10	
\$200,000 and over	8		11		4		8	
<b>AM PEAK</b>								
Under \$15,000	4		2		7		5	
\$15,000 - \$24,999	4		2		7		5	
\$25,000 - \$49,999	13		11		16		15	
\$50,000 - \$74,999	18		17		21		18	
\$75,000 - \$99,999	16		17		17		15	
\$100,000 - \$149,999	22		24		20		21	
\$150,000 - \$199,999	12		14		9		11	
\$200,000 and over	10		13		4		9	
<b>MIDDAY</b>								
Under \$15,000	12		8		19		12	
\$15,000 - \$24,999	11		8		15		11	
\$25,000 - \$49,999	17		15		19		19	
\$50,000 - \$74,999	17		17		17		16	
\$75,000 - \$99,999	13		14		11		13	
\$100,000 - \$149,999	16		20		12		14	
\$150,000 - \$199,999	8		9		5		9	
\$200,000 and over	7		9		3		6	

*Continued . . .*

TOTAL HOUSEHOLD INCOME	% TOTAL		% TRANSBAY		% INTRA EAST BAY		% INTRA WEST BAY	
	2008	1998	2008	1998	2008	1998	2008	1998
<b>PM PEAK</b>								
Under \$15,000	5		3		9		6	
\$15,000 - \$24,999	5		3		7		6	
\$25,000 - \$49,999	15		12		17		17	
\$50,000 - \$74,999	19		18		22		20	
\$75,000 - \$99,999	17		18		15		17	
\$100,000 - \$149,999	20		23		19		17	
\$150,000 - \$199,999	10		12		7		10	
\$200,000 and over	8		11		5		7	
<b>EVENING</b>								
Under \$15,000	9		6		14		11	
\$15,000 - \$24,999	8		6		11		8	
\$25,000 - \$49,999	17		14		20		19	
\$50,000 - \$74,999	18		19		18		17	
\$75,000 - \$99,999	14		15		11		13	
\$100,000 - \$149,999	18		20		15		17	
\$150,000 - \$199,999	8		10		6		7	
\$200,000 and over	8		10		4		8	

### **IV-a. Station Profiles – Home Origins**

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This section contains a summary sheet for each BART station, based on data from customers who travel to the station from home. Maps for each station are contained in separate PDF files at [www.bart.gov/profile](http://www.bart.gov/profile). Note that the San Francisco International Airport (SFO) Station is not included in this section due to a small sample size of home origin trips at this station. (For station-level information based on customers coming from non-home origins, please refer to *Section IV-b*.)

The maps in the separate PDF files depict home origin points of customers who use each station, and the points are color coded by mode of access. The points are weighted to reflect average weekday ridership at the station. For example, an origin point with a weight of seven will appear on the map as seven points, randomly dispersed around the actual point of origin. Note that the number of trips may be underrepresented in cases where multiple trips originate at the same location.

The summary sheet contains basic information about each station's weekday home origin trips, such as:

- absolute number of home origin trips
- access mode share
- trip destination types
- passenger demographics.

Additionally, car and bicycle parking data are included for context. Car parking spaces are categorized as daily fee spaces, monthly permit spaces, or free spaces. The number shown for total bicycle spaces includes bike racks, lockers, and bike station spaces where applicable. These data were provided by BART's Customer Access Department and are valid for spring 2008 when the survey was conducted. These parking statistics are subject to change over time.

Percentage statistics are reported in whole numbers. Percentages of 0.5% and above were rounded up. Columns may not add exactly to 100% due to rounding.

Percentages can be converted to absolute numbers of passenger trips using the number of home-based trips listed at the top of each summary page.

Data in this section are weighted using origin weights. (See *Appendix B* for weighting details.)

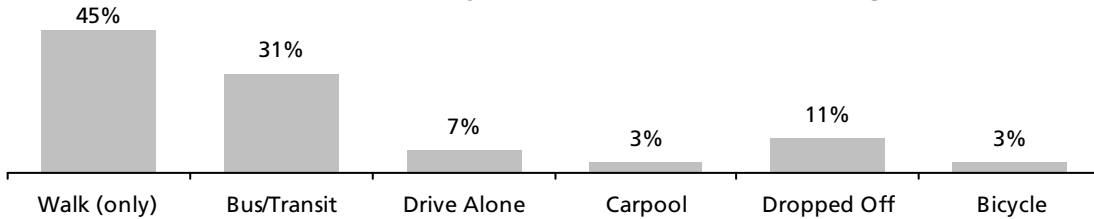
For tables comparing results among stations, see *Section V*.

## 12<sup>TH</sup> ST. / OAKLAND CITY CENTER STATION – HOME ORIGINS

### Ridership

On an average weekday, 13,382 riders enter 12th St. / Oakland City Center Station. Of these riders, **2,796 riders are coming from home**. The percentages on this page apply to these home origin riders.

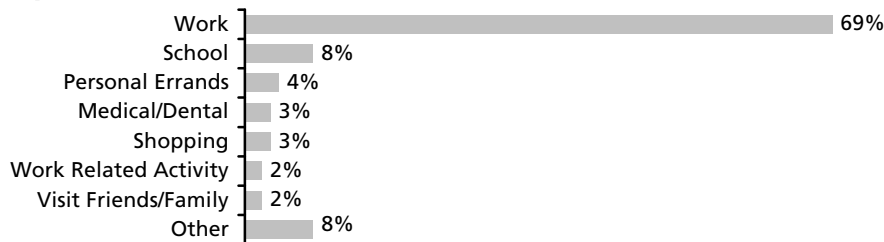
### Travel Mode to 12th St. / Oakland City Center Station (from home origins)



### Station Parking

Total car parking spaces:	0	Total bike spaces:	8
Daily fee:	0		
Monthly permit:	0		
Free:	0		

### Trip Destination



### Other Factors

- 75% Use BART five or more days per week
- 54% Have a car available to make their BART trips
- 13% Have been riding BART for less than one year

### Demographics

#### Gender

Male	40%
Female	60%

#### Age

13 to 17 Years	1%
18 to 24 Years	11%
25 to 44 Years	46%
45 to 64 Years	38%
65 Years and Over	5%

#### Household Income

Under \$25,000	22%
\$25,000 to \$49,999	23%
\$50,000 to \$74,999	16%
\$75,000 to \$99,999	14%
\$100,000 to \$149,999	13%
\$150,000 and Over	12%

#### Ethnicity

<i>Non-Hispanic</i>	
White	34%
Black/African American	23%
Asian or Pacific Islander	27%
American Indian or Alaska Native	<1%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	
	11%

#### City of Home Origin

Oakland	76%
Alameda	17%
Other	7%

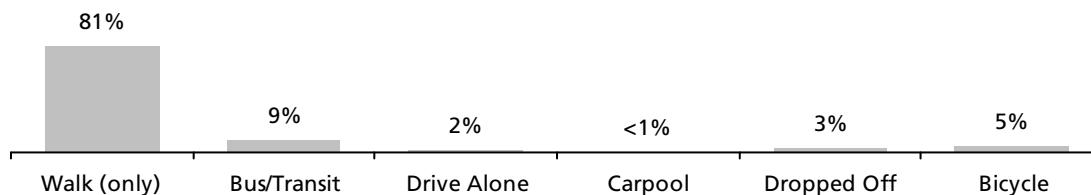
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## 16<sup>TH</sup> ST. MISSION STATION – HOME ORIGINS

### Ridership

On an average weekday, 11,340 riders enter 16th St. Mission Station. Of these riders, **4,874 riders are coming from home**. The percentages on this page apply to these home origin riders.

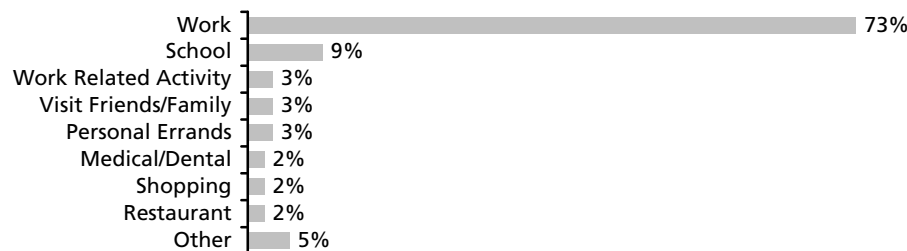
### Travel Mode to 16th St. Mission Station (from home origins)



### Station Parking

Total car parking spaces:	0	Total bike spaces:	77
Daily fee:	0		
Monthly permit:	0		
Free:	0		

### Trip Destination



### Other Factors

- 73% Use BART five or more days per week
- 44% Have a car available to make their BART trips
- 9% Have been riding BART for less than one year

### Demographics

#### Gender

Male	52%
Female	48%

#### Age

13 to 17 Years	<1%
18 to 24 Years	9%
25 to 44 Years	68%
45 to 64 Years	22%
65 Years and Over	1%

#### Household Income

Under \$25,000	15%
\$25,000 to \$49,999	15%
\$50,000 to \$74,999	18%
\$75,000 to \$99,999	15%
\$100,000 to \$149,999	19%
\$150,000 and Over	18%

#### Ethnicity

<i>Non-Hispanic</i>	
White	65%
Black/African American	3%
Asian or Pacific Islander	13%
American Indian or Alaska Native	<1%
Other, including 2 or more races	2%
<i>Hispanic (any race)</i>	17%

#### City of Home Origin

San Francisco	99%
Other	1%

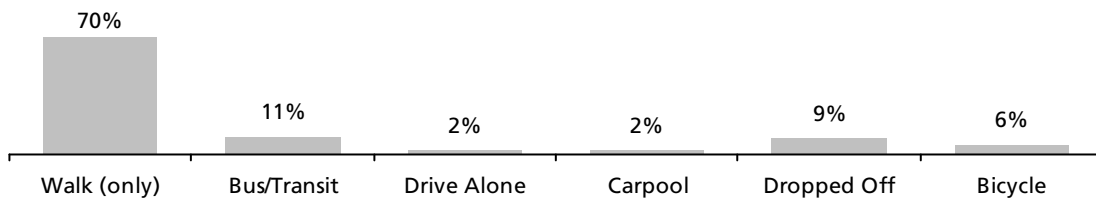
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## 19<sup>TH</sup> ST. / OAKLAND STATION – HOME ORIGINS

### Ridership

On an average weekday, 9,794 riders enter 19th St. / Oakland Station. Of these riders, **2,485 riders are coming from home**. The percentages on this page apply to these home origin riders.

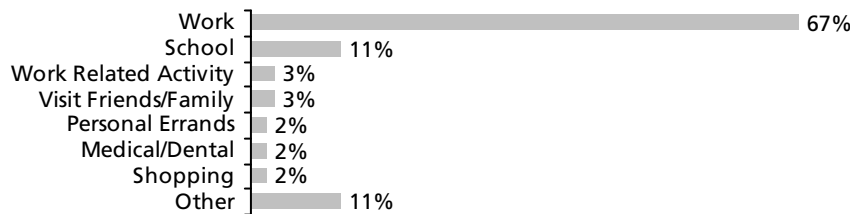
### Travel Mode to 19th St. / Oakland Station (from home origins)



### Station Parking

Total car parking spaces:	0	Total bike spaces:	8
Daily fee:	0		
Monthly permit:	0		
Free:	0		

### Trip Destination



### Other Factors

- 73% Use BART five or more days per week
- 54% Have a car available to make their BART trips
- 14% Have been riding BART for less than one year

### Demographics

#### Gender

Male	46%
Female	54%

#### Age

13 to 17 Years	<1%
18 to 24 Years	11%
25 to 44 Years	61%
45 to 64 Years	24%
65 Years and Over	5%

#### Household Income

Under \$25,000	19%
\$25,000 to \$49,999	23%
\$50,000 to \$74,999	24%
\$75,000 to \$99,999	14%
\$100,000 to \$149,999	12%
\$150,000 and Over	8%

#### Ethnicity

<i>Non-Hispanic</i>	
White	52%
Black/African American	18%
Asian or Pacific Islander	15%
American Indian or Alaska Native	<1%
Other, including 2 or more races	5%
<i>Hispanic (any race)</i>	
	10%

#### City of Home Origin

Oakland	92%
Other	8%

A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

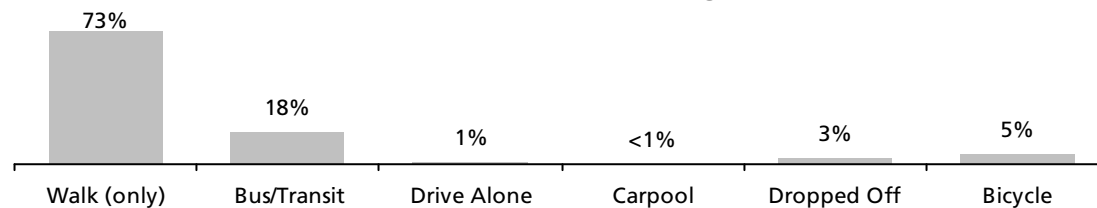


## 24<sup>TH</sup> ST. MISSION STATION – HOME ORIGINS

### Ridership

On an average weekday, 13,332 riders enter 24th St. Mission Station. Of these riders, **8,744 riders are coming from home**. The percentages on this page apply to these home origin riders.

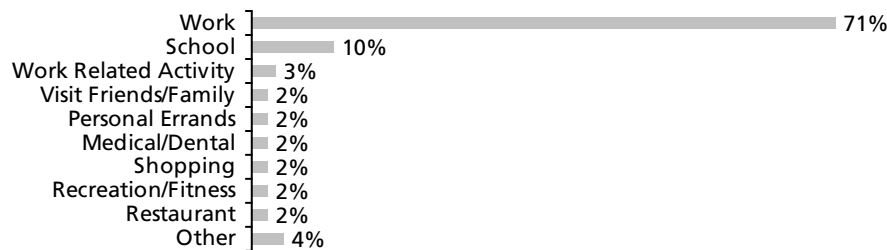
### Travel Mode to 24th St. Mission Station (from home origins)



### Station Parking

Total car parking spaces:	0	Total bike spaces:	70
Daily fee:	0		
Monthly permit:	0		
Free:	0		

### Trip Destination



### Other Factors

- 72% Use BART five or more days per week
- 50% Have a car available to make their BART trips
- 12% Have been riding BART for less than one year

### Demographics

#### Gender

Male	46%
Female	54%

#### Age

13 to 17 Years	<1%
18 to 24 Years	9%
25 to 44 Years	65%
45 to 64 Years	23%
65 Years and Over	2%

#### Household Income

Under \$25,000	13%
\$25,000 to \$49,999	16%
\$50,000 to \$74,999	19%
\$75,000 to \$99,999	14%
\$100,000 to \$149,999	18%
\$150,000 and Over	20%

#### Ethnicity

<i>Non-Hispanic</i>	
White	62%
Black/African American	3%
Asian or Pacific Islander	13%
American Indian or Alaska Native	1%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	
	18%

#### City of Home Origin

San Francisco	99%
Other	1%

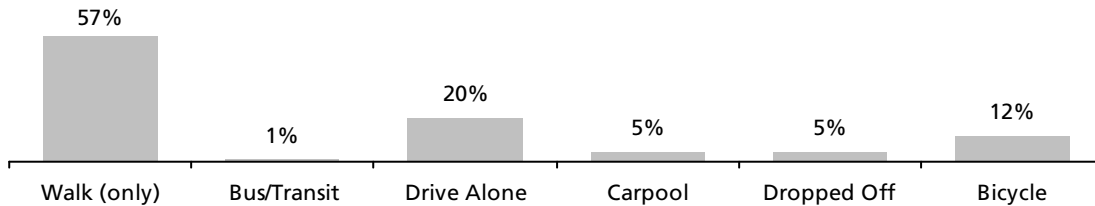
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## ASHBY STATION – HOME ORIGINS

### Ridership

On an average weekday, 4,797 riders enter Ashby Station. Of these riders, **3,293 riders are coming from home**. The percentages on this page apply to these home origin riders.

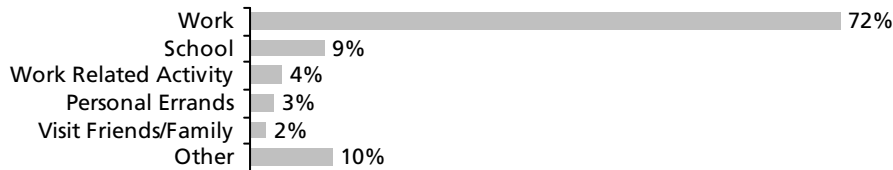
### Travel Mode to Ashby Station (from home origins)



### Station Parking

Total car parking spaces:	602	Total bike spaces:	195
Daily fee:	514		
Monthly permit:	88		
Free:	0		

### Trip Destination



### Other Factors

- 69% Use BART five or more days per week
- 66% Have a car available to make their BART trips
- 14% Have been riding BART for less than one year

### Demographics

#### Gender

Male	40%
Female	60%

#### Age

13 to 17 Years	<1%
18 to 24 Years	13%
25 to 44 Years	60%
45 to 64 Years	25%
65 Years and Over	2%

#### Household Income

Under \$25,000	18%
\$25,000 to \$49,999	17%
\$50,000 to \$74,999	20%
\$75,000 to \$99,999	18%
\$100,000 to \$149,999	16%
\$150,000 and Over	11%

#### Ethnicity

<i>Non-Hispanic</i>	
White	60%
Black/African American	13%
Asian or Pacific Islander	13%
American Indian or Alaska Native	<1%
Other, including 2 or more races	5%
<i>Hispanic (any race)</i>	9%

#### City of Home Origin

Berkeley	68%
Oakland	25%
Emeryville	2%
Other	4%

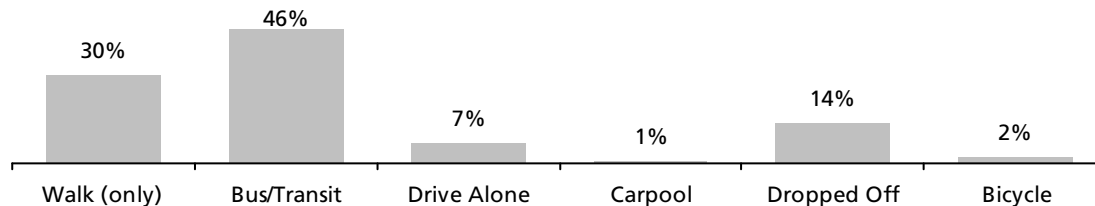
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## BALBOA PARK STATION – HOME ORIGINS

### Ridership

On an average weekday, 15,567 riders enter Balboa Park Station. Of these riders, **9,638 riders are coming from home**. The percentages on this page apply to these home origin riders.

### Travel Mode to Balboa Park Station (from home origins)



### Station Parking

Total car parking spaces:	0	Total bike spaces:	107
Daily fee:	0		
Monthly permit:	0		
Free:	0		

### Trip Destination



### Other Factors

- 82% Use BART five or more days per week
- 54% Have a car available to make their BART trips
- 9% Have been riding BART for less than one year

### Demographics

#### Gender

Male	40%
Female	60%

#### Age

13 to 17 Years	<1%
18 to 24 Years	11%
25 to 44 Years	49%
45 to 64 Years	36%
65 Years and Over	4%

#### Household Income

Under \$25,000	19%
\$25,000 to \$49,999	23%
\$50,000 to \$74,999	20%
\$75,000 to \$99,999	13%
\$100,000 to \$149,999	15%
\$150,000 and Over	10%

#### Ethnicity

<b>Non-Hispanic</b>	
White	23%
Black/African American	8%
Asian or Pacific Islander	43%
American Indian or Alaska Native	<1%
Other, including 2 or more races	3%
<b>Hispanic (any race)</b>	
	23%

#### City of Home Origin

San Francisco	84%
Daly City	12%
Other	4%

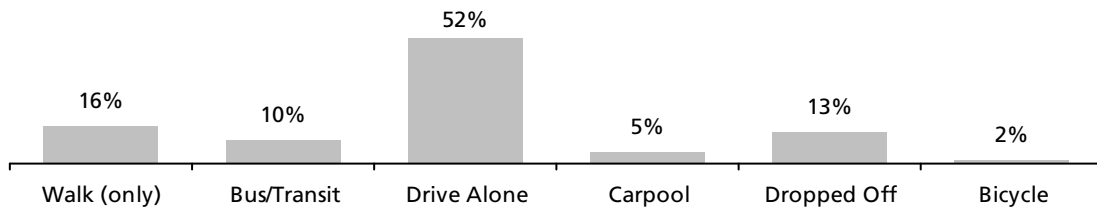
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## BAY FAIR STATION – HOME ORIGINS

### Ridership

On an average weekday, 5,728 riders enter Bay Fair Station. Of these riders, **4,476 riders are coming from home**. The percentages on this page apply to these home origin riders.

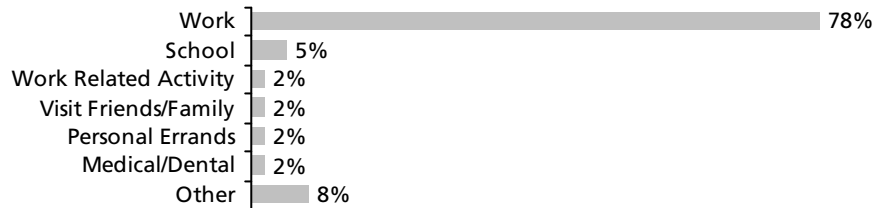
### Travel Mode to Bay Fair Station (from home origins)



### Station Parking

Total car parking spaces:	1,655	Total bike spaces:	58
Daily fee:	0		
Monthly permit:	77		
Free:	1,578		

### Trip Destination



### Other Factors

- 79% Use BART five or more days per week
- 72% Have a car available to make their BART trips
- 9% Have been riding BART for less than one year

### Demographics

#### Gender

Male	39%
Female	61%

#### Age

13 to 17 Years	1%
18 to 24 Years	11%
25 to 44 Years	40%
45 to 64 Years	44%
65 Years and Over	4%

#### Household Income

Under \$25,000	15%
\$25,000 to \$49,999	13%
\$50,000 to \$74,999	24%
\$75,000 to \$99,999	19%
\$100,000 to \$149,999	18%
\$150,000 and Over	10%

#### Ethnicity

<i>Non-Hispanic</i>	
White	33%
Black/African American	19%
Asian or Pacific Islander	28%
American Indian or Alaska Native	<1%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	
	15%

#### City of Home Origin

San Leandro	48%
San Lorenzo	18%
Hayward	13%
Castro Valley	10%
Oakland	3%
Other	7%

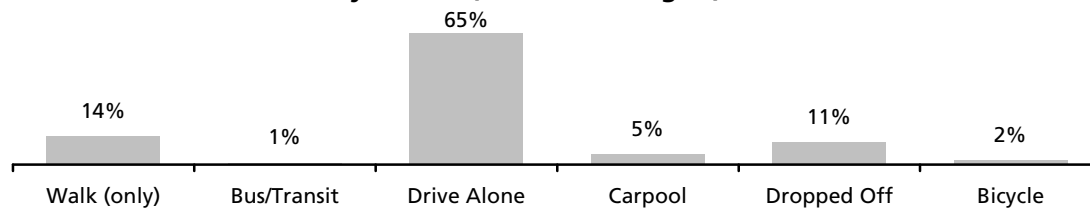
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## CASTRO VALLEY STATION – HOME ORIGINS

### Ridership

On an average weekday, 2,518 riders enter Castro Valley Station. Of these riders, **2,102 riders are coming from home**. The percentages on this page apply to these home origin riders.

### Travel Mode to Castro Valley Station (from home origins)



### Station Parking

Total car parking spaces:	1,098	Total bike spaces:	40
Daily fee:	0		
Monthly permit:	135		
Free:	963		

### Trip Destination



### Other Factors

- 71% Use BART five or more days per week
- 82% Have a car available to make their BART trips
- 12% Have been riding BART for less than one year

### Demographics

#### Gender

Male	42%
Female	58%

#### Age

13 to 17 Years	1%
18 to 24 Years	9%
25 to 44 Years	43%
45 to 64 Years	42%
65 Years and Over	5%

#### Household Income

Under \$25,000	4%
\$25,000 to \$49,999	9%
\$50,000 to \$74,999	16%
\$75,000 to \$99,999	18%
\$100,000 to \$149,999	28%
\$150,000 and Over	25%

#### Ethnicity

<i>Non-Hispanic</i>	
White	53%
Black/African American	6%
Asian or Pacific Islander	26%
American Indian or Alaska Native	<1%
Other, including 2 or more races	3%
<i>Hispanic (any race)</i>	11%

#### City of Home Origin

Castro Valley	78%
Hayward	11%
San Ramon	6%
Pleasanton	2%
Other	4%

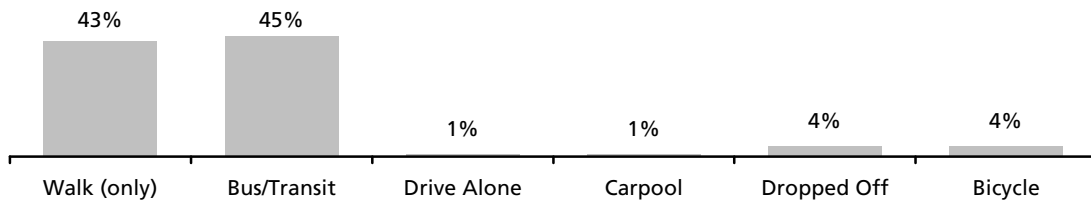
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## CIVIC CENTER / UN PLAZA STATION – HOME ORIGINS

### Ridership

On an average weekday, 22,229 riders enter Civic Center / UN Plaza Station. Of these riders, **4,394 riders are coming from home**. The percentages on this page apply to these home origin riders.

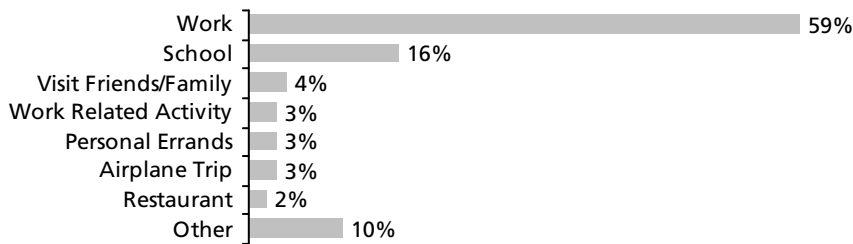
### Travel Mode to Civic Center / UN Plaza Station (from home origins)



### Station Parking

Total car parking spaces:	0	Total bike spaces:	63
Daily fee:	0		
Monthly permit:	0		
Free:	0		

### Trip Destination



### Other Factors

- 64% Use BART five or more days per week
- 37% Have a car available to make their BART trips
- 13% Have been riding BART for less than one year

### Demographics

#### Gender

Male	55%
Female	45%

#### Age

13 to 17 Years	<1%
18 to 24 Years	14%
25 to 44 Years	53%
45 to 64 Years	30%
65 Years and Over	3%

#### Household Income

Under \$25,000	25%
\$25,000 to \$49,999	18%
\$50,000 to \$74,999	17%
\$75,000 to \$99,999	14%
\$100,000 to \$149,999	13%
\$150,000 and Over	13%

#### Ethnicity

<i>Non-Hispanic</i>	
White	56%
Black/African American	7%
Asian or Pacific Islander	18%
American Indian or Alaska Native	<1%
Other, including 2 or more races	5%
<i>Hispanic (any race)</i>	
	14%

#### City of Home Origin

San Francisco	98%
Other	2%

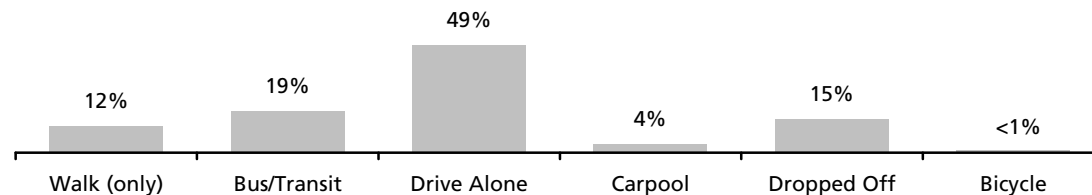
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## COLISEUM / OAKLAND AIRPORT STATION – HOME ORIGINS

### Ridership

On an average weekday, 6,332 riders enter Coliseum / Oakland Airport Station. Of these riders, **2,586 riders are coming from home**. The percentages on this page apply to these home origin riders.

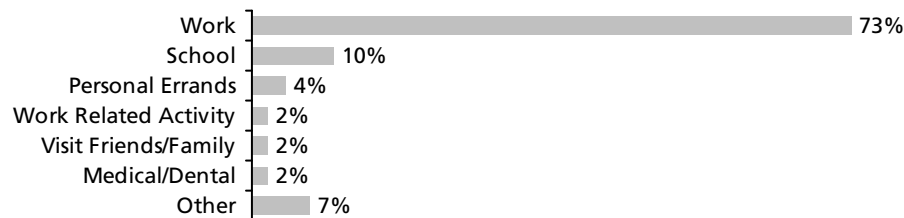
### Travel Mode to Coliseum / Oakland Airport Station (from home origins)



### Station Parking

Total car parking spaces:	952	Total bike spaces:	65
Daily fee:	0		
Monthly permit:	15		
Free:	937		

### Trip Destination



### Other Factors

- 73% Use BART five or more days per week
- 68% Have a car available to make their BART trips
- 13% Have been riding BART for less than one year

### Demographics

#### Gender

Male	43%
Female	57%

#### Age

13 to 17 Years	<1%
18 to 24 Years	14%
25 to 44 Years	48%
45 to 64 Years	36%
65 Years and Over	2%

#### Household Income

Under \$25,000	19%
\$25,000 to \$49,999	22%
\$50,000 to \$74,999	19%
\$75,000 to \$99,999	12%
\$100,000 to \$149,999	14%
\$150,000 and Over	14%

#### Ethnicity

<i>Non-Hispanic</i>	
White	18%
Black/African American	47%
Asian or Pacific Islander	9%
American Indian or Alaska Native	1%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	22%

#### City of Home Origin

Oakland	89%
Alameda	2%
San Leandro	2%
Castro Valley	2%
Other	6%

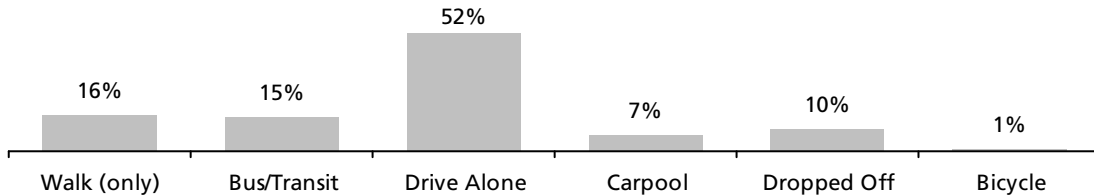
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## COLMA STATION – HOME ORIGINS

### Ridership

On an average weekday, 3,792 riders enter Colma Station. Of these riders, **3,195 riders are coming from home**. The percentages on this page apply to these home origin riders.

### Travel Mode to Colma Station (from home origins)



### Station Parking

Total car parking spaces:	1,756	Total bike spaces:	64
Daily fee:	1,473		
Monthly permit:	283		
Free:	0		

### Trip Destination



### Other Factors

- 77% Use BART five or more days per week
- 72% Have a car available to make their BART trips
- 14% Have been riding BART for less than one year

### Demographics

#### Gender

Male	33%
Female	67%

#### Age

13 to 17 Years	1%
18 to 24 Years	10%
25 to 44 Years	43%
45 to 64 Years	40%
65 Years and Over	6%

#### Household Income

Under \$25,000	11%
\$25,000 to \$49,999	17%
\$50,000 to \$74,999	21%
\$75,000 to \$99,999	15%
\$100,000 to \$149,999	20%
\$150,000 and Over	16%

#### Ethnicity

<i>Non-Hispanic</i>	
White	32%
Black/African American	4%
Asian or Pacific Islander	45%
American Indian or Alaska Native	<1%
Other, including 2 or more races	2%
<i>Hispanic (any race)</i>	
	16%

#### City of Home Origin

Daly City	44%
Pacifica	26%
Colma	9%
South San Francisco	6%
San Bruno	3%
Other	11%

A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

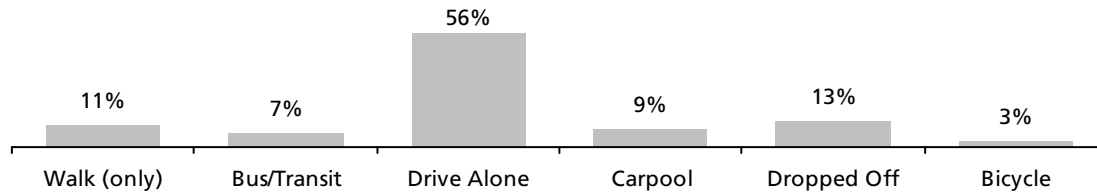


## CONCORD STATION – HOME ORIGINS

### Ridership

On an average weekday, 5,782 riders enter Concord Station. Of these riders, **4,304 riders are coming from home**. The percentages on this page apply to these home origin riders.

### Travel Mode to Concord Station (from home origins)



### Station Parking

Total car parking spaces:	2,335	Total bike spaces:	147
Daily fee:	0		
Monthly permit:	19		
Free:	2,316		

### Trip Destination



### Other Factors

- 77% Use BART five or more days per week
- 79% Have a car available to make their BART trips
- 10% Have been riding BART for less than one year

### Demographics

#### Gender

Male	44%
Female	56%

#### Age

13 to 17 Years	0%
18 to 24 Years	7%
25 to 44 Years	38%
45 to 64 Years	49%
65 Years and Over	5%

#### Household Income

Under \$25,000	9%
\$25,000 to \$49,999	11%
\$50,000 to \$74,999	18%
\$75,000 to \$99,999	20%
\$100,000 to \$149,999	24%
\$150,000 and Over	19%

#### Ethnicity

<i>Non-Hispanic</i>	
White	54%
Black/African American	7%
Asian or Pacific Islander	19%
American Indian or Alaska Native	<1%
Other, including 2 or more races	2%
<i>Hispanic (any race)</i>	
	17%

#### City of Home Origin

Concord	76%
Clayton	8%
Pleasant Hill	3%
Martinez	2%
Antioch	2%
Other	10%

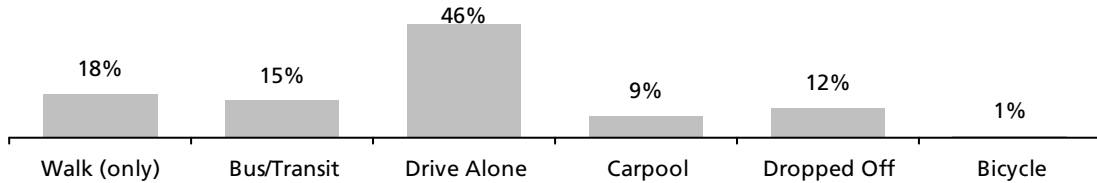
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## DALY CITY STATION – HOME ORIGINS

### Ridership

On an average weekday, 9,125 riders enter Daly City Station. Of these riders, **5,644 riders are coming from home**. The percentages on this page apply to these home origin riders.

### Travel Mode to Daly City Station (from home origins)



### Station Parking

Total car parking spaces:	2,053	Total bike spaces:	65
Daily fee:	1,619		
Monthly permit:	434		
Free:	0		

### Trip Destination



### Other Factors

- 75% Use BART five or more days per week
- 74% Have a car available to make their BART trips
- 8% Have been riding BART for less than one year

### Demographics

#### Gender

Male	36%
Female	64%

#### Age

13 to 17 Years	1%
18 to 24 Years	10%
25 to 44 Years	43%
45 to 64 Years	43%
65 Years and Over	3%

#### Household Income

Under \$25,000	10%
\$25,000 to \$49,999	15%
\$50,000 to \$74,999	19%
\$75,000 to \$99,999	17%
\$100,000 to \$149,999	21%
\$150,000 and Over	18%

#### Ethnicity

<i>Non-Hispanic</i>	
White	33%
Black/African American	4%
Asian or Pacific Islander	45%
American Indian or Alaska Native	<1%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	
	14%

#### City of Home Origin

Daly City	53%
San Francisco	19%
Pacifica	12%
South San Francisco	3%
San Bruno	2%
Other	11%

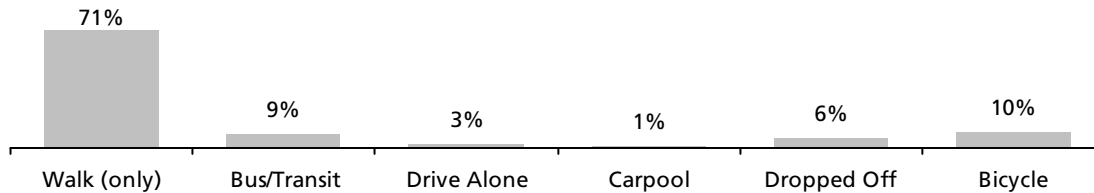
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## DOWNTOWN BERKELEY STATION – HOME ORIGINS

### Ridership

On an average weekday, 11,929 riders enter Downtown Berkeley Station. Of these riders, **2,837 riders are coming from home**. The percentages on this page apply to these home origin riders.

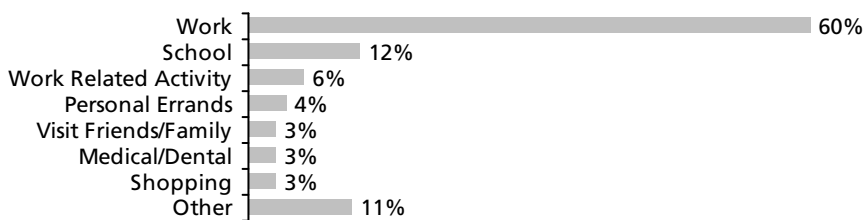
### Travel Mode to Downtown Berkeley Station (from home origins)



### Station Parking

Total car parking spaces:	0	Total bike spaces:	83
Daily fee:	0		
Monthly permit:	0		
Free:	0		

### Trip Destination



### Other Factors

- 59% Use BART five or more days per week
- 49% Have a car available to make their BART trips
- 15% Have been riding BART for less than one year

### Demographics

#### Gender

Male	45%
Female	55%

#### Age

13 to 17 Years	<1%
18 to 24 Years	22%
25 to 44 Years	50%
45 to 64 Years	23%
65 Years and Over	5%

#### Household Income

Under \$25,000	24%
\$25,000 to \$49,999	21%
\$50,000 to \$74,999	16%
\$75,000 to \$99,999	12%
\$100,000 to \$149,999	14%
\$150,000 and Over	12%

#### Ethnicity

<i>Non-Hispanic</i>	
White	62%
Black/African American	5%
Asian or Pacific Islander	22%
American Indian or Alaska Native	<1%
Other, including 2 or more races	2%
<i>Hispanic (any race)</i>	8%

#### City of Home Origin

Berkeley	95%
Other	5%

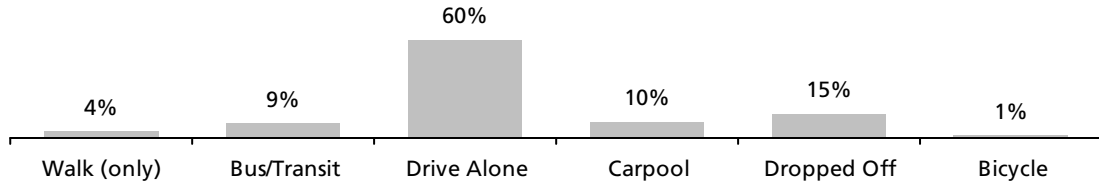
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

**DUBLIN / PLEASANTON STATION – HOME ORIGINS**

**Ridership**

On an average weekday, 7,598 riders enter Dublin / Pleasanton Station. Of these riders, **5,567 riders are coming from home**. The percentages on this page apply to these home origin riders.

**Travel Mode to Dublin / Pleasanton Station (from home origins)**



**Station Parking**

Total car parking spaces:	4,088	Total bike spaces:	232
Daily fee:	2,918		
Monthly permit:	1,170		
Free:	0		

**Trip Destination**



**Other Factors**

- 74% Use BART five or more days per week
- 84% Have a car available to make their BART trips
- 15% Have been riding BART for less than one year

**Demographics**

**Gender**

Male	46%
Female	54%

**Age**

13 to 17 Years	<1%
18 to 24 Years	8%
25 to 44 Years	47%
45 to 64 Years	41%
65 Years and Over	3%

**Household Income**

Under \$25,000	4%
\$25,000 to \$49,999	6%
\$50,000 to \$74,999	15%
\$75,000 to \$99,999	16%
\$100,000 to \$149,999	27%
\$150,000 and Over	32%

**Ethnicity**

<i>Non-Hispanic</i>	
White	48%
Black/African American	6%
Asian or Pacific Islander	35%
American Indian or Alaska Native	<1%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	
	8%

**City of Home Origin**

Pleasanton	29%
Dublin	21%
San Ramon	17%
Livermore	15%
Tracy	4%
Other	13%

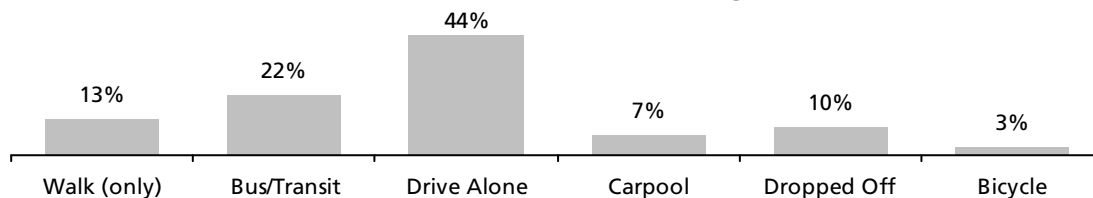
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## EL CERRITO DEL NORTE STATION – HOME ORIGINS

### Ridership

On an average weekday, 7,788 riders enter El Cerrito del Norte Station. Of these riders, **6,613 riders are coming from home**. The percentages on this page apply to these home origin riders.

### Travel Mode to El Cerrito del Norte Station (from home origins)



### Station Parking

Total car parking spaces:	2,159	Total bike spaces:	182
Daily fee:	0		
Monthly permit:	122		
Free:	2,037		

### Trip Destination



### Other Factors

- 75% Use BART five or more days per week
- 76% Have a car available to make their BART trips
- 12% Have been riding BART for less than one year

### Demographics

#### Gender

Male	37%
Female	63%

#### Age

13 to 17 Years	1%
18 to 24 Years	9%
25 to 44 Years	38%
45 to 64 Years	48%
65 Years and Over	4%

#### Household Income

Under \$25,000	11%
\$25,000 to \$49,999	18%
\$50,000 to \$74,999	23%
\$75,000 to \$99,999	16%
\$100,000 to \$149,999	19%
\$150,000 and Over	12%

#### Ethnicity

<i>Non-Hispanic</i>	
White	32%
Black/African American	24%
Asian or Pacific Islander	26%
American Indian or Alaska Native	<1%
Other, including 2 or more races	3%
<i>Hispanic (any race)</i>	
	14%

#### City of Home Origin

Richmond	26%
El Cerrito	18%
Vallejo	11%
San Pablo	9%
Hercules	9%
Other	27%

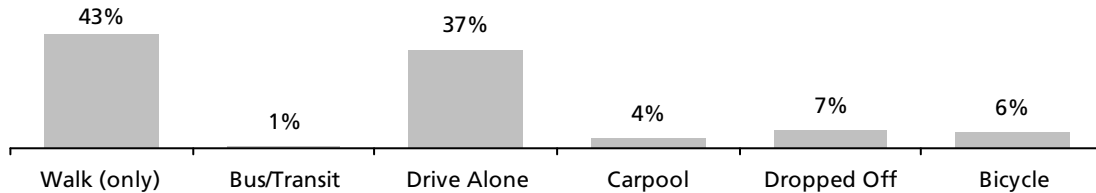
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## EL CERRITO PLAZA STATION – HOME ORIGINS

### Ridership

On an average weekday, 4,420 riders enter El Cerrito Plaza Station. Of these riders, **3,533 riders are coming from home**. The percentages on this page apply to these home origin riders.

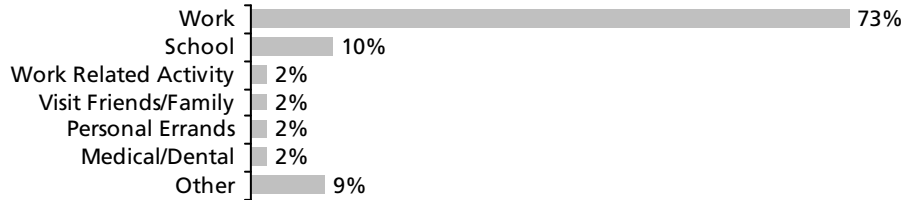
### Travel Mode to El Cerrito Plaza Station (from home origins)



### Station Parking

Total car parking spaces:	747	Total bike spaces:	142
Daily fee:	585		
Monthly permit:	161		
Free:	0		

### Trip Destination



### Other Factors

- 66% Use BART five or more days per week
- 80% Have a car available to make their BART trips
- 11% Have been riding BART for less than one year

### Demographics

#### Gender

Male	42%
Female	58%

#### Age

13 to 17 Years	1%
18 to 24 Years	8%
25 to 44 Years	46%
45 to 64 Years	39%
65 Years and Over	6%

#### Household Income

Under \$25,000	11%
\$25,000 to \$49,999	13%
\$50,000 to \$74,999	18%
\$75,000 to \$99,999	17%
\$100,000 to \$149,999	22%
\$150,000 and Over	20%

#### Ethnicity

<i>Non-Hispanic</i>	
White	56%
Black/African American	4%
Asian or Pacific Islander	25%
American Indian or Alaska Native	<1%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	
	10%

#### City of Home Origin

El Cerrito	47%
Albany	20%
Richmond	14%
Kensington	7%
Berkeley	4%
Other	8%

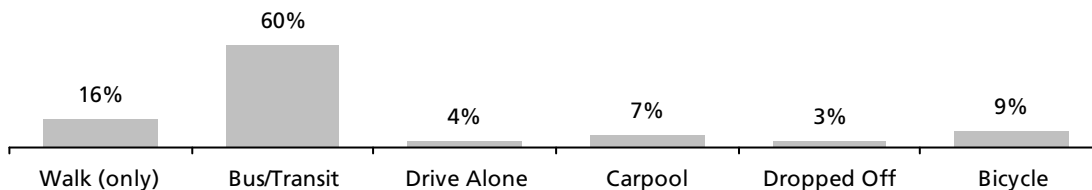
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## EMBARCADERO STATION – HOME ORIGINS

### Ridership

On an average weekday, 33,014 riders enter Embarcadero Station. Of these riders, **2,356 riders are coming from home**. The percentages on this page apply to these home origin riders.

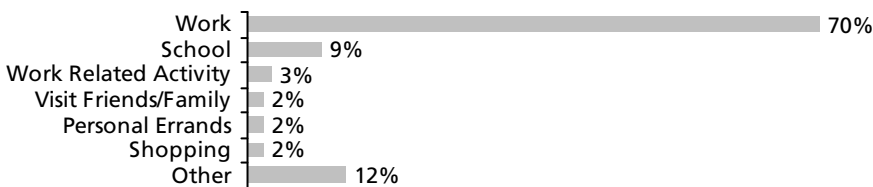
### Travel Mode to Embarcadero Station (from home origins)



### Station Parking

Total car parking spaces:	0	Total bike spaces:	130
Daily fee:	0		
Monthly permit:	0		
Free:	0		

### Trip Destination



### Other Factors

- 65% Use BART five or more days per week
- 61% Have a car available to make their BART trips
- 15% Have been riding BART for less than one year

### Demographics

#### Gender

Male	47%
Female	53%

#### Age

13 to 17 Years	0%
18 to 24 Years	8%
25 to 44 Years	52%
45 to 64 Years	32%
65 Years and Over	8%

#### Household Income

Under \$25,000	8%
\$25,000 to \$49,999	16%
\$50,000 to \$74,999	17%
\$75,000 to \$99,999	19%
\$100,000 to \$149,999	20%
\$150,000 and Over	20%

#### Ethnicity

<i>Non-Hispanic</i>	
White	57%
Black/African American	9%
Asian or Pacific Islander	21%
American Indian or Alaska Native	0%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	
	10%

#### City of Home Origin

San Francisco	77%
Oakland	7%
Sausalito	2%
Vallejo	2%
Other	13%

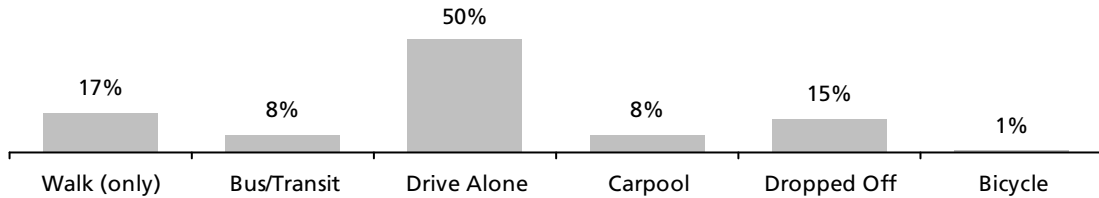
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## FREMONT STATION – HOME ORIGINS

### Ridership

On an average weekday, 7,294 riders enter Fremont Station. Of these riders, **5,431 riders are coming from home**. The percentages on this page apply to these home origin riders.

### Travel Mode to Fremont Station (from home origins)



### Station Parking

Total car parking spaces:	2,113	Total bike spaces:	155
Daily fee:	1,556		
Monthly permit:	557		
Free:	0		

### Trip Destination



### Other Factors

- 72% Use BART five or more days per week
- 77% Have a car available to make their BART trips
- 25% Have been riding BART for less than one year

### Demographics

#### Gender

Male	51%
Female	49%

#### Age

13 to 17 Years	<1%
18 to 24 Years	10%
25 to 44 Years	54%
45 to 64 Years	32%
65 Years and Over	4%

#### Household Income

Under \$25,000	7%
\$25,000 to \$49,999	8%
\$50,000 to \$74,999	18%
\$75,000 to \$99,999	18%
\$100,000 to \$149,999	23%
\$150,000 and Over	25%

#### Ethnicity

<i>Non-Hispanic</i>	
White	30%
Black/African American	5%
Asian or Pacific Islander	54%
American Indian or Alaska Native	<1%
Other, including 2 or more races	2%
<i>Hispanic (any race)</i>	
	9%

#### City of Home Origin

Fremont	72%
San Jose	13%
Newark	5%
Milpitas	4%
Other	6%

A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

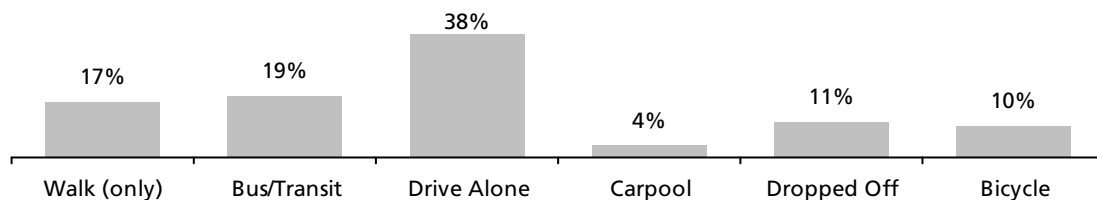


## FRUITVALE STATION – HOME ORIGINS

### Ridership

On an average weekday, 7,535 riders enter Fruitvale Station. Of these riders, **5,486 riders are coming from home**. The percentages on this page apply to these home origin riders.

### Travel Mode to Fruitvale Station (from home origins)



### Station Parking

Total car parking spaces:	766	Total bike spaces:	289
Daily fee:	541		
Monthly permit:	225		
Free:	0		

### Trip Destination



### Other Factors

- 71% Use BART five or more days per week
- 67% Have a car available to make their BART trips
- 10% Have been riding BART for less than one year

### Demographics

#### Gender

Male	48%
Female	52%

#### Age

13 to 17 Years	1%
18 to 24 Years	10%
25 to 44 Years	48%
45 to 64 Years	38%
65 Years and Over	4%

#### Household Income

Under \$25,000	18%
\$25,000 to \$49,999	16%
\$50,000 to \$74,999	21%
\$75,000 to \$99,999	13%
\$100,000 to \$149,999	17%
\$150,000 and Over	14%

#### Ethnicity

<i>Non-Hispanic</i>	
White	44%
Black/African American	19%
Asian or Pacific Islander	14%
American Indian or Alaska Native	1%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	
	18%

#### City of Home Origin

Oakland	70%
Alameda	28%
Other	2%

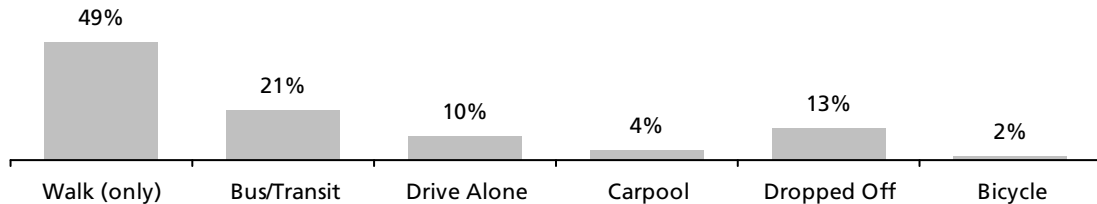
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## GLEN PARK STATION – HOME ORIGINS

### Ridership

On an average weekday, 8,032 riders enter Glen Park Station. Of these riders, **6,431 riders are coming from home**. The percentages on this page apply to these home origin riders.

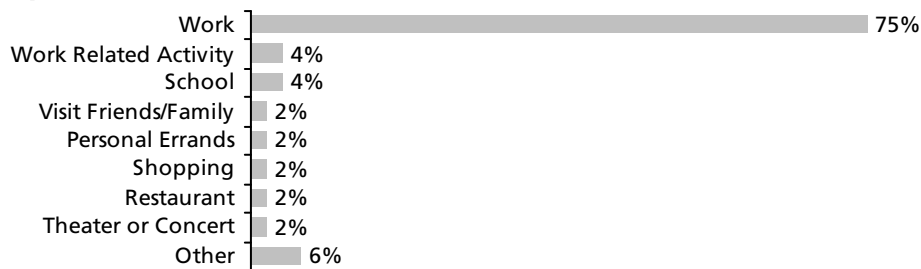
### Travel Mode to Glen Park Station (from home origins)



### Station Parking

Total car parking spaces:	53	Total bike spaces:	61
Daily fee:	0		
Monthly permit:	0		
Free:	53		

### Trip Destination



### Other Factors

- 73% Use BART five or more days per week
- 68% Have a car available to make their BART trips
- 9% Have been riding BART for less than one year

### Demographics

#### Gender

Male	43%
Female	57%

#### Age

13 to 17 Years	<1%
18 to 24 Years	8%
25 to 44 Years	49%
45 to 64 Years	39%
65 Years and Over	4%

#### Household Income

Under \$25,000	9%
\$25,000 to \$49,999	12%
\$50,000 to \$74,999	18%
\$75,000 to \$99,999	17%
\$100,000 to \$149,999	20%
\$150,000 and Over	25%

#### Ethnicity

<i>Non-Hispanic</i>	
White	54%
Black/African American	4%
Asian or Pacific Islander	22%
American Indian or Alaska Native	<1%
Other, including 2 or more races	3%
<i>Hispanic (any race)</i>	
	17%

#### City of Home Origin

San Francisco	96%
Other	4%

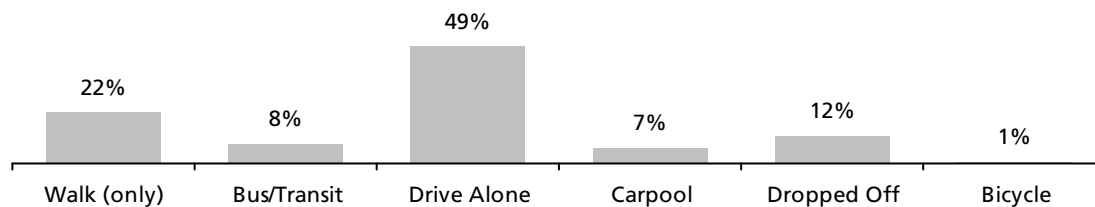
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## HAYWARD STATION – HOME ORIGINS

### Ridership

On an average weekday, 4,921 riders enter Hayward Station. Of these riders, **3,078 riders are coming from home**. The percentages on this page apply to these home origin riders.

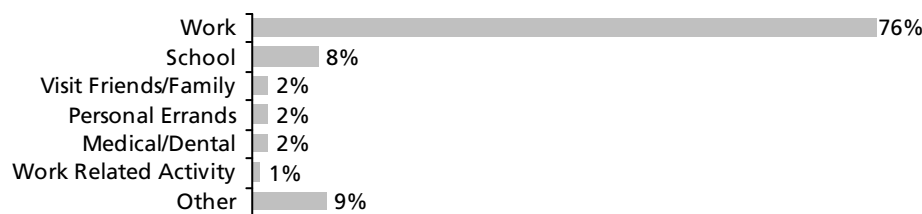
### Travel Mode to Hayward Station (from home origins)



### Station Parking

Total car parking spaces:	1,437	Total bike spaces:	90
Daily fee:	0		
Monthly permit:	52		
Free:	1,385		

### Trip Destination



### Other Factors

- 73% Use BART five or more days per week
- 75% Have a car available to make their BART trips
- 13% Have been riding BART for less than one year

### Demographics

#### Gender

Male	39%
Female	61%

#### Age

13 to 17 Years	1%
18 to 24 Years	12%
25 to 44 Years	43%
45 to 64 Years	40%
65 Years and Over	4%

#### Household Income

Under \$25,000	13%
\$25,000 to \$49,999	18%
\$50,000 to \$74,999	21%
\$75,999 to \$99,999	15%
\$100,000 to \$149,999	18%
\$150,000 and Over	14%

#### Ethnicity

<i>Non-Hispanic</i>	
White	29%
Black/African American	16%
Asian or Pacific Islander	27%
American Indian or Alaska Native	1%
Other, including 2 or more races	3%
<i>Hispanic (any race)</i>	
	23%

#### City of Home Origin

Hayward	88%
Castro Valley	4%
Fremont	2%
Other	6%

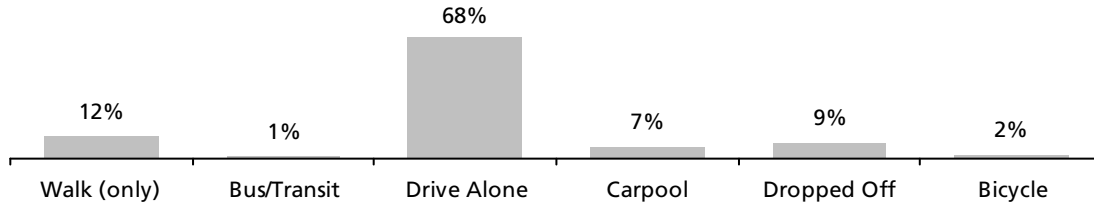
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## LAFAYETTE STATION – HOME ORIGINS

### Ridership

On an average weekday, 3,270 riders enter Lafayette Station. Of these riders, **2,658 riders are coming from home**. The percentages on this page apply to these home origin riders.

### Travel Mode to Lafayette Station (from home origins)



### Station Parking

Total car parking spaces:	1,526	Total bike spaces:	122
Daily fee:	1,146		
Monthly permit:	380		
Free:	0		

### Trip Destination



### Other Factors

- 63% Use BART five or more days per week
- 90% Have a car available to make their BART trips
- 9% Have been riding BART for less than one year

### Demographics

#### Gender

Male	48%
Female	52%

#### Age

13 to 17 Years	<1%
18 to 24 Years	5%
25 to 44 Years	35%
45 to 64 Years	50%
65 Years and Over	10%

#### Household Income

Under \$25,000	3%
\$25,000 to \$49,999	4%
\$50,000 to \$74,999	10%
\$75,000 to \$99,999	12%
\$100,000 to \$149,999	24%
\$150,000 and Over	47%

#### Ethnicity

<i>Non-Hispanic</i>	
White	78%
Black/African American	1%
Asian or Pacific Islander	13%
American Indian or Alaska Native	0%
Other, including 2 or more races	2%
<i>Hispanic (any race)</i>	
	6%

#### City of Home Origin

Lafayette	53%
Walnut Creek	13%
Pleasant Hill	8%
Moraga	6%
Danville	6%
Other	14%

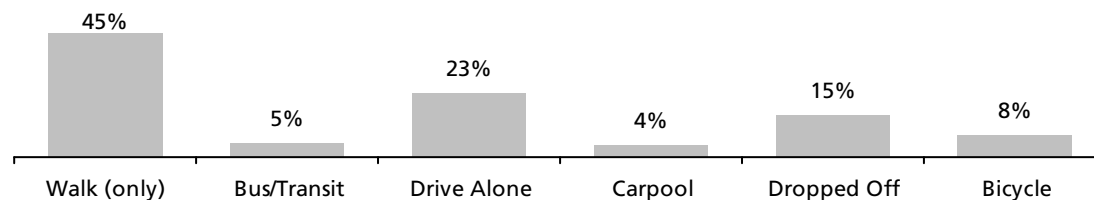
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## LAKE MERRITT STATION – HOME ORIGINS

### Ridership

On an average weekday, 6,021 riders enter Lake Merritt Station. Of these riders, **2,987 riders are coming from home**. The percentages on this page apply to these home origin riders.

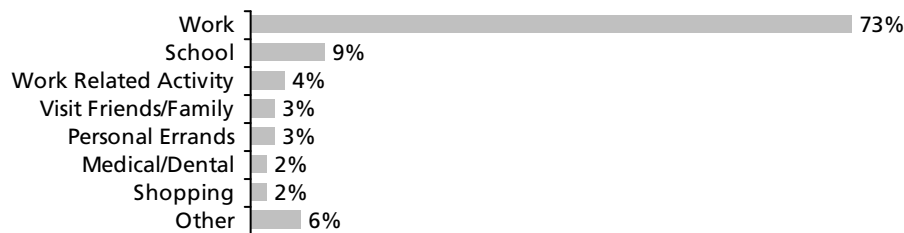
### Travel Mode to Lake Merritt Station (from home origins)



### Station Parking

Total car parking spaces:	198	Total bike spaces:	53
Daily fee:	99		
Monthly permit:	99		
Free:	0		

### Trip Destination



### Other Factors

- 72% Use BART five or more days per week
- 69% Have a car available to make their BART trips
- 18% Have been riding BART for less than one year

### Demographics

#### Gender

Male	45%
Female	55%

#### Age

13 to 17 Years	1%
18 to 24 Years	11%
25 to 44 Years	60%
45 to 64 Years	25%
65 Years and Over	3%

#### Household Income

Under \$25,000	16%
\$25,000 to \$49,999	22%
\$50,000 to \$74,999	20%
\$75,000 to \$99,999	12%
\$100,000 to \$149,999	19%
\$150,000 and Over	11%

#### Ethnicity

<i>Non-Hispanic</i>	
White	43%
Black/African American	14%
Asian or Pacific Islander	27%
American Indian or Alaska Native	<1%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	
	12%

#### City of Home Origin

Oakland	85%
Alameda	9%
Other	6%

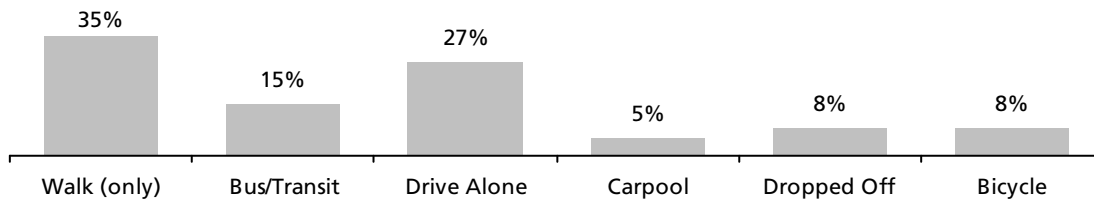
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## MACARTHUR STATION – HOME ORIGINS

### Ridership

On an average weekday, 7,802 riders enter MacArthur Station. Of these riders, **4,398 riders are coming from home**. The percentages on this page apply to these home origin riders.

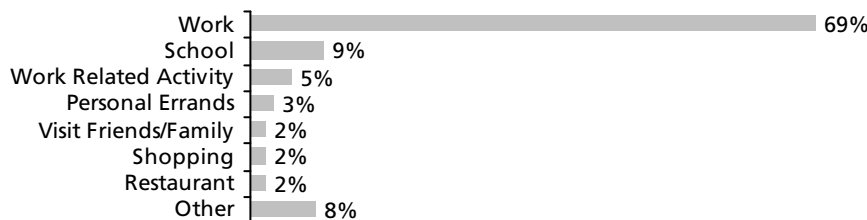
### Travel Mode to MacArthur Station (from home origins)



### Station Parking

Total car parking spaces:	621	Total bike spaces:	148
Daily fee:	443		
Monthly permit:	178		
Free:	0		

### Trip Destination



### Other Factors

- 68% Use BART five or more days per week
- 66% Have a car available to make their BART trips
- 12% Have been riding BART for less than one year

### Demographics

#### Gender

Male	36%
Female	64%

#### Age

13 to 17 Years	1%
18 to 24 Years	10%
25 to 44 Years	59%
45 to 64 Years	28%
65 Years and Over	3%

#### Household Income

Under \$25,000	16%
\$25,000 to \$49,999	22%
\$50,000 to \$74,999	25%
\$75,000 to \$99,999	12%
\$100,000 to \$149,999	14%
\$150,000 and Over	11%

#### Ethnicity

<i>Non-Hispanic</i>	
White	54%
Black/African American	22%
Asian or Pacific Islander	11%
American Indian or Alaska Native	<1%
Other, including 2 or more races	5%
<i>Hispanic (any race)</i>	
	7%

#### City of Home Origin

Oakland	78%
Emeryville	14%
Piedmont	3%
Other	5%

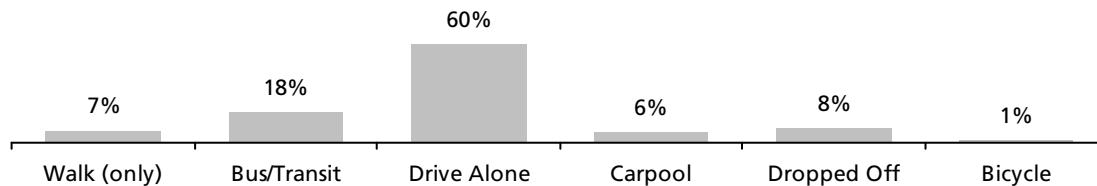
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## MILLBRAE STATION – HOME ORIGINS

### Ridership

On an average weekday, 4,282 riders enter Millbrae Station. Of these riders, **2,941 riders are coming from home**. The percentages on this page apply to these home origin riders.

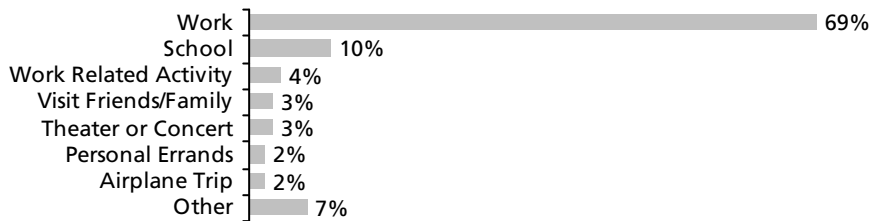
### Travel Mode to Millbrae Station (from home origins)



### Station Parking

Total car parking spaces:	2,972	Total bike spaces:	80
Daily fee:	0		
Monthly permit:	434		
Free:	2,538		

### Trip Destination



### Other Factors

- 57% Use BART five or more days per week
- 84% Have a car available to make their BART trips
- 27% Have been riding BART for less than one year

### Demographics

#### Gender

Male	46%
Female	54%

#### Age

13 to 17 Years	<1%
18 to 24 Years	13%
25 to 44 Years	48%
45 to 64 Years	32%
65 Years and Over	7%

#### Household Income

Under \$25,000	7%
\$25,000 to \$49,999	11%
\$50,000 to \$74,999	17%
\$75,000 to \$99,999	17%
\$100,000 to \$149,999	23%
\$150,000 and Over	26%

#### Ethnicity

<i>Non-Hispanic</i>	
White	50%
Black/African American	3%
Asian or Pacific Islander	34%
American Indian or Alaska Native	0%
Other, including 2 or more races	2%
<i>Hispanic (any race)</i>	
	11%

#### City of Home Origin

San Mateo	24%
Burlingame	21%
Millbrae	16%
Foster City	6%
Redwood City	5%
Other	29%

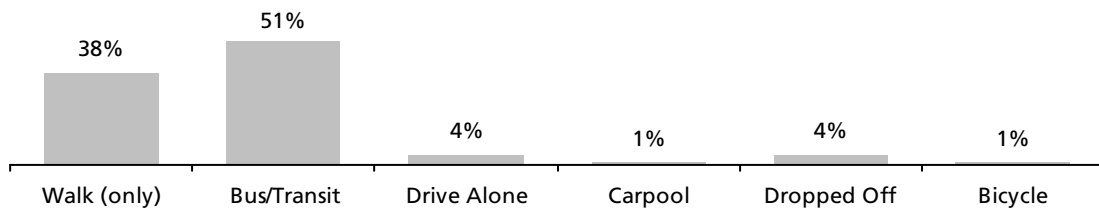
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## MONTGOMERY STATION – HOME ORIGINS

### Ridership

On an average weekday, 32,519 riders enter Montgomery Station. Of these riders, **1,845 riders are coming from home**. The percentages on this page apply to these home origin riders.

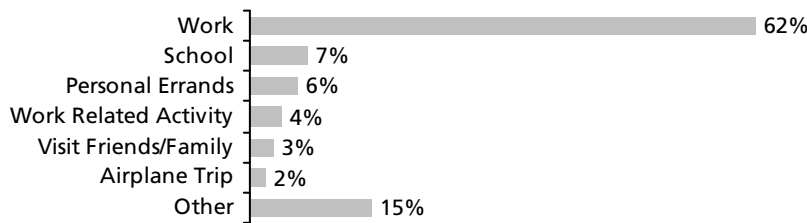
### Travel Mode to Montgomery Station (from home origins)



### Station Parking

Total car parking spaces:	0	Total bike spaces:	0
Daily fee:	0		
Monthly permit:	0		
Free:	0		

### Trip Destination



### Other Factors

- 64% Use BART five or more days per week
- 52% Have a car available to make their BART trips
- 20% Have been riding BART for less than one year

### Demographics

#### Gender

Male	43%
Female	57%

#### Age

13 to 17 Years	<1%
18 to 24 Years	13%
25 to 44 Years	57%
45 to 64 Years	27%
65 Years and Over	3%

#### Household Income

Under \$25,000	11%
\$25,000 to \$49,999	14%
\$50,000 to \$74,999	20%
\$75,000 to \$99,999	16%
\$100,000 to \$149,999	17%
\$150,000 and Over	21%

#### Ethnicity

<i>Non-Hispanic</i>	
White	54%
Black/African American	4%
Asian or Pacific Islander	29%
American Indian or Alaska Native	0%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	
	10%

#### City of Home Origin

San Francisco	93%
Other	7%

A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

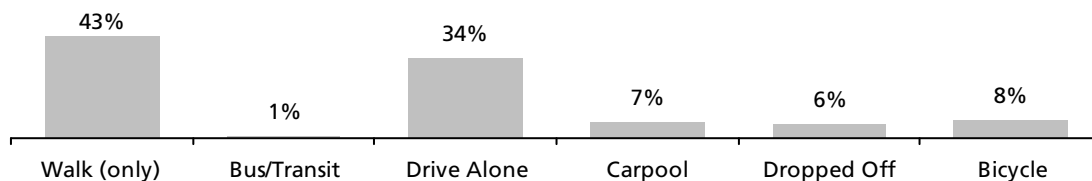


## NORTH BERKELEY STATION – HOME ORIGINS

### Ridership

On an average weekday, 3,714 riders enter North Berkeley Station. Of these riders, **2,962 riders are coming from home**. The percentages on this page apply to these home origin riders.

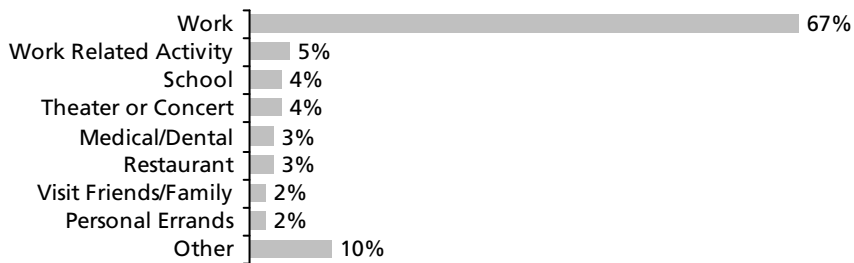
### Travel Mode to North Berkeley Station (from home origins)



### Station Parking

Total car parking spaces:	792	Total bike spaces:	179
Daily fee:	626		
Monthly permit:	166		
Free:	0		

### Trip Destination



### Other Factors

- 54% Use BART five or more days per week
- 77% Have a car available to make their BART trips
- 11% Have been riding BART for less than one year

### Demographics

#### Gender

Male	39%
Female	61%

#### Age

13 to 17 Years	<1%
18 to 24 Years	7%
25 to 44 Years	45%
45 to 64 Years	37%
65 Years and Over	11%

#### Household Income

Under \$25,000	10%
\$25,000 to \$49,999	12%
\$50,000 to \$74,999	18%
\$75,000 to \$99,999	13%
\$100,000 to \$149,999	23%
\$150,000 and Over	24%

#### Ethnicity

<i>Non-Hispanic</i>	
White	70%
Black/African American	4%
Asian or Pacific Islander	14%
American Indian or Alaska Native	<1%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	8%

#### City of Home Origin

Berkeley	88%
Albany	8%
Other	4%

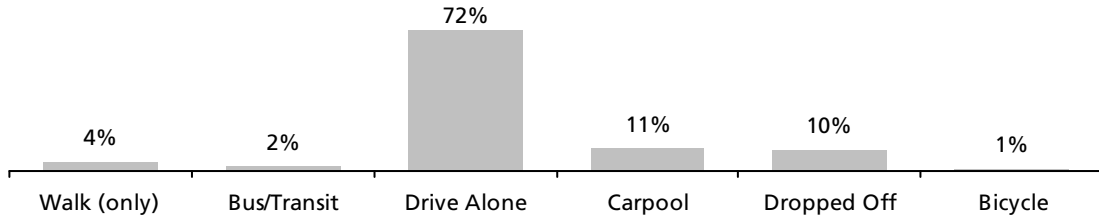
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## NORTH CONCORD / MARTINEZ STATION – HOME ORIGINS

### Ridership

On an average weekday, 2,342 riders enter North Concord / Martinez Station. Of these riders, **2,078 riders are coming from home**. The percentages on this page apply to these home origin riders.

### Travel Mode to North Concord / Martinez Station (from home origins)



### Station Parking

Total car parking spaces:	1,975	Total bike spaces:	76
Daily fee:	0		
Monthly permit:	74		
Free:	1,901		

### Trip Destination



### Other Factors

- 71% Use BART five or more days per week
- 92% Have a car available to make their BART trips
- 14% Have been riding BART for less than one year

### Demographics

#### Gender

Male	45%
Female	55%

#### Age

13 to 17 Years	1%
18 to 24 Years	10%
25 to 44 Years	41%
45 to 64 Years	44%
65 Years and Over	4%

#### Household Income

Under \$25,000	6%
\$25,000 to \$49,999	10%
\$50,000 to \$74,999	20%
\$75,000 to \$99,999	20%
\$100,000 to \$149,999	28%
\$150,000 and Over	15%

#### Ethnicity

<i>Non-Hispanic</i>	
White	50%
Black/African American	9%
Asian or Pacific Islander	19%
American Indian or Alaska Native	<1%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	
	18%

#### City of Home Origin

Concord	22%
Antioch	19%
Martinez	18%
Pittsburg	9%
Bay Point	7%
Other	26%

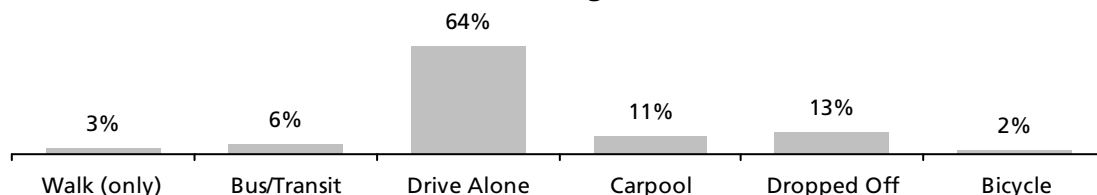
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## ORINDA STATION – HOME ORIGINS

### Ridership

On an average weekday, 2,665 riders enter Orinda Station. Of these riders, **2,133 riders are coming from home**. The percentages on this page apply to these home origin riders.

### Travel Mode to Orinda Station (from home origins)



### Station Parking

Total car parking spaces:	1,359	Total bike spaces:	50
Daily fee:	979		
Monthly permit:	380		
Free:	0		

### Trip Destination



### Other Factors

- 64% Use BART five or more days per week
- 90% Have a car available to make their BART trips
- 7% Have been riding BART for less than one year

### Demographics

#### Gender

Male	54%
Female	46%

#### Age

13 to 17 Years	1%
18 to 24 Years	6%
25 to 44 Years	30%
45 to 64 Years	55%
65 Years and Over	9%

#### Household Income

Under \$25,000	3%
\$25,000 to \$49,999	5%
\$50,000 to \$74,999	8%
\$75,000 to \$99,999	9%
\$100,000 to \$149,999	20%
\$150,000 and Over	54%

#### Ethnicity

<i>Non-Hispanic</i>	
White	77%
Black/African American	3%
Asian or Pacific Islander	15%
American Indian or Alaska Native	<1%
Other, including 2 or more races	1%
<i>Hispanic (any race)</i>	
	4%

#### City of Home Origin

Orinda	49%
Moraga	25%
El Sobrante	9%
Lafayette	4%
Pinole	2%
Other	11%

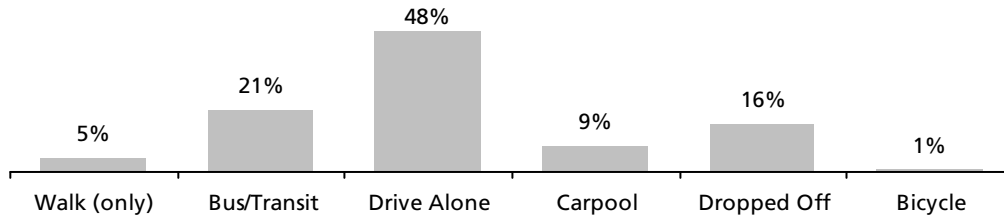
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## PITTSBURG / BAY POINT STATION – HOME ORIGINS

### Ridership

On an average weekday, 5,106 riders enter Pittsburg / Bay Point Station. Of these riders, **4,728 riders are coming from home**. The percentages on this page apply to these home origin riders.

### Travel Mode to Pittsburg / Bay Point Station (from home origins)



### Station Parking

Total car parking spaces:	2,001	Total bike spaces:	44
Daily fee:	0		
Monthly permit:	221		
Free:	1,780		

### Trip Destination



### Other Factors

- 78% Use BART five or more days per week
- 77% Have a car available to make their BART trips
- 11% Have been riding BART for less than one year

### Demographics

#### Gender

Male	43%
Female	57%

#### Age

13 to 17 Years	1%
18 to 24 Years	9%
25 to 44 Years	41%
45 to 64 Years	46%
65 Years and Over	3%

#### Household Income

Under \$25,000	11%
\$25,000 to \$49,999	17%
\$50,000 to \$74,999	23%
\$75,000 to \$99,999	17%
\$100,000 to \$149,999	22%
\$150,000 and Over	10%

#### Ethnicity

<i>Non-Hispanic</i>	
White	27%
Black/African American	22%
Asian or Pacific Islander	25%
American Indian or Alaska Native	<1%
Other, including 2 or more races	5%
<i>Hispanic (any race)</i>	
	21%

#### City of Home Origin

Antioch	41%
Pittsburg	35%
Brentwood	8%
Bay Point	7%
Oakley	5%
Other	3%

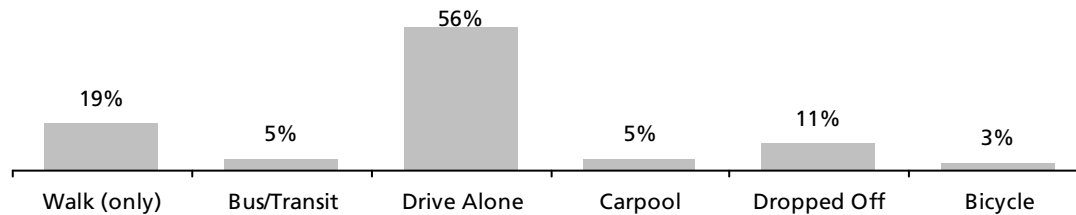
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## PLEASANT HILL STATION – HOME ORIGINS

### Ridership

On an average weekday, 6,437 riders enter Pleasant Hill Station. Of these riders, **5,361 riders are coming from home**. The percentages on this page apply to these home origin riders.

### Travel Mode to Pleasant Hill Station (from home origins)



### Station Parking

Total car parking spaces:	2,922	Total bike spaces:	340
Daily fee:	0		
Monthly permit:	457		
Free:	2,465		

### Trip Destination



### Other Factors

- 76% Use BART five or more days per week
- 85% Have a car available to make their BART trips
- 11% Have been riding BART for less than one year

### Demographics

#### Gender

Male	45%
Female	55%

#### Age

13 to 17 Years	<1%
18 to 24 Years	6%
25 to 44 Years	41%
45 to 64 Years	46%
65 Years and Over	6%

#### Household Income

Under \$25,000	5%
\$25,000 to \$49,999	7%
\$50,000 to \$74,999	17%
\$75,000 to \$99,999	19%
\$100,000 to \$149,999	30%
\$150,000 and Over	22%

#### Ethnicity

<i>Non-Hispanic</i>	
White	65%
Black/African American	3%
Asian or Pacific Islander	19%
American Indian or Alaska Native	0%
Other, including 2 or more races	2%
<i>Hispanic (any race)</i>	
	11%

#### City of Home Origin

Walnut Creek	42%
Pleasant Hill	22%
Concord	21%
Martinez	6%
Benicia	2%
Other	7%

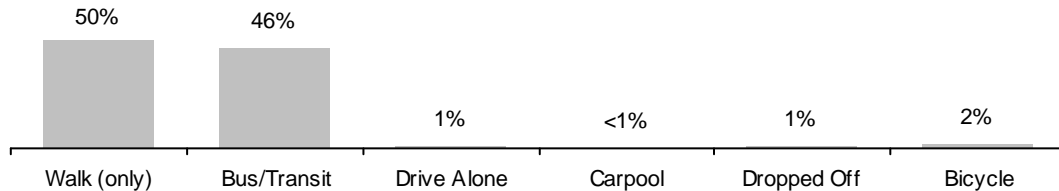
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## POWELL ST. STATION – HOME ORIGINS

### Ridership

On an average weekday, 30,733 riders enter Powell St. Station. Of these riders, **3,903 riders are coming from home**. The percentages on this page apply to these home origin riders.

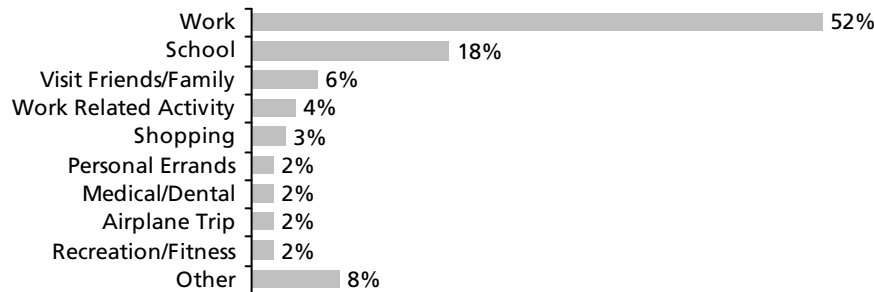
### Travel Mode to Powell St. Stations (from home origins)



### Station Parking

Total car parking spaces:	0	Total bike spaces:	7
Daily fee:	0		
Monthly permit:	0		
Free:	0		

### Trip Destination



### Other Factors

- 64% Use BART five or more days per week
- 24% Have a car available to make their BART trips
- 15% Have been riding BART for less than one year

### Demographics

#### Gender

Male	43%
Female	57%

#### Age

13 to 17 Years	<1%
18 to 24 Years	15%
25 to 44 Years	48%
45 to 64 Years	33%
65 Years and Over	4%

#### Household Income

Under \$25,000	34%
\$25,000 to \$49,999	19%
\$50,000 to \$74,999	18%
\$75,000 to \$99,999	11%
\$100,000 to \$149,999	11%
\$150,000 and Over	7%

#### Ethnicity

<i>Non-Hispanic</i>	
White	45%
Black/African American	6%
Asian or Pacific Islander	31%
American Indian or Alaska Native	1%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	
	13%

#### City of Home Origin

San Francisco	97%
Other	3%

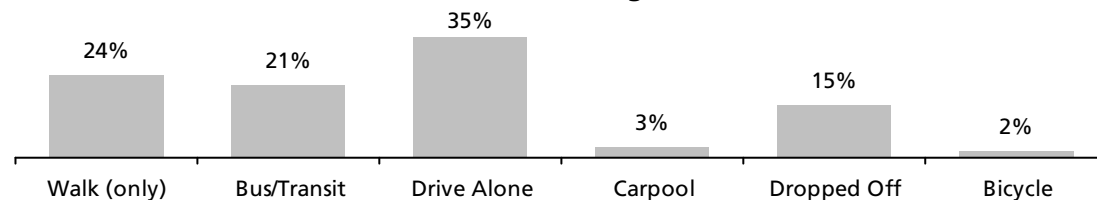
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## RICHMOND STATION – HOME ORIGINS

### Ridership

On an average weekday, 3,680 riders enter Richmond Station. Of these riders, **2,686 riders are coming from home**. The percentages on this page apply to these home origin riders.

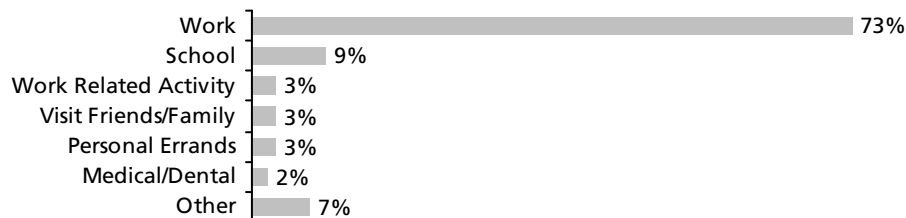
### Travel Mode to Richmond Station (from home origins)



### Station Parking

Total car parking spaces:	626	Total bike spaces:	44
Daily fee:	0		
Monthly permit:	30		
Free:	596		

### Trip Destination



### Other Factors

- 70% Use BART five or more days per week
- 64% Have a car available to make their BART trips
- 15% Have been riding BART for less than one year

### Demographics

#### Gender

Male	36%
Female	64%

#### Age

13 to 17 Years	3%
18 to 24 Years	12%
25 to 44 Years	42%
45 to 64 Years	40%
65 Years and Over	3%

#### Household Income

Under \$25,000	19%
\$25,000 to \$49,999	22%
\$50,000 to \$74,999	21%
\$75,000 to \$99,999	13%
\$100,000 to \$149,999	16%
\$150,000 and Over	9%

#### Ethnicity

<i>Non-Hispanic</i>	
White	26%
Black/African American	33%
Asian or Pacific Islander	13%
American Indian or Alaska Native	<1%
Other, including 2 or more races	3%
<i>Hispanic (any race)</i>	
	25%

#### City of Home Origin

Richmond	62%
San Pablo	13%
El Sobrante	4%
Sacramento	3%
Davis	3%
Other	16%

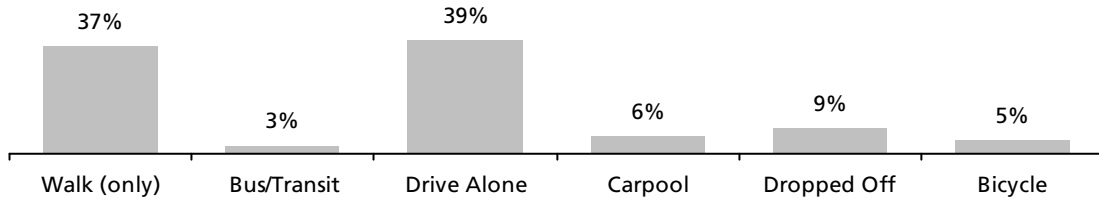
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## ROCKRIDGE STATION – HOME ORIGINS

### Ridership

On an average weekday, 4,842 riders enter Rockridge Station. Of these riders, **3,456 riders are coming from home**. The percentages on this page apply to these home origin riders.

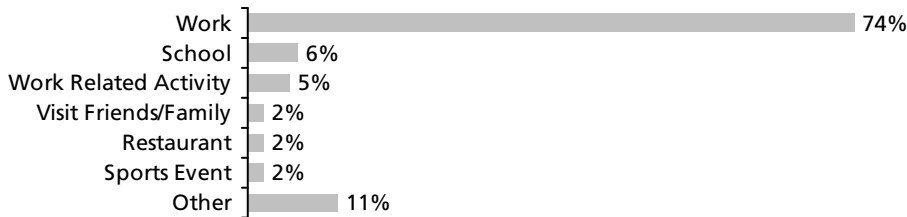
### Travel Mode to Rockridge Station (from home origins)



### Station Parking

Total car parking spaces:	885	Total bike spaces:	182
Daily fee:	491		
Monthly permit:	394		
Free:	0		

### Trip Destination



### Other Factors

- 58% Use BART five or more days per week
- 82% Have a car available to make their BART trips
- 11% Have been riding BART for less than one year

### Demographics

#### Gender

Male	44%
Female	56%

#### Age

13 to 17 Years	1%
18 to 24 Years	6%
25 to 44 Years	52%
45 to 64 Years	34%
65 Years and Over	8%

#### Household Income

Under \$25,000	7%
\$25,000 to \$49,999	10%
\$50,000 to \$74,999	13%
\$75,000 to \$99,999	11%
\$100,000 to \$149,999	22%
\$150,000 and Over	37%

#### Ethnicity

<b>Non-Hispanic</b>	
White	75%
Black/African American	3%
Asian or Pacific Islander	11%
American Indian or Alaska Native	<1%
Other, including 2 or more races	3%
<b>Hispanic (any race)</b>	
	7%

#### City of Home Origin

Oakland	80%
Berkeley	15%
Piedmont	2%
Other	3%

A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

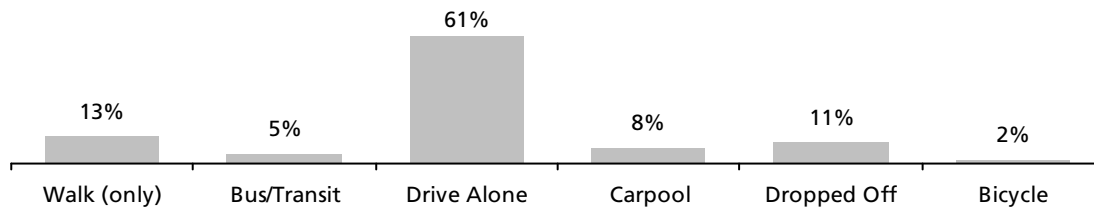


## SAN BRUNO STATION – HOME ORIGINS

### Ridership

On an average weekday, 2,470 riders enter San Bruno Station. Of these riders, **1,652 riders are coming from home**. The percentages on this page apply to these home origin riders.

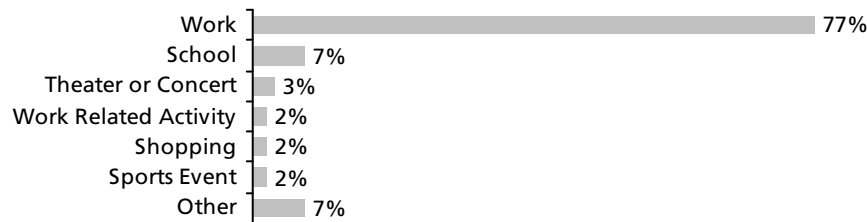
### Travel Mode to San Bruno Station (from home origins)



### Station Parking

Total car parking spaces:	1,010	Total bike spaces:	48
Daily fee:	0		
Monthly permit:	240		
Free:	770		

### Trip Destination



### Other Factors

- 71% Use BART five or more days per week
- 80% Have a car available to make their BART trips
- 20% Have been riding BART for less than one year

### Demographics

#### Gender

Male	42%
Female	58%

#### Age

13 to 17 Years	<1%
18 to 24 Years	11%
25 to 44 Years	44%
45 to 64 Years	39%
65 Years and Over	6%

#### Household Income

Under \$25,000	8%
\$25,000 to \$49,999	16%
\$50,000 to \$74,999	19%
\$75,000 to \$99,999	16%
\$100,000 to \$149,999	22%
\$150,000 and Over	18%

#### Ethnicity

<i>Non-Hispanic</i>	
White	41%
Black/African American	2%
Asian or Pacific Islander	35%
American Indian or Alaska Native	<1%
Other, including 2 or more races	2%
<i>Hispanic (any race)</i>	
	19%

#### City of Home Origin

San Bruno	59%
South San Francisco	10%
Millbrae	6%
San Mateo	6%
Burlingame	2%
Other	16%

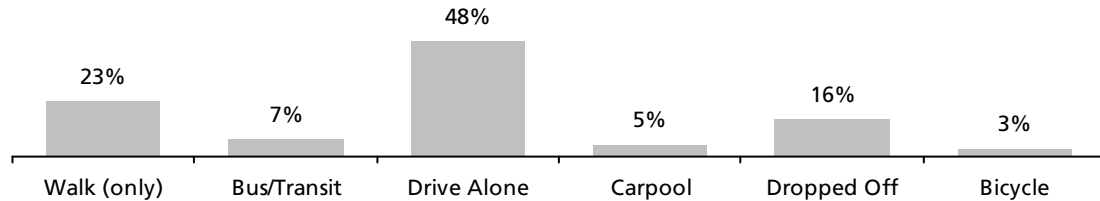
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

**SAN LEANDRO STATION – HOME ORIGINS**

**Ridership**

On an average weekday, 5,312 riders enter San Leandro Station. Of these riders, **3,982 riders are coming from home**. The percentages on this page apply to these home origin riders.

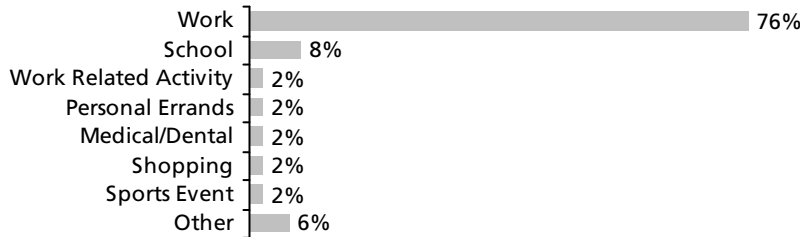
**Travel Mode to San Leandro Station (from home origins)**



**Station Parking**

Total car parking spaces:	1,266	Total bike spaces:	111
Daily fee:	0		
Monthly permit:	165		
Free:	1,101		

**Trip Destination**



**Other Factors**

- 78% Use BART five or more days per week
- 74% Have a car available to make their BART trips
- 12% Have been riding BART for less than one year

**Demographics**

**Gender**

Male	39%
Female	61%

**Age**

13 to 17 Years	1%
18 to 24 Years	10%
25 to 44 Years	41%
45 to 64 Years	45%
65 Years and Over	3%

**Household Income**

Under \$25,000	13%
\$25,000 to \$49,999	16%
\$50,000 to \$74,999	19%
\$75,000 to \$99,999	17%
\$100,000 to \$149,999	20%
\$150,000 and Over	15%

**Ethnicity**

<i>Non-Hispanic</i>	
White	35%
Black/African American	18%
Asian or Pacific Islander	26%
American Indian or Alaska Native	1%
Other, including 2 or more races	3%
<i>Hispanic (any race)</i>	17%

**City of Home Origin**

San Leandro	84%
Oakland	11%
Other	5%

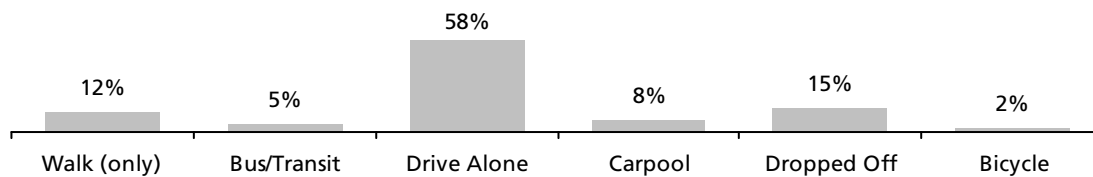
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## SOUTH HAYWARD STATION – HOME ORIGINS

### Ridership

On an average weekday, 3,294 riders enter South Hayward Station. Of these riders, **2,689 riders are coming from home**. The percentages on this page apply to these home origin riders.

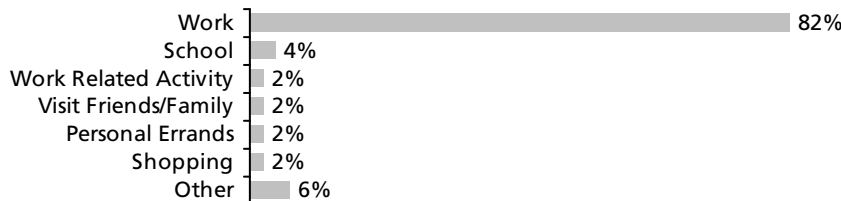
### Travel Mode to South Hayward Station (from home origins)



### Station Parking

Total car parking spaces:	1,077	Total bike spaces:	86
Daily fee:	0		
Monthly permit:	39		
Free:	1,038		

### Trip Destination



### Other Factors

- 77% Use BART five or more days per week
- 79% Have a car available to make their BART trips
- 13% Have been riding BART for less than one year

### Demographics

#### Gender

Male	37%
Female	63%

#### Age

13 to 17 Years	<1%
18 to 24 Years	8%
25 to 44 Years	42%
45 to 64 Years	47%
65 Years and Over	3%

#### Household Income

Under \$25,000	11%
\$25,000 to \$49,999	14%
\$50,000 to \$74,999	21%
\$75,000 to \$99,999	15%
\$100,000 to \$149,999	25%
\$150,000 and Over	14%

#### Ethnicity

<i>Non-Hispanic</i>	
White	21%
Black/African American	15%
Asian or Pacific Islander	44%
American Indian or Alaska Native	<1%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	
	16%

#### City of Home Origin

Hayward	74%
Union City	18%
Fremont	6%
Other	3%

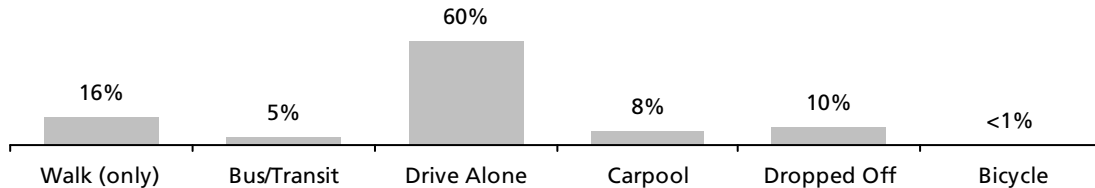
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

**SOUTH SAN FRANCISCO STATION – HOME ORIGINS**

**Ridership**

On an average weekday, 3,004 riders enter South San Francisco Station. Of these riders, **2,429 riders are coming from home**. The percentages on this page apply to these home origin riders.

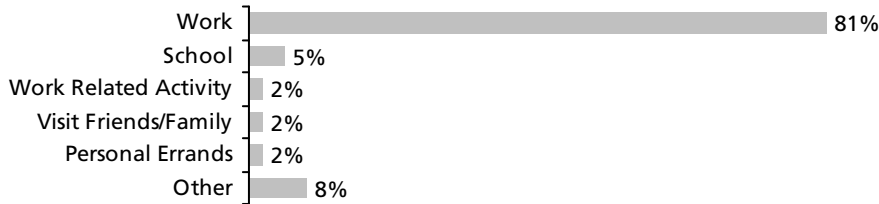
**Travel Mode to South San Francisco Station (from home origins)**



**Station Parking**

Total car parking spaces:	1,374	Total bike spaces:	60
Daily fee:	0		
Monthly permit:	83		
Free:	1,291		

**Trip Destination**



**Other Factors**

- 77% Use BART five or more days per week
- 81% Have a car available to make their BART trips
- 16% Have been riding BART for less than one year

**Demographics**

**Gender**

Male	35%
Female	65%

**Age**

13 to 17 Years	<1%
18 to 24 Years	10%
25 to 44 Years	41%
45 to 64 Years	43%
65 Years and Over	6%

**Household Income**

Under \$25,000	7%
\$25,000 to \$49,999	13%
\$50,000 to \$74,999	18%
\$75,000 to \$99,999	19%
\$100,000 to \$149,999	25%
\$150,000 and Over	18%

**Ethnicity**

<i>Non-Hispanic</i>	
White	27%
Black/African American	3%
Asian or Pacific Islander	52%
American Indian or Alaska Native	<1%
Other, including 2 or more races	3%
<i>Hispanic (any race)</i>	
	14%

**City of Home Origin**

South San Francisco	72%
Daly City	12%
Pacifica	4%
San Bruno	4%
San Francisco	4%
Other	4%

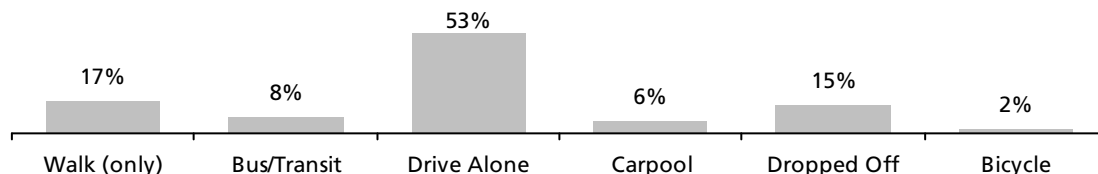
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## UNION CITY STATION – HOME ORIGINS

### Ridership

On an average weekday, 4,009 riders enter Union City Station. Of these riders, **3,326 riders are coming from home**. The percentages on this page apply to these home origin riders.

### Travel Mode to Union City Station (from home origins)



### Station Parking

Total car parking spaces:	1,141	Total bike spaces:	69
Daily fee:	0		
Monthly permit:	220		
Free:	921		

### Trip Destination



### Other Factors

- 74% Use BART five or more days per week
- 77% Have a car available to make their BART trips
- 17% Have been riding BART for less than one year

### Demographics

#### Gender

Male	48%
Female	52%

#### Age

13 to 17 Years	<1%
18 to 24 Years	10%
25 to 44 Years	55%
45 to 64 Years	31%
65 Years and Over	5%

#### Household Income

Under \$25,000	7%
\$25,000 to \$49,999	11%
\$50,000 to \$74,999	20%
\$75,000 to \$99,999	18%
\$100,000 to \$149,999	27%
\$150,000 and Over	17%

#### Ethnicity

<i>Non-Hispanic</i>	
White	22%
Black/African American	6%
Asian or Pacific Islander	58%
American Indian or Alaska Native	<1%
Other, including 2 or more races	3%
<i>Hispanic (any race)</i>	
	11%

#### City of Home Origin

Union City	48%
Fremont	40%
Newark	7%
Other	5%

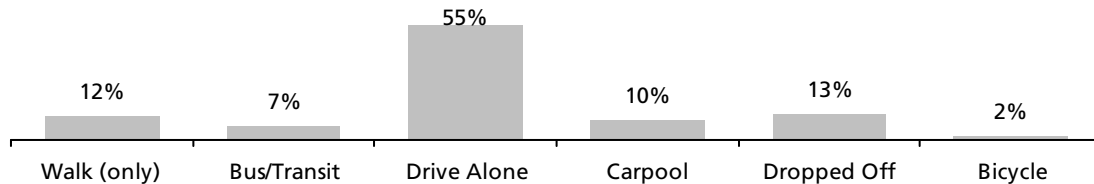
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## WALNUT CREEK STATION – HOME ORIGINS

### Ridership

On an average weekday, 6,084 riders enter Walnut Creek Station. Of these riders, **4,045 riders are coming from home**. The percentages on this page apply to these home origin riders.

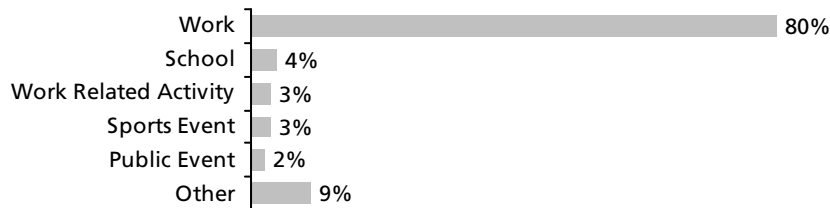
### Travel Mode to Walnut Creek Station (from home origins)



### Station Parking

Total car parking spaces:	2,073	Total bike spaces:	155
Daily fee:	1,693		
Monthly permit:	380		
Free:	0		

### Trip Destination



### Other Factors

- 69% Use BART five or more days per week
- 85% Have a car available to make their BART trips
- 12% Have been riding BART for less than one year

### Demographics

#### Gender

Male	46%
Female	54%

#### Age

13 to 17 Years	<1%
18 to 24 Years	7%
25 to 44 Years	37%
45 to 64 Years	49%
65 Years and Over	6%

#### Household Income

Under \$25,000	5%
\$25,000 to \$49,999	7%
\$50,000 to \$74,999	14%
\$75,000 to \$99,999	14%
\$100,000 to \$149,999	25%
\$150,000 and Over	37%

#### Ethnicity

<i>Non-Hispanic</i>	
White	70%
Black/African American	4%
Asian or Pacific Islander	17%
American Indian or Alaska Native	<1%
Other, including 2 or more races	2%
<i>Hispanic (any race)</i>	
	7%

#### City of Home Origin

Walnut Creek	57%
Danville	19%
Alamo	7%
San Ramon	6%
Concord	3%
Other	9%

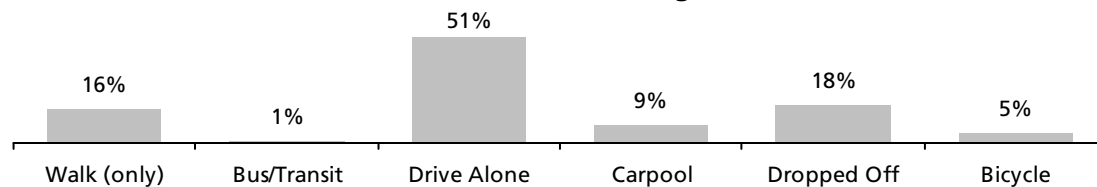
A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## WEST OAKLAND STATION – HOME ORIGINS

### Ridership

On an average weekday, 5,355 riders enter West Oakland Station. Of these riders, **4,134 riders are coming from home**. The percentages on this page apply to these home origin riders.

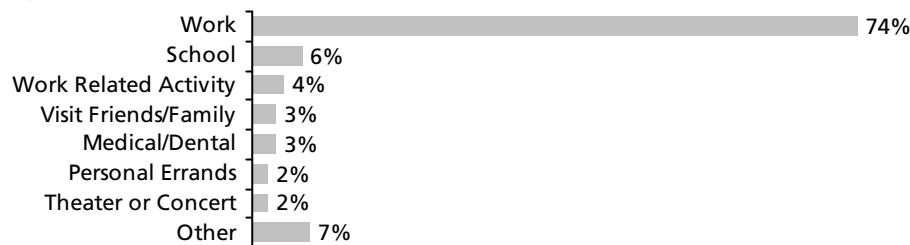
### Travel Mode to West Oakland Station (from home origins)



### Station Parking

Total car parking spaces:	439	Total bike spaces:	92
Daily fee:	256		
Monthly permit:	183		
Free:	0		

### Trip Destination



### Other Factors

- 68% Use BART five or more days per week
- 83% Have a car available to make their BART trips
- 7% Have been riding BART for less than one year

### Demographics

#### Gender

Male	36%
Female	64%

#### Age

13 to 17 Years	1%
18 to 24 Years	7%
25 to 44 Years	52%
45 to 64 Years	37%
65 Years and Over	3%

#### Household Income

Under \$25,000	11%
\$25,000 to \$49,999	13%
\$50,000 to \$74,999	17%
\$75,000 to \$99,999	14%
\$100,000 to \$149,999	19%
\$150,000 and Over	26%

#### Ethnicity

<i>Non-Hispanic</i>	
White	45%
Black/African American	27%
Asian or Pacific Islander	14%
American Indian or Alaska Native	1%
Other, including 2 or more races	3%
<i>Hispanic (any race)</i>	
	10%

#### City of Home Origin

Oakland	63%
Alameda	13%
Berkeley	4%
Emeryville	3%
Richmond	3%
Other	14%

A station-level map depicting riders' home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

### **IV-b. Station Profiles – Non-Home Origins (Selected Stations)**

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This section contains a summary sheet for selected BART stations, based on data from customers who travel to the station from non-home origins, like work, school, etc. Maps for these stations are contained in separate PDF files at [www.bart.gov/profile](http://www.bart.gov/profile). The selected stations listed below have a sample size of at least 300 non-home origin trips:

- 12<sup>th</sup> St. / Oakland City Center
- 16<sup>th</sup> St. Mission
- 19<sup>th</sup> St. / Oakland
- 24<sup>th</sup> St. Mission
- Ashby
- Balboa Park
- Civic Center / UN Plaza
- Coliseum / Oakland Airport
- Concord
- Daly City
- Downtown Berkeley
- Dublin / Pleasanton
- Embarcadero
- Fremont
- Hayward
- Lake Merritt
- MacArthur
- Millbrae
- Montgomery St.
- Powell St.
- Rockridge
- San Francisco Int'l Airport (SFO)
- Walnut Creek

The maps in the separate PDF files depict non-home origin points of customers who use the selected station, and the points are color coded by mode of access. The points are weighted to reflect average weekday ridership at the station. For example, an origin point with a weight of seven will appear on the map as seven points, randomly dispersed around the actual point of origin. Note that the number of trips may be underrepresented in cases where multiple trips originate at the same location.

The summary sheet contains basic information about each station's weekday non-home origin trips, such as:

- absolute number of non-home origin trips
- access mode share
- trip origin type
- passenger demographics.

Additionally, car and bicycle parking data are provided for context. Car parking spaces are categorized as daily fee spaces, monthly permit spaces, or free spaces. The number shown for total bicycle spaces includes bike racks, lockers, and bike station spaces where applicable. These data were provided by BART's Customer Access Department and are valid for spring 2008 when the survey was conducted. These parking data are subject to change over time.

Percentage statistics are reported in whole numbers. Percentages of 0.5% and above were rounded up. Data may not add exactly to 100% due to rounding.

Percentages can be converted to absolute numbers of passenger trips using the number of non-home based trips listed at the top of each summary page.

Data in this section are weighted using origin weights. (See *Appendix B* for weighting details.)

For tables comparing results among stations, see *Section V*.

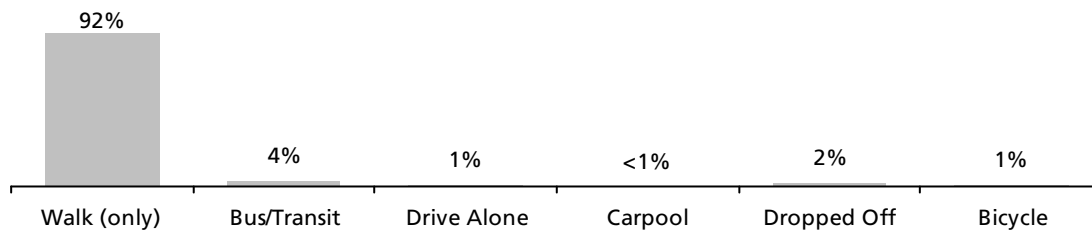


## 12TH ST. / OAKLAND CITY CENTER STATION – NON-HOME ORIGINS

### Ridership

On an average weekday, 13,382 riders enter 12th St. / Oakland City Center Station. Of these riders, **10,586 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

### Travel Mode to 12<sup>th</sup> St. / Oakland City Center Station (from non-home origins)



### Station Parking

Total car parking spaces:	0	Total bike spaces:	8
Daily fee:	0		
Monthly permit:	0		
Free:	0		

### Trip Origin



### Other Factors

- 74% Use BART five or more days per week
- 74% Have a car available to make their BART trips
- 12% Have been riding BART for less than one year

### Demographics

#### Gender

Male	43%
Female	57%

#### Age

13 to 17 Years	<1%
18 to 24 Years	7%
25 to 44 Years	46%
45 to 64 Years	44%
65 Years and Over	4%

#### Household Income

Under \$25,000	7%
\$25,000 to \$49,999	12%
\$50,000 to \$74,999	21%
\$75,000 to \$99,999	15%
\$100,000 to \$149,999	25%
\$150,000 and Over	20%

#### Ethnicity

<i>Non-Hispanic</i>	
White	50%
Black/African American	13%
Asian or Pacific Islander	25%
American Indian or Alaska Native	1%
Other, including 2 or more races	2%
<i>Hispanic (any race)</i>	
	10%

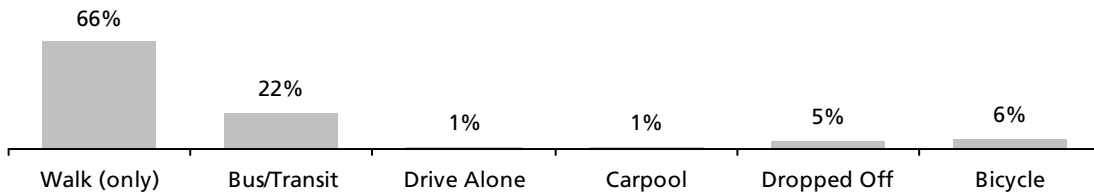
A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## 16<sup>TH</sup> ST. MISSION STATION – NON-HOME ORIGINS

### Ridership

On an average weekday, 11,340 riders enter 16th St. Mission Station. Of these riders, **6,465 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

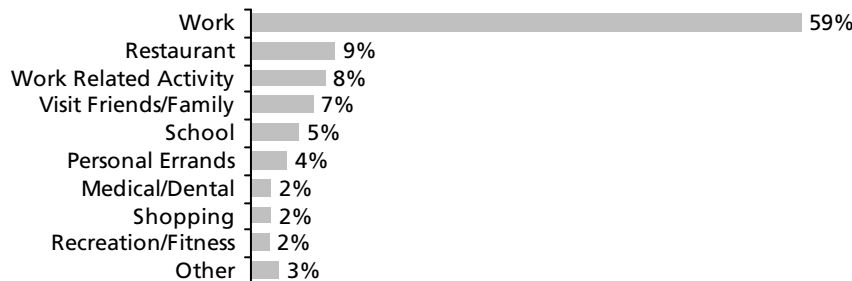
### Travel Mode to 16th St. Mission Station (from non-home origins)



### Station Parking

Total car parking spaces:	0	Total bike spaces:	77
Daily fee:	0		
Monthly permit:	0		
Free:	0		

### Trip Origin



### Other Factors

- 60% Use BART five or more days per week
- 58% Have a car available to make their BART trips
- 10% Have been riding BART for less than one year

### Demographics

#### Gender

Male	43%
Female	57%

#### Age

13 to 17 Years	1%
18 to 24 Years	11%
25 to 44 Years	56%
45 to 64 Years	30%
65 Years and Over	3%

#### Household Income

Under \$25,000	16%
\$25,000 to \$49,999	22%
\$50,000 to \$74,999	20%
\$75,000 to \$99,999	15%
\$100,000 to \$149,999	16%
\$150,000 and Over	11%

#### Ethnicity

<i>Non-Hispanic</i>	
White	51%
Black/African American	9%
Asian or Pacific Islander	16%
American Indian or Alaska Native	1%
Other, including 2 or more races	5%
<i>Hispanic (any race)</i>	
	19%

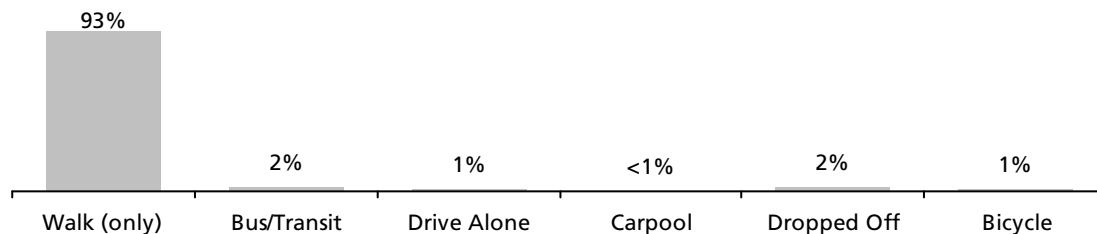
A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

### 19<sup>TH</sup> ST. / OAKLAND STATION – NON-HOME ORIGINS

#### Ridership

On an average weekday, 9,794 riders enter 19th St. / Oakland Station. Of these riders, **7,309 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

#### Travel Mode to 19th St. / Oakland Station (from non-home origins)



#### Station Parking

Total car parking spaces:	0	Total bike spaces:	8
Daily fee:	0		
Monthly permit:	0		
Free:	0		

#### Trip Origin



#### Other Factors

- 74% Use BART five or more days per week
- 76% Have a car available to make their BART trips
- 12% Have been riding BART for less than one year

#### Demographics

##### Gender

Male	44%
Female	56%

##### Age

13 to 17 Years	1%
18 to 24 Years	6%
25 to 44 Years	42%
45 to 64 Years	48%
65 Years and Over	3%

##### Household Income

Under \$25,000	6%
\$25,000 to \$49,999	9%
\$50,000 to \$74,999	19%
\$75,000 to \$99,999	18%
\$100,000 to \$149,999	28%
\$150,000 and Over	20%

##### Ethnicity

<i>Non-Hispanic</i>	
White	47%
Black/African American	11%
Asian or Pacific Islander	26%
American Indian or Alaska Native	<1%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	
	11%

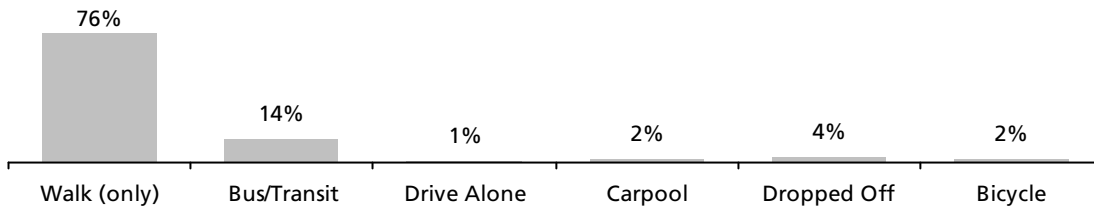
A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## 24<sup>TH</sup> ST. MISSION STATION – NON-HOME ORIGINS

### Ridership

On an average weekday, 13,332 riders enter 24th St. Mission Station. Of these riders, **4,588 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

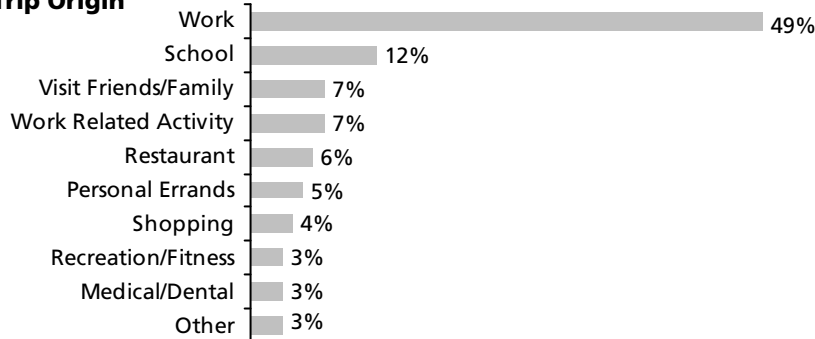
### Travel Mode to 24th St. Mission Station (from non-home origins)



### Station Parking

Total car parking spaces:	0	Total bike spaces:	70
Daily fee:	0		
Monthly permit:	0		
Free:	0		

### Trip Origin



### Other Factors

- 63% Use BART five or more days per week
- 52% Have a car available to make their BART trips
- 11% Have been riding BART for less than one year

### Demographics

#### Gender

Male	39%
Female	61%

#### Age

13 to 17 Years	2%
18 to 24 Years	13%
25 to 44 Years	48%
45 to 64 Years	34%
65 Years and Over	3%

#### Household Income

Under \$25,000	24%
\$25,000 to \$49,999	19%
\$50,000 to \$74,999	20%
\$75,000 to \$99,999	13%
\$100,000 to \$149,999	13%
\$150,000 and Over	10%

#### Ethnicity

<b>Non-Hispanic</b>	
White	44%
Black/African American	7%
Asian or Pacific Islander	14%
American Indian or Alaska native	<1%
Other, including 2 or more races	3%
<b>Hispanic (any race)</b>	
	31%

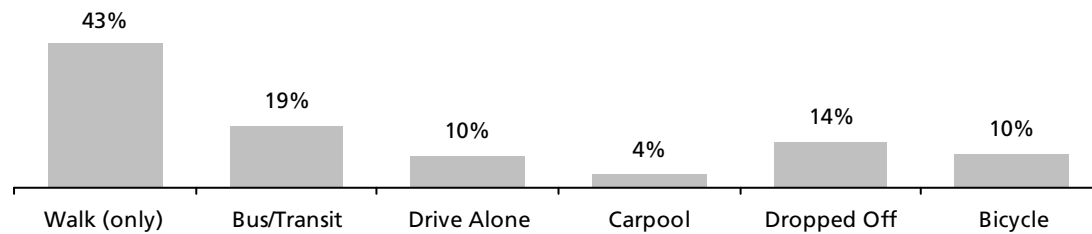
A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## ASHBY STATION – NON-HOME ORIGINS

### Ridership

On an average weekday, 4,797 riders enter Ashby Station. Of these riders, **1,504 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

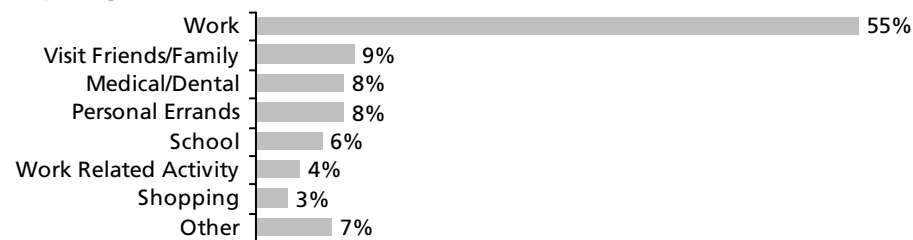
### Travel Mode to Ashby Station (from non-home origins)



### Station Parking

Total car parking spaces:	602	Total bike spaces:	195
Daily fee:	514		
Monthly permit:	88		
Free:	0		

### Trip Origin



### Other Factors

- 53% Use BART five or more days per week
- 57% Have a car available to make their BART trips
- 16% Have been riding BART for less than one year

### Demographics

#### Gender

Male	39%
Female	61%

#### Age

13 to 17 Years	0%
18 to 24 Years	13%
25 to 44 Years	51%
45 to 64 Years	33%
65 Years and Over	4%

#### Household Income

Under \$25,000	20%
\$25,000 to \$49,999	20%
\$50,000 to \$74,999	18%
\$75,000 to \$99,999	13%
\$100,000 to \$149,999	19%
\$150,000 and Over	9%

#### Ethnicity

<i>Non-Hispanic</i>	
White	50%
Black/African American	19%
Asian or Pacific Islander	14%
American Indian or Alaska Native	<1%
Other, including 2 or more races	6%
<i>Hispanic (any race)</i>	
	10%

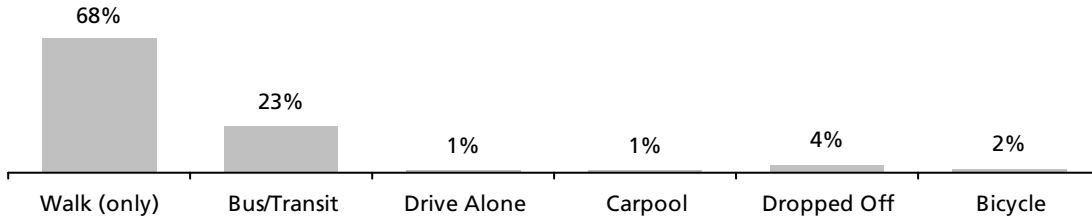
A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## BALBOA PARK STATION – NON-HOME ORIGINS

### Ridership

On an average weekday, 15,567 riders enter Balboa Park Station. Of these riders, **5,929 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

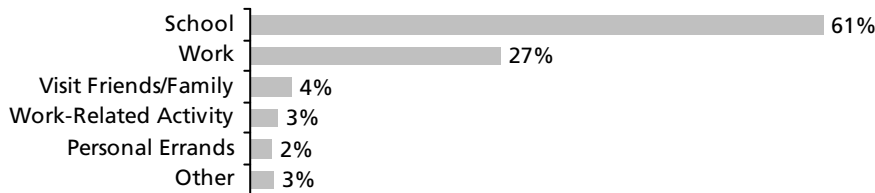
### Travel Mode to Balboa Park Station (from non-home origins)



### Station Parking

Total car parking spaces:	0	Total bike spaces:	107
Daily fee:	0		
Monthly permit:	0		
Free:	0		

### Trip Origin



### Other Factors

- 64% Use BART five or more days per week
- 34% Have a car available to make their BART trips
- 13% Have been riding BART for less than one year

### Demographics

#### Gender

Male	45%
Female	55%

#### Age

13 to 17 Years	4%
18 to 24 Years	34%
25 to 44 Years	42%
45 to 64 Years	18%
65 Years and Over	2%

#### Household Income

Under \$25,000	37%
\$25,000 to \$49,999	24%
\$50,000 to \$74,999	12%
\$75,000 to \$99,999	11%
\$100,000 to \$149,999	10%
\$150,000 and Over	6%

#### Ethnicity

<i>Non-Hispanic</i>	
White	36%
Black/African American	9%
Asian or Pacific Islander	28%
American Indian or Alaska Native	1%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	
	21%

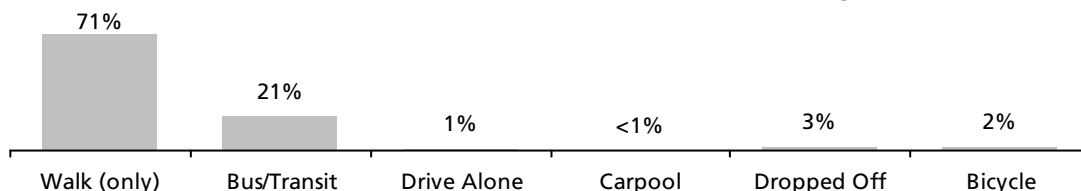
A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

### CIVIC CENTER / UN PLAZA STATION – NON-HOME ORIGINS

#### Ridership

On an average weekday, 22,229 riders enter Civic Center / UN Plaza Station. Of these riders, **17,835 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

#### Travel Mode to Civic Center / UN Plaza Station (from non-home origins)



#### Station Parking

Total car parking spaces:	0	Total bike spaces:	63
Daily fee:	0		
Monthly permit:	0		
Free:	0		

#### Trip Origin



#### Other Factors

- 71% Use BART five or more days per week
- 71% Have a car available to make their BART trips
- 13% Have been riding BART for less than one year

#### Demographics

##### Gender

Male	45%
Female	55%

##### Age

13 to 17 Years	<1%
18 to 24 Years	8%
25 to 44 Years	45%
45 to 64 Years	44%
65 Years and Over	3%

##### Household Income

Under \$25,000	10%
\$25,000 to \$49,999	15%
\$50,000 to \$74,999	18%
\$75,000 to \$99,999	16%
\$100,000 to \$149,999	21%
\$150,000 and Over	21%

##### Ethnicity

<i>Non-Hispanic</i>	
White	48%
Black/African American	10%
Asian or Pacific Islander	23%
American Indian or Alaska Native	1%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	14%

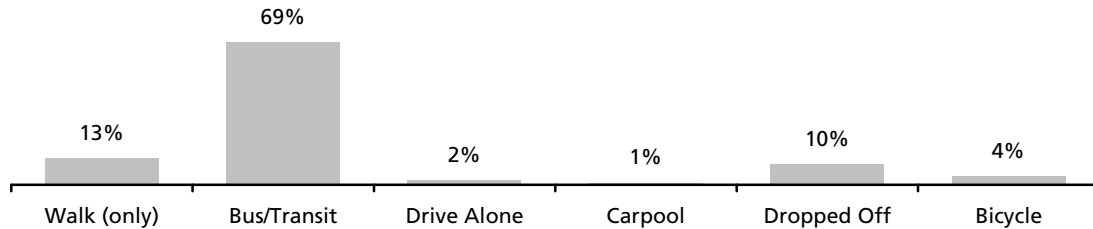
A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## COLISEUM / OAKLAND AIRPORT STATION - NON-HOME ORIGINS

### Ridership

On an average weekday, 6,332 riders enter Coliseum / Oakland Airport Station. Of these riders, **3,746 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

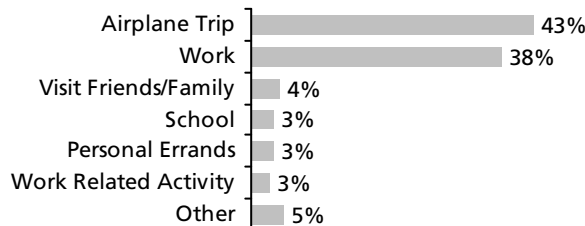
### Travel Mode to Coliseum / Oakland Airport Station (from non-home origins)



### Station Parking

Total car parking spaces:	952	Total bike spaces:	65
Daily fee:	0		
Monthly permit:	15		
Free:	937		

### Trip Origin



### Other Factors

- 46% Use BART five or more days per week
- 44% Have a car available to make their BART trips
- 14% Have been riding BART for less than one year

### Demographics

#### Gender

Male	55%
Female	45%

#### Age

13 to 17 Years	2%
18 to 24 Years	13%
25 to 44 Years	46%
45 to 64 Years	34%
65 Years and Over	4%

#### Household Income

Under \$25,000	24%
\$25,000 to \$49,999	22%
\$50,000 to \$74,999	16%
\$75,000 to \$99,999	12%
\$100,000 to \$149,999	14%
\$150,000 and Over	13%

#### Ethnicity

<i>Non-Hispanic</i>	
White	45%
Black/African American	21%
Asian or Pacific Islander	20%
American Indian or Alaska Native	1%
Other, including 2 or more races	2%
<i>Hispanic (any race)</i>	
	11%

A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

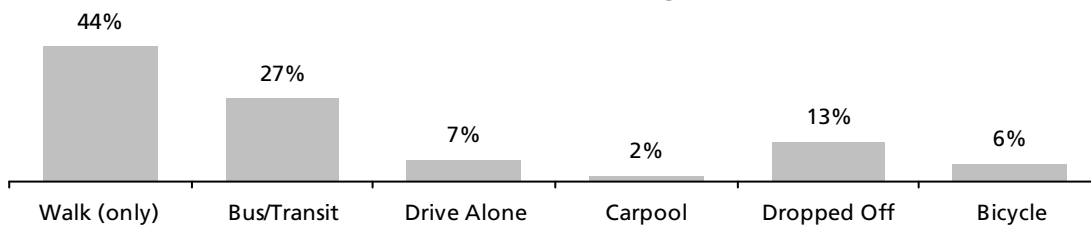


## CONCORD STATION – NON-HOME ORIGINS

### Ridership

On an average weekday, 5,782 riders enter Concord Station. Of these riders, **1,478 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

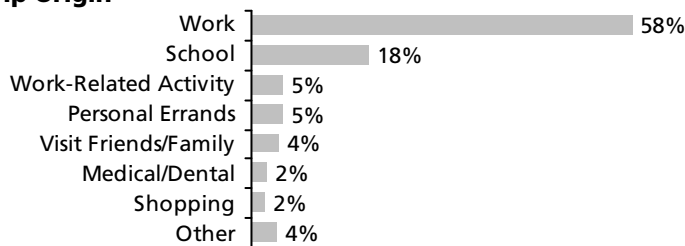
### Travel Mode to Concord Station (from non-home origins)



### Station Parking

Total car parking spaces:	2,335	Total bike spaces:	147
Daily fee:	0		
Monthly permit:	19		
Free:	2,316		

### Trip Origin



### Other Factors

- 61% Use BART five or more days per week
- 48% Have a car available to make their BART trips
- 16% Have been riding BART for less than one year

### Demographics

#### Gender

Male	48%
Female	52%

#### Age

13 to 17 Years	4%
18 to 24 Years	19%
25 to 44 Years	38%
45 to 64 Years	35%
65 Years and Over	5%

#### Household Income

Under \$25,000	25%
\$25,000 to \$49,999	25%
\$50,000 to \$74,999	19%
\$75,000 to \$99,999	13%
\$100,000 to \$149,999	13%
\$150,000 and Over	4%

#### Ethnicity

<i>Non-Hispanic</i>	
White	39%
Black/African American	18%
Asian or Pacific Islander	20%
American Indian or Alaska Native	<1%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	
	19%

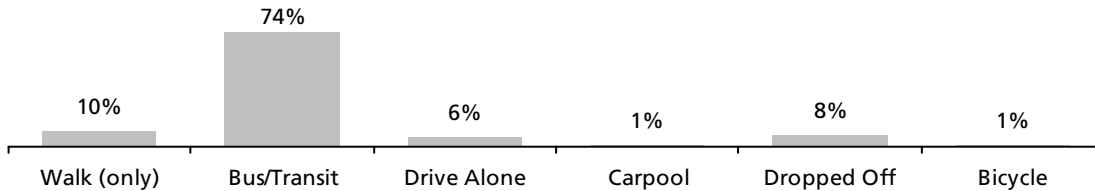
A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## DALY CITY STATION – NON-HOME ORIGINS

### Ridership

On an average weekday, 9,125 riders enter Daly City Station. Of these riders, **3,481 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

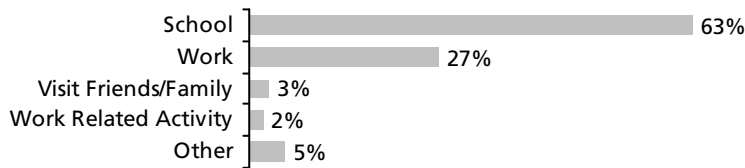
### Travel Mode to Daly City Station (from non-home origins)



### Station Parking

Total car parking spaces:	2,053	Total bike spaces:	65
Daily fee:	1,619		
Monthly permit:	434		
Free:	0		

### Trip Origin



### Other Factors

- 49% Use BART five or more days per week
- 68% Have a car available to make their BART trips
- 16% Have been riding BART for less than one year

### Demographics

#### Gender

Male	41%
Female	59%

#### Age

13 to 17 Years	1%
18 to 24 Years	40%
25 to 44 Years	38%
45 to 64 Years	19%
65 Years and Over	3%

#### Household Income

Under \$25,000	24%
\$25,000 to \$49,999	21%
\$50,000 to \$74,999	19%
\$75,000 to \$99,999	15%
\$100,000 to \$149,999	12%
\$150,000 and Over	10%

#### Ethnicity

<i>Non-Hispanic</i>	
White	44%
Black/African American	9%
Asian or Pacific Islander	25%
American Indian or Alaska Native	<1%
Other, including 2 or more races	3%
<i>Hispanic (any race)</i>	19%

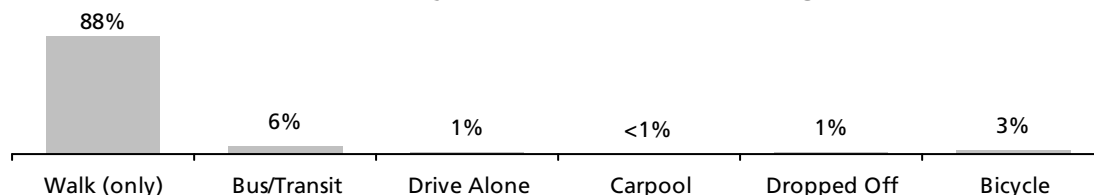
A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## DOWNTOWN BERKELEY STATION – NON-HOME ORIGINS

### Ridership

On an average weekday, 11,929 riders enter Downtown Berkeley Station. Of these riders, **9,092 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

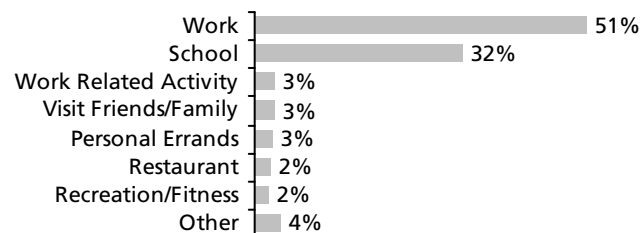
### Travel Mode to Downtown Berkeley Station (from non-home origins)



### Station Parking

Total car parking spaces:	0	Total bike spaces:	83
Daily fee:	0		
Monthly permit:	0		
Free:	0		

### Trip Origin



### Other Factors

- 61% Use BART five or more days per week
- 57% Have a car available to make their BART trips
- 17% Have been riding BART for less than one year

### Demographics

#### Gender

Male	44%
Female	56%

#### Age

13 to 17 Years	2%
18 to 24 Years	22%
25 to 44 Years	49%
45 to 64 Years	24%
65 Years and Over	3%

#### Household Income

Under \$25,000	19%
\$25,000 to \$49,999	18%
\$50,000 to \$74,999	22%
\$75,000 to \$99,999	15%
\$100,000 to \$149,999	16%
\$150,000 and Over	10%

#### Ethnicity

<i>Non-Hispanic</i>	
White	54%
Black/African American	9%
Asian or Pacific Islander	21%
American Indian or Alaska Native	<1%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	12%

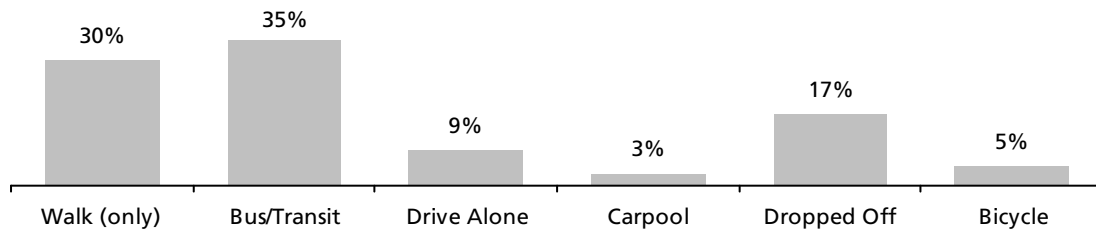
A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## DUBLIN / PLEASANTON STATION – NON-HOME ORIGINS

### Ridership

On an average weekday, 7,598 riders enter Dublin / Pleasanton Station. Of these riders, **2,031 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

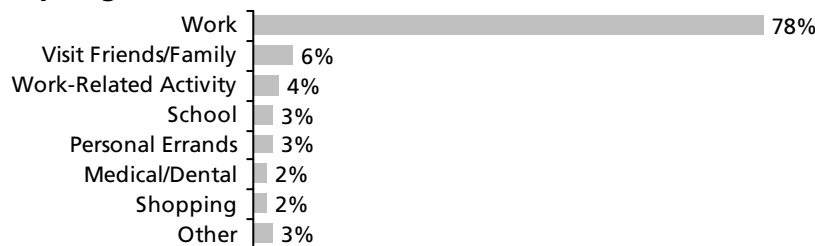
### Travel Mode to Dublin / Pleasanton Station (from non-home origins)



### Station Parking

Total car parking spaces:	4,088	Total bike spaces:	232
Daily fee:	2,918		
Monthly permit:	1,170		
Free:	0		

### Trip Origin



### Other Factors

- 61% Use BART five or more days per week
- 55% Have a car available to make their BART trips
- 17% Have been riding BART for less than one year

### Demographics

#### Gender

Male	50%
Female	50%

#### Age

13 to 17 Years	<1%
18 to 24 Years	13%
25 to 44 Years	43%
45 to 64 Years	40%
65 Years and Over	3%

#### Household Income

Under \$25,000	14%
\$25,000 to \$49,999	17%
\$50,000 to \$74,999	24%
\$75,000 to \$99,999	15%
\$100,000 to \$149,999	17%
\$150,000 and Over	14%

#### Ethnicity

<i>Non-Hispanic</i>	
White	42%
Black/African American	14%
Asian or Pacific Islander	29%
American Indian or Alaska Native	<1%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	
	11%

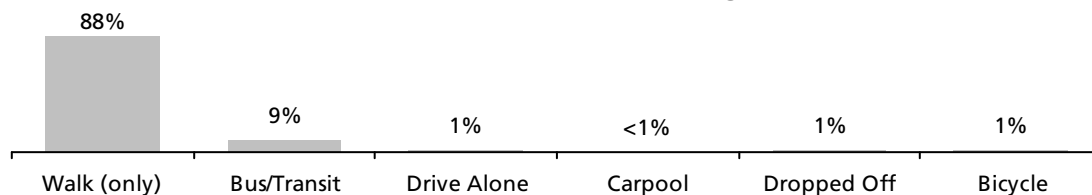
A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## EMBARCADERO STATION – NON-HOME ORIGINS

### Ridership

On an average weekday, 33,014 riders enter Embarcadero Station. Of these riders, **30,658 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

### Travel Mode to Embarcadero Station (from non-home origins)



### Station Parking

Total car parking spaces:	0	Total bike spaces:	130
Daily fee:	0		
Monthly permit:	0		
Free:	0		

### Trip Origin



### Other Factors

- 77% Use BART five or more days per week
- 81% Have a car available to make their BART trips
- 11% Have been riding BART for less than one year

### Demographics

#### Gender

Male	39%
Female	61%

#### Age

13 to 17 Years	<1%
18 to 24 Years	5%
25 to 44 Years	52%
45 to 64 Years	41%
65 Years and Over	2%

#### Household Income

Under \$25,000	4%
\$25,000 to \$49,999	9%
\$50,000 to \$74,999	16%
\$75,000 to \$99,999	19%
\$100,000 to \$149,999	25%
\$150,000 and Over	27%

#### Ethnicity

<i>Non-Hispanic</i>	
White	54%
Black/African American	8%
Asian or Pacific Islander	25%
American Indian or Alaska Native	<1%
Other, including 2 or more races	3%
<i>Hispanic (any race)</i>	
	11%

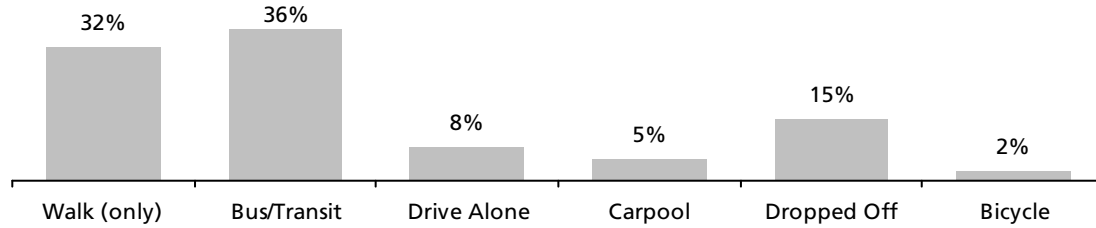
A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## FREMONT STATION – NON-HOME ORIGINS

### Ridership

On an average weekday, 7,294 riders enter Fremont Station. Of these riders, **1,862 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

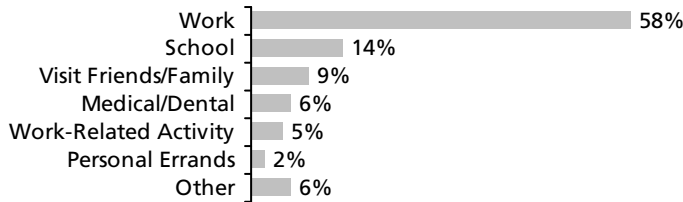
### Travel Mode to Fremont Station (from non-home origins)



### Station Parking

Total car parking spaces:	2,113	Total bike spaces:	155
Daily fee:	1,556		
Monthly permit:	557		
Free:	0		

### Trip Origin



### Other Factors

- 46% Use BART five or more days per week
- 58% Have a car available to make their BART trips
- 21% Have been riding BART for less than one year

### Demographics

#### Gender

Male	53%
Female	47%

#### Age

13 to 17 Years	1%
18 to 24 Years	20%
25 to 44 Years	43%
45 to 64 Years	30%
65 Years and Over	6%

#### Household Income

Under \$25,000	21%
\$25,000 to \$49,999	16%
\$50,000 to \$74,999	19%
\$75,000 to \$99,999	13%
\$100,000 to \$149,999	18%
\$150,000 and Over	12%

#### Ethnicity

<i>Non-Hispanic</i>	
White	34%
Black/African American	17%
Asian or Pacific Islander	28%
American Indian or Alaska Native	1%
Other, including 2 or more races	5%
<i>Hispanic (any race)</i>	
	16%

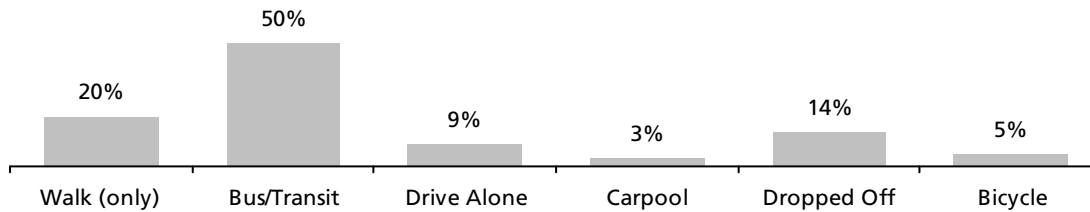
A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## HAYWARD STATION – NON-HOME ORIGINS

### Ridership

On an average weekday, 4,921 riders enter Hayward Station. Of these riders, **1,843 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

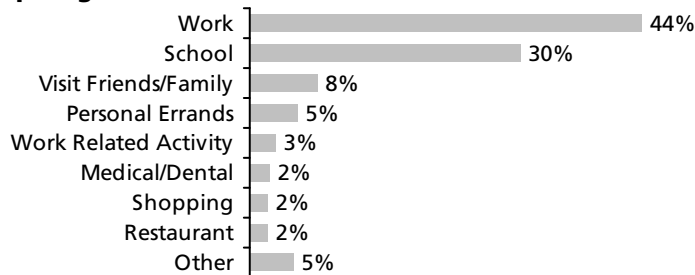
### Travel Mode to Hayward Station (from non-home origins)



### Station Parking

Total car parking spaces:	1,437	Total bike spaces:	90
Daily fee:	0		
Monthly permit:	52		
Free:	1,385		

### Trip Origin



### Other Factors

- 55% Use BART five or more days per week
- 48% Have a car available to make their BART trips
- 16% Have been riding BART for less than one year

### Demographics

#### Gender

Male	50%
Female	50%

#### Age

13 to 17 Years	3%
18 to 24 Years	21%
25 to 44 Years	42%
45 to 64 Years	31%
65 Years and Over	2%

#### Household Income

Under \$25,000	24%
\$25,000 to \$49,999	17%
\$50,000 to \$74,999	21%
\$75,000 to \$99,999	11%
\$100,000 to \$149,999	15%
\$150,000 and Over	11%

#### Ethnicity

<i>Non-Hispanic</i>	
White	39%
Black/African American	18%
Asian or Pacific Islander	21%
American Indian or Alaska Native	<1%
Other, including 2 or more races	3%
<i>Hispanic (any race)</i>	
	19%

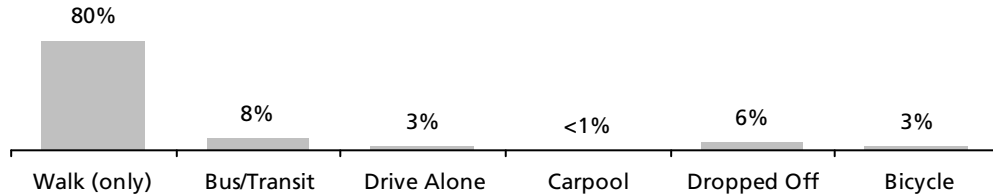
A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

**LAKE MERRITT STATION – NON-HOME ORIGINS**

**Ridership**

On an average weekday, 6,021 riders enter Lake Merritt Station. Of these riders, **3,034 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

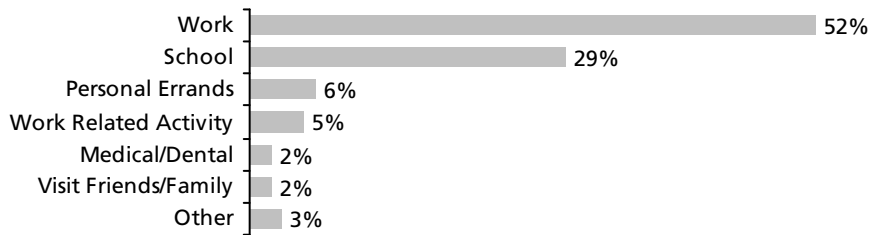
**Travel Mode to Lake Merritt Station (from non-home origins)**



**Station Parking**

Total car parking spaces:	198	Total bike spaces:	53
Daily fee:	99		
Monthly permit:	99		
Free:	0		

**Trip Origin**



**Other Factors**

- 59% Use BART five or more days per week
- 61% Have a car available to make their BART trips
- 14% Have been riding BART for less than one year

**Demographics**

**Gender**

Male	47%
Female	53%

**Age**

13 to 17 Years	1%
18 to 24 Years	20%
25 to 44 Years	44%
45 to 64 Years	30%
65 Years and Over	5%

**Household Income**

Under \$25,000	21%
\$25,000 to \$49,999	19%
\$50,000 to \$74,999	19%
\$75,000 to \$99,999	13%
\$100,000 to \$149,999	17%
\$150,000 and Over	11%

**Ethnicity**

<i>Non-Hispanic</i>	
White	35%
Black/African American	16%
Asian or Pacific Islander	30%
American Indian or Alaska Native	1%
Other, including 2 or more races	5%
<i>Hispanic (any race)</i>	
	13%

A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

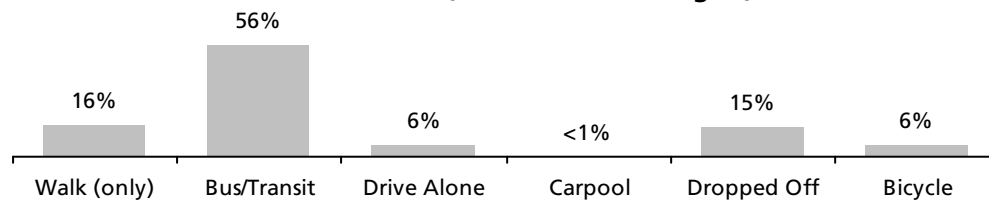


## MACARTHUR STATION – NON-HOME ORIGINS

### Ridership

On an average weekday, 7,802 riders enter MacArthur Station. Of these riders, **3,403 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

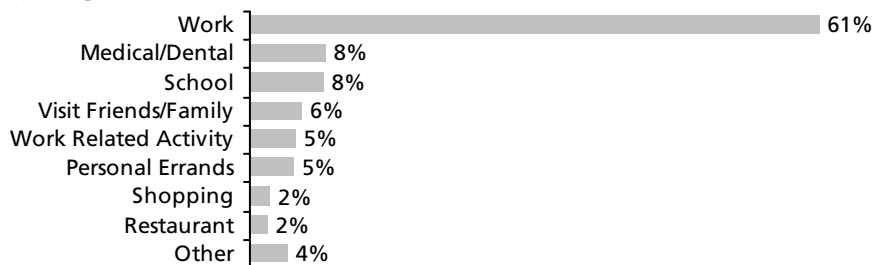
### Travel Mode to MacArthur Station (from non-home origins)



### Station Parking

Total car parking spaces:	621	Total bike spaces:	148
Daily fee:	443		
Monthly permit:	178		
Free:	0		

### Trip Origin



### Other Factors

- 63% Use BART five or more days per week
- 55% Have a car available to make their BART trips
- 18% Have been riding BART for less than one year

### Demographics

#### Gender

Male	46%
Female	54%

#### Age

13 to 17 Years	2%
18 to 24 Years	14%
25 to 44 Years	47%
45 to 64 Years	34%
65 Years and Over	3%

#### Household Income

Under \$25,000	17%
\$25,000 to \$49,999	17%
\$50,000 to \$74,999	20%
\$75,000 to \$99,999	16%
\$100,000 to \$149,999	14%
\$150,000 and Over	15%

#### Ethnicity

<i>Non-Hispanic</i>	
White	48%
Black/African American	19%
Asian or Pacific Islander	16%
American Indian or Alaska Native	1%
Other, including 2 or more races	3%
<i>Hispanic (any race)</i>	
	13%

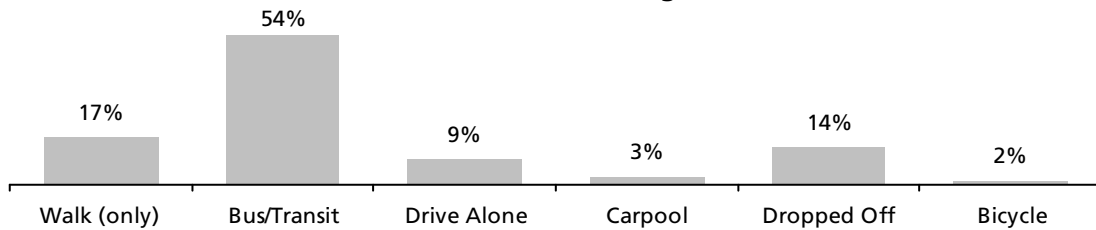
A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## MILLBRAE STATION – NON-HOME ORIGINS

### Ridership

On an average weekday, 4,282 riders enter Millbrae Station. Of these riders, **1,341 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

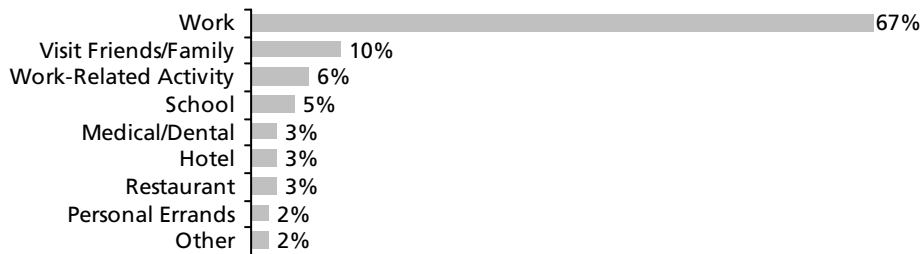
### Travel Mode to Millbrae Station (from non-home origins)



### Station Parking

Total car parking spaces:	2,972	Total bike spaces:	80
Daily fee:	0		
Monthly permit:	434		
Free:	2,538		

### Trip Origin



### Other Factors

- 50% Use BART five or more days per week
- 49% Have a car available to make their BART trips
- 28% Have been riding BART for less than one year

### Demographics

#### Gender

Male	54%
Female	46%

#### Age

13 to 17 Years	3%
18 to 24 Years	10%
25 to 44 Years	54%
45 to 64 Years	30%
65 Years and Over	4%

#### Household Income

Under \$25,000	12%
\$25,000 to \$49,999	15%
\$50,000 to \$74,999	18%
\$75,000 to \$99,999	18%
\$100,000 to \$149,999	19%
\$150,000 and Over	18%

#### Ethnicity

<i>Non-Hispanic</i>	
White	53%
Black/African American	6%
Asian or Pacific Islander	23%
American Indian or Alaska Native	<1%
Other, including 2 or more races	3%
<i>Hispanic (any race)</i>	
	15%

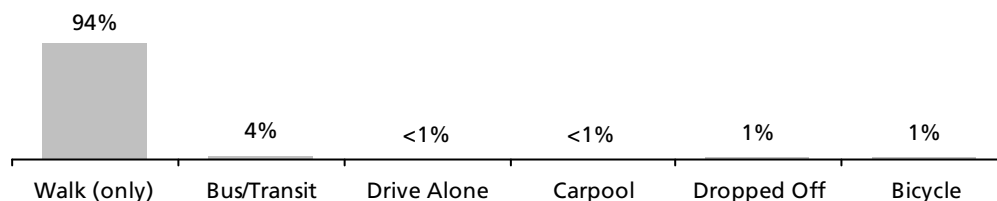
A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## MONTGOMERY ST. STATION – NON-HOME ORIGINS

### Ridership

On an average weekday, 32,519 riders enter Montgomery St. Station. Of these riders, **30,674 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

### Travel Mode to Montgomery St. Station (from non-home origins)



### Station Parking

Total car parking spaces:	0	Total bike spaces:	0
Daily fee:	0		
Monthly permit:	0		
Free:	0		

### Trip Origin



### Other Factors

- 74% Use BART five or more days per week
- 79% Have a car available to make their BART trips
- 12% Have been riding BART for less than one year

### Demographics

#### Gender

Male	41%
Female	59%

#### Age

13 to 17 Years	<1%
18 to 24 Years	6%
25 to 44 Years	54%
45 to 64 Years	37%
65 Years and Over	3%

#### Household Income

Under \$25,000	5%
\$25,000 to \$49,999	10%
\$50,000 to \$74,999	18%
\$75,000 to \$99,999	16%
\$100,000 to \$149,999	23%
\$150,000 and Over	28%

#### Ethnicity

<i>Non-Hispanic</i>	
White	56%
Black/African American	7%
Asian or Pacific Islander	24%
American Indian or Alaska Native	1%
Other, including 2 or more races	3%
<i>Hispanic (any race)</i>	
	11%

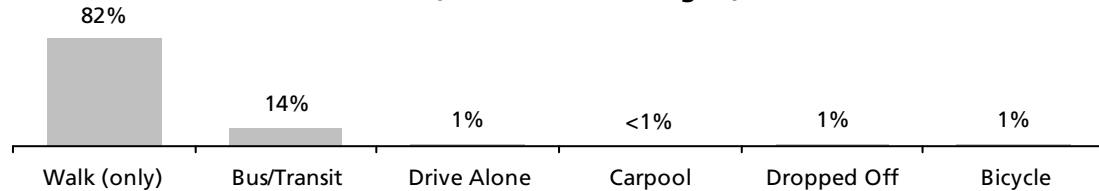
A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

**POWELL ST. STATION – NON-HOME ORIGINS**

**Ridership**

On an average weekday, 30,733 riders enter Powell St. Station. Of these riders, **26,830 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

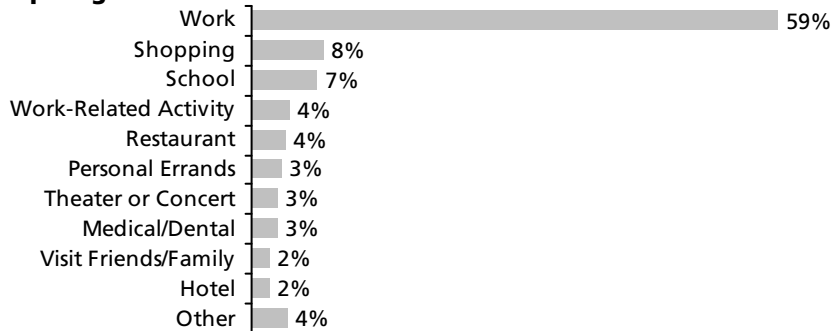
**Travel Mode to Powell St. Station (from non-home origins)**



**Station Parking**

Total car parking spaces:	0	Total bike spaces:	7
Daily fee:	0		
Monthly permit:	0		
Free:	0		

**Trip Origin**



**Other Factors**

- 64% Use BART five or more days per week
- 63% Have a car available to make their BART trips
- 14% Have been riding BART for less than one year

**Demographics**

**Gender**

Male	38%
Female	62%

**Age**

13 to 17 Years	1%
18 to 24 Years	13%
25 to 44 Years	48%
45 to 64 Years	33%
65 Years and Over	4%

**Household Income**

Under \$25,000	14%
\$25,000 to \$49,999	17%
\$50,000 to \$74,999	18%
\$75,000 to \$99,999	16%
\$100,000 to \$149,999	19%
\$150,000 and Over	16%

**Ethnicity**

<b>Non-Hispanic</b>	
White	47%
Black/African American	9%
Asian or Pacific Islander	26%
American Indian or Alaska Native	<1%
Other, including 2 or more races	4%
<b>Hispanic (any race)</b>	
	15%

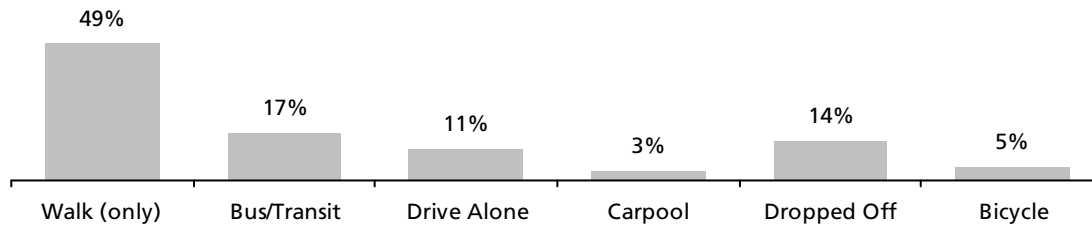
A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## ROCKRIDGE STATION – NON-HOME ORIGINS

### Ridership

On an average weekday, 4,842 riders enter Rockridge Station. Of these riders, **1,386 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

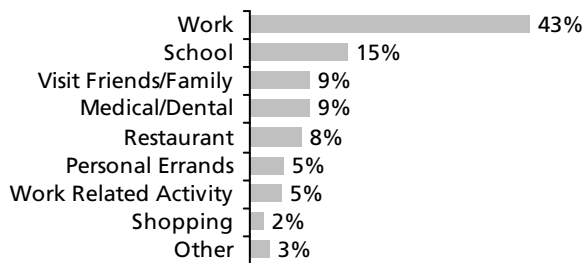
### Travel Mode to Rockridge Station (from non-home origins)



### Station Parking

Total car parking spaces:	885	Total bike spaces:	182
Daily fee:	491		
Monthly permit:	394		
Free:	0		

### Trip Origin



### Other Factors

- 49% Use BART five or more days per week
- 61% Have a car available to make their BART trips
- 10% Have been riding BART for less than one year

### Demographics

#### Gender

Male	40%
Female	60%

#### Age

13 to 17 Years	2%
18 to 24 Years	14%
25 to 44 Years	46%
45 to 64 Years	35%
65 Years and Over	3%

#### Household Income

Under \$25,000	20%
\$25,000 to \$49,999	18%
\$50,000 to \$74,999	18%
\$75,000 to \$99,999	12%
\$100,000 to \$149,999	17%
\$150,000 and Over	16%

#### Ethnicity

<i>Non-Hispanic</i>	
White	63%
Black/African American	8%
Asian or Pacific Islander	16%
American Indian or Alaska Native	<1%
Other, including 2 or more races	3%
<i>Hispanic (any race)</i>	
	11%

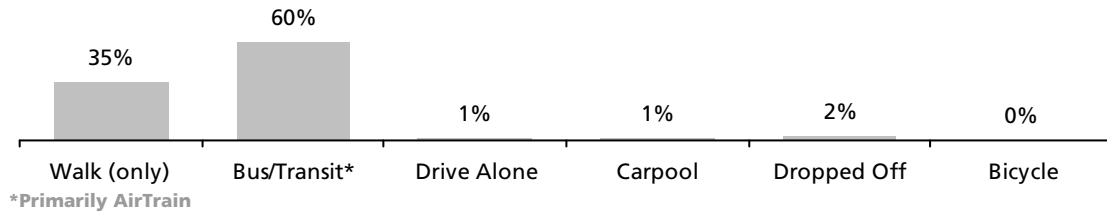
A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

**SAN FRANCISCO INT’L AIRPORT (SFO) STATION – NON-HOME ORIGINS**

**Ridership**

On an average weekday, 4,752 riders enter San Francisco Int’l Airport (SFO) Station. Of these riders, **4,586 are coming from places other than home**; most are coming from the airport, either from an airplane trip or from work. The percentages on this page apply to these non-home origin riders. Note that as most are traveling from the airport to the SFO BART station, the travel mode data below primarily include trips within the airport.

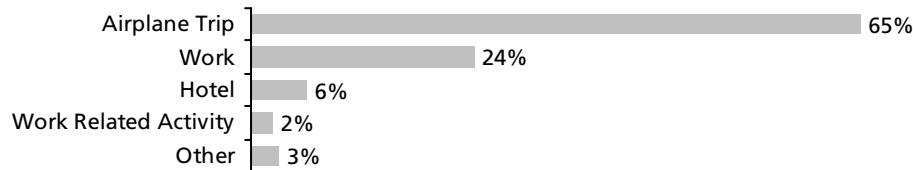
**Travel Mode to San Francisco Int’l Airport (SFO) Station (from non-home origins)**



**Station Parking**

Total car parking spaces:	0	Total bike spaces:	0
Daily fee:	0		
Monthly permit:	0		
Free:	0		

**Trip Origin**



**Other Factors**

- 26% Use BART five or more days per week
- 47% Have a car available to make their BART trips
- 28% Have been riding BART for less than one year

**Demographics**

**Gender**

Male	57%
Female	43%

**Age**

13 to 17 Years	<1%
18 to 24 Years	9%
25 to 44 Years	42%
45 to 64 Years	39%
65 Years and Over	10%

**Household Income**

Under \$25,000	8%
\$25,000 to \$49,999	18%
\$50,000 to \$74,999	16%
\$75,000 to \$99,999	15%
\$100,000 to \$149,999	19%
\$150,000 and Over	24%

**Ethnicity**

<i>Non-Hispanic</i>	
White	62%
Black/African American	7%
Asian or Pacific Islander	20%
American Indian or Alaska Native	<1%
Other, including 2 or more races	3%
<i>Hispanic (any race)</i>	
	8%

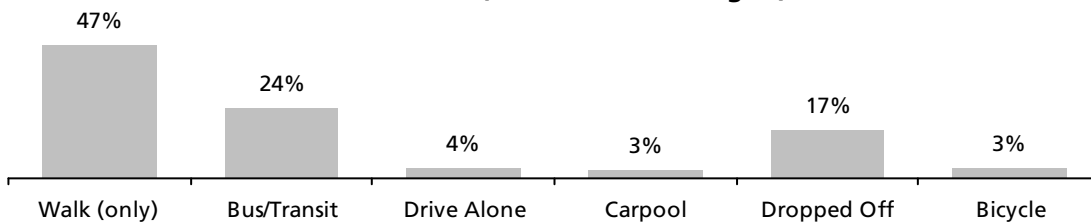
A station-level map depicting riders’ non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## WALNUT CREEK STATION – NON-HOME ORIGINS

### Ridership

On an average weekday, 6,084 riders enter Walnut Creek Station. Of these riders, **2,039 riders are coming from places other than home**, such as work or school. The percentages on this page apply to these non-home origin riders.

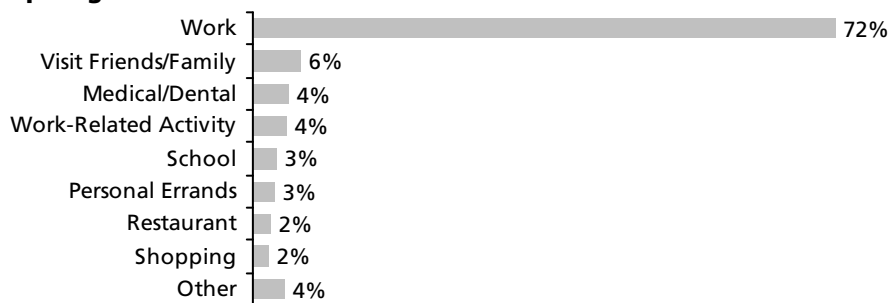
### Travel Mode to Walnut Creek Station (from non-home origins)



### Station Parking

Total car parking spaces:	2,073	Total bike spaces:	155
Daily fee:	1,693		
Monthly permit:	380		
Free:	0		

### Trip Origin



### Other Factors

- 61% Use BART five or more days per week
- 53% Have a car available to make their BART trips
- 14% Have been riding BART for less than one year

### Demographics

#### Gender

Male	49%
Female	51%

#### Age

13 to 17 Years	2%
18 to 24 Years	15%
25 to 44 Years	43%
45 to 64 Years	35%
65 Years and Over	6%

#### Household Income

Under \$25,000	18%
\$25,000 to \$49,999	19%
\$50,000 to \$74,999	18%
\$75,000 to \$99,999	15%
\$100,000 to \$149,999	15%
\$150,000 and Over	15%

#### Ethnicity

<i>Non-Hispanic</i>	
White	52%
Black/African American	9%
Asian or Pacific Islander	17%
American Indian or Alaska Native	0%
Other, including 2 or more races	4%
<i>Hispanic (any race)</i>	
	17%

A station-level map depicting riders' non-home locations is available in a separate PDF file at [www.bart.gov/profile](http://www.bart.gov/profile).

## V-a. COMPARATIVE TABLES – HOME ORIGINS

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This section shows results for each station based on data from customers who travel to the station from home. Note that the San Francisco International Airport (SFO) Station is not included in this section due to a small sample size of home origin trips at this station. (For comparative tables based on customers coming from non-home origins, please refer to *Section V-b*.)

Percentage statistics are reported in whole numbers. Percentages of 0.5% and above were rounded up. Percentages less than 0.5% are noted with an asterisk ("\*"). A dash ("-") is used to denote zero. Rows may not add exactly to 100% due to rounding.

Numbers in brackets [ ] are subcategories which add up to the number preceding them. For example, numbers in brackets showing "Drove alone," "Drove with others," and "Dropped off" add up to the preceding "Car" category. In cases where the bases were too small to be statistically reliable, "SB" (small base) is shown.

Percentages can be converted to absolute numbers of passenger trips using the home origin trip totals by station in *Appendix D*.

Data in this section are weighted using origin weights. (See *Appendix B* for weighting details.)

Percentages should be read horizontally (across).

For your convenience, the data shown in these tables will be made available in an easily sortable spreadsheet format at [www.bart.gov/profile](http://www.bart.gov/profile).



## Q2. How did you get to this BART station for this trip?

Base: Home Origins

HOME ORIGIN STATIONS	MODE TO BART (%)								
	Walked	Taxi	Motorcycle / Moped	Bicycle	Bus, Train, or Other Transit	Car	[Drove Alone]	[Car-pooled]	[Dropped Off]
12 <sup>th</sup> St. / Oakland City Center	45	*	-	3	31	21	[7]	[3]	[11]
16 <sup>th</sup> St. Mission	81	*	*	5	9	5	[2]	[*]	[3]
19 <sup>th</sup> St. / Oakland	70	*	-	6	11	13	[2]	[2]	[9]
24 <sup>th</sup> St. Mission	73	*	-	5	18	5	[1]	[*]	[3]
Ashby	57	*	*	12	1	30	[20]	[5]	[5]
Balboa Park	30	*	*	2	46	22	[7]	[1]	[14]
Bay Fair	16	1	1	2	10	70	[52]	[5]	[13]
Castro Valley	14	*	*	2	1	82	[65]	[5]	[11]
Civic Center / UN Plaza	43	2	*	4	45	5	[1]	[1]	[4]
Coliseum / Oakland Airport	12	*	-	*	19	68	[49]	[4]	[15]
Colma	16	-	*	1	15	69	[52]	[7]	[10]
Concord	11	1	*	3	7	78	[56]	[9]	[13]
Daly City	18	*	*	1	15	67	[46]	[9]	[12]
Downtown Berkeley	71	*	*	10	9	10	[3]	[1]	[6]
Dublin / Pleasanton	4	*	1	1	9	84	[60]	[10]	[15]
El Cerrito del Norte	13	*	-	3	22	62	[44]	[7]	[10]
El Cerrito Plaza	43	-	1	6	1	49	[37]	[4]	[7]
Embarcadero	16	1	*	9	60	14	[4]	[7]	[3]
Fremont	17	*	*	1	8	73	[50]	[8]	[15]
Fruitvale	17	1	*	10	19	53	[38]	[4]	[11]
Glen Park	49	*	1	2	21	27	[10]	[4]	[13]
Hayward	22	1	*	1	8	68	[49]	[7]	[12]
Lafayette	12	-	1	2	1	84	[68]	[7]	[9]
Lake Merritt	45	*	*	8	5	42	[23]	[4]	[15]
MacArthur	35	1	*	8	15	40	[27]	[5]	[8]
Millbrae	7	*	*	1	18	74	[60]	[6]	[8]
Montgomery St.	38	1	*	1	51	9	[4]	[1]	[4]
North Berkeley	43	*	*	8	1	47	[34]	[7]	[6]
North Concord / Martinez	4	*	1	1	2	92	[72]	[11]	[10]
Orinda	3	-	1	2	6	88	[64]	[11]	[13]
Pittsburg / Bay Point	5	*	1	1	21	73	[48]	[9]	[16]
Pleasant Hill	19	*	1	3	5	71	[56]	[5]	[11]
Powell St.	50	1	-	2	46	2	[1]	[*]	[1]
Richmond	24	*	-	2	21	53	[35]	[3]	[15]
Rockridge	37	-	1	5	3	54	[39]	[6]	[9]
San Bruno	13	*	*	2	5	80	[61]	[8]	[11]
San Leandro	23	*	-	3	7	68	[48]	[5]	[16]
South Hayward	12	-	-	2	5	81	[58]	[8]	[15]
South San Francisco	16	*	-	*	5	78	[60]	[8]	[10]
Union City	17	*	*	2	8	73	[53]	[6]	[15]
Walnut Creek	12	*	1	2	7	78	[55]	[10]	[13]
West Oakland	16	*	*	5	1	78	[51]	[9]	[18]

**Median Distance to Station from Home Origin by Mode (in miles)**

Base: Home Origins (Geocoded)

	Median Distance (All Modes)	Median Walk Distance	Median Car Distance	Median Transit Distance
<b>HOME ORIGIN STATIONS</b>				
12 <sup>th</sup> St. / Oakland City Center	0.90	0.38		2.21
16 <sup>th</sup> St. Mission	0.46	0.40		
19 <sup>th</sup> St. / Oakland	0.84	0.76		
24 <sup>th</sup> St. Mission	0.55	0.45		0.99
Ashby	0.63	0.49	1.13	
Balboa Park	0.91	0.54	1.35	0.99
Bay Fair	1.82		2.11	
Castro Valley	1.73		1.98	
Civic Center / UN Plaza	1.14	0.53		1.90
Coliseum / Oakland Airport	2.06		2.41	
Colma	2.51		3.38	
Concord	2.22		2.63	
Daly City	1.68		2.87	
Downtown Berkeley	0.67	0.58		
Dublin / Pleasanton	3.63		4.24	
El Cerrito del Norte	4.02		4.49	14.60
El Cerrito Plaza	0.79	0.56	1.32	
Embarcadero	2.64			2.78
Fremont	2.31		2.78	
Fruitvale	1.69		1.91	
Glen Park	0.73	0.43	1.26	1.09
Hayward	1.54		2.00	
Lafayette	3.21		3.78	
Lake Merritt	0.91	0.50	1.83	
MacArthur	0.89	0.48	1.34	
Millbrae	4.76		4.57	
Montgomery St.	1.57			3.45
North Berkeley	0.85	0.58	1.38	
North Concord / Martinez	6.04		6.39	
Orinda	3.51		3.37	
Pittsburg / Bay Point	7.92		8.27	
Pleasant Hill	2.06	0.39	2.35	
Powell St.	0.89	0.56		
Richmond	1.62		2.06	
Rockridge	0.87	0.48	2.53	
San Bruno	1.78		2.09	
San Leandro	1.27		1.47	
South Hayward	1.88		2.44	
South San Francisco	1.80		2.06	
Union City	2.57		2.80	3.29
Walnut Creek	2.34		3.58	1.75
West Oakland	3.41		4.15	

Data not shown above when sample size is below 100, as indicated by shaded cells. Data are derived from origin location information provided by passengers. Survey responses are weighted using an origin geocode weight. Distance calculations are based on street travel routes from origin points to BART stations. Note that these data can not be compared against the 1998 data, as the 1998 distances were based on straight line calculations.

**Median Distance from Home Origin by Mode (All Stations)**

All Modes	Walk	Bicycle	Car	Transit
1.39	0.52	1.12	2.57	1.83

**Q6a. Where are you going?**

Base: Home Origins

HOME ORIGIN STATIONS	DESTINATION TRIP PURPOSE (%)													
	Work	Work – Related Activity	School	Med-ical/Dental	Shop-ping	Air-plane (Trip)	Sports Event	Res-taurant	Theater or Concert	Hotel	Visit friends/family	Personal errands	Rec/ Fitness	Other
12 <sup>th</sup> St. / Oakland City Center	69	2	8	3	3	1	-	1	*	-	2	4	1	6
16 <sup>th</sup> St. Mission	73	3	9	2	2	1	1	2	1	*	3	3	*	2
19 <sup>th</sup> St. / Oakland	67	3	11	2	2	1	1	1	1	-	3	2	1	6
24 <sup>th</sup> St. Mission	71	3	10	2	2	*	*	2	1	-	2	2	2	3
Ashby	72	4	9	*	*	*	1	1	1	-	2	3	1	4
Balboa Park	78	2	6	1	2	-	1	1	1	*	3	2	*	3
Bay Fair	78	2	5	2	1	*	1	*	*	1	2	2	-	5
Castro Valley	81	2	6	1	1	*	-	1	1	*	2	2	*	3
Civic Center / UN Plaza	59	3	16	1	1	3	*	2	-	-	4	3	1	7
Coliseum / Oakland Airport	73	2	10	2	1	-	1	-	*	-	2	4	-	5
Colma	80	2	6	1	1	*	-	1	2	-	2	1	-	4
Concord	83	2	3	1	1	*	1	1	-	-	2	1	-	5
Daly City	83	2	6	1	1	1	*	1	1	-	2	1	*	2
Downtown Berkeley	60	6	12	3	3	1	1	1	1	*	3	4	*	6
Dublin / Pleasanton	83	2	4	1	*	1	*	1	1	*	1	1	*	4
El Cerrito del Norte	78	3	8	2	1	1	1	1	*	*	2	1	*	2
El Cerrito Plaza	73	2	10	2	1	1	1	1	1	-	2	2	1	4
Embarcadero	70	3	9	1	2	1	1	-	-	-	2	2	-	10
Fremont	76	3	8	1	1	*	3	1	1	*	2	2	*	3
Fruitvale	74	3	7	2	2	1	1	1	1	-	2	3	*	4
Glen Park	75	4	4	1	2	1	*	2	2	-	2	2	1	3
Hayward	76	1	8	2	1	1	1	1	*	-	2	2	-	5
Lafayette	81	3	3	1	1	1	*	3	3	*	1	1	*	2
Lake Merritt	73	4	9	2	2	1	*	1	1	-	3	3	*	3
MacArthur	69	5	9	1	2	1	1	2	1	-	2	3	1	4
Millbrae	69	4	10	*	1	2	1	1	3	*	3	2	-	3
Montgomery St.	62	4	7	1	1	2	-	-	1	*	3	6	*	12
North Berkeley	67	5	4	3	1	1	*	3	4	*	2	2	1	5
North Concord / Martinez	82	3	7	2	*	*	-	1	*	-	1	2	-	2
Orinda	75	5	5	1	*	1	4	2	2	-	1	*	*	4
Pittsburg / Bay Point	82	1	6	1	1	*	*	*	*	-	4	2	-	3
Pleasant Hill	86	1	5	1	1	1	*	1	*	*	1	1	-	2
Powell St.	52	4	18	2	3	2	1	1	1	-	6	2	2	6
Richmond	73	3	9	2	1	*	*	1	*	1	3	3	1	4
Rockridge	74	5	6	1	1	1	2	2	1	-	2	1	*	5
San Bruno	77	2	7	1	2	1	2	1	3	-	1	1	-	3
San Leandro	76	2	8	2	2	*	2	1	-	*	1	2	*	4
South Hayward	82	2	4	1	2	-	1	*	1	*	2	2	-	3
South San Francisco	81	2	5	1	1	1	*	1	1	-	2	2	*	3
Union City	79	3	6	1	1	*	2	*	1	-	1	3	-	3
Walnut Creek	80	3	4	1	1	1	3	1	1	*	1	1	*	4
West Oakland	74	4	6	3	1	-	*	1	2	-	3	2	1	3

**Q7. After you boarded the train for this trip, did you stand because seating was unavailable?**

Base: Home Origins

HOME ORIGIN STATIONS	SEATING (%)	
	Didn't Stand	Stood
12 <sup>th</sup> St. / Oakland City Center	68	32
16 <sup>th</sup> St. Mission	67	33
19 <sup>th</sup> St. / Oakland	67	33
24 <sup>th</sup> St. Mission	68	32
Ashby	62	38
Balboa Park	84	16
Bay Fair	75	25
Castro Valley	79	21
Civic Center / UN Plaza	75	25
Coliseum / Oakland Airport	56	44
Colma	87	13
Concord	95	5
Daly City	90	10
Downtown Berkeley	82	18
Dublin / Pleasanton	95	5
El Cerrito del Norte	92	8
El Cerrito Plaza	86	14
Embarcadero	92	8
Fremont	95	5
Fruitvale	56	44
Glen Park	79	21
Hayward	88	12
Lafayette	66	34
Lake Merritt	52	48
MacArthur	66	34
Millbrae	98	2
Montgomery St.	90	10
North Berkeley	80	20
North Concord / Martinez	97	3
Orinda	57	43
Pittsburg / Bay Point	95	5
Pleasant Hill	89	11
Powell St.	88	12
Richmond	96	4
Rockridge	56	44
San Bruno	97	3
San Leandro	60	40
South Hayward	89	11
South San Francisco	93	7
Union City	92	8
Walnut Creek	78	22
West Oakland	52	48

## Q8. Did you bring luggage or a stroller on this train?

Base: Home Origins

HOME ORIGIN STATIONS	LUGGAGE/ STROLLER (%)	
	No	Yes
12 <sup>th</sup> St. / Oakland City Center	94	6
16 <sup>th</sup> St. Mission	96	4
19 <sup>th</sup> St. / Oakland	94	6
24 <sup>th</sup> St. Mission	97	3
Ashby	95	5
Balboa Park	96	4
Bay Fair	94	6
Castro Valley	95	5
Civic Center / UN Plaza	90	10
Coliseum / Oakland Airport	91	9
Colma	96	4
Concord	95	5
Daly City	95	5
Downtown Berkeley	94	6
Dublin / Pleasanton	93	7
El Cerrito del Norte	96	4
El Cerrito Plaza	94	6
Embarcadero	94	6
Fremont	93	7
Fruitvale	94	6
Glen Park	94	6
Hayward	94	6
Lafayette	95	5
Lake Merritt	95	5
MacArthur	95	5
Millbrae	92	8
Montgomery St.	92	8
North Berkeley	93	7
North Concord / Martinez	95	5
Orinda	96	4
Pittsburg / Bay Point	93	7
Pleasant Hill	94	6
Powell St.	95	5
Richmond	94	6
Rockridge	94	6
San Bruno	97	3
San Leandro	94	6
South Hayward	94	6
South San Francisco	96	4
Union City	95	5
Walnut Creek	94	6
West Oakland	96	4

**Q9. What type of ticket did you use to enter the BART system on this trip?**

Base: Home Origins

HOME ORIGIN STATIONS	TICKET TYPE (%)									
	Regular	High value	MUNI Fast Pass	BART EZ Rider	Senior	Dis-abled	Child	Student	BART Plus	Other
12 <sup>th</sup> St. / Oakland City Center	57	24	-	7	4	6	*	*	1	*
16 <sup>th</sup> St. Mission	34	11	45	7	1	2	*	-	1	*
19 <sup>th</sup> St. / Oakland	56	24	-	10	4	4	1	-	2	*
24 <sup>th</sup> St. Mission	32	9	50	5	2	1	-	*	1	*
Ashby	55	31	-	9	2	2	-	-	1	*
Balboa Park	19	7	66	1	3	2	1	*	1	*
Bay Fair	50	33	-	7	5	3	*	*	1	1
Castro Valley	40	41	-	10	4	1	-	*	2	1
Civic Center / UN Plaza	46	18	15	9	4	4	-	*	3	*
Coliseum / Oakland Airport	67	19	-	5	3	5	-	-	1	*
Colma	49	31	-	9	5	1	*	*	4	1
Concord	45	35	-	13	5	1	-	-	1	*
Daly City	51	33	-	6	3	1	-	*	5	1
Downtown Berkeley	54	26	-	12	4	3	*	*	*	*
Dublin / Pleasanton	42	38	-	14	3	2	*	*	2	*
El Cerrito del Norte	54	28	-	9	4	3	*	1	1	*
El Cerrito Plaza	50	33	-	8	6	2	*	*	1	*
Embarcadero	45	25	4	12	7	4	-	-	4	*
Fremont	46	35	-	12	4	2	-	*	1	*
Fruitvale	53	29	-	7	4	4	*	*	2	1
Glen Park	29	7	55	4	3	1	-	*	1	*
Hayward	51	32	-	7	3	5	-	*	1	1
Lafayette	39	36	-	14	9	1	-	-	1	*
Lake Merritt	53	31	-	8	3	3	*	-	1	1
MacArthur	60	25	-	9	3	2	*	*	1	*
Millbrae	53	27	-	12	6	1	*	-	*	1
Montgomery St.	48	28	7	9	2	1	-	-	4	1
North Berkeley	49	26	-	12	10	2	-	*	1	1
North Concord / Martinez	52	30	-	12	3	1	*	*	1	1
Orinda	44	33	-	13	8	*	-	*	1	*
Pittsburg / Bay Point	51	31	-	8	3	5	*	*	2	*
Pleasant Hill	38	38	-	16	5	2	*	*	1	*
Powell St.	40	11	29	6	4	6	*	-	3	1
Richmond	59	26	-	5	3	4	*	1	*	1
Rockridge	46	27	-	17	7	1	-	1	1	1
San Bruno	49	32	-	11	6	*	-	-	1	*
San Leandro	48	37	-	8	3	3	*	*	*	1
South Hayward	49	36	-	8	2	2	-	*	1	1
South San Francisco	45	38	-	9	5	2	-	*	1	1
Union City	39	39	-	13	4	3	*	*	1	*
Walnut Creek	42	37	-	13	5	1	*	*	1	*
West Oakland	54	29	-	11	3	2	*	*	1	*

**Q10. Are you traveling with any children age 12 or younger on this trip?**

Base: Home Origins

HOME ORIGIN STATIONS	CHILDREN (%)	
	No	Yes
12 <sup>th</sup> St. / Oakland City Center	98	2
16 <sup>th</sup> St. Mission	99	1
19 <sup>th</sup> St. / Oakland	99	1
24 <sup>th</sup> St. Mission	99	1
Ashby	99	1
Balboa Park	98	2
Bay Fair	99	1
Castro Valley	100	*
Civic Center / UN Plaza	99	1
Coliseum / Oakland Airport	95	5
Colma	98	2
Concord	100	*
Daly City	99	1
Downtown Berkeley	99	1
Dublin / Pleasanton	99	1
El Cerrito del Norte	98	2
El Cerrito Plaza	99	1
Embarcadero	99	1
Fremont	99	1
Fruitvale	98	2
Glen Park	98	2
Hayward	98	2
Lafayette	99	1
Lake Merritt	99	1
MacArthur	98	2
Millbrae	100	*
Montgomery St.	99	1
North Berkeley	99	1
North Concord / Martinez	99	1
Orinda	99	1
Pittsburg / Bay Point	98	2
Pleasant Hill	99	1
Powell St.	99	1
Richmond	98	2
Rockridge	99	1
San Bruno	99	1
San Leandro	98	2
South Hayward	99	1
South San Francisco	100	*
Union City	99	1
Walnut Creek	100	*
West Oakland	99	1

### Q11. Do you have a car, truck, or motorcycle that you could have used instead of BART to make your trip today?

Base: Home Origins

HOME ORIGIN STATIONS	VEHICLE AVAILABLE (%)	
	No	Yes
12 <sup>th</sup> St. / Oakland City Center	46	54
16 <sup>th</sup> St. Mission	56	44
19 <sup>th</sup> St. / Oakland	46	54
24 <sup>th</sup> St. Mission	50	50
Ashby	34	66
Balboa Park	46	54
Bay Fair	28	72
Castro Valley	18	82
Civic Center / UN Plaza	63	37
Coliseum / Oakland Airport	32	68
Colma	28	72
Concord	21	79
Daly City	26	74
Downtown Berkeley	51	49
Dublin / Pleasanton	16	84
El Cerrito del Norte	24	76
El Cerrito Plaza	20	80
Embarcadero	39	61
Fremont	23	77
Fruitvale	33	67
Glen Park	32	68
Hayward	25	75
Lafayette	10	90
Lake Merritt	31	69
MacArthur	34	66
Millbrae	16	84
Montgomery St.	48	52
North Berkeley	23	77
North Concord / Martinez	8	92
Orinda	10	90
Pittsburg / Bay Point	23	77
Pleasant Hill	15	85
Powell St.	76	24
Richmond	36	64
Rockridge	18	82
San Bruno	20	80
San Leandro	26	74
South Hayward	21	79
South San Francisco	19	81
Union City	23	77
Walnut Creek	15	85
West Oakland	17	83



### Q13. How long have you been riding BART?

Base: Home Origins

HOME ORIGIN STATIONS	LENGTH OF TIME RIDING BART (%)					
	First time	6 months or less	6 months – 1 year	1 – 2 years	3 – 5 years	More than 5 years
12 <sup>th</sup> St. / Oakland City Center	-	7	7	15	14	57
16 <sup>th</sup> St. Mission	*	3	6	14	16	60
19 <sup>th</sup> St. / Oakland	*	7	7	14	18	54
24 <sup>th</sup> St. Mission	*	5	7	14	16	58
Ashby	*	6	8	15	17	55
Balboa Park	*	5	4	12	13	66
Bay Fair	-	5	4	10	15	66
Castro Valley	-	7	5	11	14	62
Civic Center / UN Plaza	*	5	7	17	20	50
Coliseum / Oakland Airport	-	6	7	13	13	61
Colma	*	8	6	15	13	58
Concord	*	6	4	13	12	64
Daly City	-	4	5	14	16	62
Downtown Berkeley	1	5	9	15	21	49
Dublin / Pleasanton	1	7	7	16	17	52
El Cerrito del Norte	1	6	6	11	13	63
El Cerrito Plaza	*	5	5	12	13	64
Embarcadero	*	7	8	15	17	53
Fremont	1	12	12	18	17	40
Fruitvale	*	4	5	12	16	63
Glen Park	*	3	5	10	13	68
Hayward	-	6	7	13	16	58
Lafayette	*	4	5	10	10	71
Lake Merritt	-	8	10	20	16	46
MacArthur	*	5	6	12	16	60
Millbrae	2	13	12	23	23	28
Montgomery St.	*	8	11	15	16	49
North Berkeley	*	5	6	11	14	64
North Concord / Martinez	1	6	8	12	16	58
Orinda	*	4	3	8	11	73
Pittsburg / Bay Point	*	6	4	12	13	64
Pleasant Hill	-	6	6	11	13	64
Powell St.	-	9	6	13	20	51
Richmond	*	8	7	10	14	62
Rockridge	-	4	7	10	15	65
San Bruno	1	12	8	17	19	44
San Leandro	*	5	7	11	14	62
South Hayward	1	6	5	14	13	61
South San Francisco	1	7	8	13	16	55
Union City	*	7	10	19	16	48
Walnut Creek	*	6	6	10	15	63
West Oakland	*	2	4	8	12	74

**Q14. How often do you currently ride BART**

Base: Home Origins

HOME ORIGIN STATIONS	FREQUENCY OF RIDING BART (%)					
	6-7 days/ week	5 days/ week	3-4 days/ week	1-2 days/ week	1-3 days/ month	Less than once a month
12 <sup>th</sup> St. / Oakland City Center	26	48	13	6	4	2
16 <sup>th</sup> St. Mission	34	39	16	7	4	*
19 <sup>th</sup> St. / Oakland	28	44	16	7	3	1
24 <sup>th</sup> St. Mission	31	40	17	9	2	1
Ashby	20	49	17	8	5	1
Balboa Park	31	52	12	4	1	1
Bay Fair	16	63	11	5	4	1
Castro Valley	8	63	17	3	5	3
Civic Center / UN Plaza	18	45	21	8	4	3
Coliseum / Oakland Airport	18	55	18	6	2	1
Colma	14	63	13	5	3	3
Concord	9	68	12	4	4	3
Daly City	15	61	15	6	3	1
Downtown Berkeley	18	41	19	13	7	2
Dublin / Pleasanton	5	69	14	4	4	5
El Cerrito del Norte	14	61	14	5	4	2
El Cerrito Plaza	13	53	20	8	6	1
Embarcadero	11	54	16	9	7	3
Fremont	6	66	12	6	4	6
Fruitvale	20	51	17	6	4	1
Glen Park	27	46	15	7	4	1
Hayward	15	57	18	5	4	1
Lafayette	4	59	20	8	7	3
Lake Merritt	17	55	16	7	3	1
MacArthur	19	49	16	9	4	2
Millbrae	5	52	20	8	5	10
Montgomery St.	15	49	17	7	10	3
North Berkeley	9	45	21	14	9	2
North Concord / Martinez	6	64	16	5	5	4
Orinda	6	58	16	8	9	4
Pittsburg / Bay Point	13	64	13	5	3	2
Pleasant Hill	7	69	15	4	2	2
Powell St.	24	40	21	6	7	2
Richmond	19	51	15	7	4	3
Rockridge	11	47	21	10	8	2
San Bruno	10	62	12	6	6	5
San Leandro	15	62	12	4	4	2
South Hayward	14	63	14	4	3	2
South San Francisco	12	64	15	3	3	2
Union City	8	66	13	4	4	4
Walnut Creek	7	62	16	5	5	4
West Oakland	14	54	17	9	5	1

### Q15. Are you a person with a disability?

Base: Home Origins

HOME ORIGIN STATIONS	DISABILITY (%)	
	No	Yes
12 <sup>th</sup> St. / Oakland City Center	90	10
16 <sup>th</sup> St. Mission	95	5
19 <sup>th</sup> St. / Oakland	94	6
24 <sup>th</sup> St. Mission	97	3
Ashby	96	4
Balboa Park	95	5
Bay Fair	91	9
Castro Valley	95	5
Civic Center / UN Plaza	91	9
Coliseum / Oakland Airport	89	11
Colma	96	4
Concord	94	6
Daly City	96	4
Downtown Berkeley	94	6
Dublin / Pleasanton	96	4
El Cerrito del Norte	93	7
El Cerrito Plaza	95	5
Embarcadero	95	5
Fremont	95	5
Fruitvale	91	9
Glen Park	96	4
Hayward	92	8
Lafayette	95	5
Lake Merritt	95	5
MacArthur	94	6
Millbrae	95	5
Montgomery St.	96	4
North Berkeley	95	5
North Concord / Martinez	96	4
Orinda	98	2
Pittsburg / Bay Point	92	8
Pleasant Hill	95	5
Powell St.	90	10
Richmond	91	9
Rockridge	96	4
San Bruno	96	4
San Leandro	92	8
South Hayward	95	5
South San Francisco	96	4
Union City	95	5
Walnut Creek	95	5
West Oakland	93	7

**Q16a. Are you Spanish, Hispanic, or Latino?^**

**Q16b. What is your race or ethnic identification?^**

Base: Home Origins

HOME ORIGIN STATIONS	Non-Hispanic					Hispanic, any race
	White	Black/ African American	Asian	American Indian	Other/ 2+ Races	
12 <sup>th</sup> St. / Oakland City Center	34%	23%	27%	*	4%	11%
16 <sup>th</sup> St. Mission	65%	3%	13%	*	2%	17%
19 <sup>th</sup> St. / Oakland	52%	18%	15%	*	5%	10%
24 <sup>th</sup> St. Mission	62%	3%	13%	1%	4%	18%
Ashby	60%	13%	13%	*	5%	9%
Balboa Park	23%	8%	43%	*	3%	23%
Bay Fair	33%	19%	28%	*	4%	15%
Castro Valley	53%	6%	26%	*	3%	11%
Civic Center / UN Plaza	56%	7%	18%	*	5%	14%
Coliseum / Oakland Airport	18%	47%	9%	1%	4%	22%
Colma	32%	4%	45%	*	2%	16%
Concord	54%	7%	19%	*	2%	17%
Daly City	33%	4%	45%	*	4%	14%
Downtown Berkeley	62%	5%	22%	*	2%	8%
Dublin / Pleasanton	48%	6%	35%	*	4%	8%
El Cerrito del Norte	32%	24%	26%	*	3%	14%
El Cerrito Plaza	56%	4%	25%	*	4%	10%
Embarcadero	57%	9%	21%	-	4%	10%
Fremont	30%	5%	54%	*	2%	9%
Fruitvale	44%	19%	14%	1%	4%	18%
Glen Park	54%	4%	22%	*	3%	17%
Hayward	29%	16%	27%	1%	3%	23%
Lafayette	78%	1%	13%	-	2%	6%
Lake Merritt	43%	14%	27%	*	4%	12%
MacArthur	54%	22%	11%	*	5%	7%
Millbrae	50%	3%	34%	-	2%	11%
Montgomery St.	54%	4%	29%	-	4%	10%
North Berkeley	70%	4%	14%	*	4%	8%
North Concord / Martinez	50%	9%	19%	*	4%	18%
Orinda	77%	3%	15%	*	1%	4%
Pittsburg / Bay Point	27%	22%	25%	*	5%	21%
Pleasant Hill	65%	3%	19%	-	2%	11%
Powell St.	45%	6%	31%	1%	4%	13%
Richmond	26%	33%	13%	*	3%	25%
Rockridge	75%	3%	11%	*	3%	7%
San Bruno	41%	2%	35%	*	2%	19%
San Leandro	35%	18%	26%	1%	3%	17%
South Hayward	21%	15%	44%	*	4%	16%
South San Francisco	27%	3%	52%	*	3%	14%
Union City	22%	6%	58%	*	3%	11%
Walnut Creek	70%	4%	17%	*	2%	7%
West Oakland	45%	27%	14%	1%	3%	10%

^ The categories shown classify respondents based on single vs. multiple race and Hispanic vs. non-Hispanic in order to be comparable to regional Census data, as reported by the Metropolitan Transportation Commission. The categories "White," "Black/African American," "Asian" and "American Indian" only include respondents who reported a single race and are non-Hispanic. All multiple race, non-Hispanic responses are included within "Other." All Hispanic responses are included within Hispanic, regardless of race. Note that ethnicity data from 1998 are not comparable as presented in the 1998 Station Profile Study report.

**Q17. Gender****Q18. Age**

Base: Home Origins

HOME ORIGIN STATIONS	GENDER (%)		AGE (%)							
	Male	Female	13-17	18-24	25-34	35-44	45-54	55-64	65-74	75+
12 <sup>th</sup> St. / Oakland City Center	40	60	1	11	26	20	21	17	4	*
16 <sup>th</sup> St. Mission	52	48	*	9	43	25	13	9	1	-
19 <sup>th</sup> St. / Oakland	46	54	*	11	37	23	13	11	3	2
24 <sup>th</sup> St. Mission	46	54	*	9	39	26	14	9	2	-
Ashby	40	60	*	13	37	22	16	10	1	1
Balboa Park	40	60	*	11	30	19	22	14	3	*
Bay Fair	39	61	1	11	18	22	27	17	3	1
Castro Valley	42	58	1	9	18	25	25	17	4	1
Civic Center / UN Plaza	55	45	*	14	33	20	19	12	2	1
Coliseum / Oakland Airport	43	57	*	14	24	25	24	12	2	*
Colma	33	67	1	10	22	21	22	18	5	2
Concord	44	56	-	7	18	20	29	21	4	1
Daly City	36	64	1	10	21	22	28	15	3	*
Downtown Berkeley	45	55	*	22	32	18	13	10	3	2
Dublin / Pleasanton	46	54	*	8	19	28	27	15	2	1
El Cerrito del Norte	37	63	1	9	18	20	29	19	4	1
El Cerrito Plaza	42	58	1	8	25	21	22	17	5	2
Embarcadero	47	53	-	8	33	19	18	14	7	1
Fremont	51	49	*	10	33	21	20	11	3	1
Fruitvale	48	52	1	10	25	23	23	15	3	1
Glen Park	43	57	*	8	24	24	24	15	4	1
Hayward	39	61	1	12	24	19	26	15	3	1
Lafayette	48	52	*	5	11	24	29	22	7	2
Lake Merritt	45	55	1	11	36	25	16	9	2	1
MacArthur	36	64	1	10	34	25	15	12	2	1
Millbrae	46	54	*	13	27	21	18	14	5	2
Montgomery St.	43	57	*	13	30	28	18	9	3	*
North Berkeley	39	61	*	7	23	22	18	19	7	4
North Concord / Martinez	45	55	1	10	18	23	28	17	4	1
Orinda	54	46	1	6	9	21	31	24	7	2
Pittsburg / Bay Point	43	57	1	9	15	25	29	17	3	*
Pleasant Hill	45	55	*	6	18	23	27	20	5	1
Powell St.	43	57	*	15	31	18	17	15	2	1
Richmond	36	64	3	12	21	20	23	17	2	1
Rockridge	44	56	1	6	27	25	19	15	7	1
San Bruno	42	58	*	11	23	21	24	15	4	1
San Leandro	39	61	1	10	20	22	28	17	2	1
South Hayward	37	63	*	8	23	19	30	17	2	*
South San Francisco	35	65	*	10	23	18	27	16	5	1
Union City	48	52	*	10	31	23	20	11	4	*
Walnut Creek	46	54	*	7	17	20	27	22	5	1
West Oakland	36	64	1	7	24	28	23	14	2	*

**Q19. Including yourself, how many people currently live in your household?**

Base: Home Origins

HOME ORIGIN STATIONS	NUMBER OF PEOPLE IN HOUSEHOLD (%)					
	1	2	3	4	5	6+
12 <sup>th</sup> St. / Oakland City Center	34	34	16	9	4	3
16 <sup>th</sup> St. Mission	30	38	16	11	2	3
19 <sup>th</sup> St. / Oakland	34	46	9	6	2	2
24 <sup>th</sup> St. Mission	23	40	20	10	4	3
Ashby	22	38	22	9	5	4
Balboa Park	11	26	26	16	9	11
Bay Fair	14	33	23	17	8	5
Castro Valley	11	38	20	19	8	4
Civic Center / UN Plaza	29	39	13	10	4	4
Coliseum / Oakland Airport	14	31	23	15	11	6
Colma	15	29	20	18	11	8
Concord	15	38	20	18	6	3
Daly City	12	28	25	19	9	7
Downtown Berkeley	32	40	11	11	2	4
Dublin / Pleasanton	9	30	22	25	9	5
El Cerrito del Norte	14	33	23	16	10	5
El Cerrito Plaza	18	43	20	13	5	1
Embarcadero	27	46	11	9	5	2
Fremont	11	35	26	19	6	4
Fruitvale	21	36	21	13	6	3
Glen Park	14	41	22	16	5	3
Hayward	17	32	20	16	9	6
Lafayette	13	35	18	24	8	2
Lake Merritt	24	48	14	8	3	3
MacArthur	30	42	15	8	3	2
Millbrae	18	38	21	15	4	4
Montgomery St.	28	44	12	9	4	4
North Berkeley	21	43	17	15	2	2
North Concord / Martinez	13	34	19	20	10	5
Orinda	10	35	21	24	8	3
Pittsburg / Bay Point	9	25	23	20	13	10
Pleasant Hill	19	37	22	16	4	2
Powell St.	38	37	10	9	5	2
Richmond	14	35	22	15	8	7
Rockridge	21	46	16	12	3	2
San Bruno	18	35	18	18	7	5
San Leandro	17	32	20	18	7	6
South Hayward	13	25	21	23	12	6
South San Francisco	12	31	20	21	10	6
Union City	8	29	23	22	10	7
Walnut Creek	17	37	20	16	6	3
West Oakland	18	38	21	14	5	3

## Q20. What is the total annual income of your household before taxes?

Base: Home Origins

HOME ORIGIN STATIONS	ANNUAL HOUSEHOLD INCOME (%)							
	Under \$15,000	\$15,000- \$24,999	\$25,000 - \$49,999	\$50,000- \$74,999	\$75,000- \$99,999	\$100,000- \$149,999	\$150,000- \$199,999	\$200,000+
12 <sup>th</sup> St. / Oakland City Center	13	9	23	16	14	13	5	7
16 <sup>th</sup> St. Mission	8	7	15	18	15	19	10	8
19 <sup>th</sup> St. / Oakland	10	9	23	24	14	12	4	4
24 <sup>th</sup> St. Mission	6	8	16	19	14	18	11	9
Ashby	8	10	17	20	18	16	8	3
Balboa Park	10	9	23	20	13	15	6	4
Bay Fair	7	8	13	24	19	18	7	3
Castro Valley	2	2	9	16	18	28	13	13
Civic Center / UN Plaza	13	12	18	17	14	13	6	7
Coliseum / Oakland Airport	10	10	22	19	12	14	9	4
Colma	5	6	17	21	15	20	9	7
Concord	5	4	11	18	20	24	15	4
Daly City	5	5	15	19	17	21	11	7
Downtown Berkeley	14	9	21	16	12	14	8	5
Dublin / Pleasanton	3	1	6	15	16	27	17	14
El Cerrito del Norte	5	6	18	23	16	19	8	4
El Cerrito Plaza	6	5	13	18	17	22	11	8
Embarcadero	5	3	16	17	19	20	9	12
Fremont	4	4	8	18	18	23	15	10
Fruitvale	10	8	16	21	13	17	8	6
Glen Park	4	4	12	18	17	20	13	11
Hayward	6	7	18	21	15	18	9	5
Lafayette	1	1	4	10	12	24	19	28
Lake Merritt	9	7	22	20	12	19	7	4
MacArthur	7	8	22	25	12	14	6	5
Millbrae	4	3	11	17	17	23	13	14
Montgomery St.	7	4	14	20	16	17	12	9
North Berkeley	4	6	12	18	13	23	14	11
North Concord / Martinez	2	4	10	20	20	28	11	4
Orinda	2	1	5	8	9	20	16	38
Pittsburg / Bay Point	5	6	17	23	17	22	7	3
Pleasant Hill	3	3	7	17	19	30	11	10
Powell St.	18	16	19	18	11	11	4	3
Richmond	10	9	22	21	13	16	4	4
Rockridge	4	3	10	13	11	22	16	22
San Bruno	4	4	16	19	16	22	9	9
San Leandro	6	7	16	19	17	20	10	5
South Hayward	5	6	14	21	15	25	9	5
South San Francisco	4	3	13	18	19	25	14	4
Union City	3	4	11	20	18	27	10	6
Walnut Creek	2	2	7	14	14	25	18	19
West Oakland	6	5	13	17	14	19	11	15

## V-b. COMPARATIVE TABLES – NON-HOME ORIGINS (SELECTED STATIONS)

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This section shows results for selected stations based on data from customers who travel to the station from non-home origins, like work, school, etc. The selected stations listed below have a sample size of at least 300 non-home origin trips:

- 12<sup>th</sup> St. / Oakland City Center
- 16<sup>th</sup> St. Mission
- 19<sup>th</sup> St. / Oakland
- 24<sup>th</sup> St. Mission
- Ashby
- Balboa Park
- Civic Center / UN Plaza
- Coliseum / Oakland Airport
- Concord
- Daly City
- Downtown Berkeley
- Dublin / Pleasanton
- Embarcadero
- Fremont
- Hayward
- Lake Merritt
- MacArthur
- Millbrae
- Montgomery St.
- Powell St.
- Rockridge
- San Francisco Int'l Airport (SFO)
- Walnut Creek

Percentage statistics are reported in whole numbers. Percentages of 0.5% and above were rounded up. Percentages less than 0.5% are noted with an asterisk ("\*"). A dash ("-") is used to denote zero. Rows may not add exactly to 100% due to rounding.

Numbers in brackets [ ] are subcategories which add up to the number preceding them. For example, numbers in brackets showing "Drove alone," "Drove with others," and "Dropped off" add up to the preceding "Car" category. In cases where the bases were too small to be statistically reliable, "SB" (small base) is shown.

Percentages can be converted to absolute numbers of passenger trips using the non-home origin trip totals by station in *Appendix D*.

Data in this section are weighted using origin weights. (See *Appendix B* for weighting details.)

Percentages should be read horizontally (across).

For your convenience, the data shown in these tables will be made available in an easily sortable spreadsheet format at [www.bart.gov/profile](http://www.bart.gov/profile).



## Q2. How did you get to this BART station for this trip?

Base: Non-Home Origins

NON-HOME ORIGIN STATIONS	MODE TO BART (%)								
	Walked	Taxi	Motorcycle / Moped	Bicycle	Bus/Train/ Other Transit	Car	Drove Alone	Carpooled	Dropped Off
12th St. / Oakland City Center	92	*	-	1	4	3	[1]	[*]	[2]
16th St. Mission	66	*	*	6	22	7	[1]	[1]	[5]
19th St. / Oakland	93	*	*	1	2	4	[1]	[*]	[2]
24th St. Mission	76	1	*	2	14	7	[1]	[2]	[4]
Ashby	43	*	-	10	19	28	[10]	[4]	[14]
Balboa Park	68	*	-	2	23	6	[1]	[1]	[4]
Civic Center / UN Plaza	71	1	*	2	21	5	[1]	[*]	[3]
Coliseum / Oakland Airport	13	1	-	4	69	14	[2]	[1]	[10]
Concord	44	1	-	6	27	23	[7]	[2]	[13]
Daly City	10	*	-	1	74	15	[6]	[1]	[8]
Downtown Berkeley	88	*	-	3	6	2	[1]	[*]	[1]
Dublin / Pleasanton	30	1	*	5	35	29	[9]	[3]	[17]
Embarcadero	88	*	*	1	9	2	[1]	[*]	[1]
Fremont	32	1	*	2	36	28	[8]	[5]	[15]
Hayward	20	*	-	5	50	25	[9]	[3]	[14]
Lake Merritt	80	*	*	3	8	9	[3]	[*]	[6]
MacArthur	16	*	-	6	56	22	[6]	[*]	[15]
Millbrae	17	*	1	2	54	26	[9]	[3]	[14]
Montgomery St.	94	*	-	1	4	1	[*]	[*]	[1]
Powell St.	82	*	*	1	14	3	[1]	[*]	[1]
Rockridge	49	1	-	5	17	28	[11]	[3]	[14]
San Francisco Int'l Airport (SFO)	35	1	*	-	60	4	[1]	[1]	[2]
Walnut Creek	47	1	-	3	24	24	[4]	[3]	[17]

### Median Distance to Station from Non-Home Origin by Mode (in miles)

Base: Non-Home Origins (Geocoded)

NON-HOME ORIGIN STATIONS	Median Distance (All Modes)	Median Walk Distance	Median Car Distance	Median Transit Distance
12 <sup>th</sup> St. / Oakland City Center	0.18	0.17		
16 <sup>th</sup> St. Mission	0.50	0.41		1.33
19 <sup>th</sup> St. / Oakland	0.29	0.29		
24 <sup>th</sup> St. Mission	0.42	0.38		
Ashby	0.76	0.42		
Balboa Park	0.65	0.50		1.71
Civic Center / UN Plaza	0.44	0.37		1.66
Coliseum / Oakland Airport	3.75			3.75
Concord	1.08			
Daly City	1.26			1.26
Downtown Berkeley	0.47	0.40		
Dublin / Pleasanton	1.76			2.57
Embarcadero	0.23	0.22		1.62
Fremont	3.91	0.70		12.02
Hayward	1.89			1.89
Lake Merritt	0.18	0.18		
MacArthur	1.25		2.08	1.52
Millbrae	7.43			13.16
Montgomery St.	0.26	0.25		
Powell St.	0.30	0.27		1.72
Rockridge	0.72	0.34		
San Francisco Int'l Airport (SFO)^	0.45	0.45		0.45
Walnut Creek	0.82	0.45		

#### Median Distance from Non-Home Origin by Mode (All Stations)

All Modes	Walk	Bicycle	Car	Transit
0.39	0.29	0.97	1.79	1.78

Data not shown above when sample size is below 100, as indicated by shaded cells. Data are derived from origin location information provided by passengers. Survey responses are weighted to reflect total average weekday BART ridership. Distance calculations are based on street travel routes from origin points to BART stations. Note that these data can not be compared against the 1998 data, as the 1998 distances were based on straight line calculations.

^Most SFO survey respondents indicated that they traveled from SFO airport to SFO BART. The geocoding process assigned the same starting point within the airport to these records, which was 0.45 miles from SFO BART. Actual distances traveled within the airport will vary depending on specific starting locations, which were not provided.

### Q3a. Where did you just come from?

Base: Non-Home Origins

NON-HOME ORIGIN STATIONS	ORIGIN TRIP PURPOSE (%) ^												
	Work	Work – Related Activity	School	Medical/ Dental	Shop- ping	Airplane (Trip)	Sports Event	Res- taurant	Theater or Concert	Hotel	Visit friends/ family	Personal errands	Other
12th St. / Oakland City Center	82	5	2	1	*	*	*	2	*	1	1	3	2
16th St. Mission	59	8	5	2	2	*	*	9	1	*	7	4	3
19th St./ Oakland	87	3	1	2	*	*	*	1	*	*	2	1	1
24th St. Mission	49	7	12	3	4	-	*	6	1	-	7	5	5
Ashby	55	4	6	8	3	-	*	1	1	-	9	8	5
Balboa Park	27	3	61	1	-	-	*	1	*	-	4	2	1
Civic Center / UN Plaza	74	5	7	2	1	*	*	1	1	1	3	3	3
Coliseum / Oakland Airport	38	3	3	1	*	43	*	*	-	1	4	3	2
Concord	58	5	18	2	2	-	1	1	*	1	4	5	2
Daly City	27	2	63	1	1	-	*	*	*	-	3	1	1
Downtown Berkeley	51	3	32	1	1	*	*	2	1	*	3	3	3
Dublin / Pleasanton	78	4	3	2	2	-	-	1	*	*	6	3	1
Embarcadero	87	3	2	1	1	*	*	2	*	*	1	1	2
Fremont	58	5	14	6	1	-	1	1	*	1	9	2	2
Hayward	44	3	30	2	2	-	-	2	-	*	8	5	4
Lake Merritt	52	5	29	2	*	-	*	1	*	-	2	6	2
MacArthur	61	5	8	8	2	-	*	2	*	*	6	5	3
Millbrae	67	6	5	3	1	*	*	3	*	3	10	2	*
Montgomery St.	83	5	3	1	1	*	-	2	1	*	2	2	2
Powell St.	59	4	7	3	8	*	1	4	3	2	2	3	3
Rockridge	43	5	15	9	2	*	*	8	-	*	9	5	2
San Francisco Int'l Airport (SFO)	24	2	*	-	*	65	-	*	-	6	1	1	1
Walnut Creek	72	4	3	4	2	-	1	2	1	1	6	3	2

^Major events, including sporting events, were avoided when scheduling surveys at specific stations in order to present the most statistically accurate picture of trip purpose.

**Q6a. Where are you going?**

Base: Non-Home Origins

<b>NON-HOME ORIGIN STATIONS</b>	<b>Home</b>	<b>Work</b>	<b>Work-Related Activity</b>	<b>School</b>	<b>Medical /Dental</b>	<b>Shop-ping</b>	<b>Airplane Trip</b>	<b>Sports Event</b>	<b>Res-taurant</b>	<b>Theater/ Concert</b>	<b>Hotel</b>	<b>Visit Friends/ Family</b>	<b>Personal Errands</b>	<b>Other</b>
12th St. / Oakland City Center	82	5	2	2	1	1	*	*	1	*	*	2	2	2
16th St. Mission	75	8	2	3	1	2	*	*	1	*	*	3	3	1
19th St. / Oakland	80	4	3	1	1	1	*	1	2	*	*	2	2	2
24th St. Mission	75	9	3	3	1	2	*	-	1	1	*	1	2	1
Ashby	68	11	6	3	*	2	-	*	1	1	-	2	3	2
Balboa Park	65	14	3	2	2	2	*	*	1	1	*	3	4	3
Civic Center / UN Plaza	85	4	1	2	1	1	1	-	1	*	-	1	2	1
Coliseum / Oakland Airport	70	13	2	2	1	*	1	*	1	*	3	3	2	1
Concord	71	10	3	2	1	1	-	1	1	1	1	4	4	2
Daly City	77	10	1	2	1	1	*	*	1	*	*	2	2	2
Downtown Berkeley	79	6	3	3	1	1	*	*	1	*	1	2	2	1
Dublin / Pleasanton	78	8	1	2	1	2	1	-	1	1	1	2	2	1
Embarcadero	88	2	1	1	1	1	*	*	1	*	*	1	2	2
Fremont	70	8	4	2	*	1	1	3	1	1	*	4	2	2
Hayward	72	11	3	1	1	2	-	1	1	1	*	2	2	3
Lake Merritt	77	7	3	4	*	*	*	-	1	*	*	2	3	2
MacArthur	71	10	3	3	1	1	1	*	1	*	*	2	4	2
Millbrae	67	7	3	3	*	1	2	1	3	1	1	4	3	2
Montgomery St.	86	3	2	1	1	1	*	*	1	-	*	2	2	1
Powell St.	83	5	1	2	*	1	1	*	1	*	*	2	1	1
Rockridge	66	12	2	2	2	1	1	2	2	2	-	3	2	4
San Francisco Int'l Airport (SFO)	63	5	4	1	*	2	-	-	2	*	3	8	1	1
Walnut Creek	73	7	3	1	1	1	1	*	1	1	1	4	2	4

### Q7. After you boarded the train for this trip, did you stand because seating was unavailable?

Base: Non-Home Origins

NON-HOME ORIGIN STATIONS	SEATING (%)	
	Didn't Stand	Stood
12th St. / Oakland City Center	67	33
16th St. Mission	89	11
19th St. / Oakland	70	30
24th St. Mission	90	10
Ashby	79	21
Balboa Park	94	6
Civic Center / UN Plaza	87	13
Coliseum / Oakland Airport	92	8
Concord	96	4
Daly City	96	4
Downtown Berkeley	88	12
Dublin / Pleasanton	98	2
Embarcadero	64	36
Fremont	95	5
Hayward	94	6
Lake Merritt	76	24
MacArthur	76	24
Millbrae	99	1
Montgomery St.	75	25
Powell St.	84	16
Rockridge	77	23
San Francisco Int'l Airport (SFO)	99	1
Walnut Creek	92	8

**Q8. Did you bring luggage or a stroller on this train?**

Base: Non-Home Origins

NON-HOME ORIGIN STATIONS	LUGGAGE/ STROLLER (%)	
	No	Yes
12th St. / Oakland City Center	94	6
16th St. Mission	94	6
19th St. / Oakland	95	5
24th St. Mission	93	7
Ashby	93	7
Balboa Park	91	9
Civic Center / UN Plaza	94	6
Coliseum / Oakland Airport	59	41
Concord	88	12
Daly City	96	4
Downtown Berkeley	95	5
Dublin / Pleasanton	91	9
Embarcadero	95	5
Fremont	88	12
Hayward	92	8
Lake Merritt	92	8
MacArthur	91	9
Millbrae	91	9
Montgomery St.	95	5
Powell St.	95	5
Rockridge	92	8
San Francisco Int'l Airport (SFO)	39	61
Walnut Creek	92	8

## Q9. What type of ticket did you use to enter the BART system on this trip?

Base: Non-Home Origins

NON-HOME ORIGIN STATIONS	TICKET TYPE (%)									
	Regular	High value	Senior	Disabled	Child	Student	BART Plus	Muni Fast Pass	EZ Rider	Other
12th St. / Oakland City Center	49	35	3	2	*	*	2	-	8	*
16th St. Mission	50	17	2	2	*	*	1	20	7	*
19th St. / Oakland	44	33	3	1	*	*	1	-	18	1
24th St. Mission	47	14	3	2	-	*	4	23	5	1
Ashby	68	19	4	3	-	-	1	-	5	1
Balboa Park	34	10	1	3	1	2	1	44	3	-
Civic Center / UN Plaza	42	33	3	2	-	*	2	12	6	*
Coliseum / Oakland Airport	78	10	3	3	*	*	1	-	4	*
Concord	64	20	3	2	*	*	3	-	6	-
Daly City	59	24	2	2	-	*	1	-	10	*
Downtown Berkeley	56	25	2	3	*	2	1	-	9	1
Dublin / Pleasanton	59	24	3	3	-	*	2	-	8	2
Embarcadero	41	34	2	1	*	*	1	8	13	*
Fremont	66	19	4	4	*	-	1	-	6	-
Hayward	70	17	1	3	1	-	*	-	7	*
Lake Merritt	57	25	4	4	*	1	1	-	7	*
MacArthur	61	24	2	4	-	1	1	-	8	-
Millbrae	66	18	3	2	*	*	3	-	6	1
Montgomery St.	40	33	3	1	-	-	*	11	12	*
Powell St.	49	20	4	2	*	*	1	17	7	*
Rockridge	60	22	2	3	-	1	1	-	11	1
San Francisco Int'l Airport (SFO)	77	8	6	1	-	*	1	-	4	4
Walnut Creek	59	21	5	2	-	1	2	-	9	1

**Q10. Are you traveling with any children age 12 or younger on this trip?**

Base: Non-Home Origins

NON-HOME ORIGIN STATIONS	CHILDREN (%)	
	No	Yes
12th St. / Oakland City Center	99	1
16th St. Mission	98	2
19th St. / Oakland	99	1
24th St. Mission	98	2
Ashby	99	1
Balboa Park	98	2
Civic Center / UN Plaza	99	1
Coliseum / Oakland Airport	98	2
Concord	99	1
Daly City	99	1
Downtown Berkeley	99	1
Dublin / Pleasanton	98	2
Embarcadero	99	1
Fremont	98	2
Hayward	99	1
Lake Merritt	99	1
MacArthur	98	2
Millbrae	99	1
Montgomery St.	99	1
Powell St.	99	1
Rockridge	98	2
San Francisco Int'l Airport (SFO)	99	1
Walnut Creek	99	1



**Q11. Do you have a car, truck, or motorcycle that you could have used instead of BART to make your trip today?**

Base: Non-Home Origins

NON-HOME ORIGIN STATIONS	VEHICLE AVAILABLE (%)	
	No	Yes
12th St. / Oakland City Center	26	74
16th St. Mission	42	58
19th St. / Oakland	24	76
24th St. Mission	48	52
Ashby	43	57
Balboa Park	66	34
Civic Center / UN Plaza	29	71
Coliseum / Oakland Airport	56	44
Concord	52	48
Daly City	32	68
Downtown Berkeley	43	57
Dublin / Pleasanton	45	55
Embarcadero	19	81
Fremont	42	58
Hayward	52	48
Lake Merritt	39	61
MacArthur	45	55
Millbrae	51	49
Montgomery St.	21	79
Powell St.	37	63
Rockridge	39	61
San Francisco Int'l Airport (SFO)	53	47
Walnut Creek	47	53

## Q12. Is free parking available to you at your workplace?

Base: Work Origins

WORK ORIGIN STATIONS	PARKING (%)		
	No	Yes	N/A
12th St. / Oakland City Center	86	11	3
16th St. Mission	62	33	6
19th St. / Oakland	86	11	3
24th St. Mission	60	28	13
Ashby	28	62	10
Balboa Park	22	72	6
Civic Center / UN Plaza	83	13	4
Coliseum / Oakland Airport	21	70	9
Concord	7	87	6
Daly City	42	52	6
Downtown Berkeley	78	15	7
Dublin / Pleasanton	7	88	5
Embarcadero	90	8	3
Fremont	9	81	10
Hayward	20	73	8
Lake Merritt	63	33	4
MacArthur	34	60	7
Millbrae	21	73	6
Montgomery St.	91	6	3
Powell St.	83	11	6
Rockridge	37	56	6
San Francisco Int'l Airport (SFO)	38	58	4
Walnut Creek	18	75	8

### Q13. How long have you been riding BART?

Base: Non-Home Origins

NON-HOME ORIGIN STATIONS	LENGTH OF TIME RIDING BART (%)					
	First time	6 months or less	6 mo. – 1 year	1 – 2 years	3 – 5 years	More than 5 years
12th St. / Oakland City Center	*	5	8	11	16	60
16th St. Mission	*	6	4	13	19	57
19th St. / Oakland	*	6	6	12	15	60
24th St. Mission	*	6	5	9	16	63
Ashby	*	7	9	12	17	55
Balboa Park	*	5	8	18	22	47
Civic Center / UN Plaza	1	6	6	12	14	61
Coliseum / Oakland Airport	2	5	7	13	17	56
Concord	1	8	7	14	15	56
Daly City	-	6	9	18	22	45
Downtown Berkeley	1	7	10	15	17	50
Dublin / Pleasanton	1	9	7	16	14	53
Embarcadero	*	5	5	12	15	62
Fremont	1	10	10	13	13	53
Hayward	-	8	8	13	15	57
Lake Merritt	*	8	6	14	17	56
MacArthur	*	8	9	14	14	55
Millbrae	5	13	9	13	17	41
Montgomery St.	*	6	5	13	15	60
Powell St.	1	6	6	11	16	59
Rockridge	1	4	5	13	13	64
San Francisco Int'l Airport (SFO)	15	8	5	12	15	45
Walnut Creek	1	7	6	16	15	55

**Q14. How often do you currently ride BART?**

Base: Non-Home Origins

NON-HOME ORIGIN STATIONS	FREQUENCY OF RIDING BART (%)					
	6-7 days/ week	5 days/ week	3-4 days/ week	1-2 days/ week	1-3 days/ month	Less than once a month
12th St. / Oakland City Center	13	61	14	6	4	2
16th St. Mission	20	40	19	11	8	2
19th St. / Oakland	9	64	16	5	4	2
24th St. Mission	27	36	16	12	7	2
Ashby	19	34	20	13	9	4
Balboa Park	30	34	23	8	3	1
Civic Center / UN Plaza	16	55	17	6	4	2
Coliseum / Oakland Airport	22	24	12	10	19	12
Concord	21	40	20	9	6	4
Daly City	10	39	33	13	4	1
Downtown Berkeley	18	43	21	11	5	2
Dublin / Pleasanton	14	47	19	9	7	3
Embarcadero	12	65	14	5	3	2
Fremont	13	33	22	13	11	7
Hayward	17	38	23	12	5	4
Lake Merritt	14	45	22	10	5	4
MacArthur	19	44	18	9	7	3
Millbrae	15	35	21	14	7	9
Montgomery St.	11	62	13	7	5	2
Powell St.	21	44	16	9	7	4
Rockridge	14	36	21	14	10	6
San Francisco Int'l Airport (SFO)	7	18	11	8	18	38
Walnut Creek	18	43	18	10	7	5

### Q15. Are you a person with a disability?

Base: Non-Home Origins

NON-HOME ORIGIN STATIONS	DISABILITY (%)	
	No	Yes
12th St. / Oakland City Center	94	6
16th St. Mission	94	6
19th St. / Oakland	95	5
24th St. Mission	92	8
Ashby	93	7
Balboa Park	93	7
Civic Center / UN Plaza	95	5
Coliseum / Oakland Airport	92	8
Concord	91	9
Daly City	94	6
Downtown Berkeley	95	5
Dublin / Pleasanton	95	5
Embarcadero	97	3
Fremont	91	9
Hayward	91	9
Lake Merritt	93	7
MacArthur	93	7
Millbrae	93	7
Montgomery St.	97	3
Powell St.	95	5
Rockridge	94	6
San Francisco Int'l Airport (SFO)	98	2
Walnut Creek	94	6

**Q16a. Are you Spanish, Hispanic, or Latino?^**  
**Q16b. What is your race or ethnic identification?^**

Base: Non-Home Origins

NON-HOME ORIGIN STATIONS	Non-Hispanic					Hispanic, any race
	White	Black/African American	Asian	American Indian	Other/ 2+ Races	
12th St. / Oakland City Center	50%	13%	25%	1%	2%	10%
16th St. Mission	51%	9%	16%	1%	5%	19%
19th St. / Oakland	47%	11%	26%	*	4%	11%
24th St. Mission	44%	7%	14%	*	3%	31%
Ashby	50%	19%	14%	*	6%	10%
Balboa Park	36%	9%	28%	1%	4%	21%
Civic Center / UN Plaza	48%	10%	23%	1%	4%	14%
Coliseum / Oakland Airport	45%	21%	20%	1%	2%	11%
Concord	39%	18%	20%	*	4%	19%
Daly City	44%	9%	25%	*	3%	19%
Downtown Berkeley	54%	9%	21%	*	4%	12%
Dublin / Pleasanton	42%	14%	29%	*	4%	11%
Embarcadero	54%	8%	25%	*	3%	11%
Fremont	34%	17%	28%	1%	5%	16%
Hayward	39%	18%	21%	*	3%	19%
Lake Merritt	35%	16%	30%	1%	5%	13%
MacArthur	48%	19%	16%	1%	3%	13%
Millbrae	53%	6%	23%	*	3%	15%
Montgomery St.	56%	7%	24%	1%	3%	11%
Powell St.	47%	9%	26%	*	4%	15%
Rockridge	63%	8%	16%	*	3%	11%
San Francisco Int'l Airport (SFO)	62%	7%	20%	*	3%	8%
Walnut Creek	52%	9%	17%	-	4%	17%

^ The categories shown classify respondents based on single vs. multiple race and Hispanic vs. non-Hispanic in order to be comparable to regional Census data, as reported by the Metropolitan Transportation Commission. The categories "White," "Black/African American," "Asian" and "American Indian" only include respondents who reported a single race and are non-Hispanic. All multiple race, non-Hispanic responses are included within "Other." All Hispanic responses are included within Hispanic, regardless of race. Note that ethnicity data from 1998 are not comparable as presented in the 1998 Station Profile Study report.

**Q18. Gender****Q19. Age**

Base: Non-Home Origins

NON-HOME ORIGIN STATIONS	GENDER (%)		AGE (%)							
	Male	Female	13-17	18-24	25-34	35-44	45-54	55-64	65-74	75+
12th St. / Oakland City Center	43	57	*	7	25	21	25	18	3	*
16th St. Mission	43	57	1	11	34	21	19	10	2	1
19th St. / Oakland	44	56	1	6	23	19	29	19	3	*
24th St. Mission	39	61	2	13	28	20	21	13	2	1
Ashby	39	61	-	13	30	20	20	13	2	2
Balboa Park	45	55	4	34	28	15	9	9	2	*
Civic Center / UN Plaza	45	55	*	8	22	23	27	17	2	1
Coliseum / Oakland Airport	55	45	2	13	28	19	20	14	3	1
Concord	48	52	4	19	25	13	21	14	3	2
Daly City	41	59	1	40	25	13	11	8	3	*
Downtown Berkeley	44	56	2	22	33	16	15	9	2	1
Dublin / Pleasanton	50	50	*	13	23	20	24	16	3	-
Embarcadero	39	61	*	5	25	27	27	14	2	*
Fremont	53	47	1	20	24	19	19	11	4	1
Hayward	50	50	3	21	25	17	20	11	2	-
Lake Merritt	47	53	1	20	25	19	18	12	4	1
MacArthur	46	54	2	14	27	20	19	15	2	1
Millbrae	54	46	3	10	34	21	19	11	2	1
Montgomery St.	41	59	*	6	27	26	23	14	2	*
Powell St.	38	62	1	13	28	20	19	14	4	1
Rockridge	40	60	2	14	28	18	21	14	3	*
San Francisco Int'l Airport (SFO)	57	43	*	9	24	18	21	18	9	1
Walnut Creek	49	51	2	15	25	18	21	14	4	2

**Q19. Including yourself, how many people currently live in your household?**

Base: Non-Home Origins

NON-HOME ORIGIN STATIONS	NUMBER OF PEOPLE IN HOUSEHOLD (%)					
	1	2	3	4	5	6+
12th St. / Oakland City Center	18	37	19	17	6	3
16th St. Mission	17	39	21	13	7	4
19th St. / Oakland	17	37	20	17	6	3
24th St. Mission	20	35	17	15	8	6
Ashby	20	38	19	11	7	5
Balboa Park	19	28	21	18	9	5
Civic Center / UN Plaza	19	37	18	17	6	4
Coliseum / Oakland Airport	24	36	17	12	4	6
Concord	20	28	21	15	8	8
Daly City	12	31	20	20	10	6
Downtown Berkeley	19	39	17	14	6	5
Dublin / Pleasanton	17	35	23	13	6	6
Embarcadero	18	37	20	15	6	3
Fremont	18	32	15	20	8	8
Hayward	18	31	17	18	9	6
Lake Merritt	18	33	18	18	7	5
MacArthur	21	37	18	11	6	7
Millbrae	23	37	18	12	6	4
Montgomery St.	17	39	18	17	6	3
Powell St.	18	37	20	14	7	6
Rockridge	21	40	18	14	4	3
San Francisco Int'l Airport (SFO)	22	41	15	11	7	4
Walnut Creek	21	35	20	15	6	4



**Q20. What is the total annual income of your household before taxes?**

Base: Non-Home Origins

NON-HOME ORIGIN STATIONS	ANNUAL HOUSEHOLD INCOME (%)							
	Under \$15,000	\$15,000- \$24,999	\$25,000 - \$49,999	\$50,000- \$74,999	\$75,000- \$99,999	\$100,000- \$149,999	\$150,000- \$199,999	\$200,000+
12th St. / Oakland City Center	4	3	12	21	15	25	11	9
16th St. Mission	7	9	22	20	15	16	6	4
19th St. / Oakland	3	3	9	19	18	28	13	8
24th St. Mission	13	11	19	20	13	13	7	3
Ashby	9	10	20	18	13	19	5	4
Balboa Park	21	16	24	12	11	10	4	3
Civic Center / UN Plaza	6	4	15	18	16	21	12	9
Coliseum / Oakland Airport	12	12	22	16	12	14	8	5
Concord	14	11	25	19	13	13	4	1
Daly City	14	10	21	19	15	12	6	4
Downtown Berkeley	11	8	18	22	15	16	6	4
Dublin / Pleasanton	7	7	17	24	15	17	8	6
Embarcadero	2	2	9	16	19	25	13	14
Fremont	13	7	16	19	13	18	7	6
Hayward	17	8	17	21	11	15	7	4
Lake Merritt	12	9	19	19	13	17	6	5
MacArthur	10	7	17	20	16	14	9	6
Millbrae	6	5	15	18	18	19	11	7
Montgomery St.	2	3	10	18	16	23	15	13
Powell St.	6	8	17	18	16	19	9	7
Rockridge	7	13	18	18	12	17	7	8
San Francisco Int'l Airport (SFO)	4	5	18	16	15	19	10	13
Walnut Creek	10	8	19	18	15	15	8	7

## APPENDIX A: QUESTIONNAIRES

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# BART Survey & Contest

Your participation is very important for planning future service.



Please help BART serve you better by completing this survey about your BART ride. **Important:** Unless otherwise stated, this survey covers the **ONE-WAY** trip you are now taking. For example, if you receive this survey in the evening, tell us about your evening BART ride, not your morning BART ride. Please complete this survey even if you received one on a previous trip.

After you complete the survey, drop it in a collection box at any BART station (or fold, tape, and mail – postage paid).

## START of This Trip

## END of This Trip

1a Which BART station did you just enter on this one-way trip?

4a At which station will you exit the BART system at the end of this one-way trip? (If transferring trains, write final exit station.)

1b About what time did you enter the faregate?

4b About what time do you expect to exit this station?

2 How did you get to this BART station for this trip?

5 After you exit the BART system on this trip, how will you get to your destination?

1  Walked all the way to BART

2  Taxi

3  Motorcycle/moped

4  Bicycle (please specify)

Parked bike at station    Brought bike on train    Brought folding bike on train

5  Car (please specify)

Drove alone    Drove with others/carpooled    Dropped off by car

Where did you park? →  BART lot    Non-BART lot    Street parking

What fee, if any, did you pay? →  None/Free    Monthly fee    Daily fee    Hourly fee

1  Walk all the way to destination

2  Taxi

3  Motorcycle/moped

4  Bicycle (please specify)

Parked bike at station    Brought bike on train    Brought folding bike on train

5  Car (please specify)

Drive alone    Drive with others/carpool    Get picked up by car

Where did you park? →  BART lot    Non-BART lot    Street parking

What fee, if any, did you pay? →  None/Free    Monthly fee    Daily fee    Hourly fee

6  Bus, Train, or Other Transit (please specify)

<input type="checkbox"/> AC Transit	<input type="checkbox"/> San Joaquin (Amtrak)
<input type="checkbox"/> AirBART (Oakland Airport)	<input type="checkbox"/> Santa Clara VTA
<input type="checkbox"/> AirTrain (SF Airport)	<input type="checkbox"/> Tri Delta Transit
<input type="checkbox"/> Benicia Breeze	<input type="checkbox"/> Union City Transit
<input type="checkbox"/> Caltrain	<input type="checkbox"/> Vallejo Baylink bus
<input type="checkbox"/> Capitol Corridor	<input type="checkbox"/> WestCAT
<input type="checkbox"/> County Connection	<input type="checkbox"/> Wheels (LAVTA)
<input type="checkbox"/> Dumbarton Express	
<input type="checkbox"/> Emery Go Round	Other Transit
<input type="checkbox"/> Fairfield/Suisun Transit	<input type="checkbox"/> Ferry
<input type="checkbox"/> Golden Gate Transit bus	<input type="checkbox"/> Paratransit
<input type="checkbox"/> Muni bus (SF)	<input type="checkbox"/> Shuttle: _____
<input type="checkbox"/> Muni Metro/streetcar (SF)	
<input type="checkbox"/> SamTrans	<input type="checkbox"/> Other: _____

How did you pay this bus or other transit fare?

Cash Only    Monthly Pass/Muni Fast Pass

10-Ride Ticket    Transfer Issued at BART

TransLink Card    BART Plus Ticket

Free    Other: \_\_\_\_\_

6  Bus, Train, or Other Transit (please specify)

<input type="checkbox"/> AC Transit	<input type="checkbox"/> San Joaquin (Amtrak)
<input type="checkbox"/> AirBART (Oakland Airport)	<input type="checkbox"/> Santa Clara VTA
<input type="checkbox"/> AirTrain (SF Airport)	<input type="checkbox"/> Tri Delta Transit
<input type="checkbox"/> Benicia Breeze	<input type="checkbox"/> Union City Transit
<input type="checkbox"/> Caltrain	<input type="checkbox"/> Vallejo Baylink bus
<input type="checkbox"/> Capitol Corridor	<input type="checkbox"/> WestCAT
<input type="checkbox"/> County Connection	<input type="checkbox"/> Wheels (LAVTA)
<input type="checkbox"/> Dumbarton Express	
<input type="checkbox"/> Emery Go Round	Other Transit
<input type="checkbox"/> Fairfield/Suisun Transit	<input type="checkbox"/> Ferry
<input type="checkbox"/> Golden Gate Transit bus	<input type="checkbox"/> Paratransit
<input type="checkbox"/> Muni bus (SF)	<input type="checkbox"/> Shuttle: _____
<input type="checkbox"/> Muni Metro/streetcar (SF)	
<input type="checkbox"/> SamTrans	<input type="checkbox"/> Other: _____

How will you pay this bus or other transit fare?

Cash Only    Monthly Pass/Muni Fast Pass

10-Ride Ticket    Transfer Issued at BART

TransLink Card    BART Plus Ticket

Free    Other: \_\_\_\_\_

3a Where did you just come from? (Specify one)

<input type="checkbox"/> Home	<input type="checkbox"/> Sports Event
<input type="checkbox"/> Work	<input type="checkbox"/> Restaurant
<input type="checkbox"/> Work-related activity	<input type="checkbox"/> Theater or Concert
<input type="checkbox"/> School	<input type="checkbox"/> Hotel
<input type="checkbox"/> Medical/Dental	<input type="checkbox"/> Visit friends/family
<input type="checkbox"/> Shopping	<input type="checkbox"/> Personal errands
<input type="checkbox"/> Airplane (Trip)	<input type="checkbox"/> Other: _____

6a Where are you going? (Specify one)

<input type="checkbox"/> Home	<input type="checkbox"/> Sports Event
<input type="checkbox"/> Work	<input type="checkbox"/> Restaurant
<input type="checkbox"/> Work-related activity	<input type="checkbox"/> Theater or Concert
<input type="checkbox"/> School	<input type="checkbox"/> Hotel
<input type="checkbox"/> Medical/Dental	<input type="checkbox"/> Visit friends/family
<input type="checkbox"/> Shopping	<input type="checkbox"/> Personal errands
<input type="checkbox"/> Airplane (Trip)	<input type="checkbox"/> Other: _____

3b And where is this place located? Please provide as much information as possible. It will be used to improve access to BART.

(City)      (ZIP Code)

(Nearby intersection or street address) \_\_\_\_\_

(Place name – such as AT&T Park, Oakland Airport, etc.) \_\_\_\_\_

6b And where is this place located? Please provide as much information as possible. It will be used to improve access to BART.

(City)      (ZIP Code)

(Nearby intersection or street address) \_\_\_\_\_

(Place name – such as AT&T Park, Oakland Airport, etc.) \_\_\_\_\_



More Information about This Trip

**7** After you boarded the train for this trip, did you stand because seating was unavailable?  
 No  Yes

**8** Did you bring luggage or a stroller on this train?  
 No  Yes  Luggage  Stroller

**9** What type of ticket did you use to enter the BART system on this trip?  
 Regular BART ticket (Blue)  
 High Value discount ticket (\$48 or \$64 value)  
 Other discounted BART ticket  
 Senior (Green)  
 Disabled (Red)  
 Child (Red)  
 Student (Orange)  
 BART Plus  
 Muni Fast Pass  
 BART EZ Rider Card  
 Other: \_\_\_\_\_

**10** Are you traveling with any children age 12 or younger on this trip?  
 No  Yes  
 How many children are:  
 Under 5 yrs old  One  Two  Three or more  
 5-12 yrs old  One  Two  Three or more

**11** Do you have a car, truck, or motorcycle that you could have used instead of BART to make your trip today?  
 No  Yes

General Information

**12** Is free parking available to you at your workplace?  
 No  Yes  Not applicable

**13** How long have you been riding BART?  
 This is my first time on BART  1 - 2 years  
 6 months or less  3 - 5 years  
 More than 6 months but less than 1 year  More than 5 years

**14** How often do you currently ride BART?  
 6 - 7 days a week  1 - 2 days a week  
 5 days a week  1 - 3 days per month  
 3 - 4 days a week  Less than once a month  
 About how many times a year? \_\_\_\_\_

**15** Are you a person with a disability?  
 No  Yes  
 What type? (Please check all that apply)  
 Low vision  
 Blindness  
 Deaf/hearing impaired  
 Mobility problem - use wheelchair  
 Mobility problem - do not use wheelchair  
 Mental or cognitive impairment  
 Other: \_\_\_\_\_

NOTE: Please answer BOTH Questions 16a and 16b.

**16a** Are you Spanish, Hispanic, or Latino?  
 No  Yes

**16b** What is your race or ethnic identification? (Check one or more)  
 White  
 Black/African American  
 Asian or Pacific Islander  
 American Indian or Alaska Native  
 Other: \_\_\_\_\_  
(Categories are consistent with the U.S. Census)

**17** Gender:  Male  Female

**18** Age:  
 12 or younger  25 - 34  55 - 64  
 13 - 17  35 - 44  65 - 74  
 18 - 24  45 - 54  75 or older

**19** Including yourself, how many people currently live in your household?  
 1  3  5  
 2  4  6 or more

**20** What is the total annual income of your household before taxes?  
 Under \$15,000  \$75,000 - \$99,999  
 \$15,000 - \$24,999  \$100,000 - \$149,999  
 \$25,000 - \$49,999  \$150,000 - \$199,999  
 \$50,000 - \$74,999  \$200,000 and over

Comments \_\_\_\_\_  
(Give additional feedback at [www.bart.gov/comments](http://www.bart.gov/comments).)

**THANK YOU! Please drop in a collection box at any BART station or fold, tape and mail.**

**Grand Prizes: Trip to HAWAII! Fill It In to Win - Hawaii, BART Tickets, and Other Prizes!**

**4-night stay on Kauai including air transportation from Oakland and lodging for two.**

NAME: \_\_\_\_\_

HOME TELEPHONE NUMBER: (\_\_\_\_\_) \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_


May we contact you in the future to ask your opinion about potential BART service improvements?  Yes  No

Sign me up for myBART, BART's weekly email filled with discounts & contests for air tix, sports, concerts & more:  Yes  No


BART respects your privacy. Contact information will be treated confidentially.

Contest Rules: No purchase necessary. You may enter more than once. Any mailed entries must be received at BART headquarters by May 21, 2008. Winners will be chosen by a random drawing. Need not be present to win. Entries valid only on official survey form. Survey team members and their families and BART employees and their families are not eligible to enter. Prizes are non-transferable and cannot be substituted for cash. All Federal, state, and local regulations apply. In case of minors, prizes must be accepted by parent or legal guardian. Prize winners must meet all eligibility requirements. Awarding of prizes subject to entrant verification. Grand prize trip must be taken by August 31, 2009 (subject to blackouts and availability). Prizes include a trip to Hawaii, BART tickets, and other BART prizes. Any and all expenses not specifically mentioned are the sole responsibility of the winner, including and not limited to ground transportation, all meals, alcoholic beverages, taxes, incidentals, and gratuities.

Fold Here: If mailing, please fasten at bottom with two pieces of tape, one inch from each edge. (Do not cover barcode and do not staple.)



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT  
 300 Lakeside Drive  
 PO Box 12688  
 Oakland, CA 94604-9895





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 BAY AREA RAPID TRANSIT DISTRICT  
 PO BOX 12688  
 OAKLAND CA 94604-9895






## Encuesta Sobre BART y Concurso

Su participación es muy importante para planear nuestros futuros servicios.

**Gran Premio: ¡Viaje a HAWAII!**

La cortesía de Aloha Airlines y Castle Resorts & Hotels (Los detalles en la encuesta.)



Por favor, ayúdenos a mejorar completando este cuestionario sobre su viaje en BART. **Importante:** A menos que se estipule lo contrario, **esta encuesta es sobre el viaje de una vía que usted realice.** Por ejemplo, si usted recibe esta encuesta a la noche, haga sus comentarios sobre el viaje que usted hizo en ese momento del día, no sobre el de la mañana. Por favor complete esta encuesta aunque ya haya recibido otra en algún viaje anterior.

Una vez completada la encuesta, deposítela en una de las cajas colectoras de cualquier estación de BART (o dóblela, péguela y envíela por correo - franqueo prepagado)

### COMIENZO de este viaje

**1a** ¿En qué estación de BART acaba de entrar para realizar este viaje de una vía?

(Estación de entrada - donde recibió esta encuesta)

\_\_\_\_\_

---

**1b** ¿A qué hora pasó por la entrada de recaudación de boletos?

Hora : \_\_\_\_\_ Minuto \_\_\_\_\_  AM  PM

**2** ¿Cómo llegó usted a esta estación de BART para realizar este viaje?

1  Caminé todo el trayecto hasta llegar al BART

2  Taxi

3  Motocicleta/ciclomotor

4  Bicicleta (por favor especifique)

Estacioné la bicicleta en la estación     Llevé la bicicleta en el tren     Llevé la bicicleta plegable en el tren

5  Automóvil (por favor especifique)

Viajé solo     Viajé acompañado/compartí el auto     Me llevaron en automóvil

¿Dónde estacionó?    ¿Qué tarifa pagó, (si es que pagó)?  
 En el estacionamiento del BART     No pagué tarifa     Tarifa mensual del BART  
 En otro estacionamiento     Tarifa diaria     Tarifa horaria  
 En la calle

6  Autobús, tren, u otro transporte público (por favor especifique)

<input type="checkbox"/> AC Transit	<input type="checkbox"/> San Joaquin (Amtrak)
<input type="checkbox"/> AirBART (Aeropuerto de Oakland)	<input type="checkbox"/> Santa Clara VTA
<input type="checkbox"/> AirTrain (Aeropuerto de SF)	<input type="checkbox"/> Tri Delta Transit
<input type="checkbox"/> Benicia Breeze	<input type="checkbox"/> Union City Transit
<input type="checkbox"/> Caltrain	<input type="checkbox"/> Vallejo Baylink bus
<input type="checkbox"/> Capitol Corridor	<input type="checkbox"/> WestCAT
<input type="checkbox"/> County Connection	<input type="checkbox"/> Wheels (LAVTA)
<input type="checkbox"/> Dumbarton Express	
<input type="checkbox"/> Emery Go Round	<i>Otro transporte público</i>
<input type="checkbox"/> Fairfield/Suisun Transit	<input type="checkbox"/> Ferry
<input type="checkbox"/> Golden Gate Transit bus	<input type="checkbox"/> Paratransit
<input type="checkbox"/> Muni bus (SF)	<input type="checkbox"/> Shuttle: _____
<input type="checkbox"/> Muni Metro/streetcar (SF)	
<input type="checkbox"/> SamTrans	<input type="checkbox"/> Otro: _____

¿Cómo pagó este billete de autobús o de transporte público?  
 En efectivo     Pase mensual / Muni Fast Pass  
 Boleto de 10 viajes     Transferencia realizada en el BART  
 Tarjeta TransLink     BART Plus Ticket  
 Gratis     Otro: \_\_\_\_\_

**3a** ¿De dónde viene? (Especifique)

<input type="checkbox"/> Casa	<input type="checkbox"/> Evento Deportivo
<input type="checkbox"/> Trabajo	<input type="checkbox"/> Restaurante
<input type="checkbox"/> Actividad vinculada al trabajo	<input type="checkbox"/> Teatro o Concierto
<input type="checkbox"/> Escuela	<input type="checkbox"/> Hotel
<input type="checkbox"/> Médico/Dentista	<input type="checkbox"/> Visita a amigos/familia
<input type="checkbox"/> Compras	<input type="checkbox"/> Trámites personales
<input type="checkbox"/> Avión (viaje)	<input type="checkbox"/> Otro: _____

**3b** ¿Y dónde se encuentra ese lugar?  
Por favor brinde tanta información como le sea posible, se la utilizará para mejorar el acceso al BART.

(Ciudad) (Código postal)

\_\_\_\_\_

(Intersección más cercana o dirección)

\_\_\_\_\_

(Escriba el nombre - por ejemplo: AT&T Park, Oakland Airport, etc.)

### FINAL de este viaje

**4a** ¿En qué estación saldrá del sistema de BART cuando termine este viaje de una vía? (Si hace transferencia de trenes, escriba la estación final)

(Estación de salida)

\_\_\_\_\_

---

**4b** ¿Aproximadamente a qué hora supone que saldrá de dicha estación?

Hora : \_\_\_\_\_ Minuto \_\_\_\_\_  AM  PM

**5** ¿Cómo llegará a destino tras finalizar su viaje en el sistema de BART?

1  Caminaré todo el trayecto hasta llegar a mi destino

2  Taxi

3  Motocicleta/ciclomotor

4  Bicicleta (por favor especifique)

Estacioné la bicicleta en la estación     Llevé la bicicleta en el tren     Llevé la bicicleta plegable en el tren

5  Automóvil (por favor especifique)

Viajaré solo     Viajaré acompañado/Compartiré el auto     Me recogerán en auto

¿Dónde estacionó?    ¿Qué tarifa pagó, (si es que pagó)?  
 En el estacionamiento del BART     No pagué tarifa     Tarifa mensual del BART  
 En otro estacionamiento     Tarifa diaria     Tarifa horaria  
 En la calle

6  Autobús, tren, u otro transporte público (por favor especifique)

<input type="checkbox"/> AC Transit	<input type="checkbox"/> San Joaquin (Amtrak)
<input type="checkbox"/> AirBART (Aeropuerto de Oakland)	<input type="checkbox"/> Santa Clara VTA
<input type="checkbox"/> AirTrain (Aeropuerto de SF)	<input type="checkbox"/> Tri Delta Transit
<input type="checkbox"/> Benicia Breeze	<input type="checkbox"/> Union City Transit
<input type="checkbox"/> Caltrain	<input type="checkbox"/> Vallejo Baylink bus
<input type="checkbox"/> Capitol Corridor	<input type="checkbox"/> WestCAT
<input type="checkbox"/> County Connection	<input type="checkbox"/> Wheels (LAVTA)
<input type="checkbox"/> Dumbarton Express	
<input type="checkbox"/> Emery Go Round	<i>Otro transporte público</i>
<input type="checkbox"/> Fairfield/Suisun Transit	<input type="checkbox"/> Ferry
<input type="checkbox"/> Golden Gate Transit bus	<input type="checkbox"/> Paratransit
<input type="checkbox"/> Muni bus (SF)	<input type="checkbox"/> Shuttle: _____
<input type="checkbox"/> Muni Metro/streetcar (SF)	
<input type="checkbox"/> SamTrans	<input type="checkbox"/> Otro: _____

¿Cómo pagará este billete de autobús o de transporte público?  
 En efectivo     Pase mensual / Muni Fast Pass  
 Boleto de 10 viajes     Transferencia realizada en el BART  
 Tarjeta TransLink     BART Plus Ticket  
 Gratis     Otro: \_\_\_\_\_

**6a** ¿A dónde va? (Especifique)

<input type="checkbox"/> Casa	<input type="checkbox"/> Evento Deportivo
<input type="checkbox"/> Trabajo	<input type="checkbox"/> Restaurante
<input type="checkbox"/> Actividad vinculada al trabajo	<input type="checkbox"/> Teatro o Concierto
<input type="checkbox"/> Escuela	<input type="checkbox"/> Hotel
<input type="checkbox"/> Médico/Dentista	<input type="checkbox"/> Visita a amigos/familia
<input type="checkbox"/> Compras	<input type="checkbox"/> Trámites personales
<input type="checkbox"/> Avión (viaje)	<input type="checkbox"/> Otro: _____

**6b** ¿Y dónde se encuentra ese lugar?  
Por favor brinde tanta información como le sea posible, se la utilizará para mejorar el acceso al BART.


(Ciudad) (Código postal)

\_\_\_\_\_

(Intersección más cercana o dirección)

\_\_\_\_\_

(Escriba el nombre - por ejemplo: AT&T Park, Oakland Airport, etc.)

 Imprimido en papel reciclado. AL DORSO

Más información acerca de este viaje

**7** Después de abordar el tren, ¿se quedó de pie porque no había asientos disponibles?

No  Sí

**8** ¿Llevaba equipaje o un cochecito durante este viaje?

No  Sí  Equipaje  
 Cochecito

**9** ¿Qué clase de billete utilizó para ingresar al sistema BART en este viaje?

Billete de BART normal (azul)  
 Billete con descuento High Value (\$48 o \$64)  
 Otro billete con descuento de BART

Anciano (verde)  
 Discapacitado (rojo)  
 Niño (rojo)  
 Estudiante (anaranjado)  
 BART Plus

Muni Fast Pass  
 Tarjeta BART EZ Rider  
 Otra: \_\_\_\_\_

**10** ¿Viaja usted con algún niño de 12 años de edad o menor en este viaje?

No  Sí

¿Cuántos niños tiene?:  
 De menos de 5 años:  Uno  Dos  Tres o más  
 De entre 5 y 12 años:  Uno  Dos  Tres o más

**11** ¿Tiene usted un automóvil, camioneta o motocicleta que podría haber utilizado en vez de usar BART para realizar el viaje de hoy?

No  Sí

**14** ¿Con qué frecuencia usa BART en la actualidad?

6-7 días por semana  1-2 días por semana  
 5 días por semana  1-3 días por mes  
 3-4 días por semana  Menos de una vez por mes

¿Aproximadamente cuántas veces por año? \_\_\_\_\_

**15** ¿Tiene usted alguna incapacidad?

No  Sí

¿De qué tipo? (Por favor marque todas las que correspondan)  
 Escasa Visión  
 Ceguera  
 Sordera/deficiencia auditiva  
 Problemas de movilidad – uso silla de ruedas  
 Problemas de movilidad – no uso silla de ruedas  
 Deficiencia mental o cognitiva  
 Otra: \_\_\_\_\_

**➔ ATENCIÓN:** Por favor responda las dos preguntas 16a y 16b

**16a** ¿Es usted español, hispano o latino?

No  Sí

**16b** ¿Cuál es su raza o identificación étnica? (Marque una o más de una)

Blanco  
 Negro/africano-americano  
 Asiático o de las Islas del Pacífico  
 Indio americano o nativo de Alaska  
 Otra: \_\_\_\_\_

(Estas categorías coinciden con las del Censo de los Estados Unidos)

**17** Sexo:  Hombre  Mujer

**18** Edad:

<input type="checkbox"/> 12 o menor	<input type="checkbox"/> 25 - 34	<input type="checkbox"/> 55 - 64
<input type="checkbox"/> 13 - 17	<input type="checkbox"/> 35 - 44	<input type="checkbox"/> 65 - 74
<input type="checkbox"/> 18 - 24	<input type="checkbox"/> 45 - 54	<input type="checkbox"/> 75 o mayor

**19** ¿Incluyéndose a usted, cuántas personas viven en su hogar?

<input type="checkbox"/> 1	<input type="checkbox"/> 3	<input type="checkbox"/> 5
<input type="checkbox"/> 2	<input type="checkbox"/> 4	<input type="checkbox"/> 6 o más

**20** ¿Cuál es el ingreso anual del hogar antes de pagar impuestos?

<input type="checkbox"/> Menos de \$15,000	<input type="checkbox"/> \$75,000 -- \$99,999
<input type="checkbox"/> \$15,000 - \$24,999	<input type="checkbox"/> \$100,000 - \$149,999
<input type="checkbox"/> \$25,000 - \$49,999	<input type="checkbox"/> \$150,000 - \$199,999
<input type="checkbox"/> \$50,000 - \$74,999	<input type="checkbox"/> \$200,000 o más

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Información general

**12** ¿Tiene usted estacionamiento gratuito en su lugar de trabajo?

No  Sí  No corresponde

**13** ¿Cuánto tiempo hace que usted viaja en BART?

Esta es la primera vez que viajo  1-2 años  
 6 meses o menos  3-5 años  
 Más de 6 meses pero menos de un año  Más de 5 años

Comentarios \_\_\_\_\_

(Brinde comentarios adicionales en [www.bart.gov/comments](http://www.bart.gov/comments).)

**¡GRACIAS! Por favor deposite esta encuesta en una de las cajas colectoras de cualquier estación de BART (o dóblela, péguela y envíela por correo)**

Gran Premio: **¡Viaje a HAWAII!** **¡Complételo para ganar - Hawaii, Boletos de BART, y otros premios!**

Estadia de 4 noches en Kaula, con transporte aéreo desde Oakland y hospedaje para dos personas.

NOMBRE: \_\_\_\_\_

NÚMERO DE TELÉFONO DE LA CASA: (\_\_\_\_\_) \_\_\_\_\_

DIRECCIÓN DE CORREO ELECTRÓNICO: \_\_\_\_\_

Reglas del concurso: No es necesario realizar ninguna compra. Usted puede participar más de una vez. Todas las participaciones enviadas por correo deben recibirse en la sede de BART antes del 21 de mayo de 2008. Los ganadores serán seleccionados al azar por correo. No es necesario estar presente para ganar. Sólo serán válidos los formularios oficiales de la encuesta. Los miembros del equipo de la encuesta y sus familiares así como los empleados de BART y sus familiares no pueden participar. Los premios son irrenunciables y no se pueden sustituir por dinero en efectivo. Se acatarán todos los reglamentos federales, estatales y locales. En caso de menores, los premios deberán ser aceptados por el padre/madre o el tutor legal. Los ganadores de premios deberán cumplir todos los requisitos de elegibilidad. La entrega de premios está sujeta a la verificación de los participantes. El sitio para realizar el viaje de primer premio estará el 21 de agosto de 2008 (sujeto a fecha de venta y a disponibilidad). Los premios incluyen un viaje a Hawaii, boletos de BART, y otros premios. Cualquier gasto que no se haya especificado en este texto estará a cargo exclusivo del ganador, incluyendo entre otros: transporte terrestre, todas las comidas, bebidas alcohólicas, impuestos, gastos eventuales y propios.

Doble aquí: si lo envía por correo, por favor pegue la parte inferior con dos trozos cinta adhesiva, a una palpada de cada borde. (No cubra el código de barras y no lo perforo)

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT  
300 Lakeside Drive  
PO Box 12688  
Oakland, CA 94604-9895

BUSINESS REPLY MAIL

FIRST-CLASS MAIL PERMIT NO. 24 OAKLAND CA

POSTAGE WILL BE PAID BY ADDRESSEE

ATTN: MARKETING AND RESEARCH  
BAY AREA RAPID TRANSIT DISTRICT  
PO BOX 12688  
OAKLAND CA 94604-9895

NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES

BART Marketing and Research Department

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COREY, CANAPARY & GALANIS



# BART 捷運地鐵調查和抽獎

你的參與對我們計劃未來服務十分重要。



請幫助BART地鐵更好為你服務，填交此有關搭乘BART地鐵的調查。重要：除非另有說明，此調查只包括你搭乘BART地鐵的單程經驗。例如，如果你在晚間收到此調查問卷，請告訴我們晚間而不是早上乘BART地鐵的經驗。即使你在上次乘車時收到一份問卷，請只填答此問卷。

在你完成問卷之後，請放入任何BART地鐵站的收集箱內（或摺疊，貼口，然後付寄——已付郵資）。

## 開始此程

1a 你剛從哪個BART地鐵站進入，開始此單程旅程？

(寫下你收到此份調查問卷的地鐵站名)

1b 你約在什麼時間進入票閘？

小時： 分鐘 上午 下午

2 你此次乘BART地鐵，如何前來地鐵站？

- 全程走路至BART地鐵站
  - 乘坐的士
  - 電單車 / 機動腳踏車
  - 自行車 (請註明)
    - 將自行車停在BART地鐵站上車
    - 帶自行車上車
    - 帶可摺疊的自行車上車
  - 乘汽車前來 (請註明)
    - 自己開車
    - 與其他人開車 / 共乘
    - 別人送我到車站
- 你停車在那裡?  BART 地鐵停車場  非BART 地鐵停車場  街位
- 請問你是否需要付停車費?  沒有 / 免費  每月收費  每天收費  每小時收費

- 巴士，火車，或其他交通工具 (請註明)
 

<input type="checkbox"/> AC Transit	<input type="checkbox"/> San Joaquin (Amtrak)
<input type="checkbox"/> AirBART (屋脊機場)	<input type="checkbox"/> Santa Clara VTA
<input type="checkbox"/> AirTrain (三藩市機場)	<input type="checkbox"/> Tri Delta Transit
<input type="checkbox"/> Benicia Breeze	<input type="checkbox"/> Union City Transit
<input type="checkbox"/> Caltrain	<input type="checkbox"/> Vallejo Baylink 巴士
<input type="checkbox"/> Capitol Corridor	<input type="checkbox"/> WestCAT
<input type="checkbox"/> County Connection	<input type="checkbox"/> Wheels (LAVTA)
<input type="checkbox"/> Dumbarton Express	
<input type="checkbox"/> Emery Go Round	其他運輸工具
<input type="checkbox"/> Fairfield/Suisun Transit	<input type="checkbox"/> 渡輪
<input type="checkbox"/> Golden Gate Transit 巴士	<input type="checkbox"/> 輔助運輸工具
<input type="checkbox"/> Muni 公車 (三藩市)	<input type="checkbox"/> 穿梭車
<input type="checkbox"/> Muni Metro/輕鐵/街車 (三藩市)	
<input type="checkbox"/> SamTrans	<input type="checkbox"/> 其他:

- 你如何付此巴士或其他運輸工具的費用?
- 現金付款
  - 10次乘車票
  - TransLink 卡
  - 免費
  - 月票/Muni 月票
  - BART 地鐵站發出的轉車票
  - BART Plus Ticket
  - 其他:

3a 你剛從哪裡來? (請選一)

- |                                  |                                  |
|----------------------------------|----------------------------------|
| <input type="checkbox"/> 家裡      | <input type="checkbox"/> 體育活動    |
| <input type="checkbox"/> 工作地點    | <input type="checkbox"/> 餐館      |
| <input type="checkbox"/> 與工作有關活動 | <input type="checkbox"/> 戲院或音樂廳  |
| <input type="checkbox"/> 學校      | <input type="checkbox"/> 酒店      |
| <input type="checkbox"/> 醫療 / 牙醫 | <input type="checkbox"/> 訪友 / 家人 |
| <input type="checkbox"/> 購物      | <input type="checkbox"/> 處理個人事務  |
| <input type="checkbox"/> 機場 (旅行) | <input type="checkbox"/> 其他:     |

3b 此處在什麼地方? 請儘量提供愈多資料愈好。這將幫助改善使用BART地鐵。

\_\_\_\_\_  
(城市)                      (郵區號碼)

\_\_\_\_\_  
(附近十字路口或街道地址)

\_\_\_\_\_  
(名稱一例如AT&T Park, 屋脊機場等)

## 結束此程

4a 你在哪個BART地鐵站出口，結束此單程旅程?

(寫下你收到此份調查問卷的地鐵站名)

4b 你約在什麼時間離開票閘?

小時： 分鐘 上午 下午

5 在你離開BART地鐵站後，你將如何前往你的目的地?

- 全程走路至BART地鐵站
  - 乘坐的士
  - 電單車 / 機動腳踏車
  - 自行車 (請註明)
    - 將自行車停在BART地鐵站上車
    - 帶自行車上車
    - 帶可摺疊的自行車上車
  - 乘汽車前來 (請註明)
    - 自己開車
    - 與其他人開車 / 共乘
    - 別人送我到車站
- 你停車在那裡?  BART 地鐵停車場  非BART 地鐵停車場  街位
- 請問你是否需要付停車費?  沒有 / 免費  每月收費  每天收費  每小時收費

- 巴士，火車，或其他交通工具 (請註明)
 

<input type="checkbox"/> AC Transit	<input type="checkbox"/> San Joaquin (Amtrak)
<input type="checkbox"/> AirBART (屋脊機場)	<input type="checkbox"/> Santa Clara VTA
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<input type="checkbox"/> Caltrain	<input type="checkbox"/> Vallejo Baylink 巴士
<input type="checkbox"/> Capitol Corridor	<input type="checkbox"/> WestCAT
<input type="checkbox"/> County Connection	<input type="checkbox"/> Wheels (LAVTA)
<input type="checkbox"/> Dumbarton Express	
<input type="checkbox"/> Emery Go Round	其他運輸工具
<input type="checkbox"/> Fairfield/Suisun Transit	<input type="checkbox"/> 渡輪
<input type="checkbox"/> Golden Gate Transit 巴士	<input type="checkbox"/> 輔助運輸工具
<input type="checkbox"/> Muni 公車 (三藩市)	<input type="checkbox"/> 穿梭車
<input type="checkbox"/> Muni Metro/輕鐵/街車 (三藩市)	
<input type="checkbox"/> SamTrans	<input type="checkbox"/> 其他:

- 你如何付此巴士或其他運輸工具的費用?
- 現金付款
  - 10次乘車票
  - TransLink 卡
  - 免費
  - 月票/Muni 月票
  - BART 地鐵站發出的轉車票
  - BART Plus Ticket
  - 其他:

6a 你往哪裡去? (請選一)

- |                                  |                                  |
|----------------------------------|----------------------------------|
| <input type="checkbox"/> 家裡      | <input type="checkbox"/> 體育活動    |
| <input type="checkbox"/> 工作地點    | <input type="checkbox"/> 餐館      |
| <input type="checkbox"/> 與工作有關活動 | <input type="checkbox"/> 戲院或音樂廳  |
| <input type="checkbox"/> 學校      | <input type="checkbox"/> 酒店      |
| <input type="checkbox"/> 醫療 / 牙醫 | <input type="checkbox"/> 訪友 / 家人 |
| <input type="checkbox"/> 購物      | <input type="checkbox"/> 處理個人事務  |
| <input type="checkbox"/> 機場 (旅行) | <input type="checkbox"/> 其他:     |

6b 此處在什麼地方? 請儘量提供愈多資料愈好。這將幫助改善使用BART地鐵。

\_\_\_\_\_  
(城市)                      (郵區號碼)

\_\_\_\_\_  
(附近十字路口或街道地址)

\_\_\_\_\_  
(名稱一例如AT&T Park, 屋脊機場等)



請續下頁

**更多有關此程的資料**

**7** 在上車之後，你是否因為沒有座位而需站立？  
 否  是

**8** 你有沒有帶行李或嬰孩上車？  
 否  是 行李  
嬰孩車

**9** 此程你用什麼類型的車票進入BART地鐵站？  
 常用的BART地鐵車票 (藍色)  
 高折扣票 (\$48或\$64)  
 其他折扣BART地鐵車票  

 香美 (綠色)  
 傷殘人士 (紅色)  
 兒童 (紅色)  
 學生 (橙色)  
 BART Plus  
 Muni 月票  
 BART EZ Rider 卡  
 其他：\_\_\_\_\_

**10** 此程你有沒有和任何12歲或以下的兒童同行？  
 否  是  
 有多少兒童是：  
 5歲以下  一名  兩名  三名或以上  
 5-12歲  一名  兩名  三名或以上

**11** 今天此程，你是否本來也有汽車、貨車，或摩托車可用而無須乘BART地鐵？  
 否  是

**一般資料**

**12** 你的工作地點是否有免費停車的設施？  
 否  是  不適用

**13** 你乘搭BART地鐵已有多久？  
 這是我第一次乘BART地鐵  1-2年  
 6個月或以下  3-5年  
 超過6個月，但少於一年  超過5年

**14** 目前你乘搭BART地鐵多少次？  
 每個星期6-7天  每個星期1-2天  
 每個星期5天  每個月1-3天  
 每個星期3-4天  每個月少於一次  
 每年約多少次？\_\_\_\_\_

**15** 你是否傷殘人士？  
 否  是 是什麼類型？(請選擇所有適用答案)  
 低視力  失明  
 耳聾 / 聽覺受損  行動問題-使用輪椅  
 行動問題-不用輪椅  
 心智或認知受損  
 其他：\_\_\_\_\_

➔ **注意：**請填答16a和16b題。

**16a** 你是否西班牙裔，西班牙語裔，或拉丁裔？  
 否  是

**16b** 你的種族或族裔身份是？(選一或均上)  
 白人  
 黑人 / 非裔  
 亞裔 / 太平洋裔  
 美洲印第安裔或阿拉斯加裔  
 其他：\_\_\_\_\_  
(分類與美國人口普查所列相同)

**17** 性別： 男  女

**18** 年齡：  
 12 或以下  25 - 34  55 - 64  
 13 - 17  35 - 44  65 - 74  
 18 - 24  45 - 54  75 或以上

**19** 包括你在內，府上目前共有多少人一起住？  
 1  3  5  
 2  4  6 or more

**20** 府上在扣稅之前的全年的總收入是多少？  
 不足 \$15,000  \$75,000 - \$99,999  
 \$15,000 - \$24,999  \$100,000 - \$149,999  
 \$25,000 - \$49,999  \$150,000 - \$199,999  
 \$50,000 - \$74,999  \$200,000 或以上

意見 \_\_\_\_\_

(額外意見可上網提供)

謝謝你！請將此問卷投入任何BART地鐵站的收集箱內，或摺疊，貼口和寄回。

**大獎 夏威夷旅行 請填妥參加抽獎一獎品包括往夏威夷，BART地鐵車票，和其他!**

在Kauai逗留四晚，包括兩人來往屋嵩機場機票和住宿


姓名：\_\_\_\_\_

住家電話：( \_\_\_\_\_ ) \_\_\_\_\_


電子郵件：\_\_\_\_\_

抽獎規則：無須作任何購買。你可以填交一份以上。任何郵寄給BART抽獎的抽獎券，必須在2008年五月三十一日前寄到BART抽獎總部。抽獎券的抽出得獎者，無須出席抽獎才可中獎。只須正色的表格才有效。請查閱本報和他們的家人及BART地鐵車票和他們的家人不可參加抽獎。獎品不可以轉售他人也不可以兌換。所有聯邦、州和地均有抽獎所得。中獎者如屬未成年人士，必須由父母或合法監護人領獎。中獎者必須符合所有資格規定。得獎者可轉寄參加者的身份。大獎必須在2009年八月三十一日前使用(受不適用日期和空位限制)。獎品包括前往夏威夷，BART地鐵車票，和其他BART地鐵獎品。任何和所有改訂明之費用，概由中獎者負責，包括但不限於簽證交通，所有膳食，酒水飲品，稅，額外費用和小費等。

請在此處剪：如付寄，請在下圖用兩張膠紙貼口，每張在每邊開始一吋。(不要貼膠紙，也不要訂書機釘合)




**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**  
 300 Lakeside Drive  
 PO Box 12688  
 Oakland, CA 94604-9895  
 Telephone (510) 454-8000



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IF MAILED  
IN THE  
UNITED STATES

**BUSINESS REPLY MAIL**  
 FIRST-CLASS MAIL PERMIT NO. 24 OAKLAND CA  
 POSTAGE WILL BE PAID BY ADDRESSEE

ATTN: MARKETING AND RESEARCH  
 BAY AREA RAPID TRANSIT DISTRICT  
 PO BOX 12688  
 OAKLAND CA 94604-9895





1998 Questionnaire

**BART SURVEY & CONTEST**

To Our Customers:

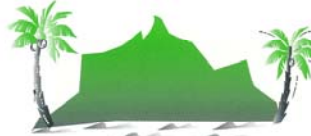
*Our goal is to provide you with reliable, safe, and high quality rapid transit service. Your input will help us plan services to best meet your needs.*

- Thomas Margro, General Manager



**Important:** Unless otherwise stated, the survey questions cover the trip you are now taking, so please complete this questionnaire even if you have received a survey on a previous trip.

After you complete the survey, **deposit it in one of the collection boxes at your exit station**, (or fold, seal, and mail back - postage paid).



**GRAND PRIZE: Trip to Hawaii**

5 day trip to Hawaii. Includes airfare and lodging for two. Other prizes include BART tickets, free dinners and BART souvenirs.

STARTING POINT	DESTINATION																																																
<p>1. Which BART station did you enter on this one-way trip?</p> <p>_____ (Entry station)</p>	<p>5. At which station will you exit the BART system at the end of this one-way trip?</p> <p>_____ (Exit station)</p>																																																
<p>1a. About what time did you enter the faregate? _____ : _____ <input type="checkbox"/> AM <input type="checkbox"/> PM</p> <p>Hour Min</p>	<p>5a. About what time do you expect to exit this station? _____ : _____ <input type="checkbox"/> AM <input type="checkbox"/> PM</p> <p>Hour Min</p>																																																
<p>2. How did you get to this BART station for this trip?</p> <p><input type="checkbox"/> Walked all the way to BART</p> <p><input type="checkbox"/> Taxi</p> <p><input type="checkbox"/> Motorcycle/moped</p> <p><input type="checkbox"/> Bicycle → <input type="checkbox"/> Parked bike at station <input type="checkbox"/> Brought bike on train</p> <p><input type="checkbox"/> Car →</p> <p><input type="checkbox"/> Drove alone</p> <p><input type="checkbox"/> Drove or rode with ___ other person(s) and parked car</p> <p><input type="checkbox"/> Dropped off by car</p> <p>Where did you park this vehicle?</p> <p><input type="checkbox"/> In BART station parking lot</p> <p><input type="checkbox"/> Off-site parking:</p> <p><input type="checkbox"/> Paid: \$ _____</p> <p><input type="checkbox"/> Free</p>	<p>6. After you exit the BART system on this trip, how will you get to your destination?</p> <p><input type="checkbox"/> Walk all the way to destination</p> <p><input type="checkbox"/> Taxi</p> <p><input type="checkbox"/> Motorcycle/moped</p> <p><input type="checkbox"/> Bicycle → <input type="checkbox"/> Parked bike at station <input type="checkbox"/> Brought bike on train</p> <p><input type="checkbox"/> Car →</p> <p><input type="checkbox"/> Drive alone</p> <p><input type="checkbox"/> Drive or ride with ___ other person(s) from parked car</p> <p><input type="checkbox"/> Will be picked up by car</p> <p>Where is the vehicle parked?</p> <p><input type="checkbox"/> In BART station parking lot</p> <p><input type="checkbox"/> Off-site parking:</p> <p><input type="checkbox"/> Paid: \$ _____</p> <p><input type="checkbox"/> Free</p>																																																
<p><input type="checkbox"/> Bus / Other Transit (please specify) →</p> <table border="0"> <tr> <td><input type="checkbox"/> AC Transit</td> <td><input type="checkbox"/> Vallejo BART Link</td> </tr> <tr> <td><input type="checkbox"/> Benicia Transit</td> <td><input type="checkbox"/> VTA Bus Lines</td> </tr> <tr> <td><input type="checkbox"/> County Connection</td> <td><input type="checkbox"/> Westcat</td> </tr> <tr> <td><input type="checkbox"/> Dumbarton Express</td> <td><input type="checkbox"/> Wheels</td> </tr> <tr> <td><input type="checkbox"/> Golden Gate Transit</td> <td><input type="checkbox"/> Shuttle Service:</td> </tr> <tr> <td><input type="checkbox"/> Oakland Air BART</td> <td><input type="checkbox"/> Employer</td> </tr> <tr> <td><input type="checkbox"/> Paratransit</td> <td><input type="checkbox"/> Residence</td> </tr> <tr> <td><input type="checkbox"/> Sam Trans</td> <td><input type="checkbox"/> Shopper</td> </tr> <tr> <td><input type="checkbox"/> SF Muni</td> <td><input type="checkbox"/> School</td> </tr> <tr> <td><input type="checkbox"/> Stockton SMART</td> <td><input type="checkbox"/> Other (specify) _____</td> </tr> <tr> <td><input type="checkbox"/> Tri Delta Transit</td> <td></td> </tr> <tr> <td><input type="checkbox"/> Union City Transit</td> <td></td> </tr> </table> <p>How did you pay that other transit fare?</p> <p><input type="checkbox"/> Cash Only</p> <p><input type="checkbox"/> Transfer Issued at BART</p> <p><input type="checkbox"/> Muni Fast Pass</p> <p><input type="checkbox"/> BART Plus Ticket</p> <p><input type="checkbox"/> Other: _____</p>	<input type="checkbox"/> AC Transit	<input type="checkbox"/> Vallejo BART Link	<input type="checkbox"/> Benicia Transit	<input type="checkbox"/> VTA Bus Lines	<input type="checkbox"/> County Connection	<input type="checkbox"/> Westcat	<input type="checkbox"/> Dumbarton Express	<input type="checkbox"/> Wheels	<input type="checkbox"/> Golden Gate Transit	<input type="checkbox"/> Shuttle Service:	<input type="checkbox"/> Oakland Air BART	<input type="checkbox"/> Employer	<input type="checkbox"/> Paratransit	<input type="checkbox"/> Residence	<input type="checkbox"/> Sam Trans	<input type="checkbox"/> Shopper	<input type="checkbox"/> SF Muni	<input type="checkbox"/> School	<input type="checkbox"/> Stockton SMART	<input type="checkbox"/> Other (specify) _____	<input type="checkbox"/> Tri Delta Transit		<input type="checkbox"/> Union City Transit		<p><input type="checkbox"/> Bus / Other Transit (please specify) →</p> <table border="0"> <tr> <td><input type="checkbox"/> AC Transit</td> <td><input type="checkbox"/> Vallejo BART Link</td> </tr> <tr> <td><input type="checkbox"/> Benicia Transit</td> <td><input type="checkbox"/> VTA Bus Lines</td> </tr> <tr> <td><input type="checkbox"/> County Connection</td> <td><input type="checkbox"/> Westcat</td> </tr> <tr> <td><input type="checkbox"/> Dumbarton Express</td> <td><input type="checkbox"/> Wheels</td> </tr> <tr> <td><input type="checkbox"/> Golden Gate Transit</td> <td><input type="checkbox"/> Shuttle Service:</td> </tr> <tr> <td><input type="checkbox"/> Oakland Air BART</td> <td><input type="checkbox"/> Employer</td> </tr> <tr> <td><input type="checkbox"/> Paratransit</td> <td><input type="checkbox"/> Residence</td> </tr> <tr> <td><input type="checkbox"/> Sam Trans</td> <td><input type="checkbox"/> Shopper</td> </tr> <tr> <td><input type="checkbox"/> SF Muni</td> <td><input type="checkbox"/> School</td> </tr> <tr> <td><input type="checkbox"/> Stockton SMART</td> <td><input type="checkbox"/> Other (specify) _____</td> </tr> <tr> <td><input type="checkbox"/> Tri Delta Transit</td> <td></td> </tr> <tr> <td><input type="checkbox"/> Union City Transit</td> <td></td> </tr> </table> <p>How will you pay that other transit fare?</p> <p><input type="checkbox"/> Cash Only</p> <p><input type="checkbox"/> Transfer Issued at BART</p> <p><input type="checkbox"/> Muni Fast Pass</p> <p><input type="checkbox"/> BART Plus Ticket</p> <p><input type="checkbox"/> Other: _____</p>	<input type="checkbox"/> AC Transit	<input type="checkbox"/> Vallejo BART Link	<input type="checkbox"/> Benicia Transit	<input type="checkbox"/> VTA Bus Lines	<input type="checkbox"/> County Connection	<input type="checkbox"/> Westcat	<input type="checkbox"/> Dumbarton Express	<input type="checkbox"/> Wheels	<input type="checkbox"/> Golden Gate Transit	<input type="checkbox"/> Shuttle Service:	<input type="checkbox"/> Oakland Air BART	<input type="checkbox"/> Employer	<input type="checkbox"/> Paratransit	<input type="checkbox"/> Residence	<input type="checkbox"/> Sam Trans	<input type="checkbox"/> Shopper	<input type="checkbox"/> SF Muni	<input type="checkbox"/> School	<input type="checkbox"/> Stockton SMART	<input type="checkbox"/> Other (specify) _____	<input type="checkbox"/> Tri Delta Transit		<input type="checkbox"/> Union City Transit	
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<p>3. Where did you come from? (Specify one)</p> <table border="0"> <tr> <td><input type="checkbox"/> Home</td> <td><input type="checkbox"/> Sports Event</td> </tr> <tr> <td><input type="checkbox"/> Work</td> <td><input type="checkbox"/> Restaurant</td> </tr> <tr> <td><input type="checkbox"/> School</td> <td><input type="checkbox"/> Theater or Concert</td> </tr> <tr> <td><input type="checkbox"/> Medical/Dental</td> <td><input type="checkbox"/> Hotel</td> </tr> <tr> <td><input type="checkbox"/> Shopping</td> <td><input type="checkbox"/> Visit friends/family</td> </tr> <tr> <td><input type="checkbox"/> Airport</td> <td><input type="checkbox"/> Other: _____</td> </tr> </table>	<input type="checkbox"/> Home	<input type="checkbox"/> Sports Event	<input type="checkbox"/> Work	<input type="checkbox"/> Restaurant	<input type="checkbox"/> School	<input type="checkbox"/> Theater or Concert	<input type="checkbox"/> Medical/Dental	<input type="checkbox"/> Hotel	<input type="checkbox"/> Shopping	<input type="checkbox"/> Visit friends/family	<input type="checkbox"/> Airport	<input type="checkbox"/> Other: _____	<p>7. Where are you going? (Specify one)</p> <table border="0"> <tr> <td><input type="checkbox"/> Home</td> <td><input type="checkbox"/> Sports Event</td> </tr> <tr> <td><input type="checkbox"/> Work</td> <td><input type="checkbox"/> Restaurant</td> </tr> <tr> <td><input type="checkbox"/> School</td> <td><input type="checkbox"/> Theater or Concert</td> </tr> <tr> <td><input type="checkbox"/> Medical/Dental</td> <td><input type="checkbox"/> Hotel</td> </tr> <tr> <td><input type="checkbox"/> Shopping</td> <td><input type="checkbox"/> Visit friends/family</td> </tr> <tr> <td><input type="checkbox"/> Airport</td> <td><input type="checkbox"/> Other: _____</td> </tr> </table>	<input type="checkbox"/> Home	<input type="checkbox"/> Sports Event	<input type="checkbox"/> Work	<input type="checkbox"/> Restaurant	<input type="checkbox"/> School	<input type="checkbox"/> Theater or Concert	<input type="checkbox"/> Medical/Dental	<input type="checkbox"/> Hotel	<input type="checkbox"/> Shopping	<input type="checkbox"/> Visit friends/family	<input type="checkbox"/> Airport	<input type="checkbox"/> Other: _____																								
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<p>4. Where is the location of the place that you came from?</p> <p>_____ (City)      _____ (Zip Code)</p> <p>_____ (Street address or nearest intersection)</p>	<p>8. Where is the location of the place that you are going?</p> <p>_____ (City)      _____ (Zip Code)</p> <p>_____ (Street address or nearest intersection)</p>																																																

Grand prize is a 5 day trip to Hawaii. To enter the contest please provide the following contact information:



Name: \_\_\_\_\_ Home telephone number: (\_\_\_\_\_) \_\_\_\_\_

E-mail address: \_\_\_\_\_

May we contact you in the future to ask your opinion about potential BART service improvements?  Yes  No

Contest Rules: No purchase necessary. You may enter more than once. Any mailed entries must be received at BART headquarters by November 13, 1998. Winners will be chosen by a random drawing. Need not be present to win. Entries valid only on official survey form. Survey team members and their families and BART employees and their families are not eligible to enter. Prizes are non-transferable and cannot be substituted for cash. All Federal, state and local regulations apply. In case of minors, prizes must be accepted by parent or legal guardian. Prize winners must meet all eligibility requirements. Awarding of prizes subject to entrant verification. This contest is being run in conjunction with the BART Customer Satisfaction and Station Profile studies, entries will be pooled and winners chosen from the pool. Grand prize trip must be taken by December 1, 1999 (subject to blackouts and availability).

9. After you boarded the train for this trip, did you stand because seating was unavailable?  
 No  
 Yes → How long did you stand?  
 For whole trip     For small part of trip  
 For most of trip     For part of trip

10. What type of ticket did you use to enter the BART system?  
 Regular BART ticket (blue)  
 High Value Discount Ticket →  \$32     \$48  
 Muni Fast Pass  
 Green ticket (Senior)  
 Red ticket →  Child     Disabled  
 BART Plus ticket  
 Orange ticket (student)  
 Other. Specify: \_\_\_\_\_

11. Does your employer pay for all or part of your ticket?  
 No  
 Yes → How much per month? \$ \_\_\_\_\_  
 Not Employed

12. Was a car, truck, van or motorcycle available to you for this trip?  
 No  
 Yes → Why did you choose to use BART rather than a car, truck, van or motorcycle?  
(Check the 2 most important reasons)  
 Cost savings of BART  
 Traffic congestion  
 Inconvenience of parking car  
 Safety/Security  
 Comfort of BART  
 Environmental concerns  
 Other. Specify: \_\_\_\_\_

13. How often do you CURRENTLY ride BART?  
 6 - 7 days a week  
 5 days a week  
 3 - 4 days a week  
 1 - 2 days a week  
 1 - 3 days a month  
 Less than once a month → about how many times a year? \_\_\_\_\_

14. How many days last week did you:  

	# days	Check if none
Work at home/telecommute	_____	<input type="checkbox"/>
Use casual carpools	_____	<input type="checkbox"/>
Take BART to entertainment, cultural or sports events	_____	<input type="checkbox"/>
Use e-mail	_____	<input type="checkbox"/>
Visit Internet sites	_____	<input type="checkbox"/>

15. How long have you been riding BART?  
 6 months or less  
 More than 6 months but less than 1 year  
 1 - 2 years  
 3 - 5 years  
 More than 5 years

16. Are you a person with a disability?  
 No  
 Yes → What type? (check all that apply)  
 Blindness/low vision  
 Deaf/hearing impaired  
 Mobility problem, e.g. wheelchair user  
 Mental or cognitive impairment  
 Other. (specify): \_\_\_\_\_

17. What is your race or ethnic identification?  
 White  
 Black  
 Asian or Pacific Islander  
 Native American or Eskimo  
 Other: \_\_\_\_\_  
(Categories are consistent with the 1990 U.S. Census)

Are you of Hispanic or Spanish ancestry?  
 No  
 Yes

18. Gender:     Male     Female

19. Age:     12 or younger     35 - 44  
 13 - 17     45 - 64  
 18 - 24     65 and older  
 25 - 34

20. What is the total income of all your household members?  
 \$15,000 or less     \$60,001 - \$75,000  
 \$15,001 - \$30,000     \$75,001 - \$100,000  
 \$30,001 - \$45,000     \$100,001 and over  
 \$45,001 - \$60,000

21. Overall, how satisfied are you with the services provided by BART?  
 Very Satisfied  
 Somewhat Satisfied  
 Neutral  
 Somewhat Dissatisfied  
 Very Dissatisfied

22. Are you aware of each of the following at BART?  

	yes	no
Improved parking lot lighting.....	<input type="checkbox"/>	<input type="checkbox"/>
911 emergency call boxes.....	<input type="checkbox"/>	<input type="checkbox"/>
BART Pool parking.....	<input type="checkbox"/>	<input type="checkbox"/>
Renovated elevators.....	<input type="checkbox"/>	<input type="checkbox"/>
Renovated escalators.....	<input type="checkbox"/>	<input type="checkbox"/>
Renovated stations.....	<input type="checkbox"/>	<input type="checkbox"/>
Renovated train car interiors.....	<input type="checkbox"/>	<input type="checkbox"/>
BART Times Newsletter.....	<input type="checkbox"/>	<input type="checkbox"/>
BART Web site.....	<input type="checkbox"/>	<input type="checkbox"/>
Offsite ticket sales.....	<input type="checkbox"/>	<input type="checkbox"/>
BART Events Hotline (510-464-7500).....	<input type="checkbox"/>	<input type="checkbox"/>

COMMENTS: \_\_\_\_\_

THANK YOU

Please fasten at bottom with two pieces of tape. (Do not cover barcode)



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BAY AREA RAPID TRANSIT DISTRICT  
CUSTOMER RESEARCH  
LMA 4  
P O BOX 12688  
OAKLAND, CA 94604-9954



## APPENDIX B: METHODOLOGY AND STATISTICAL DOCUMENTATION

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- Methodology
- Survey Accuracy – Explanation of Margins of Error and Confidence Intervals
- Accuracy of Reported Percentages by Time Period and Trip Type
- Sample Size by Station
- Overall Accuracy of Reported Percentages
- Completed Surveys by Station

## Methodology

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The 2008 BART Station Profile Study was conducted at all 43 BART stations between April 2, 2008 and May 8, 2008. Each station was surveyed on only one day. Surveys were distributed on Mondays, Tuesdays, Wednesdays, and Thursdays only. In total, 52,625 useable surveys were returned and processed.

### **Sampling**

The sample design was structured to achieve 400 returns, where possible, for each of four time periods (AM Peak, Midday, PM Peak, and Evening) at each station. For some station time periods, it was predetermined that a smaller number of surveys would be returned, since fewer than 400 customers were expected to pass through the faregates.

### **Field Procedures**

Each of the 43 BART stations was surveyed between 5:30 am and 12 midnight. Questionnaires were offered to BART customers using a predetermined selection factor by time period based on passenger volume (i.e., every 'nth' customer) as they entered the faregates. As an example, from 5 pm to 6 pm at the 16<sup>th</sup> Street Mission station, two out of three riders were offered a questionnaire; from 5 pm to 6 pm at the Embarcadero station, one in every fifteen riders was offered a questionnaire. Surveyors were instructed to give a short introduction about the survey, the contest, and the prizes. Note that during busy periods, surveyors only had time to say "BART survey" while offering the questionnaire. Customers who completed the survey could deposit it in one of the collection boxes located at all of the BART stations throughout the survey period or mail it back (postage paid by BART).

For the most part, staffing required one or two survey takers per faregate array. An "array" is a contiguous group of faregates. In addition, at least one supervisor was at each station being surveyed.

In general, only customers who processed a ticket at the faregate and appeared to be at least 13 years of age were eligible to be offered a questionnaire. Specific steps were taken to ensure that passengers selected to participate in the survey were able to do so. Questionnaires were printed in English, Spanish, and Chinese. Surveyors also wore buttons which said "I have questionnaires in English, Spanish, and Chinese," printed in each of these three respective languages. Of the 52,625 useable questionnaires returned, 856 were completed in Spanish, and 202 were completed in Chinese. Additionally, customers who had a disability which prevented them from completing a questionnaire were given a flyer with a toll-free number that they could call to complete the survey. These cards were typeset in English, Spanish, Chinese, and Braille. A total of 11 interviews were completed by phone.

For reporting purposes, the time period definitions are as follows:

<b>Time Period</b>	<b>Definition</b>
AM Peak	4:00 am – 9:59 am
Midday	10:00 am – 3:59 pm
PM Peak	4:00 pm – 6:59 pm
Evening	7:00 pm and later

The 'exit time' question (Q4b) was used to classify respondents into the above time periods.

Note that coverage of the early morning time period (prior to 5:30 a.m.) was handled by onboard surveying on a sample of early morning trains, as this was the most cost-effective method of reaching these customers. Surveyors boarded a total of 14 trains departing prior to 5:30 a.m. and distributed questionnaires to passengers onboard.

### **Data Processing**

In general, the processing of the Station Profile surveys was done with an emphasis on ensuring that the 2008 data would be comparable to the 1998 data.

The inputting of questionnaires was done by hand. Prior to data entry, editing and coding rules were established. A sample of the questionnaires was verified by BART to ensure at least 98% accuracy for marked responses and 97% accuracy for coded open end comments. A "raw" data file was created from the entered and verified data.

Additional editing and logic checks were performed on the "raw" data file. For the most part, the rules established were intended to replicate the editing and logic checks used in the 1998 study, where possible.

### **Weighting Data to Reflect Total System/Station Ridership**

Weighting was applied to the Station Profile dataset to project the "raw" stratified sample of over 50,000 completed surveys to the actual weekday daily ridership (364,174) in its proper proportions. The weights are similar to the ones used in 1998, except that they use current passenger volume data from BART's Data Acquisition System (DAS data) and current survey data. Different weights are used to project a specific grouping of survey records into what could be expected in terms of average weekday daily ridership by station and time period.

Three types of weights were developed for these survey data:

- Origin station weight – based on the customer's entry station and time of entry
- Destination station weight – based on the customer's exit station and time of expected exit

- Origin/destination weight – based on the customer’s entry and exit station pair and time of expected exit

Origin weights are applied when asking questions about an individual origin station. Destination weights are applied when asking questions about a particular destination station. Origin/destination weights are applied when looking at systemwide data in order to make statements about BART as a whole. Additional details of each weighting scheme are as follows:

### **Origin Station Weight**

The origin weighting scheme grouped survey records by origin station and by seven operational time periods (the same time periods as were used in 1998). As a relatively small number of surveys were collected during the first time period (early morning), this time period was combined with the subsequent one. The grouping resulted in a final survey sample matrix of 43 stations (origin stations) by six time periods (entry time).

A matrix was also constructed using DAS entry data, reflecting the actual number of entries by station by time period for an average weekday. The DAS matrix cells were then divided by the corresponding cells from the survey sample matrix to produce ratios, or weights, by station by time period.

As an example, the survey sample matrix showed that 426 surveys were collected with an entry station of Downtown Berkeley during the Midday time period. The DAS matrix showed that the number of average weekday entries at Downtown Berkeley during this time period was 3,579. As such, these 426 survey records received an origin weight of 8.4.

Note that survey records needed to have both a valid entry station and a valid entry time in order to be included in the survey sample origin matrix. As such, records with unspecified responses to either of these questions, e.g., entry station of “San Francisco Unspecified,” did not receive an origin weight. A total of 52,212 records received origin weights; the weights allow these sample trips to be projected to BART’s average weekday daily entries of 364,174.

Origin weights were applied in calculating the percentages for the station specific data shown in this report (*Section IV and Section V*).

### **Destination Station Weight**

This process was identical to the origin station weight procedure. The destination record count resulted in a matrix of 43 stations (exit stations) by six time periods (exit time). Note that survey records needed to have both a valid exit station and a valid exit time in order to be included in the survey sample destination matrix. A total of 51,620 records received

destination weights; the weights allow these sample trips to be projected to BART's average weekday daily exits of 364,174.

### **Origin/Destination Station Weight**

The origin/destination weighting scheme grouped records by entries and exits from 15 market areas (groups of similar stations) by time period. This resulted in a three dimensional matrix of 15 entry market areas by 15 exit market areas by six time periods (exit time).

There were some cases where there were no survey sample records for a specific station grouping for a specific time period. This situation would have resulted in a DAS count being divided by zero, which would have caused an error. In most of these cases, the DAS count for this time period was combined with DAS data for the succeeding time period in the *same* station grouping. The modification of the DAS data for the evening time period was handled slightly differently. Since evening is the last time period, DAS counts were combined with the *previous* time period where necessary. Note that there were a few cases where the DAS counts were not combined with the succeeding or previous time period. This occurred when there were no survey records in either time period for the station grouping. In the 27 cases where this occurred, the counts were eliminated from the overall DAS count, resulting in the elimination of 204 passenger trips.

There were 2 cases where there were survey sample records for a specific station grouping, but there was a zero in the DAS count. This resulted in the weights being displayed as '0.00.' In both of these cases, the actual weight applied was 1.00.

There were 11 cases where the market area matrix showed persons getting on and off at the same station. This occurred when the market area only included one station (West Oakland to West Oakland and SFO to SFO). In these cases, the counts were eliminated from the overall DAS count, resulting in the elimination of 26 passenger trips.

The modifications listed above resulted in a minor change to the overall DAS count. The original DAS count was 364,174; the modified DAS count is 363,944.

Note that survey records needed to have a valid entry station, exit station, and exit time in order to be included in the survey sample origin/destination matrix. A total of 51,423 records received origin/destination weights; the weights allow these sample trips to be projected to BART's modified average weekday daily trips of 363,944.

Origin/destination weights were applied in calculating the percentages for the systemwide data shown in this report (*Section III-b*).

### Data Tabulation

Percentage statistics for both the 2008 and 1998 datasets are reported in whole numbers. There was a slight difference in the rounding methodologies used, however. In 2008, the rounding was done automatically using the tabulation software. As such, a percentage of 20.47% would be rounded down to 20%. In 1998, the rounding was done manually based on cross tabs showing one decimal place. As such, a percentage of 20.47% would show as 20.5% in the cross tabs and be subsequently rounded up to 21%.

### Geocoding/Geocode Weighting and Maps

The survey results are also used to create a “geocoded” database. This database refines and supplements the basic data by assigning geographic locations to the origin point address information given on the survey forms. Some of the address information is, however, insufficient to identify origin locations. It is therefore necessary to calculate and apply “geocode weights” to the subset of the file that is successfully geocoded. The resulting database is used to calculate the distances customers travel from their origin points to entry stations. This database is also used to create maps which graphically depict customer trip origin points in relation to other elements of the dataset.

Maps were created from the 2008 Station Profile survey data to display the locations from which BART riders started their trips. There are three types of maps in this report:

1. **Systemwide maps**, which display customer trip origin locations throughout the BART system and by county.
2. **Home based station maps**, which show customers’ home origins in relation to the BART station entered. These maps also depict mode of access between home origins and individual BART stations using color coding.
3. **Non-home based station maps**, which show origin points of trips beginning from locations other than home, such as work, school, shopping, etc. These maps are only provided for selected stations that have a sample size of at least 300 non-home based trips. These stations include the seven major downtown stations that attract the majority of work trips using BART (Embarcadero, Montgomery Street, Powell Street, and Civic Center stations in San Francisco; and 12<sup>th</sup> St. / Oakland City Center, 19<sup>th</sup> St. / Oakland, and Downtown Berkeley stations in the East Bay), as well as sixteen others.

The home based and non-home based individual station maps show points that were weighted using an origin station weight for the geocoded data. This means that the geocoded address points from the survey were duplicated on the maps (i.e., weighted), so that they show the actual number of riders who entered the faregates at that station during the entire day from the home or non-home origins. As an example, if a survey



address point has a weight of seven, seven points are displayed on the map, randomly dispersed around the actual point of origin. This gives a more complete visual representation of the distribution of origin address points for riders who enter a specific BART station.

Note that the number of trips shown on the maps may be underrepresented in cases where multiple trips originate at the same location. This is more likely to occur on the non-home origin maps than on the home origin maps, as multiple trips may originate from the same office building, school location, etc. Notes are included on three non-home origin maps that had relatively large numbers of trips beginning from the exact same location: Coliseum / Oakland Airport Station (trips from Oakland International Airport), Downtown Berkeley (trips from the UC Berkeley campus), and SFO Station (trips from the San Francisco International Airport).

This geocode weighting was not applied on the systemwide maps. The systemwide maps only show location points of those who filled out the surveys. The points on the systemwide maps therefore show a distribution pattern of riders' origin locations, but not the actual numbers of riders. There were too many weighted datapoints to display with reasonable clarity on the systemwide maps.

## Survey Accuracy – Explanation of Margins of Error and Confidence Intervals

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Four primary sources of error can apply to the 2008 BART Station Profile Study:

1. Statistical Error
2. Survey Distribution Bias
3. Non-response Bias
4. Data Entry Error

Statistical errors result from the use of a sample of BART riders to represent BART ridership as a whole. If a sample has been chosen randomly, confidence intervals can be determined for statistics drawn against the sample. Clearly, the larger the sample, the greater the statistical confidence. Confidence intervals, at the 90% level, are listed later in this appendix for most tabulations in the 2008 survey.

Confidence intervals can be interpreted as per the following example: In the systemwide results section, Table 23 reports that 50% of evening riders are female. The lookup table on the next page shows a 90% confidence interval of +/-1.0% for a reported percentage of 50% (Evening, Total). Hence, 90% of random surveys of gender among evening BART riders (with sample sizes equal to the evening subsample of the 2008 survey) could be expected to report a female percentage of 49% to 51%.

In practice, however, surveys are not administered in a perfectly random way. Survey distribution bias and non-response bias represent divergences from the ideal of random sampling. These types of survey error are more difficult to quantify than statistical error. Survey distribution bias can occur where surveyors use their discretion in selecting customers to survey or where some types of riders disproportionately decline to accept a survey. BART and Corey, Canapary & Galanis Research trained the crew of field workers in random sampling methods, and reinforced this training with extensive field supervision, to minimize survey distribution bias.

Non-response bias occurs if the group of people who complete and return surveys differs substantially from those who do not complete and return surveys. Clearly, the higher the response rate (the number of completed surveys divided by the total number of customers contacted), the less opportunity for non-response bias to occur. As mentioned previously, a special effort was made to ensure that foreign language speakers and disabled passengers were able to participate. The 2008 Station Profile Study achieved a response rate (# of completed surveys / # of customers approached) of 34% and a return rate (# of surveys completed / # of surveys distributed) of 46%, both of which are high by industry standards. This is a slight improvement from the 1998 Station Profile Study, which achieved a response rate of 31% and a return rate of 42%.

Finally, data entry error can impact the survey's results, particularly if the errors are systematic as opposed to random. The 2008 data has been confirmed via a data validation procedure to be as least 98% accurate.

## Accuracy of Reported Percentages by Time Period and Trip Type - Total

**By Time Period and Trip Type**  
**+/- Margin of Error (%) at Various Sample Sizes**

At the 90% confidence level

Note: Sub-questions on the questionnaire have smaller samples than noted above, because not all respondents answered these questions (e.g., only those traveling with children indicated how many were traveling with them).

The margin of error for these questions will, therefore, be wider than those shown here.

<b>AM PEAK</b>	<b>Sample Size</b>	<b>5%</b>	<b>10%</b>	<b>25%</b>	<b>50%</b>	<b>75%</b>	<b>90%</b>	<b>95%</b>
Transbay	11,155	± 0.3	± 0.5	± 0.7	± 0.8	± 0.7	± 0.5	± 0.3
Intra East Bay	4,908	± 0.5	± 0.7	± 1.0	± 1.2	± 1.0	± 0.7	± 0.5
Intra West Bay	4,448	± 0.5	± 0.7	± 1.1	± 1.2	± 1.1	± 0.7	± 0.5
Total	20,511	± 0.3	± 0.3	± 0.5	± 0.6	± 0.5	± 0.3	± 0.3

<b>MIDDAY</b>	<b>Sample Size</b>	<b>5%</b>	<b>10%</b>	<b>25%</b>	<b>50%</b>	<b>75%</b>	<b>90%</b>	<b>95%</b>
Transbay	5,627	± 0.5	± 0.7	± 0.9	± 1.1	± 0.9	± 0.7	± 0.5
Intra East Bay	3,666	± 0.6	± 0.8	± 1.2	± 1.4	± 1.2	± 0.8	± 0.6
Intra West Bay	2,796	± 0.7	± 0.9	± 1.3	± 1.6	± 1.3	± 0.9	± 0.7
Total	12,089	± 0.3	± 0.4	± 0.6	± 0.7	± 0.6	± 0.4	± 0.3

<b>PM PEAK</b>	<b>Sample Size</b>	<b>5%</b>	<b>10%</b>	<b>25%</b>	<b>50%</b>	<b>75%</b>	<b>90%</b>	<b>95%</b>
Transbay	5,193	± 0.5	± 0.7	± 1.0	± 1.1	± 1.0	± 0.7	± 0.5
Intra East Bay	4,225	± 0.6	± 0.8	± 1.1	± 1.3	± 1.2	± 0.8	± 0.6
Intra West Bay	1,965	± 0.8	± 1.1	± 1.6	± 1.9	± 1.6	± 1.1	± 0.8
Total	11,383	± 0.3	± 0.5	± 0.7	± 0.8	± 0.7	± 0.5	± 0.3

<b>EVENING</b>	<b>Sample Size</b>	<b>5%</b>	<b>10%</b>	<b>25%</b>	<b>50%</b>	<b>75%</b>	<b>90%</b>	<b>95%</b>
Transbay	3,596	± 0.6	± 0.8	± 1.2	± 1.4	± 1.2	± 0.8	± 0.6
Intra East Bay	2,241	± 0.8	± 1.0	± 1.5	± 1.7	± 1.5	± 1.0	± 0.8
Intra West Bay	1,603	± 0.9	± 1.2	± 1.8	± 2.1	± 1.8	± 1.2	± 0.9
Total	7,440	± 0.4	± 0.6	± 0.8	± 1.0	± 0.8	± 0.6	± 0.4

<b>TOTAL</b>	<b>Sample Size</b>	<b>5%</b>	<b>10%</b>	<b>25%</b>	<b>50%</b>	<b>75%</b>	<b>90%</b>	<b>95%</b>
Transbay	25,571	± 0.2	± 0.3	± 0.4	± 0.5	± 0.4	± 0.3	± 0.2
Intra East Bay	15,040	± 0.3	± 0.4	± 0.6	± 0.7	± 0.6	± 0.4	± 0.3
Intra West Bay	10,812	± 0.3	± 0.5	± 0.7	± 0.8	± 0.7	± 0.5	± 0.3
Total	51,423	± 0.2	± 0.2	± 0.3	± 0.4	± 0.3	± 0.2	± 0.2

Accuracy of Reported Percentages by Time Period and Trip Type - Home Origins

**By Time Period and Trip Type**  
**+/- Margin of Error (%) at Various Sample Sizes**  
 At the 90% confidence level

Note: Sub-questions on the questionnaire have smaller samples than noted above, because not all respondents answered these questions (e.g., only those traveling with children indicated how many were traveling with them). The margin of error for these questions will, therefore, be wider than those shown here.

<b>AM PEAK</b>	<b>Sample Size</b>	<b>5%</b>	<b>10%</b>	<b>25%</b>	<b>50%</b>	<b>75%</b>	<b>90%</b>	<b>95%</b>
Transbay	10,661	± 0.3	± 0.5	± 0.7	± 0.8	± 0.7	± 0.5	± 0.3
Intra East Bay	4,603	± 0.5	± 0.7	± 1.0	± 1.2	± 1.0	± 0.7	± 0.5
Intra West Bay	4,163	± 0.6	± 0.8	± 1.1	± 1.3	± 1.1	± 0.8	± 0.6
Total	19,427	± 0.3	± 0.4	± 0.5	± 0.6	± 0.5	± 0.4	± 0.3

<b>MIDDAY</b>	<b>Sample Size</b>	<b>5%</b>	<b>10%</b>	<b>25%</b>	<b>50%</b>	<b>75%</b>	<b>90%</b>	<b>95%</b>
Transbay	3,352	± 0.6	± 0.9	± 1.2	± 1.4	± 1.2	± 0.9	± 0.6
Intra East Bay	1,725	± 0.9	± 1.2	± 1.7	± 2.0	± 1.7	± 1.2	± 0.9
Intra West Bay	1,418	± 1.0	± 1.3	± 1.9	± 2.2	± 1.9	± 1.3	± 1.0
Total	6,495	± 0.4	± 0.6	± 0.9	± 1.0	± 0.9	± 0.6	± 0.4

<b>PM PEAK</b>	<b>Sample Size</b>	<b>5%</b>	<b>10%</b>	<b>25%</b>	<b>50%</b>	<b>75%</b>	<b>90%</b>	<b>95%</b>
Transbay	803	± 1.3	± 1.7	± 2.5	± 2.9	± 2.5	± 1.7	± 1.3
Intra East Bay	439	± 1.7	± 2.4	± 3.4	± 3.9	± 3.4	± 2.4	± 1.7
Intra West Bay	368	± 1.9	± 2.6	± 3.7	± 4.3	± 3.7	± 2.6	± 1.9
Total	1,610	± 0.9	± 1.2	± 1.8	± 2.0	± 1.8	± 1.2	± 0.9

<b>EVENING</b>	<b>Sample Size</b>	<b>5%</b>	<b>10%</b>	<b>25%</b>	<b>50%</b>	<b>75%</b>	<b>90%</b>	<b>95%</b>
Transbay	428	± 1.7	± 2.4	± 3.4	± 4.0	± 3.4	± 2.4	± 1.7
Intra East Bay	277	± 2.2	± 3.0	± 4.3	± 4.9	± 4.3	± 3.0	± 2.2
Intra West Bay	186	± 2.6	± 3.6	± 5.2	± 6.0	± 5.2	± 3.6	± 2.6
Total	891	± 1.2	± 1.7	± 2.4	± 2.8	± 2.4	± 1.7	± 1.2

<b>TOTAL</b>	<b>Sample Size</b>	<b>5%</b>	<b>10%</b>	<b>25%</b>	<b>50%</b>	<b>75%</b>	<b>90%</b>	<b>95%</b>
Transbay	15,244	± 0.3	± 0.4	± 0.6	± 0.7	± 0.6	± 0.4	± 0.3
Intra East Bay	7,044	± 0.4	± 0.6	± 0.8	± 1.0	± 0.8	± 0.6	± 0.4
Intra West Bay	6,135	± 0.5	± 0.6	± 0.9	± 1.1	± 0.9	± 0.6	± 0.5
Total	28,423	± 0.2	± 0.3	± 0.4	± 0.5	± 0.4	± 0.3	± 0.2

## Accuracy of Reported Percentages by Time Period and Trip Type – Non-Home Destinations

### By Time Period and Trip Type

#### +/- Margin of Error (%) at Various Sample Sizes

At the 90% confidence level

Note: Sub-questions on the questionnaire have smaller samples than noted above, because not all respondents answered these questions (e.g., only those traveling with children indicated how many were traveling with them).

The margin of error for these questions will, therefore, be wider than those shown here.

<b>AM PEAK</b>	<b>Sample Size</b>	<b>5%</b>	<b>10%</b>	<b>25%</b>	<b>50%</b>	<b>75%</b>	<b>90%</b>	<b>95%</b>
Transbay	10,775	± 0.3	± 0.5	± 0.7	± 0.8	± 0.7	± 0.5	± 0.3
Intra East Bay	4,659	± 0.5	± 0.7	± 1.0	± 1.2	± 1.0	± 0.7	± 0.5
Intra West Bay	4,245	± 0.6	± 0.8	± 1.1	± 1.3	± 1.1	± 0.8	± 0.6
Total	19,679	± 0.3	± 0.4	± 0.5	± 0.6	± 0.5	± 0.4	± 0.3

<b>MIDDAY</b>	<b>Sample Size</b>	<b>5%</b>	<b>10%</b>	<b>25%</b>	<b>50%</b>	<b>75%</b>	<b>90%</b>	<b>95%</b>
Transbay	4,401	± 0.5	± 0.7	± 1.1	± 1.2	± 1.1	± 0.7	± 0.5
Intra East Bay	2,427	± 0.7	± 1.0	± 1.4	± 1.7	± 1.4	± 1.0	± 0.7
Intra West Bay	2,056	± 0.8	± 1.1	± 1.6	± 1.8	± 1.6	± 1.1	± 0.8
Total	8,884	± 0.4	± 0.5	± 0.8	± 0.9	± 0.8	± 0.5	± 0.4

<b>PM PEAK</b>	<b>Sample Size</b>	<b>5%</b>	<b>10%</b>	<b>25%</b>	<b>50%</b>	<b>75%</b>	<b>90%</b>	<b>95%</b>
Transbay	1,450	± .09	± 1.3	± 1.9	± 2.2	± 1.9	± 1.3	± 0.9
Intra East Bay	849	± 1.2	± 1.7	± 2.4	± 2.8	± 2.4	± 1.7	± 1.2
Intra West Bay	741	± 1.3	± 1.8	± 2.6	± 3.0	± 2.6	± 1.8	± 1.3
Total	3,040	± 0.7	± 0.9	± 1.3	± 1.5	± 1.3	± 0.9	± 0.7

<b>EVENING</b>	<b>Sample Size</b>	<b>5%</b>	<b>10%</b>	<b>25%</b>	<b>50%</b>	<b>75%</b>	<b>90%</b>	<b>95%</b>
Transbay	650	± 1.4	± 1.9	± 2.8	± 3.2	± 2.8	± 1.9	± 1.4
Intra East Bay	424	± 1.7	± 2.4	± 3.5	± 4.0	± 3.5	± 2.4	± 1.7
Intra West Bay	368	± 1.9	± 2.6	± 3.7	± 4.3	± 3.7	± 2.6	± 1.9
Total	1,442	± 0.9	± 1.3	± 1.9	± 2.2	± 1.9	± 1.3	± 0.9

<b>TOTAL</b>	<b>Sample Size</b>	<b>5%</b>	<b>10%</b>	<b>25%</b>	<b>50%</b>	<b>75%</b>	<b>90%</b>	<b>95%</b>
Transbay	17,276	± 0.3	± 0.4	± 0.5	± 0.6	± 0.5	± 0.4	± 0.3
Intra East Bay	8,359	± 0.4	± 0.5	± 0.8	± 0.9	± 0.8	± 0.5	± 0.4
Intra West Bay	7,410	± 0.4	± 0.6	± 0.8	± 1.0	± 0.8	± 0.6	± 0.4
Total	33,045	± 0.2	± 0.3	± 0.4	± 0.5	± 0.4	± 0.3	± 0.2

Sample Size by Station

Station	Sample Sizes		
	Home Origin	Non-Home Origin	Total^
12 <sup>th</sup> St. / Oakland City Center	470	1,267	1,749
16 <sup>th</sup> St. Mission	563	754	1,322
19 <sup>th</sup> St. / Oakland	594	1,255	1,859
24 <sup>th</sup> St. Mission	956	521	1,484
Ashby	732	332	1,067
Balboa Park	817	680	1,504
Bay Fair	532	150	689
Castro Valley	695	103	803
Civic Center / UN Plaza	479	1,310	1,802
Coliseum / Oakland Airport	340	515	863
Colma	614	113	731
Concord	681	317	1,006
Daly City	772	713	1,493
Downtown Berkeley	732	1,319	2,059
Dublin / Pleasanton	708	458	1,176
El Cerrito del Norte	992	234	1,231
El Cerrito Plaza	908	232	1,146
Embarcadero	369	1,791	2,170
Fremont	890	492	1,390
Fruitvale	651	234	895
Glen Park	1,212	293	1,513
Hayward	626	378	1,011
Lafayette	713	164	882
Lake Merritt	608	717	1,342
MacArthur	767	695	1,467
Millbrae	810	390	1,204
Montgomery St.	326	2,039	2,377
North Berkeley	907	237	1,151
North Concord / Martinez	725	78	807
Orinda	723	161	888
Pittsburg / Bay Point	745	71	821
Pleasant Hill	804	263	1,071
Powell St.	303	1,480	1,803
Richmond	610	272	891
Rockridge	1,023	434	1,464
San Bruno	583	252	835
SFO	27	801	838
San Leandro	687	281	975
South Hayward	478	97	577
South San Francisco	592	178	779
Union City	755	183	943
Walnut Creek	706	409	1,119
West Oakland	751	259	1,015
<b>TOTALS:</b>	<b>28,976</b>	<b>22,922</b>	<b>52,212</b>

^Total includes unspecified origins. The total sample size by station is slightly lower than the total number of completes by station, as it excludes those who did not provide an entry time, and thus could not be weighted.

## Overall Accuracy of Reported Percentages

**+/- Margin of Error (%) at Various Sample Sizes**

At the 90% confidence level

Note: The table below can be used in conjunction with the Sample Size by Station chart to determine the margin of error for station specific data shown in the report.

<b>Sample Size</b>	<b>5%</b>	<b>10%</b>	<b>25%</b>	<b>50%</b>	<b>75%</b>	<b>90%</b>	<b>95%</b>
100	± 3.6	± 4.9	± 7.1	± 8.2	± 7.1	± 4.9	± 3.6
200	± 2.5	± 3.5	± 5.0	± 5.8	± 5.0	± 3.5	± 2.5
300	± 2.1	± 2.8	± 4.1	± 4.7	± 4.1	± 2.8	± 2.1
400	± 1.8	± 2.5	± 3.6	± 4.1	± 3.6	± 2.5	± 1.8
500	± 1.6	± 2.2	± 3.2	± 3.7	± 3.2	± 2.2	± 1.6
600	± 1.5	± 2.0	± 2.9	± 3.4	± 2.9	± 2.0	± 1.5
700	± 1.4	± 1.9	± 2.7	± 3.1	± 2.7	± 1.9	± 1.4
800	± 1.3	± 1.8	± 2.5	± 2.9	± 2.5	± 1.8	± 1.3
900	± 1.2	± 1.7	± 2.4	± 2.8	± 2.4	± 1.7	± 1.2
1000	± 1.1	± 1.6	± 2.3	± 2.6	± 2.3	± 1.6	± 1.1
1100	± 1.1	± 1.5	± 2.2	± 2.5	± 2.2	± 1.5	± 1.1
1200	± 1.0	± 1.4	± 2.1	± 2.4	± 2.1	± 1.4	± 1.0
1300	± 1.0	± 1.4	± 2.0	± 2.3	± 2.0	± 1.4	± 1.0
1400	± 1.0	± 1.3	± 1.9	± 2.2	± 1.9	± 1.3	± 1.0
1500	± 0.9	± 1.3	± 1.8	± 2.1	± 1.8	± 1.3	± 0.9
1600	± 0.9	± 1.2	± 1.8	± 2.1	± 1.8	± 1.2	± 0.9
1700	± 0.9	± 1.2	± 1.7	± 2.0	± 1.7	± 1.2	± 0.9
1800	± 0.9	± 1.2	± 1.7	± 1.9	± 1.7	± 1.2	± 0.9
1900	± 0.8	± 1.1	± 1.6	± 1.9	± 1.6	± 1.1	± 0.8

Completed Surveys by Station - Distribution, Refusal, and Response Rate

Station	Customers contacted #	Customers Refused #	Questionnaires Distributed #	Completes #	Return Rate (completes/distributed) %	Response Rate (completes/contacted) %
12 <sup>th</sup> St. / Oakland City Center	5,649	1,612	4,037	1,754	43.40%	31.00%
16 <sup>th</sup> St. Mission	5,990	2,141	3,849	1,328	34.50%	22.20%
19 <sup>th</sup> St. / Oakland	4,855	1,310	3,545	1,863	52.60%	38.40%
24 <sup>th</sup> St. Mission	5,507	1,877	3,630	1,490	41.00%	27.10%
Ashby	2,889	880	2,009	1,070	53.30%	37.00%
Balboa Park	6,125	2,096	4,029	1,508	37.40%	24.60%
Bay Fair	2,869	838	2,031	696	34.30%	24.30%
Castro Valley	1,945	327	1,618	805	49.80%	41.40%
Civic Center / UN Plaza	5,268	1,861	3,407	1,805	53.00%	34.30%
Coliseum / Oakland Airport	4,417	1,541	2,876	865	30.10%	19.60%
Colma	2,442	542	1,900	734	38.60%	30.10%
Concord	3,044	866	2,178	1,009	46.30%	33.10%
Daly City	4,539	1,240	3,299	1,496	45.30%	33.00%
Downtown Berkeley	4,686	1,388	3,298	2,065	62.60%	44.10%
Dublin / Pleasanton	3,372	976	2,396	1,177	49.10%	34.90%
El Cerrito del Norte	3,561	926	2,635	1,232	46.80%	34.60%
El Cerrito Plaza	2,988	661	2,327	1,148	49.30%	38.40%
Embarcadero	6,760	2,610	4,150	2,171	52.30%	32.10%
Fremont	4,263	902	3,361	1,393	41.40%	32.70%
Fruitvale	3,797	1,182	2,615	899	34.40%	23.70%
Glen Park	4,668	1,625	3,043	1,516	49.80%	32.50%
Hayward	3,375	699	2,676	1,013	37.90%	30.00%
Lafayette	2,225	503	1,722	882	51.20%	39.60%
Lake Merritt	4,510	1,330	3,180	1,344	42.30%	29.80%
MacArthur	4,343	1,418	2,925	1,476	50.50%	34.00%
Millbrae	3,033	687	2,346	1,210	51.60%	39.90%
Montgomery St.	6,978	2,453	4,525	2,384	52.70%	34.20%
North Berkeley	2,579	466	2,113	1,154	54.60%	44.70%
North Concord / Martinez	2,096	455	1,641	808	49.20%	38.50%
Orinda	2,236	399	1,837	888	48.30%	39.70%
Pittsburg / Bay Point	2,644	647	1,997	823	41.20%	31.10%
Pleasant Hill	2,662	585	2,077	1,071	51.60%	40.20%
Powell St.	6,565	2,459	4,106	1,809	44.10%	27.60%
Richmond	2,069	421	1,648	897	54.40%	43.40%
Rockridge	3,503	1,115	2,388	1,464	61.30%	41.80%
San Bruno	2,368	702	1,666	836	50.20%	35.30%
SFO	2,796	556	2,240	843	37.60%	30.20%
San Leandro	3,847	1,167	2,680	977	36.50%	25.40%
South Hayward	2,106	560	1,546	579	37.50%	27.50%
South San Francisco	2,054	380	1,674	783	46.80%	38.10%
Union City	2,618	475	2,143	945	44.10%	36.10%
Walnut Creek	3,191	897	2,294	1,122	48.90%	35.20%
West Oakland	3,279	778	2,501	1,017	40.70%	31.00%
El Cerrito Unspecified				20		
Oakland Unspecified				66		
San Francisco Unspecified				48		
Airport Unspecified				7		
Other/Undetermined				135		
<b>TOTALS:</b>	<b>160,711</b>	<b>46,553</b>	<b>114,158</b>	<b>52,625</b>	<b>46.00%</b>	<b>33.50%</b>



## APPENDIX C: ANNUAL TRIPS

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- Total Annual 2008 Weekday Trips by City and Origin
- Total Annual 2008 Weekday Trips by County and Origin

Total Annual 2008 Weekday Trips by City and Origin

The following annual projections are based on BART's annual weekday ridership data. Annual trips by city are estimated based on the weekday survey data. Columns may add to more or less than the total due to rounding. BART's annual weekday ridership data are from Fiscal Year 2008. Note that BART's total annual ridership (including weekends) was 107,487,604 in Fiscal Year 2008, about 21% higher than the weekday only total.

City Came From (2008)	Total		Home Origin		Non-Home Origin	
	#	%	#	%	#	%
<b>Total</b>	<b>88,728,130</b>	<b>100.0%</b>	<b>40,433,409</b>	<b>100.0%</b>	<b>48,294,721</b>	<b>100.0%</b>
San Francisco	41,652,663	46.9%	10,345,672	25.6%	31,306,990	64.8%
Oakland	12,755,761	14.4%	5,685,052	14.1%	7,070,708	14.6%
Berkeley	4,994,576	5.6%	2,294,999	5.7%	2,699,577	5.6%
Hayward	2,116,668	2.4%	1,516,256	3.8%	600,411	1.2%
San Leandro	1,941,951	2.2%	1,405,149	3.5%	536,802	1.1%
Walnut Creek	1,801,595	2.0%	1,228,971	3.0%	572,624	1.2%
Fremont	1,776,193	2.0%	1,359,849	3.4%	416,345	0.9%
Concord	1,717,909	1.9%	1,279,734	3.2%	438,175	0.9%
Daly City	1,421,989	1.6%	1,178,642	2.9%	243,347	0.5%
Richmond	1,420,288	1.6%	1,026,170	2.5%	394,118	0.8%
South San Francisco	1,062,086	1.2%	658,755	1.6%	403,331	0.8%
El Cerrito	959,931	1.1%	772,008	1.9%	187,923	0.4%
Castro Valley	945,233	1.1%	868,979	2.1%	76,254	0.2%
Alameda	857,372	1.0%	656,032	1.6%	201,340	0.4%
Union City	784,453	0.9%	672,336	1.7%	112,118	0.2%
San Bruno	706,676	0.8%	510,463	1.3%	196,213	0.4%
Pleasanton	589,035	0.7%	308,245	0.8%	280,790	0.6%
Antioch	562,676	0.6%	528,834	1.3%	33,842	0.1%
Emeryville	518,441	0.6%	184,657	0.5%	333,784	0.7%
Pleasant Hill	502,981	0.6%	383,993	0.9%	118,988	0.2%
Lafayette	488,342	0.6%	360,401	0.9%	127,941	0.3%
Pittsburg	464,558	0.5%	418,413	1.0%	46,145	0.1%
San Ramon	456,650	0.5%	336,113	0.8%	120,537	0.2%
Orinda	400,919	0.5%	296,166	0.7%	104,752	0.2%
Albany	396,492	0.4%	315,921	0.8%	80,571	0.2%
San Mateo	383,856	0.4%	301,937	0.7%	81,919	0.2%
Pacifica	375,992	0.4%	356,946	0.9%	19,045	0.0%
San Jose	371,076	0.4%	225,527	0.6%	145,550	0.3%
Burlingame	358,790	0.4%	227,634	0.6%	131,156	0.3%
Dublin	332,516	0.4%	221,037	0.5%	111,479	0.2%
Martinez	326,577	0.4%	292,164	0.7%	34,413	0.1%
Danville	296,031	0.3%	273,327	0.7%	22,704	0.0%
San Pablo	281,345	0.3%	248,663	0.6%	32,682	0.1%
Millbrae	279,058	0.3%	220,530	0.5%	58,528	0.1%
Vallejo	238,966	0.3%	218,406	0.5%	20,560	0.0%
Moraga	216,470	0.2%	188,660	0.5%	27,810	0.1%
Livermore	210,320	0.2%	154,531	0.4%	55,789	0.1%
Hercules	176,801	0.2%	159,334	0.4%	17,467	0.0%
Newark	175,544	0.2%	135,459	0.3%	40,085	0.1%
El Sobrante	174,342	0.2%	165,272	0.4%	9,071	0.0%
San Lorenzo	169,176	0.2%	151,823	0.4%	17,352	0.0%
Palo Alto	148,480	0.2%	46,061	0.1%	102,419	0.2%
Bay Point	145,811	0.2%	138,844	0.3%	6,968	0.0%
All Others	2,771,541	3.1%	2,115,444	5.2%	656,097	1.4%

### Total Annual 2008 Weekday Trips by County and Origin

The following annual projections are based on BART's annual weekday ridership data. Annual trips by county are estimated based on the weekday survey data. Columns may add to more or less than the total due to rounding. BART's annual weekday ridership data are from Fiscal Year 2008. Note that BART's total annual ridership (including weekends) was 107,487,604 in Fiscal Year 2008, about 21% higher than the weekday only total.

County Came From (2008)	Total		Home Origin		Non-Home Origin	
	#	%	#	%	#	%
<b>Total</b>	<b>88,728,130</b>	<b>100.0%</b>	<b>40,433,409</b>	<b>100.0%</b>	<b>48,294,721</b>	<b>100.0%</b>
San Francisco <sup>^</sup>	40,680,151	45.8%	10,336,036	25.6%	30,344,115	62.8%
Alameda	28,671,265	32.3%	16,020,247	39.6%	12,651,018	26.2%
Contra Costa	11,164,145	12.6%	8,805,774	21.8%	2,358,371	4.9%
San Mateo	6,219,072	7.0%	3,909,523	9.7%	2,309,549	4.8%
Santa Clara	953,622	1.1%	494,543	1.2%	459,079	1.0%
Solano	543,561	0.6%	494,848	1.2%	48,713	0.1%
San Joaquin	139,957	0.2%	123,374	0.3%	16,583	0.0%
Marin	123,931	0.1%	70,614	0.2%	53,317	0.1%
Sacramento	87,707	0.1%	62,978	0.2%	24,729	0.1%
All Others	144,720	0.2%	115,472	0.3%	29,247	0.1%

<sup>^</sup> Note that the total trips from San Francisco County do not exactly match the total trips from the city of San Francisco. The geocoding process assigned trips beginning at San Francisco International Airport to San Francisco (city), San Mateo County. The San Francisco International Airport is owned and operated by the city of San Francisco, but is located in the San Mateo County area.

## **APPENDIX D: AVERAGE WEEKDAY TRIPS**

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- Spring 2008 Systemwide Average Weekday Passenger Trips
- Spring 2008 Average Weekday Passenger Trips by Origin Station

### Spring 2008 Systemwide Average Weekday Passenger Trips

The table below shows average weekday passenger trips broken out by trip type and time period. These data can be used to translate the percentages shown in this report into estimates of the absolute number of passenger trips in any particular category.

To illustrate, Table 23 shows that 50% of evening BART trips are made by female riders. This percentage can be applied to the total evening volume of 53,476 trips. Thus, on an average weekday evening in spring 2008, 26,738 BART trips were made by women.

#### All Trips

	Total	Transbay	Intra East Bay	Intra West Bay
AM Peak - Prior to 10:00 AM	120,892	59,658	27,891	33,342
Midday - 10:00 AM to 3:59 PM	83,918	33,137	21,495	29,286
PM Peak - 4:00PM to 6:59 PM	105,658	51,163	24,815	29,681
Evening - 7:00 PM to 3:59 AM	53,476	26,643	10,944	15,889
Total	363,944	170,600	85,146	108,198

#### Home Origins - Trips made by passengers traveling from home to BART

	Total	Transbay	Intra East Bay	Intra West Bay
AM Peak - Prior to 10:00 AM	114,316	57,152	26,161	31,002
Midday - 10:00 AM to 3:59 PM	36,929	15,531	9,482	11,917
PM Peak - 4:00PM to 6:59 PM	9,379	3,785	2,287	3,308
Evening - 7:00 PM to 3:59 AM	5,223	2,260	1,386	1,578
Total	165,847	78,727	39,316	47,804

#### Non-Home Destinations - Trips made by passengers traveling from BART to non-home destinations

	Total	Transbay	Intra East Bay	Intra West Bay
AM Peak - Prior to 10:00 AM	116,203	57,888	26,480	31,835
Midday - 10:00 AM to 3:59 PM	56,203	22,431	13,867	19,906
PM Peak - 4:00PM to 6:59 PM	22,708	9,045	4,661	9,002
Evening - 7:00 PM to 3:59 AM	9,343	3,651	2,133	3,559
Total	204,458	93,015	47,141	64,302

Note: Non-home destinations include trips from all origins.

### Spring 2008 Average Weekday Passenger Trips by Origin Station

The table below shows average weekday passenger entries by station, broken out by home origins and non-home origins. These passenger volumes can be used in conjunction with the station-specific percentages shown in *Section IV* and *Section V* of this report.

As these data are based on the origin weight, the totals for all stations shown here may vary by less than 1% from the totals shown in the systemwide table on the previous page.

Station	Total Entries	Home Origins	Non-Home Origins
12 <sup>th</sup> St. / Oakland City Center	13,382	2,796	10,586
16 <sup>th</sup> St. Mission	11,340	4,874	6,465
19 <sup>th</sup> St. / Oakland	9,794	2,485	7,309
24 <sup>th</sup> St. Mission	13,332	8,744	4,588
Ashby	4,797	3,293	1,504
Balboa Park	15,567	9,638	5,929
Bay Fair	5,728	4,476	1,253
Castro Valley	2,518	2,102	416
Civic Center / UN Plaza	22,229	4,394	17,835
Coliseum / Oakland Airport	6,332	2,586	3,746
Colma	3,792	3,195	597
Concord	5,782	4,304	1,478
Daly City	9,125	5,644	3,481
Downtown Berkeley	11,929	2,837	9,092
Dublin / Pleasanton	7,598	5,567	2,031
El Cerrito del Norte	7,788	6,613	1,175
El Cerrito Plaza	4,420	3,533	887
Embarcadero	33,014	2,356	30,658
Fremont	7,294	5,431	1,862
Fruitvale	7,535	5,486	2,049
Glen Park	8,032	6,431	1,601
Hayward	4,921	3,078	1,843
Lafayette	3,270	2,658	613
Lake Merritt	6,021	2,987	3,034
MacArthur	7,802	4,398	3,403
Millbrae	4,282	2,941	1,341
Montgomery St.	32,519	1,845	30,674
North Berkeley	3,714	2,962	752
North Concord / Martinez	2,342	2,078	264
Orinda	2,665	2,133	532
Pittsburg / Bay Point	5,106	4,728	379
Pleasant Hill	6,437	5,361	1,075
Powell St.	30,733	3,903	26,830
Richmond	3,680	2,686	994
Rockridge	4,842	3,456	1,386
San Bruno	2,470	1,652	818
SFO	4,752	166	4,586
San Leandro	5,312	3,982	1,331
South Hayward	3,294	2,689	605
South San Francisco	3,004	2,429	575
Union City	4,009	3,326	683
Walnut Creek	6,084	4,045	2,039
West Oakland	5,355	4,134	1,221
<b>TOTALS:</b>	<b>363,944</b>	<b>164,422</b>	<b>199,521</b>