

APPENDIX **B**

SUB-MARKETS

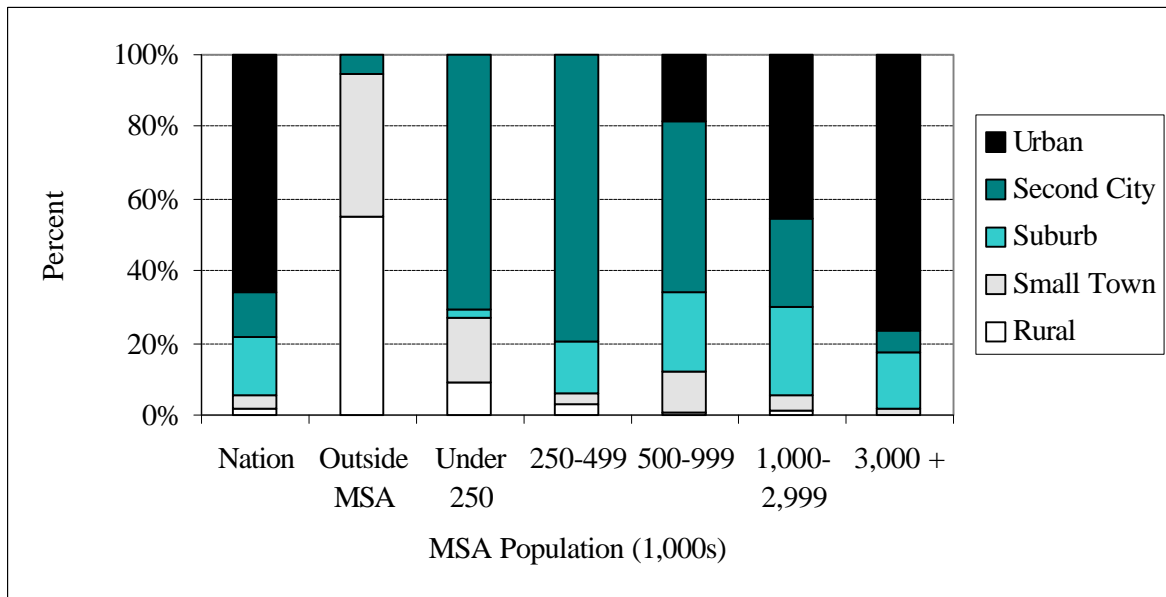
This appendix presents statistics on public transit's sub-markets. Sub-markets are measured using the distribution of linked public transit trips among population groups associated with a particular personal, household, or land use characteristic. Population groups are defined by demographic, socio-economic, or land use characteristics along with one of two geographic units: MSA population category or urbanization classification. For a given characteristic, public transit's sub-markets are shown in both tabular and graphic format first by MSA population categories and then by urbanization classifications.

Table B-1. Public Transit Sub-Markets by MSA Population and Urbanization.

MSA Population (1,000s)	Urbanization					
	Rural	Small Town	Suburb	Second City	Urban	Total
Outside MSA	55%	40%	NA	5%	0%	100%
Under 250	9	18	2	70	NA	100
250-499	3	3	14	80	NA	100
500-999	1	11	23	47	18	100
1,000-2,999	1	4	25	25	45	100
3,000 +	0	2	16	6	77	100
Nation	2	4	16	12	66	100

Source: Travel Day File. NA means no trips sampled. 0 means less than 0.5 percent.

Figure B-1. Public Transit Sub-Markets by MSA Population and Urbanization.



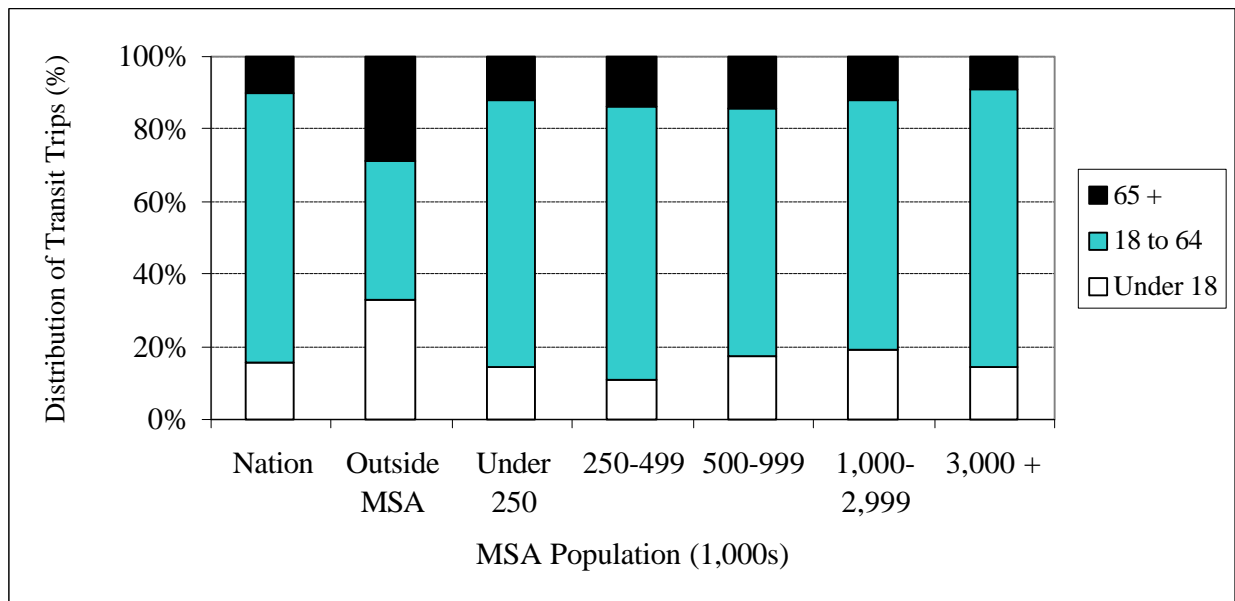
Source: Table B-1.

Table B-2. Public Transit Sub-Markets by MSA Population and Person Age.

MSA Population (1,000s)	Person Age Category			
	Under 18	18 to 64	65 +	Total
Outside MSA	33%	39%	29%	100%
Under 250	14	74	12	100
250-499	11	75	14	100
500-999	17	68	15	100
1,000-2,999	19	69	12	100
3,000 +	14	76	9	100
Nation	15	74	10	100

Source: Travel Day File.

Figure B-2. Public Transit Sub-Markets by MSA Population and Person Age.



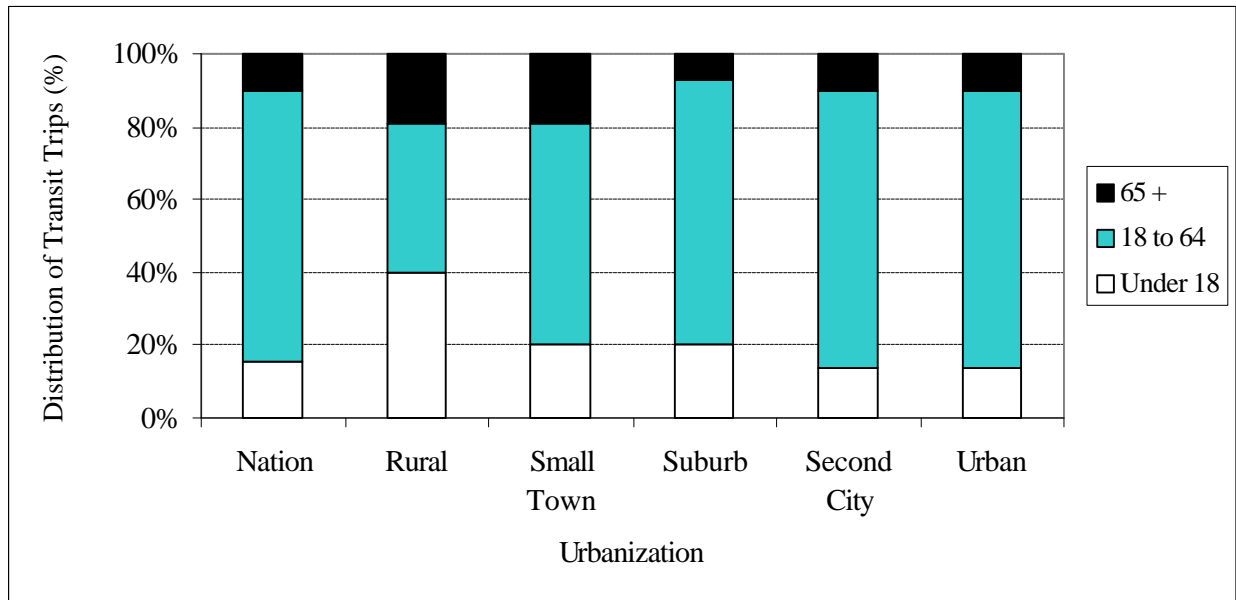
Source: Table B-2.

Table B-3. Public Transit Sub-Markets by Urbanization and Person Age.

Urbanization	Person Age			
	Under 18	18 to 64	65 +	Total
Rural	40%	41%	19%	100%
Small Town	20	61	19	100
Suburb	20	72	7	100
Second City	13	77	10	100
Urban	14	76	10	100
Nation	15	74	10	100

Source: Travel Day File.

Figure B-3. Public Transit Sub-Markets by Urbanization and Person Age.



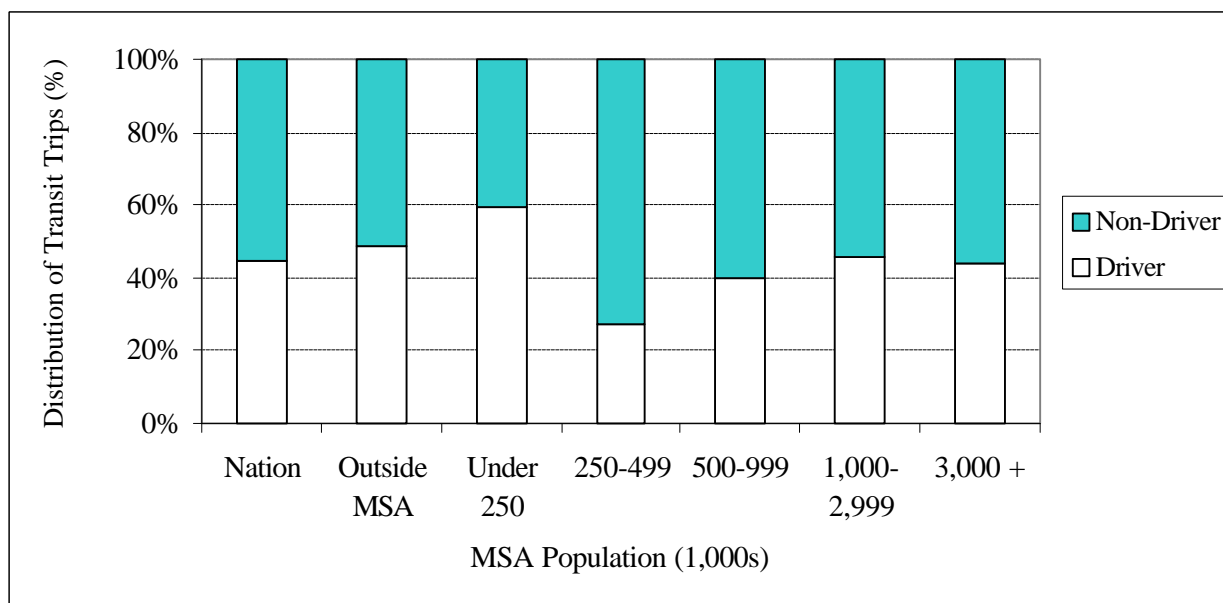
Source: Table B-3.

Table B-4. Public Transit Sub-Markets by MSA Population and License Status.

MSA Population (1,000s)	License Status		
	Driver	Non-Driver	Total
Outside MSA	49%	51%	100%
Under 250	60	40	100
250-499	27	73	100
500-999	40	60	100
1,000-2,999	46	54	100
3,000 +	44	56	100
Nation	44	56	100

Source: Travel Day File.

Figure B-4. Public Transit Sub-Markets by MSA Population and License Status.



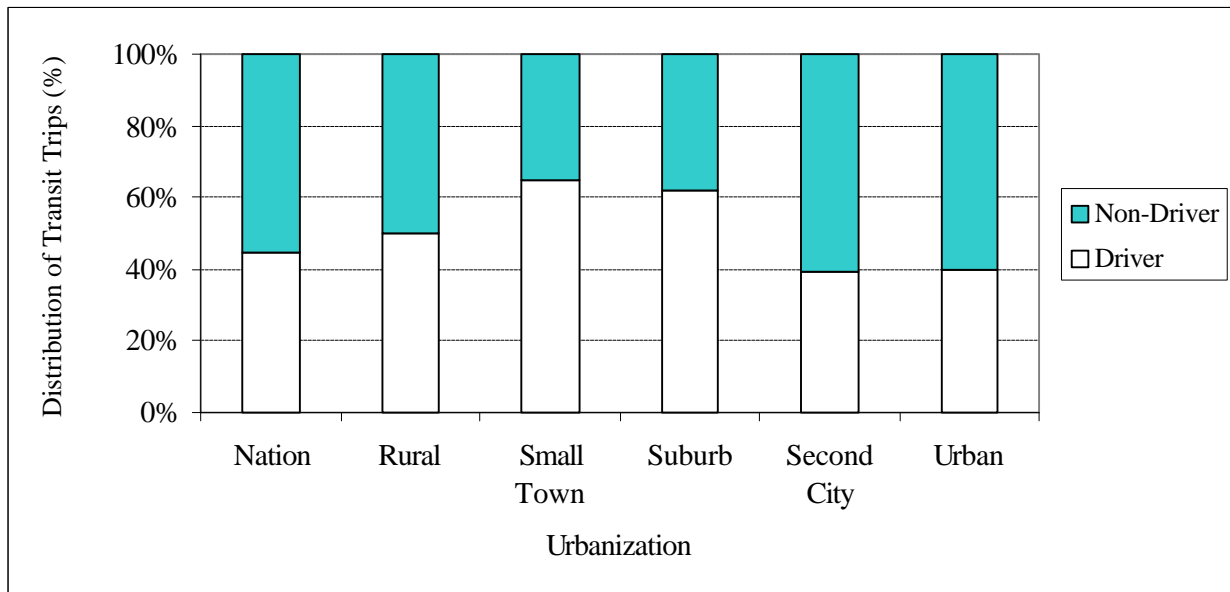
Source: Table B-4.

Table B-5. Public Transit Sub-Markets by Urbanization and License Status.

Urbanization	License Status		
	Driver	Non-Driver	Total
Rural	50%	50%	100%
Small Town	65	35	100
Suburb	62	38	100
Second City	39	61	100
Urban	40	60	100
Nation	44	56	100

Source: Travel Day File.

Figure B-5. Public Transit Sub-Markets by Urbanization and License Status.

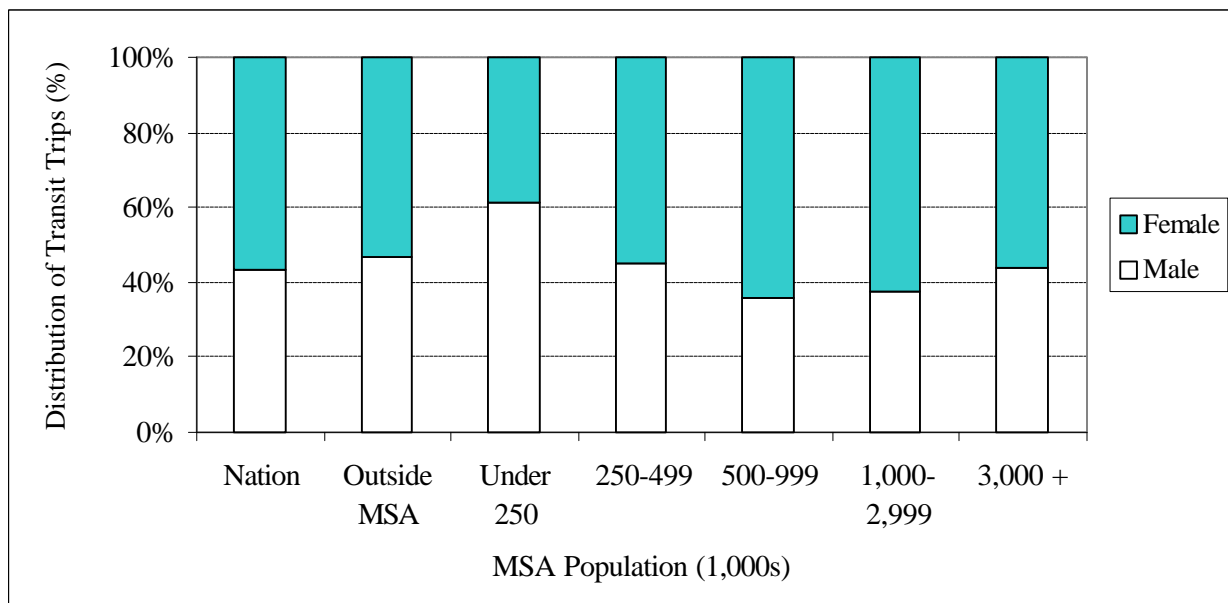


Source: Table B-5.

Table B-6. Public Transit Sub-Markets by MSA Population and Gender.

MSA Population (1,000s)	Gender		
	Male	Female	Total
Outside MSA	47%	53%	100%
Under 250	61	39	100
250-499	45	55	100
500-999	36	64	100
1,000-2,999	37	63	100
3,000 +	44	56	100
Nation	43	57	100

Source: Travel Day File.

Figure B-6. Public Transit Sub-Markets by MSA Population and Gender.

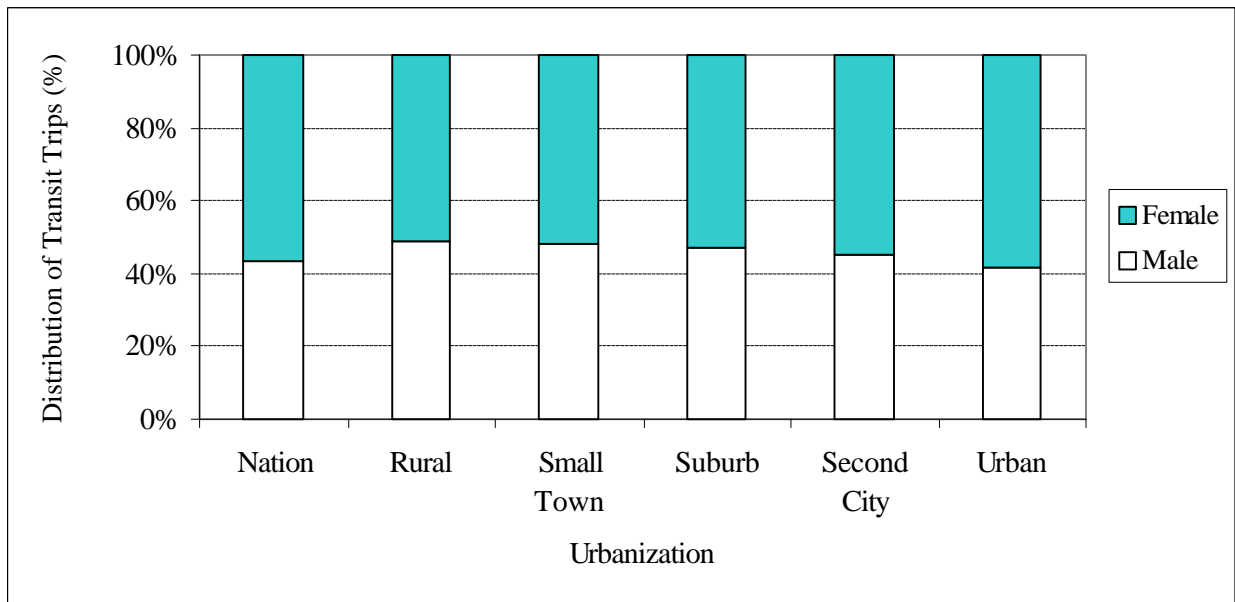
Source: Table B-6.

Table B-7. Public Transit Sub-Markets by Urbanization and Gender.

Urbanization	Gender		
	Male	Female	Total
Rural	49%	51%	100%
Small Town	48	52	100
Suburb	47	53	100
Second City	45	55	100
Urban	42	58	100
Nation	43	57	100

Source: Travel Day File.

Table B-7. Public Transit Sub-Markets by Urbanization and Gender.



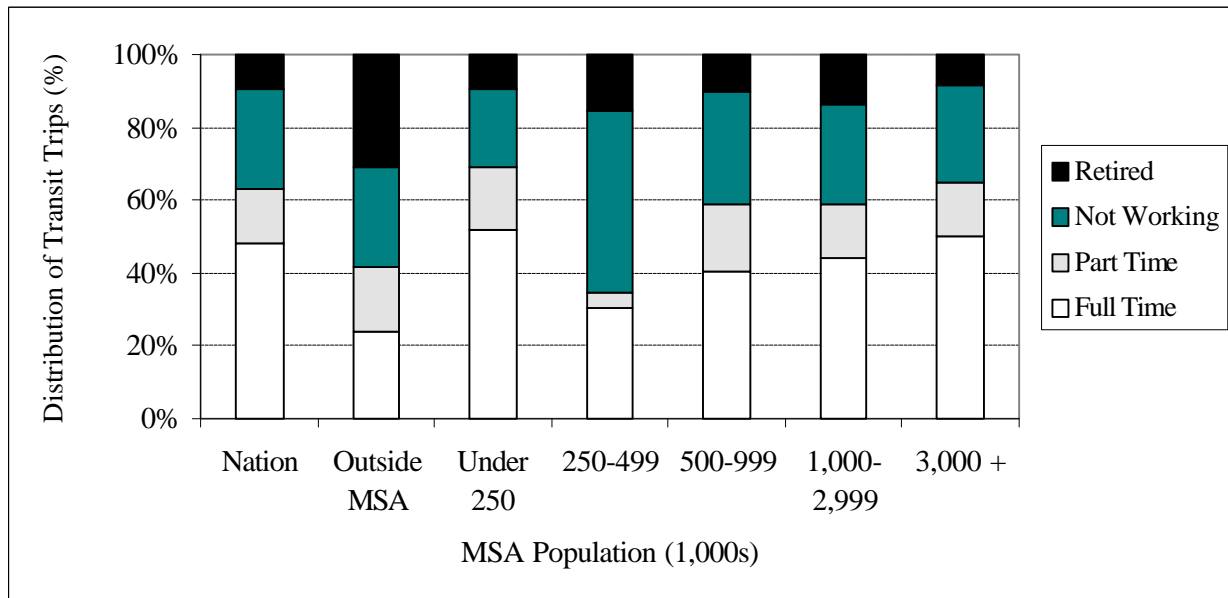
Source: Table B-7.

Table B-8. Public Transit Sub-Markets by MSA Population and Working Status.

MSA Population (1,000s)	Working Status During the Week Before Interview				
	Full Time	Part Time	Not Working	Retired	Total
Outside MSA	24%	18%	27%	31%	100%
Under 250	52	17	21	10	100
250-499	30	4	50	16	100
500-999	40	19	30	10	100
1,000-2,999	44	15	27	14	100
3,000 +	50	15	27	9	100
Nation	48	15	27	10	100

Source: Person File for working status and Travel Day File.

Figure B-8. Public Transit Sub-Markets by MSA Population and Working Status.



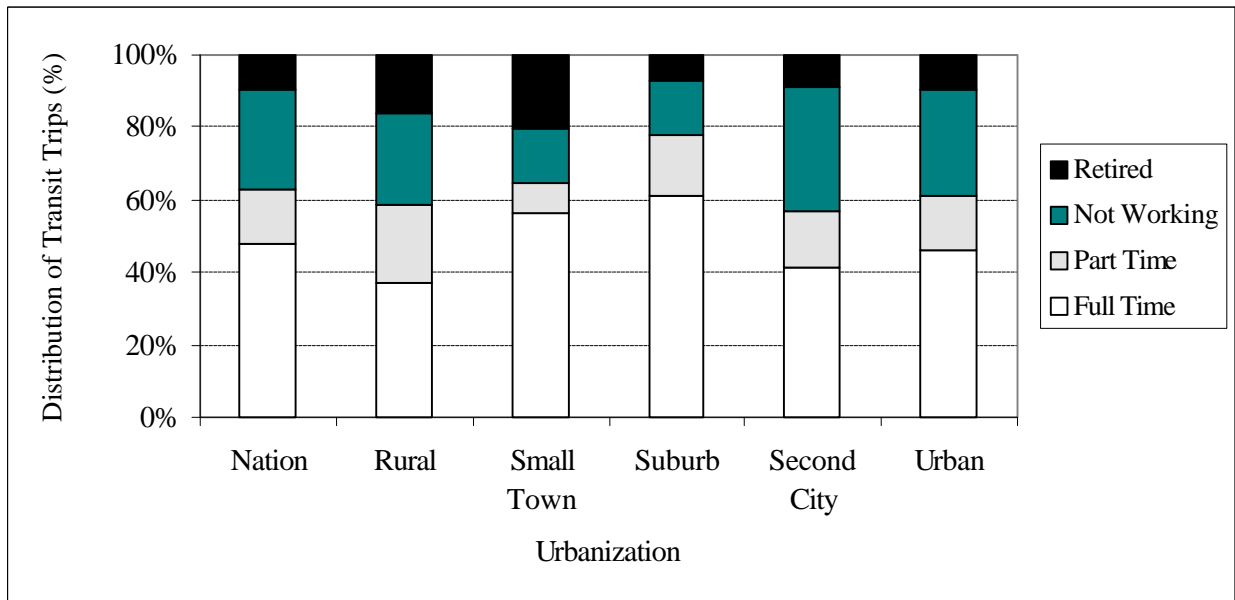
Source: Table B-8.

Table B-9. Public Transit Sub-Markets by Urbanization and Working Status.

Urbanization	Working Status During the Week Before Interview				Total
	Full Time	Part Time	Not Working	Retired	
Rural	37%	21%	25%	16%	100%
Small Town	56	8	15	21	100
Suburb	61	17	15	7	100
Second City	41	16	34	9	100
Urban	46	15	29	10	100
Nation	48	15	27	10	100

Source: Person File for working status and Travel Day File.

Figure B-9. Public Transit Sub-Markets by Urbanization and Working Status.



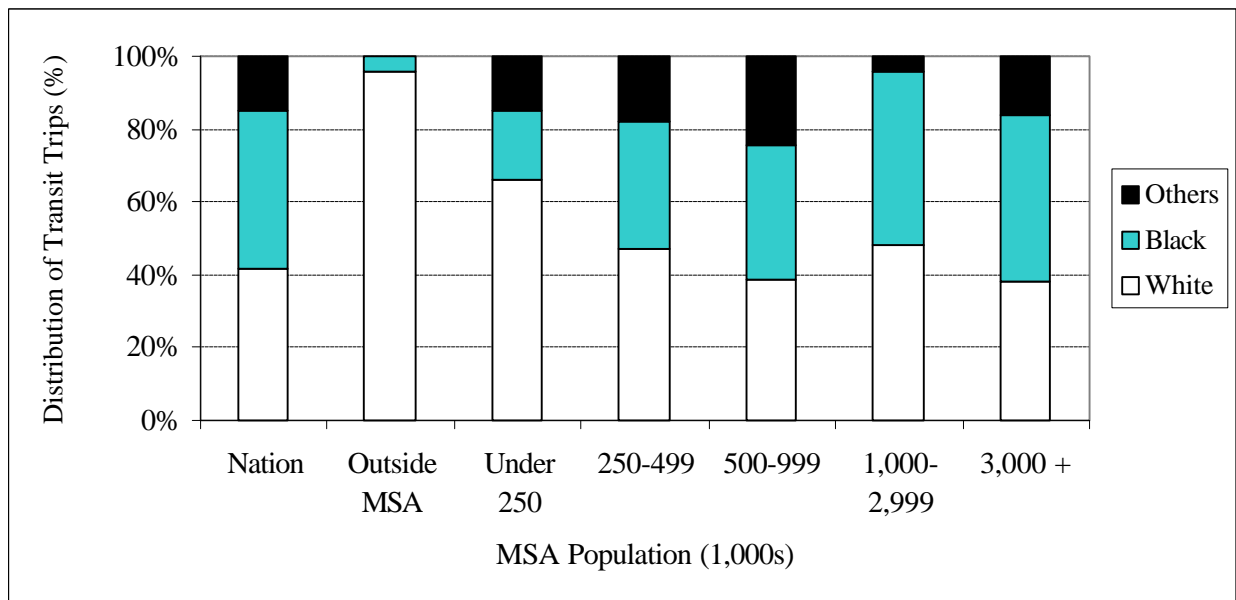
Source: Table B-9.

Table B-10. Public Transit Sub-Markets by MSA Population and Race.

MSA Population (1,000s)	Race			
	White	Black	Others	Total
Outside MSA	96%	4%	0%	100%
Under 250	66	19	15	100
250-499	47	35	18	100
500-999	39	37	25	100
1,000-2,999	48	47	4	100
3,000 +	38	46	16	100
Nation	42	44	15	100

Source: Travel Day File.

Figure 8.10. Public Transit Sub-Markets by MSA Population and Race.



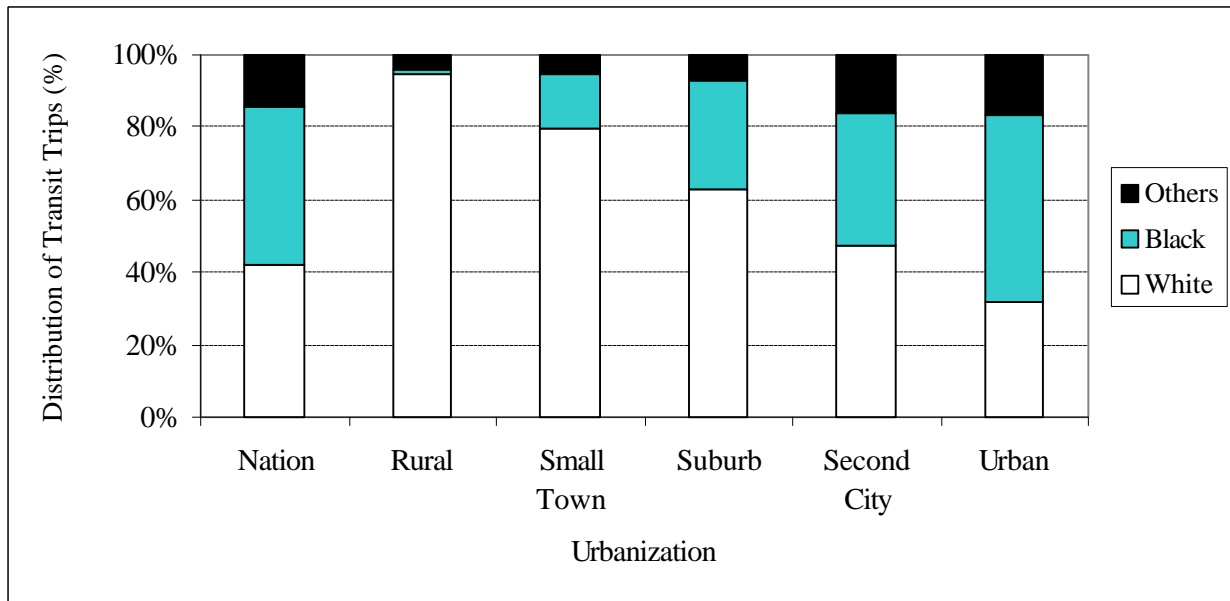
Source: Table B-10.

Table B-11. Public Transit Sub-Markets by Urbanization and Race.

Urbanization	Race			
	White	Black	Others	Total
Rural	95%	1%	4%	100%
Small Town	80	15	5	100
Suburb	63	30	7	100
Second City	47	37	16	100
Urban	32	51	17	100
Nation	42	44	15	100

Source: Travel Day File.

Figure B-11. Public Transit Sub-Markets by Urbanization and Race.



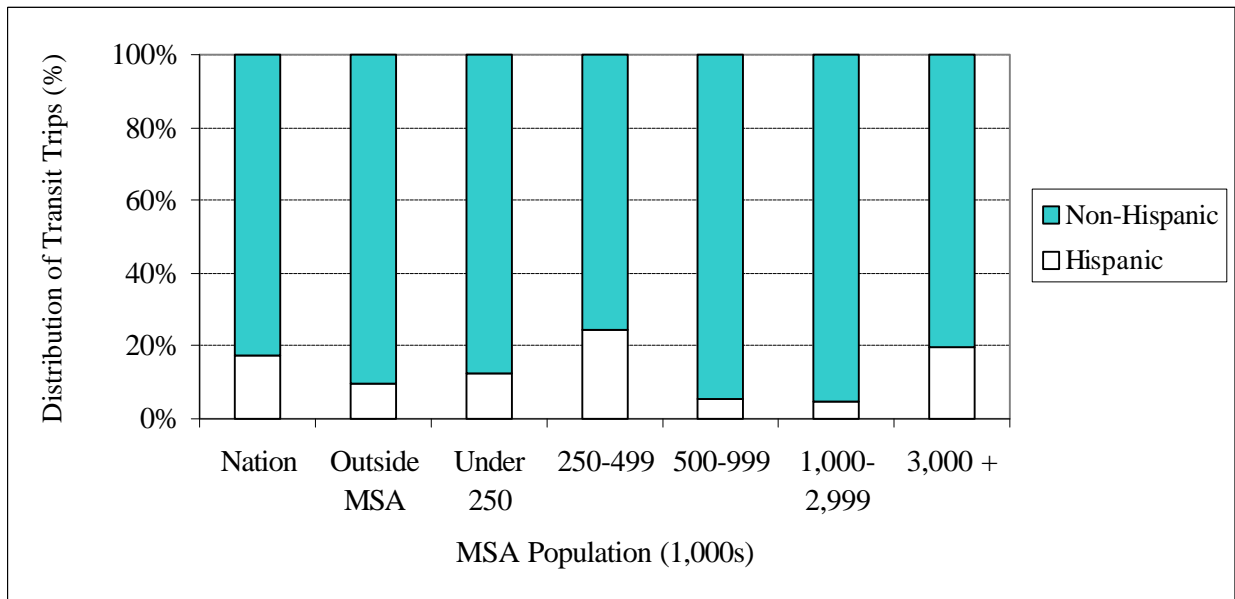
Source: Table B-11.

Table B-12. Public Transit Sub-Markets by MSA Population and Ethnicity.

MSA Population (1,000s)	Ethnicity		
	Hispanic	Non-Hispanic	Total
Outside MSA	10%	90%	100%
Under 250	13	87	100
250-499	25	75	100
500-999	6	94	100
1,000-2,999	5	95	100
3,000 +	19	81	100
Nation	17	83	100

Source: Travel Day File.

Figure B-12. Public Transit Sub-Markets by MSA Population and Ethnicity.



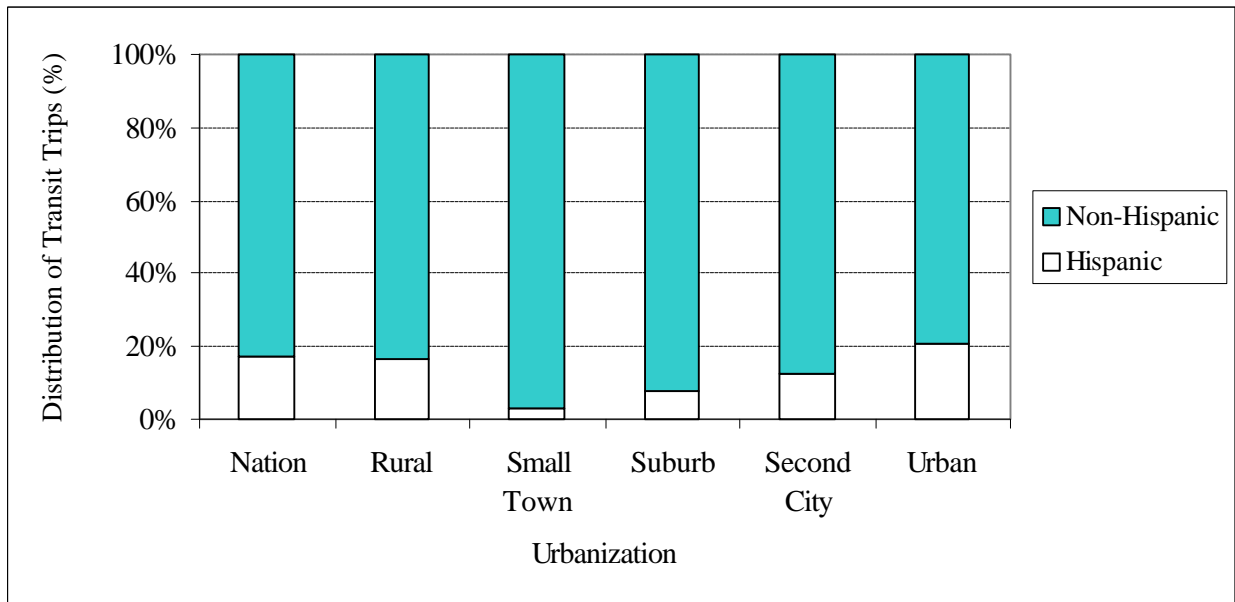
Source: Table B-12.

Table B-13. Public Transit Sub-Markets by Urbanization and Ethnicity.

Urbanization	Ethnicity		
	Hispanic	Non-Hispanic	Total
Rural	17%	83%	100%
Small Town	3	97	100
Suburb	8	92	100
Second City	12	88	100
Urban	21	79	100
Nation	17	83	100

Source: Travel Day File.

Figure B-13. Public Transit Sub-Markets by Urbanization and Ethnicity.



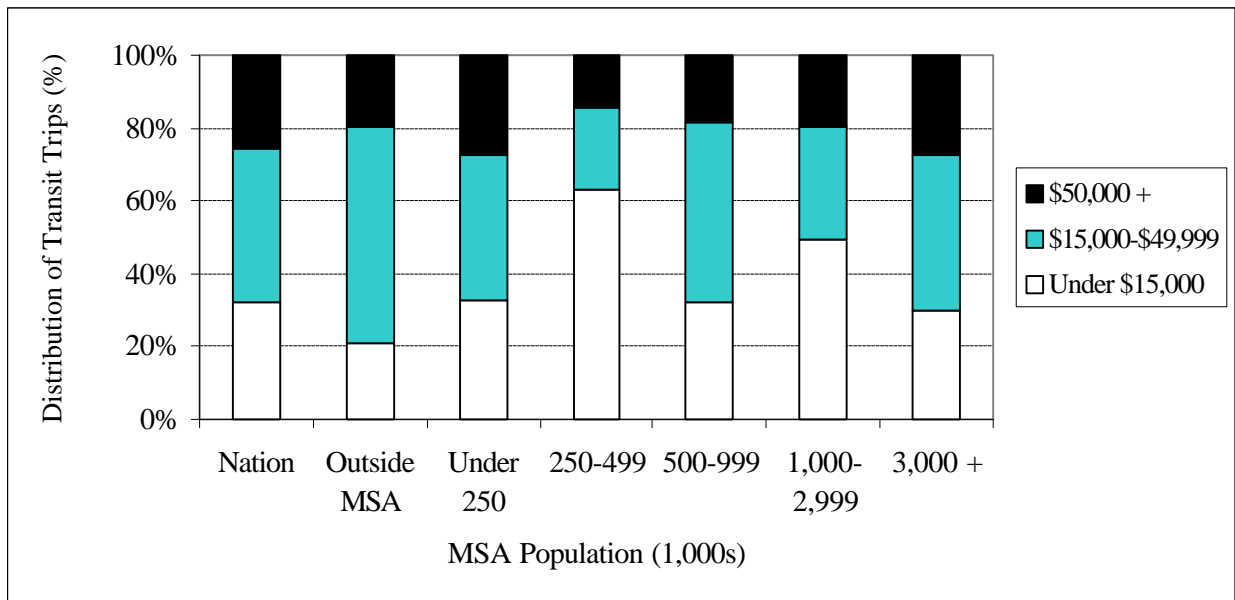
Source: Table 8.13.

Table B-14. Public Transit Sub-Markets by MSA Population and Household Income.

MSA Population (1,000s)	Household Income			
	Under \$15,000	\$15,000-\$49,999	\$50,000 +	Total
Outside MSA	21%	59%	20%	100%
Under 250	33	40	27	100
250-499	63	23	14	100
500-999	32	50	18	100
1,000-2,999	50	31	20	100
3,000 +	30	43	27	100
Nation	32	42	26	100

Source: Travel Day File.

Figure B-14. Public Transit Sub-Markets by MSA Population and Household Income.



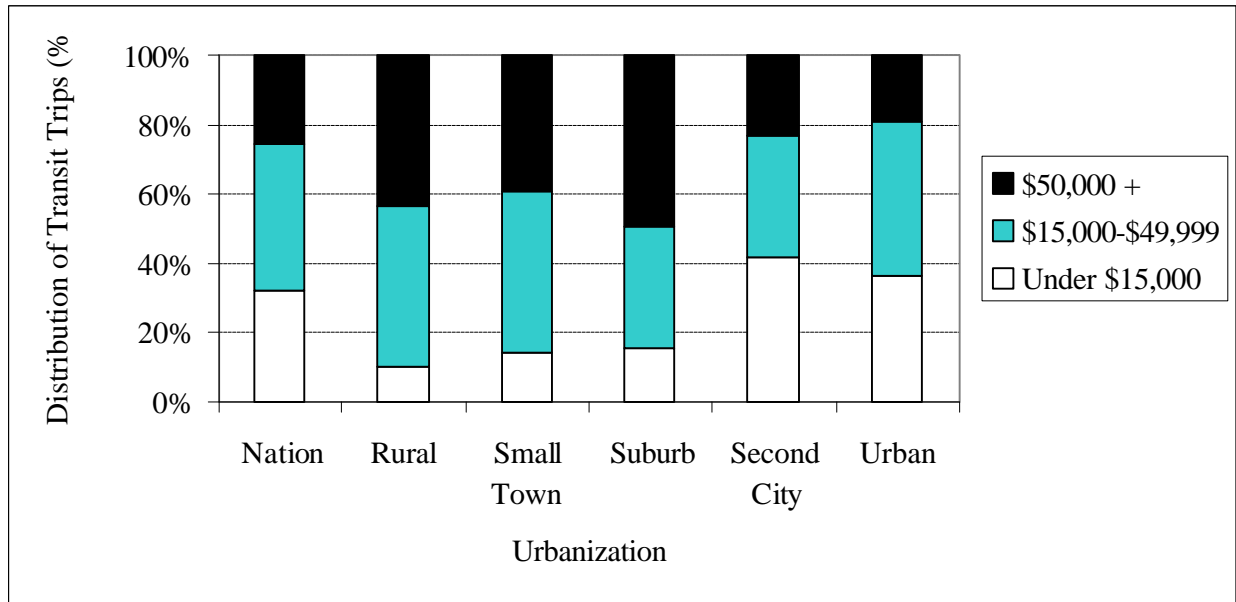
Source: Table B-14.

Table B-15. Public Transit Sub-Markets by Urbanization and Household Income.

Urbanization	Household Income			
	Under \$15,000	\$15,000-\$49,999	\$50,000 +	Total
Rural	10%	46%	44%	100%
Small Town	14	46	39	100
Suburb	15	35	49	100
Second City	42	35	23	100
Urban	36	45	19	100
Nation	32	42	26	100

Source: Travel Day File.

Figure B-15. Public Transit Sub-Markets by Urbanization and Household Income.



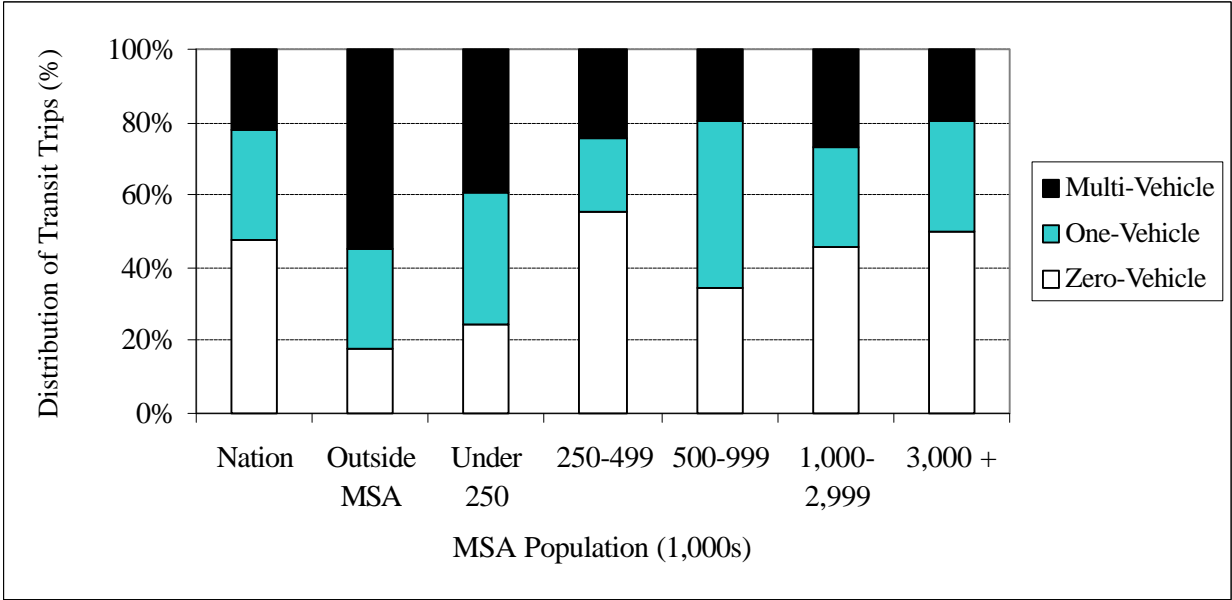
Source: Table B-15.

Table B-16. Public Transit Sub-Markets by MSA Population and Vehicle Ownership.

MSA Population (1,000s)	Household Vehicle Ownership			
	Zero-Vehicle Households	One-Vehicle Households	Multi-Vehicle Households	Total
Outside MSA	18%	27%	55%	100%
Under 250	25	36	39	100
250-499	56	20	24	100
500-999	35	46	19	100
1,000-2,999	46	27	27	100
3,000 +	50	30	20	100
Nation	47	31	22	100

Source: Travel Day File.

Figure B-16. Public Transit Sub-Markets by MSA Population and Vehicle Ownership.



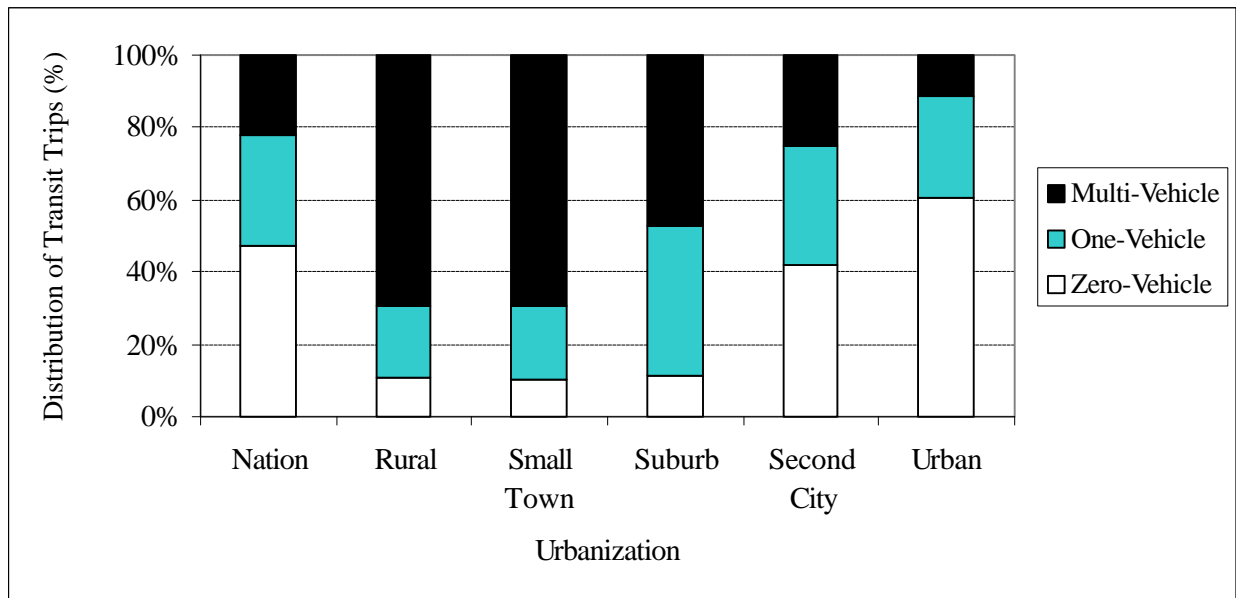
Source: Table B-16.

Table B-17. Public Transit Sub-Markets by Urbanization and Vehicle Ownership.

Urbanization	Household Vehicle Ownership			
	Zero-Vehicle Households	One-Vehicle Households	Multi-Vehicle Households	Total
Rural	11%	20%	69%	100%
Small Town	10	20	70	100
Suburb	11	41	47	100
Second City	42	33	25	100
Urban	60	28	11	100
Nation	47	31	22	100

Source: Travel Day File.

Figure B-17. Public Transit Sub-Markets by Urbanization and Vehicle Ownership.



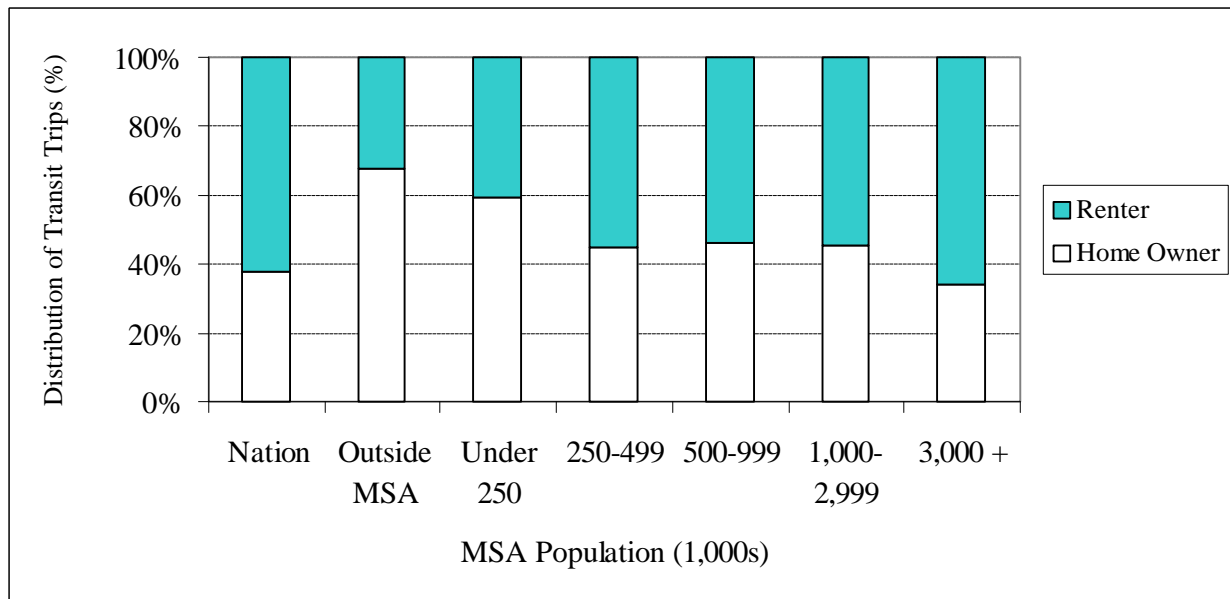
Source: Table B-17.

Table B-18. Public Transit Sub-Markets by MSA Population and Home Ownership.

MSA Population (1,000s)	Home Ownership		
	Home Owner	Renter	Total
Outside MSA	68%	32%	100%
Under 250	59	41	100
250-499	45	55	100
500-999	45	53	100
1,000-2,999	45	55	100
3,000 +	34	66	100
Nation	37	62	100

Source: Household File for home ownership and Travel Day File.

Figure B-18. Public Transit Sub-Markets by MSA Population and Home Ownership.



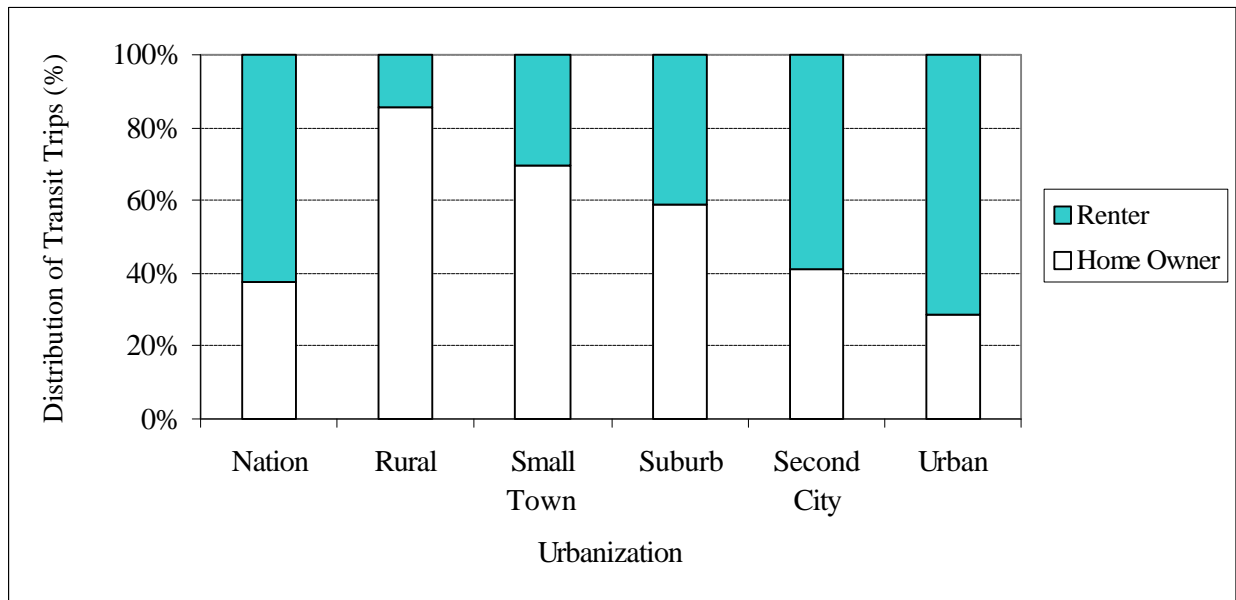
Source: Table B-18.

Table B-19. Public Transit Sub-Markets by Urbanization and Home Ownership.

Urbanization	Home Ownership		
	Home Owner	Renter	Total
Rural	85%	14%	100%
Small Town	68	30	100
Suburb	59	41	100
Second City	41	59	100
Urban	28	71	100
Nation	37	62	100

Source: Household File for home ownership and Travel Day File.

Figure B-19. Public Transit Sub-Markets by Urbanization and Home Ownership.



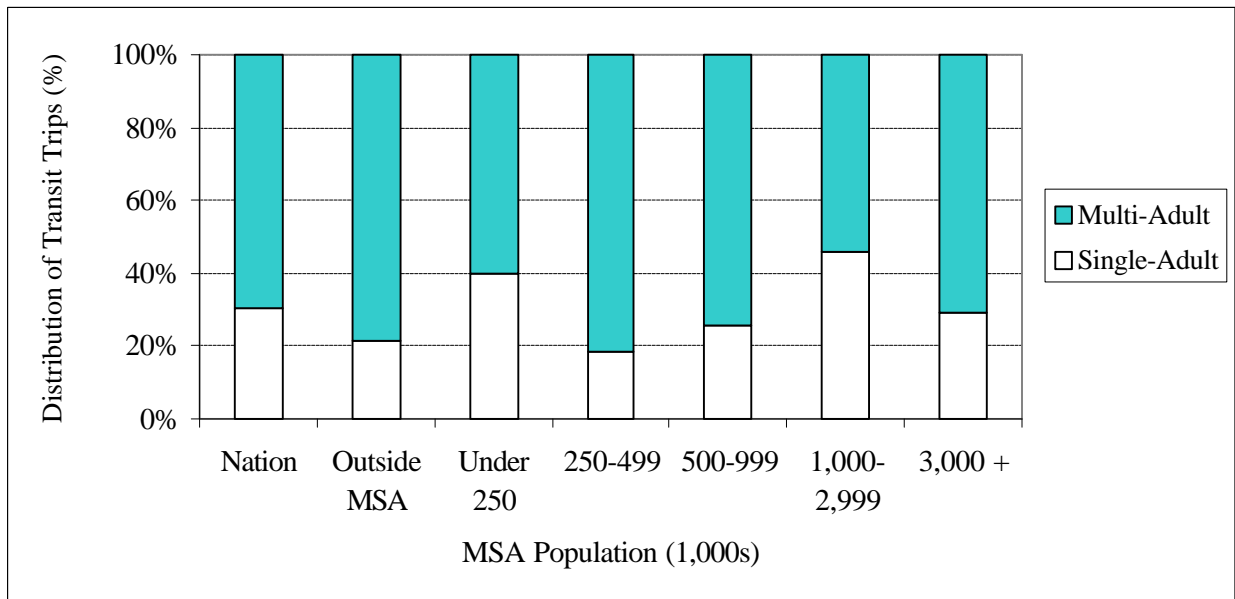
Source: Table B-19.

Table B-20. Public Transit Sub-Markets by MSA Population and Life Cycle.

MSA Population (1,000s)	Life Cycle		
	Single-Adult Households	Multi-Adult Households	Total
Outside MSA	21%	79%	100%
Under 250	40	60	100
250-499	19	81	100
500-999	26	74	100
1,000-2,999	46	54	100
3,000 +	29	71	100
Nation	31	69	100

Source: Travel Day File.

Figure B-20. Public Transit Sub-Markets by MSA Population and Life Cycle.



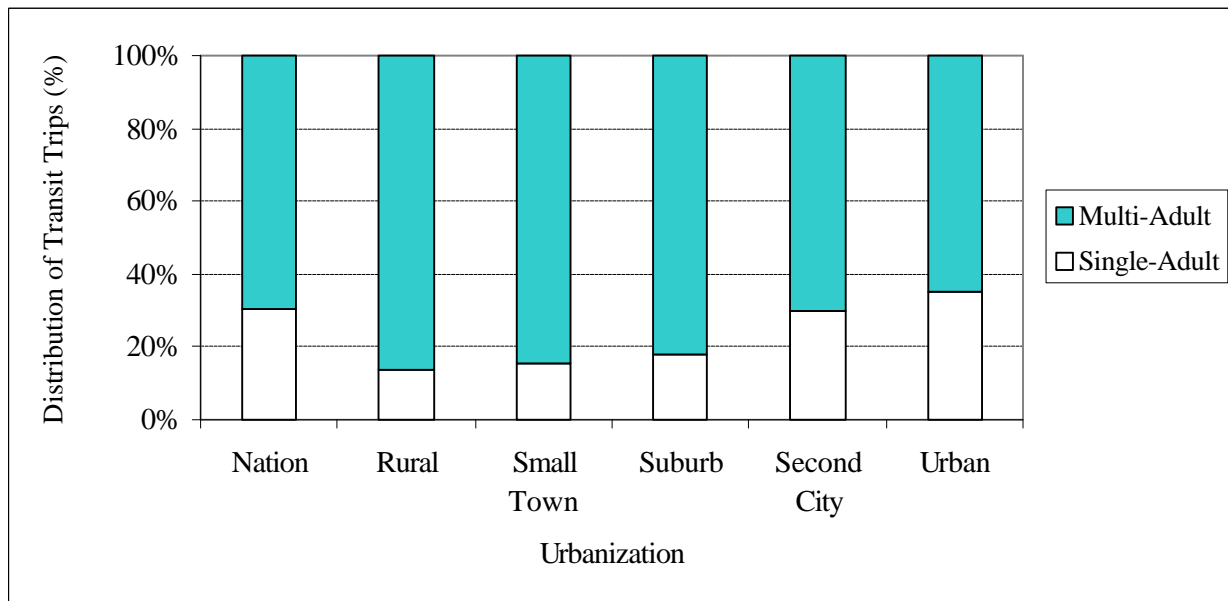
Source: Table B-20.

Table B-21. Public Transit Sub-Markets by Urbanization and Life Cycle.

Urbanization	Life Cycle		
	Single-Adult Households	Multi-Adult Households	Total
Rural	14%	86%	100%
Small Town	15	85	100
Suburb	18	82	100
Second City	30	70	100
Urban	35	65	100
Nation	31	69	100

Source: Travel Day File.

Figure B-21. Public Transit Sub-Markets by Urbanization and Life Cycle.



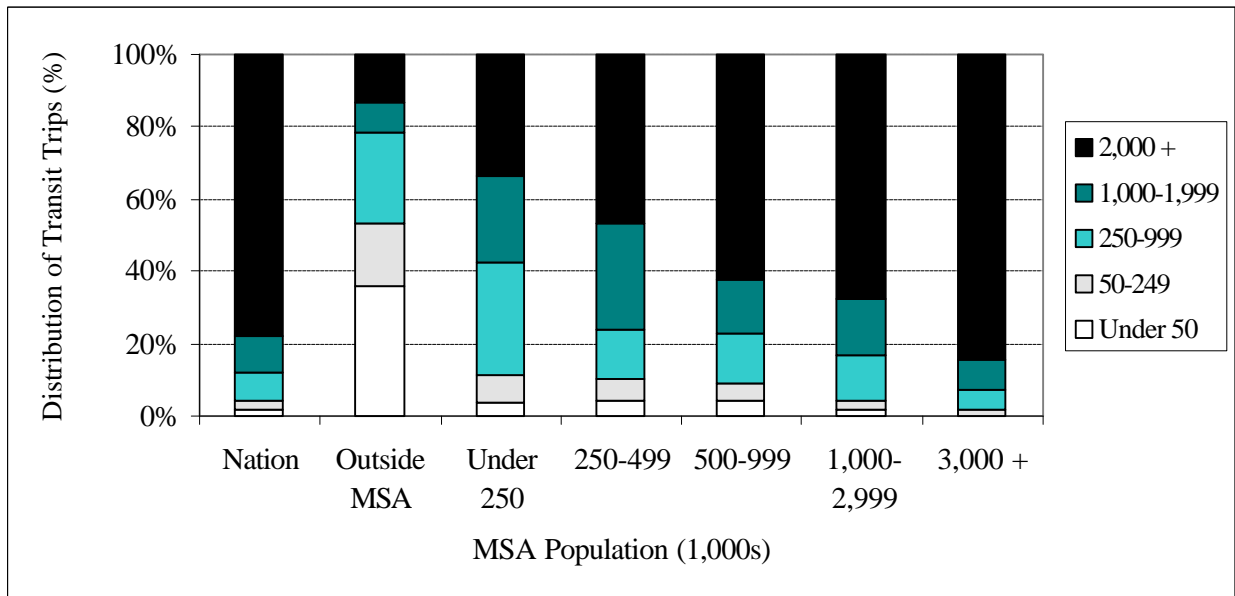
Source: Table B-21.

Table B-22. Public Transit Sub-Markets by MSA Population and Housing Density.

MSA Population (1,000s)	Residential Housing Density in Units per Square Mile					Total
	Under 50	50-249	250-999	1,000-1,999	2,000 +	
Outside MSA	36%	17%	25%	8%	13%	100%
Under 250	4	8	31	24	33	100
250-499	4	6	14	29	47	100
500-999	4	5	14	15	62	100
1,000-2,999	2	2	13	16	67	100
3,000 +	0	2	5	8	84	100
Nation	2	2	8	10	78	100

Source: Travel Day File. 0 means less than 0.5 percent.

Figure B-22. Public Transit Sub-Markets by MSA Population and Housing Density.



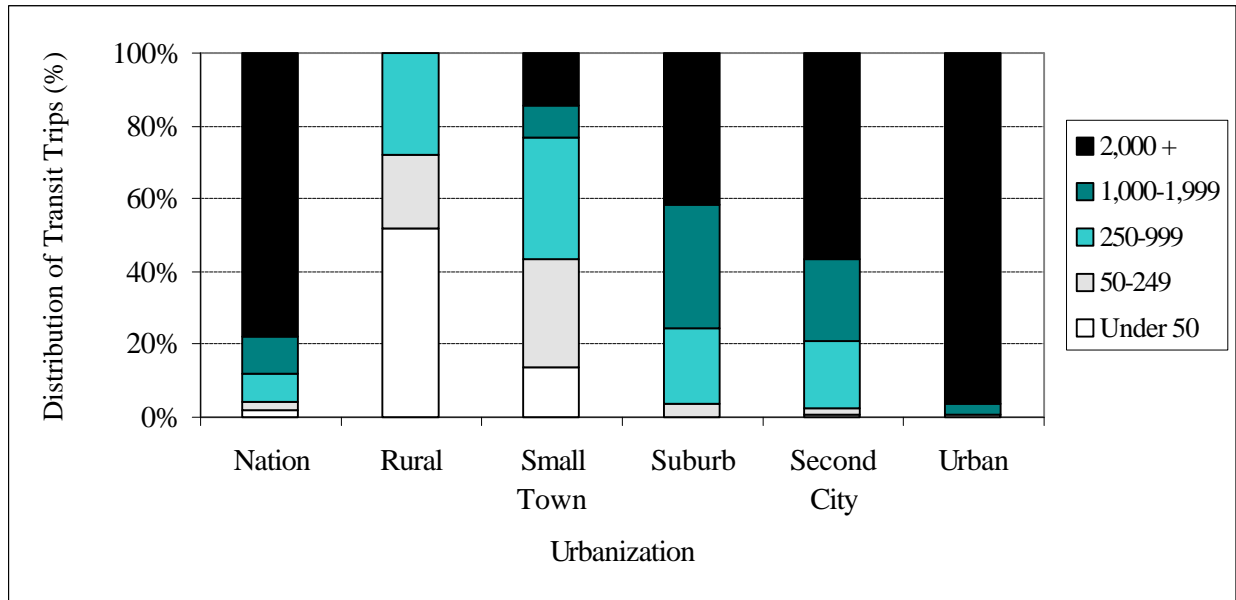
Source: Table B-22.

Table B-23. Public Transit Sub-Markets by Urbanization and Housing Density.

Urbanization	Residential Housing Density in Units per Square Mile					Total
	Under 50	50-249	250-999	1,000-1,999	2,000 +	
Rural	52%	21%	28%	NA	NA	100%
Small Town	14	30	33	9	15	100
Suburb	0	4	21	34	42	100
Second City	0	2	19	23	56	100
Urban	0	0	0	3	97	100
Nation	2	2	8	10	78	100

Source: Travel Day File. NA means no trips sampled. 0 means less than 0.5 percent.

Figure B-23. Public Transit Sub-Markets by Urbanization and Housing Density.



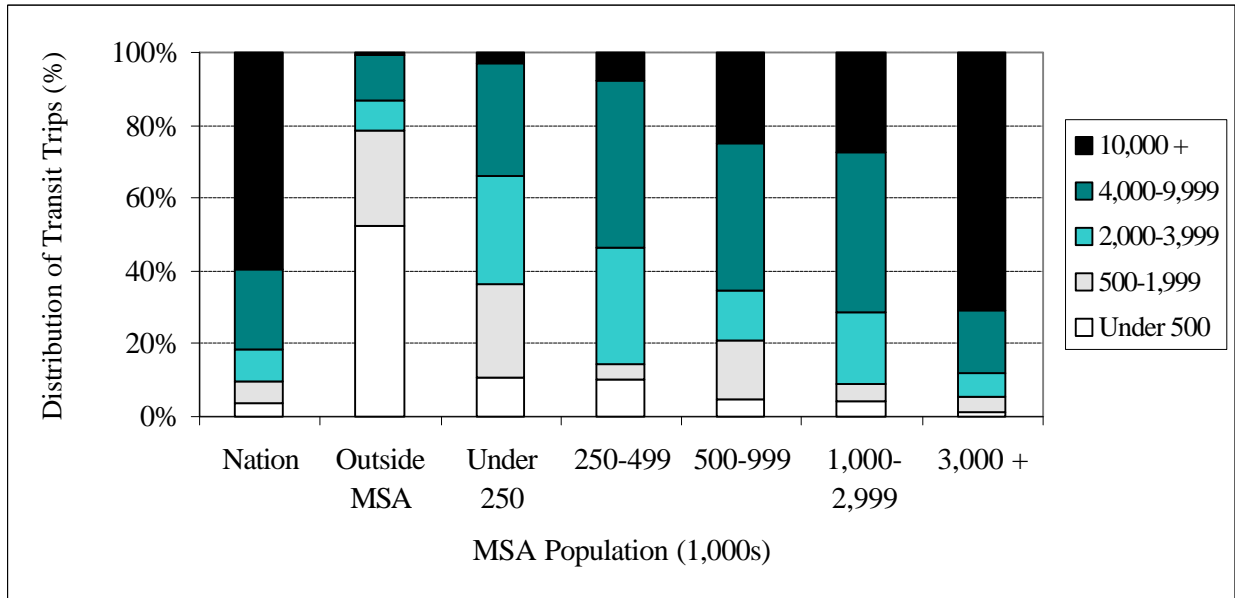
Source: Table B-23.

Table B-24. Public Transit Sub-Markets by MSA Population and Population Density.

MSA Population (1,000s)	Residential Population Density in Persons per Square Mile					Total
	Under 500	500-1,999	2,000-3,999	4,000-9,999	10,000 +	
Outside MSA	53%	26%	9%	12%	1%	100%
Under 250	11	26	29	31	3	100
250-499	10	4	33	46	8	100
500-999	4	16	14	40	25	100
1,000-2,999	4	5	19	44	28	100
3,000 +	1	4	7	17	71	100
Nation	3	6	9	22	60	100

Source: Travel Day File.

Figure B-24. Public Transit Sub-Markets by MSA Population and Population Density.



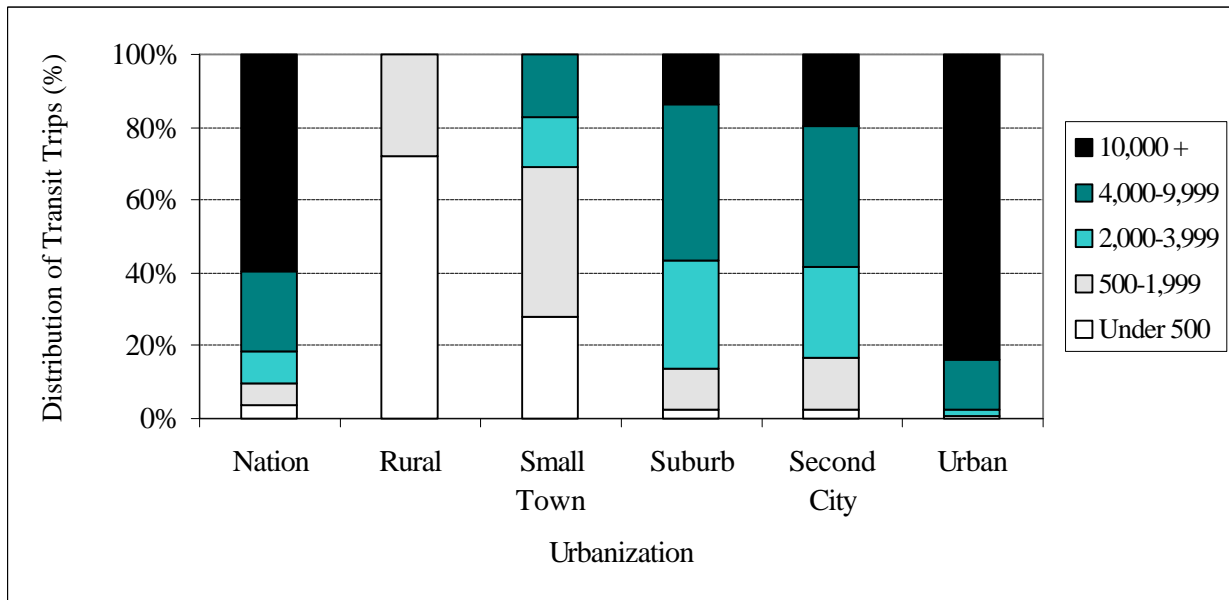
Source: Table B-24.

Table B-25. Public Transit Sub-Markets by Urbanization and Population Density.

Urbanization	Residential Population Density in Persons per Square Mile					Total
	Under 500	500-1,999	2,000-3,999	4,000-9,999	10,000 +	
Rural	72%	28%	NA	NA	NA	100%
Small Town	28	41	13	17	0	100
Suburb	3	11	29	43	13	100
Second City	2	14	25	39	20	100
Urban	0	0	1	14	84	100
Nation	3	6	9	22	60	100

Source: Travel Day File. NA means no trips sampled. 0 means less than 0.5 percent.

Figure B-25. Public Transit Sub-Markets by Urbanization and Population Density.



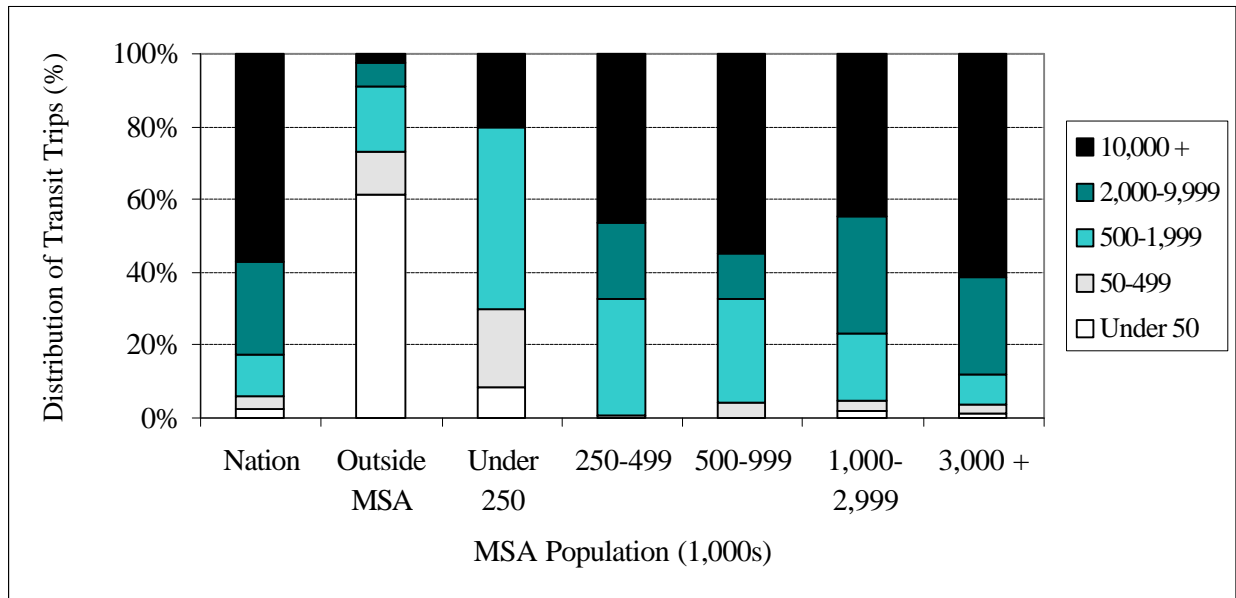
Source: Table B-25.

Table B-26. Public Transit Sub-Markets by MSA Population and Employment Density.

MSA Population (1,000s)	Work Site Employment Density in Jobs per Square Mile					Total
	Under 50	50-499	500-1,999	2,000-9,999	10,000 +	
Outside MSA	61%	12%	18%	7%	2%	100%
Under 250	9	21	50	1	20	100
250-499	NA	1	32	21	46	100
500-999	NA	4	28	13	55	100
1,000-2,999	2	3	18	32	45	100
3,000 +	1	3	8	27	61	100
Nation	2	4	11	26	57	100

Source: Person File for employment density and Travel Day File. NA means no trips sampled.

Figure B-26. Public Transit Sub-Markets by MSA Population and Employment Density.



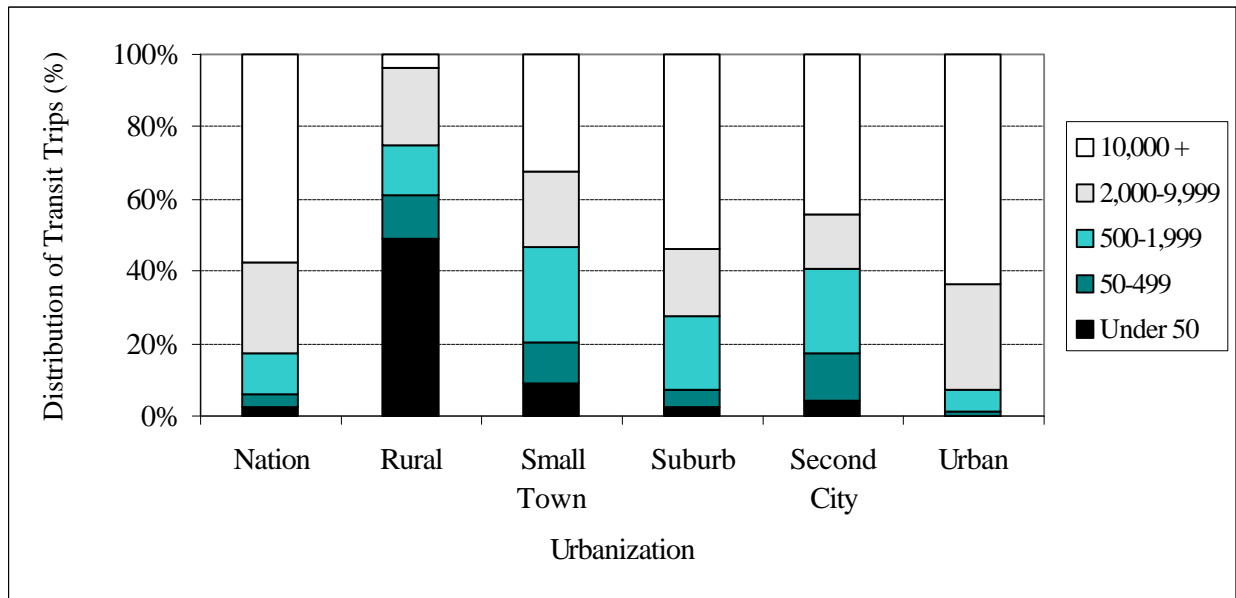
Source: Table B-26.

Table B-27. Public Transit Sub-Markets by Urbanization and Employment Density.

Urbanization	Work Site Employment Density in Jobs per Square Mile					Total
	Under 50	50-499	500-1,999	2,000-9,999	10,000 +	
Rural	49%	12%	14%	21%	4%	100%
Small Town	9	12	27	21	32	100
Suburb	3	5	20	18	54	100
Second City	4	13	24	15	44	100
Urban	0	1	6	29	64	100
Nation	2	4	11	26	57	100

Source: Person File for employment density and Travel Day File. 0 means less than 0.5 percent.

Figure B-27. Public Transit Sub-Markets by Urbanization and Employment Density.



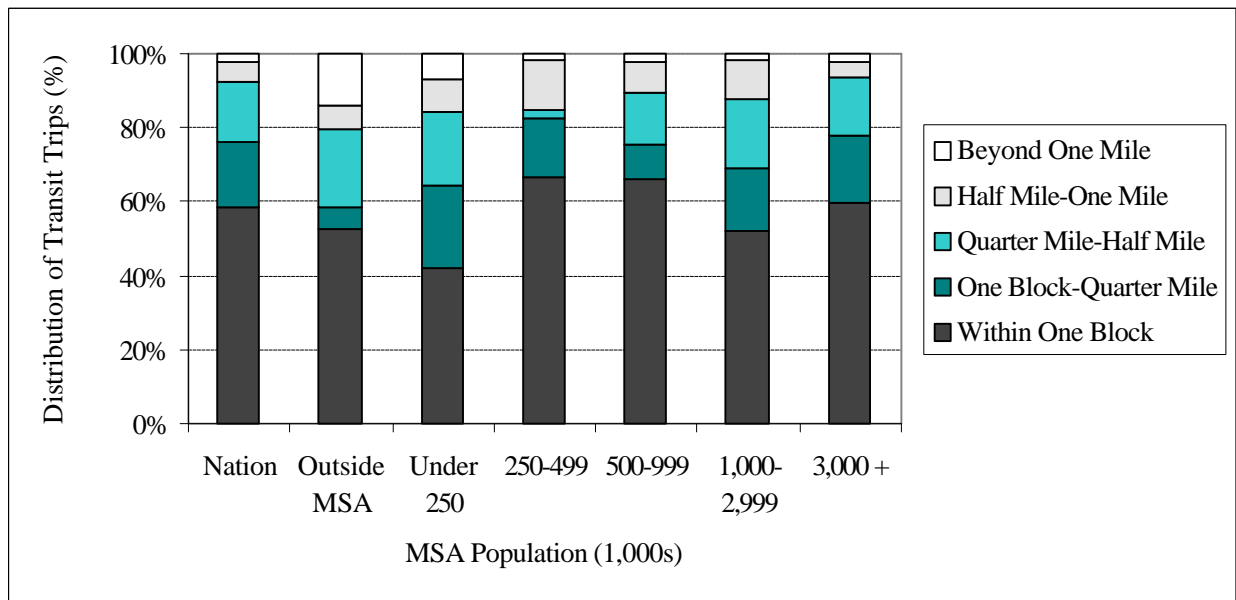
Source: Table B-27.

Table B-28. Public Transit Sub-Markets by MSA Population and Proximity to Transit Stops.

MSA Population (1,000s)	Proximity of Residence to Nearest Transit Stop					
	Within One Block	One Block-Quarter Mile	Quarter Mile-Half Mile	Half Mile-One Mile	Beyond One Mile	Total
Outside MSA	52%	6%	21%	6%	14%	100%
Under 250	42	22	20	9	7	100
250-499	66	16	3	13	2	100
500-999	66	9	15	8	2	100
1,000-2,999	52	17	19	10	2	100
3,000 +	59	18	16	4	2	100
Nation	59	18	16	5	3	100

Source: Household File for distance to transit stops and Travel Day File.

Figure B-28. Public Transit Sub-Markets by MSA Population and Proximity to Transit Stops.



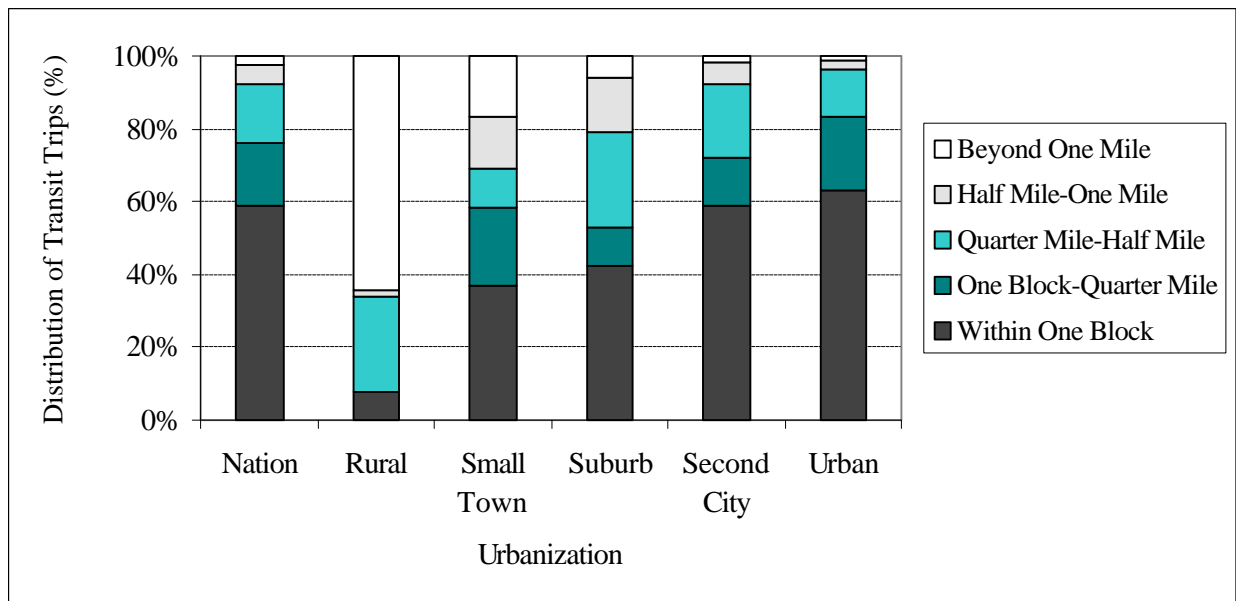
Source: Table B-28.

Table B-29. Public Transit Sub-Markets by Urbanization and Proximity to Transit Stops.

Urbanization	Proximity of Residence to Nearest Transit Stop					
	Within One Block	One Block-Quarter Mile	Quarter Mile-Half Mile	Half Mile-One Mile	Beyond One Mile	Total
Rural	8%	NA	26%	1%	64%	100%
Small Town	37	21	11	15	16	100
Suburb	42	11	26	15	6	100
Second City	59	13	21	6	2	100
Urban	63	20	13	3	1	100
Nation	59	18	16	5	3	100

Source: Household File for distance to transit stops and Travel Day File. NA means no trips sampled.

Figure B-29. Public Transit Sub-Markets by Urbanization and Proximity to Transit Stops.



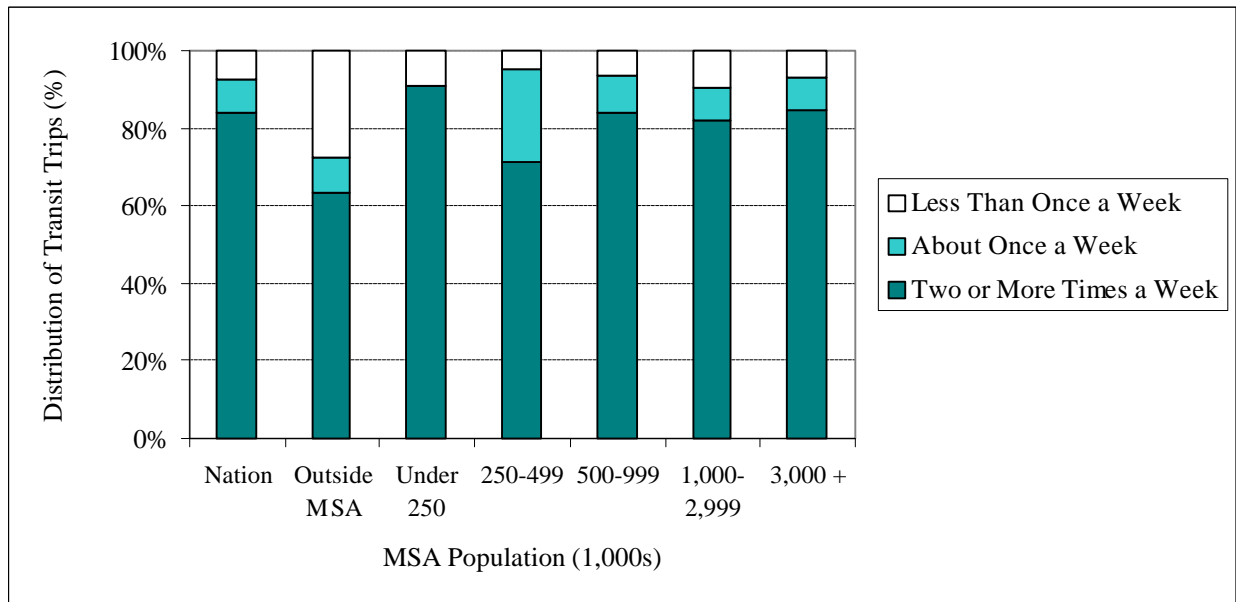
Source: Table B-29.

Table B-30. Public Transit Sub-Markets by MSA Population and Frequency of Use.

MSA Population (1,000s)	Frequency of Public Transit Use in the Two Months Before Interview			
	Two or More Times a Week	About Once a Week	Less Than Once a Week	Total
Outside MSA	63%	9%	28%	100%
Under 250	91	0	9	100
250-499	71	24	5	100
500-999	84	9	7	100
1,000-2,999	82	9	10	100
3,000 +	85	9	7	100
Nation	84	9	7	100

Source: Person File for frequency of use and Travel Day File. 0 means less than 0.5 percent.

Figure B-30. Public Transit Sub-Markets by MSA Population and Frequency of Use.



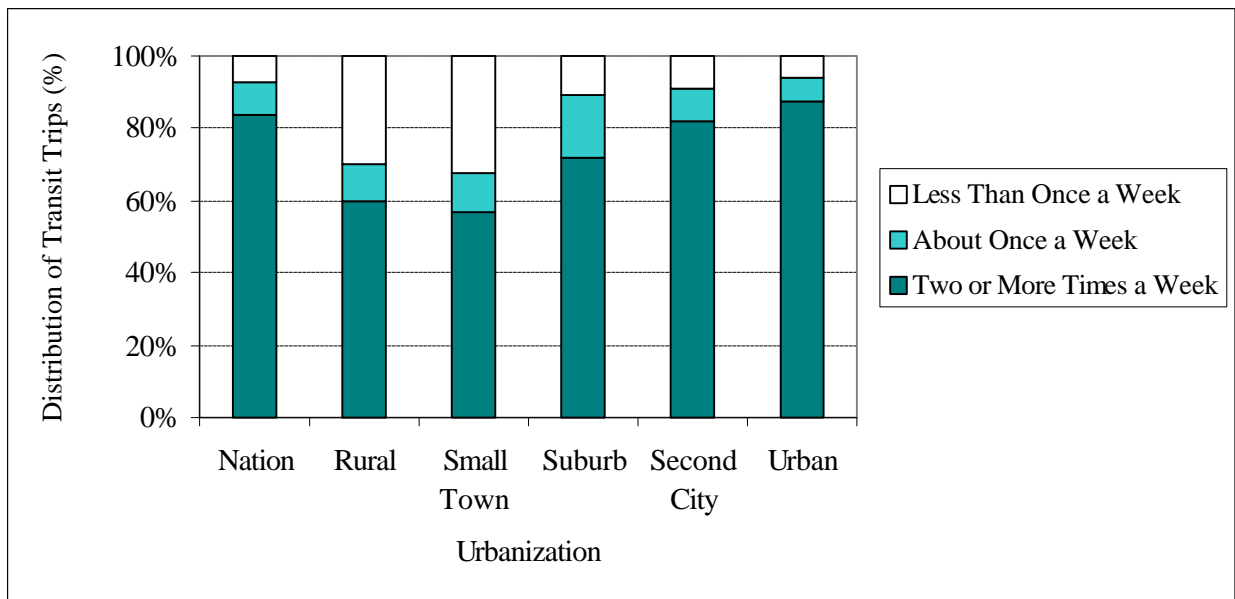
Source: Table B-30.

Table B-31. Public Transit Sub-Markets by Urbanization and Frequency of Use.

Urbanization	Frequency of Public Transit Use in the Two Months Before Interview			
	Two or More Times a Week	About Once a Week	Less Than Once a Week	Total
Rural	60%	10%	30%	100%
Small Town	57	11	32	100
Suburb	72	17	11	100
Second City	82	9	9	100
Urban	87	7	6	100
Nation	84	9	7	100

Source: Person File for frequency of use and Travel Day File.

Figure B-31. Public Transit Sub-Markets by Urbanization and Frequency of Use.



Source: Table B-31.