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**BURLINGTON / GLOUCESTER  
CORRIDOR ASSESSMENT**

**DELAWARE RIVER BRIDGES SURVEY**

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**APRIL 1991**



*Prepared By*

**Delaware Valley Regional Planning Commission**



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*Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency which provides continuing, comprehensive and coordinated planning for the orderly growth and development of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties as well as the City of Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. The Commission is an advisory agency which divides its planning and service functions among the Office of the Executive Director, the Office of Public Affairs, and four line Divisions: Transportation Planning, Regional Information Services Center, Strategic Planning, and Finance and Administration. DVRPC's mission for the 1990s is to emphasize technical assistance and services and to conduct high priority studies for member state and local governments, while determining and meeting the needs of the private sector.*



*The DVRPC logo is adapted from the official seal of the Commission and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole while the diagonal bar signifies the Delaware River flowing through it. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey. The logo combines these elements to depict the areas served by DVRPC.*



# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## Publication Abstract

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Bridge Survey	<b>Publication No.</b> 91015

### Geographic Area Covered:

The nine counties of the DVRPC region.

### Key Words:

Transit, planning, ridership, NJ TRANSIT, PATCO, survey, origin, destination, rider characteristics, travel patterns, transfer, park-and-ride

## ABSTRACT

*This report summarizes the results of a survey of motorists crossing the Delaware River using the Walt Whitman, Benjamin Franklin, Betsy Ross, and Tacony-Palmyra bridges conducted by DVRPC for NJ Transit. The survey was designed to collect data concerning travel patterns and driver characteristics and to aid in the evaluation of proposed new transit lines in Burlington, Camden, and Gloucester Counties in southern New Jersey.*

*Drivers crossing the four bridges between 6:00 AM and 9:00 AM, and 10:00 AM and 1:00 PM were handed a mailback survey form as they approached the toll booth. A total of 27,600 surveys were distributed with 4,994 were completed and returned, for a response rate of 18%. This report describes the sample design and provides major findings on a question-by-question basis, as well as origin-destination summaries.*

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## EXECUTIVE SUMMARY

The Delaware Valley Regional Planning Commission was retained in the Spring of 1990 to conduct a series of surveys of trips crossing the Delaware River in the vicinity of Philadelphia. The surveys were conducted on PATCO and NJ TRANSIT lines and on four major bridge facilities. The purpose of the surveys was to collect data on "Trans-Delaware" travellers that would provide a better understanding of mode choice and behavior in that market. An outgrowth of the NJ TRANSIT study, "Transit in South Jersey: The Mobility Challenge" (May 1989), the survey process was recommended as the first phase of a project to determine the feasibility of a fixed guideway transit facility linking Burlington or Gloucester counties to Philadelphia. This report summarizes the results of the surveys that were conducted at the bridges.

Four bridges were chosen for the survey: Walt Whitman, Benjamin Franklin, Betsy Ross, and Tacony-Palmyra. All of these bridges have at least one terminus in Philadelphia. The Walt Whitman, Benjamin Franklin, and Betsy Ross bridges cross the river from Camden County and the Tacony-Palmyra Bridge from Burlington County. Traffic was surveyed from both directions at all of the bridges.

The bridge survey was designed to solicit information in four areas: trip origin and destination, trip information, usage of the bridge, attitude toward transit, and driver characteristics. Trip origin and destination information involved determining the driver's starting and ending locations and the time that the trip was made. Characteristics of bridge usage were gathered through questions about the reasons for bridge choice, the distance from the driver's origin to the bridge, and the type of toll paid. Trip information included the answers to questions about total trip length, trip purpose, trip frequency, duration of use of the bridge, previous modal choices, auto occupancy, auto ownership, and who pays for parking and the cost. Information on attitudes toward transit included reasons for not using either PATCO or NJ TRANSIT to make this trip, and driver characteristics included socio-economic data such as age, household income, and gender.

The surveys were distributed by Delaware River Port Authority and Burlington County Bridge Commission employees, supervised by Delaware Valley Regional Planning Commission staff during June 1990. The surveys were conducted between the hours of 6:00 AM and 9:00 AM, and between 10:00 AM and 1:00 PM. By gathering information over these periods, a representative sample was produced for both the work-trip dominated peak period and the multi-purpose off-peak travel markets. A total of 27,600 surveys were distributed with 4,994 completed and returned, for a response rate of 18 percent.

The most significant findings of the survey are highlighted below.

- Almost one-half (47%) of all of the trips made by the respondents were destined to Philadelphia. Of these trips one-quarter (25%) were headed to Center City.

- Three-fourths (74%) of the trips crossing the Delaware River from Burlington and Gloucester counties were destined to Philadelphia. One-fourth (26%) of these trips were headed to Center City.
- Nearly one-third (30%) of all of the trips surveyed were destined to Camden, Burlington, and Gloucester counties. Over one-half (57%) of these trips were destined specifically to Camden County.
- The average one-way travel time for the drivers using the four bridges was 45 minutes. During the peak period the average was slightly lower and during the off-peak period it was slightly higher.
- The majority (68%) of the drivers who completed the survey were going to work while 14 percent were travelling on company business.
- The average distance driven to reach the bridges was 11.5 miles.
- The average auto occupancy during the peak period was 1.2 persons per vehicle, while during the off-peak period it was 1.5 persons.
- Shortest distance to the bridge was the answer chosen by most of the respondents (61%) as the reason for using that particular bridge.
- Except at the Tacony-Palmyra Bridge where 30-day stickers are not available, over one-half (58%) of the drivers used a 30-day sticker to pay their bridge tolls.
- One-half (50%) of those surveyed indicated that they did not use PATCO rail service because it was not close enough to either their origin or destination. Slightly fewer (44%) chose the same reason for not using NJ TRANSIT bus service.
- Over three-quarters (84%) of those surveyed reported that they would be parking in a free parking space. The average daily cost to those who did have to pay was \$5.88, and the average monthly cost was \$58.56.
- Three-quarters (73%) of the respondents were male, the average age was 43 years, and the average annual income was \$54,000.



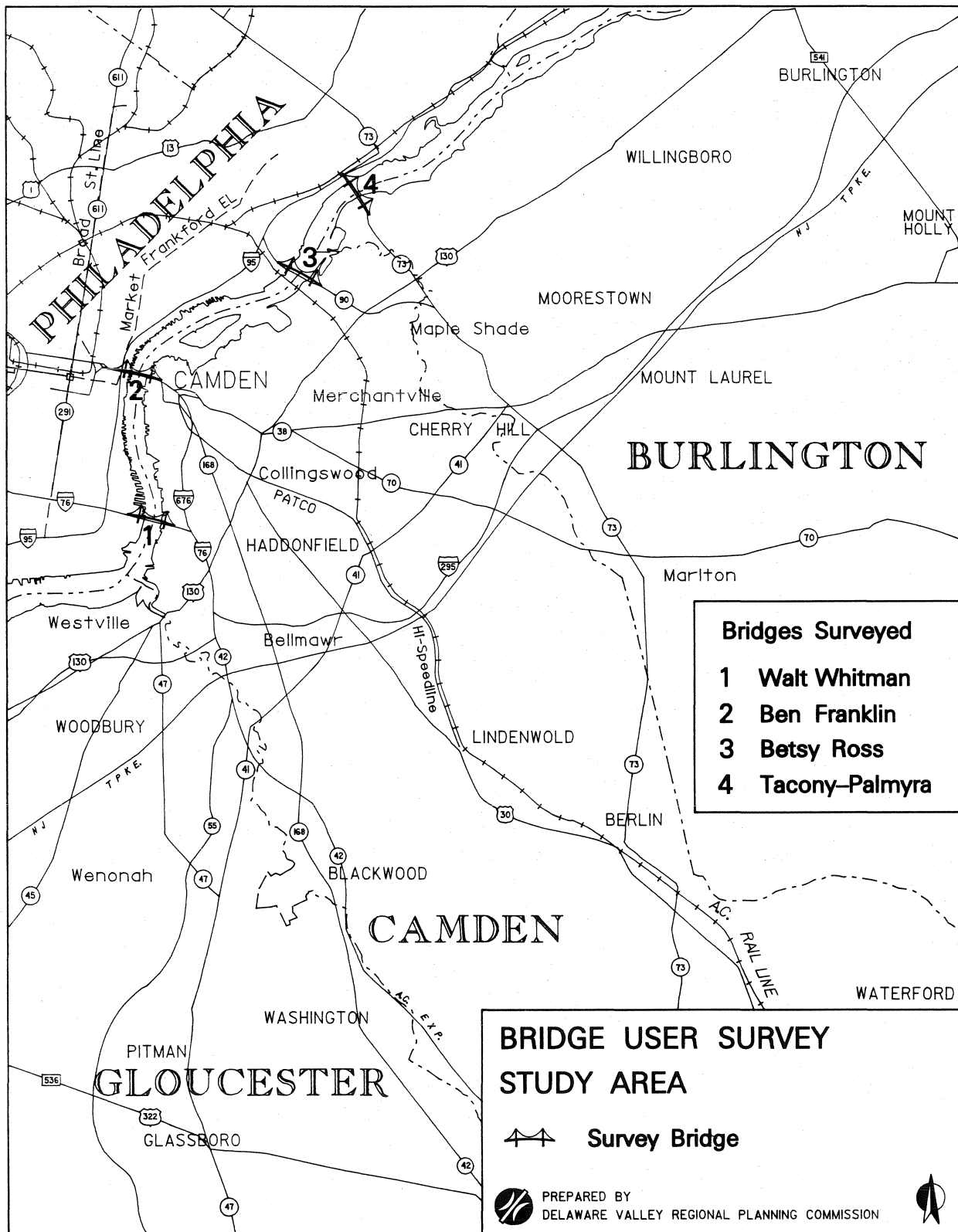
## INTRODUCTION

This report summarizes the results of a survey of motorists crossing the Delaware River using the Walt Whitman, Benjamin Franklin, Betsy Ross, and Tacony-Palmyra bridges. The survey was one of three conducted by the Delaware Valley Regional Planning Commission (DVRPC) for NJ TRANSIT in the Spring of 1990. The survey design was guided by a coordinating committee composed of representatives from NJ TRANSIT, the New Jersey Department of Transportation (NJDOT), the Delaware River Port Authority (DRPA) and its transit operating subsidiary, PATCO, the Burlington County Bridge Commission, and the counties of Burlington, Camden, and Gloucester. The other two surveys queried NJ TRANSIT and PATCO passengers. The results of those surveys are summarized in separate reports. The purpose of these surveys was to provide basic data on trip origin-destination, mode, purpose, frequency, and socio-economic characteristics of "Trans-Delaware" travellers which will provide a better understanding of mode choice behavior in this market.

This project is an outgrowth of the NJ TRANSIT study, "Transit in South Jersey: The Mobility Challenge," (May 1989). That study examined public transit needs in the southern portion of the state and concluded that a major capital investment in a new transit facility may be warranted in either the Gloucester or Burlington corridors. The study recommended that NJ TRANSIT conduct additional analyses to determine the feasibility of pursuing funding for an UMTA-sponsored Alternatives Analysis/Environmental Impact Statement (AA/EIS) for a fixed guideway transit facility linking Burlington or Gloucester counties with Philadelphia. UMTA regulations require that the regional system planning process, which includes regional monitoring, problem identification, and plan/program identification, select the corridor to be advanced into an AA/EIS and identify a set of promising alternatives for addressing the problems identified.

The 1989 study also recommended that NJ TRANSIT pursue origin-destination surveys of all automobile and transit users crossing the Delaware River in the greater Philadelphia area. Such a survey could support ongoing project planning efforts and planning work associated with investigating fixed guideway projects in the two corridors. The survey efforts constituted the first task in the recommended study commissioned by NJ TRANSIT to assess the feasibility of a fixed guideway transit facility in either the Burlington or Gloucester to Philadelphia corridors.

In the second task, DVRPC will use its travel simulation models to produce facility level ridership estimates for a set of alternative technologies in each corridor. Market specific data gathered through the surveys will be used to adjust the simulation models and to refine the alternatives to increase transit ridership. Preliminary operating and construction costs will be developed by an engineering consultant for each alternative in the third task, enabling the calculation of the UMTA index values used to screen projects for authorization of an AA/EIS study. NJ TRANSIT has contracted with the firm of Gibbs & Hill to perform the engineering cost analysis. Finally, NJ TRANSIT will conduct an assessment of the financial capacity of the region and its transit operators to support the most promising alternative while continuing to support existing services.



## **SURVEY QUESTIONNAIRE DESIGN**

After meeting with the Coordinating Committee to refine the survey objectives, DVRPC developed a draft survey questionnaire containing 22 questions. The proposed layout called for the survey document to be printed on an 8½ X 11 inch card with the questions arrayed on three panels and the business reply mailer on the fourth. DVRPC incorporated the comments and suggestions of the committee members into a final camera-ready mechanical using WordPerfect software and an HP Laserjet II printer. A copy of the final survey form follows.

The questionnaire surveyed motorists in five general areas: 1) trip origin and destination, 2) trip information, 3) usage of the bridge, 4) attitude toward transit, and 5) driver characteristics.

### **Trip Origins and Destinations**

Questions 2 and 7 were designed to obtain information on trip origin and destination. These questions requested the motorist to provide the Zip codes of the trip starting and ending locations. In the event the Zip code was unknown, respondents were requested to indicate the town or neighborhood and nearest street intersection. Question 1 asked the motorist to state the time at which the survey was received. Each survey was assigned a unique serial number which was used to identify the place at which the motorist was surveyed. Consequently, using all of the information from Questions 1, 2, 7 and the serial number, it would be possible to determine the respondent's starting location, the bridge used to cross the Delaware River, the final destination, and the time period during which the trip was made.

### **Bridge Usage**

Questions 3-6 queried the respondent about the bridge used for the trip surveyed. Question 3 asked why that particular bridge was used. Responses included saves time, shortest distance, lower bridge toll, better highway access, and less traffic congestion. Question 4 asked the length of the trip, in minutes, from the origin to the bridge. Question 5 requested the distance between the bridge and the origin of the trip. The respondent had to choose one of the following distances: 1/4 mile, 1/2 mile, 1 mile, 1-2 miles, 2-3 miles, 3-5 miles, 5-7 miles, 7-10 miles, 10-15 miles, 15-20 miles, 20-30 miles, or 30 miles or more. Question 6 asked for the type of toll paid to use the bridge. Answers included exact change, cash-other, 30-day sticker, carpool ticket, senior citizen ticket, or other.

### **Trip Information**

Questions 8-10 and 12-16 were included to obtain general information about the respondent's trip. Question 8 requested the total length of time, in minutes, that the motorist used to complete the trip. Question 9 sought the purpose of the trip. Possible answers included going to work, returning from work, school, company business, shopping,

## SURVEY QUESTIONNAIRE

## DELAWARE RIVER BRIDGE USER SURVEY

The Delaware Valley Regional Planning Commission, in cooperation with DRPA, Burlington County Bridge Commission, NJ DOT and NJ TRANSIT, is conducting this survey to assess your transportation needs and to help us improve highway facilities and transit service. Please fill out this survey and mail the completed form. **NO POSTAGE NECESSARY.** Thank you for your cooperation.

7. Where is your FINAL destination?

\_\_\_\_\_  
[Street address or nearest intersection]  
\_\_\_\_\_  
[City or Town] [State] [Zip Code]

8. How long does it take you to travel from your START location to your FINAL destination? \_\_\_\_\_ minutes.

9. What is the main purpose of this trip? (Check one)

- ☐ Going to Work ☐ Company business ☐ Recreation/Social  
☐ Returning from Work ☐ Shopping ☐ Going out to eat  
☐ School ☐ Medical/Personal ☐ Other \_\_\_\_\_

10. Please enter the NUMBER of times you crossed the Delaware River on each of the last seven days? (ie, if you crossed one time to get to work and another time to return home, that counts as 2 crossings on that day).

1. \_\_\_\_\_ Monday 3. \_\_\_\_\_ Wednesday 5. \_\_\_\_\_ Friday 7. \_\_\_\_\_ Sunday  
 2. \_\_\_\_\_ Tuesday 4. \_\_\_\_\_ Thursday 6. \_\_\_\_\_ Saturday

11. Why don't you use either the PATCO Hi-Speed Line or an NJ TRANSIT bus to make this trip? (Check the most important reasons for each transit company)

PATCO	NJ TRANSIT
<input type="checkbox"/> Not close enough	<input type="checkbox"/> Not frequent enough
<input type="checkbox"/> Not reliable	<input type="checkbox"/> Not comfortable
<input type="checkbox"/> Costs more than using a car	<input type="checkbox"/> Takes longer than a car
<input type="checkbox"/> Too crowded	<input type="checkbox"/> Car needed during the day
<input type="checkbox"/> Have company car	<input type="checkbox"/> Have company car

12. How long have you been driving for this trip? \_\_\_\_\_ mos / yrs

13. How did you make this trip before driving? (Check one)

- ☐ Did not make this trip ☐ Carpool ☐ Bus  
☐ PATCO ☐ Vanpool ☐ Other \_\_\_\_\_

1. What time was it when you received this survey? \_\_\_\_\_ : \_\_\_\_\_ am / pm

2. Where did you START this trip?

\_\_\_\_\_  
[Street address or nearest intersection]  
\_\_\_\_\_  
[City or Town] [State] [Zip Code]

3. Why do you use this particular bridge? (Check one)

- ☐ Saves time ☐ Better highway access  
☐ Shortest distance ☐ Less traffic congestion  
☐ Lower bridge toll ☐ Other \_\_\_\_\_

4. How long did it take you to get from your START location to this bridge? \_\_\_\_\_ minutes.

5. How far is your START location from this bridge? (Check one)

- ☐ 1/4 mile ☐ 1-2 miles ☐ 5-7 miles ☐ 15-20 miles  
☐ 1/2 mile ☐ 2-3 miles ☐ 7-10 miles ☐ 20-30 miles  
☐ 1 mile ☐ 3-5 miles ☐ 10-15 miles ☐ 30 or more miles

6. What type of toll did you pay for this trip? (Check one)

- ☐ Exact change ☐ 30-Day sticker ☐ Senior citizen ticket  
☐ Cash - Other ☐ Carpool ticket ☐ Other \_\_\_\_\_

## SURVEY QUESTIONNAIRE - (Continued)

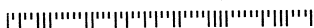
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21 S. FIFTH STREET BOURSE BUILDING  
PHILADELPHIA PA 19106-9961



BRIDGE  
SURVEY

14. Which of the following best describes the vehicle you used on this trip?  
(Check one)

- ☐ My own car  
☐ My own passenger van  
☐ Company car  
☐ Other \_\_\_\_\_

15. How many people, including the driver, were in your vehicle? \_\_\_\_\_ persons

16. How much do you pay to park your vehicle at your FINAL destination?

- ☐ Free parking provided  
☐ I pay daily charge of \$ \_\_\_\_\_  
☐ Employer pays ☐ I pay monthly charge of \$ \_\_\_\_\_

17. Are you: ☐ male ☐ female

18. What is your age? \_\_\_\_\_ years

19. What is your race? ☐ White ☐ Black ☐ Asian ☐ Other \_\_\_\_\_

20. What is your household income per year? (Check one)

- ☐ Under \$10,000  
☐ \$10,000 - \$15,000  
☐ \$15,000 - \$25,000  
☐ \$25,000 - \$35,000  
☐ \$35,000 - \$50,000  
☐ \$50,000 - \$75,000  
☐ \$75,000 - \$100,000  
☐ \$100,000 or more

21. Are you: (Check one)

- ☐ Employed Full-time  
☐ Employed Part-time  
☐ Retired  
☐ Currently Unemployed  
☐ Homemaker  
☐ Student

22. What is the highest level of schooling you have completed? (Check one)

- ☐ Elementary School  
☐ Some High School  
☐ Graduated High School  
☐ Some College  
☐ Graduated College  
☐ Post-Graduate School  
☐ Vocational School  
☐ Special School  
☐ Other \_\_\_\_\_

Thank you. Now please fold, seal and drop in ANY MAILBOX.  
NO POSTAGE NECESSARY

Fold Here

medical/personal, recreation/social, going out to eat, and other. Question 10 asked the respondent for the number of times the Delaware River was crossed on each of the last seven days. Question 12 asked how long, in months and years, the respondent had been making this trip by driving, while Question 13 asked how this trip was made before the respondent drove it. The possible responses to Question 13 included did not make this trip, PATCO, carpool, vanpool, bus, and other. Question 14 asked the respondent to describe the vehicle being driven as either my own car, company car, my own passenger van, company van, or other. Question 15 requested the number of persons in the vehicle, including the driver. Question 16 requested information concerning parking at the final destination. This two-part question sought to understand whether parking was free or paid, how much was paid and how often.

### **Attitudes Toward Transit**

Question 11 was designed to discover why the respondent had not chosen to use transit for this trip. A list of reasons was offered and the respondent was invited to choose those reasons that were applicable to PATCO and those that were applicable to NJ TRANSIT. These reasons included not close enough, not frequent enough, not reliable, not comfortable, cost more than using a car, takes longer than a car, too crowded, car needed during the day, and have company car.

### **Driver Characteristics**

Questions 17-22 were designed to obtain data on the demographic and socio-economic characteristics of the motorists who drive across the Delaware River bridges. The first three queried the respondent's gender, age, and race. Question 20 inquired about household income, while Question 21 asked for the person's employment status, with categories such as employed full-time, employed part-time, retired, student, homemaker, and unemployed. Finally, Question 22 queried the respondent's level of education.

## **SAMPLE DESIGN**

In transportation planning surveys, it is desirable to design a sample large enough to provide an accuracy of 5 percent, with 95 percent confidence. However, because of the number of origins and destinations possible from a travel survey of the type proposed, it is infeasible to design the sample size to meet this accuracy criteria. From previous experience with similar mailback surveys, it was deemed appropriate to assume that 25 percent of the survey forms distributed to bridge users would be completed by motorists and returned to DVRPC. Based on these assumptions, the total number of survey questionnaires required for distribution was estimated to be 27,600, or about 23 percent of the total non-truck motorists who typically use these bridges during the peak (6:00 am - 9:00 am) and off-peak (10:00 am - 1:00 pm) periods. The following table summarizes the survey parameters including the final sample size and response rate. To ensure a sample size which adequately represented the existing traffic and provided sufficient results for data processing and analysis for each

**SAMPLE SIZE, QUESTIONNAIRE DISTRIBUTION, AND RESPONSE RATE**

	<u>Tacony Palmyra</u>	<u>Betsy Ross</u>	<u>Ben Franklin</u>	<u>Walt Whitman</u>	<u>Total</u>
Survey Times:	6:00 a.m. - 9:00 a.m. & 10:00 a.m. - 1:00 p.m.				
Survey Day:	Thursday 6/7/90	Friday 6/1/90	Wednesday 6/6/90	Tuesday 6/5/90	
Surveys Distributed:					
<u>Westbound</u>					
Peak:	2,160	1,760	2,880	3,840	
Off-Peak:	1,560	1,200	1,980	2,640	
<u>Eastbound</u>					
Peak:	1,200	880	1,440	1,920	
Off-Peak:	960	660	1,080	1,440	
TOTAL:	5,880	4,500	7,380	9,840	27,600
Traffic Volume: (during period)	27,900	10,400	35,100	46,800	120,200
Percent of Total Traffic:	21%	43%	21%	21%	23%
Number of Surveys Returned:	1,350	999	1,597	1,933	5,879
Response Rate:	23%	22%	22%	20%	21%
Valid Surveys Used:	1,183	847	1,323	1,639	4,994
Response Rate: (selected)	20%	19%	18%	17%	18%

bridge, traffic volume during the time period intended for survey distribution was examined. About 21 percent of the drivers using either the Tacony-Palmyra, Benjamin Franklin, or Walt Whitman Bridges were included in the sample. However, the sample size for the Betsy Ross Bridge was expanded to 43 percent to maintain an overall sample rate of 23 percent.

## **CONDUCT OF THE SURVEY**

Prior to distribution, the survey forms were separated into packages containing the appropriate number of forms for the peak and off-peak periods for both directions of travel on each bridge. The forms had been sequentially numbered during the printing process. These numbers were used to identify where and when the survey form was distributed. The surveys were distributed at the toll plaza of each bridge to both eastbound and westbound traffic. To minimize delay and driver annoyance, the surveys were handed to each driver as the vehicle approached the toll booth, before the toll was paid.

The survey was conducted by DRPA and Burlington County Bridge Commission summer interns under the direction of DVRPC staff. The number of personnel assigned to each bridge was based on the estimated traffic volume and the number of toll booths open to traffic during each period. The surveys were distributed on June 1, 5, 6, and 7, 1990.

All 27,600 survey questionnaires were distributed during the appropriate periods. A total of 5,879 forms were mailed back to DVRPC. On certain bridges, the response rate for some time periods exceeded the sample design while others were below the design level. The overall response rate was slightly lower than expected (21% versus 25%). DVRPC randomly selected 4,994 returns for use in the analysis, eliminating any that were substantially incomplete or grossly inconsistent. The response rate finally selected for the analysis of survey results was also smaller than that assumed in the sample design.

## **DATA PREPARATION**

The completed surveys were sorted by site and time period to assist in computer entry and editing. Each form was inspected to determine if origin and destination Zip codes had been given. If not, the additional location information requested from the respondent was used to determine the Zip. The computer program used for data entry could automatically insert the zip for any town in the DVRPC region.

To provide the origin and destination data in a more usable form, the ZIP code data was used to identify the county for each trip end for areas within the DVRPC region. In addition, the Philadelphia ZIP codes were grouped according to Center City -- the area bounded by the Delaware River, the Schuylkill River, Vine Street and South Street -- and all other areas of Philadelphia County. Data from areas outside of the DVRPC region were grouped into a category called "Other".



## SURVEY RESULTS

This section of the report provides summary discussions of the responses received from the mailback surveys. The discussions are based on tabulations of the data prepared by DVRPC which are included in the Appendices. The tabulations are presented in two formats. The Question-by-Question Tabulations show the number and percentage of responses to each question on the survey form. These tabulations are found in Appendix A. The Origin-Destination Trip Tables show the number of trips between counties in the region (as well as Center City, and Other) as identified from the responses to Questions 2 and 7. These tabulations are found in Appendix B.

### QUESTION-BY-QUESTION SUMMARY<sup>1</sup>

The tabulations in Appendix A show the number of valid returns for each response and the number of returns with no response. Next to the number of returns is the percent these returns represent of the total valid responses and the error associated with that percent. The error figure (+ /-) indicates the interval (at 95% confidence) on either side of the stated percentage that should be allowed, given the size of the sample and the number of responses. The results of the tabulations are based on the aggregate responses to the survey and have not been factored to reflect the sampling rates.

This discussion of the survey results is approached on a question by question basis. In each case a definition of limits or terms is presented, where necessary, and this is followed by a review of the results for all respondents. The analysis then presents results stratified by county of origin. Results from Burlington, Camden and Gloucester counties are presented and significant differences are noted where they exist. An examination was also conducted disaggregating the survey results by bridge.

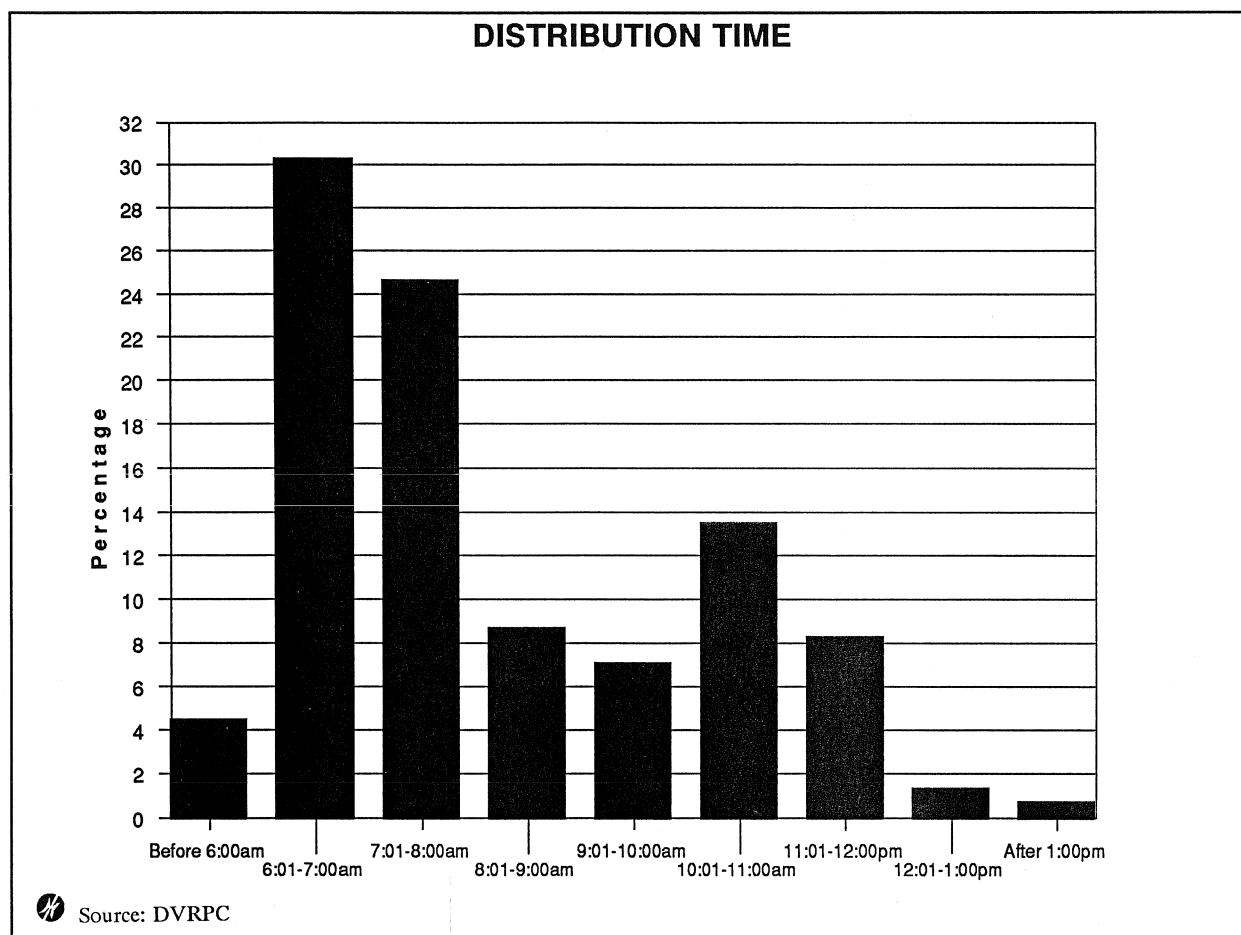
In addition to the above stratifications, where appropriate, the survey data was disaggregated into state origin-destination, as well as into those destined for Center City. For this survey, Center City is defined by the zip codes located between the Delaware and Schuylkill rivers, and Callowhill and Pine streets (19101-10, excluding 19104).

#### Question 1: Time of Distribution

While each survey form was assigned a serial number which indicated the period during which it was distributed, this question was asked to more precisely determine the hour during which the reported trip was actually made. This data is used to make the comparison between driver behavior during the peak and non-peak hours. Overall, almost one-half (45%) of the peak period respondents reported receiving their forms during the first hour (6:01 AM and 7:00 AM) of that period, while slightly fewer (41%) off-peak respondents said they received their forms during the first hour (10:00 AM and 11:00 AM) of that period.

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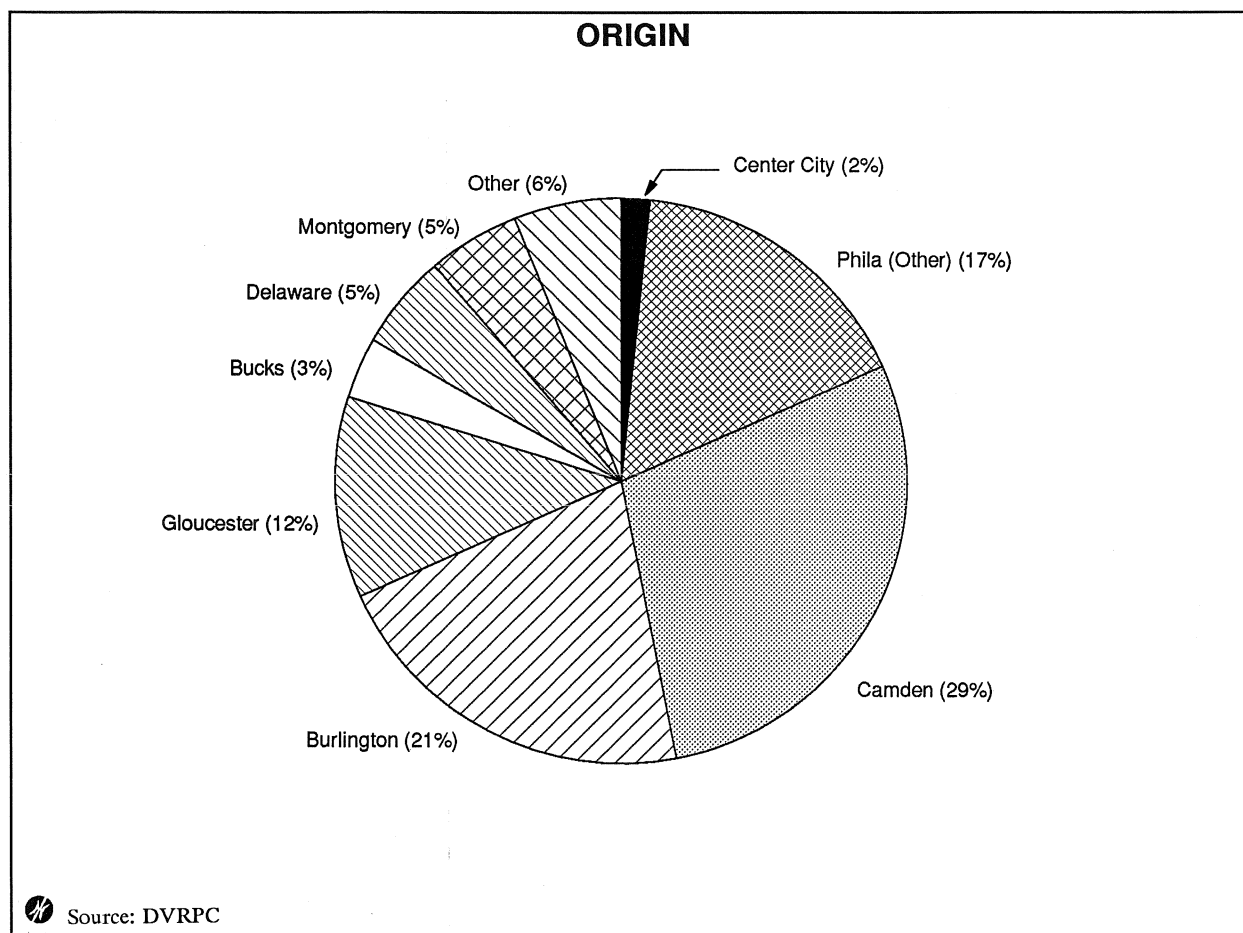
<sup>1</sup>Unless otherwise noted, the tables and graphs that appear within the question-by-question summary are of the overall results.



### Question 2: County of Origin

This question, along with Question 7, was asked to enable the development of origin - destination trip tables at a variety of aggregation levels. Those tables are discussed in the next chapter and the tables are provided in Appendix B. This discussion examines only the origins of the trips. Because both directions of travel are included in the tabulations, they indicate the general flow of traffic during the time periods surveyed. Nearly two-thirds (62%) of the trips surveyed were begun in the three New Jersey counties of Burlington, Camden and Gloucester while one-third (33%) were begun in one of the four Pennsylvania counties of and around Philadelphia. Of the trips originating in New Jersey, nearly one-half (46%) began in Camden County, one-third (35%) in Burlington County, and one-fifth (19%) in Gloucester County. The majority (55%) of the trips from Pennsylvania began in Philadelphia, while another one-sixth (16%) each came from Delaware and Montgomery counties. These percentages varied little from the peak to the off-peak period.

When the trip origins were tabulated by bridge, variations from one bridge to another could be seen. These results reinforced the supposition that trip origin and bridge location are closely related. The ratio of New Jersey versus Pennsylvania trip origins is 2 to 1 for the Walt Whitman (61% versus 30%) and the Betsy Ross (66% versus 33%) bridges, slightly



more for the Benjamin Franklin (66% versus 30%) and much closer to 1 for the Tacony-Palmyra (56% versus 45%).

At the Walt Whitman Bridge, approximately one-half (51%) of the trips from New Jersey originated in Camden County and more than one-third (38%) originated in Gloucester County. Philadelphia accounted for one-half (48%) of the Pennsylvania origins. Delaware County (34%) was also a significant source of trips from Pennsylvania. The large percentage of trips originating from "Other" (9% of the total) can probably be attributed to the good connections between the Walt Whitman Bridge and the interstate highway system in Philadelphia and South Jersey (I-76 and I-95).


Of the New Jersey respondents surveyed at the Benjamin Franklin Bridge, more than one-half (56%) listed Camden County as their origin, one-fourth (26%) listed Burlington County and one-sixth (17%) listed Gloucester County. Again, Philadelphia was the source of well more than one-half (58%) of the Pennsylvania based trips. One-fifth (21%) were also from Montgomery County and less than one-sixth (15%) from Delaware County.

One-half (56%) of the New Jersey based respondents at the Betsy Ross were from Burlington County while another 40 percent were from Camden County. Of the Pennsylvania origins, the primary source counties were Philadelphia (55%), Bucks County

(23%) and Delaware County (12%). The New Jersey origins at the Tacony-Palmyra mostly came from Burlington County (65%) and Camden County (32%). The Pennsylvania origins still came mostly from Philadelphia (54%), but also from Montgomery (20%) and Bucks (15%) counties.

### Question 3: Reason for Bridge Choice

Reason for Bridge Choice	Percent of Total				
	Overall	Walt Whitman	Benjamin Franklin	Betsy Ross	Tacony-Palmyra
Saves Time	11	8	11	23	8
Shortest Distance	61	70	68	28	60
Lower Bridge Toll	6	1	0	1	25
Better Highway Access	9	12	4	19	2
Less Traffic Congestion	8	2	11	26	2
Other	5	7	6	4	4
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

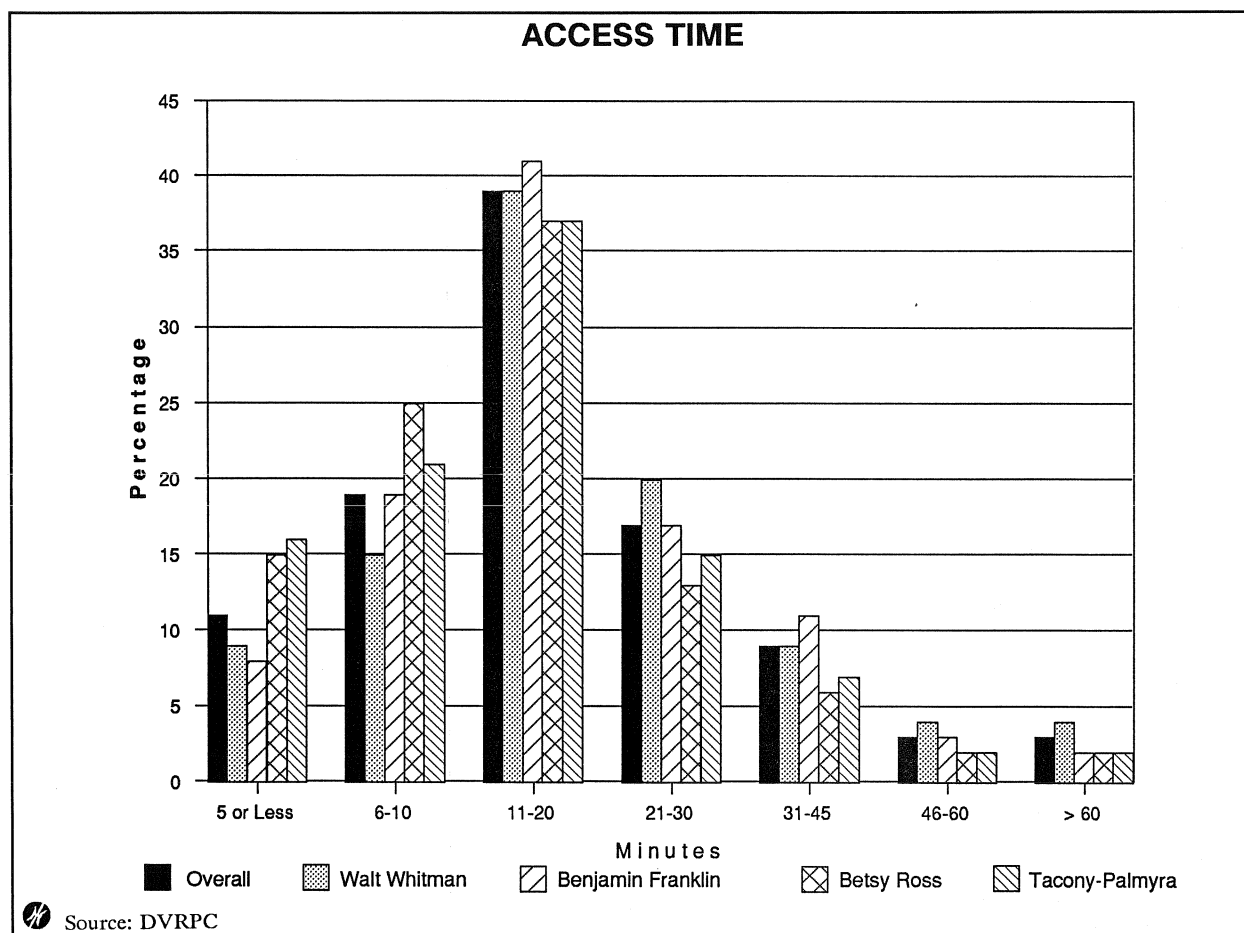
 Source: DVRPC

The purpose of this question was to ascertain which factors users consider most important when making the choice of where to cross the river. Without exception, "shortest distance" was the factor most often chosen in all tabulations. In fact, this answer was identified by at least one-half of the respondents every time, except at the Betsy Ross Bridge (28%). At that bridge, "less congestion" and "better access" were also chosen by significant percentages (26% and 19%) of the respondents. At the Tacony-Palmyra Bridge, which currently has only a \$.50 toll, "lower bridge toll" was chosen by one-quarter (25%) of the respondents. "Saves time" was often chosen by the respondents at the Betsy Ross (23%) and Benjamin Franklin (11%) bridges. The tabulations for this question did not vary significantly from one time period to the other.

### Question 4: Access Time

Question 4 was asked to determine the average travel time of motorists going to each bridge. The overall average for all responses, including those coming from either the New Jersey or the Pennsylvania side of the river, was 21.4 minutes. The peak period average of 20.1 minutes was lower than the off-peak average of 23.8 minutes.

Analysis of the tabulations by county showed considerably more range. Camden County drivers averaged 15.7 minutes, Burlington County drivers averaged 17.2 minutes, while Gloucester County drivers averaged 21.4 minutes. In Camden County, the peak period average time was only one minute longer than the off-peak average, while in Gloucester County it was almost 4 minutes longer. However, in Burlington County, the peak period average time was approximately 2 minutes less than the off-peak.

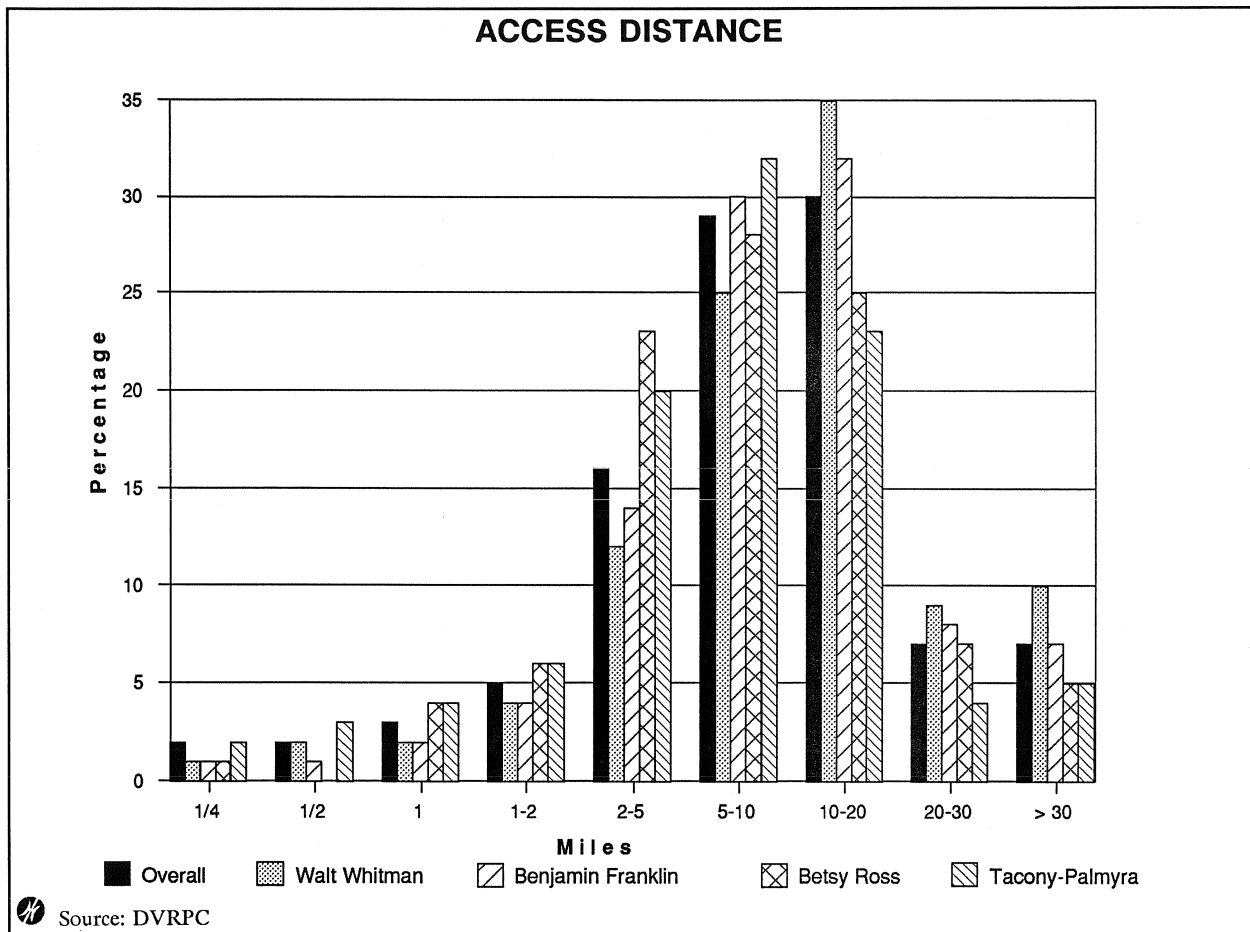


The tabulation by bridge also resulted in variations. Those drivers using the Walt Whitman averaged 23.8 minutes to the bridge, those using the Benjamin Franklin averaged 21.8, those using the Tacony-Palmyra averaged 19.2, and those using the Betsy Ross averaged 18.9 minutes. Longer average travel times at the Walt Whitman Bridge were probably due to the proximity of connections to the interstate highway system. The comparison of average travel time to each bridge by time period varied considerably. Off-peak average times were always longer than peak period times. The difference was nearly 6 minutes for the Walt Whitman, 2 minutes for the Tacony-Palmyra, 4 minutes for the Betsy Ross, but virtually the same for the Benjamin Franklin.

### Question 5: Access Distance

This question was asked to determine the average distance that motorists were driving, or were willing to drive, to get to the bridges. Respondents were asked to indicate their average travel distance to the bridge by selecting from a series of distance ranges. The program then calculated an average travel distance for each tabulation. The overall average travel distance was 11.5 miles, varying little between the peak (11.2) and the off-peak (12.2).

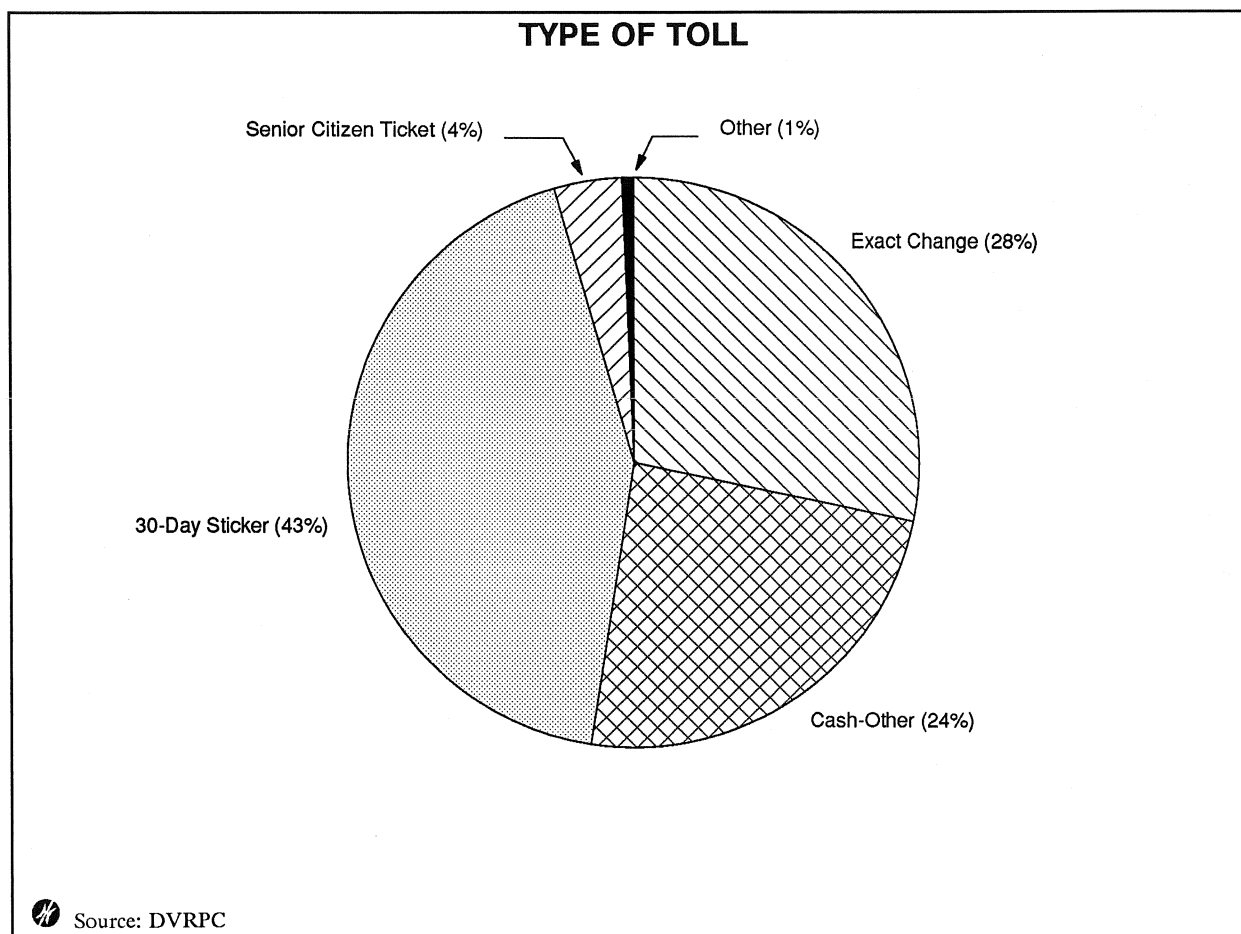
The tabulations by county showed Camden County with a low of 8.7 miles, similar to Burlington County at 9.7 miles. Gloucester County drivers travelled the greatest distance



to a bridge, averaging 14.1 miles, due to the fact that none of the bridges is in Gloucester County. Gloucester County drivers also showed a greater variation in average distance between time periods than the other counties.

The tabulation by bridge also resulted in variations of average travel distance. The longest average distance was 15.1 miles to the Walt Whitman during the off-peak and shortest average distance was 8.7 miles to the Tacony-Palmyra Bridge during the peak period. The Walt Whitman distances were greater than the distances at the other bridges while the average distances to the Tacony-Palmyra were the lowest.

Using the average travel times from Question 4 and the average distances from Question 5, comparisons could be made in travel speeds. The overall average speed of drivers on the portion of their trip from the origin to the bridge was 32 miles per hour. This speed was greatest for drivers from Gloucester County (40 mph) and about the same for Camden and Burlington County drivers (33 and 34 mph). Trips destined to Center City average about 36 mph. The highest speeds were found for the Walt Whitman (34 mph) while the lowest speeds were approaching the Tacony-Palmyra (29 mph).

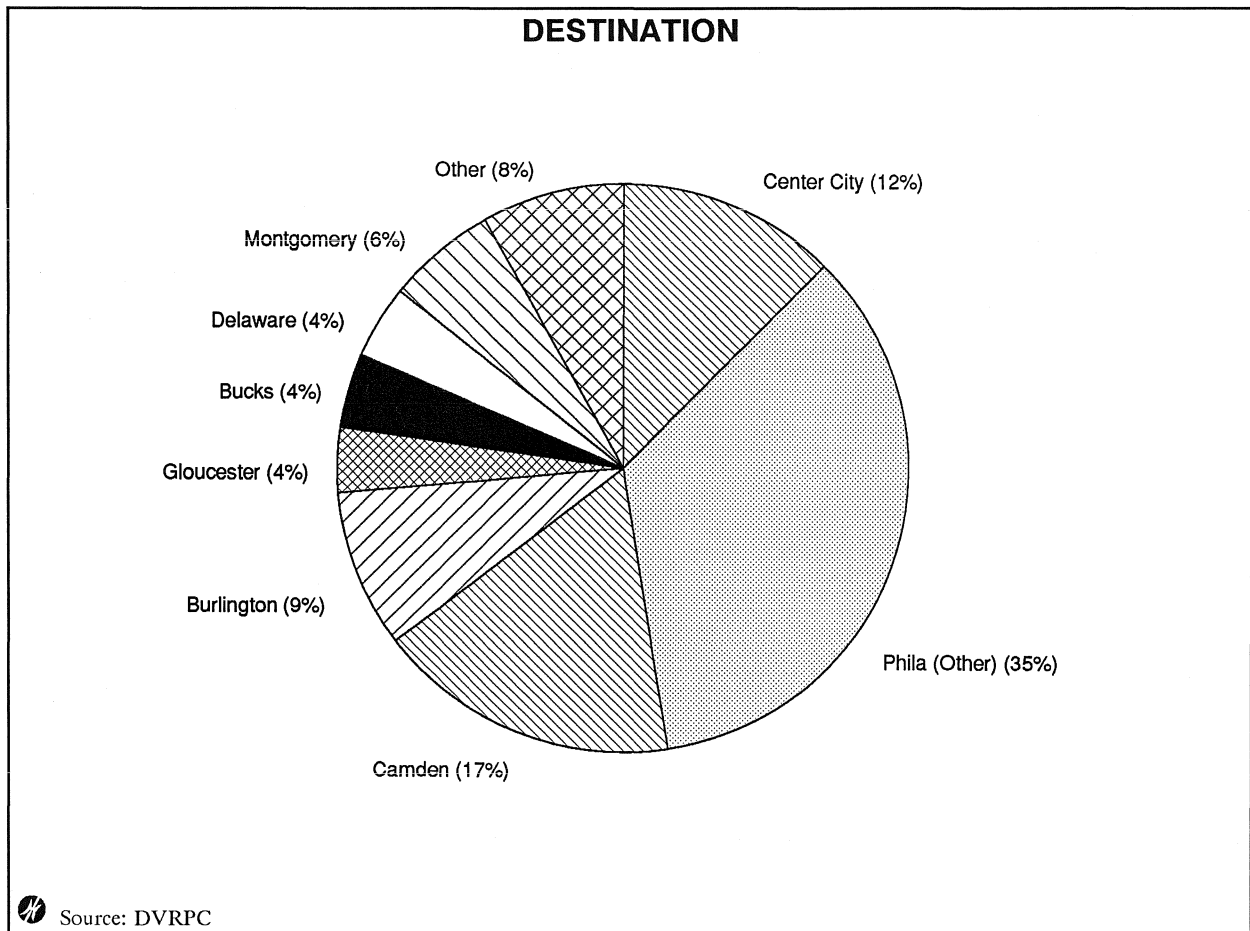
**Question 6: Type of Toll**

One of the purposes of Question 6 was to determine how many respondents pre-pay their tolls using a 30-day sticker, indicating that they are probably regular commuters, versus other payment methods. The overall tabulation for this question showed that nearly one-half (43%) of the respondents purchased a 30-day sticker to pay their tolls, while about one-fourth paid their fare with either exact change (28%) or cash (24%). During the peak period, the proportion using pre-paid stickers accounted for 54 percent of the respondents. For the off-peak period, the percentage of respondents using exact change or cash rose above 55 percent, while the percentage using 30-day stickers dropped to 40 percent or less. Also during the off-peak period, the percentage of respondents using senior citizen tickets increased to about one-tenth (8%). Fewer than 1 percent of the respondents from either time period reported that they used carpool tickets to pay their tolls.

The percentage of respondents using a 30-day sticker exceeded 50 percent for each of the county and bridge tabulations except for Burlington County and the Tacony-Palmyra Bridge. These two cases need to be discussed separately due to the toll system used on the Tacony-Palmyra Bridge. At that bridge, the fare is \$.50 compared to \$.90 at the other bridges and 30-day stickers are not available. Consequently, 100 percent of the tolls paid at the Tacony-Palmyra Bridge are either exact change (71%) or cash (28%). Because the Tacony-Palmyra

Bridge is located in Burlington County, the Burlington County tabulation is skewed by this difference in toll policy. As a result, the Burlington County tabulation showed a lower percentage (34%) of respondents using 30-day stickers and a much higher percentage (63%) using exact change or cash.

### Question 7: Trip Destination



This question along with Question 2 was asked to enable the development of origin - destination trip tables at a variety of aggregation levels. Those tables are discussed in the next chapter and the tables are provided in Appendix B. This discussion examines only the destinations of the trips. Because both directions of travel are included in the overall data, it is most meaningful to discuss the results to this question on a state to state basis. Two-thirds (64%) of the trips were destined from New Jersey to Pennsylvania while one-third (36%) were headed in the reverse direction. The overall tabulation for this question showed that three-fourth (74%) of the respondents from the three New Jersey counties were destined to Philadelphia. One-fourth (26%) of these trips were headed into Center City. Of the trips from Pennsylvania into the tri-county area, more than one-half (57%) were destined to Camden County, nearly one-third (30%) to Burlington County, and the remaining 13% were headed to Gloucester County. These percentages held fairly constant for both the peak and off-peak periods.



With the tabulations by county and state, Philadelphia and Camden were always the destinations of the largest percentage of the respondents regardless of time period. Very slight variations from the overall results were noted between the counties. Camden County had slightly less orientation to Philadelphia (73%) while Gloucester County showed slightly more (79%) and Burlington County reflected the overall. Gloucester County also showed a slightly higher orientation toward Center City (28%) than to other parts of Philadelphia compared to Burlington (24%) or Camden (25%) counties.

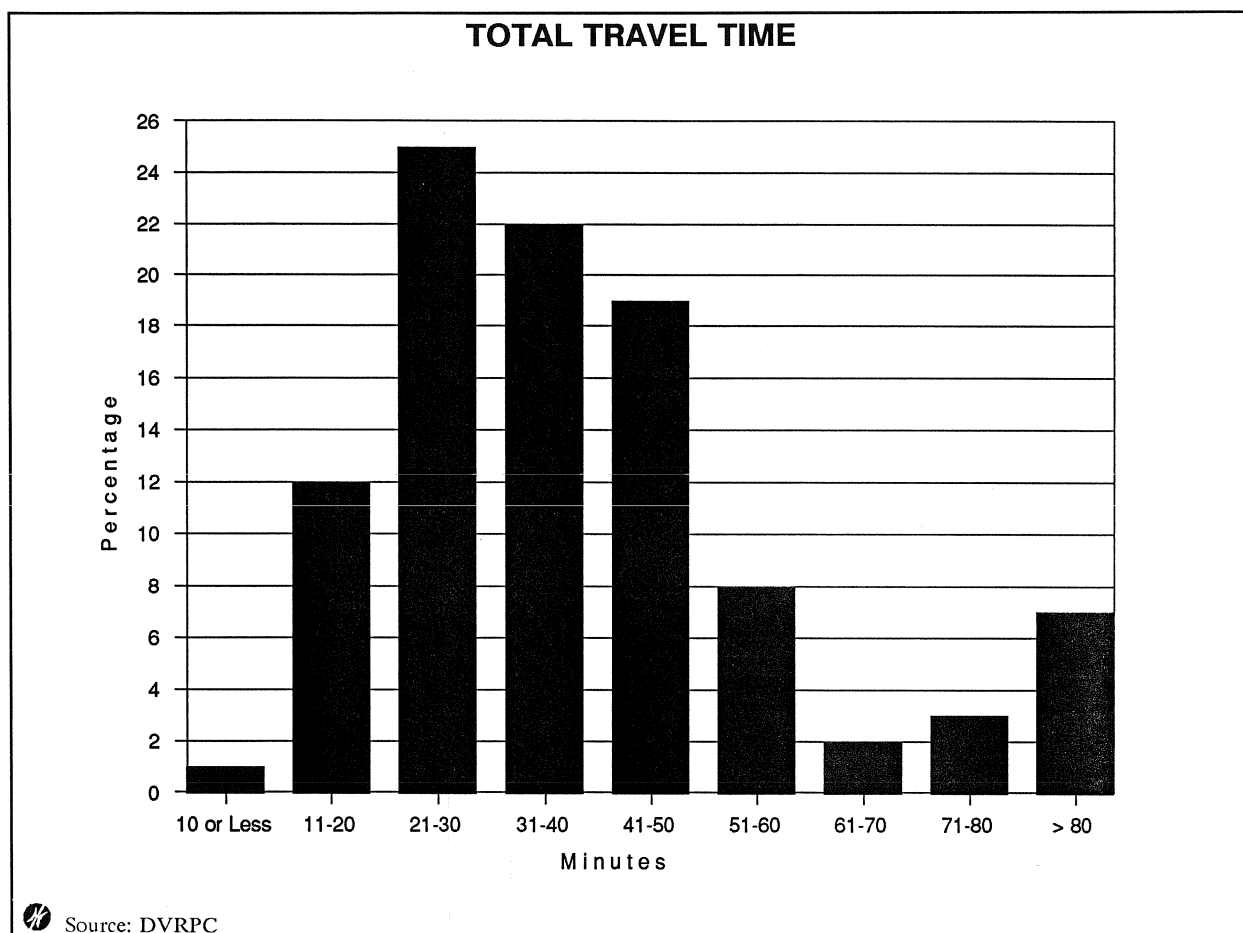
The tabulations by bridge showed the greatest variation in destinations as a result of people choosing a bridge because of its proximity to at least one end of the trip. Of trips destined to the Pennsylvania counties, the proportion headed to Philadelphia ranged from 89 percent at the Walt Whitman, 80 percent at the Benjamin Franklin and 72 percent at the Betsy Ross to 64 percent at the Tacony-Palmyra. Even more significant was the variation in the proportion of Philadelphia bound trips that are headed into Center City: more than one-half (56%) of the Philadelphia trips on the Benjamin Franklin while 16 percent on the Walt Whitman and Betsy Ross and only 3 percent on the Tacony-Palmyra. Each bridge had at least one other Pennsylvania destination of note. For the Walt Whitman it was Delaware County (13%), for the Benjamin Franklin it was Montgomery County (10%), for the Betsy Ross it was Bucks County, and for the Tacony-Palmyra both Montgomery (20%) and Bucks (13%) counties were significant.

Destinations in New Jersey also varied by bridge. While Camden County received about one-half of the trips over the Walt Whitman (56%), Betsy Ross (55%) and Tacony-Palmyra (49%), almost three-fourths (70%) of the eastbound trips over the Benjamin Franklin were destined to Camden County. The percentage of trips bound for Burlington County rose with each successive bridge up the river (12%, 22%, 39% and 49%, respectively). The opposite was true for Gloucester County (32%, 7%, 6% and 3%, respectively). The "Other" response was listed by 8 percent to 12 percent of the respondents at each bridge during the off-peak period, but by only 2 percent to 5 percent during the peak period.

### **Question 8: Total Travel Time**

This question was asked in order to determine average travel time of the respondents' trips from start to final destination. The overall average travel time was 45 minutes. On average, the off-peak travel times were about 9 minutes longer than the peak period trips (51 versus 42 minutes). This does not imply slower speeds in the off-peak period, but rather reflects a different mix of trip distances. To determine differences in speeds by time period, it is necessary to examine the data for similar specific trips (i.e., to and from the same locations). In general, the travel times for Camden, Burlington and Gloucester counties were lower than the corresponding overall average times, due to the relative proximity of these counties to the bridges.

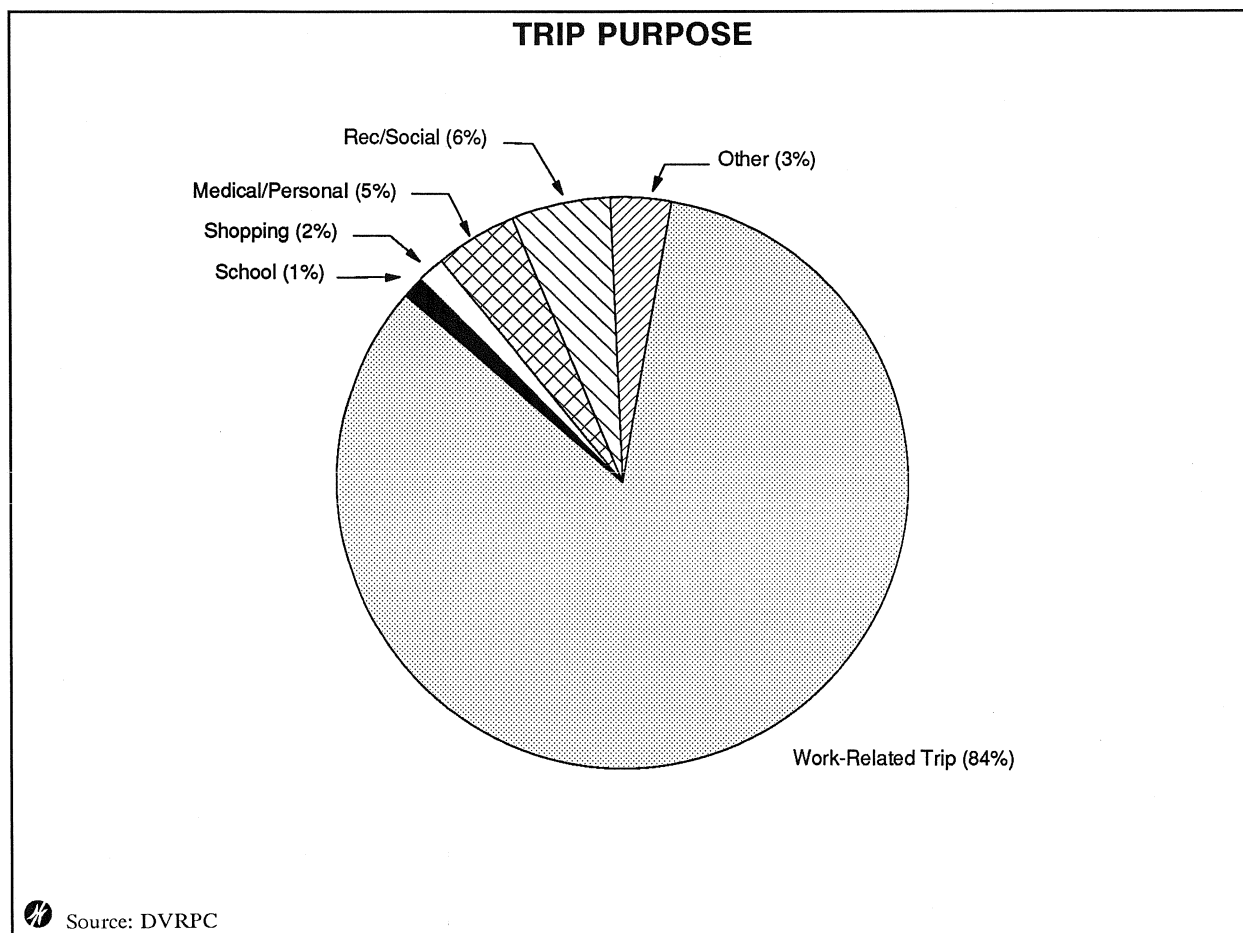
At the Walt Whitman and Tacony-Palmyra bridges, the averages were generally higher than the overall average, while at the Betsy Ross and Benjamin Franklin bridges they were lower. Another similarity between these pairs of bridges lies in the relationship of peak to off-peak average travel times. The difference between the peak and off-peak times were significantly



higher for the Walt Whitman and Tacony Palmyra bridges (14 and 16 minute differences, respectively) than for the Betsy Ross and Benjamin Franklin (5 and 2 minutes, respectively).

### Question 9: Trip Purpose

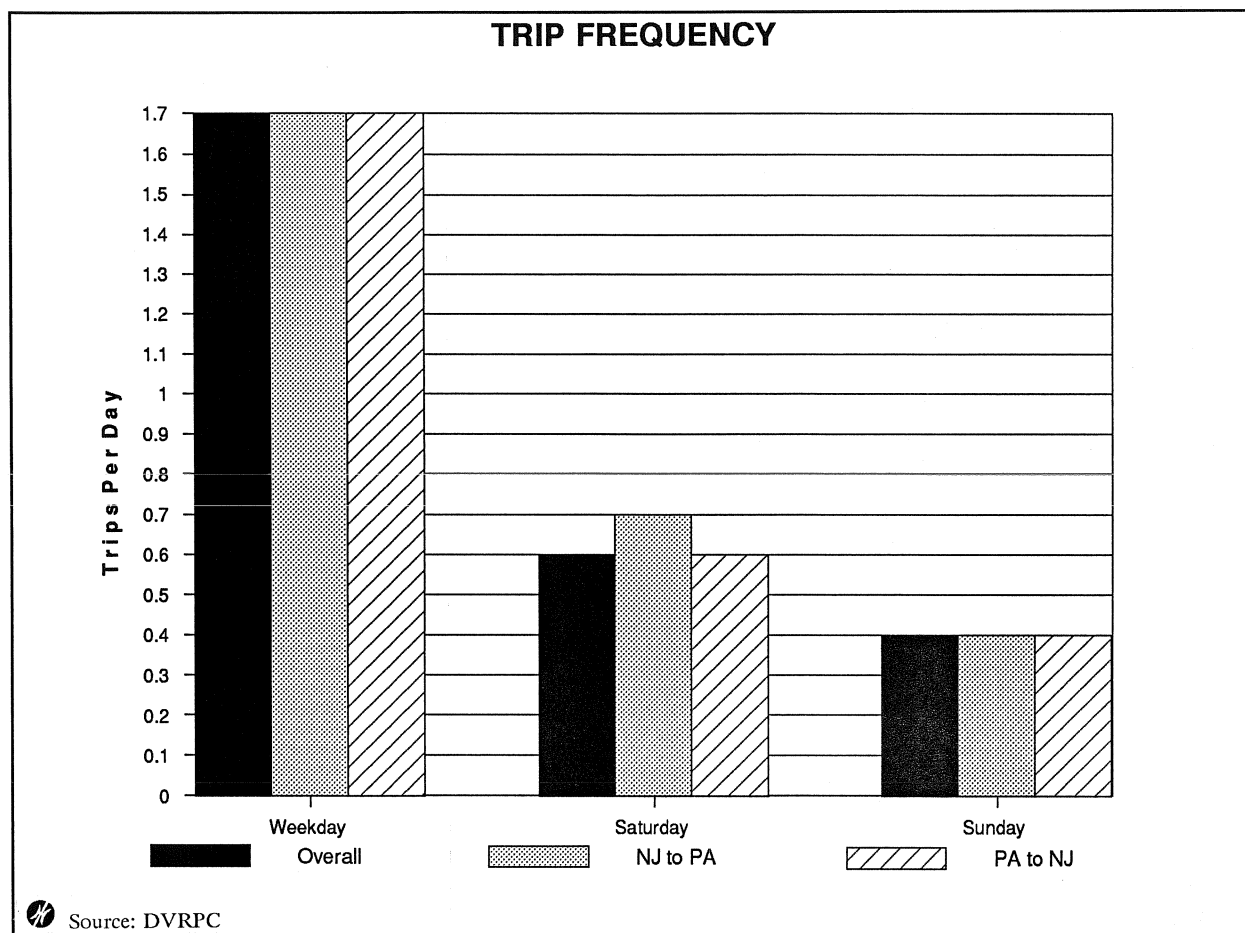
Question 9 was designed to determine why the respondents were making their trips. This information is useful when making inferences about the potential for motorists to change their mode of travel. The pattern of trip purpose was the same for all of the analyses (overall, county and bridge). Using the overall tabulation as a point of reference, nine of ten (89%) peak period trips were made by people on their way to work. The remaining trips in the peak period were primarily being made as part of company business (6%) with no other purpose attracting more than 2 percent of the responses. During the off-peak period, only about one-quarter (27%) of the trips were on their way to work, and slightly more than one-quarter (29%) were crossing the bridges as part of company business. Trips in the off-peak were also made for social/recreation reasons (14%) or to receive medical/personal services (13%). Shopping was not a predominant reason to cross the Delaware River, as identified by only 4 percent of the respondents. People were more likely to use the Tacony-Palmyra Bridge to go shopping across the river in the off-peak (7%) than any other bridge and less likely from Camden County (2%) than either Burlington or Gloucester counties (5% and 4%).



### Question 10: Trip Frequency

The purpose of this question was to determine how frequently the respondent uses the bridge on any single day and to determine variations in usage over the course of a week. The respondent was to indicate the number of river crossings made on each of the last seven days. This information was then used to calculate average trips per day. Though most drivers indicated they made two trips (one for each direction) on any day they crossed the river, the averages are always less than 2.0 trips per day. This happens because a large number of drivers indicated zero trips for certain days while few indicated more than two trips on any single day.

The calculated averages were similar from county to county and bridge to bridge. Variations occurred between the days of the week and between the peak and off-peak time periods. Generally, weekday peak period drivers tended to make almost 50% more trips across the river as weekday off-peak drivers (1.9 versus 1.2 trips per day). The lowest off-peak averages were calculated for the Tacony-Palmyra Bridge while the highest were derived for the Gloucester County tabulation. The average number of trips per day for both Saturday and Sunday were below one trip per day, though it should be noted that this question was only asked of those using the bridges on weekdays.




### Question 11: Attitudes Toward Transit

The purpose of this question was to determine which factors concerning PATCO and NJ TRANSIT service need to be changed in order to increase ridership. Respondents were invited to choose as many responses to this question as applied to their own situations. The response rates for this question did not vary much either by county of origin or by bridge, but did vary from peak period to off-peak period.

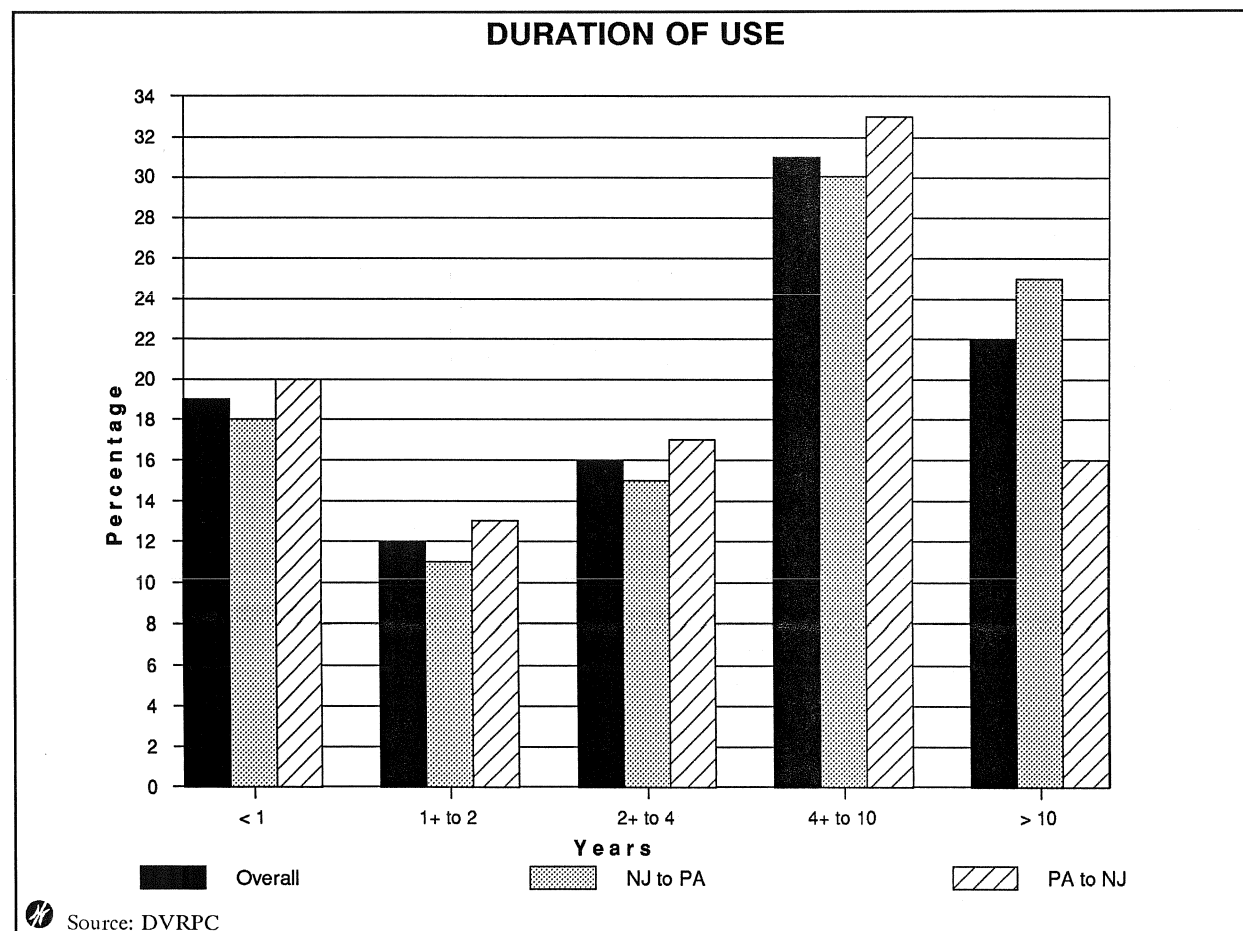
The answer chosen by the largest percentage of respondents for both transit companies (PATCO 50%, NJ TRANSIT 44%) was "not close enough". Approximately one-quarter of the respondents also chose "takes longer than a car" and "car needed during the day" as reasons for not using either transit company. Other significant reasons which were selected by at least 10 percent of those surveyed and applied to both transit companies included "costs more than using a car" and "have company car." One reason that was chosen by 12 percent of the respondents as applicable to NJ TRANSIT, but not to PATCO was "not frequent enough."

Attitudes Toward Transit	Percent*	
	PATCO	NJ TRANSIT
Not Close Enough	50	44
Not Frequent Enough	6	12
Not Reliable	3	6
Not Comfortable	4	6
Costs More Than Using a Car	11	13
Takes Longer Than a Car	23	30
Too Crowded	4	5
Car Needed During the Day	24	27
Have Company Car	8	10

\*More than one response was allowed.

 Source: DVRPC

### Question 12: Duration of Use




This question was asked to determine how long the motorist had been driving this trip. The overall average was 7.6 years. The tabulations by county resulted in a variation of only 1.2 years between the lowest average (Burlington 7.3) and the highest average (Camden 8.5). The most consistent variation on the county level occurred between the peak and the off-peak periods. For each county, the average duration for the off-peak period was approximately 1 year greater than the peak period.

The calculations by bridge resulted in variations from one bridge to another. The Walt Whitman and Tacony-Palmyra had the highest averages (8.3 years) while the Betsy Ross had the lowest (5.9 years). This difference may be related to recent changes in the local highway network which have made the Betsy Ross more accessible. The same pattern between peak and off-peak averages also appeared in the tabulation by bridge.

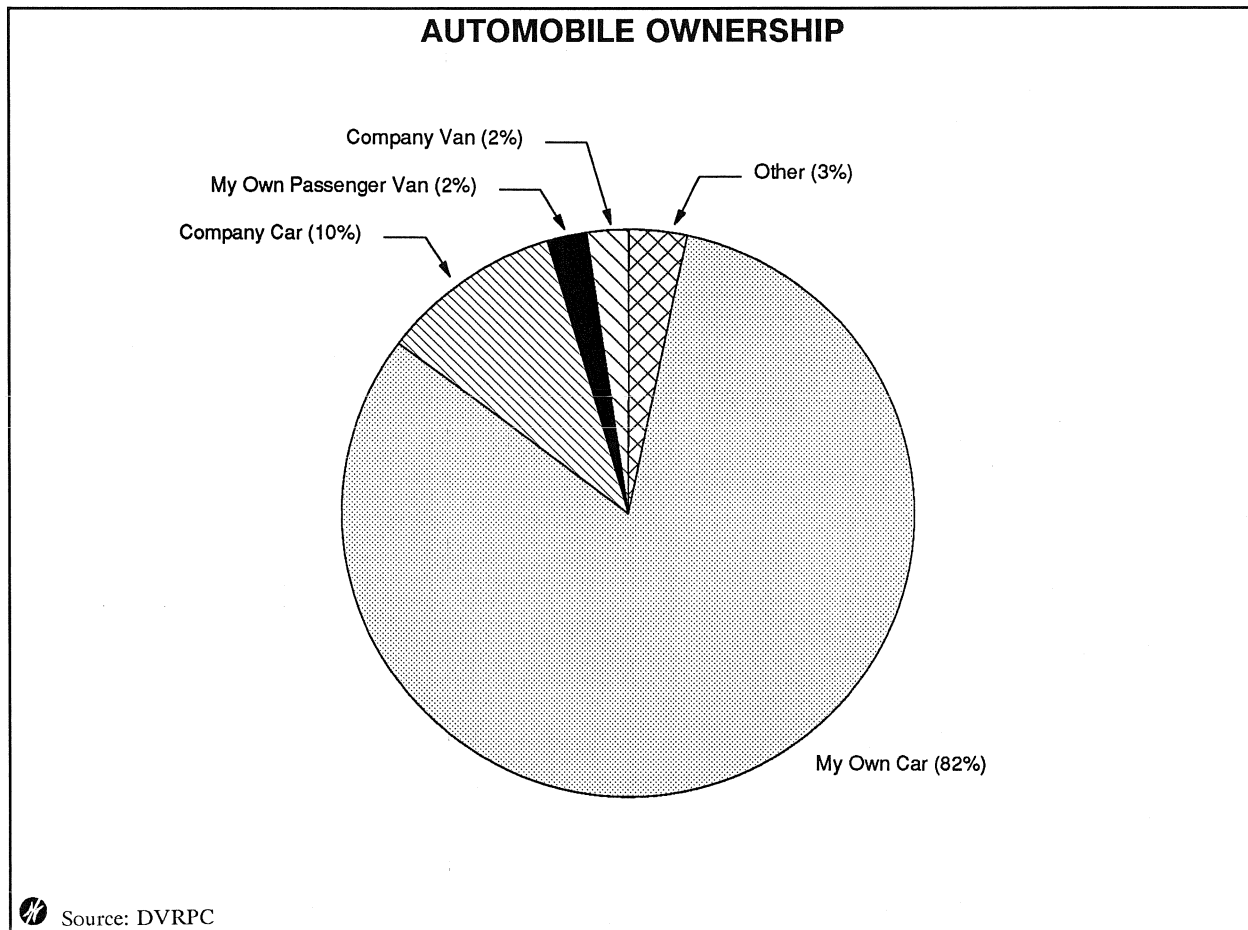
### Question 13: Previous Mode of Travel

Previous Mode of Travel	Percent of Total				
	Overall	Walt Whitman	Benjamin Franklin	Betsy Ross	Tacony- Palmyra
Did Not Make This Trip	85	85	76	90	90
PATCO	4	3	11	2	1
Carpool	2	2	2	1	3
Vanpool	0	0	0	0	0
Bus	3	3	4	3	1
Other	6	8	6	4	5
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

 Source: DVRPC

Question 13 asked respondents how they had made this trip before they drove. This information gives an indication of the extent of switching from other modes. The overall response to this question showed that more than 4 out of 5 drivers (85%) did not make this trip before (i.e., have always driven). This level of response was the same for each of the tabulations by county. The only other responses to receive significant attention on the county level were PATCO and "Other." PATCO was listed as a previous mode by 8 percent of those from Camden County while "Other" was chosen by 9 percent of the total off-peak respondents.

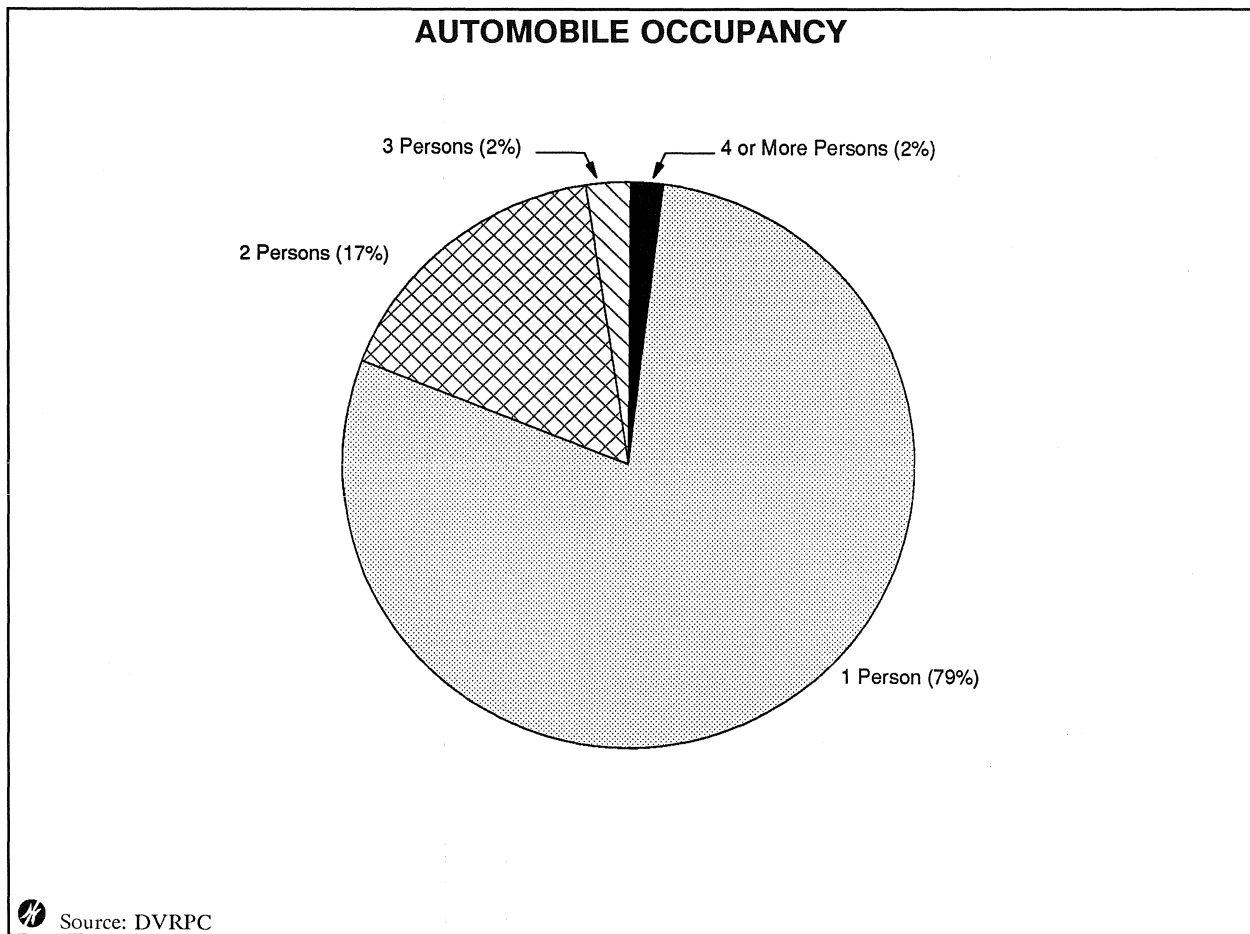
The tabulation by bridge was very similar to that by county. The main exception was the Benjamin Franklin, at which only 76 percent of the respondents chose "did not make this trip" and 11 percent chose PATCO. As with the county tabulation, "Other" was a popular off-peak choice (12%).

**Question 14: Automobile Ownership**

Question 14 was asked to determine the type and ownership of the vehicles being used, an indication of the ease with which a potential rider can make a modal change. For all of the drivers, "my own car" was chosen by 82 percent of those surveyed. The only other answer chosen by at least 10 percent of the respondents was "company car." From the peak period to the off-peak period, the percentage of respondents choosing "my own car" decreased 7 percentage points while the percentage that chose "company car" increased by 4 percentage points.

**Question 15: Automobile Occupancy**

Question 15 was asked to determine the number of people, including the driver, were riding in each vehicle. The most frequent response to this question was overwhelmingly "1 person." During the peak period, 8 out of every 10 vehicles (84%) carried only one person, with a resulting average occupancy rate of 1.2 persons. On the other hand, 7 out of every 10 vehicles (69%) carried only one person during the off-peak period with a resultant occupancy rate of 1.5 persons. For the entire survey period, the average occupancy was 1.3 persons. The tabulations by county of origin and by bridge resulted in the same basic relationships as the calculations for all responses with all of the occupancy rates falling



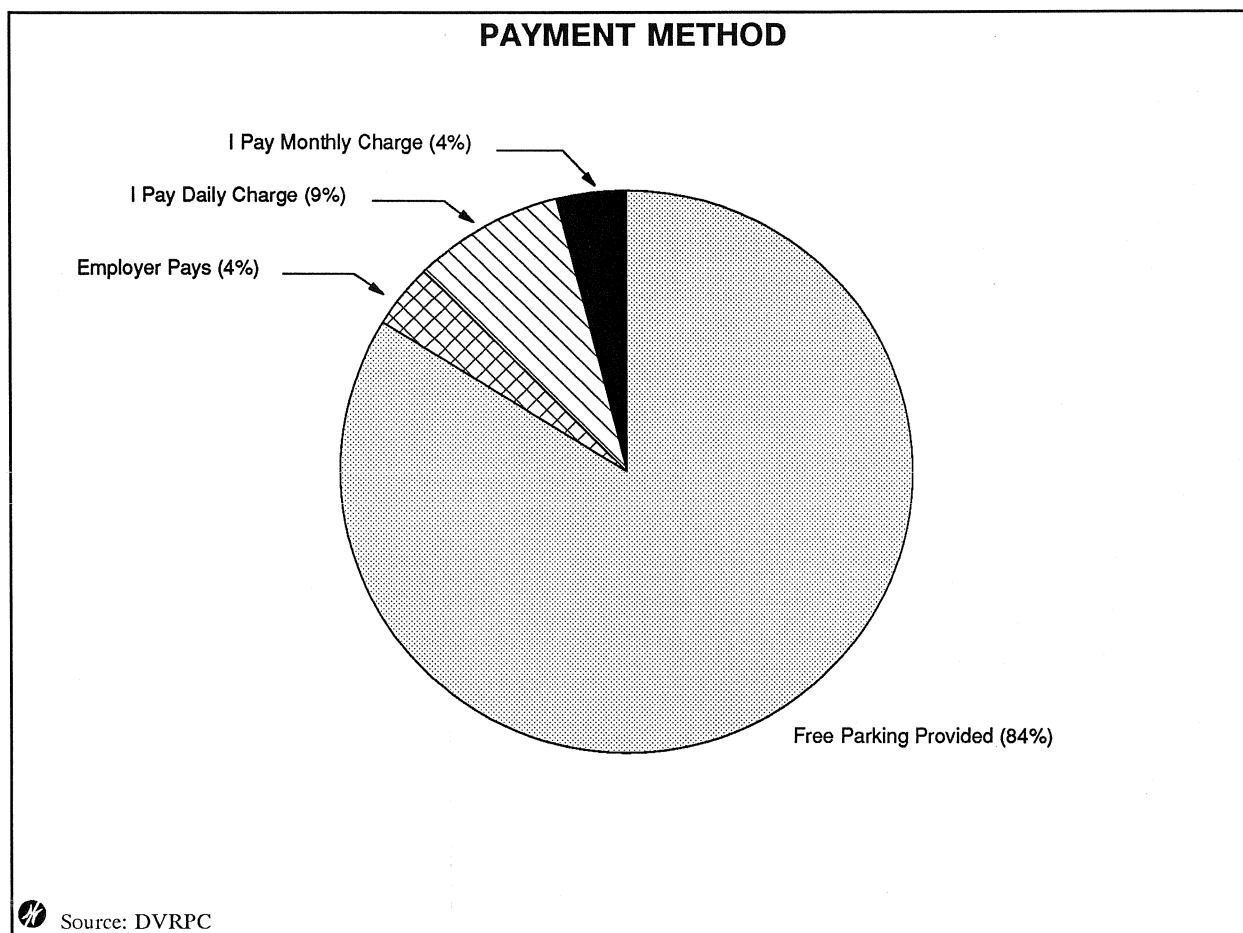
within one-tenth of one percentage point of the overall average.

### Question 16: Payment for Parking

Question 16 was tabulated in three different ways - how parking is paid for, what are the daily parking rates, and what are the monthly parking rates. This information gives an indication of the effect parking has on the expenses of the average commuter. Overall, more than 4 out of 5 (84%) of the respondents are supplied with free parking at their final destinations. This percentage is slightly higher for the peak period (86%) and slightly lower for the off-peak period (80%). The same pattern was evident in the tabulations by county, while more variation could be seen in the percentages between the bridges. The Tacony-Palmyra had the highest percentage of respondents (96%) provided with free parking while the Benjamin Franklin had the lowest (67%). This difference is best explained by the fact that 29 percent of the Benjamin Franklin respondents were destined to Center City compared to only 2 percent of the Tacony-Palmyra respondents.

Of all those responding to this question, 4 percent indicated that their employer pays their parking fees, and 13% pay for it themselves on a daily or monthly basis. In the case of those who did not respond that free parking was provided, one-quarter (25%) listed the employer as paying, over one-half (60%) listed that they pay daily, and about one-third





(39%) listed that they pay monthly.


When the motorist was asked whether they pay for parking daily or monthly, they were asked also to indicate how much they pay. These answers were then used to derive an average daily parking charge and an average monthly parking charge for each tabulation. The average daily parking charge for all responses was \$5.88. The average monthly parking charge for all responses was \$58.56. The difference between these averages for the peak and off-peak periods was less than \$1.00. In addition, the differences from one county of origin to another were less than \$2.00.

Wider variations occurred with the tabulations by bridge. The lowest daily average (\$3.20) was found at the Tacony-Palmyra while at the Benjamin Franklin the daily average was nearly twice as much (\$6.25). This relationship is another indication of the higher percentage of vehicles destined to Center City from the Benjamin Franklin than from the Tacony-Palmyra.

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	<u>Percent of Total*</u>
<b>Those Who Pay Daily Charges:</b>	
Less Than \$2.00	20
\$2.00 - \$4.00	18
\$4.00 - \$6.00	28
\$6.00 - \$8.00	18
\$8.00 - \$10.00	8
More Than \$10.00	8
<b>Total</b>	<b>100</b>
 <b>Those Who Pay Monthly Charges:</b>	
Less Than \$40.00	43
\$40.00 - \$80.00	36
\$80.00 - \$120.00	10
\$120.00 - \$160.00	7
\$160.00 - \$200.00	3
More Than \$200.00	1
<b>Total</b>	<b>100</b>

\*Percent of total who were required to pay for parking.


 Source: DVRPC

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### Question 17: Gender

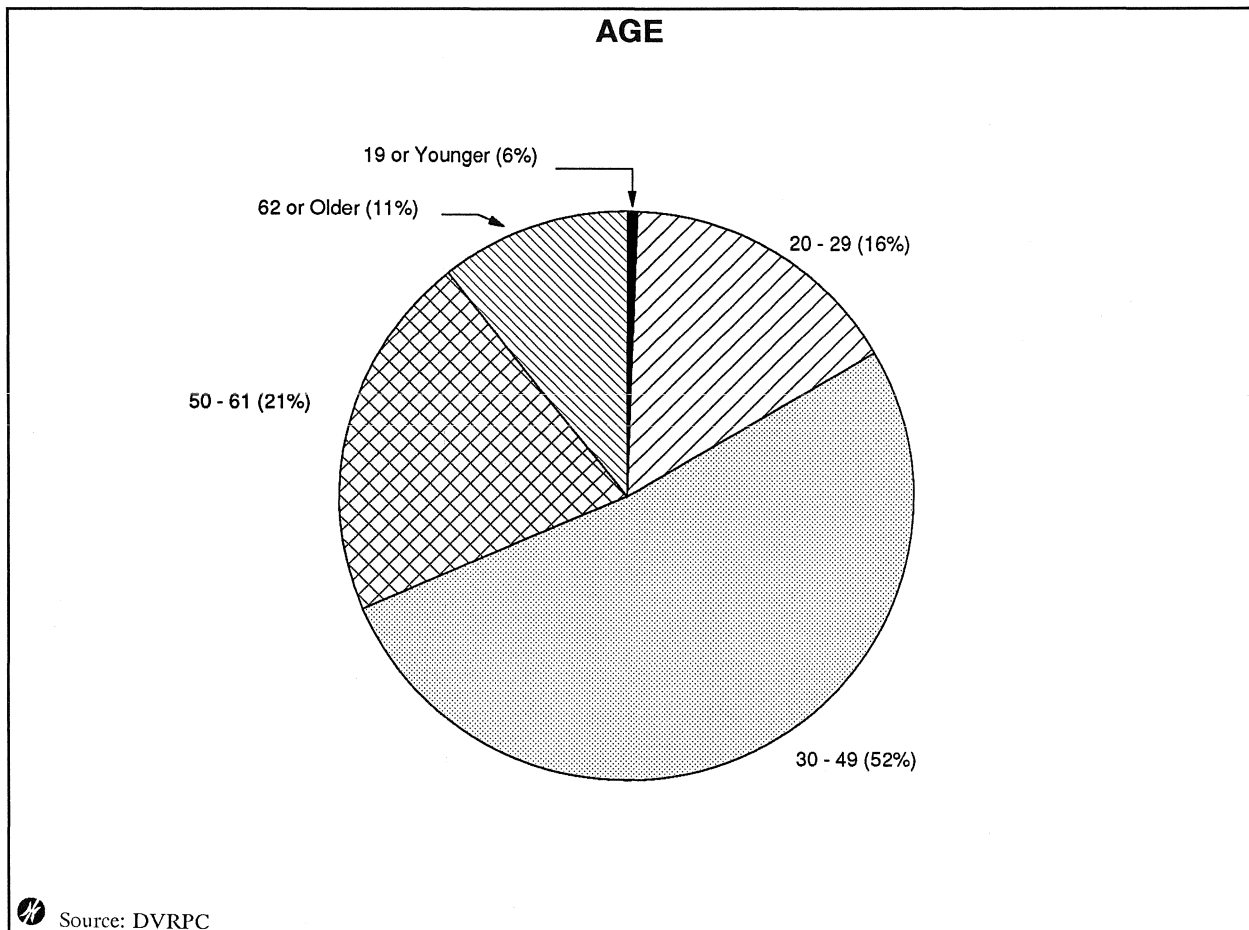
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Gender	Number of Riders	Percent of Total
Male	3569	73
Female	1340	27
<b>Total</b>	<b>4909</b>	<b>100</b>

 Source: DVRPC

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Overall, close to three-quarters (73%) of the respondents to the survey were male. While the majority of drivers was male for both time periods, the off-peak period was lower than the peak period. At the county level, the percentage of male drivers during the off-peak period fell to two-thirds (68%) for all three of the counties. When tabulated by bridge, the overall average of male drivers at the Benjamin Franklin was below three-quarters (68%). At the Betsy Ross, the off-peak percentage of males was much higher than the other tabulations at 75 percent.


**Question 18: Age**

The information from this question was used to determine an average age of the motorists who answered and returned the surveys. The overall average for all of those who responded was 43. While none of the tabulations resulted in an average age higher than 49 or lower than 40, the average age of peak period drivers was slightly lower than the off-peak period drivers.

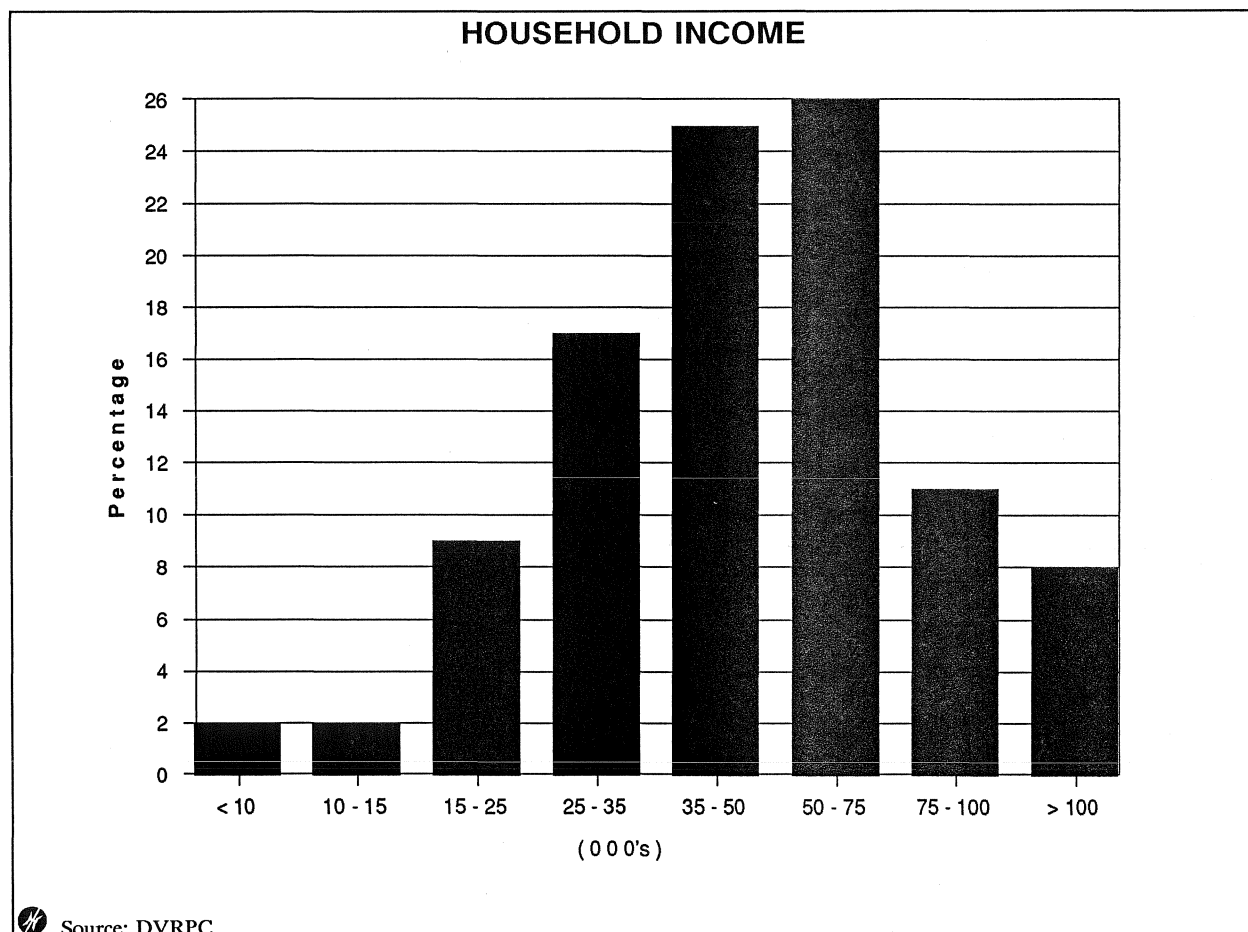
**Question 19: Race**

Overall, 91 percent of the drivers who responded to this survey were white, 6 percent were black, 1 percent were Asian, and 1 percent were other races. With the exception of the Benjamin Franklin Bridge, all of the other tabulations showed the same results. At the Benjamin Franklin, the percentage of whites decreased to 88 percent while the percentage of blacks increased to 9 percent and the percentage of Asians and others increased to 2 percent.

Race	Number of Riders	Percent of Total
White	4410	91
Black	294	6
Asian	55	1
Other	62	1
<b>Total</b>	<b>4821</b>	<b>100</b>

 Source: DVRPC

### Question 20: Household Income




Survey respondents were asked to indicate their household income by marking the proper range of values from those provided. These responses were used to develop an average annual household income for each tabulation. This value for all responses was \$54,000. In a comparison of peak versus off-peak period averages, the variation for any single tabulation was no more than \$3,000 per year.

An examination of the figures calculated by county revealed that all of these were between \$51,000 per year (Gloucester off-peak) and \$57,000 (Burlington peak).

The calculations by bridge resulted in the highest average for all responses at the Benjamin Franklin (\$60,000) and the lowest at the Tacony-Palmyra (\$50,000). The averages for the Walt Whitman (\$52,000) and the Betsy Ross (\$53,000) were closer to the overall average. The only tabulation that resulted in an average below \$50,000 was at the Tacony-Palmyra during the off-peak (\$48,000).

### Question 21: Employment Status

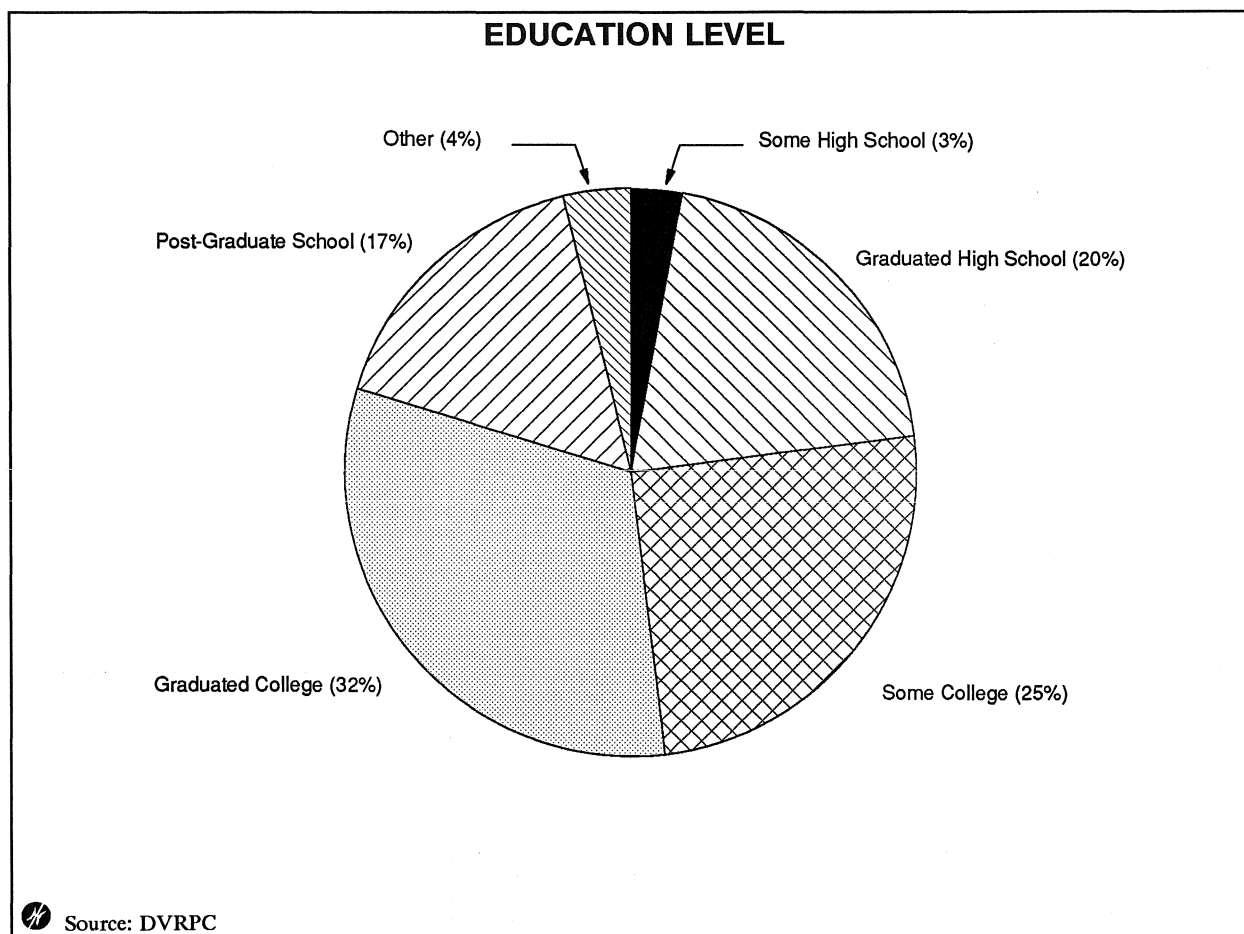
Employment Status	Percent of Total		
	Overall	NJ to PA	PA to NJ
Employed Full-Time	85	86	84
Employed Part-Time	5	5	4
Retired	7	6	9
Currently Unemployed	1	1	1
Homemaker	2	2	1
Student	1	1	1
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>

 Source: DVRPC

Survey respondents were asked whether they were employed full-time, part-time, retired, unemployed, a homemaker, or a student. The vast majority (83%) indicated that they were employed full-time, with the retired category (8%) being second in importance. Between the peak and off-peak periods, the relative positions of these two answers did not change, but during the peak period, the percentage of respondents employed full-time increased to the 90th percentile while the percent of retirees decreased. Conversely, during the off-peak period, the percentage of retirees increased to 18 percent while the percent employed full-time decreased to two-thirds (66%). All of the other categories also displayed increases during the off-peak period. This relationship was the same for all county and bridge tabulations.

### Question 22: Education Level

Almost all (94%) of the survey respondents have graduated from high school. One-half (49%) have graduated from college, and just under one-quarter (17%) have completed post-graduate school. While the results of the other tabulations were not vastly different, the percentage of respondents that had received a college diploma was slightly higher during the peak period (50%) than during the off-peak period (44%). Similarly, the percentage of respondents that had completed some college was slightly higher during the off-peak period (27%) than during the peak period (24%). These relationships were the same for all of the tabulations by county and by bridge.



### TRIP ORIGIN-DESTINATION SUMMARY

From the data gathered through the bridge survey, it was possible to develop trip tables which show the origins and destinations of the motorists who responded to the survey. The data in the tables is limited to those who provided sufficient information to allow the identification of a ZIP code for both the beginning and the end of the trip. Except for Philadelphia, the ZIP code data has been aggregated to the county level for report presentation purposes. Philadelphia has been subdivided into two components: Center City and the remainder of Philadelphia. For this survey, Center City is defined by the zip codes located between the Delaware and Schuylkill rivers, and Callowhill and Pine streets (19101-10, excluding 19104). Seven different trip tables were assembled representing all responses, peak period responses, off-peak period responses, and all responses for each of the four bridges: Walt Whitman, Benjamin Franklin, Betsy Ross, and Tacony-Palmyra.

This section of the report discusses each of the seven trip tables. The tables are presented in Appendix B. Because the study under which these surveys were conducted is concerned primarily with travel between Philadelphia and the three South Jersey counties of Camden, Burlington, and Gloucester, the discussions focus on those travel patterns. When the discussion refers to trips originating in or destined to New Jersey, the actual reference is to

the three county area. Likewise, the reference to Pennsylvania means one of the five counties in the Pennsylvania portion of the DVRPC region. Note that in reading the tables, the rows represent origins while the columns represent destinations. Therefore, the seventh value on the first row represents the trips going from Bucks County to Burlington County.

### **All Responses**

This table shows the combined origins and destinations of all motorists who were surveyed at the four bridges. Two-thirds (61%) of the trips surveyed were travelling from New Jersey to Pennsylvania while one-third (33%) were headed in the other direction. Of the trips from New Jersey, nearly one-half (46%) were from Camden County, one-third (35%) from Burlington County, and one-fifth (19%) from Gloucester County. Of the trips from Pennsylvania, over one-half (55%) were from Philadelphia County, one-sixth (16%) were from both Delaware and Montgomery counties, and one-tenth (10%) were from Bucks County.

Looking at the trip destinations, three-fourths (72%) of the trips from New Jersey ended in Philadelphia County. One-fourth (26%) of these trips were headed into Center City. Most of the remaining trips from New Jersey were destined to the suburban counties of Montgomery (10%), Bucks (6%), and Delaware (6%).

Considering the trips crossing the Delaware River from Pennsylvania into New Jersey, one-half (50%) were destined to Camden County, one-fourth (26%) to Burlington County, and one-tenth (11%) to Gloucester County.

### **Peak Period**

This table represents the combined origins and destinations of the motorists who crossed any one of the four bridges during the peak period. The figures for this period generally reflect the same travel patterns as found in the "All Responses" table. Philadelphia County (with Center City) and Camden County remain the most significant origins and destinations.

### **Off-Peak Period**

The origin-destination relationships are relatively the same for the "Off-Peak" table as has been discussed for both the Peak Period and, therefore, the "All Responses" tables. Philadelphia, Center City, and Camden and Burlington counties are the most important origins and destinations. The most significant change in travel patterns occurs in the percentage of trips that originate and terminate in "Other" locations. The percentage of trips originating in "Other" is almost four times greater during the off-peak than during the peak period, while the percentage terminating in "Other" is three times greater.

### **Walt Whitman Bridge**

This trip table displays the origins and destinations of those survey respondents using the Walt Whitman Bridge. As with the previous trip tables, Camden County is the predominant

county of origin, and Philadelphia is the predominant destination, though Center City is less significant. The Walt Whitman is the southernmost of the bridges surveyed. As would be expected, secondary origins and destinations are located in the southern part of the region. Nearly 4 in 10 (39%) of the trips starting in New Jersey originate in Gloucester County, while over one-tenth (13%) terminate in Delaware County. One-fourth (26%) of the trips originating in Pennsylvania are destined to Gloucester County.

### **Benjamin Franklin Bridge**

The origins and destinations of the respondents that used the Benjamin Franklin Bridge are compiled in this trip table. Over one-half (56%) of the New Jersey motorists originated their trips in Camden County and one-fifth (20%) started in Burlington County. Three of every five (59%) trips that began in Pennsylvania originated in Philadelphia County and almost one-quarter (22%) more originated in Montgomery County.

Of the trips that originated in New Jersey, 8 out of 10 (80%) were destined to Philadelphia County with over one-half (56%) of those trips headed to Center City. Two-thirds (64%) of the trips originating in Pennsylvania were destined to Camden County and one-fifth (20%) were destined to Burlington County.

### **Betsy Ross Bridge**

The next table represents the surveyed trips that used the Betsy Ross Bridge. Over one-half (56%) of the motorists travelling from New Jersey over this bridge began in Burlington County, and 2 out of 5 (40%) originated in Camden County. Of those trips originating in Pennsylvania, over one-half (53%) started in Philadelphia; only 4 percent of these trips originated in Center City. Almost one-quarter (22%) of the Pennsylvania trips originated in Bucks County and over one-tenth (12%) started in Montgomery County. This shift in dominance to Burlington County is due to the fact that the Betsy Ross Bridge connects Northeast Philadelphia with Burlington County.

The majority (68%) of the trips originating in New Jersey were destined to Philadelphia County, while one-sixth (16%) were destined to Bucks County. One-half (51%) of the trips beginning in Pennsylvania were going to Camden County and over one-third (36%) were going to Burlington County.

### **Tacony-Palmyra Bridge**

The final table represents trips crossing the Tacony-Palmyra Bridge. This bridge also connects Northeast Philadelphia with Burlington County. Of the motorists travelling from New Jersey, two-thirds (66%) originated in Burlington County, one-third (32%) originated in Camden County. Of those trips going to New Jersey, 60 percent (60%) originated in Philadelphia County and just under one-quarter (21%) started in Bucks County. Center City accounted for less than 1 percent (0.4%) of the trips originating in Philadelphia.



Almost two-thirds (61%) of the trips travelling from New Jersey were destined to Philadelphia County. Another one-fifth (20%) of the New Jersey trips were going to Montgomery County and 11 percent were headed to Bucks County. The trips travelling from Pennsylvania were destined mainly to Camden County (45%) and Burlington County (42%).



## APPENDIX A

### QUESTION-BY-QUESTION TABULATIONS

All Responses . . . . .	A-1
Burlington County Origins . . . . .	A-9
Camden County Origins . . . . .	A-17
Gloucester County Origins . . . . .	A-25
New Jersey-to-Pennsylvania Trips . . . . .	A-33
Pennsylvania-to-New Jersey Trips . . . . .	A-41
Walt Whitman Bridge . . . . .	A-49
Benjamin Franklin Bridge . . . . .	A-57
Betsy Ross Bridge . . . . .	A-65
Tacony-Palmyra Bridge . . . . .	A-73



## All Responses

The following data are based on 4994 survey returns from the ALLBR database.

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 1: What time did you receive this survey?</u>									
6:00am or earlier	153	5%	1%	70	4%	1%	223	5%	1%
6:01 - 7:00am	1477	45%	2%	0	0%	0%	1477	30%	1%
7:01 - 8:00am	1202	37%	2%	0	0%	0%	1202	25%	1%
8:01 - 9:00am	428	13%	1%	0	0%	0%	428	9%	1%
9:01 - 10:00am	0	0%	0%	349	22%	2%	349	7%	1%
10:01 - 11:00am	0	0%	0%	661	41%	2%	661	14%	1%
11:01 - 12:00pm	0	0%	0%	409	26%	2%	409	8%	1%
12:01 - 1:00pm	0	0%	0%	68	4%	1%	68	1%	0%
After 1:00pm	0	0%	0%	39	2%	1%	39	1%	0%
Total	3260	100%		1596	100%		4856	100%	
No Response	54	2%		84	5%		138	3%	
<u>Question 2: Where did you START this trip?</u>									
BUCKS	121	4%	1%	49	3%	1%	170	3%	1%
CHESTER	26	1%	0%	14	1%	0%	40	1%	0%
DELAWARE	210	6%	1%	57	4%	1%	267	5%	1%
MONTGOMERY	171	5%	1%	84	5%	1%	255	5%	1%
PHILA **	537	16%	1%	281	17%	2%	818	17%	1%
CENTER CITY	39	1%	0%	42	3%	1%	81	2%	0%
BURLINGTON	730	22%	1%	322	20%	2%	1052	21%	1%
CAMDEN	929	28%	2%	476	29%	2%	1405	29%	1%
GLOUCESTER	415	13%	1%	152	9%	1%	567	12%	1%
MERCER	9	0%	0%	10	1%	0%	19	0%	0%
OTHER	99	3%	1%	141	9%	1%	240	5%	1%
Total	3286	100%		1628	100%		4914	100%	
No Response	28	1%		52	3%		80	2%	
<u>Question 3: Why do you use this particular bridge?</u>									
Saves time	318	11%	1%	150	10%	2%	468	11%	1%
Shortest distance	1731	60%	2%	915	63%	2%	2646	61%	1%
Lower bridge toll	184	6%	1%	77	5%	1%	261	6%	1%
Better highway access	238	8%	1%	143	10%	2%	381	9%	1%
Less traffic congestion	265	9%	1%	76	5%	1%	341	8%	1%
Other	153	5%	1%	82	6%	1%	235	5%	1%
Total	2889	100%		1443	100%		4332	100%	
No Response	425	15%		237	16%		662	15%	

## All Responses

The following data are based on 4994 survey returns from the ALLBR database.

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	<u>No.</u>	<u>Pct</u>	<u>Err</u>	<u>No.</u>	<u>Pct</u>	<u>Err</u>	<u>No.</u>	<u>Pct</u>	<u>Err</u>
<u>Question 4: How long did it take you to get from your START location to this bridge?</u>									
5 minutes or less	364	11%	1%	187	11%	2%	551	11%	1%
6 - 10	611	19%	1%	326	20%	2%	937	19%	1%
11 - 15	627	19%	1%	356	22%	2%	983	20%	1%
16 - 20	631	19%	1%	282	17%	2%	913	19%	1%
21 - 30	611	19%	1%	224	14%	2%	835	17%	1%
31 - 45	306	9%	1%	125	8%	1%	431	9%	1%
46 - 60	72	2%	1%	56	3%	1%	128	3%	0%
More than 60 minutes	41	1%	0%	96	6%	1%	137	3%	0%
Total	3263	100%		1652	100%		4915	100%	
No Response	51	2%		28	2%		79	2%	
Avg Time to Bridge =	20.1			23.8			21.4		

Question 5: How far is your START location from this bridge?

1/4 mile	48	1%	0%	29	2%	1%	77	2%	0%
1/2 mile	51	2%	0%	28	2%	1%	79	2%	0%
1 mile	91	3%	1%	43	3%	1%	134	3%	0%
1-2 miles	156	5%	1%	80	5%	1%	236	5%	1%
2-3 miles	177	5%	1%	94	6%	1%	271	6%	1%
3-5 miles	349	11%	1%	180	11%	2%	529	11%	1%
5-7 miles	389	12%	1%	207	13%	2%	596	12%	1%
7-10 miles	546	17%	1%	257	16%	2%	803	16%	1%
10-15 miles	645	20%	1%	284	17%	2%	929	19%	1%
15-20 miles	395	12%	1%	144	9%	1%	539	11%	1%
20-30 miles	257	8%	1%	98	6%	1%	355	7%	1%
More than 30 miles	159	5%	1%	183	11%	2%	342	7%	1%
Total	3263	100%		1627	100%		4890	100%	
No Response	51	2%		53	3%		104	2%	
Avg Access Distance =	11.2			12.2			11.5		

Question 6: What type of toll did you pay for this trip?

Exact change	788	24%	1%	607	36%	2%	1395	28%	1%
Cash - other	649	20%	1%	541	33%	2%	1190	24%	1%
30-Day sticker	1753	54%	2%	375	23%	2%	2128	43%	1%
Carpool ticket	17	1%	0%	1	0%	0%	18	0%	0%
Senior Citizen ticket	56	2%	0%	131	8%	1%	187	4%	1%
Other	8	0%	0%	9	1%	0%	17	0%	0%
Total	3271	100%		1664	100%		4935	100%	
No Response	43	1%		16	1%		59	1%	

## All Responses

The following data are based on 4994 survey returns from the ALLBR database.

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 7: Where is your FINAL destination?</u>									
BUCKS	120	4%	1%	81	5%	1%	201	4%	1%
CHESTER	60	2%	0%	20	1%	1%	80	2%	0%
DELAWARE	132	4%	1%	64	4%	1%	196	4%	1%
MONTGOMERY	206	6%	1%	89	6%	1%	295	6%	1%
PHILA **	1131	35%	2%	525	34%	2%	1656	35%	1%
CENTER CITY	377	12%	1%	202	13%	2%	579	12%	1%
BURLINGTON	307	10%	1%	115	8%	1%	422	9%	1%
CAMDEN	589	18%	1%	221	14%	2%	810	17%	1%
GLOUCESTER	128	4%	1%	45	3%	1%	173	4%	1%
MERCER	33	1%	0%	5	0%	0%	38	1%	0%
OTHER	103	3%	1%	159	10%	2%	262	6%	1%
Total	3186	100%		1526	100%		4712	100%	
No Response	128	4%		154	10%		282	6%	

Question 8: How long does it take you to travel from your START location to your FINAL destination?

10 minutes or less	43	1%	0%	29	2%	1%	72	1%	0%
11 - 20	346	11%	1%	228	14%	2%	574	12%	1%
21 - 30	828	25%	1%	416	26%	2%	1244	25%	1%
31 - 40	758	23%	1%	294	18%	2%	1052	22%	1%
41 - 50	707	22%	1%	239	15%	2%	946	19%	1%
51 - 60	301	9%	1%	113	7%	1%	414	8%	1%
61 - 70	74	2%	1%	28	2%	1%	102	2%	0%
71 - 80	83	3%	1%	62	4%	1%	145	3%	0%
More than 80 minutes	130	4%	1%	210	13%	2%	340	7%	1%
Total	3270	100%		1619	100%		4889	100%	
No Response	44	1%		61	4%		105	2%	
Avg Travel Time =	41.6			50.7			44.6		

Question 9: What is the main purpose of this trip?

Go to work	2832	89%	1%	430	27%	2%	3262	68%	1%
Returning from work	58	2%	0%	36	2%	1%	94	2%	0%
School	24	1%	0%	37	2%	1%	61	1%	0%
Company business	194	6%	1%	460	29%	2%	654	14%	1%
Shopping	4	0%	0%	70	4%	1%	74	2%	0%
Medical/Personal	22	1%	0%	202	13%	2%	224	5%	1%
Recreation/Social	34	1%	0%	224	14%	2%	258	5%	1%
Going out to eat	0	0%	0%	10	1%	0%	10	0%	0%
Other	32	1%	0%	133	8%	1%	165	3%	1%
Total	3200	100%		1602	100%		4802	100%	
No Response	114	4%		78	5%		192	4%	

## All Responses

The following data are based on 4994 survey returns from the ALLBR database.

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Question 10: How many times did you cross the Delaware River on each of the last seven days?									
Monday									
None (or No Response)	434	13%	1%	838	50%	2%	1272	25%	1%
1-2 times	2751	83%	1%	765	46%	2%	3516	70%	1%
3-4 times	118	4%	1%	59	4%	1%	177	4%	1%
More than 5 times	11	0%	0%	18	1%	0%	29	1%	0%
Avg Trips per Day =	1.8			1.1			1.6		
Tuesday									
None (or No Response)	287	9%	1%	650	39%	2%	937	19%	1%
1-2 times	2875	87%	1%	929	55%	2%	3804	76%	1%
3-4 times	138	4%	1%	84	5%	1%	222	4%	1%
More than 5 times	12	0%	0%	16	1%	0%	28	1%	0%
Avg Trips per Day =	1.9			1.3			1.7		
Wednesday									
None (or No Response)	292	9%	1%	704	42%	2%	996	20%	1%
1-2 times	2860	86%	1%	869	52%	2%	3729	75%	1%
3-4 times	146	4%	1%	89	5%	1%	235	5%	1%
More than 5 times	16	0%	0%	18	1%	0%	34	1%	0%
Avg Trips per Day =	1.9			1.3			1.7		
Thursday									
None (or No Response)	337	10%	1%	700	42%	2%	1037	21%	1%
1-2 times	2819	85%	1%	887	53%	2%	3706	74%	1%
3-4 times	145	4%	1%	73	4%	1%	218	4%	1%
More than 5 times	13	0%	0%	19	1%	1%	32	1%	0%
Avg Trips per Day =	1.9			1.3			1.7		
Friday									
None (or No Response)	374	11%	1%	796	47%	2%	1170	23%	1%
1-2 times	2735	83%	1%	784	47%	2%	3519	70%	1%
3-4 times	188	6%	1%	79	5%	1%	267	5%	1%
More than 5 times	15	0%	0%	19	1%	1%	34	1%	0%
Avg Trips per Day =	1.9			1.2			1.6		
Saturday									
None (or No Response)	2290	69%	2%	1208	72%	2%	3498	70%	1%
1-2 times	933	28%	2%	432	26%	2%	1365	27%	1%
3-4 times	87	3%	1%	35	2%	1%	122	2%	0%
More than 5 times	4	0%	0%	5	0%	0%	9	0%	0%
Avg Trips per Day =	0.7			0.6			0.6		
Sunday									
None (or No Response)	2685	81%	1%	1337	80%	2%	4022	81%	1%
1-2 times	577	17%	1%	321	19%	2%	898	18%	1%
3-4 times	46	1%	0%	18	1%	0%	64	1%	0%
More than 5 times	6	0%	0%	4	0%	0%	10	0%	0%
Avg Trips per Day =	0.4			0.4			0.4		



## All Responses

The following data are based on 4994 survey returns from the ALLBR database.

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 11: Why don't you use either PATCO or NJ TRANSIT?</u>												
<u>PATCO</u>												
Not close enough	1866	56%	2%	628	37%	2%	2494	50%	1%			
Not frequent enough	215	6%	1%	67	4%	1%	282	6%	1%			
Not reliable	138	4%	1%	35	2%	1%	173	3%	1%			
Not comfortable	143	4%	1%	56	3%	1%	199	4%	1%			
Costs more than using a car	416	13%	1%	141	8%	1%	557	11%	1%			
Takes longer than a car	861	26%	1%	270	16%	2%	1131	23%	1%			
Too crowded	150	5%	1%	41	2%	1%	191	4%	1%			
Car needed during the day	688	21%	1%	513	31%	2%	1201	24%	1%			
Have company car	232	7%	1%	186	11%	2%	418	8%	1%			
<u>NJ TRANSIT</u>												
Not close enough	1617	49%	2%	556	33%	2%	2173	44%	1%			
Not frequent enough	442	13%	1%	158	9%	1%	600	12%	1%			
Not reliable	236	7%	1%	66	4%	1%	302	6%	1%			
Not comfortable	214	6%	1%	100	6%	1%	314	6%	1%			
Costs more than using a car	499	15%	1%	164	10%	1%	663	13%	1%			
Takes longer than a car	1141	34%	2%	369	22%	2%	1510	30%	1%			
Too crowded	183	6%	1%	67	4%	1%	250	5%	1%			
Car needed during the day	759	23%	1%	576	34%	2%	1335	27%	1%			
Have company car	275	8%	1%	207	12%	2%	482	10%	1%			

Question 12: How long have you been driving for this trip?

1 year or less	605	20%	1%	198	17%	2%	803	19%	1%
1-2 years	361	12%	1%	130	11%	2%	491	12%	1%
2-4 years	490	16%	1%	179	15%	2%	669	16%	1%
4-10 years	935	31%	2%	356	30%	3%	1291	31%	1%
10 or more years	609	20%	1%	306	26%	3%	915	22%	1%
Total	3000	100%		1169	100%		4169	100%	
No Response	314	10%		511	44%		825	20%	
Avg Number of Years =	7.1			8.8			7.6		

Question 13: How did you make this trip before driving?

Did not make this trip	2628	86%	1%	1145	83%	2%	3773	85%	1%
PATCO	138	4%	1%	47	3%	1%	185	4%	1%
Carpool	72	2%	1%	18	1%	1%	90	2%	0%
Vanpool	5	0%	0%	1	0%	0%	6	0%	0%
Bus	76	2%	1%	46	3%	1%	122	3%	0%
Other	150	5%	1%	123	9%	2%	273	6%	1%
Total	3069	100%		1380	100%		4449	100%	
No Response	245	8%		300	22%		545	12%	

Question 14: Which of the following best describes the vehicle you used on this trip?

My own car	2763	84%	1%	1281	77%	2%	4044	82%	1%
Company car	288	9%	1%	220	13%	2%	508	10%	1%
My own passenger van	76	2%	1%	35	2%	1%	111	2%	0%
Company van	59	2%	0%	59	4%	1%	118	2%	0%
Other	95	3%	1%	67	4%	1%	162	3%	0%
Total	3281	100%		1662	100%		4943	100%	
No Response	33	1%		18	1%		51	1%	

## All Responses

The following data are based on 4994 survey returns from the ALLBR database.

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Question 15: How many people, including the driver, were in your vehicle?									
1 person	2723	84%	1%	1118	69%	2%	3841	79%	1%
2 persons	412	13%	1%	402	25%	2%	814	17%	1%
3 persons	65	2%	0%	56	3%	1%	121	2%	0%
4 or more persons	38	1%	0%	52	3%	1%	90	2%	0%
Total	3238	100%		1628	100%		4866	100%	
No Response	76	2%		52	3%		128	3%	
Avg Vehicle Occupancy =	1.2			1.5			1.3		

## Question 16a: How do you pay for parking at FINAL destination?

Free parking provided	2758	86%	1%	1240	80%	2%	3998	84%	1%
Employer pays	103	3%	1%	73	5%	1%	176	4%	1%
I pay daily charge	213	7%	1%	195	13%	2%	408	9%	1%
I pay monthly charge	139	4%	1%	50	3%	1%	189	4%	1%
Total	3213	100%		1558	100%		4771	100%	
No Response	101	3%		122	8%		223	5%	

## Question 16b: How much do you pay to park at FINAL destination?

<u>Those who pay daily charges:</u>									
Less than \$2.00	39	17%	5%	45	24%	6%	84	20%	4%
\$2.00 - \$4.00	33	15%	5%	42	22%	6%	75	18%	4%
\$4.00 - \$6.00	73	32%	6%	43	23%	6%	116	28%	4%
\$6.00 - \$8.00	44	19%	5%	30	16%	5%	74	18%	4%
\$8.00 - \$10.00	17	8%	3%	17	9%	4%	34	8%	3%
More than \$10.00	20	9%	4%	12	6%	3%	32	8%	3%
Total	226	100%		189	100%		415	100%	
No Response	3	1%		10	5%		13	3%	
Avg Daily Charge =	\$ 5.88			\$ 5.87			\$ 5.88		
<u>Those who pay monthly charges:</u>									
Less than \$40.00	58	41%	8%	24	49%	14%	82	43%	7%
\$40.00 - \$80.00	55	39%	8%	13	27%	12%	68	36%	7%
\$80.00 - \$120.00	14	10%	5%	5	10%	8%	19	10%	4%
\$120.00 - \$160.00	7	5%	4%	6	12%	9%	13	7%	4%
\$160.00 - \$200.00	5	4%	3%	1	2%	4%	6	3%	2%
More than \$200.00	2	1%	2%	0	0%	0%	2	1%	1%
Total	141	100%		49	100%		190	100%	
No Response	7	5%		3	6%		10	5%	
Avg Monthly Charge =	\$58.65			\$58.31			\$58.56		

## All Responses

The following data are based on 4994 survey returns from the ALLBR database.

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 17: Gender of Respondents:</u>									
Male	2420	74%	2%	1149	70%	2%	3569	73%	1%
Female	846	26%	2%	494	30%	2%	1340	27%	1%
Total	3266	100%		1643	100%		4909	100%	
No Response	48	1%		37	2%		85	2%	
<u>Question 18: Age of Respondents:</u>									
19 or younger	16	0%	0%	12	1%	0%	28	1%	0%
20 - 29	540	17%	1%	236	14%	2%	776	16%	1%
30 - 49	1801	56%	2%	727	45%	2%	2528	52%	1%
50 - 61	690	21%	1%	323	20%	2%	1013	21%	1%
62 or older	183	6%	1%	335	21%	2%	518	11%	1%
Total	3230	100%		1633	100%		4863	100%	
No Response	84	3%		47	3%		131	3%	
Avg Number of Years =	41.6			45.9			43.0		
<u>Question 19: Race of Respondents:</u>									
White	2909	91%	1%	1501	93%	1%	4410	91%	1%
Black	213	7%	1%	81	5%	1%	294	6%	1%
Asian	32	1%	0%	23	1%	1%	55	1%	0%
Other	45	1%	0%	17	1%	0%	62	1%	0%
Total	3199	100%		1622	100%		4821	100%	
No Response	115	4%		58	4%		173	4%	
<u>Question 20: Household income:</u>									
Under \$10,000	29	1%	0%	46	3%	1%	75	2%	0%
\$10,000 - \$15,000	43	1%	0%	67	4%	1%	110	2%	0%
\$15,000 - \$25,000	207	7%	1%	180	12%	2%	387	9%	1%
\$25,000 - \$35,000	504	17%	1%	254	17%	2%	758	17%	1%
\$35,000 - \$50,000	809	27%	2%	311	21%	2%	1120	25%	1%
\$50,000 - \$75,000	853	29%	2%	317	21%	2%	1170	26%	1%
\$75,000 - \$100,000	316	11%	1%	156	10%	2%	472	11%	1%
\$100,000 or more	209	7%	1%	162	11%	2%	371	8%	1%
Total	2970	100%		1493	100%		4463	100%	
No Response	344	12%		187	13%		531	12%	
Avg Household Income =	\$54,000			\$53,000			\$54,000		

## All Responses

The following data are based on 4994 survey returns from the ALLBR database.

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 21: Employment Status of Respondents:</u>									
Employed Full-time	3058	94%	1%	1056	66%	2%	4114	85%	1%
Employed Part-time	96	3%	1%	126	8%	1%	222	5%	1%
Retired	49	2%	0%	282	18%	2%	331	7%	1%
Currently Unemployed	9	0%	0%	24	2%	1%	33	1%	0%
Homemaker	7	0%	0%	71	4%	1%	78	2%	0%
Student	20	1%	0%	38	2%	1%	58	1%	0%
Total	3239	100%		1597	100%		4836	100%	
No Response	75	2%		83	5%		158	3%	

Question 22: Highest education level completed:

Elementary School	14	0%	0%	16	1%	0%	30	1%	0%
Some High School	76	2%	1%	60	4%	1%	136	3%	0%
Graduated High School	608	20%	1%	332	21%	2%	940	20%	1%
Some College	760	24%	2%	419	27%	2%	1179	25%	1%
Graduated College	1021	33%	2%	458	29%	2%	1479	32%	1%
Post-Graduate School	533	17%	1%	242	15%	2%	775	17%	1%
Vocational School	58	2%	0%	27	2%	1%	85	2%	0%
Special School	17	1%	0%	10	1%	0%	27	1%	0%
Other	27	1%	0%	9	1%	0%	36	1%	0%
Total	3114	100%		1573	100%		4687	100%	
No Response	200	6%		107	7%		307	7%	

Bridge where survey was conducted:

Betsy Ross	581	18%	1%	266	16%	2%	847	17%	1%
Walt Whitman	1065	32%	2%	574	34%	2%	1639	33%	1%
Ben Franklin	903	27%	2%	421	25%	2%	1324	27%	1%
Tacony-Palmyra	765	23%	1%	419	25%	2%	1184	24%	1%

Direction of survey distribution:

Westbound	2168	65%	2%	1130	67%	2%	3298	66%	1%
Eastbound	1146	35%	2%	550	33%	2%	1696	34%	1%

## Burlington County Origins

The following data are based on 1052 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=7

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	<u>No.</u>	<u>PEAK</u> <u>Pct</u>	<u>Err</u>	<u>No.</u>	<u>OFF-PEAK</u> <u>Pct</u>	<u>Err</u>	<u>No.</u>	<u>TOTAL</u> <u>Pct</u>	<u>Err</u>
<u>Question 1: What time did you receive this survey?</u>									
6:00am or earlier	24	3%	1%	12	4%	2%	36	4%	1%
6:01 - 7:00am	330	46%	4%	0	0%	0%	330	32%	3%
7:01 - 8:00am	264	37%	4%	0	0%	0%	264	26%	3%
8:01 - 9:00am	100	14%	3%	0	0%	0%	100	10%	2%
9:01 - 10:00am	0	0%	0%	63	21%	5%	63	6%	1%
10:01 - 11:00am	0	0%	0%	109	36%	5%	109	11%	2%
11:01 - 12:00pm	0	0%	0%	102	34%	5%	102	10%	2%
12:01 - 1:00pm	0	0%	0%	10	3%	2%	10	1%	1%
After 1:00pm	0	0%	0%	8	3%	2%	8	1%	1%
Total	718	100%		304	100%		1022	100%	
No Response	12	2%		18	6%		30	3%	

Question 2: Where did you START this trip?

BUCKS	0	0%	0%	0	0%	0%	0	0%	0%
CHESTER	0	0%	0%	0	0%	0%	0	0%	0%
DELAWARE	0	0%	0%	0	0%	0%	0	0%	0%
MONTGOMERY	0	0%	0%	0	0%	0%	0	0%	0%
PHILA **	0	0%	0%	0	0%	0%	0	0%	0%
CENTER CITY	0	0%	0%	0	0%	0%	0	0%	0%
BURLINGTON	730	100%	0%	322	100%	0%	1052	100%	0%
CAMDEN	0	0%	0%	0	0%	0%	0	0%	0%
GLOUCESTER	0	0%	0%	0	0%	0%	0	0%	0%
MERCER	0	0%	0%	0	0%	0%	0	0%	0%
OTHER	0	0%	0%	0	0%	0%	0	0%	0%
Total	730	100%		322	100%		1052	100%	
No Response	0	0%		0	0%		0	0%	

Question 3: Why do you use this particular bridge?

Saves time	76	13%	3%	36	13%	4%	112	13%	2%
Shortest distance	327	54%	4%	156	57%	6%	483	55%	3%
Lower bridge toll	63	10%	2%	18	7%	3%	81	9%	2%
Better highway access	48	8%	2%	32	12%	4%	80	9%	2%
Less traffic congestion	63	10%	2%	19	7%	3%	82	9%	2%
Other	31	5%	2%	14	5%	3%	45	5%	1%
Total	608	100%		275	100%		883	100%	
No Response	122	20%		47	17%		169	19%	

## Burlington County Origins

The following data are based on 1052 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=7

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 4: How long did it take you to get from your START location to this bridge?</u>									
5 minutes or less	128	18%	3%	37	12%	4%	165	16%	2%
6 - 10	153	21%	3%	72	23%	5%	225	22%	3%
11 - 15	151	21%	3%	78	25%	5%	229	22%	3%
16 - 20	140	19%	3%	56	18%	4%	196	19%	2%
21 - 30	96	13%	2%	38	12%	4%	134	13%	2%
31 - 45	45	6%	2%	22	7%	3%	67	6%	2%
46 - 60	8	1%	1%	5	2%	1%	13	1%	1%
More than 60 minutes	1	0%	0%	4	1%	1%	5	0%	0%
Total	722	100%		312	100%		1034	100%	
No Response	8	1%		10	3%		18	2%	
Avg Time to Bridge =	16.5			18.8			17.2		

Question 5: How far is your START location from this bridge?

1/4 mile	16	2%	1%	4	1%	1%	20	2%	1%
1/2 mile	23	3%	1%	3	1%	1%	26	3%	1%
1 mile	30	4%	1%	6	2%	2%	36	3%	1%
1-2 miles	29	4%	1%	15	5%	2%	44	4%	1%
2-3 miles	39	5%	2%	17	6%	3%	56	5%	1%
3-5 miles	93	13%	2%	36	12%	4%	129	13%	2%
5-7 miles	91	13%	2%	40	13%	4%	131	13%	2%
7-10 miles	124	17%	3%	62	20%	4%	186	18%	2%
10-15 miles	154	21%	3%	63	20%	4%	217	21%	2%
15-20 miles	65	9%	2%	35	11%	4%	100	10%	2%
20-30 miles	44	6%	2%	20	6%	3%	64	6%	1%
More than 30 miles	12	2%	1%	8	3%	2%	20	2%	1%
Total	720	100%		309	100%		1029	100%	
No Response	10	1%		13	4%		23	2%	
Avg Access Distance =	9.4			10.3			9.7		

Question 6: What type of toll did you pay for this trip?

Exact change	241	33%	3%	132	41%	5%	373	36%	3%
Cash - other	187	26%	3%	99	31%	5%	286	27%	3%
30-Day sticker	283	39%	4%	67	21%	4%	350	34%	3%
Carpool ticket	2	0%	0%	0	0%	0%	2	0%	0%
Senior Citizen ticket	8	1%	1%	18	6%	3%	26	2%	1%
Other	1	0%	0%	4	1%	1%	5	0%	0%
Total	722	100%		320	100%		1042	100%	
No Response	8	1%		2	1%		10	1%	

## Burlington County Origins

The following data are based on 1052 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=7

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 7: Where is your FINAL destination?</u>									
BUCKS	38	5%	2%	25	9%	3%	63	6%	2%
CHESTER	19	3%	1%	4	1%	1%	23	2%	1%
DELAWARE	36	5%	2%	13	4%	2%	49	5%	1%
MONTGOMERY	87	12%	2%	25	9%	3%	112	11%	2%
PHILA **	377	54%	4%	161	55%	6%	538	54%	3%
CENTER CITY	122	17%	3%	55	19%	4%	177	18%	2%
BURLINGTON	0	0%	0%	0	0%	0%	0	0%	0%
CAMDEN	0	0%	0%	0	0%	0%	0	0%	0%
GLOUCESTER	0	0%	0%	0	0%	0%	0	0%	0%
MERCER	11	2%	1%	0	0%	0%	11	1%	1%
OTHER	12	2%	1%	9	3%	2%	21	2%	1%
Total	702	100%		292	100%		994	100%	
No Response	28	4%		30	10%		58	6%	

Question 8: How long does it take you to travel from your  
START location to your FINAL destination?

10 minutes or less	9	1%	1%	4	1%	1%	13	1%	1%
11 - 20	59	8%	2%	42	13%	4%	101	10%	2%
21 - 30	219	30%	3%	94	30%	5%	313	30%	3%
31 - 40	180	25%	3%	68	22%	5%	248	24%	3%
41 - 50	161	22%	3%	59	19%	4%	220	21%	2%
51 - 60	64	9%	2%	26	8%	3%	90	9%	2%
61 - 70	9	1%	1%	4	1%	1%	13	1%	1%
71 - 80	14	2%	1%	7	2%	2%	21	2%	1%
More than 80 minutes	9	1%	1%	9	3%	2%	18	2%	1%
Total	724	100%		313	100%		1037	100%	
No Response	6	1%		9	3%		15	1%	
Avg Travel Time =	38.5			41.3			39.4		

Question 9: What is the main purpose of this trip?

Go to work	647	90%	2%	88	28%	5%	735	72%	3%
Returning from work	6	1%	1%	6	2%	2%	12	1%	1%
School	7	1%	1%	5	2%	1%	12	1%	1%
Company business	40	6%	2%	93	30%	5%	133	13%	2%
Shopping	1	0%	0%	15	5%	2%	16	2%	1%
Medical/Personal	5	1%	1%	47	15%	4%	52	5%	1%
Recreation/Social	5	1%	1%	31	10%	3%	36	4%	1%
Going out to eat	0	0%	0%	2	1%	1%	2	0%	0%
Other	7	1%	1%	22	7%	3%	29	3%	1%
Total	718	100%		309	100%		1027	100%	
No Response	12	2%		13	4%		25	2%	

## Burlington County Origins

The following data are based on 1052 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=7

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Question 10: How many times did you cross the Delaware River on each of the last seven days?									
Monday									
None (or No Response)	108	15%	3%	155	48%	5%	263	25%	3%
1-2 times	595	82%	3%	155	48%	5%	750	71%	3%
3-4 times	25	3%	1%	11	3%	2%	36	3%	1%
More than 5 times	2	0%	0%	1	0%	1%	3	0%	0%
Avg Trips per Day =	1.8			1.1			1.6		
Tuesday									
None (or No Response)	67	9%	2%	137	43%	5%	204	19%	2%
1-2 times	634	87%	2%	170	53%	5%	804	76%	3%
3-4 times	26	4%	1%	13	4%	2%	39	4%	1%
More than 5 times	3	0%	0%	2	1%	1%	5	0%	0%
Avg Trips per Day =	1.9			1.2			1.7		
Wednesday									
None (or No Response)	55	8%	2%	132	41%	5%	187	18%	2%
1-2 times	637	87%	2%	173	54%	5%	810	77%	3%
3-4 times	34	5%	2%	15	5%	2%	49	5%	1%
More than 5 times	4	1%	1%	2	1%	1%	6	1%	0%
Avg Trips per Day =	1.9			1.3			1.7		
Thursday									
None (or No Response)	64	9%	2%	121	38%	5%	185	18%	2%
1-2 times	636	87%	2%	184	57%	5%	820	78%	3%
3-4 times	27	4%	1%	15	5%	2%	42	4%	1%
More than 5 times	3	0%	0%	2	1%	1%	5	0%	0%
Avg Trips per Day =	1.9			1.3			1.7		
Friday									
None (or No Response)	64	9%	2%	128	40%	5%	192	18%	2%
1-2 times	624	85%	3%	177	55%	5%	801	76%	3%
3-4 times	39	5%	2%	16	5%	2%	55	5%	1%
More than 5 times	3	0%	0%	1	0%	1%	4	0%	0%
Avg Trips per Day =	1.9			1.3			1.7		
Saturday									
None (or No Response)	515	71%	3%	222	69%	5%	737	70%	3%
1-2 times	195	27%	3%	91	28%	5%	286	27%	3%
3-4 times	20	3%	1%	8	2%	2%	28	3%	1%
More than 5 times	0	0%	0%	1	0%	1%	1	0%	0%
Avg Trips per Day =	0.6			0.7			0.6		
Sunday									
None (or No Response)	591	81%	3%	249	77%	5%	840	80%	2%
1-2 times	129	18%	3%	66	20%	4%	195	19%	2%
3-4 times	10	1%	1%	6	2%	1%	16	2%	1%
More than 5 times	0	0%	0%	1	0%	1%	1	0%	0%
Avg Trips per Day =	0.4			0.5			0.4		



## Burlington County Origins

The following data are based on 1052 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=7

	NUMBER OF RESPONSES, PEAK			PERCENT RESPONSE, OFF-PEAK			MARGIN OF ERROR, TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 11: Why don't you use either PATCO or NJ TRANSIT?</u>									
<u>PATCO</u>									
Not close enough	446	61%	4%	140	43%	5%	586	56%	3%
Not frequent enough	46	6%	2%	6	2%	1%	52	5%	1%
Not reliable	22	3%	1%	4	1%	1%	26	2%	1%
Not comfortable	30	4%	1%	13	4%	2%	43	4%	1%
Costs more than using a car	85	12%	2%	16	5%	2%	101	10%	2%
Takes longer than a car	170	23%	3%	54	17%	4%	224	21%	2%
Too crowded	23	3%	1%	4	1%	1%	27	3%	1%
Car needed during the day	133	18%	3%	89	28%	5%	222	21%	2%
Have company car	44	6%	2%	45	14%	4%	89	8%	2%
<u>NJ TRANSIT</u>									
Not close enough	357	49%	4%	114	35%	5%	471	45%	3%
Not frequent enough	122	17%	3%	33	10%	3%	155	15%	2%
Not reliable	59	8%	2%	13	4%	2%	72	7%	2%
Not comfortable	50	7%	2%	27	8%	3%	77	7%	2%
Costs more than using a car	125	17%	3%	24	7%	3%	149	14%	2%
Takes longer than a car	277	38%	4%	79	25%	5%	356	34%	3%
Too crowded	51	7%	2%	13	4%	2%	64	6%	1%
Car needed during the day	159	22%	3%	105	33%	5%	264	25%	3%
Have company car	56	8%	2%	52	16%	4%	108	10%	2%

Question 12: How long have you been driving for this trip?

1 year or less	169	25%	3%	44	19%	5%	213	24%	3%
1-2 years	72	11%	2%	19	8%	4%	91	10%	2%
2-4 years	88	13%	3%	34	15%	5%	122	14%	2%
4-10 years	200	30%	3%	70	31%	6%	270	30%	3%
10 or more years	147	22%	3%	59	26%	6%	206	23%	3%
Total	676	100%		226	100%		902	100%	
No Response	54	8%		96	42%		150	17%	
Avg Number of Years =	7.1			8.1			7.3		

Question 13: How did you make this trip before driving?

Did not make this trip	574	85%	3%	227	89%	4%	801	86%	2%
PATCO	28	4%	2%	5	2%	2%	33	4%	1%
Carpool	17	3%	1%	3	1%	1%	20	2%	1%
Vanpool	4	1%	1%	0	0%	0%	4	0%	0%
Bus	21	3%	1%	7	3%	2%	28	3%	1%
Other	28	4%	2%	13	5%	3%	41	4%	1%
Total	672	100%		255	100%		927	100%	
No Response	58	9%		67	26%		125	13%	

Question 14: Which of the following best describes the vehicle you used on this trip?

My own car	613	84%	3%	255	80%	4%	868	83%	2%
Company car	66	9%	2%	44	14%	4%	110	11%	2%
My own passenger van	12	2%	1%	6	2%	1%	18	2%	1%
Company van	15	2%	1%	9	3%	2%	24	2%	1%
Other	22	3%	1%	5	2%	1%	27	3%	1%
Total	728	100%		319	100%		1047	100%	
No Response	2	0%		3	1%		5	0%	

## Burlington County Origins

The following data are based on 1052 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=7

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Question 15: How many people, including the driver, were in your vehicle?									
1 person	614	85%	3%	217	70%	5%	831	80%	2%
2 persons	88	12%	2%	72	23%	5%	160	15%	2%
3 persons	15	2%	1%	11	4%	2%	26	3%	1%
4 or more persons	6	1%	1%	11	4%	2%	17	2%	1%
Total	723	100%		311	100%		1034	100%	
No Response	7	1%		11	4%		18	2%	
Avg Vehicle Occupancy =	1.2			1.4			1.3		

## Question 16a: How do you pay for parking at FINAL destination?

Free parking provided	572	80%	3%	223	75%	5%	795	79%	3%
Employer pays	36	5%	2%	24	8%	3%	60	6%	1%
I pay daily charge	64	9%	2%	43	14%	4%	107	11%	2%
I pay monthly charge	40	6%	2%	8	3%	2%	48	5%	1%
Total	712	100%		298	100%		1010	100%	
No Response	18	3%		24	8%		42	4%	

## Question 16b: How much do you pay to park at FINAL destination?

Those who pay daily charges:

Less than \$2.00	12	18%	9%	8	20%	12%	20	18%	7%
\$2.00 - \$4.00	8	12%	8%	9	22%	13%	17	16%	7%
\$4.00 - \$6.00	20	29%	11%	14	34%	15%	34	31%	9%
\$6.00 - \$8.00	15	22%	10%	6	15%	11%	21	19%	7%
\$8.00 - \$10.00	4	6%	6%	3	7%	8%	7	6%	5%
More than \$10.00	9	13%	8%	1	2%	5%	10	9%	5%
Total	68	100%		41	100%		109	100%	
No Response	0	0%		3	7%		3	3%	
Avg Daily Charge =	\$ 6.49			\$ 4.81			\$ 5.86		

Those who pay monthly charges:

Less than \$40.00	10	26%	14%	0	0%	0%	10	21%	12%
\$40.00 - \$80.00	18	46%	16%	4	50%	35%	22	47%	14%
\$80.00 - \$120.00	5	13%	10%	2	25%	30%	7	15%	10%
\$120.00 - \$160.00	3	8%	8%	1	13%	23%	4	9%	8%
\$160.00 - \$200.00	2	5%	7%	1	13%	23%	3	6%	7%
More than \$200.00	1	3%	5%	0	0%	0%	1	2%	4%
Total	39	100%		8	100%		47	100%	
No Response	2	5%		0	0%		2	4%	
Avg Monthly Charge =	\$73.50			\$94.75			\$77.12		

## Burlington County Origins

The following data are based on 1052 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=7

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 17: Gender of Respondents:</u>									
Male	514	71%	3%	217	68%	5%	731	70%	3%
Female	211	29%	3%	100	32%	5%	311	30%	3%
Total	725	100%		317	100%		1042	100%	
No Response	5	1%		5	2%		10	1%	
<u>Question 18: Age of Respondents:</u>									
19 or younger	2	0%	0%	1	0%	1%	3	0%	0%
20 - 29	90	13%	2%	49	16%	4%	139	14%	2%
30 - 49	416	58%	4%	141	45%	6%	557	54%	3%
50 - 61	161	23%	3%	55	18%	4%	216	21%	3%
62 or older	44	6%	2%	64	21%	5%	108	11%	2%
Total	713	100%		310	100%		1023	100%	
No Response	17	2%		12	4%		29	3%	
Avg Number of Years =	42.8			45.7			43.6		
<u>Question 19: Race of Respondents:</u>									
White	643	91%	2%	291	94%	3%	934	92%	2%
Black	48	7%	2%	14	5%	2%	62	6%	1%
Asian	7	1%	1%	2	1%	1%	9	1%	1%
Other	8	1%	1%	2	1%	1%	10	1%	1%
Total	706	100%		309	100%		1015	100%	
No Response	24	3%		13	4%		37	4%	
<u>Question 20: Household income:</u>									
Under \$10,000	4	1%	1%	5	2%	2%	9	1%	1%
\$10,000 - \$15,000	5	1%	1%	15	5%	3%	20	2%	1%
\$15,000 - \$25,000	36	5%	2%	29	10%	4%	65	7%	2%
\$25,000 - \$35,000	80	12%	3%	52	19%	5%	132	14%	2%
\$35,000 - \$50,000	176	27%	3%	48	17%	4%	224	24%	3%
\$50,000 - \$75,000	227	35%	4%	70	25%	5%	297	32%	3%
\$75,000 - \$100,000	83	13%	3%	30	11%	4%	113	12%	2%
\$100,000 or more	44	7%	2%	28	10%	4%	72	8%	2%
Total	655	100%		277	100%		932	100%	
No Response	75	11%		45	16%		120	13%	
Avg Household Income =	\$57,000			\$54,000			\$56,000		

## Burlington County Origins

The following data are based on 1052 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=7

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 21: Employment Status of Respondents:</u>									
Employed Full-time	674	94%	2%	209	69%	5%	883	87%	2%
Employed Part-time	29	4%	1%	24	8%	3%	53	5%	1%
Retired	10	1%	1%	45	15%	4%	55	5%	1%
Currently Unemployed	1	0%	0%	2	1%	1%	3	0%	0%
Homemaker	1	0%	0%	19	6%	3%	20	2%	1%
Student	0	0%	0%	5	2%	1%	5	0%	0%
Total	715	100%		304	100%		1019	100%	
No Response	15	2%		18	6%		33	3%	

Question 22: Highest education level completed:

Elementary School	1	0%	0%	1	0%	1%	2	0%	0%
Some High School	10	1%	1%	12	4%	2%	22	2%	1%
Graduated High School	108	15%	3%	59	19%	4%	167	17%	2%
Some College	166	24%	3%	77	25%	5%	243	24%	3%
Graduated College	260	37%	4%	97	32%	5%	357	35%	3%
Post-Graduate School	143	20%	3%	46	15%	4%	189	19%	2%
Vocational School	7	1%	1%	8	3%	2%	15	1%	1%
Special School	6	1%	1%	4	1%	1%	10	1%	1%
Other	4	1%	1%	1	0%	1%	5	0%	0%
Total	705	100%		305	100%		1010	100%	
No Response	25	4%		17	6%		42	4%	

Bridge where survey was conducted:

Betsy Ross	198	27%	3%	102	32%	5%	300	29%	3%
Walt Whitman	68	9%	2%	40	12%	4%	108	10%	2%
Ben Franklin	158	22%	3%	69	21%	4%	227	22%	2%
Tacony-Palmyra	306	42%	4%	111	34%	5%	417	40%	3%

Direction of survey distribution:

Westbound	728	100%	0%	322	100%	0%	1050	100%	0%
Eastbound	2	0%	0%	0	0%	0%	2	0%	0%

## Camden County Origins

The following data are based on 1405 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=8

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 1: What time did you receive this survey?</u>									
6:00am or earlier	45	5%	1%	27	6%	2%	72	5%	1%
6:01 - 7:00am	420	46%	3%	0	0%	0%	420	31%	2%
7:01 - 8:00am	326	36%	3%	0	0%	0%	326	24%	2%
8:01 - 9:00am	125	14%	2%	0	0%	0%	125	9%	2%
9:01 - 10:00am	0	0%	0%	88	19%	4%	88	6%	1%
10:01 - 11:00am	0	0%	0%	190	42%	5%	190	14%	2%
11:01 - 12:00pm	0	0%	0%	119	26%	4%	119	9%	1%
12:01 - 1:00pm	0	0%	0%	20	4%	2%	20	1%	1%
After 1:00pm	0	0%	0%	9	2%	1%	9	1%	0%
Total	916	100%		453	100%		1369	100%	
No Response	13	1%		23	5%		36	3%	

Question 2: Where did you START this trip?

BUCKS	0	0%	0%	0	0%	0%	0	0%	0%
CHESTER	0	0%	0%	0	0%	0%	0	0%	0%
DELAWARE	0	0%	0%	0	0%	0%	0	0%	0%
MONTGOMERY	0	0%	0%	0	0%	0%	0	0%	0%
PHILA **	0	0%	0%	0	0%	0%	0	0%	0%
CENTER CITY	0	0%	0%	0	0%	0%	0	0%	0%
BURLINGTON	0	0%	0%	0	0%	0%	0	0%	0%
CAMDEN	929	100%	0%	476	100%	0%	1405	100%	0%
GLOUCESTER	0	0%	0%	0	0%	0%	0	0%	0%
MERCER	0	0%	0%	0	0%	0%	0	0%	0%
OTHER	0	0%	0%	0	0%	0%	0	0%	0%
Total	929	100%		476	100%		1405	100%	
No Response	0	0%		0	0%		0	0%	

Question 3: Why do you use this particular bridge?

Saves time	88	11%	2%	51	12%	3%	139	11%	2%
Shortest distance	501	61%	3%	270	66%	5%	771	63%	3%
Lower bridge toll	49	6%	2%	14	3%	2%	63	5%	1%
Better highway access	59	7%	2%	38	9%	3%	97	8%	2%
Less traffic congestion	74	9%	2%	18	4%	2%	92	7%	1%
Other	49	6%	2%	18	4%	2%	67	5%	1%
Total	820	100%		409	100%		1229	100%	
No Response	109	13%		67	16%		176	14%	

## Camden County Origins

The following data are based on 1405 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=8

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 4: How long did it take you to get from your START location to this bridge?</u>									
5 minutes or less	113	12%	2%	75	16%	3%	188	14%	2%
6 - 10	243	27%	3%	118	25%	4%	361	26%	2%
11 - 15	203	22%	3%	130	27%	4%	333	24%	2%
16 - 20	154	17%	2%	91	19%	4%	245	18%	2%
21 - 30	159	17%	2%	43	9%	3%	202	15%	2%
31 - 45	37	4%	1%	14	3%	2%	51	4%	1%
46 - 60	1	0%	0%	1	0%	0%	2	0%	0%
More than 60 minutes	1	0%	0%	2	0%	1%	3	0%	0%
Total	911	100%		474	100%		1385	100%	
No Response	18	2%		2	0%		20	1%	
Avg Time to Bridge =	16.0			15.0			15.7		

Question 5: How far is your START location from this bridge?

1/4 mile	9	1%	1%	7	2%	1%	16	1%	1%
1/2 mile	6	1%	1%	5	1%	1%	11	1%	0%
1 mile	22	2%	1%	11	2%	1%	33	2%	1%
1-2 miles	47	5%	1%	24	5%	2%	71	5%	1%
2-3 miles	47	5%	1%	34	7%	2%	81	6%	1%
3-5 miles	135	15%	2%	71	15%	3%	206	15%	2%
5-7 miles	158	17%	2%	74	16%	3%	232	17%	2%
7-10 miles	194	21%	3%	97	21%	4%	291	21%	2%
10-15 miles	178	19%	3%	84	18%	4%	262	19%	2%
15-20 miles	87	9%	2%	33	7%	2%	120	9%	1%
20-30 miles	29	3%	1%	15	3%	2%	44	3%	1%
More than 30 miles	4	0%	0%	5	1%	1%	9	1%	0%
Total	916	100%		460	100%		1376	100%	
No Response	13	1%		16	3%		29	2%	
Avg Access Distance =	8.7			8.4			8.6		

Question 6: What type of toll did you pay for this trip?

Exact change	182	20%	3%	131	28%	4%	313	23%	2%
Cash - other	154	17%	2%	148	31%	4%	302	22%	2%
30-Day sticker	558	61%	3%	155	33%	4%	713	51%	3%
Carpool ticket	6	1%	1%	1	0%	0%	7	1%	0%
Senior Citizen ticket	17	2%	1%	34	7%	2%	51	4%	1%
Other	4	0%	0%	1	0%	0%	5	0%	0%
Total	921	100%		470	100%		1391	100%	
No Response	8	1%		6	1%		14	1%	

## Camden County Origins

The following data are based on 1405 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=8

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 7: Where is your FINAL destination?</u>												
BUCKS	62	7%	2%	33	8%	3%	95	7%	1%			
CHESTER	33	4%	1%	8	2%	1%	41	3%	1%			
DELAWARE	64	7%	2%	28	7%	2%	92	7%	1%			
MONTGOMERY	91	10%	2%	35	8%	3%	126	9%	2%			
PHILA **	473	53%	3%	220	51%	5%	693	52%	3%			
CENTER CITY	143	16%	2%	91	21%	4%	234	18%	2%			
BURLINGTON	0	0%	0%	0	0%	0%	0	0%	0%			
CAMDEN	0	0%	0%	0	0%	0%	0	0%	0%			
GLOUCESTER	0	0%	0%	0	0%	0%	0	0%	0%			
MERCER	16	2%	1%	5	1%	1%	21	2%	1%			
OTHER	17	2%	1%	8	2%	1%	25	2%	1%			
Total	899	100%		428	100%		1327	100%				
No Response	30	3%		48	11%		78	6%				

Question 8: How long does it take you to travel from your START location to your FINAL destination?

10 minutes or less	18	2%	1%	13	3%	2%	31	2%	1%
11 - 20	140	15%	2%	88	19%	4%	228	17%	2%
21 - 30	248	27%	3%	163	35%	4%	411	30%	2%
31 - 40	204	22%	3%	90	20%	4%	294	21%	2%
41 - 50	185	20%	3%	63	14%	3%	248	18%	2%
51 - 60	72	8%	2%	25	5%	2%	97	7%	1%
61 - 70	20	2%	1%	8	2%	1%	28	2%	1%
71 - 80	14	2%	1%	5	1%	1%	19	1%	1%
More than 80 minutes	14	2%	1%	6	1%	1%	20	1%	1%
Total	915	100%		461	100%		1376	100%	
No Response	14	2%		15	3%		29	2%	
Avg Travel Time =	37.8			35.6			37.1		

Question 9: What is the main purpose of this trip?

Go to work	815	91%	2%	154	34%	4%	969	71%	2%
Returning from work	7	1%	1%	9	2%	1%	16	1%	1%
School	7	1%	1%	13	3%	2%	20	1%	1%
Company business	56	6%	2%	137	30%	4%	193	14%	2%
Shopping	1	0%	0%	7	2%	1%	8	1%	0%
Medical/Personal	5	1%	0%	56	12%	3%	61	4%	1%
Recreation/Social	6	1%	1%	45	10%	3%	51	4%	1%
Going out to eat	0	0%	0%	3	1%	1%	3	0%	0%
Other	3	0%	0%	35	8%	2%	38	3%	1%
Total	900	100%		459	100%		1359	100%	
No Response	29	3%		17	4%		46	3%	

## Camden County Origins

The following data are based on 1405 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=8

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Question 10: How many times did you cross the Delaware River on each of the last seven days?									
Monday									
None (or No Response)	102	11%	2%	209	44%	4%	311	22%	2%
1-2 times	793	85%	2%	240	50%	4%	1033	74%	2%
3-4 times	32	3%	1%	22	5%	2%	54	4%	1%
More than 5 times	2	0%	0%	5	1%	1%	7	0%	0%
Avg Trips per Day =	1.8			1.2			1.6		
Tuesday									
None (or No Response)	75	8%	2%	148	31%	4%	223	16%	2%
1-2 times	803	86%	2%	290	61%	4%	1093	78%	2%
3-4 times	49	5%	1%	30	6%	2%	79	6%	1%
More than 5 times	2	0%	0%	7	1%	1%	9	1%	0%
Avg Trips per Day =	1.9			1.6			1.8		
Wednesday									
None (or No Response)	71	8%	2%	154	32%	4%	225	16%	2%
1-2 times	812	87%	2%	286	60%	4%	1098	78%	2%
3-4 times	42	5%	1%	31	7%	2%	73	5%	1%
More than 5 times	4	0%	0%	5	1%	1%	9	1%	0%
Avg Trips per Day =	1.9			1.5			1.8		
Thursday									
None (or No Response)	93	10%	2%	172	36%	4%	265	19%	2%
1-2 times	788	85%	2%	272	57%	4%	1060	75%	2%
3-4 times	46	5%	1%	24	5%	2%	70	5%	1%
More than 5 times	2	0%	0%	7	1%	1%	9	1%	0%
Avg Trips per Day =	1.9			1.4			1.7		
Friday									
None (or No Response)	100	11%	2%	195	41%	4%	295	21%	2%
1-2 times	764	82%	2%	249	52%	4%	1013	72%	2%
3-4 times	60	6%	2%	21	4%	2%	81	6%	1%
More than 5 times	5	1%	0%	9	2%	1%	14	1%	1%
Avg Trips per Day =	1.9			1.3			1.7		
Saturday									
None (or No Response)	626	67%	3%	323	68%	4%	949	68%	2%
1-2 times	273	29%	3%	139	29%	4%	412	29%	2%
3-4 times	29	3%	1%	14	3%	2%	43	3%	1%
More than 5 times	1	0%	0%	0	0%	0%	1	0%	0%
Avg Trips per Day =	0.7			0.7			0.7		
Sunday									
None (or No Response)	753	81%	3%	384	81%	4%	1137	81%	2%
1-2 times	157	17%	2%	86	18%	3%	243	17%	2%
3-4 times	18	2%	1%	5	1%	1%	23	2%	1%
More than 5 times	1	0%	0%	1	0%	0%	2	0%	0%
Avg Trips per Day =	0.4			0.4			0.4		



## Camden County Origins

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using the criteria: CTY('ORIG')=8

	NUMBER OF RESPONSES, PEAK			PERCENT RESPONSE, OFF-PEAK			MARGIN OF ERROR, TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 11: Why don't you use either PATCO or NJ TRANSIT?</u>									
<u>PATCO</u>									
Not close enough	446	48%	3%	153	32%	4%	599	43%	3%
Not frequent enough	55	6%	2%	16	3%	2%	71	5%	1%
Not reliable	38	4%	1%	11	2%	1%	49	3%	1%
Not comfortable	37	4%	1%	15	3%	2%	52	4%	1%
Costs more than using a car	151	16%	2%	50	11%	3%	201	14%	2%
Takes longer than a car	266	29%	3%	82	17%	3%	348	25%	2%
Too crowded	50	5%	1%	16	3%	2%	66	5%	1%
Car needed during the day	194	21%	3%	152	32%	4%	346	25%	2%
Have company car	63	7%	2%	58	12%	3%	121	9%	1%
<u>NJ TRANSIT</u>									
Not close enough	415	45%	3%	144	30%	4%	559	40%	3%
Not frequent enough	112	12%	2%	51	11%	3%	163	12%	2%
Not reliable	68	7%	2%	25	5%	2%	93	7%	1%
Not comfortable	61	7%	2%	34	7%	2%	95	7%	1%
Costs more than using a car	148	16%	2%	49	10%	3%	197	14%	2%
Takes longer than a car	326	35%	3%	116	24%	4%	442	31%	2%
Too crowded	47	5%	1%	23	5%	2%	70	5%	1%
Car needed during the day	197	21%	3%	154	32%	4%	351	25%	2%
Have company car	72	8%	2%	61	13%	3%	133	9%	2%

Question 12: How long have you been driving for this trip?

1 year or less	147	17%	3%	59	16%	4%	206	17%	2%
1-2 years	104	12%	2%	40	11%	3%	144	12%	2%
2-4 years	135	16%	2%	54	15%	4%	189	16%	2%
4-10 years	248	29%	3%	108	30%	5%	356	29%	3%
10 or more years	224	26%	3%	99	28%	5%	323	27%	2%
Total	858	100%		360	100%		1218	100%	
No Response	71	8%		116	32%		187	15%	
Avg Number of Years =	8.3			9.0			8.5		

Question 13: How did you make this trip before driving?

Did not make this trip	690	81%	3%	315	82%	4%	1005	81%	2%
PATCO	72	8%	2%	30	8%	3%	102	8%	2%
Carpool	22	3%	1%	6	2%	1%	28	2%	1%
Vanpool	0	0%	0%	0	0%	0%	0	0%	0%
Bus	18	2%	1%	10	3%	2%	28	2%	1%
Other	48	6%	2%	25	6%	2%	73	6%	1%
Total	850	100%		386	100%		1236	100%	
No Response	79	9%		90	23%		169	14%	

Question 14: Which of the following best describes the vehicle you used on this trip?

My own car	776	84%	2%	348	74%	4%	1124	81%	2%
Company car	65	7%	2%	69	15%	3%	134	10%	2%
My own passenger van	31	3%	1%	18	4%	2%	49	4%	1%
Company van	23	3%	1%	14	3%	2%	37	3%	1%
Other	25	3%	1%	20	4%	2%	45	3%	1%
Total	920	100%		469	100%		1389	100%	
No Response	9	1%		7	1%		16	1%	

## Camden County Origins

The following data are based on 1405 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=8

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Question 15: How many people, including the driver, were in your vehicle?												
1 person	750	82%	2%	347	76%	4%	1097	80%	2%			
2 persons	127	14%	2%	85	19%	4%	212	15%	2%			
3 persons	22	2%	1%	12	3%	1%	34	2%	1%			
4 or more persons	11	1%	1%	14	3%	2%	25	2%	1%			
Total	910	100%		458	100%		1368	100%				
No Response	19	2%		18	4%		37	3%				
Avg Vehicle Occupancy =	1.2			1.4			1.3					

## Question 16a: How do you pay for parking at FINAL destination?

Free parking provided	748	84%	2%	321	73%	4%	1069	80%	2%
Employer pays	29	3%	1%	27	6%	2%	56	4%	1%
I pay daily charge	65	7%	2%	74	17%	3%	139	10%	2%
I pay monthly charge	51	6%	2%	19	4%	2%	70	5%	1%
Total	893	100%		441	100%		1334	100%	
No Response	36	4%		35	8%		71	5%	

## Question 16b: How much do you pay to park at FINAL destination?

<u>Those who pay daily charges:</u>												
Less than \$2.00	14	19%	9%	20	28%	10%	34	24%	7%			
\$2.00 - \$4.00	8	11%	7%	13	18%	9%	21	15%	6%			
\$4.00 - \$6.00	25	35%	11%	11	15%	8%	36	25%	7%			
\$6.00 - \$8.00	12	17%	9%	15	21%	9%	27	19%	6%			
\$8.00 - \$10.00	8	11%	7%	7	10%	7%	15	10%	5%			
More than \$10.00	5	7%	6%	6	8%	6%	11	8%	4%			
Total	72	100%		72	100%		144	100%				
No Response	0	0%		3	4%		3	2%				
Avg Daily Charge =	\$ 5.66			\$ 5.51			\$ 5.58					
<u>Those who pay monthly charges:</u>												
Less than \$40.00	25	47%	13%	14	67%	20%	39	53%	11%			
\$40.00 - \$80.00	19	36%	13%	3	14%	15%	22	30%	10%			
\$80.00 - \$120.00	4	8%	7%	1	5%	9%	5	7%	6%			
\$120.00 - \$160.00	2	4%	5%	3	14%	15%	5	7%	6%			
\$160.00 - \$200.00	2	4%	5%	0	0%	0%	2	3%	4%			
More than \$200.00	1	2%	4%	0	0%	0%	1	1%	3%			
Total	53	100%		21	100%		74	100%				
No Response	3	6%		0	0%		3	4%				
Avg Monthly Charge =	\$55.53			\$48.45			\$53.52					

## Camden County Origins

The following data are based on 1405 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=8

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Male	656	72%	3%	317	68%	4%	973	71%	2%
Female	251	28%	3%	147	32%	4%	398	29%	2%
Total	907	100%		464	100%		1371	100%	
No Response	22	2%		12	3%		34	2%	

Question 17: Gender of Respondents:Question 18: Age of Respondents:

19 or younger	10	1%	1%	7	2%	1%	17	1%	1%
20 - 29	143	16%	2%	76	16%	3%	219	16%	2%
30 - 49	495	55%	3%	209	45%	5%	704	51%	3%
50 - 61	212	23%	3%	100	22%	4%	312	23%	2%
62 or older	48	5%	1%	69	15%	3%	117	9%	1%
Total	908	100%		461	100%		1369	100%	
No Response	21	2%		15	3%		36	3%	
Avg Number of Years =	41.7			44.0			42.5		

Question 19: Race of Respondents:

White	810	90%	2%	414	89%	3%	1224	90%	2%
Black	56	6%	2%	25	5%	2%	81	6%	1%
Asian	15	2%	1%	12	3%	1%	27	2%	1%
Other	19	2%	1%	12	3%	1%	31	2%	1%
Total	900	100%		463	100%		1363	100%	
No Response	29	3%		13	3%		42	3%	

Question 20: Household income:

Under \$10,000	7	1%	1%	11	3%	1%	18	1%	1%
\$10,000 - \$15,000	12	1%	1%	14	3%	2%	26	2%	1%
\$15,000 - \$25,000	56	7%	2%	55	13%	3%	111	9%	2%
\$25,000 - \$35,000	139	17%	3%	74	17%	4%	213	17%	2%
\$35,000 - \$50,000	221	27%	3%	96	22%	4%	317	25%	2%
\$50,000 - \$75,000	243	29%	3%	83	19%	4%	326	26%	2%
\$75,000 - \$100,000	89	11%	2%	44	10%	3%	133	10%	2%
\$100,000 or more	66	8%	2%	57	13%	3%	123	10%	2%
Total	833	100%		434	100%		1267	100%	
No Response	96	12%		42	10%		138	11%	
Avg Household Income =	\$55,000			\$55,000			\$55,000		

## Camden County Origins

The following data are based on 1405 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=8

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 21: Employment Status of Respondents:</u>									
Employed Full-time	867	96%	1%	323	70%	4%	1190	87%	2%
Employed Part-time	15	2%	1%	40	9%	3%	55	4%	1%
Retired	12	1%	1%	57	12%	3%	69	5%	1%
Currently Unemployed	3	0%	0%	5	1%	1%	8	1%	0%
Homemaker	1	0%	0%	19	4%	2%	20	1%	1%
Student	6	1%	1%	16	3%	2%	22	2%	1%
Total	904	100%		460	100%		1364	100%	
No Response	25	3%		16	3%		41	3%	

Question 22: Highest education level completed:

Elementary School	5	1%	1%	3	1%	1%	8	1%	0%
Some High School	20	2%	1%	14	3%	2%	34	3%	1%
Graduated High School	176	20%	3%	95	22%	4%	271	21%	2%
Some College	226	26%	3%	119	27%	4%	345	26%	2%
Graduated College	267	31%	3%	123	28%	4%	390	30%	2%
Post-Graduate School	143	16%	2%	75	17%	4%	218	17%	2%
Vocational School	17	2%	1%	6	1%	1%	23	2%	1%
Special School	4	0%	0%	3	1%	1%	7	1%	0%
Other	15	2%	1%	3	1%	1%	18	1%	1%
Total	873	100%		441	100%		1314	100%	
No Response	56	6%		35	8%		91	7%	

Bridge where survey was conducted:

Betsy Ross	145	16%	2%	69	14%	3%	214	15%	2%
Walt Whitman	331	36%	3%	171	36%	4%	502	36%	3%
Ben Franklin	317	34%	3%	164	34%	4%	481	34%	2%
Tacony-Palmyra	136	15%	2%	72	15%	3%	208	15%	2%

Direction of survey distribution:

Westbound	927	100%	0%	475	100%	0%	1402	100%	0%
Eastbound	2	0%	0%	1	0%	0%	3	0%	0%

## Gloucester County Origins

The following data are based on 567 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=9

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 1: What time did you receive this survey?</u>									
6:00am or earlier	25	6%	2%	12	9%	5%	37	7%	2%
6:01 - 7:00am	198	48%	5%	0	0%	0%	198	36%	4%
7:01 - 8:00am	135	33%	5%	0	0%	0%	135	25%	4%
8:01 - 9:00am	53	13%	3%	0	0%	0%	53	10%	2%
9:01 - 10:00am	0	0%	0%	40	29%	7%	40	7%	2%
10:01 - 11:00am	0	0%	0%	55	39%	8%	55	10%	3%
11:01 - 12:00pm	0	0%	0%	25	18%	6%	25	5%	2%
12:01 - 1:00pm	0	0%	0%	7	5%	4%	7	1%	1%
After 1:00pm	0	0%	0%	1	1%	1%	1	0%	0%
Total	411	100%		140	100%		551	100%	
No Response	4	1%		12	9%		16	3%	

Question 2: Where did you START this trip?

BUCKS	0	0%	0%	0	0%	0%	0	0%	0%
CHESTER	0	0%	0%	0	0%	0%	0	0%	0%
DELAWARE	0	0%	0%	0	0%	0%	0	0%	0%
MONTGOMERY	0	0%	0%	0	0%	0%	0	0%	0%
PHILA **	0	0%	0%	0	0%	0%	0	0%	0%
CENTER CITY	0	0%	0%	0	0%	0%	0	0%	0%
BURLINGTON	0	0%	0%	0	0%	0%	0	0%	0%
CAMDEN	0	0%	0%	0	0%	0%	0	0%	0%
GLOUCESTER	415	100%	0%	152	100%	0%	567	100%	0%
MERCER	0	0%	0%	0	0%	0%	0	0%	0%
OTHER	0	0%	0%	0	0%	0%	0	0%	0%
Total	415	100%		152	100%		567	100%	
No Response	0	0%		0	0%		0	0%	

Question 3: Why do you use this particular bridge?

Saves time	36	9%	3%	5	4%	3%	41	8%	2%
Shortest distance	244	64%	5%	110	81%	7%	354	68%	4%
Lower bridge toll	9	2%	2%	0	0%	0%	9	2%	1%
Better highway access	34	9%	3%	11	8%	5%	45	9%	2%
Less traffic congestion	38	10%	3%	2	1%	2%	40	8%	2%
Other	23	6%	2%	7	5%	4%	30	6%	2%
Total	384	100%		135	100%		519	100%	
No Response	31	8%		17	13%		48	9%	

## Gloucester County Origins

The following data are based on 567 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=9

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 4: How long did it take you to get from your START location to this bridge?</u>												
5 minutes or less	4	1%	1%	6	4%	3%	10	2%	1%			
6 - 10	29	7%	2%	23	15%	6%	52	9%	2%			
11 - 15	88	22%	4%	48	32%	7%	136	24%	4%			
16 - 20	117	29%	4%	36	24%	7%	153	27%	4%			
21 - 30	125	31%	4%	30	20%	6%	155	28%	4%			
31 - 45	41	10%	3%	6	4%	3%	47	8%	2%			
46 - 60	2	0%	1%	2	1%	2%	4	1%	1%			
More than 60 minutes	2	0%	1%	0	0%	0%	2	0%	0%			
Total	408	100%		151	100%		559	100%				
No Response	7	2%		1	1%		8	1%				
Avg Time to Bridge =	22.5			18.7			21.4					

Question 5: How far is your START location from this bridge?

1/4 mile	1	0%	0%	0	0%	0%	1	0%	0%			
1/2 mile	0	0%	0%	0	0%	0%	0	0%	0%			
1 mile	0	0%	0%	1	1%	1%	1	0%	0%			
1-2 miles	0	0%	0%	2	1%	2%	2	0%	0%			
2-3 miles	4	1%	1%	3	2%	2%	7	1%	1%			
3-5 miles	15	4%	2%	6	4%	3%	21	4%	2%			
5-7 miles	26	6%	2%	15	10%	5%	41	7%	2%			
7-10 miles	64	16%	4%	29	19%	6%	93	17%	3%			
10-15 miles	131	32%	5%	46	31%	7%	177	32%	4%			
15-20 miles	102	25%	4%	33	22%	7%	135	24%	4%			
20-30 miles	60	15%	3%	10	7%	4%	70	13%	3%			
More than 30 miles	8	2%	1%	4	3%	3%	12	2%	1%			
Total	411	100%		149	100%		560	100%				
No Response	4	1%		3	2%		7	1%				
Avg Access Distance =	14.6			12.9			14.1					

Question 6: What type of toll did you pay for this trip?

Exact change	39	10%	3%	38	26%	7%	77	14%	3%			
Cash - other	56	14%	3%	37	25%	7%	93	17%	3%			
30-Day sticker	302	74%	4%	60	40%	8%	362	65%	4%			
Carpool ticket	5	1%	1%	0	0%	0%	5	1%	1%			
Senior Citizen ticket	5	1%	1%	13	9%	5%	18	3%	1%			
Other	2	0%	1%	1	1%	1%	3	1%	1%			
Total	409	100%		149	100%		558	100%				
No Response	6	1%		3	2%		9	2%				

## Gloucester County Origins

The following data are based on 567 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=9

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 7: Where is your FINAL destination?</u>									
BUCKS	18	5%	2%	9	7%	4%	27	5%	2%
CHESTER	7	2%	1%	3	2%	2%	10	2%	1%
DELAWARE	26	7%	2%	12	9%	5%	38	7%	2%
MONTGOMERY	25	6%	2%	10	7%	4%	35	7%	2%
PHILA **	228	57%	5%	76	55%	8%	304	57%	4%
CENTER CITY	90	23%	4%	26	19%	7%	116	22%	3%
BURLINGTON	0	0%	0%	0	0%	0%	0	0%	0%
CAMDEN	0	0%	0%	0	0%	0%	0	0%	0%
GLOUCESTER	0	0%	0%	0	0%	0%	0	0%	0%
MERCER	3	1%	1%	0	0%	0%	3	1%	1%
OTHER	2	1%	1%	1	1%	1%	3	1%	1%
Total	399	100%		137	100%		536	100%	
No Response	16	4%		15	11%		31	6%	

Question 8: How long does it take you to travel from your START location to your FINAL destination?

10 minutes or less	1	0%	0%	3	2%	2%	4	1%	1%
11 - 20	20	5%	2%	22	15%	6%	42	8%	2%
21 - 30	100	25%	4%	41	28%	7%	141	25%	4%
31 - 40	111	27%	4%	40	27%	7%	151	27%	4%
41 - 50	97	24%	4%	26	17%	6%	123	22%	3%
51 - 60	49	12%	3%	10	7%	4%	59	11%	3%
61 - 70	14	3%	2%	2	1%	2%	16	3%	1%
71 - 80	4	1%	1%	3	2%	2%	7	1%	1%
More than 80 minutes	11	3%	2%	2	1%	2%	13	2%	1%
Total	407	100%		149	100%		556	100%	
No Response	8	2%		3	2%		11	2%	
Avg Travel Time =	42.6			36.1			40.9		

Question 9: What is the main purpose of this trip?

Go to work	367	92%	3%	52	36%	8%	419	77%	4%
Returning from work	2	1%	1%	3	2%	2%	5	1%	1%
School	4	1%	1%	5	3%	3%	9	2%	1%
Company business	14	4%	2%	37	26%	7%	51	9%	2%
Shopping	0	0%	0%	6	4%	3%	6	1%	1%
Medical/Personal	4	1%	1%	22	15%	6%	26	5%	2%
Recreation/Social	3	1%	1%	12	8%	5%	15	3%	1%
Going out to eat	0	0%	0%	0	0%	0%	0	0%	0%
Other	3	1%	1%	7	5%	4%	10	2%	1%
Total	397	100%		144	100%		541	100%	
No Response	18	5%		8	6%		26	5%	

## Gloucester County Origins

The following data are based on 567 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=9

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Question 10: How many times did you cross the Delaware River on each of the last seven days?												
Monday												
None (or No Response)	38	9%	3%	55	36%	8%	93	16%	3%			
1-2 times	367	88%	3%	88	58%	8%	455	80%	3%			
3-4 times	10	2%	1%	5	3%	3%	15	3%	1%			
More than 5 times	0	0%	0%	4	3%	3%	4	1%	1%			
Avg Trips per Day =	1.9			1.4			1.7					
Tuesday												
None (or No Response)	19	5%	2%	31	20%	6%	50	9%	2%			
1-2 times	383	92%	3%	111	73%	7%	494	87%	3%			
3-4 times	12	3%	2%	8	5%	4%	20	4%	2%			
More than 5 times	1	0%	0%	2	1%	2%	3	1%	1%			
Avg Trips per Day =	2.0			1.7			1.9					
Wednesday												
None (or No Response)	23	6%	2%	47	31%	7%	70	12%	3%			
1-2 times	377	91%	3%	95	63%	8%	472	83%	3%			
3-4 times	13	3%	2%	6	4%	3%	19	3%	1%			
More than 5 times	2	0%	1%	4	3%	3%	6	1%	1%			
Avg Trips per Day =	2.0			1.6			1.9					
Thursday												
None (or No Response)	33	8%	3%	59	39%	8%	92	16%	3%			
1-2 times	372	90%	3%	81	53%	8%	453	80%	3%			
3-4 times	9	2%	1%	9	6%	4%	18	3%	1%			
More than 5 times	1	0%	0%	3	2%	2%	4	1%	1%			
Avg Trips per Day =	1.9			1.4			1.8					
Friday												
None (or No Response)	34	8%	3%	59	39%	8%	93	16%	3%			
1-2 times	361	87%	3%	82	54%	8%	443	78%	3%			
3-4 times	19	5%	2%	9	6%	4%	28	5%	2%			
More than 5 times	1	0%	0%	2	1%	2%	3	1%	1%			
Avg Trips per Day =	1.9			1.4			1.8					
Saturday												
None (or No Response)	275	66%	5%	97	64%	8%	372	66%	4%			
1-2 times	129	31%	4%	50	33%	7%	179	32%	4%			
3-4 times	9	2%	1%	4	3%	3%	13	2%	1%			
More than 5 times	2	0%	1%	1	1%	1%	3	1%	1%			
Avg Trips per Day =	0.7			0.8			0.7					
Sunday												
None (or No Response)	335	81%	4%	113	74%	7%	448	79%	3%			
1-2 times	75	18%	4%	36	24%	7%	111	20%	3%			
3-4 times	4	1%	1%	2	1%	2%	6	1%	1%			
More than 5 times	1	0%	0%	1	1%	1%	2	0%	0%			
Avg Trips per Day =	0.4			0.5			0.4					



## Gloucester County Origins

The following data are based on 567 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=9

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 11: Why don't you use either PATCO or NJ TRANSIT?</u>									
<u>PATCO</u>									
Not close enough	270	65%	5%	74	49%	8%	344	61%	4%
Not frequent enough	33	8%	3%	8	5%	4%	41	7%	2%
Not reliable	21	5%	2%	3	2%	2%	24	4%	2%
Not comfortable	25	6%	2%	5	3%	3%	30	5%	2%
Costs more than using a car	51	12%	3%	14	9%	5%	65	11%	3%
Takes longer than a car	121	29%	4%	34	22%	7%	155	27%	4%
Too crowded	26	6%	2%	7	5%	3%	33	6%	2%
Car needed during the day	77	19%	4%	48	32%	7%	125	22%	3%
Have company car	27	7%	2%	12	8%	4%	39	7%	2%
<u>NJ TRANSIT</u>									
Not close enough	197	47%	5%	57	38%	8%	254	45%	4%
Not frequent enough	77	19%	4%	17	11%	5%	94	17%	3%
Not reliable	33	8%	3%	8	5%	4%	41	7%	2%
Not comfortable	44	11%	3%	11	7%	4%	55	10%	2%
Costs more than using a car	79	19%	4%	20	13%	5%	99	17%	3%
Takes longer than a car	180	43%	5%	52	34%	8%	232	41%	4%
Too crowded	34	8%	3%	12	8%	4%	46	8%	2%
Car needed during the day	77	19%	4%	58	38%	8%	135	24%	4%
Have company car	31	7%	3%	13	9%	4%	44	8%	2%

Question 12: How long have you been driving for this trip?

1 year or less	53	13%	3%	16	15%	7%	69	14%	3%
1-2 years	43	11%	3%	14	13%	6%	57	11%	3%
2-4 years	72	18%	4%	17	16%	7%	89	18%	3%
4-10 years	131	33%	5%	29	27%	8%	160	32%	4%
10 or more years	96	24%	4%	30	28%	9%	126	25%	4%
Total	395	100%		106	100%		501	100%	
No Response	20	5%		46	43%		66	13%	
Avg Number of Years =	7.8			8.9			8.0		

Question 13: How did you make this trip before driving?

Did not make this trip	324	82%	4%	113	86%	6%	437	83%	3%
PATCO	18	5%	2%	3	2%	3%	21	4%	2%
Carpool	9	2%	1%	0	0%	0%	9	2%	1%
Vanpool	1	0%	0%	0	0%	0%	1	0%	0%
Bus	16	4%	2%	4	3%	3%	20	4%	2%
Other	26	7%	2%	12	9%	5%	38	7%	2%
Total	394	100%		132	100%		526	100%	
No Response	21	5%		20	15%		41	8%	

Question 14: Which of the following best describes the vehicle you used on this trip?

My own car	354	86%	3%	120	79%	6%	474	84%	3%
Company car	34	8%	3%	18	12%	5%	52	9%	2%
My own passenger van	9	2%	1%	2	1%	2%	11	2%	1%
Company van	5	1%	1%	4	3%	3%	9	2%	1%
Other	11	3%	2%	7	5%	3%	18	3%	1%
Total	413	100%		151	100%		564	100%	
No Response	2	0%		1	1%		3	1%	

## Gloucester County Origins

The following data are based on 567 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=9

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Question 15: How many people, including the driver, were in your vehicle?									
1 person	323	80%	4%	106	72%	7%	429	78%	3%
2 persons	66	16%	4%	32	22%	7%	98	18%	3%
3 persons	11	3%	2%	6	4%	3%	17	3%	1%
4 or more persons	5	1%	1%	4	3%	3%	9	2%	1%
Total	405	100%		148	100%		553	100%	
No Response	10	2%		4	3%		14	3%	
Avg Vehicle Occupancy =	1.3			1.4			1.3		

## Question 16a: How do you pay for parking at FINAL destination?

Free parking provided	310	77%	4%	108	76%	7%	418	77%	4%
Employer pays	21	5%	2%	4	3%	3%	25	5%	2%
I pay daily charge	49	12%	3%	23	16%	6%	72	13%	3%
I pay monthly charge	21	5%	2%	8	6%	4%	29	5%	2%
Total	401	100%		143	100%		544	100%	
No Response	14	3%		9	6%		23	4%	

## Question 16b: How much do you pay to park at FINAL destination?

Those who pay daily charges:

Less than \$2.00	6	12%	9%	5	23%	18%	11	15%	8%
\$2.00 - \$4.00	14	27%	12%	7	32%	19%	21	29%	10%
\$4.00 - \$6.00	17	33%	13%	5	23%	18%	22	30%	11%
\$6.00 - \$8.00	7	14%	9%	3	14%	14%	10	14%	8%
\$8.00 - \$10.00	4	8%	7%	1	5%	9%	5	7%	6%
More than \$10.00	3	6%	6%	1	5%	9%	4	5%	5%
Total	51	100%		22	100%		73	100%	
No Response	1	2%		1	5%		2	3%	

Avg Daily Charge =

\$ 5.49

\$ 4.66

\$ 5.24

Those who pay monthly charges:

Less than \$40.00	6	26%	18%	3	43%	37%	9	30%	16%
\$40.00 - \$80.00	12	52%	20%	2	29%	33%	14	47%	18%
\$80.00 - \$120.00	3	13%	14%	0	0%	0%	3	10%	11%
\$120.00 - \$160.00	1	4%	8%	2	29%	33%	3	10%	11%
\$160.00 - \$200.00	1	4%	8%	0	0%	0%	1	3%	6%
More than \$200.00	0	0%	0%	0	0%	0%	0	0%	0%
Total	23	100%		7	100%		30	100%	
No Response	0	0%		1	14%		1	3%	

Avg Monthly Charge =

\$64.74

\$63.14

\$64.37

## Gloucester County Origins

The following data are based on 567 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=9

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Male	308	75%	4%	101	68%	8%	409	73%	4%
Female	104	25%	4%	47	32%	8%	151	27%	4%
Total	412	100%		148	100%		560	100%	
No Response	3	1%		4	3%		7	1%	

Question 17: Gender of Respondents:Question 18: Age of Respondents:

19 or younger	1	0%	0%	1	1%	1%	2	0%	0%
20 - 29	64	16%	4%	21	14%	6%	85	15%	3%
30 - 49	254	63%	5%	83	55%	8%	337	61%	4%
50 - 61	69	17%	4%	23	15%	6%	92	17%	3%
62 or older	16	4%	2%	22	15%	6%	38	7%	2%
Total	404	100%		150	100%		554	100%	
No Response	11	3%		2	1%		13	2%	
Avg Number of Years =	40.2			43.6			41.2		

Question 19: Race of Respondents:

White	370	93%	3%	133	89%	5%	503	92%	2%
Black	23	6%	2%	12	8%	4%	35	6%	2%
Asian	2	1%	1%	4	3%	3%	6	1%	1%
Other	5	1%	1%	0	0%	0%	5	1%	1%
Total	400	100%		149	100%		549	100%	
No Response	15	4%		3	2%		18	3%	

Question 20: Household income:

Under \$10,000	4	1%	1%	4	3%	3%	8	2%	1%
\$10,000 - \$15,000	3	1%	1%	6	4%	3%	9	2%	1%
\$15,000 - \$25,000	16	4%	2%	13	9%	5%	29	6%	2%
\$25,000 - \$35,000	59	16%	4%	28	20%	7%	87	17%	3%
\$35,000 - \$50,000	97	27%	5%	31	22%	7%	128	26%	4%
\$50,000 - \$75,000	120	33%	5%	30	21%	7%	150	30%	4%
\$75,000 - \$100,000	46	13%	3%	19	14%	6%	65	13%	3%
\$100,000 or more	16	4%	2%	9	6%	4%	25	5%	2%
Total	361	100%		140	100%		501	100%	
No Response	54	15%		12	9%		66	13%	
Avg Household Income =	\$55,000			\$51,000			\$54,000		

## Gloucester County Origins

The following data are based on 567 survey returns from the ALLBR database.  
using the criteria: CTY('ORIG')=9

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Question 21: <u>Employment Status of Respondents:</u>									
Employed Full-time	385	95%	2%	101	71%	7%	486	88%	3%
Employed Part-time	13	3%	2%	14	10%	5%	27	5%	2%
Retired	4	1%	1%	17	12%	5%	21	4%	2%
Currently Unemployed	1	0%	0%	3	2%	2%	4	1%	1%
Homemaker	2	0%	1%	5	3%	3%	7	1%	1%
Student	2	0%	1%	3	2%	2%	5	1%	1%
Total	407	100%		143	100%		550	100%	
No Response	8	2%		9	6%		17	3%	

Question 22: Highest education level completed:

Elementary School	1	0%	1%	1	1%	1%	2	0%	1%
Some High School	12	3%	2%	3	2%	2%	15	3%	1%
Graduated High School	93	25%	4%	27	19%	6%	120	23%	4%
Some College	98	26%	4%	38	27%	7%	136	26%	4%
Graduated College	110	29%	5%	49	35%	8%	159	31%	4%
Post-Graduate School	47	13%	3%	18	13%	5%	65	13%	3%
Vocational School	6	2%	1%	5	4%	3%	11	2%	1%
Special School	3	1%	1%	1	1%	1%	4	1%	1%
Other	3	1%	1%	0	0%	0%	3	1%	1%
Total	373	100%		142	100%		515	100%	
No Response	42	11%		10	7%		52	10%	

## Bridge where survey was conducted:

Betsy Ross	15	4%	2%	2	1%	2%	17	3%	1%
Walt Whitman	266	64%	5%	115	76%	7%	381	67%	4%
Ben Franklin	119	29%	4%	31	20%	6%	150	26%	4%
Tacony-Palmyra	15	4%	2%	4	3%	3%	19	3%	1%

## Direction of survey distribution:

Westbound	413	100%	1%	152	100%	0%	565	100%	0%
Eastbound	2	0%	1%	0	0%	0%	2	0%	0%

## New Jersey-to-Pennsylvania Trips

The following data are based on 2996 survey returns from the ALLBR database.  
using the criteria: NJPA()

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 1: What time did you receive this survey?</u>									
6:00am or earlier	90	5%	1%	50	5%	1%	140	5%	1%
6:01 - 7:00am	923	46%	2%	0	0%	0%	923	32%	2%
7:01 - 8:00am	716	36%	2%	0	0%	0%	716	25%	2%
8:01 - 9:00am	270	14%	1%	0	0%	0%	270	9%	1%
9:01 - 10:00am	0	0%	0%	179	20%	3%	179	6%	1%
10:01 - 11:00am	0	0%	0%	376	41%	3%	376	13%	1%
11:01 - 12:00pm	0	0%	0%	249	27%	3%	249	9%	1%
12:01 - 1:00pm	0	0%	0%	41	4%	1%	41	1%	0%
After 1:00pm	0	0%	0%	19	2%	1%	19	1%	0%
Total	1999	100%		914	100%		2913	100%	
No Response	29	1%		54	6%		83	3%	

Question 2: Where did you START this trip?

BUCKS	0	0%	0%	0	0%	0%	0	0%	0%
CHESTER	0	0%	0%	0	0%	0%	0	0%	0%
DELAWARE	0	0%	0%	0	0%	0%	0	0%	0%
MONTGOMERY	0	0%	0%	0	0%	0%	0	0%	0%
PHILA **	0	0%	0%	0	0%	0%	0	0%	0%
CENTER CITY	0	0%	0%	0	0%	0%	0	0%	0%
BURLINGTON	682	34%	2%	288	30%	3%	970	32%	2%
CAMDEN	873	43%	2%	421	43%	3%	1294	43%	2%
GLOUCESTER	395	19%	2%	137	14%	2%	532	18%	1%
MERCER	4	0%	0%	7	1%	1%	11	0%	0%
OTHER	74	4%	1%	115	12%	2%	189	6%	1%
Total	2028	100%		968	100%		2996	100%	
No Response	0	0%		0	0%		0	0%	

Question 3: Why do you use this particular bridge?

Saves time	190	11%	1%	85	10%	2%	275	11%	1%
Shortest distance	1068	60%	2%	557	67%	3%	1625	62%	2%
Lower bridge toll	114	6%	1%	29	3%	1%	143	5%	1%
Better highway access	136	8%	1%	88	11%	2%	224	9%	1%
Less traffic congestion	172	10%	1%	39	5%	1%	211	8%	1%
Other	99	6%	1%	36	4%	1%	135	5%	1%
Total	1779	100%		834	100%		2613	100%	
No Response	249	14%		134	16%		383	15%	

## New Jersey-to-Pennsylvania Trips

The following data are based on 2996 survey returns from the ALLBR database.  
using the criteria: NJPA()

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 4: How long did it take you to get from your START location to this bridge?</u>									
5 minutes or less	216	11%	1%	104	11%	2%	320	11%	1%
6 - 10	395	20%	2%	185	19%	3%	580	20%	1%
11 - 15	424	21%	2%	233	24%	3%	657	22%	2%
16 - 20	399	20%	2%	168	18%	2%	567	19%	1%
21 - 30	375	19%	2%	101	11%	2%	476	16%	1%
31 - 45	130	7%	1%	61	6%	2%	191	6%	1%
46 - 60	33	2%	1%	35	4%	1%	68	2%	1%
More than 60 minutes	27	1%	1%	66	7%	2%	93	3%	1%
Total	1999	100%		953	100%		2952	100%	
No Response	29	1%		15	2%		44	1%	
Avg Time to Bridge =	19.0			23.4			20.4		

Question 5: How far is your START location from this bridge?

1/4 mile	20	1%	0%	10	1%	1%	30	1%	0%
1/2 mile	27	1%	1%	5	1%	0%	32	1%	0%
1 mile	46	2%	1%	17	2%	1%	63	2%	1%
1-2 miles	70	3%	1%	33	4%	1%	103	3%	1%
2-3 miles	77	4%	1%	45	5%	1%	122	4%	1%
3-5 miles	231	12%	1%	101	11%	2%	332	11%	1%
5-7 miles	253	13%	1%	111	12%	2%	364	12%	1%
7-10 miles	367	18%	2%	176	19%	2%	543	18%	1%
10-15 miles	451	23%	2%	176	19%	2%	627	21%	1%
15-20 miles	249	12%	1%	95	10%	2%	344	12%	1%
20-30 miles	135	7%	1%	46	5%	1%	181	6%	1%
More than 30 miles	77	4%	1%	125	13%	2%	202	7%	1%
Total	2003	100%		940	100%		2943	100%	
No Response	25	1%		28	3%		53	2%	
Avg Access Distance =	11.1			13.2			11.7		

Question 6: What type of toll did you pay for this trip?

Exact change	446	22%	2%	320	33%	3%	766	26%	2%
Cash - other	392	20%	2%	280	29%	3%	672	23%	2%
30-Day sticker	1121	56%	2%	274	29%	3%	1395	47%	2%
Carpool ticket	13	1%	0%	1	0%	0%	14	0%	0%
Senior Citizen ticket	28	1%	1%	76	8%	2%	104	4%	1%
Other	5	0%	0%	6	1%	1%	11	0%	0%
Total	2005	100%		957	100%		2962	100%	
No Response	23	1%		11	1%		34	1%	

## New Jersey-to-Pennsylvania Trips

The following data are based on 2996 survey returns from the ALLBR database.  
using the criteria: NJPA()

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 7: Where is your FINAL destination?</u>									
BUCKS	120	6%	1%	75	8%	2%	195	7%	1%
CHESTER	60	3%	1%	19	2%	1%	79	3%	1%
DELAWARE	132	7%	1%	63	7%	2%	195	7%	1%
MONTGOMERY	206	10%	1%	86	9%	2%	292	10%	1%
PHILA **	1126	56%	2%	511	53%	3%	1637	55%	2%
CENTER CITY	373	18%	2%	197	20%	3%	570	19%	1%
BURLINGTON	0	0%	0%	0	0%	0%	0	0%	0%
CAMDEN	0	0%	0%	0	0%	0%	0	0%	0%
GLOUCESTER	0	0%	0%	0	0%	0%	0	0%	0%
MERCER	0	0%	0%	0	0%	0%	0	0%	0%
OTHER	11	1%	0%	17	2%	1%	28	1%	0%
Total	2028	100%		968	100%		2996	100%	
No Response	0	0%		0	0%		0	0%	

Question 8: How long does it take you to travel from your START location to your FINAL destination?

10 minutes or less	24	1%	0%	17	2%	1%	41	1%	0%
11 - 20	212	11%	1%	138	15%	2%	350	12%	1%
21 - 30	551	27%	2%	276	29%	3%	827	28%	2%
31 - 40	476	24%	2%	183	19%	3%	659	22%	2%
41 - 50	418	21%	2%	139	15%	2%	557	19%	1%
51 - 60	183	9%	1%	64	7%	2%	247	8%	1%
61 - 70	43	2%	1%	18	2%	1%	61	2%	1%
71 - 80	41	2%	1%	29	3%	1%	70	2%	1%
More than 80 minutes	56	3%	1%	84	9%	2%	140	5%	1%
Total	2004	100%		948	100%		2952	100%	
No Response	24	1%		20	2%		44	1%	
Avg Travel Time =	40.0			44.9			41.5		

Question 9: What is the main purpose of this trip?

Go to work	1782	90%	1%	290	31%	3%	2072	71%	2%
Returning from work	14	1%	0%	19	2%	1%	33	1%	0%
School	19	1%	0%	21	2%	1%	40	1%	0%
Company business	106	5%	1%	247	27%	3%	353	12%	1%
Shopping	2	0%	0%	24	3%	1%	26	1%	0%
Medical/Personal	15	1%	0%	147	16%	2%	162	6%	1%
Recreation/Social	19	1%	0%	98	11%	2%	117	4%	1%
Going out to eat	0	0%	0%	5	1%	0%	5	0%	0%
Other	15	1%	0%	78	8%	2%	93	3%	1%
Total	1972	100%		929	100%		2901	100%	
No Response	56	3%		39	4%		95	3%	

## New Jersey-to-Pennsylvania Trips

The following data are based on 2996 survey returns from the ALLBR database.  
using the criteria: NJPA()

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Question 10: How many times did you cross the Delaware River on each of the last seven days?									
Monday									
None (or No Response)	243	12%	1%	462	48%	3%	705	24%	2%
1-2 times	1724	85%	2%	469	48%	3%	2193	73%	2%
3-4 times	59	3%	1%	31	3%	1%	90	3%	1%
More than 5 times	2	0%	0%	6	1%	0%	8	0%	0%
Avg Trips per Day =	1.8			1.1			1.6		
Tuesday									
None (or No Response)	155	8%	1%	325	34%	3%	480	16%	1%
1-2 times	1788	88%	1%	587	61%	3%	2375	79%	1%
3-4 times	82	4%	1%	48	5%	1%	130	4%	1%
More than 5 times	3	0%	0%	7	1%	1%	10	0%	0%
Avg Trips per Day =	1.9			1.4			1.8		
Wednesday									
None (or No Response)	151	7%	1%	384	40%	3%	535	18%	1%
1-2 times	1786	88%	1%	531	55%	3%	2317	77%	1%
3-4 times	84	4%	1%	47	5%	1%	131	4%	1%
More than 5 times	7	0%	0%	6	1%	0%	13	0%	0%
Avg Trips per Day =	1.9			1.3			1.7		
Thursday									
None (or No Response)	197	10%	1%	389	40%	3%	586	20%	1%
1-2 times	1752	86%	1%	530	55%	3%	2282	76%	2%
3-4 times	76	4%	1%	39	4%	1%	115	4%	1%
More than 5 times	3	0%	0%	9	1%	1%	12	0%	0%
Avg Trips per Day =	1.9			1.3			1.7		
Friday									
None (or No Response)	205	10%	1%	430	44%	3%	635	21%	1%
1-2 times	1708	84%	2%	491	51%	3%	2199	73%	2%
3-4 times	109	5%	1%	40	4%	1%	149	5%	1%
More than 5 times	6	0%	0%	6	1%	0%	12	0%	0%
Avg Trips per Day =	1.9			1.2			1.7		
Saturday									
None (or No Response)	1392	69%	2%	673	70%	3%	2065	69%	2%
1-2 times	578	29%	2%	271	28%	3%	849	28%	2%
3-4 times	56	3%	1%	22	2%	1%	78	3%	1%
More than 5 times	2	0%	0%	2	0%	0%	4	0%	0%
Avg Trips per Day =	0.7			0.6			0.7		
Sunday									
None (or No Response)	1643	81%	2%	762	79%	3%	2405	80%	1%
1-2 times	352	17%	2%	192	20%	3%	544	18%	1%
3-4 times	31	2%	1%	13	1%	1%	44	1%	0%
More than 5 times	2	0%	0%	1	0%	0%	3	0%	0%
Avg Trips per Day =	0.4			0.4			0.4		



## New Jersey-to-Pennsylvania Trips

The following data are based on 2996 survey returns from the ALLBR database.  
using the criteria: NJPA()

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 11: Why don't you use either PATCO or NJ TRANSIT?</u>												
<u>PATCO</u>												
Not close enough	1157	57%	2%	377	39%	3%	1534	51%	2%			
Not frequent enough	132	7%	1%	31	3%	1%	163	5%	1%			
Not reliable	83	4%	1%	19	2%	1%	102	3%	1%			
Not comfortable	92	5%	1%	34	4%	1%	126	4%	1%			
Costs more than using a car	292	14%	2%	77	8%	2%	369	12%	1%			
Takes longer than a car	569	28%	2%	166	17%	2%	735	25%	2%			
Too crowded	99	5%	1%	26	3%	1%	125	4%	1%			
Car needed during the day	387	19%	2%	276	29%	3%	663	22%	1%			
Have company car	126	6%	1%	104	11%	2%	230	8%	1%			
<u>NJ TRANSIT</u>												
Not close enough	959	47%	2%	328	34%	3%	1287	43%	2%			
Not frequent enough	305	15%	2%	104	11%	2%	409	14%	1%			
Not reliable	155	8%	1%	45	5%	1%	200	7%	1%			
Not comfortable	153	8%	1%	70	7%	2%	223	7%	1%			
Costs more than using a car	357	18%	2%	95	10%	2%	452	15%	1%			
Takes longer than a car	787	39%	2%	248	26%	3%	1035	35%	2%			
Too crowded	131	6%	1%	47	5%	1%	178	6%	1%			
Car needed during the day	419	21%	2%	321	33%	3%	740	25%	2%			
Have company car	151	7%	1%	113	12%	2%	264	9%	1%			

Question 12: How long have you been driving for this trip?

1 year or less	359	19%	2%	113	16%	3%	472	18%	1%
1-2 years	216	11%	1%	76	11%	2%	292	11%	1%
2-4 years	287	15%	2%	109	16%	3%	396	15%	1%
4-10 years	568	30%	2%	207	30%	3%	775	30%	2%
10 or more years	454	24%	2%	185	27%	3%	639	25%	2%
Total	1884	100%		690	100%		2574	100%	
No Response	144	8%		278	40%		422	16%	
Avg Number of Years =	7.7			8.6			8.0		

Question 13: How did you make this trip before driving?

Did not make this trip	1559	83%	2%	658	83%	3%	2217	83%	1%
PATCO	116	6%	1%	39	5%	2%	155	6%	1%
Carpool	45	2%	1%	8	1%	1%	53	2%	1%
Vanpool	4	0%	0%	0	0%	0%	4	0%	0%
Bus	55	3%	1%	29	4%	1%	84	3%	1%
Other	103	5%	1%	57	7%	2%	160	6%	1%
Total	1882	100%		791	100%		2673	100%	
No Response	146	8%		177	22%		323	12%	

Question 14: Which of the following best describes the vehicle you used on this trip?

My own car	1714	85%	2%	759	79%	3%	2473	83%	1%
Company car	156	8%	1%	124	13%	2%	280	9%	1%
My own passenger van	52	3%	1%	25	3%	1%	77	3%	1%
Company van	36	2%	1%	23	2%	1%	59	2%	1%
Other	60	3%	1%	28	3%	1%	88	3%	1%
Total	2018	100%		959	100%		2977	100%	
No Response	10	0%		9	1%		19	1%	

## New Jersey-to-Pennsylvania Trips

The following data are based on 2996 survey returns from the ALLBR database.  
using the criteria: NJPA()

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Question 15: How many people, including the driver, were in your vehicle?									
1 person	1650	83%	2%	656	70%	3%	2306	79%	1%
2 persons	279	14%	2%	217	23%	3%	496	17%	1%
3 persons	46	2%	1%	32	3%	1%	78	3%	1%
4 or more persons	21	1%	0%	31	3%	1%	52	2%	0%
Total	1996	100%		936	100%		2932	100%	
No Response	32	2%		32	3%		64	2%	
Avg Vehicle Occupancy =	1.2			1.5			1.3		

## Question 16a: How do you pay for parking at FINAL destination?

Free parking provided	1582	80%	2%	652	73%	3%	2234	78%	2%
Employer pays	85	4%	1%	50	6%	1%	135	5%	1%
I pay daily charge	189	10%	1%	155	17%	2%	344	12%	1%
I pay monthly charge	115	6%	1%	42	5%	1%	157	5%	1%
Total	1971	100%		899	100%		2870	100%	
No Response	57	3%		69	8%		126	4%	

## Question 16b: How much do you pay to park at FINAL destination?

<u>Those who pay daily charges:</u>									
Less than \$2.00	32	16%	5%	32	21%	7%	64	18%	4%
\$2.00 - \$4.00	31	15%	5%	33	22%	7%	64	18%	4%
\$4.00 - \$6.00	67	33%	6%	33	22%	7%	100	28%	5%
\$6.00 - \$8.00	38	19%	5%	27	18%	6%	65	18%	4%
\$8.00 - \$10.00	17	8%	4%	17	11%	5%	34	10%	3%
More than \$10.00	17	8%	4%	9	6%	4%	26	7%	3%
Total	202	100%		151	100%		353	100%	
No Response	1	0%		6	4%		7	2%	
Avg Daily Charge =	\$ 5.73			\$ 5.45			\$ 5.61		
<u>Those who pay monthly charges:</u>									
Less than \$40.00	42	36%	9%	20	48%	15%	62	39%	8%
\$40.00 - \$80.00	50	43%	9%	10	24%	13%	60	38%	8%
\$80.00 - \$120.00	11	9%	5%	5	12%	10%	16	10%	5%
\$120.00 - \$160.00	7	6%	4%	6	14%	11%	13	8%	4%
\$160.00 - \$200.00	5	4%	4%	1	2%	5%	6	4%	3%
More than \$200.00	2	2%	2%	0	0%	0%	2	1%	2%
Total	117	100%		42	100%		159	100%	
No Response	6	5%		2	5%		8	5%	
Avg Monthly Charge =	\$63.53			\$62.29			\$63.20		

## New Jersey-to-Pennsylvania Trips

The following data are based on 2996 survey returns from the ALLBR database.  
using the criteria: NJPA()

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	<u>No.</u>	<u>Pct</u>	<u>Err</u>	<u>No.</u>	<u>Pct</u>	<u>Err</u>	<u>No.</u>	<u>Pct</u>	<u>Err</u>
<u>Question 17: Gender of Respondents:</u>									
Male	1445	72%	2%	643	68%	3%	2088	71%	2%
Female	556	28%	2%	302	32%	3%	858	29%	2%
Total	2001	100%		945	100%		2946	100%	
No Response	27	1%		23	2%		50	2%	
<u>Question 18: Age of Respondents:</u>									
19 or younger	14	1%	0%	9	1%	1%	23	1%	0%
20 - 29	291	15%	2%	133	14%	2%	424	15%	1%
30 - 49	1134	57%	2%	430	46%	3%	1564	53%	2%
50 - 61	440	22%	2%	187	20%	3%	627	21%	1%
62 or older	104	5%	1%	182	19%	3%	286	10%	1%
Total	1983	100%		941	100%		2924	100%	
No Response	45	2%		27	3%		72	2%	
Avg Number of Years =	41.8			45.7			43.0		
<u>Question 19: Race of Respondents:</u>									
White	1779	91%	1%	856	91%	2%	2635	91%	1%
Black	128	7%	1%	53	6%	1%	181	6%	1%
Asian	24	1%	0%	19	2%	1%	43	1%	0%
Other	29	1%	1%	11	1%	1%	40	1%	0%
Total	1960	100%		939	100%		2899	100%	
No Response	68	3%		29	3%		97	3%	
<u>Question 20: Household income:</u>									
Under \$10,000	13	1%	0%	20	2%	1%	33	1%	0%
\$10,000 - \$15,000	21	1%	0%	37	4%	1%	58	2%	1%
\$15,000 - \$25,000	103	6%	1%	102	12%	2%	205	8%	1%
\$25,000 - \$35,000	273	15%	2%	160	18%	3%	433	16%	1%
\$35,000 - \$50,000	490	27%	2%	175	20%	3%	665	25%	2%
\$50,000 - \$75,000	574	32%	2%	182	21%	3%	756	28%	2%
\$75,000 - \$100,000	212	12%	1%	91	11%	2%	303	11%	1%
\$100,000 or more	125	7%	1%	99	11%	2%	224	8%	1%
Total	1811	100%		866	100%		2677	100%	
No Response	217	12%		102	12%		319	12%	
Avg Household Income =	\$56,000			\$54,000			\$55,000		

## New Jersey-to-Pennsylvania Trips

The following data are based on 2996 survey returns from the ALLBR database.  
using the criteria: NJPA()

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 21: Employment Status of Respondents:</u>									
Employed Full-time	1880	95%	1%	618	67%	3%	2498	86%	1%
Employed Part-time	58	3%	1%	81	9%	2%	139	5%	1%
Retired	24	1%	0%	150	16%	2%	174	6%	1%
Currently Unemployed	7	0%	0%	11	1%	1%	18	1%	0%
Homemaker	6	0%	0%	44	5%	1%	50	2%	0%
Student	8	0%	0%	21	2%	1%	29	1%	0%
Total	1983	100%		925	100%		2908	100%	
No Response	45	2%		43	5%		88	3%	

Question 22: Highest education level completed:

Elementary School	6	0%	0%	4	0%	0%	10	0%	0%
Some High School	43	2%	1%	33	4%	1%	76	3%	1%
Graduated High School	375	20%	2%	186	21%	3%	561	20%	1%
Some College	480	25%	2%	233	26%	3%	713	25%	2%
Graduated College	623	33%	2%	272	30%	3%	895	32%	2%
Post-Graduate School	317	17%	2%	149	16%	2%	466	17%	1%
Vocational School	30	2%	1%	17	2%	1%	47	2%	0%
Special School	13	1%	0%	8	1%	1%	21	1%	0%
Other	21	1%	0%	4	0%	0%	25	1%	0%
Total	1908	100%		906	100%		2814	100%	
No Response	120	6%		62	7%		182	6%	

Bridge where survey was conducted:

Betsy Ross	318	16%	2%	161	17%	2%	479	16%	1%
Walt Whitman	682	34%	2%	370	38%	3%	1052	35%	2%
Ben Franklin	600	30%	2%	255	26%	3%	855	29%	2%
Tacony-Palmyra	428	21%	2%	182	19%	2%	610	20%	1%

Direction of survey distribution:

Westbound	2027	100%	0%	968	100%	0%	2995	100%	0%
Eastbound	1	0%	0%	0	0%	0%	1	0%	0%

## Pennsylvania-to-New Jersey Trips

The following data are based on 1562 survey returns from the ALLBR database.  
using the criteria: PANJ()

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 1: What time did you receive this survey?</u>									
6:00am or earlier	50	5%	1%	15	3%	2%	65	4%	1%
6:01 - 7:00am	460	44%	3%	0	0%	0%	460	30%	2%
7:01 - 8:00am	419	40%	3%	0	0%	0%	419	27%	2%
8:01 - 9:00am	127	12%	2%	0	0%	0%	127	8%	1%
9:01 - 10:00am	0	0%	0%	121	26%	4%	121	8%	1%
10:01 - 11:00am	0	0%	0%	208	44%	4%	208	14%	2%
11:01 - 12:00pm	0	0%	0%	96	20%	4%	96	6%	1%
12:01 - 1:00pm	0	0%	0%	20	4%	2%	20	1%	1%
After 1:00pm	0	0%	0%	14	3%	2%	14	1%	0%
Total	1056	100%		474	100%		1530	100%	
No Response	16	2%		16	3%		32	2%	

Question 2: Where did you START this trip?

BUCKS	117	11%	2%	44	9%	3%	161	10%	2%
CHESTER	23	2%	1%	13	3%	1%	36	2%	1%
DELAWARE	201	19%	2%	53	11%	3%	254	16%	2%
MONTGOMERY	164	15%	2%	76	16%	3%	240	15%	2%
PHILA **	520	49%	3%	260	53%	4%	780	50%	2%
CENTER CITY	38	4%	1%	35	7%	2%	73	5%	1%
BURLINGTON	0	0%	0%	0	0%	0%	0	0%	0%
CAMDEN	0	0%	0%	0	0%	0%	0	0%	0%
GLOUCESTER	0	0%	0%	0	0%	0%	0	0%	0%
MERCER	0	0%	0%	0	0%	0%	0	0%	0%
OTHER	9	1%	1%	9	2%	1%	18	1%	1%
Total	1072	100%		490	100%		1562	100%	
No Response	0	0%		0	0%		0	0%	

Question 3: Why do you use this particular bridge?

Saves time	99	11%	2%	42	10%	3%	141	10%	2%
Shortest distance	569	61%	3%	258	61%	5%	827	61%	3%
Lower bridge toll	57	6%	2%	34	8%	3%	91	7%	1%
Better highway access	86	9%	2%	39	9%	3%	125	9%	2%
Less traffic congestion	81	9%	2%	31	7%	2%	112	8%	1%
Other	41	4%	1%	22	5%	2%	63	5%	1%
Total	933	100%		426	100%		1359	100%	
No Response	139	15%		64	15%		203	15%	

## Pennsylvania-to-New Jersey Trips

The following data are based on 1562 survey returns from the ALLBR database.  
using the criteria: PANJ()

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 4: How long did it take you to get from your START location to this bridge?</u>									
5 minutes or less	112	11%	2%	51	11%	3%	163	11%	2%
6 - 10	174	16%	2%	98	20%	4%	272	18%	2%
11 - 15	170	16%	2%	85	18%	3%	255	17%	2%
16 - 20	204	19%	2%	81	17%	3%	285	18%	2%
21 - 30	201	19%	2%	97	20%	4%	298	19%	2%
31 - 45	154	15%	2%	48	10%	3%	202	13%	2%
46 - 60	32	3%	1%	12	2%	1%	44	3%	1%
More than 60 minutes	10	1%	1%	12	2%	1%	22	1%	1%
Total	1057	100%		484	100%		1541	100%	
No Response	15	1%		6	1%		21	1%	
Avg Time to Bridge =	21.6			21.9			21.7		

Question 5: How far is your START location from this bridge?

1/4 mile	21	2%	1%	12	3%	1%	33	2%	1%
1/2 mile	22	2%	1%	15	3%	2%	37	2%	1%
1 mile	37	4%	1%	20	4%	2%	57	4%	1%
1-2 miles	73	7%	2%	34	7%	2%	107	7%	1%
2-3 miles	81	8%	2%	33	7%	2%	114	7%	1%
3-5 miles	101	10%	2%	60	13%	3%	161	11%	2%
5-7 miles	106	10%	2%	69	14%	3%	175	11%	2%
7-10 miles	152	14%	2%	53	11%	3%	205	13%	2%
10-15 miles	169	16%	2%	82	17%	3%	251	16%	2%
15-20 miles	128	12%	2%	36	8%	2%	164	11%	2%
20-30 miles	100	10%	2%	38	8%	2%	138	9%	1%
More than 30 miles	62	6%	1%	25	5%	2%	87	6%	1%
Total	1052	100%		477	100%		1529	100%	
No Response	20	2%		13	3%		33	2%	
Avg Access Distance =	11.3			10.1			10.9		

Question 6: What type of toll did you pay for this trip?

Exact change	288	27%	3%	208	43%	4%	496	32%	2%
Cash - other	201	19%	2%	168	34%	4%	369	24%	2%
30-Day sticker	543	51%	3%	66	14%	3%	609	39%	2%
Carpool ticket	3	0%	0%	0	0%	0%	3	0%	0%
Senior Citizen ticket	21	2%	1%	45	9%	3%	66	4%	1%
Other	0	0%	0%	1	0%	0%	1	0%	0%
Total	1056	100%		488	100%		1544	100%	
No Response	16	2%		2	0%		18	1%	

## Pennsylvania-to-New Jersey Trips

The following data are based on 1562 survey returns from the ALLBR database.  
using the criteria: PANJ()

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 7: Where is your FINAL destination?</u>									
BUCKS	0	0%	0%	0	0%	0%	0	0%	0%
CHESTER	0	0%	0%	0	0%	0%	0	0%	0%
DELAWARE	0	0%	0%	0	0%	0%	0	0%	0%
MONTGOMERY	0	0%	0%	0	0%	0%	0	0%	0%
PHILA **	0	0%	0%	0	0%	0%	0	0%	0%
CENTER CITY	0	0%	0%	0	0%	0%	0	0%	0%
BURLINGTON	300	28%	3%	110	22%	4%	410	26%	2%
CAMDEN	575	54%	3%	209	43%	4%	784	50%	2%
GLOUCESTER	127	12%	2%	44	9%	3%	171	11%	2%
MERCER	1	0%	0%	0	0%	0%	1	0%	0%
OTHER	69	6%	1%	127	26%	4%	196	13%	2%
Total	1072	100%		490	100%		1562	100%	
No Response	0	0%		0	0%		0	0%	

Question 8: How long does it take you to travel from your START location to your FINAL destination?

10 minutes or less	14	1%	1%	4	1%	1%	18	1%	1%
11 - 20	124	12%	2%	65	14%	3%	189	12%	2%
21 - 30	244	23%	3%	99	21%	4%	343	22%	2%
31 - 40	244	23%	3%	83	17%	3%	327	21%	2%
41 - 50	232	22%	2%	69	14%	3%	301	20%	2%
51 - 60	91	9%	2%	34	7%	2%	125	8%	1%
61 - 70	22	2%	1%	7	1%	1%	29	2%	1%
71 - 80	34	3%	1%	23	5%	2%	57	4%	1%
More than 80 minutes	59	6%	1%	92	19%	4%	151	10%	1%
Total	1064	100%		476	100%		1540	100%	
No Response	8	1%		14	3%		22	1%	
Avg Travel Time =	42.9			52.3			45.8		

Question 9: What is the main purpose of this trip?

Go to work	886	86%	2%	112	24%	4%	998	67%	2%
Returning from work	42	4%	1%	15	3%	2%	57	4%	1%
School	2	0%	0%	10	2%	1%	12	1%	0%
Company business	63	6%	1%	117	25%	4%	180	12%	2%
Shopping	2	0%	0%	28	6%	2%	30	2%	1%
Medical/Personal	5	0%	0%	35	7%	2%	40	3%	1%
Recreation/Social	14	1%	1%	104	22%	4%	118	8%	1%
Going out to eat	0	0%	0%	5	1%	1%	5	0%	0%
Other	12	1%	1%	42	9%	3%	54	4%	1%
Total	1026	100%		468	100%		1494	100%	
No Response	46	4%		22	5%		68	5%	

## Pennsylvania-to-New Jersey Trips

The following data are based on 1562 survey returns from the ALLBR database.  
using the criteria: PANJ()

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Question 10: How many times did you cross the Delaware River on each of the last seven days?												
Monday												
None (or No Response)	142	13%	2%	264	54%	4%	406	26%	2%			
1-2 times	875	82%	2%	206	42%	4%	1081	69%	2%			
3-4 times	48	4%	1%	16	3%	2%	64	4%	1%			
More than 5 times	7	1%	0%	4	1%	1%	11	1%	0%			
Avg Trips per Day =	1.8			1.0			1.6					
Tuesday												
None (or No Response)	88	8%	2%	220	45%	4%	308	20%	2%			
1-2 times	930	87%	2%	247	50%	4%	1177	75%	2%			
3-4 times	46	4%	1%	20	4%	2%	66	4%	1%			
More than 5 times	6	1%	0%	3	1%	1%	9	1%	0%			
Avg Trips per Day =	1.9			1.2			1.7					
Wednesday												
None (or No Response)	98	9%	2%	223	46%	4%	321	21%	2%			
1-2 times	916	85%	2%	238	49%	4%	1154	74%	2%			
3-4 times	52	5%	1%	25	5%	2%	77	5%	1%			
More than 5 times	6	1%	0%	4	1%	1%	10	1%	0%			
Avg Trips per Day =	1.9			1.2			1.7					
Thursday												
None (or No Response)	104	10%	2%	215	44%	4%	319	20%	2%			
1-2 times	901	84%	2%	255	52%	4%	1156	74%	2%			
3-4 times	60	6%	1%	16	3%	2%	76	5%	1%			
More than 5 times	7	1%	0%	4	1%	1%	11	1%	0%			
Avg Trips per Day =	1.9			1.2			1.7					
Friday												
None (or No Response)	128	12%	2%	253	52%	4%	381	24%	2%			
1-2 times	874	82%	2%	209	43%	4%	1083	69%	2%			
3-4 times	62	6%	1%	24	5%	2%	86	6%	1%			
More than 5 times	6	1%	0%	4	1%	1%	10	1%	0%			
Avg Trips per Day =	1.9			1.1			1.6					
Saturday												
None (or No Response)	744	69%	3%	373	76%	4%	1117	72%	2%			
1-2 times	298	28%	3%	112	23%	4%	410	26%	2%			
3-4 times	29	3%	1%	4	1%	1%	33	2%	1%			
More than 5 times	1	0%	0%	1	0%	0%	2	0%	0%			
Avg Trips per Day =	0.6			0.5			0.6					
Sunday												
None (or No Response)	856	80%	2%	395	81%	4%	1251	80%	2%			
1-2 times	198	18%	2%	92	19%	3%	290	19%	2%			
3-4 times	14	1%	1%	2	0%	1%	16	1%	0%			
More than 5 times	4	0%	0%	1	0%	0%	5	0%	0%			
Avg Trips per Day =	0.4			0.4			0.4					



## Pennsylvania-to-New Jersey Trips

The following data are based on 1562 survey returns from the ALLBR database.  
using the criteria: PANJ()

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 11: Why don't you use either PATCO or NJ TRANSIT?</u>									
<u>PATCO</u>									
Not close enough	618	58%	3%	183	37%	4%	801	51%	2%
Not frequent enough	71	7%	1%	25	5%	2%	96	6%	1%
Not reliable	48	4%	1%	11	2%	1%	59	4%	1%
Not comfortable	44	4%	1%	16	3%	2%	60	4%	1%
Costs more than using a car	107	10%	2%	44	9%	3%	151	10%	1%
Takes longer than a car	268	25%	3%	72	15%	3%	340	22%	2%
Too crowded	44	4%	1%	7	1%	1%	51	3%	1%
Car needed during the day	251	23%	3%	153	31%	4%	404	26%	2%
Have company car	83	8%	2%	47	10%	3%	130	8%	1%
<u>NJ TRANSIT</u>									
Not close enough	569	53%	3%	169	34%	4%	738	47%	2%
Not frequent enough	113	11%	2%	33	7%	2%	146	9%	1%
Not reliable	66	6%	1%	13	3%	1%	79	5%	1%
Not comfortable	48	4%	1%	18	4%	2%	66	4%	1%
Costs more than using a car	119	11%	2%	46	9%	3%	165	11%	2%
Takes longer than a car	307	29%	3%	82	17%	3%	389	25%	2%
Too crowded	40	4%	1%	9	2%	1%	49	3%	1%
Car needed during the day	278	26%	3%	170	35%	4%	448	29%	2%
Have company car	97	9%	2%	53	11%	3%	150	10%	1%

Question 12: How long have you been driving for this trip?

1 year or less	202	22%	3%	49	15%	4%	251	20%	2%
1-2 years	126	14%	2%	39	12%	4%	165	13%	2%
2-4 years	168	18%	2%	47	14%	4%	215	17%	2%
4-10 years	308	33%	3%	111	34%	5%	419	33%	3%
10 or more years	125	13%	2%	80	25%	5%	205	16%	2%
Total	929	100%		326	100%		1255	100%	
No Response	143	15%		164	50%		307	24%	
Avg Number of Years =	5.9			9.4			6.8		

Question 13: How did you make this trip before driving?

Did not make this trip	912	91%	2%	342	83%	4%	1254	88%	2%
PATCO	15	1%	1%	6	1%	1%	21	1%	1%
Carpool	22	2%	1%	7	2%	1%	29	2%	1%
Vanpool	0	0%	0%	1	0%	0%	1	0%	0%
Bus	19	2%	1%	14	3%	2%	33	2%	1%
Other	39	4%	1%	44	11%	3%	83	6%	1%
Total	1007	100%		414	100%		1421	100%	
No Response	65	6%		76	18%		141	10%	

Question 14: Which of the following best describes the vehicle you used on this trip?

My own car	886	84%	2%	383	79%	4%	1269	82%	2%
Company car	106	10%	2%	61	13%	3%	167	11%	2%
My own passenger van	20	2%	1%	4	1%	1%	24	2%	1%
Company van	13	1%	1%	16	3%	2%	29	2%	1%
Other	29	3%	1%	22	5%	2%	51	3%	1%
Total	1054	100%		486	100%		1540	100%	
No Response	18	2%		4	1%		22	1%	

## Pennsylvania-to-New Jersey Trips

The following data are based on 1562 survey returns from the ALLBR database.  
using the criteria: PANJ()

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Question 15: How many people, including the driver, were in your vehicle?									
1 person	921	88%	2%	308	64%	4%	1229	81%	2%
2 persons	96	9%	2%	139	29%	4%	235	15%	2%
3 persons	14	1%	1%	16	3%	2%	30	2%	1%
4 or more persons	12	1%	1%	15	3%	2%	27	2%	1%
Total	1043	100%		478	100%		1521	100%	
No Response	29	3%		12	3%		41	3%	
Avg Vehicle Occupancy =	1.2			1.6			1.3		

## Question 16a: How do you pay for parking at FINAL destination?

Free parking provided	1004	96%	1%	425	92%	3%	1429	95%	1%
Employer pays	9	1%	1%	8	2%	1%	17	1%	1%
I pay daily charge	16	2%	1%	25	5%	2%	41	3%	1%
I pay monthly charge	19	2%	1%	6	1%	1%	25	2%	1%
Total	1048	100%		464	100%		1512	100%	
No Response	24	2%		26	6%		50	3%	

## Question 16b: How much do you pay to park at FINAL destination?

<u>Those who pay daily charges:</u>									
Less than \$2.00	5	36%	25%	11	48%	20%	16	43%	16%
\$2.00 - \$4.00	1	7%	13%	6	26%	18%	7	19%	13%
\$4.00 - \$6.00	4	29%	24%	4	17%	15%	8	22%	13%
\$6.00 - \$8.00	3	21%	21%	0	0%	0%	3	8%	9%
\$8.00 - \$10.00	0	0%	0%	0	0%	0%	0	0%	0%
More than \$10.00	1	7%	13%	2	9%	12%	3	8%	9%
Total	14	100%		23	100%		37	100%	
No Response	2	14%		2	9%		4	11%	
Avg Daily Charge =	\$ 5.00			\$ 3.45			\$ 4.03		
<u>Those who pay monthly charges:</u>									
Less than \$40.00	14	74%	20%	4	67%	38%	18	72%	18%
\$40.00 - \$80.00	3	16%	16%	2	33%	38%	5	20%	16%
\$80.00 - \$120.00	2	11%	14%	0	0%	0%	2	8%	11%
\$120.00 - \$160.00	0	0%	0%	0	0%	0%	0	0%	0%
\$160.00 - \$200.00	0	0%	0%	0	0%	0%	0	0%	0%
More than \$200.00	0	0%	0%	0	0%	0%	0	0%	0%
Total	19	100%		6	100%		25	100%	
No Response	1	5%		0	0%		1	4%	
Avg Monthly Charge =	\$30.93			\$31.83			\$31.15		

## Pennsylvania-to-New Jersey Trips

The following data are based on 1562 survey returns from the ALLBR database.  
using the criteria: PANJ()

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 17: Gender of Respondents:</u>												
Male	812	77%	3%	341	71%	4%	1153	75%	2%			
Female	248	23%	3%	141	29%	4%	389	25%	2%			
Total	1060	100%		482	100%		1542	100%				
No Response	12	1%		8	2%		20	1%				
<u>Question 18: Age of Respondents:</u>												
19 or younger	2	0%	0%	3	1%	1%	5	0%	0%			
20 - 29	212	20%	2%	62	13%	3%	274	18%	2%			
30 - 49	559	53%	3%	213	44%	4%	772	51%	3%			
50 - 61	210	20%	2%	79	16%	3%	289	19%	2%			
62 or older	64	6%	1%	122	25%	4%	186	12%	2%			
Total	1047	100%		479	100%		1526	100%				
No Response	25	2%		11	2%		36	2%				
Avg Number of Years =	41.1			47.0			43.0					
<u>Question 19: Race of Respondents:</u>												
White	945	91%	2%	451	95%	2%	1396	92%	1%			
Black	78	7%	2%	18	4%	2%	96	6%	1%			
Asian	7	1%	0%	3	1%	1%	10	1%	0%			
Other	11	1%	1%	2	0%	1%	13	1%	0%			
Total	1041	100%		474	100%		1515	100%				
No Response	31	3%		16	3%		47	3%				
<u>Question 20: Household income:</u>												
Under \$10,000	13	1%	1%	19	4%	2%	32	2%	1%			
\$10,000 - \$15,000	19	2%	1%	21	5%	2%	40	3%	1%			
\$15,000 - \$25,000	89	9%	2%	52	12%	3%	141	10%	2%			
\$25,000 - \$35,000	202	21%	3%	72	17%	4%	274	19%	2%			
\$35,000 - \$50,000	272	28%	3%	100	23%	4%	372	26%	2%			
\$50,000 - \$75,000	235	24%	3%	79	18%	4%	314	22%	2%			
\$75,000 - \$100,000	78	8%	2%	42	10%	3%	120	9%	1%			
\$100,000 or more	70	7%	2%	45	10%	3%	115	8%	1%			
Total	978	100%		430	100%		1408	100%				
No Response	94	10%		60	14%		154	11%				
Avg Household Income =	\$51,000			\$51,000			\$51,000					

## Pennsylvania-to-New Jersey Trips

The following data are based on 1562 survey returns from the ALLBR database.  
using the criteria: PANJ()

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 21: Employment Status of Respondents:</u>									
Employed Full-time	987	94%	1%	285	61%	4%	1272	84%	2%
Employed Part-time	35	3%	1%	32	7%	2%	67	4%	1%
Retired	20	2%	1%	109	23%	4%	129	9%	1%
Currently Unemployed	1	0%	0%	7	2%	1%	8	1%	0%
Homemaker	1	0%	0%	21	5%	2%	22	1%	1%
Student	8	1%	1%	10	2%	1%	18	1%	1%
Total	1052	100%		464	100%		1516	100%	
No Response	20	2%		26	6%		46	3%	

Question 22: Highest education level completed:

Elementary School	6	1%	0%	8	2%	1%	14	1%	0%
Some High School	28	3%	1%	18	4%	2%	46	3%	1%
Graduated High School	201	20%	2%	103	22%	4%	304	21%	2%
Some College	235	23%	3%	136	29%	4%	371	25%	2%
Graduated College	329	33%	3%	121	26%	4%	450	31%	2%
Post-Graduate School	175	17%	2%	69	15%	3%	244	17%	2%
Vocational School	26	3%	1%	6	1%	1%	32	2%	1%
Special School	3	0%	0%	1	0%	0%	4	0%	0%
Other	5	0%	0%	3	1%	1%	8	1%	0%
Total	1008	100%		465	100%		1473	100%	
No Response	64	6%		25	5%		89	6%	

Bridge where survey was conducted:

Betsy Ross	199	19%	2%	69	14%	3%	268	17%	2%
Walt Whitman	332	31%	3%	146	30%	4%	478	31%	2%
Ben Franklin	260	24%	3%	106	22%	4%	366	23%	2%
Tacony-Palmyra	281	26%	3%	169	34%	4%	450	29%	2%

Direction of survey distribution:

Westbound	2	0%	0%	4	1%	1%	6	0%	0%
Eastbound	1070	100%	0%	486	99%	1%	1556	100%	0%

## Walt Whitman Bridge

The following data are based on 1639 survey returns from the ALLBR database.  
using the criteria: BRIDGE()=2

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 1: What time did you receive this survey?</u>									
6:00am or earlier	70	7%	1%	28	5%	2%	98	6%	1%
6:01 - 7:00am	499	47%	3%	0	0%	0%	499	31%	2%
7:01 - 8:00am	356	34%	3%	0	0%	0%	356	22%	2%
8:01 - 9:00am	132	12%	2%	0	0%	0%	132	8%	1%
9:01 - 10:00am	0	0%	0%	122	22%	3%	122	8%	1%
10:01 - 11:00am	0	0%	0%	253	46%	4%	253	16%	2%
11:01 - 12:00pm	0	0%	0%	110	20%	3%	110	7%	1%
12:01 - 1:00pm	0	0%	0%	24	4%	2%	24	1%	1%
After 1:00pm	0	0%	0%	10	2%	1%	10	1%	0%
Total	1057	100%		547	100%		1604	100%	
No Response	8	1%		27	5%		35	2%	

Question 2: Where did you START this trip?

BUCKS	16	2%	1%	8	1%	1%	24	1%	1%
CHESTER	9	1%	1%	8	1%	1%	17	1%	0%
DELAWARE	126	12%	2%	39	7%	2%	165	10%	1%
MONTGOMERY	28	3%	1%	16	3%	1%	44	3%	1%
PHILA **	146	14%	2%	73	13%	3%	219	13%	2%
CENTER CITY	9	1%	1%	7	1%	1%	16	1%	0%
BURLINGTON	68	6%	1%	40	7%	2%	108	7%	1%
CAMDEN	331	31%	3%	171	30%	4%	502	31%	2%
GLOUCESTER	266	25%	3%	115	20%	3%	381	23%	2%
MERCER	4	0%	0%	3	1%	1%	7	0%	0%
OTHER	57	5%	1%	84	15%	3%	141	9%	1%
Total	1060	100%		564	100%		1624	100%	
No Response	5	0%		10	2%		15	1%	

Question 3: Why do you use this particular bridge?

Saves time	80	8%	2%	36	7%	2%	116	8%	1%
Shortest distance	696	71%	3%	361	69%	4%	1057	70%	2%
Lower bridge toll	6	1%	0%	2	0%	1%	8	1%	0%
Better highway access	113	12%	2%	74	14%	3%	187	12%	2%
Less traffic congestion	16	2%	1%	16	3%	1%	32	2%	1%
Other	68	7%	2%	37	7%	2%	105	7%	1%
Total	979	100%		526	100%		1505	100%	
No Response	86	9%		48	9%		134	9%	

## Walt Whitman Bridge

The following data are based on 1639 survey returns from the ALLBR database.  
using the criteria: BRIDGE()=2

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 4: How long did it take you to get from your START location to this bridge?</u>									
5 minutes or less	95	9%	2%	44	8%	2%	139	9%	1%
6 - 10	153	15%	2%	84	15%	3%	237	15%	2%
11 - 15	178	17%	2%	123	22%	3%	301	19%	2%
16 - 20	223	21%	2%	108	19%	3%	331	21%	2%
21 - 30	248	24%	3%	81	14%	3%	329	20%	2%
31 - 45	103	10%	2%	49	9%	2%	152	9%	1%
46 - 60	28	3%	1%	30	5%	2%	58	4%	1%
More than 60 minutes	21	2%	1%	46	8%	2%	67	4%	1%
Total	1049	100%		565	100%		1614	100%	
No Response	16	2%		9	2%		25	2%	
Avg Time to Bridge =	21.9			27.4			23.8		

Question 5: How far is your START location from this bridge?

1/4 mile	17	2%	1%	5	1%	1%	22	1%	1%
1/2 mile	14	1%	1%	11	2%	1%	25	2%	1%
1 mile	18	2%	1%	8	1%	1%	26	2%	1%
1-2 miles	38	4%	1%	20	4%	2%	58	4%	1%
2-3 miles	41	4%	1%	21	4%	2%	62	4%	1%
3-5 miles	87	8%	2%	46	8%	2%	133	8%	1%
5-7 miles	98	9%	2%	51	9%	2%	149	9%	1%
7-10 miles	172	16%	2%	89	16%	3%	261	16%	2%
10-15 miles	248	24%	3%	105	19%	3%	353	22%	2%
15-20 miles	155	15%	2%	60	11%	3%	215	13%	2%
20-30 miles	98	9%	2%	47	8%	2%	145	9%	1%
More than 30 miles	65	6%	1%	97	17%	3%	162	10%	1%
Total	1051	100%		560	100%		1611	100%	
No Response	14	1%		14	3%		28	2%	
Avg Access Distance =	12.6			15.1			13.5		

Question 6: What type of toll did you pay for this trip?

Exact change	121	12%	2%	171	30%	4%	292	18%	2%
Cash - other	189	18%	2%	158	28%	4%	347	21%	2%
30-Day sticker	703	67%	3%	166	29%	4%	869	54%	2%
Carpool ticket	9	1%	1%	0	0%	0%	9	1%	0%
Senior Citizen ticket	27	3%	1%	66	12%	3%	93	6%	1%
Other	2	0%	0%	7	1%	1%	9	1%	0%
Total	1051	100%		568	100%		1619	100%	
No Response	14	1%		6	1%		20	1%	

## Walt Whitman Bridge

The following data are based on 1639 survey returns from the ALLBR database.  
using the criteria: BRIDGE()=2

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 7: Where is your FINAL destination?</u>									
BUCKS	16	2%	1%	20	4%	2%	36	2%	1%
CHESTER	10	1%	1%	10	2%	1%	20	1%	1%
DELAWARE	88	9%	2%	46	9%	2%	134	9%	1%
MONTGOMERY	31	3%	1%	27	5%	2%	58	4%	1%
PHILA **	453	44%	3%	224	42%	4%	677	43%	2%
CENTER CITY	78	8%	2%	40	8%	2%	118	8%	1%
BURLINGTON	40	4%	1%	10	2%	1%	50	3%	1%
CAMDEN	161	16%	2%	60	11%	3%	221	14%	2%
GLOUCESTER	94	9%	2%	32	6%	2%	126	8%	1%
MERCER	3	0%	0%	0	0%	0%	3	0%	0%
OTHER	56	5%	1%	62	12%	3%	118	8%	1%
Total	1030	100%		531	100%		1561	100%	
No Response	35	3%		43	8%		78	5%	

Question 8: How long does it take you to travel from your  
START location to your FINAL destination?

10 minutes or less	13	1%	1%	7	1%	1%	20	1%	1%
11 - 20	91	9%	2%	70	13%	3%	161	10%	1%
21 - 30	255	24%	3%	124	22%	3%	379	24%	2%
31 - 40	243	23%	3%	102	18%	3%	345	22%	2%
41 - 50	235	22%	3%	81	15%	3%	316	20%	2%
51 - 60	96	9%	2%	41	7%	2%	137	9%	1%
61 - 70	27	3%	1%	13	2%	1%	40	2%	1%
71 - 80	28	3%	1%	27	5%	2%	55	3%	1%
More than 80 minutes	62	6%	1%	88	16%	3%	150	9%	1%
Total	1050	100%		553	100%		1603	100%	
No Response	15	1%		21	4%		36	2%	
Avg Travel Time =	43.6			55.3			47.7		

Question 9: What is the main purpose of this trip?

Go to work	879	86%	2%	147	27%	4%	1026	65%	2%
Returning from work	21	2%	1%	11	2%	1%	32	2%	1%
School	8	1%	1%	17	3%	1%	25	2%	1%
Company business	73	7%	2%	139	25%	4%	212	13%	2%
Shopping	2	0%	0%	16	3%	1%	18	1%	1%
Medical/Personal	11	1%	1%	76	14%	3%	87	6%	1%
Recreation/Social	18	2%	1%	91	16%	3%	109	7%	1%
Going out to eat	0	0%	0%	5	1%	1%	5	0%	0%
Other	14	1%	1%	51	9%	2%	65	4%	1%
Total	1026	100%		553	100%		1579	100%	
No Response	39	4%		21	4%		60	4%	

## Walt Whitman Bridge

The following data are based on 1639 survey returns from the ALLBR database.  
using the criteria: BRIDGE()=2

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Question 10: How many times did you cross the Delaware River on each of the last seven days?												
Monday												
None (or No Response)	123	12%	2%	283	49%	4%	406	25%	2%			
1-2 times	910	85%	2%	264	46%	4%	1174	72%	2%			
3-4 times	28	3%	1%	19	3%	1%	47	3%	1%			
More than 5 times	4	0%	0%	8	1%	1%	12	1%	0%			
Avg Trips per Day =	1.8			1.1			1.6					
Tuesday												
None (or No Response)	60	6%	1%	98	17%	3%	158	10%	1%			
1-2 times	964	91%	2%	436	76%	3%	1400	85%	2%			
3-4 times	37	3%	1%	33	6%	2%	70	4%	1%			
More than 5 times	2	0%	0%	7	1%	1%	9	1%	0%			
Avg Trips per Day =	1.9			1.7			1.9					
Wednesday												
None (or No Response)	117	11%	2%	275	48%	4%	392	24%	2%			
1-2 times	908	85%	2%	271	47%	4%	1179	72%	2%			
3-4 times	35	3%	1%	23	4%	2%	58	4%	1%			
More than 5 times	5	0%	0%	5	1%	1%	10	1%	0%			
Avg Trips per Day =	1.8			1.1			1.6					
Thursday												
None (or No Response)	135	13%	2%	292	51%	4%	427	26%	2%			
1-2 times	892	84%	2%	258	45%	4%	1150	70%	2%			
3-4 times	35	3%	1%	17	3%	1%	52	3%	1%			
More than 5 times	3	0%	0%	7	1%	1%	10	1%	0%			
Avg Trips per Day =	1.8			1.1			1.5					
Friday												
None (or No Response)	137	13%	2%	291	51%	4%	428	26%	2%			
1-2 times	875	82%	2%	254	44%	4%	1129	69%	2%			
3-4 times	50	5%	1%	22	4%	2%	72	4%	1%			
More than 5 times	2	0%	0%	6	1%	1%	8	0%	0%			
Avg Trips per Day =	1.8			1.1			1.6					
Saturday												
None (or No Response)	705	66%	3%	405	71%	4%	1110	68%	2%			
1-2 times	330	31%	3%	153	27%	4%	483	29%	2%			
3-4 times	28	3%	1%	14	2%	1%	42	3%	1%			
More than 5 times	2	0%	0%	2	0%	0%	4	0%	0%			
Avg Trips per Day =	0.7			0.6			0.7					
Sunday												
None (or No Response)	850	80%	2%	443	77%	3%	1293	79%	2%			
1-2 times	197	18%	2%	123	21%	3%	320	20%	2%			
3-4 times	14	1%	1%	5	1%	1%	19	1%	1%			
More than 5 times	4	0%	0%	3	1%	1%	7	0%	0%			
Avg Trips per Day =	0.4			0.5			0.4					



## Walt Whitman Bridge

The following data are based on 1639 survey returns from the ALLBR database.  
using the criteria: BRIDGE(=2

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 11: Why don't you use either PATCO or NJ TRANSIT?</u>												
<u>PATCO</u>												
Not close enough	613	58%	3%	216	38%	4%	829	51%	2%			
Not frequent enough	92	9%	2%	29	5%	2%	121	7%	1%			
Not reliable	64	6%	1%	21	4%	2%	85	5%	1%			
Not comfortable	60	6%	1%	26	5%	2%	86	5%	1%			
Costs more than using a car	148	14%	2%	58	10%	2%	206	13%	2%			
Takes longer than a car	313	29%	3%	102	18%	3%	415	25%	2%			
Too crowded	73	7%	2%	21	4%	2%	94	6%	1%			
Car needed during the day	198	19%	2%	161	28%	4%	359	22%	2%			
Have company car	82	8%	2%	58	10%	2%	140	9%	1%			
<u>NJ TRANSIT</u>												
Not close enough	545	51%	3%	208	36%	4%	753	46%	2%			
Not frequent enough	163	15%	2%	53	9%	2%	216	13%	2%			
Not reliable	93	9%	2%	30	5%	2%	123	8%	1%			
Not comfortable	80	8%	2%	36	6%	2%	116	7%	1%			
Costs more than using a car	170	16%	2%	64	11%	3%	234	14%	2%			
Takes longer than a car	394	37%	3%	130	23%	3%	524	32%	2%			
Too crowded	78	7%	2%	27	5%	2%	105	6%	1%			
Car needed during the day	224	21%	2%	191	33%	4%	415	25%	2%			
Have company car	89	8%	2%	65	11%	3%	154	9%	1%			

Question 12: How long have you been driving for this trip?

1 year or less	154	16%	2%	54	13%	3%	208	15%	2%
1-2 years	108	11%	2%	55	14%	3%	163	12%	2%
2-4 years	167	17%	2%	60	15%	3%	227	17%	2%
4-10 years	322	33%	3%	120	30%	4%	442	32%	2%
10 or more years	215	22%	3%	114	28%	4%	329	24%	2%
Total	966	100%		403	100%		1369	100%	
No Response	99	10%		171	42%		270	20%	
Avg Number of Years =	7.7			9.4			8.2		

Question 13: How did you make this trip before driving?

Did not make this trip	874	88%	2%	392	80%	4%	1266	85%	2%
PATCO	24	2%	1%	14	3%	1%	38	3%	1%
Carpool	26	3%	1%	3	1%	1%	29	2%	1%
Vanpool	1	0%	0%	0	0%	0%	1	0%	0%
Bus	18	2%	1%	21	4%	2%	39	3%	1%
Other	55	6%	1%	57	12%	3%	112	8%	1%
Total	998	100%		487	100%		1485	100%	
No Response	67	7%		87	18%		154	10%	

Question 14: Which of the following best describes the vehicle you used on this trip?

My own car	877	83%	2%	434	76%	3%	1311	81%	2%
Company car	91	9%	2%	70	12%	3%	161	10%	1%
My own passenger van	21	2%	1%	11	2%	1%	32	2%	1%
Company van	19	2%	1%	18	3%	1%	37	2%	1%
Other	43	4%	1%	35	6%	2%	78	5%	1%
Total	1051	100%		568	100%		1619	100%	
No Response	14	1%		6	1%		20	1%	

## Walt Whitman Bridge

The following data are based on 1639 survey returns from the ALLBR database.  
using the criteria: BRIDGE(=2

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Question 15: How many people, including the driver, were in your vehicle?									
1 person	845	82%	2%	358	65%	4%	1203	76%	2%
2 persons	147	14%	2%	142	26%	4%	289	18%	2%
3 persons	25	2%	1%	30	5%	2%	55	3%	1%
4 or more persons	14	1%	1%	25	5%	2%	39	2%	1%
Total	1031	100%		555	100%		1586	100%	
No Response	34	3%		19	3%		53	3%	
Avg Vehicle Occupancy =	1.2			1.6			1.4		

## Question 16a: How do you pay for parking at FINAL destination?

Free parking provided	908	88%	2%	409	79%	4%	1317	85%	2%
Employer pays	39	4%	1%	18	3%	2%	57	4%	1%
I pay daily charge	49	5%	1%	69	13%	3%	118	8%	1%
I pay monthly charge	30	3%	1%	22	4%	2%	52	3%	1%
Total	1026	100%		518	100%		1544	100%	
No Response	39	4%		56	11%		95	6%	

## Question 16b: How much do you pay to park at FINAL destination?

<u>Those who pay daily charges:</u>									
Less than \$2.00	11	17%	9%	19	27%	10%	30	23%	7%
\$2.00 - \$4.00	9	14%	9%	20	29%	11%	29	22%	7%
\$4.00 - \$6.00	19	30%	11%	13	19%	9%	32	24%	7%
\$6.00 - \$8.00	12	19%	10%	7	10%	7%	19	14%	6%
\$8.00 - \$10.00	3	5%	5%	9	13%	8%	12	9%	5%
More than \$10.00	9	14%	9%	2	3%	4%	11	8%	5%
Total	63	100%		70	100%		133	100%	
No Response	0	0%		1	1%		1	1%	
Avg Daily Charge =	\$ 6.58			\$ 5.05			\$ 5.77		
<u>Those who pay monthly charges:</u>									
Less than \$40.00	18	56%	17%	15	68%	19%	33	61%	13%
\$40.00 - \$80.00	10	31%	16%	5	23%	18%	15	28%	12%
\$80.00 - \$120.00	2	6%	8%	2	9%	12%	4	7%	7%
\$120.00 - \$160.00	1	3%	6%	0	0%	0%	1	2%	4%
\$160.00 - \$200.00	1	3%	6%	0	0%	0%	1	2%	4%
More than \$200.00	0	0%	0%	0	0%	0%	0	0%	0%
Total	32	100%		22	100%		54	100%	
No Response	3	9%		1	5%		4	7%	
Avg Monthly Charge =	\$45.47			\$39.41			\$43.00		

## Walt Whitman Bridge

The following data are based on 1639 survey returns from the ALLBR database.  
using the criteria: BRIDGE()=2

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 17: Gender of Respondents:</u>									
Male	797	76%	3%	395	71%	4%	1192	74%	2%
Female	249	24%	3%	163	29%	4%	412	26%	2%
Total	1046	100%		558	100%		1604	100%	
No Response	19	2%		16	3%		35	2%	
<u>Question 18: Age of Respondents:</u>									
19 or younger	12	1%	1%	7	1%	1%	19	1%	1%
20 - 29	192	18%	2%	77	14%	3%	269	17%	2%
30 - 49	594	57%	3%	262	47%	4%	856	54%	2%
50 - 61	194	19%	2%	104	19%	3%	298	19%	2%
62 or older	50	5%	1%	107	19%	3%	157	10%	1%
Total	1042	100%		557	100%		1599	100%	
No Response	23	2%		17	3%		40	3%	
Avg Number of Years =	40.4			45.1			42.1		
<u>Question 19: Race of Respondents:</u>									
White	937	92%	2%	517	92%	2%	1454	92%	1%
Black	70	7%	2%	28	5%	2%	98	6%	1%
Asian	9	1%	1%	8	1%	1%	17	1%	1%
Other	7	1%	1%	6	1%	1%	13	1%	0%
Total	1023	100%		559	100%		1582	100%	
No Response	42	4%		15	3%		57	4%	
<u>Question 20: Household income:</u>									
Under \$10,000	10	1%	1%	20	4%	2%	30	2%	1%
\$10,000 - \$15,000	17	2%	1%	30	6%	2%	47	3%	1%
\$15,000 - \$25,000	65	7%	2%	60	12%	3%	125	9%	1%
\$25,000 - \$35,000	163	17%	2%	100	20%	3%	263	18%	2%
\$35,000 - \$50,000	269	28%	3%	106	21%	4%	375	26%	2%
\$50,000 - \$75,000	268	28%	3%	97	19%	3%	365	25%	2%
\$75,000 - \$100,000	98	10%	2%	61	12%	3%	159	11%	2%
\$100,000 or more	59	6%	2%	38	7%	2%	97	7%	1%
Total	949	100%		512	100%		1461	100%	
No Response	116	12%		62	12%		178	12%	
Avg Household Income =	\$53,000			\$50,000			\$52,000		

## Walt Whitman Bridge

The following data are based on 1639 survey returns from the ALLBR database.  
using the criteria: BRIDGE()=2

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 21: Employment Status of Respondents:</u>									
Employed Full-time	971	93%	2%	347	64%	4%	1318	83%	2%
Employed Part-time	36	3%	1%	44	8%	2%	80	5%	1%
Retired	19	2%	1%	108	20%	3%	127	8%	1%
Currently Unemployed	4	0%	0%	8	1%	1%	12	1%	0%
Homemaker	3	0%	0%	21	4%	2%	24	2%	1%
Student	9	1%	1%	16	3%	1%	25	2%	1%
Total	1042	100%		544	100%		1586	100%	
No Response	23	2%		30	6%		53	3%	

Question 22: Highest education level completed:

Elementary School	5	1%	0%	7	1%	1%	12	1%	0%
Some High School	34	3%	1%	17	3%	1%	51	3%	1%
Graduated High School	206	21%	3%	126	24%	4%	332	22%	2%
Some College	254	26%	3%	145	27%	4%	399	26%	2%
Graduated College	300	31%	3%	150	28%	4%	450	30%	2%
Post-Graduate School	145	15%	2%	67	13%	3%	212	14%	2%
Vocational School	21	2%	1%	12	2%	1%	33	2%	1%
Special School	7	1%	1%	5	1%	1%	12	1%	0%
Other	9	1%	1%	4	1%	1%	13	1%	0%
Total	981	100%		533	100%		1514	100%	
No Response	84	9%		41	8%		125	8%	

Bridge where survey was conducted:

Betsy Ross	0	0%	0%	0	0%	0%	0	0%	0%
Walt Whitman	1065	100%	0%	574	100%	0%	1639	100%	0%
Ben Franklin	0	0%	0%	0	0%	0%	0	0%	0%
Tacony-Palmyra	0	0%	0%	0	0%	0%	0	0%	0%

Direction of survey distribution:

Westbound	718	67%	3%	412	72%	4%	1130	69%	2%
Eastbound	347	33%	3%	162	28%	4%	509	31%	2%

## Benjamin Franklin Bridge

The following data are based on 1324 survey returns from the ALLBR database.  
using the criteria: BRIDGE()=3

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	<u>No.</u>	<u>Pct</u>	<u>Err</u>	<u>No.</u>	<u>Pct</u>	<u>Err</u>	<u>No.</u>	<u>Pct</u>	<u>Err</u>
<u>Question 1: What time did you receive this survey?</u>									
6:00am or earlier	28	3%	1%	9	2%	1%	37	3%	1%
6:01 - 7:00am	364	41%	3%	0	0%	0%	364	28%	2%
7:01 - 8:00am	369	41%	3%	0	0%	0%	369	29%	2%
8:01 - 9:00am	129	14%	2%	0	0%	0%	129	10%	2%
9:01 - 10:00am	0	0%	0%	74	18%	4%	74	6%	1%
10:01 - 11:00am	0	0%	0%	189	47%	5%	189	15%	2%
11:01 - 12:00pm	0	0%	0%	105	26%	4%	105	8%	1%
12:01 - 1:00pm	0	0%	0%	10	2%	2%	10	1%	0%
After 1:00pm	0	0%	0%	14	3%	2%	14	1%	1%
Total	890	100%		401	100%		1291	100%	
No Response	13	1%		20	5%		33	3%	

Question 2: Where did you START this trip?

BUCKS	2	0%	0%	1	0%	0%	3	0%	0%
CHESTER	13	1%	1%	6	1%	1%	19	1%	1%
DELAWARE	48	5%	1%	9	2%	1%	57	4%	1%
MONTGOMERY	68	8%	2%	15	4%	2%	83	6%	1%
PHILA **	114	13%	2%	54	13%	3%	168	13%	2%
CENTER CITY	27	3%	1%	31	8%	3%	58	4%	1%
BURLINGTON	158	18%	3%	69	17%	4%	227	17%	2%
CAMDEN	317	36%	3%	164	40%	5%	481	37%	3%
GLOUCESTER	119	13%	2%	31	8%	3%	150	12%	2%
MERCER	1	0%	0%	3	1%	1%	4	0%	0%
OTHER	24	3%	1%	25	6%	2%	49	4%	1%
Total	891	100%		408	100%		1299	100%	
No Response	12	1%		13	3%		25	2%	

Question 3: Why do you use this particular bridge?

Saves time	91	11%	2%	40	10%	3%	131	11%	2%
Shortest distance	540	66%	3%	280	73%	4%	820	68%	3%
Lower bridge toll	0	0%	0%	1	0%	1%	1	0%	0%
Better highway access	34	4%	1%	19	5%	2%	53	4%	1%
Less traffic congestion	110	13%	2%	17	4%	2%	127	11%	2%
Other	45	5%	2%	25	7%	2%	70	6%	1%
Total	820	100%		382	100%		1202	100%	
No Response	83	10%		39	10%		122	10%	

## Benjamin Franklin Bridge

The following data are based on 1324 survey returns from the ALLBR database.  
using the criteria: BRIDGE()=3

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	<u>No.</u>	<u>Pct</u>	<u>Err</u>	<u>No.</u>	<u>Pct</u>	<u>Err</u>	<u>No.</u>	<u>Pct</u>	<u>Err</u>
<u>Question 4: How long did it take you to get from your START location to this bridge?</u>									
5 minutes or less	54	6%	2%	55	13%	3%	109	8%	1%
6 - 10	162	18%	3%	85	20%	4%	247	19%	2%
11 - 15	174	19%	3%	88	21%	4%	262	20%	2%
16 - 20	198	22%	3%	71	17%	4%	269	21%	2%
21 - 30	164	18%	3%	57	14%	3%	221	17%	2%
31 - 45	111	12%	2%	30	7%	2%	141	11%	2%
46 - 60	21	2%	1%	12	3%	2%	33	3%	1%
More than 60 minutes	9	1%	1%	19	5%	2%	28	2%	1%
Total	893	100%		417	100%		1310	100%	
No Response	10	1%		4	1%		14	1%	
Avg Time to Bridge =	21.9			21.7			21.8		

Question 5: How far is your START location from this bridge?

1/4 mile	5	1%	0%	13	3%	2%	18	1%	1%
1/2 mile	5	1%	0%	11	3%	2%	16	1%	1%
1 mile	15	2%	1%	13	3%	2%	28	2%	1%
1-2 miles	35	4%	1%	23	6%	2%	58	4%	1%
2-3 miles	42	5%	1%	29	7%	2%	71	5%	1%
3-5 miles	74	8%	2%	39	9%	3%	113	9%	2%
5-7 miles	91	10%	2%	47	11%	3%	138	11%	2%
7-10 miles	180	20%	3%	68	17%	4%	248	19%	2%
10-15 miles	199	22%	3%	75	18%	4%	274	21%	2%
15-20 miles	111	13%	2%	36	9%	3%	147	11%	2%
20-30 miles	79	9%	2%	24	6%	2%	103	8%	1%
More than 30 miles	52	6%	2%	33	8%	3%	85	7%	1%
Total	888	100%		411	100%		1299	100%	
No Response	15	2%		10	2%		25	2%	
Avg Access Distance =	12.2			11.0			11.9		

Question 6: What type of toll did you pay for this trip?

Exact change	106	12%	2%	82	20%	4%	188	14%	2%
Cash - other	117	13%	2%	175	42%	5%	292	22%	2%
30-Day sticker	649	73%	3%	119	29%	4%	768	59%	3%
Carpool ticket	4	0%	0%	1	0%	0%	5	0%	0%
Senior Citizen ticket	11	1%	1%	38	9%	3%	49	4%	1%
Other	4	0%	0%	1	0%	0%	5	0%	0%
Total	891	100%		416	100%		1307	100%	
No Response	12	1%		5	1%		17	1%	

## Benjamin Franklin Bridge

The following data are based on 1324 survey returns from the ALLBR database.  
using the criteria: BRIDGE()=3

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 7: Where is your FINAL destination?</u>									
BUCKS	9	1%	1%	2	1%	1%	11	1%	1%
CHESTER	42	5%	1%	7	2%	1%	49	4%	1%
DELAWARE	15	2%	1%	6	2%	1%	21	2%	1%
MONTGOMERY	65	7%	2%	23	6%	2%	88	7%	1%
PHILA **	221	25%	3%	82	22%	4%	303	24%	2%
CENTER CITY	253	29%	3%	140	37%	5%	393	31%	3%
BURLINGTON	59	7%	2%	14	4%	2%	73	6%	1%
CAMDEN	177	20%	3%	62	16%	4%	239	19%	2%
GLOUCESTER	16	2%	1%	6	2%	1%	22	2%	1%
MERCER	0	0%	0%	1	0%	1%	1	0%	0%
OTHER	14	2%	1%	34	9%	3%	48	4%	1%
Total	871	100%		377	100%		1248	100%	
No Response	32	4%		44	12%		76	6%	

Question 8: How long does it take you to travel from your START location to your FINAL destination?

10 minutes or less	13	1%	1%	8	2%	1%	21	2%	1%
11 - 20	114	13%	2%	65	16%	4%	179	14%	2%
21 - 30	221	25%	3%	126	31%	5%	347	27%	2%
31 - 40	199	22%	3%	67	17%	4%	266	21%	2%
41 - 50	189	21%	3%	63	16%	4%	252	19%	2%
51 - 60	87	10%	2%	22	5%	2%	109	8%	2%
61 - 70	14	2%	1%	3	1%	1%	17	1%	1%
71 - 80	22	2%	1%	14	3%	2%	36	3%	1%
More than 80 minutes	33	4%	1%	37	9%	3%	70	5%	1%
Total	892	100%		405	100%		1297	100%	
No Response	11	1%		16	4%		27	2%	
Avg Travel Time =	41.9			43.6			42.5		

Question 9: What is the main purpose of this trip?

Go to work	781	89%	2%	120	30%	4%	901	71%	3%
Returning from work	20	2%	1%	7	2%	1%	27	2%	1%
School	11	1%	1%	15	4%	2%	26	2%	1%
Company business	44	5%	1%	131	32%	5%	175	14%	2%
Shopping	2	0%	0%	17	4%	2%	19	1%	1%
Medical/Personal	3	0%	0%	54	13%	3%	57	4%	1%
Recreation/Social	7	1%	1%	37	9%	3%	44	3%	1%
Going out to eat	0	0%	0%	3	1%	1%	3	0%	0%
Other	6	1%	1%	20	5%	2%	26	2%	1%
Total	874	100%		404	100%		1278	100%	
No Response	29	3%		17	4%		46	4%	

## Benjamin Franklin Bridge

The following data are based on 1324 survey returns from the ALLBR database.  
using the criteria: BRIDGE()=3

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	<u>No.</u>	<u>Pct</u>	<u>Err</u>	<u>No.</u>	<u>Pct</u>	<u>Err</u>	<u>No.</u>	<u>Pct</u>	<u>Err</u>
Question 10: How many times did you cross the Delaware River on each of the last seven days?									
Monday									
None (or No Response)	95	11%	2%	192	46%	5%	287	22%	2%
1-2 times	773	86%	2%	207	49%	5%	980	74%	2%
3-4 times	32	4%	1%	15	4%	2%	47	4%	1%
More than 5 times	3	0%	0%	7	2%	1%	10	1%	0%
Avg Trips per Day =	1.8			1.2			1.6		
Tuesday									
None (or No Response)	84	9%	2%	204	48%	5%	288	22%	2%
1-2 times	775	86%	2%	189	45%	5%	964	73%	2%
3-4 times	40	4%	1%	20	5%	2%	60	5%	1%
More than 5 times	4	0%	0%	7	2%	1%	11	1%	0%
Avg Trips per Day =	1.9			1.2			1.7		
Wednesday									
None (or No Response)	50	6%	1%	74	18%	4%	124	9%	2%
1-2 times	811	90%	2%	308	73%	4%	1119	85%	2%
3-4 times	39	4%	1%	29	7%	2%	68	5%	1%
More than 5 times	3	0%	0%	10	2%	1%	13	1%	1%
Avg Trips per Day =	2.0			1.8			1.9		
Thursday									
None (or No Response)	112	12%	2%	215	51%	5%	327	25%	2%
1-2 times	755	84%	2%	180	43%	5%	935	71%	2%
3-4 times	33	4%	1%	17	4%	2%	50	4%	1%
More than 5 times	3	0%	0%	8	2%	1%	11	1%	0%
Avg Trips per Day =	1.8			1.1			1.6		
Friday									
None (or No Response)	120	13%	2%	221	52%	5%	341	26%	2%
1-2 times	731	81%	3%	173	41%	5%	904	68%	3%
3-4 times	47	5%	1%	19	5%	2%	66	5%	1%
More than 5 times	5	1%	0%	7	2%	1%	12	1%	1%
Avg Trips per Day =	1.8			1.1			1.6		
Saturday									
None (or No Response)	633	70%	3%	307	73%	4%	940	71%	2%
1-2 times	246	27%	3%	105	25%	4%	351	27%	2%
3-4 times	24	3%	1%	7	2%	1%	31	2%	1%
More than 5 times	0	0%	0%	2	0%	1%	2	0%	0%
Avg Trips per Day =	0.6			0.6			0.6		
Sunday									
None (or No Response)	731	81%	3%	345	82%	4%	1076	81%	2%
1-2 times	157	17%	2%	69	16%	4%	226	17%	2%
3-4 times	15	2%	1%	6	1%	1%	21	2%	1%
More than 5 times	0	0%	0%	1	0%	0%	1	0%	0%
Avg Trips per Day =	0.4			0.4			0.4		



## Benjamin Franklin Bridge

The following data are based on 1324 survey returns from the ALLBR database.  
using the criteria: BRIDGE(=3

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 11: Why don't you use either PATCO or NJ TRANSIT?</u>									
<u>PATCO</u>									
Not close enough	475	53%	3%	143	34%	5%	618	47%	3%
Not frequent enough	40	4%	1%	14	3%	2%	54	4%	1%
Not reliable	25	3%	1%	3	1%	1%	28	2%	1%
Not comfortable	32	4%	1%	11	3%	2%	43	3%	1%
Costs more than using a car	130	14%	2%	36	9%	3%	166	13%	2%
Takes longer than a car	236	26%	3%	73	17%	4%	309	23%	2%
Too crowded	36	4%	1%	7	2%	1%	43	3%	1%
Car needed during the day	220	24%	3%	144	34%	5%	364	27%	2%
Have company car	54	6%	2%	50	12%	3%	104	8%	1%
<u>NJ TRANSIT</u>									
Not close enough	365	40%	3%	111	26%	4%	476	36%	3%
Not frequent enough	127	14%	2%	50	12%	3%	177	13%	2%
Not reliable	68	8%	2%	14	3%	2%	82	6%	1%
Not comfortable	65	7%	2%	33	8%	3%	98	7%	1%
Costs more than using a car	137	15%	2%	40	10%	3%	177	13%	2%
Takes longer than a car	316	35%	3%	104	25%	4%	420	32%	3%
Too crowded	47	5%	1%	19	5%	2%	66	5%	1%
Car needed during the day	221	24%	3%	153	36%	5%	374	28%	2%
Have company car	65	7%	2%	51	12%	3%	116	9%	2%

Question 12: How long have you been driving for this trip?

1 year or less	153	20%	3%	47	18%	5%	200	19%	2%
1-2 years	116	15%	2%	27	10%	4%	143	14%	2%
2-4 years	127	16%	3%	35	13%	4%	162	15%	2%
4-10 years	233	30%	3%	84	32%	6%	317	30%	3%
10 or more years	153	20%	3%	73	27%	5%	226	22%	2%
Total	782	100%		266	100%		1048	100%	
No Response	121	15%		155	58%		276	26%	
Avg Number of Years =	6.8			8.7			7.3		

Question 13: How did you make this trip before driving?

Did not make this trip	638	76%	3%	265	76%	4%	903	76%	2%
PATCO	96	11%	2%	29	8%	3%	125	11%	2%
Carpool	16	2%	1%	8	2%	2%	24	2%	1%
Vanpool	2	0%	0%	1	0%	1%	3	0%	0%
Bus	38	5%	1%	14	4%	2%	52	4%	1%
Other	46	6%	2%	30	9%	3%	76	6%	1%
Total	836	100%		347	100%		1183	100%	
No Response	67	8%		74	21%		141	12%	

Question 14: Which of the following best describes the vehicle you used on this trip?

My own car	749	83%	2%	318	76%	4%	1067	81%	2%
Company car	90	10%	2%	66	16%	4%	156	12%	2%
My own passenger van	25	3%	1%	9	2%	1%	34	3%	1%
Company van	13	1%	1%	13	3%	2%	26	2%	1%
Other	21	2%	1%	11	3%	2%	32	2%	1%
Total	898	100%		417	100%		1315	100%	
No Response	5	1%		4	1%		9	1%	

## Benjamin Franklin Bridge

The following data are based on 1324 survey returns from the ALLBR database.  
using the criteria: BRIDGE(=3

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Question 15: How many people, including the driver, were in your vehicle?									
1 person	720	81%	3%	288	71%	4%	1008	78%	2%
2 persons	136	15%	2%	98	24%	4%	234	18%	2%
3 persons	19	2%	1%	8	2%	1%	27	2%	1%
4 or more persons	13	1%	1%	9	2%	1%	22	2%	1%
Total	888	100%		403	100%		1291	100%	
No Response	15	2%		18	4%		33	3%	
Avg Vehicle Occupancy =	1.3			1.5			1.3		

## Question 16a: How do you pay for parking at FINAL destination?

Free parking provided	610	70%	3%	235	60%	5%	845	67%	3%
Employer pays	46	5%	1%	40	10%	3%	86	7%	1%
I pay daily charge	135	15%	2%	95	24%	4%	230	18%	2%
I pay monthly charge	82	9%	2%	24	6%	2%	106	8%	2%
Total	873	100%		394	100%		1267	100%	
No Response	30	3%		27	7%		57	4%	

## Question 16b: How much do you pay to park at FINAL destination?

<u>Those who pay daily charges:</u>									
Less than \$2.00	19	14%	6%	18	20%	8%	37	16%	5%
\$2.00 - \$4.00	20	15%	6%	16	17%	8%	36	16%	5%
\$4.00 - \$6.00	46	34%	8%	22	24%	9%	68	30%	6%
\$6.00 - \$8.00	27	20%	7%	20	22%	8%	47	21%	5%
\$8.00 - \$10.00	13	10%	5%	7	8%	5%	20	9%	4%
More than \$10.00	9	7%	4%	9	10%	6%	18	8%	4%
Total	134	100%		92	100%		226	100%	
No Response	2	1%		5	5%		7	3%	
Avg Daily Charge =	\$ 5.74			\$ 6.98			\$ 6.25		
<u>Those who pay monthly charges:</u>									
Less than \$40.00	29	35%	10%	9	39%	20%	38	36%	9%
\$40.00 - \$80.00	35	42%	11%	6	26%	18%	41	38%	9%
\$80.00 - \$120.00	10	12%	7%	1	4%	8%	11	10%	6%
\$120.00 - \$160.00	6	7%	6%	6	26%	18%	12	11%	6%
\$160.00 - \$200.00	3	4%	4%	1	4%	8%	4	4%	4%
More than \$200.00	1	1%	2%	0	0%	0%	1	1%	2%
Total	84	100%		23	100%		107	100%	
No Response	2	2%		2	9%		4	4%	
Avg Monthly Charge =	\$64.14			\$73.70			\$66.20		

## Benjamin Franklin Bridge

The following data are based on 1324 survey returns from the ALLBR database.  
using the criteria: BRIDGE(=3

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 17: Gender of Respondents:</u>									
Male	615	69%	3%	275	66%	5%	890	68%	3%
Female	276	31%	3%	140	34%	5%	416	32%	3%
Total	891	100%		415	100%		1306	100%	
No Response	12	1%		6	1%		18	1%	
<u>Question 18: Age of Respondents:</u>									
19 or younger	3	0%	0%	4	1%	1%	7	1%	0%
20 - 29	148	17%	2%	62	15%	3%	210	16%	2%
30 - 49	498	57%	3%	197	47%	5%	695	54%	3%
50 - 61	189	22%	3%	82	20%	4%	271	21%	2%
62 or older	41	5%	1%	70	17%	4%	111	9%	2%
Total	879	100%		415	100%		1294	100%	
No Response	24	3%		6	1%		30	2%	
Avg Number of Years =	41.3			44.6			42.4		
<u>Question 19: Race of Respondents:</u>									
White	761	87%	2%	362	89%	3%	1123	88%	2%
Black	80	9%	2%	30	7%	3%	110	9%	2%
Asian	11	1%	1%	10	2%	2%	21	2%	1%
Other	21	2%	1%	6	1%	1%	27	2%	1%
Total	873	100%		408	100%		1281	100%	
No Response	30	3%		13	3%		43	3%	
<u>Question 20: Household income:</u>									
Under \$10,000	8	1%	1%	10	3%	2%	18	1%	1%
\$10,000 - \$15,000	11	1%	1%	14	4%	2%	25	2%	1%
\$15,000 - \$25,000	51	6%	2%	30	8%	3%	81	7%	1%
\$25,000 - \$35,000	127	15%	2%	47	12%	3%	174	14%	2%
\$35,000 - \$50,000	191	23%	3%	90	23%	4%	281	23%	2%
\$50,000 - \$75,000	239	29%	3%	72	19%	4%	311	26%	2%
\$75,000 - \$100,000	108	13%	2%	49	13%	3%	157	13%	2%
\$100,000 or more	88	11%	2%	71	19%	4%	159	13%	2%
Total	823	100%		383	100%		1206	100%	
No Response	80	10%		38	10%		118	10%	
Avg Household Income =	\$59,000			\$62,000			\$60,000		

## Benjamin Franklin Bridge

The following data are based on 1324 survey returns from the ALLBR database.  
using the criteria: BRIDGE(=3

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 21: Employment Status of Respondents:</u>									
Employed Full-time	829	94%	2%	289	71%	4%	1118	87%	2%
Employed Part-time	24	3%	1%	34	8%	3%	58	5%	1%
Retired	14	2%	1%	44	11%	3%	58	5%	1%
Currently Unemployed	1	0%	0%	8	2%	1%	9	1%	0%
Homemaker	3	0%	0%	16	4%	2%	19	1%	1%
Student	9	1%	1%	14	3%	2%	23	2%	1%
Total	880	100%		405	100%		1285	100%	
No Response	23	3%		16	4%		39	3%	

Question 22: Highest education level completed:

Elementary School	7	1%	1%	3	1%	1%	10	1%	0%
Some High School	11	1%	1%	14	3%	2%	25	2%	1%
Graduated High School	137	16%	2%	62	15%	3%	199	16%	2%
Some College	206	24%	3%	91	22%	4%	297	23%	2%
Graduated College	302	35%	3%	136	33%	5%	438	34%	3%
Post-Graduate School	174	20%	3%	98	24%	4%	272	21%	2%
Vocational School	15	2%	1%	4	1%	1%	19	1%	1%
Special School	2	0%	0%	2	0%	1%	4	0%	0%
Other	13	1%	1%	1	0%	0%	14	1%	1%
Total	867	100%		411	100%		1278	100%	
No Response	36	4%		10	2%		46	4%	

Bridge where survey was conducted:

Betsy Ross	0	0%	0%	0	0%	0%	0	0%	0%
Walt Whitman	0	0%	0%	0	0%	0%	0	0%	0%
Ben Franklin	903	100%	0%	421	100%	0%	1324	100%	0%
Tacony-Palmyra	0	0%	0%	0	0%	0%	0	0%	0%

Direction of survey distribution:

Westbound	619	69%	3%	301	71%	4%	920	69%	2%
Eastbound	284	31%	3%	120	29%	4%	404	31%	2%

## Betsy Ross Bridge

The following data are based on 847 survey returns from the ALLBR database.  
using the criteria: BRIDGE(=1

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 1: What time did you receive this survey?</u>									
6:00am or earlier	28	5%	2%	12	5%	3%	40	5%	1%
6:01 - 7:00am	252	45%	4%	0	0%	0%	252	31%	3%
7:01 - 8:00am	251	44%	4%	0	0%	0%	251	31%	3%
8:01 - 9:00am	35	6%	2%	0	0%	0%	35	4%	1%
9:01 - 10:00am	0	0%	0%	47	19%	5%	47	6%	2%
10:01 - 11:00am	0	0%	0%	98	39%	6%	98	12%	2%
11:01 - 12:00pm	0	0%	0%	82	33%	6%	82	10%	2%
12:01 - 1:00pm	0	0%	0%	5	2%	2%	5	1%	1%
After 1:00pm	0	0%	0%	6	2%	2%	6	1%	1%
Total	566	100%		250	100%		816	100%	
No Response	15	3%		16	6%		31	4%	

Question 2: Where did you START this trip?

BUCKS	48	8%	2%	15	6%	3%	63	8%	2%
CHESTER	4	1%	1%	0	0%	0%	4	0%	0%
DELAWARE	29	5%	2%	3	1%	1%	32	4%	1%
MONTGOMERY	13	2%	1%	12	5%	3%	25	3%	1%
PHILA **	107	19%	3%	40	16%	4%	147	18%	3%
CENTER CITY	3	1%	1%	3	1%	1%	6	1%	1%
BURLINGTON	198	34%	4%	102	40%	6%	300	36%	3%
CAMDEN	145	25%	4%	69	27%	5%	214	26%	3%
GLOUCESTER	15	3%	1%	2	1%	1%	17	2%	1%
MERCER	2	0%	0%	2	1%	1%	4	0%	0%
OTHER	10	2%	1%	9	4%	2%	19	2%	1%
Total	574	100%		257	100%		831	100%	
No Response	7	1%		9	4%		16	2%	

Question 3: Why do you use this particular bridge?

Saves time	98	22%	4%	46	24%	6%	144	23%	3%
Shortest distance	116	26%	4%	61	32%	7%	177	28%	3%
Lower bridge toll	6	1%	1%	1	1%	1%	7	1%	1%
Better highway access	76	17%	4%	45	23%	6%	121	19%	3%
Less traffic congestion	130	29%	4%	33	17%	5%	163	26%	3%
Other	17	4%	2%	6	3%	2%	23	4%	1%
Total	443	100%		192	100%		635	100%	
No Response	138	31%		74	39%		212	33%	

## Betsy Ross Bridge

The following data are based on 847 survey returns from the ALLBR database.  
using the criteria: BRIDGE(=1

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	<u>No.</u>	<u>Pct</u>	<u>Err</u>	<u>No.</u>	<u>Pct</u>	<u>Err</u>	<u>No.</u>	<u>Pct</u>	<u>Err</u>
<u>Question 4: How long did it take you to get from your START location to this bridge?</u>									
5 minutes or less	82	14%	3%	39	15%	4%	121	15%	2%
6 - 10	150	26%	4%	61	23%	5%	211	25%	3%
11 - 15	119	21%	3%	59	23%	5%	178	21%	3%
16 - 20	88	15%	3%	37	14%	4%	125	15%	2%
21 - 30	75	13%	3%	35	13%	4%	110	13%	2%
31 - 45	40	7%	2%	13	5%	3%	53	6%	2%
46 - 60	8	1%	1%	5	2%	2%	13	2%	1%
More than 60 minutes	7	1%	1%	11	4%	2%	18	2%	1%
Total	569	100%		260	100%		829	100%	
No Response	12	2%		6	2%		18	2%	
Avg Time to Bridge =	17.8			21.2			18.9		

Question 5: How far is your START location from this bridge?

1/4 mile	8	1%	1%	3	1%	1%	11	1%	1%
1/2 mile	2	0%	0%	2	1%	1%	4	0%	0%
1 mile	22	4%	2%	8	3%	2%	30	4%	1%
1-2 miles	37	6%	2%	16	6%	3%	53	6%	2%
2-3 miles	47	8%	2%	20	8%	3%	67	8%	2%
3-5 miles	88	15%	3%	33	13%	4%	121	15%	2%
5-7 miles	80	14%	3%	36	14%	4%	116	14%	2%
7-10 miles	77	14%	3%	38	15%	4%	115	14%	2%
10-15 miles	81	14%	3%	48	19%	5%	129	16%	2%
15-20 miles	60	11%	3%	20	8%	3%	80	10%	2%
20-30 miles	43	8%	2%	13	5%	3%	56	7%	2%
More than 30 miles	25	4%	2%	17	7%	3%	42	5%	2%
Total	570	100%		254	100%		824	100%	
No Response	11	2%		12	5%		23	3%	
Avg Access Distance =	10.1			10.5			10.2		

Question 6: What type of toll did you pay for this trip?

Exact change	35	6%	2%	43	16%	4%	78	9%	2%
Cash - other	114	20%	3%	103	39%	6%	217	26%	3%
30-Day sticker	400	70%	4%	90	34%	6%	490	59%	3%
Carpool ticket	4	1%	1%	0	0%	0%	4	0%	0%
Senior Citizen ticket	18	3%	1%	27	10%	4%	45	5%	2%
Other	2	0%	0%	0	0%	0%	2	0%	0%
Total	573	100%		263	100%		836	100%	
No Response	8	1%		3	1%		11	1%	

## Betsy Ross Bridge

The following data are based on 847 survey returns from the ALLBR database.  
using the criteria: BRIDGE()=1

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 7: Where is your FINAL destination?</u>									
BUCKS	48	9%	2%	34	14%	4%	82	10%	2%
CHESTER	2	0%	0%	1	0%	1%	3	0%	0%
DELAWARE	23	4%	2%	7	3%	2%	30	4%	1%
MONTGOMERY	16	3%	1%	7	3%	2%	23	3%	1%
PHILA **	200	36%	4%	92	38%	6%	292	37%	3%
CENTER CITY	31	6%	2%	21	9%	4%	52	7%	2%
BURLINGTON	79	14%	3%	21	9%	4%	100	13%	2%
CAMDEN	111	20%	3%	35	14%	4%	146	18%	3%
GLOUCESTER	9	2%	1%	3	1%	1%	12	2%	1%
MERCER	14	3%	1%	2	1%	1%	16	2%	1%
OTHER	21	4%	2%	19	8%	3%	40	5%	2%
Total	554	100%		242	100%		796	100%	
No Response	27	5%		24	10%		51	6%	

Question 8: How long does it take you to travel from your  
START location to your FINAL destination?

10 minutes or less	7	1%	1%	6	2%	2%	13	2%	1%
11 - 20	65	11%	3%	34	13%	4%	99	12%	2%
21 - 30	165	29%	4%	69	27%	5%	234	28%	3%
31 - 40	126	22%	3%	55	22%	5%	181	22%	3%
41 - 50	118	21%	3%	38	15%	4%	156	19%	3%
51 - 60	53	9%	2%	21	8%	3%	74	9%	2%
61 - 70	12	2%	1%	3	1%	1%	15	2%	1%
71 - 80	7	1%	1%	9	4%	2%	16	2%	1%
More than 80 minutes	19	3%	1%	19	7%	3%	38	5%	1%
Total	572	100%		254	100%		826	100%	
No Response	9	2%		12	5%		21	3%	
Avg Travel Time =	39.2			44.2			40.7		

Question 9: What is the main purpose of this trip?

Go to work	493	89%	3%	73	29%	6%	566	70%	3%
Returning from work	10	2%	1%	9	4%	2%	19	2%	1%
School	2	0%	0%	3	1%	1%	5	1%	1%
Company business	37	7%	2%	85	34%	6%	122	15%	2%
Shopping	0	0%	0%	10	4%	2%	10	1%	1%
Medical/Personal	2	0%	0%	23	9%	4%	25	3%	1%
Recreation/Social	5	1%	1%	32	13%	4%	37	5%	1%
Going out to eat	0	0%	0%	0	0%	0%	0	0%	0%
Other	7	1%	1%	14	6%	3%	21	3%	1%
Total	556	100%		249	100%		805	100%	
No Response	25	4%		17	7%		42	5%	

## Betsy Ross Bridge

The following data are based on 847 survey returns from the ALLBR database.  
using the criteria: BRIDGE(=1

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Question 10: How many times did you cross the Delaware River on each of the last seven days?									
Monday									
None (or No Response)	137	24%	3%	136	51%	6%	273	32%	3%
1-2 times	422	73%	4%	119	45%	6%	541	64%	3%
3-4 times	21	4%	2%	10	4%	2%	31	4%	1%
More than 5 times	1	0%	0%	1	0%	1%	2	0%	0%
Avg Trips per Day =	1.6			1.0			1.4		
Tuesday									
None (or No Response)	67	12%	3%	111	42%	6%	178	21%	3%
1-2 times	486	84%	3%	139	52%	6%	625	74%	3%
3-4 times	26	4%	2%	14	5%	3%	40	5%	1%
More than 5 times	2	0%	0%	2	1%	1%	4	0%	0%
Avg Trips per Day =	1.8			1.3			1.7		
Wednesday									
None (or No Response)	62	11%	3%	114	43%	6%	176	21%	3%
1-2 times	488	84%	3%	134	50%	6%	622	73%	3%
3-4 times	27	5%	2%	16	6%	3%	43	5%	1%
More than 5 times	4	1%	1%	2	1%	1%	6	1%	1%
Avg Trips per Day =	1.9			1.3			1.7		
Thursday									
None (or No Response)	52	9%	2%	108	41%	6%	160	19%	3%
1-2 times	493	85%	3%	138	52%	6%	631	74%	3%
3-4 times	32	6%	2%	16	6%	3%	48	6%	2%
More than 5 times	4	1%	1%	4	2%	1%	8	1%	1%
Avg Trips per Day =	1.9			1.3			1.7		
Friday									
None (or No Response)	41	7%	2%	34	13%	4%	75	9%	2%
1-2 times	491	85%	3%	208	78%	5%	699	83%	3%
3-4 times	45	8%	2%	20	8%	3%	65	8%	2%
More than 5 times	4	1%	1%	4	2%	1%	8	1%	1%
Avg Trips per Day =	2.0			1.9			2.0		
Saturday									
None (or No Response)	411	71%	4%	184	69%	6%	595	70%	3%
1-2 times	152	26%	4%	76	29%	5%	228	27%	3%
3-4 times	16	3%	1%	5	2%	2%	21	2%	1%
More than 5 times	2	0%	0%	1	0%	1%	3	0%	0%
Avg Trips per Day =	0.6			0.6			0.6		
Sunday									
None (or No Response)	482	83%	3%	218	82%	5%	700	83%	3%
1-2 times	90	15%	3%	45	17%	5%	135	16%	2%
3-4 times	7	1%	1%	3	1%	1%	10	1%	1%
More than 5 times	2	0%	0%	0	0%	0%	2	0%	0%
Avg Trips per Day =	0.4			0.4			0.4		



## Betsy Ross Bridge

The following data are based on 847 survey returns from the ALLBR database.  
using the criteria: BRIDGE(=1

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			PEAK			OFF-PEAK			MARGIN OF ERROR TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 11: Why don't you use either PATCO or NJ TRANSIT?</u>												
<u>PATCO</u>												
Not close enough	314	54%	4%	98	37%	6%	412	49%	3%			
Not frequent enough	37	6%	2%	10	4%	2%	47	6%	2%			
Not reliable	22	4%	2%	8	3%	2%	30	4%	1%			
Not comfortable	23	4%	2%	11	4%	2%	34	4%	1%			
Costs more than using a car	55	9%	2%	22	8%	3%	77	9%	2%			
Takes longer than a car	132	23%	3%	41	15%	4%	173	20%	3%			
Too crowded	23	4%	2%	9	3%	2%	32	4%	1%			
Car needed during the day	115	20%	3%	78	29%	5%	193	23%	3%			
Have company car	45	8%	2%	41	15%	4%	86	10%	2%			
<u>NJ TRANSIT</u>												
Not close enough	269	46%	4%	84	32%	6%	353	42%	3%			
Not frequent enough	65	11%	3%	27	10%	4%	92	11%	2%			
Not reliable	34	6%	2%	15	6%	3%	49	6%	2%			
Not comfortable	30	5%	2%	20	8%	3%	50	6%	2%			
Costs more than using a car	74	13%	3%	25	9%	4%	99	12%	2%			
Takes longer than a car	187	32%	4%	59	22%	5%	246	29%	3%			
Too crowded	29	5%	2%	16	6%	3%	45	5%	2%			
Car needed during the day	137	24%	3%	86	32%	6%	223	26%	3%			
Have company car	53	9%	2%	46	17%	5%	99	12%	2%			

Question 12: How long have you been driving for this trip?

1 year or less	151	28%	4%	51	26%	6%	202	27%	3%
1-2 years	70	13%	3%	26	13%	5%	96	13%	2%
2-4 years	87	16%	3%	37	19%	5%	124	17%	3%
4-10 years	164	30%	4%	54	27%	6%	218	29%	3%
10 or more years	77	14%	3%	29	15%	5%	106	14%	3%
Total	549	100%		197	100%		746	100%	
No Response	32	6%		69	35%		101	14%	
Avg Number of Years =	5.9			5.9			5.9		

Question 13: How did you make this trip before driving?

Did not make this trip	463	89%	3%	199	93%	4%	662	90%	2%
PATCO	10	2%	1%	3	1%	2%	13	2%	1%
Carpool	9	2%	1%	1	0%	1%	10	1%	1%
Vanpool	1	0%	0%	0	0%	0%	1	0%	0%
Bus	15	3%	1%	4	2%	2%	19	3%	1%
Other	20	4%	2%	8	4%	3%	28	4%	1%
Total	518	100%		215	100%		733	100%	
No Response	63	12%		51	24%		114	16%	

Question 14: Which of the following best describes the vehicle you used on this trip?

My own car	479	84%	3%	186	71%	5%	665	80%	3%
Company car	55	10%	2%	44	17%	5%	99	12%	2%
My own passenger van	15	3%	1%	10	4%	2%	25	3%	1%
Company van	11	2%	1%	16	6%	3%	27	3%	1%
Other	13	2%	1%	7	3%	2%	20	2%	1%
Total	573	100%		263	100%		836	100%	
No Response	8	1%		3	1%		11	1%	

## Betsy Ross Bridge

The following data are based on 847 survey returns from the ALLBR database.  
using the criteria: BRIDGE(=1

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 15: How many people, including the driver, were in your vehicle?</u>												
1 person	499	87%	3%	195	75%	5%	694	84%	3%			
2 persons	51	9%	2%	51	20%	5%	102	12%	2%			
3 persons	13	2%	1%	5	2%	2%	18	2%	1%			
4 or more persons	8	1%	1%	9	3%	2%	17	2%	1%			
Total	571	100%		260	100%		831	100%				
No Response	10	2%		6	2%		16	2%				
Avg Vehicle Occupancy =	1.2			1.3			1.2					

Question 16a: How do you pay for parking at FINAL destination?

Free parking provided	517	92%	2%	210	85%	4%	727	90%	2%
Employer pays	11	2%	1%	9	4%	2%	20	2%	1%
I pay daily charge	19	3%	1%	24	10%	4%	43	5%	2%
I pay monthly charge	17	3%	1%	3	1%	1%	20	2%	1%
Total	564	100%		246	100%		810	100%	
No Response	17	3%		20	8%		37	5%	

Question 16b: How much do you pay to park at FINAL destination?

<u>Those who pay daily charges:</u>												
Less than \$2.00	4	21%	18%	4	20%	18%	8	21%	13%			
\$2.00 - \$4.00	3	16%	16%	4	20%	18%	7	18%	12%			
\$4.00 - \$6.00	6	32%	21%	7	35%	21%	13	33%	15%			
\$6.00 - \$8.00	5	26%	20%	3	15%	16%	8	21%	13%			
\$8.00 - \$10.00	0	0%	0%	1	5%	10%	1	3%	5%			
More than \$10.00	1	5%	10%	1	5%	10%	2	5%	7%			
Total	19	100%		20	100%		39	100%				
No Response	0	0%		4	20%		4	10%				
Avg Daily Charge =	\$ 5.63			\$ 4.90			\$ 5.26					
<u>Those who pay monthly charges:</u>												
Less than \$40.00	6	38%	24%	0	0%	0%	6	32%	21%			
\$40.00 - \$80.00	7	44%	24%	1	33%	53%	8	42%	22%			
\$80.00 - \$120.00	1	6%	12%	2	67%	53%	3	16%	16%			
\$120.00 - \$160.00	0	0%	0%	0	0%	0%	0	0%	0%			
\$160.00 - \$200.00	1	6%	12%	0	0%	0%	1	5%	10%			
More than \$200.00	1	6%	12%	0	0%	0%	1	5%	10%			
Total	16	100%		3	100%		19	100%				
No Response	1	6%		0	0%		1	5%				
Avg Monthly Charge =	\$66.69			\$81.67			\$69.05					

## Betsy Ross Bridge

The following data are based on 847 survey returns from the ALLBR database.  
using the criteria: BRIDGE(=1

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 17: Gender of Respondents:</u>									
Male	437	76%	3%	195	75%	5%	632	76%	3%
Female	137	24%	3%	64	25%	5%	201	24%	3%
Total	574	100%		259	100%		833	100%	
No Response	7	1%		7	3%		14	2%	
<u>Question 18: Age of Respondents:</u>									
19 or younger	0	0%	0%	0	0%	0%	0	0%	0%
20 - 29	92	16%	3%	47	18%	5%	139	17%	3%
30 - 49	317	56%	4%	114	45%	6%	431	52%	3%
50 - 61	123	22%	3%	47	18%	5%	170	21%	3%
62 or older	35	6%	2%	48	19%	5%	83	10%	2%
Total	567	100%		256	100%		823	100%	
No Response	14	2%		10	4%		24	3%	
Avg Number of Years =	42.1			45.2			43.0		
<u>Question 19: Race of Respondents:</u>									
White	526	93%	2%	235	93%	3%	761	93%	2%
Black	26	5%	2%	14	6%	3%	40	5%	1%
Asian	4	1%	1%	3	1%	1%	7	1%	1%
Other	11	2%	1%	1	0%	1%	12	1%	1%
Total	567	100%		253	100%		820	100%	
No Response	14	2%		13	5%		27	3%	
<u>Question 20: Household income:</u>									
Under \$10,000	4	1%	1%	4	2%	2%	8	1%	1%
\$10,000 - \$15,000	9	2%	1%	10	4%	3%	19	3%	1%
\$15,000 - \$25,000	36	7%	2%	27	12%	4%	63	8%	2%
\$25,000 - \$35,000	91	17%	3%	38	16%	5%	129	17%	3%
\$35,000 - \$50,000	145	28%	4%	44	19%	5%	189	25%	3%
\$50,000 - \$75,000	153	29%	4%	64	27%	6%	217	29%	3%
\$75,000 - \$100,000	55	10%	3%	25	11%	4%	80	11%	2%
\$100,000 or more	34	6%	2%	21	9%	4%	55	7%	2%
Total	527	100%		233	100%		760	100%	
No Response	54	10%		33	14%		87	11%	
Avg Household Income =	\$54,000			\$54,000			\$54,000		

## Betsy Ross Bridge

The following data are based on 847 survey returns from the ALLBR database.  
using the criteria: BRIDGE(=1

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 21: Employment Status of Respondents:</u>									
Employed Full-time	554	97%	1%	177	70%	6%	731	89%	2%
Employed Part-time	8	1%	1%	17	7%	3%	25	3%	1%
Retired	7	1%	1%	39	15%	4%	46	6%	2%
Currently Unemployed	1	0%	0%	3	1%	1%	4	0%	0%
Homemaker	0	0%	0%	13	5%	3%	13	2%	1%
Student	1	0%	0%	4	2%	2%	5	1%	1%
Total	571	100%		253	100%		824	100%	
No Response	10	2%		13	5%		23	3%	

Question 22: Highest education level completed:

Elementary School	2	0%	0%	2	1%	1%	4	0%	0%
Some High School	16	3%	1%	11	4%	3%	27	3%	1%
Graduated High School	124	22%	3%	49	20%	5%	173	21%	3%
Some College	131	23%	4%	67	27%	6%	198	25%	3%
Graduated College	179	32%	4%	76	31%	6%	255	32%	3%
Post-Graduate School	88	16%	3%	31	13%	4%	119	15%	2%
Vocational School	8	1%	1%	9	4%	2%	17	2%	1%
Special School	6	1%	1%	2	1%	1%	8	1%	1%
Other	4	1%	1%	1	0%	1%	5	1%	1%
Total	558	100%		248	100%		806	100%	
No Response	23	4%		18	7%		41	5%	

Bridge where survey was conducted:

Betsy Ross	581	100%	0%	266	100%	0%	847	100%	0%
Walt Whitman	0	0%	0%	0	0%	0%	0	0%	0%
Ben Franklin	0	0%	0%	0	0%	0%	0	0%	0%
Tacony-Palmyra	0	0%	0%	0	0%	0%	0	0%	0%

Direction of survey distribution:

Westbound	365	63%	4%	189	71%	5%	554	65%	3%
Eastbound	216	37%	4%	77	29%	5%	293	35%	3%

## Tacony-Palmyra Bridge

The following data are based on 1184 survey returns from the ALLBR database.  
using the criteria: BRIDGE()=4

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 1: What time did you receive this survey?</u>									
6:00am or earlier	27	4%	1%	21	5%	2%	48	4%	1%
6:01 - 7:00am	362	48%	4%	0	0%	0%	362	32%	3%
7:01 - 8:00am	226	30%	3%	0	0%	0%	226	20%	2%
8:01 - 9:00am	132	18%	3%	0	0%	0%	132	12%	2%
9:01 - 10:00am	0	0%	0%	106	27%	4%	106	9%	2%
10:01 - 11:00am	0	0%	0%	121	30%	5%	121	11%	2%
11:01 - 12:00pm	0	0%	0%	112	28%	4%	112	10%	2%
12:01 - 1:00pm	0	0%	0%	29	7%	3%	29	3%	1%
After 1:00pm	0	0%	0%	9	2%	1%	9	1%	1%
Total	747	100%		398	100%		1145	100%	
No Response	18	2%		21	5%		39	3%	
<u>Question 2: Where did you START this trip?</u>									
BUCKS	55	7%	2%	25	6%	2%	80	7%	1%
CHESTER	0	0%	0%	0	0%	0%	0	0%	0%
DELAWARE	7	1%	1%	6	2%	1%	13	1%	1%
MONTGOMERY	62	8%	2%	41	10%	3%	103	9%	2%
PHILA **	170	22%	3%	114	29%	4%	284	24%	2%
CENTER CITY	0	0%	0%	1	0%	0%	1	0%	0%
BURLINGTON	306	40%	3%	111	28%	4%	417	36%	3%
CAMDEN	136	18%	3%	72	18%	4%	208	18%	2%
GLOUCESTER	15	2%	1%	4	1%	1%	19	2%	1%
MERCER	2	0%	0%	2	1%	1%	4	0%	0%
OTHER	8	1%	1%	23	6%	2%	31	3%	1%
Total	761	100%		399	100%		1160	100%	
No Response	4	1%		20	5%		24	2%	
<u>Question 3: Why do you use this particular bridge?</u>									
Saves time	49	8%	2%	28	8%	3%	77	8%	2%
Shortest distance	379	59%	4%	213	62%	5%	592	60%	3%
Lower bridge toll	172	27%	3%	73	21%	4%	245	25%	3%
Better highway access	15	2%	1%	5	1%	1%	20	2%	1%
Less traffic congestion	9	1%	1%	10	3%	2%	19	2%	1%
Other	23	4%	1%	14	4%	2%	37	4%	1%
Total	647	100%		343	100%		990	100%	
No Response	118	18%		76	22%		194	20%	

## Tacony-Palmyra Bridge

The following data are based on 1184 survey returns from the ALLBR database.  
using the criteria: BRIDGE(=4

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 4: How long did it take you to get from your START location to this bridge?</u>									
5 minutes or less	133	18%	3%	49	12%	3%	182	16%	2%
6 - 10	146	19%	3%	96	23%	4%	242	21%	2%
11 - 15	156	21%	3%	86	21%	4%	242	21%	2%
16 - 20	122	16%	3%	66	16%	4%	188	16%	2%
21 - 30	124	16%	3%	51	12%	3%	175	15%	2%
31 - 45	52	7%	2%	33	8%	3%	85	7%	1%
46 - 60	15	2%	1%	9	2%	1%	24	2%	1%
More than 60 minutes	4	1%	1%	20	5%	2%	24	2%	1%
Total	752	100%		410	100%		1162	100%	
No Response	13	2%		9	2%		22	2%	
Avg Time to Bridge =	17.4			22.7			19.2		

Question 5: How far is your START location from this bridge?

1/4 mile	18	2%	1%	8	2%	1%	26	2%	1%
1/2 mile	30	4%	1%	4	1%	1%	34	3%	1%
1 mile	36	5%	2%	14	3%	2%	50	4%	1%
1-2 miles	46	6%	2%	21	5%	2%	67	6%	1%
2-3 miles	47	6%	2%	24	6%	2%	71	6%	1%
3-5 miles	100	13%	2%	62	15%	4%	162	14%	2%
5-7 miles	120	16%	3%	73	18%	4%	193	17%	2%
7-10 miles	117	16%	3%	62	15%	4%	179	15%	2%
10-15 miles	117	16%	3%	56	14%	3%	173	15%	2%
15-20 miles	69	9%	2%	28	7%	2%	97	8%	2%
20-30 miles	37	5%	2%	14	3%	2%	51	4%	1%
More than 30 miles	17	2%	1%	36	9%	3%	53	5%	1%
Total	754	100%		402	100%		1156	100%	
No Response	11	1%		17	4%		28	2%	
Avg Access Distance =	8.7			10.4			9.3		

Question 6: What type of toll did you pay for this trip?

Exact change	526	70%	3%	311	75%	4%	837	71%	3%
Cash - other	229	30%	3%	105	25%	4%	334	28%	3%
30-Day sticker	1	0%	0%	0	0%	0%	1	0%	0%
Carpool ticket	0	0%	0%	0	0%	0%	0	0%	0%
Senior Citizen ticket	0	0%	0%	0	0%	0%	0	0%	0%
Other	0	0%	0%	1	0%	0%	1	0%	0%
Total	756	100%		417	100%		1173	100%	
No Response	9	1%		2	0%		11	1%	

## Tacony-Palmyra Bridge

The following data are based on 1184 survey returns from the ALLBR database.  
using the criteria: BRIDGE()=4

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR								
	PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 7: Where is your FINAL destination?</u>									
BUCKS	47	6%	2%	25	7%	3%	72	7%	1%
CHESTER	6	1%	1%	2	1%	1%	8	1%	0%
DELAWARE	6	1%	1%	5	1%	1%	11	1%	1%
MONTGOMERY	94	13%	2%	32	9%	3%	126	11%	2%
PHILA **	257	35%	3%	127	34%	5%	384	35%	3%
CENTER CITY	15	2%	1%	1	0%	1%	16	1%	1%
BURLINGTON	129	18%	3%	70	19%	4%	199	18%	2%
CAMDEN	140	19%	3%	64	17%	4%	204	18%	2%
GLOUCESTER	9	1%	1%	4	1%	1%	13	1%	1%
MERCER	16	2%	1%	2	1%	1%	18	2%	1%
OTHER	12	2%	1%	44	12%	3%	56	5%	1%
Total	731	100%		376	100%		1107	100%	
No Response	34	5%		43	11%		77	7%	

Question 8: How long does it take you to travel from your START location to your FINAL destination?

10 minutes or less	10	1%	1%	8	2%	1%	18	2%	1%
11 - 20	76	10%	2%	59	14%	3%	135	12%	2%
21 - 30	187	25%	3%	97	24%	4%	284	24%	2%
31 - 40	190	25%	3%	70	17%	4%	260	22%	2%
41 - 50	165	22%	3%	57	14%	3%	222	19%	2%
51 - 60	65	9%	2%	29	7%	2%	94	8%	2%
61 - 70	21	3%	1%	9	2%	1%	30	3%	1%
71 - 80	26	3%	1%	12	3%	2%	38	3%	1%
More than 80 minutes	16	2%	1%	66	16%	4%	82	7%	1%
Total	756	100%		407	100%		1163	100%	
No Response	9	1%		12	3%		21	2%	
Avg Travel Time =	40.1			55.8			45.6		

Question 9: What is the main purpose of this trip?

Go to work	679	91%	2%	90	23%	4%	769	67%	3%
Returning from work	7	1%	1%	9	2%	1%	16	1%	1%
School	3	0%	0%	2	1%	1%	5	0%	0%
Company business	40	5%	2%	105	27%	4%	145	13%	2%
Shopping	0	0%	0%	27	7%	2%	27	2%	1%
Medical/Personal	6	1%	1%	49	12%	3%	55	5%	1%
Recreation/Social	4	1%	1%	64	16%	4%	68	6%	1%
Going out to eat	0	0%	0%	2	1%	1%	2	0%	0%
Other	5	1%	1%	48	12%	3%	53	5%	1%
Total	744	100%		396	100%		1140	100%	
No Response	21	3%		23	6%		44	4%	

## Tacony-Palmyra Bridge

The following data are based on 1184 survey returns from the ALLBR database.  
using the criteria: BRIDGE(=4

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
Question 10: How many times did you cross the Delaware River on each of the last seven days?									
<b>Monday</b>									
None (or No Response)	79	10%	2%	227	54%	5%	306	26%	2%
1-2 times	646	84%	3%	175	42%	5%	821	69%	3%
3-4 times	37	5%	2%	15	4%	2%	52	4%	1%
More than 5 times	3	0%	0%	2	0%	1%	5	0%	0%
Avg Trips per Day =	1.9			1.0			1.6		
<b>Tuesday</b>									
None (or No Response)	76	10%	2%	237	57%	5%	313	26%	3%
1-2 times	650	85%	3%	165	39%	5%	815	69%	3%
3-4 times	35	5%	1%	17	4%	2%	52	4%	1%
More than 5 times	4	1%	1%	0	0%	0%	4	0%	0%
Avg Trips per Day =	1.9			0.9			1.6		
<b>Wednesday</b>									
None (or No Response)	63	8%	2%	241	58%	5%	304	26%	2%
1-2 times	653	85%	3%	156	37%	5%	809	68%	3%
3-4 times	45	6%	2%	21	5%	2%	66	6%	1%
More than 5 times	4	1%	1%	1	0%	0%	5	0%	0%
Avg Trips per Day =	2.0			0.9			1.6		
<b>Thursday</b>									
None (or No Response)	38	5%	2%	85	20%	4%	123	10%	2%
1-2 times	679	89%	2%	311	74%	4%	990	84%	2%
3-4 times	45	6%	2%	23	5%	2%	68	6%	1%
More than 5 times	3	0%	0%	0	0%	0%	3	0%	0%
Avg Trips per Day =	2.0			1.6			1.9		
<b>Friday</b>									
None (or No Response)	76	10%	2%	250	60%	5%	326	28%	3%
1-2 times	638	83%	3%	149	36%	5%	787	66%	3%
3-4 times	46	6%	2%	18	4%	2%	64	5%	1%
More than 5 times	4	1%	1%	2	0%	1%	6	1%	0%
Avg Trips per Day =	1.9			0.9			1.6		
<b>Saturday</b>									
None (or No Response)	541	71%	3%	312	74%	4%	853	72%	3%
1-2 times	205	27%	3%	98	23%	4%	303	26%	2%
3-4 times	19	2%	1%	9	2%	1%	28	2%	1%
More than 5 times	0	0%	0%	0	0%	0%	0	0%	0%
Avg Trips per Day =	0.6			0.5			0.6		
<b>Sunday</b>									
None (or No Response)	622	81%	3%	331	79%	4%	953	80%	2%
1-2 times	133	17%	3%	84	20%	4%	217	18%	2%
3-4 times	10	1%	1%	4	1%	1%	14	1%	1%
More than 5 times	0	0%	0%	0	0%	0%	0	0%	0%
Avg Trips per Day =	0.4			0.4			0.4		



## Tacony-Palmyra Bridge

The following data are based on 1184 survey returns from the ALLBR database.  
using the criteria: BRIDGE(=4

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 11: Why don't you use either PATCO or NJ TRANSIT?</u>												
<u>PATCO</u>												
Not close enough	464	61%	3%	171	41%	5%	635	54%	3%			
Not frequent enough	46	6%	2%	14	3%	2%	60	5%	1%			
Not reliable	27	4%	1%	3	1%	1%	30	3%	1%			
Not comfortable	28	4%	1%	8	2%	1%	36	3%	1%			
Costs more than using a car	83	11%	2%	25	6%	2%	108	9%	2%			
Takes longer than a car	180	24%	3%	54	13%	3%	234	20%	2%			
Too crowded	18	2%	1%	4	1%	1%	22	2%	1%			
Car needed during the day	155	20%	3%	130	31%	4%	285	24%	2%			
Have company car	51	7%	2%	37	9%	3%	88	7%	1%			
<u>NJ TRANSIT</u>												
Not close enough	438	57%	4%	153	37%	5%	591	50%	3%			
Not frequent enough	87	11%	2%	28	7%	2%	115	10%	2%			
Not reliable	41	5%	2%	7	2%	1%	48	4%	1%			
Not comfortable	39	5%	2%	11	3%	2%	50	4%	1%			
Costs more than using a car	118	15%	3%	35	8%	3%	153	13%	2%			
Takes longer than a car	244	32%	3%	76	18%	4%	320	27%	3%			
Too crowded	29	4%	1%	5	1%	1%	34	3%	1%			
Car needed during the day	177	23%	3%	146	35%	5%	323	27%	3%			
Have company car	68	9%	2%	45	11%	3%	113	10%	2%			

Question 12: How long have you been driving for this trip?

1 year or less	147	21%	3%	46	15%	4%	193	19%	2%
1-2 years	67	10%	2%	22	7%	3%	89	9%	2%
2-4 years	109	16%	3%	47	16%	4%	156	16%	2%
4-10 years	216	31%	3%	98	32%	5%	314	31%	3%
10 or more years	164	23%	3%	90	30%	5%	254	25%	3%
Total	703	100%		303	100%		1006	100%	
No Response	62	9%		116	38%		178	18%	
Avg Number of Years =	7.5			10.2			8.3		

Question 13: How did you make this trip before driving?

Did not make this trip	653	91%	2%	289	87%	4%	942	90%	2%
PATCO	8	1%	1%	1	0%	1%	9	1%	1%
Carpool	21	3%	1%	6	2%	1%	27	3%	1%
Vanpool	1	0%	0%	0	0%	0%	1	0%	0%
Bus	5	1%	1%	7	2%	2%	12	1%	1%
Other	29	4%	1%	28	8%	3%	57	5%	1%
Total	717	100%		331	100%		1048	100%	
No Response	48	7%		88	27%		136	13%	

Question 14: Which of the following best describes the vehicle you used on this trip?

My own car	658	87%	2%	343	83%	4%	1001	85%	2%
Company car	52	7%	2%	40	10%	3%	92	8%	2%
My own passenger van	15	2%	1%	5	1%	1%	20	2%	1%
Company van	16	2%	1%	12	3%	2%	28	2%	1%
Other	18	2%	1%	14	3%	2%	32	3%	1%
Total	759	100%		414	100%		1173	100%	
No Response	6	1%		5	1%		11	1%	

## Tacony-Palmyra Bridge

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using the criteria: BRIDGE(=4

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 15: How many people, including the driver, were in your vehicle?</u>									
1 person	659	88%	2%	277	68%	5%	936	81%	2%
2 persons	78	10%	2%	111	27%	4%	189	16%	2%
3 persons	8	1%	1%	13	3%	2%	21	2%	1%
4 or more persons	3	0%	0%	9	2%	1%	12	1%	1%
Total	748	100%		410	100%		1158	100%	
No Response	17	2%		9	2%		26	2%	
Avg Vehicle Occupancy =	1.1			1.4			1.2		

Question 16a: How do you pay for parking at FINAL destination?

Free parking provided	723	96%	1%	386	97%	2%	1109	96%	1%
Employer pays	7	1%	1%	6	2%	1%	13	1%	1%
I pay daily charge	10	1%	1%	7	2%	1%	17	1%	1%
I pay monthly charge	10	1%	1%	1	0%	0%	11	1%	1%
Total	750	100%		400	100%		1150	100%	
No Response	15	2%		19	5%		34	3%	

Question 16b: How much do you pay to park at FINAL destination?

<u>Those who pay daily charges:</u>									
Less than \$2.00	5	50%	31%	4	57%	37%	9	53%	24%
\$2.00 - \$4.00	1	10%	19%	2	29%	33%	3	18%	18%
\$4.00 - \$6.00	2	20%	25%	1	14%	26%	3	18%	18%
\$6.00 - \$8.00	0	0%	0%	0	0%	0%	0	0%	0%
\$8.00 - \$10.00	1	10%	19%	0	0%	0%	1	6%	11%
More than \$10.00	1	10%	19%	0	0%	0%	1	6%	11%
Total	10	100%		7	100%		17	100%	
No Response	1	10%		0	0%		1	6%	

Avg Daily Charge = \$ 3.85                      \$ 2.27                      \$ 3.20

<u>Those who pay monthly charges:</u>									
Less than \$40.00	5	56%	32%	0	0%	0%	5	50%	31%
\$40.00 - \$80.00	3	33%	31%	1	100%	0%	4	40%	30%
\$80.00 - \$120.00	1	11%	21%	0	0%	0%	1	10%	19%
\$120.00 - \$160.00	0	0%	0%	0	0%	0%	0	0%	0%
\$160.00 - \$200.00	0	0%	0%	0	0%	0%	0	0%	0%
More than \$200.00	0	0%	0%	0	0%	0%	0	0%	0%
Total	9	100%		1	100%		10	100%	
No Response	1	11%		0	0%		1	10%	
Avg Monthly Charge =	\$40.02			\$50.00			\$41.02		

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using the criteria: BRIDGE()=4

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			PEAK			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 17: Gender of Respondents:</u>												
Male	571	76%	3%	284	69%	4%	855	73%	3%			
Female	184	24%	3%	127	31%	4%	311	27%	3%			
Total	755	100%		411	100%		1166	100%				
No Response	10	1%		8	2%		18	2%				
<u>Question 18: Age of Respondents:</u>												
19 or younger	1	0%	0%	1	0%	0%	2	0%	0%			
20 - 29	108	15%	3%	50	12%	3%	158	14%	2%			
30 - 49	392	53%	4%	154	38%	5%	546	48%	3%			
50 - 61	184	25%	3%	90	22%	4%	274	24%	2%			
62 or older	57	8%	2%	110	27%	4%	167	15%	2%			
Total	742	100%		405	100%		1147	100%				
No Response	23	3%		14	3%		37	3%				
Avg Number of Years =	43.0			49.0			45.1					
<u>Question 19: Race of Respondents:</u>												
White	685	93%	2%	387	96%	2%	1072	94%	1%			
Black	37	5%	2%	9	2%	1%	46	4%	1%			
Asian	8	1%	1%	2	0%	1%	10	1%	1%			
Other	6	1%	1%	4	1%	1%	10	1%	1%			
Total	736	100%		402	100%		1138	100%				
No Response	29	4%		17	4%		46	4%				
<u>Question 20: Household income:</u>												
Under \$10,000	7	1%	1%	12	3%	2%	19	2%	1%			
\$10,000 - \$15,000	6	1%	1%	13	4%	2%	19	2%	1%			
\$15,000 - \$25,000	55	8%	2%	63	17%	4%	118	11%	2%			
\$25,000 - \$35,000	123	18%	3%	69	19%	4%	192	19%	2%			
\$35,000 - \$50,000	204	30%	3%	71	19%	4%	275	27%	3%			
\$50,000 - \$75,000	193	29%	3%	84	23%	4%	277	27%	3%			
\$75,000 - \$100,000	55	8%	2%	21	6%	2%	76	7%	2%			
\$100,000 or more	28	4%	2%	32	9%	3%	60	6%	1%			
Total	671	100%		365	100%		1036	100%				
No Response	94	14%		54	15%		148	14%				
Avg Household Income =	\$51,000			\$48,000			\$50,000					

## Tacony-Palmyra Bridge

The following data are based on 1184 survey returns from the ALLBR database.  
using the criteria: BRIDGE(=4

	NUMBER OF RESPONSES, PERCENT RESPONSE & MARGIN OF ERROR			OFF-PEAK			TOTAL		
	No.	Pct	Err	No.	Pct	Err	No.	Pct	Err
<u>Question 21: Employment Status of Respondents:</u>									
Employed Full-time	704	94%	2%	243	62%	5%	947	83%	2%
Employed Part-time	28	4%	1%	31	8%	3%	59	5%	1%
Retired	9	1%	1%	91	23%	4%	100	9%	2%
Currently Unemployed	3	0%	0%	5	1%	1%	8	1%	0%
Homemaker	1	0%	0%	21	5%	2%	22	2%	1%
Student	1	0%	0%	4	1%	1%	5	0%	0%
Total	746	100%		395	100%		1141	100%	
No Response	19	3%		24	6%		43	4%	

Question 22: Highest education level completed:

Elementary School	0	0%	0%	4	1%	1%	4	0%	0%
Some High School	15	2%	1%	18	5%	2%	33	3%	1%
Graduated High School	141	20%	3%	95	25%	4%	236	22%	2%
Some College	169	24%	3%	116	30%	5%	285	26%	3%
Graduated College	240	34%	3%	96	25%	4%	336	31%	3%
Post-Graduate School	126	18%	3%	46	12%	3%	172	16%	2%
Vocational School	14	2%	1%	2	1%	1%	16	1%	1%
Special School	2	0%	0%	1	0%	1%	3	0%	0%
Other	1	0%	0%	3	1%	1%	4	0%	0%
Total	708	100%		381	100%		1089	100%	
No Response	57	8%		38	10%		95	9%	

Bridge where survey was conducted:

Betsy Ross	0	0%	0%	0	0%	0%	0	0%	0%
Walt Whitman	0	0%	0%	0	0%	0%	0	0%	0%
Ben Franklin	0	0%	0%	0	0%	0%	0	0%	0%
Tacony-Palmyra	765	100%	0%	419	100%	0%	1184	100%	0%

Direction of survey distribution:

Westbound	466	61%	3%	228	54%	5%	694	59%	3%
Eastbound	299	39%	3%	191	46%	5%	490	41%	3%

## **APPENDIX B**

### **ORIGIN-DESTINATION TABLES**

All Responses .....	B-1
Peak Period .....	B-2
Off-Peak Period .....	B-3
Walt Whitman Bridge .....	B-4
Benjamin Franklin Bridge .....	B-5
Betsy Ross Bridge .....	B-6
Tacony-Palmyra Bridge .....	B-7



## BRIDGES - ALL RESPONSES

	BUCK	CHES	DEL	MONT	PHL	C.C.	BURL	CAM	GLOU	MER	OTHER	TOTAL
BUCKS CO	0	0	0	0	0	0	36	83	22	0	20	161
CHEST CO	0	0	0	0	0	0	8	18	3	0	8	37
DEL CO	0	0	0	0	0	0	60	141	29	0	24	254
MONT CO	0	0	0	0	0	0	61	123	23	1	34	242
PHILA	0	0	0	0	0	0	228	378	83	0	92	781
C.C.	0	0	0	0	0	0	16	35	9	0	13	73
BURL CO	63	23	49	112	538	177	0	0	0	11	21	994
CAMDEN CO	95	41	92	126	693	234	0	0	0	21	25	1327
GLOU CO	27	10	38	35	304	116	0	0	0	3	3	536
MERCER CO	0	0	1	0	6	4	1	5	1	0	0	18
OTHER	10	5	15	19	97	40	4	16	2	1	18	227
TOTAL	195	79	195	292	1638	571	414	799	172	37	258	4650

## PERCENT OF ORIGINS

BUCKS CO	0%	0%	0%	0%	0%	0%	22%	52%	14%	0%	12%	100%
CHEST CO	0%	0%	0%	0%	0%	0%	22%	49%	8%	0%	22%	100%
DEL CO	0%	0%	0%	0%	0%	0%	24%	56%	11%	0%	9%	100%
MONT CO	0%	0%	0%	0%	0%	0%	25%	51%	10%	0%	14%	100%
PHILA	0%	0%	0%	0%	0%	0%	29%	48%	11%	0%	12%	100%
C.C.	0%	0%	0%	0%	0%	0%	22%	48%	12%	0%	18%	100%
BURL CO	6%	2%	5%	11%	54%	18%	0%	0%	0%	1%	2%	100%
CAMDEN CO	7%	3%	7%	9%	52%	18%	0%	0%	0%	2%	2%	100%
GLOU CO	5%	2%	7%	7%	57%	22%	0%	0%	0%	1%	1%	100%
MERCER CO	0%	0%	6%	0%	33%	22%	6%	28%	6%	0%	0%	100%
OTHER	4%	2%	7%	8%	43%	18%	2%	7%	1%	0%	8%	100%
TOTAL	4%	2%	4%	6%	35%	12%	9%	17%	4%	1%	6%	100%

## PERCENT OF DESTINATIONS

BUCKS CO	0%	0%	0%	0%	0%	0%	9%	10%	13%	0%	8%	3%
CHEST CO	0%	0%	0%	0%	0%	0%	2%	2%	2%	0%	3%	1%
DEL CO	0%	0%	0%	0%	0%	0%	14%	18%	17%	0%	9%	5%
MONT CO	0%	0%	0%	0%	0%	0%	15%	15%	13%	3%	13%	5%
PHILA	0%	0%	0%	0%	0%	0%	55%	47%	48%	0%	36%	17%
C.C.	0%	0%	0%	0%	0%	0%	4%	4%	5%	0%	5%	2%
BURL CO	32%	29%	25%	38%	33%	31%	0%	0%	0%	30%	8%	21%
CAMDEN CO	49%	52%	47%	43%	42%	41%	0%	0%	0%	57%	10%	29%
GLOU CO	14%	13%	19%	12%	19%	20%	0%	0%	0%	8%	1%	12%
MERCER CO	0%	0%	1%	0%	0%	1%	0%	1%	1%	0%	0%	0%
OTHER	5%	6%	8%	7%	6%	7%	1%	2%	1%	3%	7%	5%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table does not include survey trip records with insufficient origin or destination data.

\*\* NOTE: Philadelphia origin row (PHILA) and destination column (PHL) represent areas of the City outside of Center City (C.C.).

## BRIDGES - PEAK PERIOD

	BUCK	CHES	DEL	MONT	PHL	C.C.	BURL	CAM	GLOU	MER	OTHER	TOTAL
BUCKS CO	0	0	0	0	0	0	28	65	17	0	7	117
CHEST CO	0	0	0	0	0	0	7	12	2	0	2	23
DEL CO	0	0	0	0	0	0	52	115	22	0	12	201
MONT CO	0	0	0	0	0	0	46	92	17	1	8	164
PHILA	0	0	0	0	0	0	156	270	62	0	33	521
C.C.	0	0	0	0	0	0	11	17	5	0	5	38
BURL CO	38	19	36	87	377	122	0	0	0	11	12	702
CAMDEN CO	62	33	64	91	473	143	0	0	0	16	17	899
GLOU CO	18	7	26	25	228	90	0	0	0	3	2	399
MERCER CO	0	0	0	0	4	0	0	3	1	0	0	8
OTHER	2	1	6	3	44	19	2	10	2	1	4	94
TOTAL	120	60	132	206	1126	374	302	584	128	32	102	3166

## PERCENT OF ORIGINS

BUCKS CO	0%	0%	0%	0%	0%	0%	24%	56%	15%	0%	6%	100%
CHEST CO	0%	0%	0%	0%	0%	0%	30%	52%	9%	0%	9%	100%
DEL CO	0%	0%	0%	0%	0%	0%	26%	57%	11%	0%	6%	100%
MONT CO	0%	0%	0%	0%	0%	0%	28%	56%	10%	1%	5%	100%
PHILA	0%	0%	0%	0%	0%	0%	30%	52%	12%	0%	6%	100%
C.C.	0%	0%	0%	0%	0%	0%	29%	45%	13%	0%	13%	100%
BURL CO	5%	3%	5%	12%	54%	17%	0%	0%	0%	2%	2%	100%
CAMDEN CO	7%	4%	7%	10%	53%	16%	0%	0%	0%	2%	2%	100%
GLOU CO	5%	2%	7%	6%	57%	23%	0%	0%	0%	1%	1%	100%
MERCER CO	0%	0%	0%	0%	50%	0%	0%	38%	13%	0%	0%	100%
OTHER	2%	1%	6%	3%	47%	20%	2%	11%	2%	1%	4%	100%
TOTAL	4%	2%	4%	7%	36%	12%	10%	18%	4%	1%	3%	100%

## PERCENT OF DESTINATIONS

BUCKS CO	0%	0%	0%	0%	0%	0%	9%	11%	13%	0%	7%	4%
CHEST CO	0%	0%	0%	0%	0%	0%	2%	2%	2%	0%	2%	1%
DEL CO	0%	0%	0%	0%	0%	0%	17%	20%	17%	0%	12%	6%
MONT CO	0%	0%	0%	0%	0%	0%	15%	16%	13%	3%	8%	5%
PHILA	0%	0%	0%	0%	0%	0%	52%	46%	48%	0%	32%	16%
C.C.	0%	0%	0%	0%	0%	0%	4%	3%	4%	0%	5%	1%
BURL CO	32%	32%	27%	42%	33%	33%	0%	0%	0%	34%	12%	22%
CAMDEN CO	52%	55%	48%	44%	42%	38%	0%	0%	0%	50%	17%	28%
GLOU CO	15%	12%	20%	12%	20%	24%	0%	0%	0%	9%	2%	13%
MERCER CO	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%
OTHER	2%	2%	5%	1%	4%	5%	1%	2%	2%	3%	4%	3%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table does not include survey trip records with insufficient origin or destination data.

\*\* NOTE: Philadelphia origin row (PHILA) and destination column (PHL) represent areas of the City outside of Center City (C.C.).



## BRIDGES - OFF-PEAK PERIOD

	BUCK	CHES	DEL	MONT	PHL	C.C.	BURL	CAM	GLOU	MER	OTHER	TOTAL
BUCKS CO	0	0	0	0	0	0	8	18	5	0	13	44
CHEST CO	0	0	0	0	0	0	1	6	1	0	6	14
DEL CO	0	0	0	0	0	0	8	26	7	0	12	53
MONT CO	0	0	0	0	0	0	15	31	6	0	26	78
PHILA	0	0	0	0	0	0	72	108	21	0	59	260
C.C.	0	0	0	0	0	0	5	18	4	0	8	35
BURL CO	25	4	13	25	161	55	0	0	0	0	9	292
CAMDEN CO	33	8	28	35	220	91	0	0	0	5	8	428
GLOU CO	9	3	12	10	76	26	0	0	0	0	1	137
MERCER CO	0	0	1	0	2	4	1	2	0	0	0	10
OTHER	8	4	9	16	53	21	2	6	0	0	14	133
TOTAL	75	19	63	86	512	197	112	215	44	5	156	1484

## PERCENT OF ORIGINS

BUCKS CO	0%	0%	0%	0%	0%	0%	18%	41%	11%	0%	30%	100%
CHEST CO	0%	0%	0%	0%	0%	0%	7%	43%	7%	0%	43%	100%
DEL CO	0%	0%	0%	0%	0%	0%	15%	49%	13%	0%	23%	100%
MONT CO	0%	0%	0%	0%	0%	0%	19%	40%	8%	0%	33%	100%
PHILA	0%	0%	0%	0%	0%	0%	28%	42%	8%	0%	23%	100%
C.C.	0%	0%	0%	0%	0%	0%	14%	51%	11%	0%	23%	100%
BURL CO	9%	1%	4%	9%	55%	19%	0%	0%	0%	0%	3%	100%
CAMDEN CO	8%	2%	7%	8%	51%	21%	0%	0%	0%	1%	2%	100%
GLOU CO	7%	2%	9%	7%	55%	19%	0%	0%	0%	0%	1%	100%
MERCER CO	0%	0%	10%	0%	20%	40%	10%	20%	0%	0%	0%	100%
OTHER	6%	3%	7%	12%	40%	16%	2%	5%	0%	0%	11%	100%
TOTAL	5%	1%	4%	6%	35%	13%	8%	14%	3%	0%	11%	100%

## PERCENT OF DESTINATIONS

BUCKS CO	0%	0%	0%	0%	0%	0%	7%	8%	11%	0%	8%	3%
CHEST CO	0%	0%	0%	0%	0%	0%	1%	3%	2%	0%	4%	1%
DEL CO	0%	0%	0%	0%	0%	0%	7%	12%	16%	0%	8%	4%
MONT CO	0%	0%	0%	0%	0%	0%	13%	14%	14%	0%	17%	5%
PHILA	0%	0%	0%	0%	0%	0%	64%	50%	48%	0%	38%	18%
C.C.	0%	0%	0%	0%	0%	0%	4%	8%	9%	0%	5%	2%
BURL CO	33%	21%	21%	29%	31%	28%	0%	0%	0%	0%	6%	20%
CAMDEN CO	44%	42%	44%	41%	43%	46%	0%	0%	0%	100%	5%	29%
GLOU CO	12%	16%	19%	12%	15%	13%	0%	0%	0%	0%	1%	9%
MERCER CO	0%	0%	2%	0%	0%	2%	1%	1%	0%	0%	0%	1%
OTHER	11%	21%	14%	19%	10%	11%	2%	3%	0%	0%	9%	9%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table does not include survey trip records with insufficient origin or destination data.

\*\* NOTE: Philadelphia origin row (PHILA) and destination column (PHL) represent areas of the City outside of Center City (C.C.).

## WALT WHITMAN BRIDGE

	BUCK	CHES	DEL	MONT	PHL	C.C.	BURL	CAM	GLOU	MER	OTHER	TOTAL
BUCKS CO	0	0	0	0	0	0	0	3	13	0	8	24
CHEST CO	0	0	0	0	0	0	0	10	3	0	3	16
DEL CO	0	0	0	0	0	0	24	88	27	0	20	159
MONT CO	0	0	0	0	0	0	1	12	16	0	14	43
PHILA	0	0	0	0	0	0	23	92	59	0	36	210
C.C.	0	0	0	0	0	0	2	5	4	0	4	15
BURL CO	0	1	12	0	72	15	0	0	0	0	1	101
CAMDEN CO	14	6	73	22	306	43	0	0	0	0	13	477
GLOU CO	13	8	36	23	239	39	0	0	0	2	3	363
MERCER CO	0	0	1	0	4	1	0	0	1	0	0	7
OTHER	7	5	12	13	53	19	0	7	2	1	16	135
TOTAL	34	20	134	58	674	117	50	217	125	3	118	1550

## PERCENT OF ORIGINS

BUCKS CO	0%	0%	0%	0%	0%	0%	0%	13%	54%	0%	33%	100%
CHEST CO	0%	0%	0%	0%	0%	0%	0%	63%	19%	0%	19%	100%
DEL CO	0%	0%	0%	0%	0%	0%	15%	55%	17%	0%	13%	100%
MONT CO	0%	0%	0%	0%	0%	0%	2%	28%	37%	0%	33%	100%
PHILA	0%	0%	0%	0%	0%	0%	11%	44%	28%	0%	17%	100%
C.C.	0%	0%	0%	0%	0%	0%	13%	33%	27%	0%	27%	100%
BURL CO	0%	1%	12%	0%	71%	15%	0%	0%	0%	0%	1%	100%
CAMDEN CO	3%	1%	15%	5%	64%	9%	0%	0%	0%	0%	3%	100%
GLOU CO	4%	2%	10%	6%	66%	11%	0%	0%	0%	1%	1%	100%
MERCER CO	0%	0%	14%	0%	57%	14%	0%	0%	14%	0%	0%	100%
OTHER	5%	4%	9%	10%	39%	14%	0%	5%	1%	1%	12%	100%
TOTAL	2%	1%	9%	4%	43%	8%	3%	14%	8%	0%	8%	100%

## PERCENT OF DESTINATIONS

BUCKS CO	0%	0%	0%	0%	0%	0%	0%	1%	10%	0%	7%	2%
CHEST CO	0%	0%	0%	0%	0%	0%	0%	5%	2%	0%	3%	1%
DEL CO	0%	0%	0%	0%	0%	0%	48%	41%	22%	0%	17%	10%
MONT CO	0%	0%	0%	0%	0%	0%	2%	6%	13%	0%	12%	3%
PHILA	0%	0%	0%	0%	0%	0%	46%	42%	47%	0%	31%	14%
C.C.	0%	0%	0%	0%	0%	0%	4%	2%	3%	0%	3%	1%
BURL CO	0%	5%	9%	0%	11%	13%	0%	0%	0%	0%	1%	7%
CAMDEN CO	41%	30%	54%	38%	45%	37%	0%	0%	0%	0%	11%	31%
GLOU CO	38%	40%	27%	40%	35%	33%	0%	0%	0%	67%	3%	23%
MERCER CO	0%	0%	1%	0%	1%	1%	0%	0%	1%	0%	0%	0%
OTHER	21%	25%	9%	22%	8%	16%	0%	3%	2%	33%	14%	9%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table does not include survey trip records with insufficient origin or destination data.

\*\* NOTE: Philadelphia origin row (PHILA) and destination column (PHL) represent areas of the City outside of Center City (C.C.).

## BENJAMIN FRANKLIN BRIDGE

	BUCK	CHES	DEL	MONT	PHL	C.C.	BURL	CAM	GLOU	MER	OTHER	TOTAL
BUCKS CO	0	0	0	0	0	0	0	2	1	0	0	3
CHEST CO	0	0	0	0	0	0	7	6	0	0	4	17
DEL CO	0	0	0	0	0	0	11	35	1	0	4	51
MONT CO	0	0	0	0	0	0	17	56	2	0	5	80
PHILA	0	0	0	0	0	0	28	104	13	0	17	162
C.C.	0	0	0	0	0	0	9	29	5	0	8	51
BURL CO	1	12	5	30	62	106	0	0	0	0	1	217
CAMDEN CO	4	35	13	45	173	184	0	0	0	1	5	460
GLOU CO	5	2	2	8	49	76	0	0	0	0	0	142
MERCER CO	0	0	0	0	0	2	0	2	0	0	0	4
OTHER	0	0	1	3	14	19	0	3	0	0	2	42
TOTAL	10	49	21	86	298	387	72	237	22	1	46	1229

## PERCENT OF ORIGINS

BUCKS CO	0%	0%	0%	0%	0%	0%	0%	67%	33%	0%	0%	100%
CHEST CO	0%	0%	0%	0%	0%	0%	41%	35%	0%	0%	24%	100%
DEL CO	0%	0%	0%	0%	0%	0%	22%	69%	2%	0%	8%	100%
MONT CO	0%	0%	0%	0%	0%	0%	21%	70%	3%	0%	6%	100%
PHILA	0%	0%	0%	0%	0%	0%	17%	64%	8%	0%	10%	100%
C.C.	0%	0%	0%	0%	0%	0%	18%	57%	10%	0%	16%	100%
BURL CO	0%	6%	2%	14%	29%	49%	0%	0%	0%	0%	0%	100%
CAMDEN CO	1%	8%	3%	10%	38%	40%	0%	0%	0%	0%	1%	100%
GLOU CO	4%	1%	1%	6%	35%	54%	0%	0%	0%	0%	0%	100%
MERCER CO	0%	0%	0%	0%	0%	50%	0%	50%	0%	0%	0%	100%
OTHER	0%	0%	2%	7%	33%	45%	0%	7%	0%	0%	5%	100%
TOTAL	1%	4%	2%	7%	24%	31%	6%	19%	2%	0%	4%	100%

## PERCENT OF DESTINATIONS

BUCKS CO	0%	0%	0%	0%	0%	0%	0%	1%	5%	0%	0%	0%
CHEST CO	0%	0%	0%	0%	0%	0%	10%	3%	0%	0%	9%	1%
DEL CO	0%	0%	0%	0%	0%	0%	15%	15%	5%	0%	9%	4%
MONT CO	0%	0%	0%	0%	0%	0%	24%	24%	9%	0%	11%	7%
PHILA	0%	0%	0%	0%	0%	0%	39%	44%	59%	0%	37%	13%
C.C.	0%	0%	0%	0%	0%	0%	13%	12%	23%	0%	17%	4%
BURL CO	10%	24%	24%	35%	21%	27%	0%	0%	0%	0%	2%	18%
CAMDEN CO	40%	71%	62%	52%	58%	48%	0%	0%	0%	100%	11%	37%
GLOU CO	50%	4%	10%	9%	16%	20%	0%	0%	0%	0%	0%	12%
MERCER CO	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	0%	0%
OTHER	0%	0%	5%	3%	5%	5%	0%	1%	0%	0%	4%	3%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

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## BETSY ROSS BRIDGE

	BUCK	CHES	DEL	MONT	PHL	C.C.	BURL	CAM	GLOU	MER	OTHER	TOTAL
BUCKS CO	0	0	0	0	0	0	10	38	4	0	7	59
CHEST CO	0	0	0	0	0	0	1	2	0	0	1	4
DEL CO	0	0	0	0	0	0	17	14	1	0	0	32
MONT CO	0	0	0	0	0	0	5	14	1	0	4	24
PHILA	0	0	0	0	0	0	57	67	6	0	10	140
C.C.	0	0	0	0	0	0	5	0	0	0	1	6
BURL CO	24	2	25	7	168	41	0	0	0	3	12	282
CAMDEN CO	50	0	5	15	105	6	0	0	0	12	5	198
GLOU CO	6	0	0	1	8	1	0	0	0	0	0	16
MERCER CO	0	0	0	0	0	1	0	3	0	0	0	4
OTHER	1	0	0	0	8	2	2	6	0	0	0	19
TOTAL	81	2	30	23	289	51	97	144	12	15	40	784

## PERCENT OF ORIGINS

BUCKS CO	0%	0%	0%	0%	0%	0%	17%	64%	7%	0%	12%	100%
CHEST CO	0%	0%	0%	0%	0%	0%	25%	50%	0%	0%	25%	100%
DEL CO	0%	0%	0%	0%	0%	0%	53%	44%	3%	0%	0%	100%
MONT CO	0%	0%	0%	0%	0%	0%	21%	58%	4%	0%	17%	100%
PHILA	0%	0%	0%	0%	0%	0%	41%	48%	4%	0%	7%	100%
C.C.	0%	0%	0%	0%	0%	0%	83%	0%	0%	0%	17%	100%
BURL CO	9%	1%	9%	2%	60%	15%	0%	0%	0%	1%	4%	100%
CAMDEN CO	25%	0%	3%	8%	53%	3%	0%	0%	0%	6%	3%	100%
GLOU CO	38%	0%	0%	6%	50%	6%	0%	0%	0%	0%	0%	100%
MERCER CO	0%	0%	0%	0%	0%	25%	0%	75%	0%	0%	0%	100%
OTHER	5%	0%	0%	0%	42%	11%	11%	32%	0%	0%	0%	100%
TOTAL	10%	0%	4%	3%	37%	7%	12%	18%	2%	2%	5%	100%

## PERCENT OF DESTINATIONS

BUCKS CO	0%	0%	0%	0%	0%	0%	10%	26%	33%	0%	18%	8%
CHEST CO	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	3%	1%
DEL CO	0%	0%	0%	0%	0%	0%	18%	10%	8%	0%	0%	4%
MONT CO	0%	0%	0%	0%	0%	0%	5%	10%	8%	0%	10%	3%
PHILA	0%	0%	0%	0%	0%	0%	59%	47%	50%	0%	25%	18%
C.C.	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	3%	1%
BURL CO	30%	100%	83%	30%	58%	80%	0%	0%	0%	20%	30%	36%
CAMDEN CO	62%	0%	17%	65%	36%	12%	0%	0%	0%	80%	13%	25%
GLOU CO	7%	0%	0%	4%	3%	2%	0%	0%	0%	0%	0%	2%
MERCER CO	0%	0%	0%	0%	0%	2%	0%	2%	0%	0%	0%	1%
OTHER	1%	0%	0%	0%	3%	4%	2%	4%	0%	0%	0%	2%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

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## TACONY-PALMYRA BRIDGE

	BUCK	CHES	DEL	MONT	PHL	C.C.	BURL	CAM	GLOU	MER	OTHER	TOTAL
BUCKS CO	0	0	0	0	0	0	26	40	4	0	5	75
CHEST CO	0	0	0	0	0	0	0	0	0	0	0	0
DEL CO	0	0	0	0	0	0	8	4	0	0	0	12
MONT CO	0	0	0	0	0	0	38	41	4	1	11	95
PHILA	0	0	0	0	0	0	120	115	5	0	29	269
C.C.	0	0	0	0	0	0	0	1	0	0	0	1
BURL CO	38	8	7	75	236	15	0	0	0	8	7	394
CAMDEN CO	27	0	1	44	109	1	0	0	0	8	2	192
GLOU CO	3	0	0	3	8	0	0	0	0	1	0	15
MERCER CO	0	0	0	0	2	0	1	0	0	0	0	3
OTHER	2	0	2	3	22	0	2	0	0	0	0	31
TOTAL	70	8	10	125	377	16	195	201	13	18	54	1087

## PERCENT OF ORIGINS

BUCKS CO	0%	0%	0%	0%	0%	0%	35%	53%	5%	0%	7%	100%
CHEST CO	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%
DEL CO	0%	0%	0%	0%	0%	0%	67%	33%	0%	0%	0%	100%
MONT CO	0%	0%	0%	0%	0%	0%	40%	43%	4%	1%	12%	100%
PHILA	0%	0%	0%	0%	0%	0%	45%	43%	2%	0%	11%	100%
C.C.	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%
BURL CO	10%	2%	2%	19%	60%	4%	0%	0%	0%	2%	2%	100%
CAMDEN CO	14%	0%	1%	23%	57%	1%	0%	0%	0%	4%	1%	100%
GLOU CO	20%	0%	0%	20%	53%	0%	0%	0%	0%	7%	0%	100%
MERCER CO	0%	0%	0%	0%	67%	0%	33%	0%	0%	0%	0%	100%
OTHER	6%	0%	6%	10%	71%	0%	6%	0%	0%	0%	0%	100%
TOTAL	6%	1%	1%	11%	35%	1%	18%	18%	1%	2%	5%	100%

## PERCENT OF DESTINATIONS

BUCKS CO	0%	0%	0%	0%	0%	0%	13%	20%	31%	0%	9%	7%
CHEST CO	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
DEL CO	0%	0%	0%	0%	0%	0%	4%	2%	0%	0%	0%	1%
MONT CO	0%	0%	0%	0%	0%	0%	19%	20%	31%	6%	20%	9%
PHILA	0%	0%	0%	0%	0%	0%	62%	57%	38%	0%	54%	25%
C.C.	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
BURL CO	54%	100%	70%	60%	63%	94%	0%	0%	0%	44%	13%	36%
CAMDEN CO	39%	0%	10%	35%	29%	6%	0%	0%	0%	44%	4%	18%
GLOU CO	4%	0%	0%	2%	2%	0%	0%	0%	0%	6%	0%	1%
MERCER CO	0%	0%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%
OTHER	3%	0%	20%	2%	6%	0%	1%	0%	0%	0%	0%	3%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

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