

Public Transportation Planning Study of the Shreveport-Bossier City Urbanized Area

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Acronyms

ACS	American Community Survey
APC	Automated Passenger Counts
AVL	Automated Vehicle Locator
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ID	Identifier
MAP-21	Moving Ahead for Progress in the 21 st Century Act
OD	Origin-Destination
TCRP	Transit Cooperative Research Program
SporTran	Shreveport Transit Management, Inc.

INTRODUCTION

The Public Transportation Planning Study of the Shreveport-Bossier City Urbanized Area, alternatively known as the Shreveport Public Transportation Planning Study, was undertaken to evaluate route modifications needed when the new intermodal bus facility located on Murphy Street opens.

Shreveport Transit Management, Inc., commonly known as SporTran, runs a traditional hub-andspoke type transit system where all routes terminate at the downtown facility. This type of system typically requires riders that need to transfer to travel to the downtown terminal before making connections with other routes and often results in longer travel times for passengers. Over time, the existing routes were deviated off of main thoroughfares and into neighborhoods, further increasing travel time. With route modifications required in order to access the new intermodal bus facility, it was decided to evaluate additional ways to improve travel time and efficiency without reducing service.

The new intermodal bus facility is on the periphery of the downtown, provides more efficient bus movements in and out of the terminal, and is easily accessible from I-20 by intercity bus service. The intermodal bus facility will offer new passenger amenities including an indoor; climate controlled waiting area and real-time bus location displays.

During the course of the study, NLCOG provided \$400,000 in funding that was used to purchase new Automated Vehicle Locator (AVL) and Automated Passenger Count (APC) systems. The systems provide real-time information on bus locations and where passengers board and alight. Traditionally, this information was gathered using rider surveys, was expensive, and introduced the possibility of error. It was agreed by all parties to adjust the schedule of the study in order to allow time for the installation and testing of the new AVL/APC so that this valuable information could be used in the process of evaluating and modifying routes. The study includes the following:

Farebox Analysis: The AVL/APC data was used to conduct a Farebox Analysis of boarding/alighting and origin-destination pair data.

Growth Patterns: Growth Patterns in the City of Shreveport, Bossier City and Caddo and Bossier Parishes were analyzed.

Performance Based Planning and Programming: A review of Performance Based Planning and Programming, as defined in the Moving Ahead for Progress in the 21st Century Act (MAP-21) was reviewed. Potential Performance Measures that are applicable to tracking and measuring performance were identified.

Evaluation of a Downtown Circulator: An evaluation for maintaining effective transit service to the downtown area was also undertaken based on the new intermodal bus facility location near the periphery of downtown.

Public Involvement Process: Throughout the study a stakeholder and public involvement process was undertaken to receive input from the community, SporTran riders, and stakeholders to support the planning process.

Transit Route Improvements and Modifications: Based on the Farebox Analysis, Growth Patterns, Performance Based Planning and Programming Guidance, and Stakeholder and Public Involvement input, proposed transit route improvements and modifications were developed, including a proposed downtown circulator.

FAREBOX ANALYSIS

The Project Team has received and processed boarding/alighting and Farebox data for SporTran transit routes in Shreveport, Louisiana. This memorandum contains a summary of that processing effort and analysis of data.

DATA SOURCES AND REVIEW

Boarding and alighting data obtained from Syncromatics and farebox data obtained from SporTran were used to review the performance of the SporTran transit system. The review effort included identifying the appropriate format in which to output the raw data, a review of the data elements, and assessment of the compatibility between the data sources. Documentation of that review is provided in the sections below.

Data Sources

The Project Team coordinated with Syncromatics and SporTran to obtain boarding/alighting and farebox data, respectively. Due to the various reports that can be generated from the raw data, several iterations of report requests and review were necessary to determine the appropriate report formats for the analysis. That collaborative effort with both agencies resulted in the data sets being provided in the formats explained below. It is important that future data sets be in the same format to utilize analysis procedures described in this memo. Formats for each imported data set are listed in the "*NLCOG Transit Format Dictionary.xlsx*". It is important to change the number format of longitude and latitude to "double" instead of the default "integer" for all data sets.

APCRequst

Automated Passenger Counting (APC) data is provided for a 24 hour period for every stop, bus, and route. The following fields are included in the raw data set:

- ID Sequential ID by time
- Date Date of record
- Time Arrival time of bus at a stop
- Route Route stop occurs
- Bus Bus ID traveling on the route
- Driver Name of bus operator
- ApcOff Alighting count
- ApcOn Boarding count
- Latitude Geographic location of stop
- Longitude Geographic location of stop
- Stop Name of stop

StopTimesRequest

Stop time data is directly related to the APC data set. While not necessary for any processing, this data set can be useful in determining dwell times at stops. The date and time are identical between data sets; however, the stop time data also provides the time the bus departs from the stop. Fields included in the raw data set are:

- Route Route stop occurs
- Vehicle Bus ID traveling on the route

- StopName Name of stop
- Arr Arrival time of bus at stop
- Dep Departure of bus at stop

SporTran Farebox Data – Period Pass Transaction Detail Report

The period pass data set contains fare transactions identified by the use of a recurring unique monthly passes and all daily office passes. The following transaction code definitions are included in this data set:

- TTP 5 30 Day Rolling Pass
- TTP 6 30 Day Discount
- TTP 7 Day pass Office Sales
- The critical fields included in this data set are:
- Date and Time Data and time of record
- Bus Bus ID traveling on the route
- Route Route bus is traveling on
- Run Run bus is performing
- Longitude Geographic location of record
- Latitude Geographic location of record
- Stop StopName
- Sequence Number Unique pass ID
- TTP Transaction Code

SporTran Farebox Data – Transfer Transaction Detail Report

The transfer transaction data set identifies riders performing transfers. Transfers are identified by the following transaction code definitions:

- TTP 1 Day pass bus additional rides
- TTP 2 Transfer used
- TTP 4 Em Xfer used
- TTP 8 Pines Road Transfer
- The critical fields included in this data set are:
- Date and Time Data and time of record
- Bus Bus ID traveling on the route
- Route Route bus is traveling on
- Run Run bus is performing
- Longitude Geographic location of record
- Latitude Geographic location of record
- Stop Stop Name
- Sequence Number Unique pass ID
- TTP Transaction code
- Original Bus Original bus passenger transferred from
- Original Route Original route passenger transferred from

SporTran Transit Route and Stop Layers

The SporTran route and stops layers are used in addition to the boarding, alighting, and farebox data. The stop layer provides a unique ID for every stop, "StopID", while the route layer offers an additional resource to analyze origin-destination pairs.

Data Review

The following data sets were provided to the Project Team for one week of service (4/13/2015 - 4/19/2015; Monday -Sunday) for all SporTran routes:

Automated Passenger Counting (APC) – The APC equipment was installed by Syncromatics within the past 12 months in all SporTran buses. Boarding and alighting information was collected and provided by Syncromatics in 3 data sets on April 22, 2015.

Stop Times for all vehicles for all routes.

The APCRequest file containing all processed APC events which includes all events assigned to routes.

A file containing a recap of "raw" APC counts from all vehicles. This set includes APC counts that were not "processed". Unprocessed events can result from:

- The driver entering/exiting the vehicle before/after an assignment, but with the ignition turned on.
- Passengers boarding or alighting when the vehicle has no assignment to a route or when the vehicle might have a route assignment, but that assignment is incorrect and the vehicle is basically operating in an off-route condition.
- Farebox Data sets from Farebox transactions containing individual scan records for Period Passes and Transfer Passes were provided by SporTran on April 24, 2015.

Data Review Summary

APC data provides the ridership (on/off) of SporTran transit routes by route, bus, and stop. APC data time stamps are provided to the second and assigned from a central source allowing the same "clock" to be applied to all buses. The APC, as stated by Syncromatics, is still being improved to provide optimal functionality. Gaps and errors exist in the APC data and can be attributed to the following reasons:

- Long dwell time
- Long layovers
- Failure to capture riders entering/exiting
- No route info or stop info as a result of bus not being assigned
- Device not turned on or functioning for the day

The APC and Farebox data sets were not corrected where it was apparent data was missing or incorrect. Instead, these occurrences were flagged and removed from sets used in analysis.

The Farebox data contains records for each unique pass card and tracks its use throughout the entire week. This data contains date, time (rounded to the minute), route, and bus for each record, but it does not provide any stop or geographic information. Linking the Farebox data to the APC data allows the assignment of stop and geographic information to each record for more meaningful analysis. Farebox data time stamps are provided to the minute and assigned from Farebox equipment on each bus. A

Visual Basic script was used in Microsoft Access to make a comparison between APC and Farebox times to establish a reasonable calculated time offset by bus to compensate for the variations in time due to the different date/time sources. The time offset was then applied to link stop locations from the APC data to the Farebox data.

As previously mentioned, the APC data contains gaps or missing data. The Farebox data confirms this by identifying the use of passes when the APC does not indicate any boarding at a particular stop. Therefore, the Farebox provides a supplemental source of boarding information to be used in analysis. Farebox records occasionally do not have a confident match to the APC data, and these particular records have been flagged to be excluded from analysis sets. Similarly, transfer records that do not indicate a route change have been flagged. Some of the reasons for Farebox records failing to identify with the APC data include:

- Incorrect route identified by driver or as a result of route changes for a particular bus
- APC records missing for reasons stated above

DATA ANALYSIS

During the data review process, the Project Team developed several tools for processing and linking the boarding/alighting data and farebox data. As part of the continuing analysis, the Project Team refined those tools and techniques used in evaluating the analyzed data. A User Guide for applying the tools and techniques to future data and results from the evaluation of the one week of sample data are provided below.

User Guide

The raw data cannot serve as a standalone analysis tool as it currently exists. However, the raw data does contain numerous pieces of information that can be manipulated to produce a meaningful analysis. Step-by-step instructions to produce a meaningful analysis are outlined for ease of use and repeatability. Methods discussed utilize the following software packages:

- Microsoft Access,
- Microsoft Excel, and
- TransCAD

Procedures for numerous steps have been streamlined using Access to reduce human error and the amount of effort required to analyze data over lengthy periods of time. Further reporting and visual analysis requires the use of Excel and TransCAD. The resulting analysis includes:

- Boarding and alighting by route, bus, and stop
- Boarding and alighting by time of day
- On-board stop to stop ridership by bus
- On-board ridership with supplemental transaction boarding
- Transfer volumes by stop
- Transfer volumes by route
- Desire lines representing stop to stop origin-destination pairs
- Desire lines representing trip origin-destination pairs
- Identification of possible route improvements
- Identification of destinations with numerous transfers

NLCOG Transit Data - Microsoft Access Database

Data sets can be directly imported into the Microsoft Access database in their raw data form. It should be noted that the raw data may contain summary information and labels at the top and the bottom of files. These summaries and labels need to be removed before importing into Access.

The database utilizes a module with subroutines to allow the user to quickly and automatically format the input files into a more usable design for comparisons and analysis. Important steps of data manipulation are also performed automatically in addition to the basic formatting. Also, the database is constructed to automatically compact and repair upon close. Due to the size of files, it may be necessary to perform a manual compact and repair of the database when importing and deleting files from the database. This will help reduce run time between large data sets, maintain the overall database file size, and prevent and errors while running the module. The analysis procedure and logic is described further in the following sections.

NLCOG frmStart Form

An Access form has been created to allow the user to select and change input files and values without having to modify the module. An image of the form is shown in **Figure 1**.

nStart	_
ApcRequest (9)	•
PERIOD PASS TRANSACTION DETAIL	•
TRANSFER TRANSACTION DETAIL	•
Stops_frompoints	•
6:00 AM	
10:00 AM	
3:30 PM	
7:30 PM	
1	
Run	
	ApcRequest (9) PERIOD PASS TRANSACTION DETAIL TRANSFER TRANSACTION DETAIL Stops_frompoints 6:00 AM 10:00 AM 3:30 PM 7:30 PM 1 V

Figure 1: Microsoft Access Form for Processing

The input data sets are selectable in the appropriate drop down boxes as shown in the image above. Each routine requires each data set be imported into Access before running. Additionally, time of day ranges can be refined by the user, and a time offset can be entered to adjust the farebox data sets for better matching with the APC data as described in the Match APC Stops to Farebox Transactions section.

The processing has been split into three main routines:

- "Pre process / on board with ridership"
 - Fields are trimmed for identical comparisons.

- Fields are added to store values.
- APC data set is analyzed, including on board ridership and flags.
- "Run match"
 - Matches both farebox records to a stop identified in the APC data set.
 - Flags farebox data with potentially incorrect values.
- "Build OD table"
 - Creates origin-destination pairs from the matched records and places them into output placeholder tables, "Trips_Period Pass Transaction Detail" and "Trips_Transfer Transaction Detail". The output tables must not be deleted from the database since they are not generated by the module. The format of the tables is provided in the format dictionary.

Running all three at the same time will perform every routine, but the form allows routines to be executed individually as well. "<u>Pre process / on board with ridership</u>" must be run at least once before performing "<u>Run match</u>". Similarly, "<u>Run match</u>" must be run at least once before performing "<u>Build</u> <u>OD table</u>".

The full module takes roughly three to four hours to run, with a bulk of the time attributed to the "<u>Run</u> <u>match</u>" procedure. Larger data sets will require longer processing times.

Pre Process / On Board with Ridership

The main focus of the overall module is to compare and copy data from one set to another to be used in a meaningful analysis. The raw data sets do not come prepared for comparisons and must be cleaned-up to achieve the overall goal. The "Pre process / on board with ridership" checkbox will format tables, trim values, and create new fields during the pre-processing subroutine. Additional processes performed under this checkbox are described in detail below.

Tag APC Data with Stop IDs

The raw data set of APC data does not contain unique SporTran stop IDs; instead, it contains a unique APC ID for each individual record. Having a unique stop ID is important for analysis that requires groupings for individual stops, routes, or origin-destination pairs. To add the SporTran stop ID to the APC data set follow these steps:

- 1. Identify the SporTran transit stop layer that is consistent with the date range of raw data sets being used for analysis
- 2. Import raw data sets into the database.
- 3. Check the "Pre process / on board with Ridership" checkbox in the frmStart to run the required subroutines in Module1
 - The form will run Module1 to trim fields to remove unnecessary spaces,
 - Concatenate stop and route in both data sets for direct matching, and
 - Match the concatenated fields and update the APC data set with the matching stop ID.

On-board Ridership

On-board ridership gives a representation of how crowded a bus is at any given time throughout the course of its trip. The ridership can indicate a sequence of stops that are exceptionally desirable or undesirable to riders. This process is performed following these steps:

1. Import raw data sets into the database

- 2. Check and run the "Pre process / on board with ridership"
 - The module identifies unique bus, route, and date combinations,
 - Sorts ascending by time,
 - Identifies the first stop in the unique combination as the starting point,
 - Populates "OnboardAPC" by assuming zero ridership to this point and adding values in "ApcOn" and subtracting "ApcOff",
 - Moves to the next sequential record and adds ApcOn and subtracts ApcOff from the previous value in "OnboardAPC" to produce a new on board ridership total for that record,
 - Proceeds through the remaining records of the unique combination, and
 - \circ Move to the next unique combination where ridership is reset.

Flag Potential Problematic Records – APC Data Set

It is normal for collected data sets to have a level of inaccuracy due to issues mentioned in the Data Review Summary section and poor linking between different data sources. Some of these inaccuracies were observed from manual and visual review. A process to identify these potentially problematic records has been streamlined within the module to prevent the need of substantial manual review. Follow the steps below to generate flags in the APC data set.

- 1. Import raw data sets into the database
- 2. Check and run the "Pre process / on board with ridership"
 - A description of flags in the APC data set are as follows:
 - "Bad Stop" flag for records with null, N/A, or zero in the fields stop name, longitude, latitude, or route.
 - "No APC" records with zero ApcOn and ApcOff identified

Flagged items can be removed or filtered out of data sets when appropriate for future processing.

Time of Day

Time of day allows the grouping of records into a range of time to provide representation of ridership during different periods of the day. The time ranges being used are shown in **Table 1**, but they are modifiable in **frmStart**.

Time of Day	Time Range
AM	6:00 - 10:00
MD	10:00 - 15:30
PM	15:30 - 19:30
NT	19:30 - 6:00

Table 1: Time of Day Ranges

Times of Day are assigned following the steps below.

- 1. Import raw data sets into the database
- 2. Run the "Pre process / on board with ridership" checkbox in the frmStart Access form.
 - \circ The module assigns a time of day based on the time of the record.

Run Match

The "<u>Run match</u>" routine will match stop locations, names, and IDs to the farebox data sets from the processed APC data set. In addition, flags will be identified where potential problems exists. Additional processes performed under this checkbox are described in detail below.

Match APC Stops to Farebox Transactions

The matching process between APC and farebox data is performed using subroutines selected by the "<u>Run match</u>" checkbox. The Module matches the APC ID, stop ID, longitude, latitude, and stop name to the period pass and transfer transaction data sets.

- 1. Import data sets
- 2. Run the "Pre process / on board with ridership" routine at least once
- 3. Enter a time offset for better matching between the sets in the **frmStart** form
 - The APC data is provided to the second, while the farebox is rounded to the minute. Initial review of the data indicated farebox times occasionally round to a time that occurs before the APC data. As a result, initial review indicated a minimum of a one minute offset needed to be added to the farebox time. This time can be adjusted in the **frmStart** form if additional review indicates differently.
- 4. Check "Run Match" option in the frmStart to run the required subroutines in Module1
 - The module creates a filtered set of APC records to be used in the initial comparison by selecting all APC records containing a boarding value in "ApcOn",
 - Selects a record in the period pass data,
 - Identifies all APC records in the filtered APC set with a matching date and bus that occurs before the time shown in the period pass record,
 - Sorts records descending by time,
 - Selects the latest occurring time (first time shown in the descending sort) as the closest match,
 - Copies the stop name, APC ID, and stop ID to the period pass data for the matched record,
 - Produces a "offset" representing the time difference (in minutes) between the period pass record and matched APC record,
 - Runs the period pass record against the full APC data set if the "offset" time difference is greater than two minutes, and
 - Copies the stop name, APC ID, and stop ID of the new match to the period pass data.
- 5. The process is repeated for the Transfer Transaction data set.

Flag Potential Problematic Records – Farebox Data Sets

As with the previous data set, a process to identify potentially problematic records has been streamlined within the module to prevent the need of substantial manual review. Follow the steps below to generate flags in the farebox data sets. The flagged items can be filtered or removed when appropriate for future processing.

- 1. Import data sets
- 2. Check and run the "<u>Run match</u>"
 - A description of flags in the farebox data set are as follows:

- "Bad Stop" flag for records with null, N/A, or zero in the fields stop name, longitude, latitude, or route.
- "Bad Match" "offset" from matched APC and farebox data is greater than ten minutes.
- "Wrong Route" route carried from APC data does not match the route shown in farebox data

Build OD Table

The "<u>Build OD table</u>" routine will create farebox origin-destination (OD) pairs from the matched APC records. The module outputs resulting OD pairs into placeholder tables, "Trips_Period Pass Transaction Detail" and "Trips_Transfer Transaction Detail" The limited data (one week) used during this review did not contain sufficient transfer data to be able to identify patterns. Therefor the transfer transaction table was not found to be particularly useful for reviewing OD pairs and was turned off to reduce the time required to run the module. However, transfer data sets containing weeks or months of transfers may provide adequate pairings to reveal travel patterns. The table can be turned back on by removing the comment within the module if the user feels it is necessary. The output tables must not be deleted from the database since they are not generated by the module. The format of the tables can be seen in the format dictionary.

Stop to Stop Origin–Destination (OD) Pairs

Farebox data provides the ability to infer how a rider using a unique pass travels throughout the day. The initial use of a pass card infers a rider's origin. Subsequent uses of the card with short headways between the uses infer transfer during the rider's trip. The next use of their card with a larger time gap offers the valid assumption of this new origin being the previous origin's destination. A representation of stop to stop OD pairs can be used to review route transfers, ridership patterns, and high volume interactions between origin and destinations. OD pairs can be produced by checking "<u>Build OD table</u>" in the **frmStart** form and following the steps below.

- 1. Run the "<u>Pre process / on board with ridership</u>" routine at least once prior to running "<u>Run match</u>"
- 2. Run the "<u>Run match</u>" routine
- 3. Check the "<u>Build OD table</u>" and select run
 - The module identifies unique sequence number and date pairs,
 - Sorts ascending by time,
 - Matches stop to stop origins and destinations sequentially through a unique grouping,
 - Outputs the Start (origin) and Stop (destination) date/time, bus, route, longitude, latitude, stop name, stop ID, and APC ID pairs into a separate OD table "Trips_Period Pass Transaction Detail", and
 - Calculates a time difference in field "TimeDiff" indicating the time between the origin and destination pair

The module outputs a table "Trips_Period Pass Transaction Detail" that can be output into Excel and used for the creation of desire lines (as described in the Desire Lines section) or other immediate analysis.

Trip Origin–Destination (OD) Pairs

Similar to stop to stop OD pairs, trip pairs provide a representation of the initial origin and final destination of a rider using a unique pass. Trip ODs better represent frequent riders who make repeated trips to work or school throughout the week. True ODs would require on-board surveys instead of working under assumptions. Trip ODs apply an additional assumption of large time gaps between a unique pass ID's use indicating a rider reached their initial trip destination and began their return trip home. Follow the steps below to identify trip ODs.

- 1. Run the "<u>Pre process / on board with ridership</u>" routine at least once prior to running "<u>Run match</u>"
- 2. Run the "<u>Run match</u>" routine
- 3. Check the "Build OD table" and select run
- 4. Determine an amount of time to use as a threshold for a new trip
 Ourrently the threshold is five hours
- 5. Review records where "TimeDiff" > 300 (5 hours) to see stops that may indicate a completed work or education trip.
- 6. Manually flag the trips to create a new data set representing trip ODs instead of stop to stop ODs.
 - Time gaps will only indicate the difference between the two immediate stops being compared.
 - Sequence numbers of flagged records can be identified and used to create a full set of trips to help identify the initial origin.

Patterns can indicate additional trip ODs by inferring whether a frequent rider's morning origin is also their final destination. Analysis of the current data outputs for a one week period and non-aggregated stops determined that there wasn't enough evidence to apply this assumption. A larger sample size and aggregation of stops can help determine the daily patterns to apply this assumption.

Grouped Origin–Destination (OD) Pairs

A grouped set of OD pairs help determine desirable routes used by riders. This can be done by grouping the unique pairs of stop IDs. Grouped pairs can be produced using the "OD" query and following the steps below.

- 1. Run the "<u>Pre process / on board with ridership</u>" routine at least once prior to running "<u>Run match</u>"
- 2. Run the "<u>Run match</u>" routine
- 3. Run the "<u>Build OD table</u>" routine
- 4. Run the "<u>OD</u>" query

The result of the query is an output table named "ODTrips".

Desire Lines

Desire lines provide a visual representation of the OD pairs. TransCAD gives the tools necessary to create and analyze the lines. Follow the steps below to create a set of desire lines

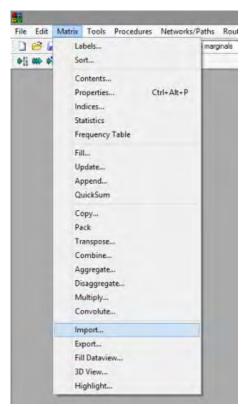
- 1. Follow the steps in Grouped Origin–Destination (OD) Pairs
- 2. Export the APC table or SporTran stop table to *.xls, *.xlsx, or *.csv
 Different versions of TransCAD only accept certain file formats
- 3. Export the Grouped OD Pair table, "ODTrips", to *.xls, *.xlsx, or *.csv

- 4. Import the APC or SporTran stops into TransCAD to create a *.bin file
 - Select "Yes" when prompted to create a geographic layer based on coordinates found in the document
- 5. Import the Grouped OD Pair table into TransCAD to create a *.bin file
- 6. Create a selection set in the geographic layer "Based on related values" under the "Selection" tab on the TransCAD toolbar.
 - Create a set for Origin based on the origin values in the Grouped OD Pair table,
 - Create a set for Destination based on the destination values in the Grouped OD Pair table
- 7. Create a new matrix by selecting "New" under the "File" tab on the TransCAD toolbar.
 - A new window will open with the option to create a new matrix as shown in **Figure 2**.

Choose a Type of File	-
Map	- OK
Chart	Cancel
Dataview	
E Layout	
Geographic File	
Table	
Ini Manx	
Route System	
Model	

Figure 2: Create a New Matrix

- 8. Select Rows to be Origin
- 9. Select Columns to be Destination
- 10. After the matrix is created, select "Import" from the "Matrix" tab on the TransCAD toolbar as shown in **Figure 3**.



Shreveport Public Transportation Planning Study Farebox Analysis

Figure 3: Import Values to Matrix

• Import with the settings shown in **Figure 4**.

Matrix Im	port Wizard	×
Bow Col Mtrx1 Mtrx2 1 3 113 213 1 4 114 214 2 3 123 223 2 4 124 224 Mtrx1 Mtrx2 Dataview to I 1 113 114 2 123 214 2 123 214 2 223 224	CountForTransCAD All Records Orig Dest	
Matrix File to	Update ApcRequest (8) Layer Matrix File	•
	«Back Next> Ca	ncel

Figure 4: Matrix Import Settings – Rows and Columns

• Click "Next" and select "Count" as the value to be imported into the matrix as shown in **Figure 5**.

	Matrix Import Wiz	sard	×
	Update Matrices Using a	a Field for Each Matrix	
-	Update Matrix	From Field	
Row Col Mtrx1 Mtrx2	OD	Count	-
1 3 113 213 1 4 114 214 2 3 123 223 2 4 124 224 Mtrx1 3 4 1 113 114 2 123 124 2 223 2 4 224 Mtrx2 1 213 214 2 223 224	Options Replace values in m C Sum values into mat	natrix ⊽ Tieat missing Value trix	s as zero
		<back finish<="" td=""><td>Cancel</td></back>	Cancel

Figure 5: Matrix Import Settings - Values

- 11. Review the matrix values to values in the Grouped OD table to verify values were copied correctly.
- 12. Create desire lines based on this matrix by selecting "Desire Lines" within the "Geographic Analysis" under the "Tools" tab on the TransCAD toolbar as shown in **Figure 6**.

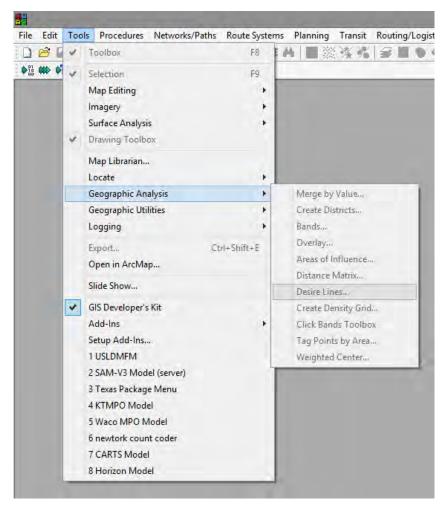


Figure 6: Create Desire Lines

• Use the following settings shown in Figure 7.

Nar	me	ApcRequest (8)	Layer Matrix Des	ire Lines	
Sourc	e La	syer			
Nar	me	ApcRequest (8)	Layer		•
Fr	om	Origin			-
	То	Destination			*
	ble	StopID			*
Matrix F	File Line	ApcRequest (8) e Matrices	Layer Matrix File	Value	•
Matrix F Desire	File Line	ApcRequest (8) e Matrices strix		Value	*

Figure 7: Desire Lines Settings

Further selections can be used to see only specific locations of interest or routes with a particular minimum volume. Aggregation of stops will improve the ability to interpret where major pairs exist.

On-board Ridership with Supplemental Period Pass Boarding

The APC system, as stated by Syncromatics, is still being improved to provide optimal functionality. Review of the On-board Ridership shows occasional gaps exist within the APC data. Furthermore, the APC system doesn't capture all passengers boarding. As a result, the farebox data can be used as a supplemental boarding source where APC did not capture the rider. An example of this procedure is shown in the "*ApcRequest.xlsx*" file included with this submission and described in the steps below.

- 1. On-board Ridership
- 2. Export the resulting APC data to Microsoft Excel
- 3. Export the resulting Period Pass data to Microsoft Excel
- 4. Combine these two tables into one workbook
- 5. Create a Pivot table from the farebox data
 - Choose APC ID in the "Rows" area of the pivot table,
 - Use ID in the "Values" area of the pivot table,
 - Change the field value settings of "ID" to be count to get the boarding total at each individual stop, and
 - Filter with ATGFlag where desirable

- 6. Use the Excel function "Vlookup" in a new field, "PPOn" at the end of the APC data to acquire matching APC ID period pass count totals from the pivot table
- 7. Subtract the "ApcOn" values from the "PPOn" values in a new field, "PPExcludingAPC"
- 8. Create a new field, "PPAdded" that copies all instances where "PPExcludingAPC" is greater than zero and writes zero for all remaining records. These are the values to be included in the new on-board ridership calculation.
- 9. Sort ascending by bus, route, date, and time
- 10. Recalculate the on-board ridership by using the Excel functions "IF" and "OR" statements to identify when a bus changes routes or days.
 - Example of calculation format: =IF(OR(Bus<>PreviousBus#,Date<>PreviousDate,Route<>PreviousRoute),Apc On-ApcOff+PPAdded,ApcOn-ApcOff+PPAdded+PreviousTotal)

Summary of Destinations and Transfers

A summary of destinations and the associated number of transfers necessary to reach destinations is useful in determining the possible design of new routes. Pinpointing the origin, destination, and intermediate stops of a unique period pass ID offers a method to determine the number of transfers a rider takes throughout their trip. An example of this procedure is shown in the "*Period Pass Transaction Data.xlsx*" file included with this submission and described in the steps below.

- 1. Export the Period Pass Transaction data set
- 2. Add new field, "TripDetail"
- 3. Sort by Sequence Number, Date, and Time
- 4. Populate "TripDetail" with "Origin", "Destination", and "Stop"
 - Example of formula to populate: =IF(OR(Sequence#<>PreviousSequence#,Date<>PreviousDate),"Origin",IF(OR(Sequence#<>NextSequence#,Date<>NextDate),"Destination","Stop"))
- 5. Create a Pivot table from the data set
 - Choose "Sequence Number", "Trip Detail", and "StopName " in the "Row" area of the Pivot table,
 - Choose "Date" in the "Columns" area of the Pivot table,
 - Choose "TripDetail" in the "Value" area of the Pivot table,
 - Change the field value setting of "TripDetail" to be count to show the number of stops taken to reach a destination, and
 - Apply any ATGFlags where desirable

Further separation of trips can be applied to account for assumed work or education trips

- 1. Create a new fields, "TimeDiff" and "NewTripDetail"
- 2. Populate "TimeDiff" with the time difference between the current record and the next
 - Example of formula: =IF(AND(Date=PreviousDate,Sequence#=PreviousSequence#),TEXT(Time-PreviousTime,"hh:mm:ss"),"Different Day")
- 3. Populate "NewTripDetail" with the values in "TripDetail" unless "TimeDiff" is greater than a defined number
 - Example of formula: IF(AND(TimeDiff>"05:00:00",TimeDiff<>"Different Day"),"Dest/Orig",TripDetail)
- 4. The Pivot table can be modified to include "NewTripDetail" instead of "TripDetail"

Visual Review of Data

Importing the data sets into TransCAD adds visual perspective to the different data sets to gain a better understanding of discernable patterns. Examples of the patterns which can be reviewed are:

- Highest volume of boarding and alighting by stop
- 1. Import the APC data into TransCAD
- 2. Use the scaled theme tool on the Standard TransCAD toolbar
- 3. Select ApcOn for boarding
- 4. Select ApcOff for alighting
- Highest volume of transfers by stop
- 1. Import the Transfer Transaction date into TransCAD
- 2. Use the scaled theme tool on the Standard TransCAD toolbar
- Underutilized route segments
- 1. Import the APC data into TransCAD
- 2. Import the SporTran route layer into TransCAD
- 3. Create a scaled theme tool of the ApcOn or ApcOff using the Standard TransCAD toolbar
- 4. Review route segments that have no boarding or alighting
- Route segments that can be moved out of residential areas
- 1. Import the APC data into TransCAD
- 2. Import the SporTran route layer into TransCAD
- 3. Create a scaled theme tool of the ApcOn or ApcOff using the Standard TransCAD toolbar
- 4. Review route segments that deviate into a residential area with a short distance to a collector or arterial roadway

Results

It should be noted that a more thorough analysis of the data sets referenced in this memorandum would include more observations (weeks or months) and would include a cycle of reviewing and correcting the data based on the warning flags referenced in previous sections of this memorandum. No clean-up or corrections were performed on the data sets as part of this initial analysis.

Aggregation of stops has not been performed, but should be taken into consideration when performing analysis of a larger sample size. The methods used to link APC data to farebox data does not guarantee the correct stop is being matched when a large number of stops exist within a small distance and time frame. Aggregation of stops will provide a better representation of route segments and geographic locations to be used for accurately understanding patterns and flows in the transit system. Also, aggregation of stops is an important step towards achieving an efficient fixed-stop transit system. Records were flagged when unclear or erroneous and removed from sets used for analysis.

Additional analysis beyond what is shown here is included in the processed data sets.

Figure 8 shows the total APC boarding grouped by stop.

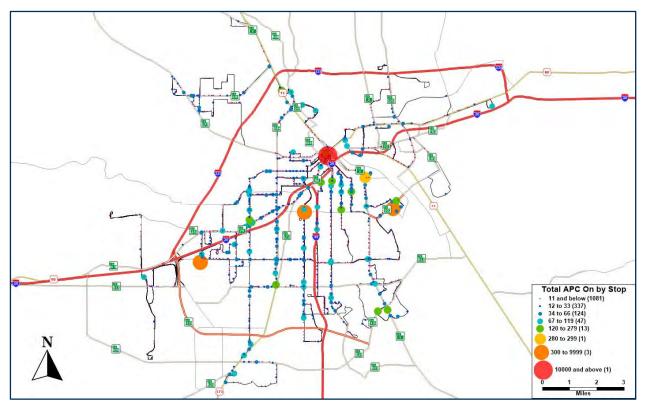


Figure 8: Scaled Theme Showing Boarding Counts by Stop

Figure 9 shows the total APC alighting grouped by stop.

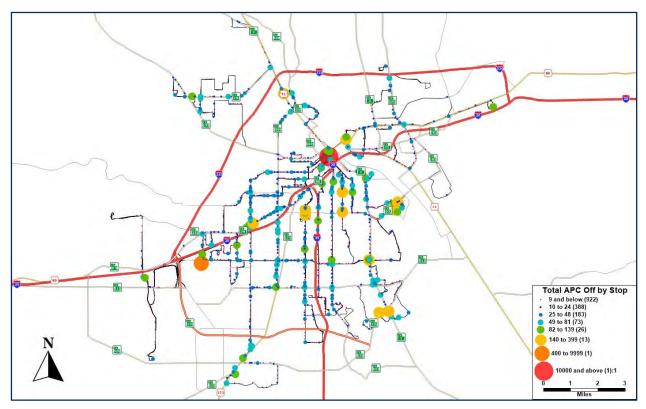


Figure 9: Scaled Theme Showing Alighting Counts by Stop

Figure 10 shows the total APC boarding grouped by stops with additional attention given to the route system. The route segments highlighted in pink indicate areas where either insignificant ridership is identified or segments traveling through residential areas roughly a quarter mile from a collector or arterial. A larger sample size can indicate whether these stops and routes should be modified to improve efficiency.

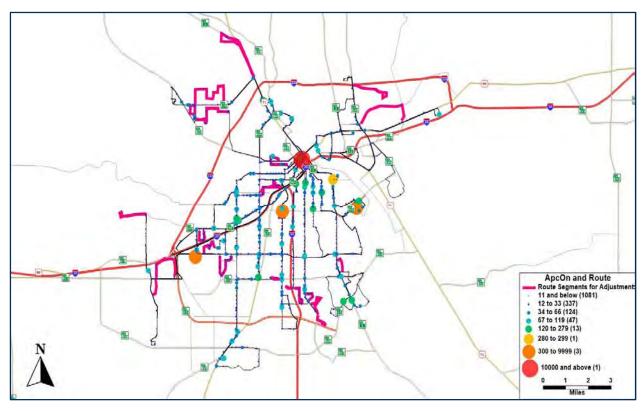


Figure 10: Scaled Theme of Boarding Counts by Stop and Potential Route Alterations Table 2 shows the boarding totals identified in the APC data set by route, sorted descending by volume.

Route Name	Boarding Totals
Route 11 - Southern Hills	3,454
Route 8 - Highland	2,803
Metro Loop 2	2,447
Route 4 - Fairgrounds	1,957
Route 12 - Martin Luther King Jr. (AM Loop Inbound)	1,507
Route 5 - Linwood	1,465
Metro Loop 1	1,461
Route 6 - Cedar Grove	1,408
Route 9 - Broadmoor	1,289
Route 12 - Martin Luther King Jr. (PM Loop Outbound)	1,213
Route 4 - Fairgrounds (via Airport)	1,164

Table 2: Weekly Boarding Totals by Route

Route Name	Boarding Totals
Metro Loop 1 - via VA Medical Center	1,085
Route 3 - Queensboro (AM Service)	886
Route 7 - Line Ave - (Via Dunbarton Loop)	883
Route 7 - Line Ave - (Via Ashley Ridge Loop)	764
Route 19 - Allendale	720
N-301 - LSU Medical Center	675
Metro Loop 2 - Via VA Medical Center	654
Route 18 - Russell Road	644
Route 7 - Line Ave	625
N-201 - WK North - SPD	624
Route 3 - Queensboro (PM Service)	546
Route 14 - Barksdale	540
Route 5 - Linwood (via LAB - Outbound)	538
Route 20 - Pines Road	449
Route 15 - North Bossier (Via Marlena/Viking)	447
N-401 - North Shreveport	437
Route 11 - Southern Hills (Weekend Service)	425
N-101 (Via Walmart/Knight St)	393
Route 16 - East Bossier	363
Route 5 - Linwood (via LSU/AH - Inbound)	332
Route 5 - Linwood (via Goodwill - Outbound)	275
Route 15 - North Bossier	234
Route 3 - Queensboro (Via C-BARC PM)	232
N-601 - North Bossier - WK	220
Route 5 - Linwood (via LAB - Inbound)	183
Route 6 - Cedar Grove (Via 74th Inbound)	162
Route 17 - Midday Bossier East	125
Route 6 - Cedar Grove (Via 74th Outbound)	123
N-101 (Via VA Medical/LSU-S)	116
N-501 - East Bossier - BPCC	116
Route 20 - Pines Road (Via Terminal-AM)	81
Route 5 - Linwood (via Goodwill - Inbound)	76

Route Name	Boarding Totals
Route 15 - North Bossier (Saturday)	72
Route 5 - Linwood (via Goodwill/LAB - Inbound)	70
Route 5 - Linwood (via LSU/AH - Outbound)	69
Route 17 - Midday Bossier North	62
Route 20 - Pines Road (No Call Center)	56
Route 3 - Queensboro (Via C-BARC AM)	49
Route 14 - Barksdale (Weekend Service)	45
Route 5 - Linwood (via LSU/Goodwill - Outbound)	43
Route 18 - Russell Road - Sunday	39
Route 9 - Broadmoor (Sunday Service)	32
Route 12 - Martin Luther King Jr. (Sunday Service)	12
Route 20 - Pines Road (No Financial/Call Center)	10

Table 3 shows the stops with the highest boarding totals identified by the APC data set, sorted descending by volume.

Stop Name	Boarding Totals
SPORTRAN Terminal	10,818
Shreveport Regional Airport (Southbound)	480
Linwood Ave & Kings Hwy (Northbound)	441
Walmart (Southbound)	390
Spring St & Stoner Ave (Northbound)	283
Market Street Plaza (Southbound)	206
Bert Kouns Industrial Loop & Jump Run Dr (Northbound)	174
Knight St & SPRT Hwy Service Dr (Westbound)	172
Fairfield Ave & Jacobs St (Northbound)	158
Mansfield Rd & 70th St (Northbound)	154
3565 Greenwood Rd (Northbound)	153
Highland Ave & Rutherford St (Northbound)	152
Jordan St & Louisiana Ave (Eastbound)	149
ShreveCity Shopping Center - Wendy's (Eastbound)	147
8307 Youree Dr (Northbound)	143

Table 3: Highest Volume Weekly Boarding Totals by Stop

Table 4 shows the time of day boarding totals identified by the APC data set.

Time of Day	Time Range	Boarding Totals
AM Peak	6:00 - 10:00	10,526
MD Off-Peak	10:00 - 15:30	13,125
NT Off-Peak	15:30 - 19:30	3,367
PM Peak	19:30 - 6:00	7,682

 Table 4: Weekly Boarding by Time of Day

Figure 11 shows the stops with the most transfers between two different routes as identified by the Transfer Transaction data set. Table 5 summarizes the stops with the highest total of route transfers.

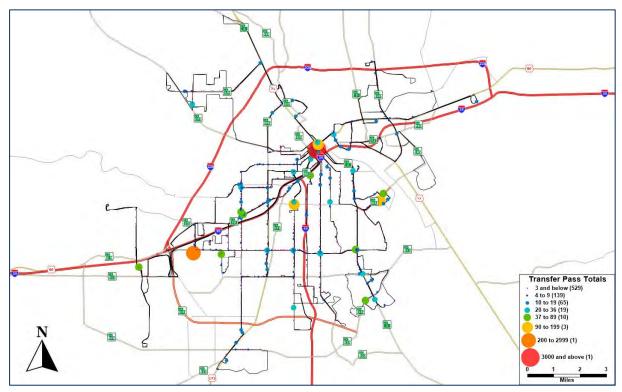


Figure 11: Scaled Theme of Total Transfers by Stop Table 5: Highest Volume Weekly Total Transfers by Stop

StopName	Count of Transfers
SPORTRAN Terminal	3,718
Shreveport Regional Airport (Southbound)	283
Texas St & Market St (Westbound)	115
Walmart (Southbound)	102
Linwood Ave & Kings Hwy (Northbound)	92
Southfield Rd & Clingman Dr (Eastbound)	48

StopName	Count of Transfers
Kennedy Dr & Mayfield St (Northbound)	47
3565 Greenwood Rd (Northbound)	43
Fairfield Ave & Jacobs St (Northbound)	42
ShreveCity Shopping Center - Wendy's (Eastbound)	41
Southfield Rd & Clingman Dr (Westbound)	41
Jewella Ave & Merwin St (Northbound)	41
Bert Kouns Industrial Loop & Jump Run Dr (Northbound)	38
Barkside Federal Credit Union (Southbound)	37
Knight St & SPRT Hwy Service Dr (Westbound)	37

Route to Route transfers identified by Transfer Passes are shown in the "*Transfer Pass Transaction Detail.xlsx*" file included with this submission in the form of a matrix.

The matrix indicates the largest route-to-route transfers as summarized below in Table 6.

Table 6: Summary of Highest Volume Route to Route Transfers

Original Route	Transfer Route	Count of Transfers
2	1	129
2	8	105
5	8	96
1	2	95
3	20	94
20	3	83
2	4	82
5	2	82
2	5	80
11	2	80
3	5	79
5	4	79
1	8	78
5	1	78
5	12	78
18	8	78
5	11	75

3	8	74
3	1	73
3	2	72
4	5	72

Desire Lines of Origin-Destination (OD) Pairs

Desire lines provide a visual representation of the OD pairs. Stop to stop OD pairs provide telling information about how a rider moves throughout the day, but the amount of complete trip OD pairs is limited when only reviewing transactions due to the lack of information on a rider's final destination. Even without on-board surveys to identify riders' final destinations, the limited number of complete trips assists in the understanding of repeated patterns and volumes.

Figure 12, Figure 13, Figure 14, and Figure 15 show OD pairs that use the major transfer stops to reach their destinations. This data can be refined with aggregation of stops to produce an enhanced representation of volumes to/from relative areas throughout the cities.

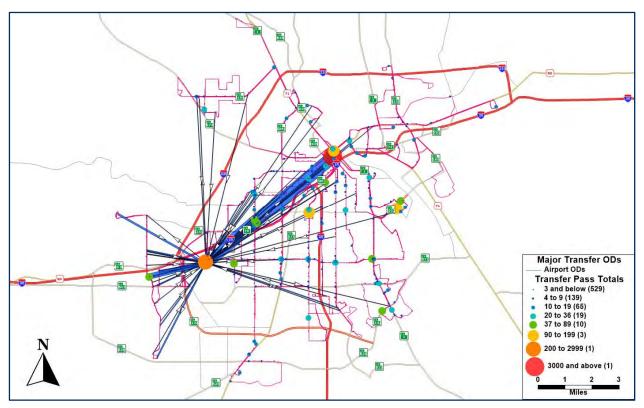


Figure 12: Origin-Destination Paris - Airport

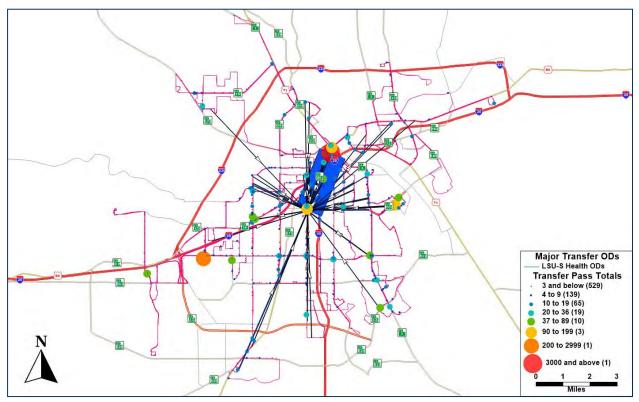


Figure 13: Origin-Destination Pairs - LSU-S Health Center

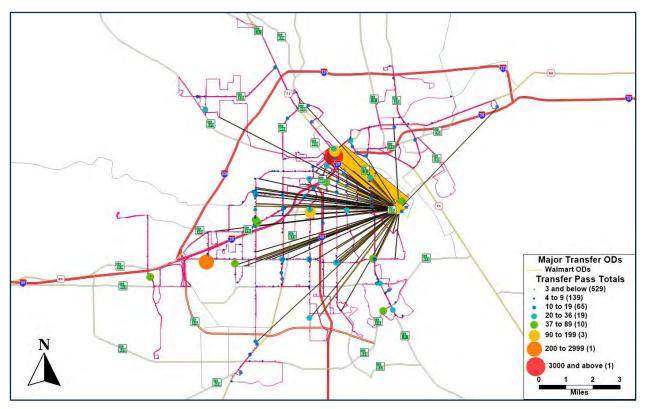


Figure 14: Origin-Destination Pairs - Walmart

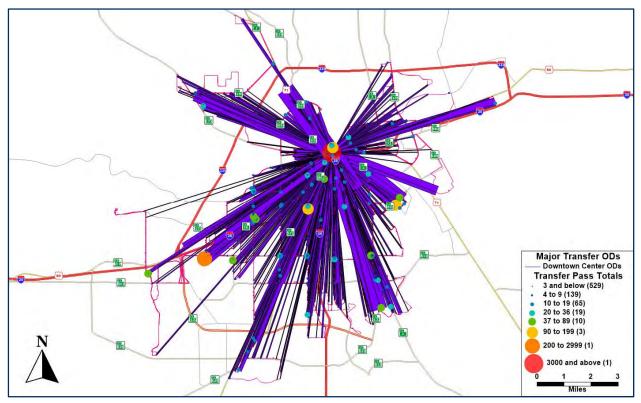


Figure 15: Origin-Destination Pairs - Downtown Transit Center

GROWTH PATTERNS IN SHREVEPORT

This section discusses social and economic growth patterns for the state of Louisiana, Caddo and Bossier Parishes, and the cities of Shreveport and Bossier City.

Summary

Shreveport and Bossier City are diverse communities that have a broad range of socioeconomic characteristics. The economic characteristics of the City of Shreveport and Bossier City often fall below the averages of the state of Louisiana; while Caddo and Bossier parishes have a generally higher median household income, family income, and per capita income than the cities that lie within.

Growth Patterns

Figure 1 presents the population change that occurred between 2010 and 2012 (ESRI) with the SporTran bus route system overlaid. The map shows that growth and decline are fairly equally distributed throughout the region.

Table 1 presents the population change for Caddo and Bossier parishes. During the period from April 1, 2010 to July 1, 2014, the Bossier Parish population grew by 8,085. During the same time period, the Caddo Parish population declined by 2,366. In terms of net migration, which is defined as the difference of immigrants and emigrants of an area within a period of time, Bossier Parish grew by 4,268 while Caddo Parish declined by 6,958. The difference in growth of population and net immigration can be explained by the number of births and deaths in the area during that time. The April 1, 2010 ACS 1-year estimate that Bossier Parish had a total population of 117,522 and Caddo Parish had a total population of 255,543. Thus, in terms of percentage growth, Bossier Parish grew approximately 7% from 2010 to 2014, or less than 2% per year, and Caddo Parish declined by approximately 1% during that time, or less than 0.25% per year. It should be noted that some of Caddo Parish's slight decline may be due to individuals who moved to Shreveport after Hurricane Katrina and have since returned to New Orleans.

Table 2 presents the change from July 1, 2013 to July 1, 2014. In this time, the Bossier Parish population grew by 1,216. During the same time period, the Caddo Parish population declined by 2,561. In terms of net migration, Bossier Parish grew by 331 while Caddo Parish declined by 1,027.

Tables 3-11 presents selected socioeconomic information from 2014 American Community Survey 1-Year Estimates for the state of Louisiana and the cities of Shreveport and Bossier City. Bossier City has a population estimate of 67,453 and Shreveport has 197,979. **Table 3** presents the detailed estimates by sex and age. Bossier City has 24,869 households and Shreveport has 74,512. Detailed household and family information is shown in **Table 5**.

Bossier City has 29,046 housing units and Shreveport has 89,846. Detailed housing unit information, such as occupancy and costs, is presented in **Table 6**. Of the occupied housing units listed in **Table 6**, approximately 5.3% of housing units, or 1,320 units, in Bossier City and 13.9%, or 10,349 units, in Shreveport are zero-car households.

Bossier City has 29,046 individuals in the civilian labor force and Shreveport has 89,846 in the civilian labor force. Detailed employment information is shown in **Table 7. Table 8** displays the modes of transportation that workers age 16 and older in the civilian labor force utilize to travel to work. Approximately 2.3% of workers in Bossier City and 2.7% of workers in Shreveport currently utilize public transportation to commute to work.

Table 10 presents the detailed income estimates. Bossier City has a median household income of \$49,195 and a per capita income of \$24,047. Shreveport has both a lower median household income at \$36,968 and lower per capita income at \$23,891. The median household incomes and per capita incomes in both cities are less than those in their respective parishes and the State of Louisiana averages.

Table 11 displays the detailed estimates for percentage of population below the poverty level by age group. Approximately 16.0% of the population in Bossier City and 25.2% of the population in Shreveport is below the poverty level.

An additional demographic profile from the 2010 U.S. Census for the state of Louisiana, Caddo and Bossier Parishes, and the cities of Shreveport and Bossier City is included in **Appendix E.**

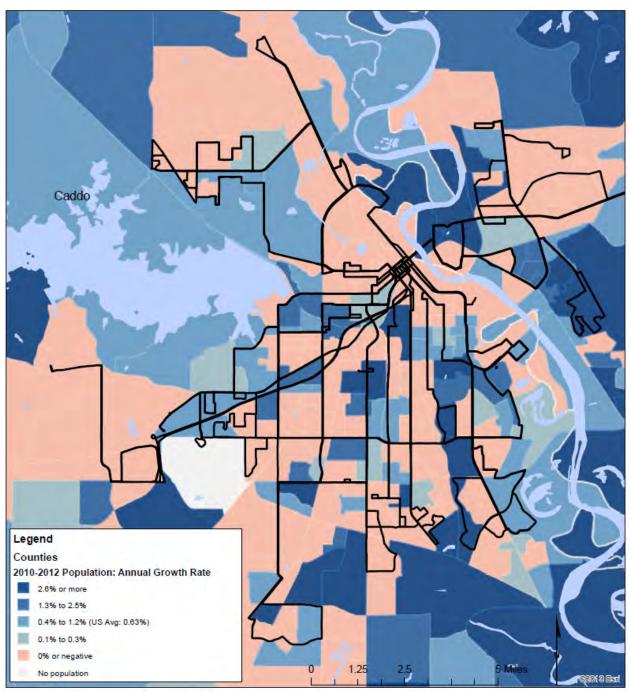


Figure 1. Shreveport Bossier Population Growth from 2010-2012

Source (ESRI)

Shreveport Public Transportation Planning Study Growth Patterns

Table 1. Caddo and Bossier Parish Population Change 2010 to 2014

2014 Population Estimate: April 1, 2010 to July 1, 2014	Total Population Change	Natural	Births	Deaths	Total Net Migration	International Migration	Domestic Migration
Bossier Parish	8,085	3,755	7,731	3,976	4,268	1,001	3,267
Caddo Parish	-2,366	4,775	16,105	11,330	-6,958	1,029	-7,987

Table 2. Caddo and Bossier Parish Population Change 2013 to 2014

2014 Population Estimate: July 1, 2013 to July 1, 2014	Total Population Change	Natural	Births	Deaths	Total Net Migration	International Migration	Domestic Migration
Bossier Parish	1,216	871	1,854	983	331	220	111
Caddo Parish	-2,561	1,027	3,696	2,669	-3,575	239	-3,814

Table 3. Total Population, Sex, and Age

2014 ACS 1-year Estimates	Louisiana	Bossier Parish	Caddo Parish	City of Bossier City	City of Shreveport
Total Population	4,649,676	125,064	252,603	67,453	197,979
Male	2,272,116	62,154	119,898	35,166	92,529
Female	2,377,560	62,910	132,705	32,287	105,450
Under 18	1,114,784	31,581	61,349	18,953	47,278
Over 65	631,170	15,826	37,649	8,844	30,000
Median Age	36.1	34.5	36.8	31.8	35.5

Table 4. Race and Ethnicity

2014 ACS 1-year Estimates	Louisiana	Bossier Parish	Caddo Parish	City of Bossier City	City of Shreveport
Total Population	4,649,676	125,064	252,603	67,453	197,979
White	2,919,142	91,550	119,316	44,248	75,071
Non-White	1,730,534	1,730,534	1,730,534	1,730,534	1,730,534
Black or African American	1,502,184	26,234	121,916	17,473	115,368
American Indian and Alaska Native	26,009	211	1,313	211	724
Asian	78,675	1,758	2,734	1,219	2,451
Native Hawaiian and Other Pacific Islander	2,816	1,414	126	1,357	183
Other (Includes Two or More Races)	120,850	120,850	120,850	120,850	120,850
Hispanic (Of Any Race)	223,889	8,049	6,992	5,709	4,774

Table 5. Households and Families

2014 ACS 1-year Estimates	Louisiana	Bossier Parish	Caddo Parish	City of Bossier City	City of Shreveport
Number of Households	1,718,194	47,072	94,854	24,869	74,512
Average Household Size	2.63	2.61	2.61	2.64	2.59
Number of Families	1,112,659	32,079	57,910	17,027	44,393
Average Family Size	3.3	3.2	3.42	3.22	3.44

Table 6. Selected Housing Characteristics

2014 ACS 1-year Estimates	Louisiana	Bossier Parish	Caddo Parish	City of Bossier City	City of Shreveport
Total Housing Units	2,011,037	54,048	112,721	28,285	88,685
Occupied Units	1,718,194	47,072	94,854	24,869	74,512
Homeowner Occupied Rate	64.4%	61.0%	59.8%	49.7%	53.8%
Zero Vehicle Units	151,201	1,892	11,500	1,320	10,349
Zero Vehicle Rate	8.8%	4.0%	12.1%	5.3%	13.9%
Median Housing Unit Value	\$143,600	\$155,400	\$123,600	\$151,000	\$129,700
Renter Occupied Rate	35.6%	39.0%	40.2%	50.3%	46.2%
Median Gross Rent	\$801	\$955	\$790	\$954	\$810
Vacant Units	292,843	6,976	17,867	3,416	14,173
Homeowner Vacancy Rate	2.0%	0.0%	3.5%	0.0%	4.1%
Rental Vacancy Rate	8.4%	6.0%	10.2%	7.5%	9.7%

Table 7. Employment

2014 ACS 1-year Estimates	Louisiana	Bossier Parish	Caddo Parish	City of Bossier City	City of Shreveport
Population 16 years and over	3,655,824	96,768	197,389	50,301	155,048
Civilian Labor Force	2,180,626	59,373	113,735	29,046	89,846
Employed	2,018,024	55,150	105,334	27,546	83,083
Unemployed	162,602	4,223	8,401	1,500	6,763
Percent Unemployed	7.46%	7.11%	7.39%	5.16%	7.53%
Not in Labor Force	1,461,343	34,341	82,972	18,779	64,615
Percent Not in Labor Force	40.0%	35.5%	42.0%	37.3%	41.7%

Table 8. Commute Characteristics

2014 ACS 1-year Estimates	Louisiana	Bossier Parish	Caddo Parish	City of Bossier City	City of Shreveport
Workers 16 years and over	1,987,108	57,861	104,105	29,821	81,952
Car, truck, or van - drove alone	1,634,035	49,971	89,124	25,707	69,829
Car, truck, or van - carpooled	194,386	4,253	7,843	1,955	6,015
Public transportation (excluding taxicab)	28,810	71	2,187	71	2,187
Walked	36,868	864	1,512	691	1,221
Other Means	40,649	494	846	306	801
Worked at home	52,360	2,208	2,593	1,091	1,899
Mean travel time to work (Minutes	25.4	22.0	22.1	17.5	21.0

Table 9. Employment Sectors

2014 ACS 1-year Estimates	Louisiana	Bossier Parish	Caddo Parish	City of Bossier City	City of Shreveport
Civilian employed population 16 years and over	2,018,024	55,150	105,334	27,546	83,083
Agriculture, forestry, fishing and hunting, and mining	99,104	3,616	3,973	1,297	2,075
Construction	158,119	3,651	4,664	1,763	3,137
Manufacturing	157,746	2,840	6,684	1,376	4,622
Wholesale trade	54,842	1,427	3,285	769	2,017
Retail trade	248,019	5,936	13,118	3,208	10,067
Transportation and warehousing, and utilities	105,725	2,439	6,275	904	4,838
Information	33,545	824	2,618	256	2,149
Finance and insurance, and real estate and rental and leasing	96,438	2,561	3,418	1,062	2,804
Professional, scientific, and management, and administrative and waste management services	171,299	4,594	10,254	2,404	8,364
Educational services, and health care and social assistance	460,797	12,683	28,812	7,053	23,715
Arts, entertainment, and recreation, and accommodation and food services	213,696	6,825	11,092	4,002	10,060
Other services, except public administration	108,836	2,429	7,048	862	6,028
Public administration	109,858	5,325	4,093	2,590	3,207

Table 10. Income

2014 ACS 1-year Estimates	Louisiana	Bossier Parish	Caddo Parish	City of Bossier City	City of Shreveport
Total households	1,718,194	47,072	94,854	24,869	74,512
Less than \$10,000	177,329	2,833	13,612	1,003	10,773
\$10,000 to \$14,999	118,616	2,419	6,879	1,331	5,716
\$15,000 to \$24,999	215,398	4,733	13,324	2,674	11,035
\$25,000 to \$34,999	189,281	5,102	9,878	2,945	7,768
\$35,000 to \$49,999	237,030	7,997	13,039	4,656	11,173
\$50,000 to \$74,999	276,899	8,965	14,665	5,139	11,026
\$75,000 to \$99,999	177,089	6,063	8,198	2,990	6,474
\$100,000 to \$149,999	197,503	5,908	9,182	2,640	6,270
\$150,000 to \$199,999	67,751	1,989	2,514	863	1,718
\$200,000 or more	61,298	1,063	3,563	628	2,559
Median household income (dollars)	\$44,555	\$50,704	\$39,315	\$49,195	\$36,968
Per capita income (dollars)	\$24,800	\$25,378	\$24,475	\$24,047	\$23,891

Table 11. Poverty Status

2014 ACS 1-year Estimates	Louisiana	Bossier Parish	Caddo Parish	City of Bossier City	City of Shreveport
All people	19.80%	14.40%	24.20%	16.00%	25.20%
Under 18 years	27.90%	23.30%	37.80%	27.60%	39.80%
18 to 64 years	18.20%	12.20%	21.90%	12.60%	22.70%
65 years and over	12.80%	7.00%	10.80%	6.10%	11.60%
People in families	16.80%	12.90%	22.00%	16.00%	23.30%

Table 12. Educational Attainment

2014 ACS 1-year Estimates	Louisiana	Bossier Parish	Caddo Parish	City of Bossier City	City of Shreveport
Population 25 years and over	3,060,688	81,147	167,702	41,911	130,613
Less than 9th grade	174,289	2,518	7,973	1,416	6,247
9th to 12th grade, no diploma	328,214	6,044	17,635	2,793	14,513
High school graduate (includes equivalency)	1,033,528	25,266	55,883	13,504	42,641
Some college, no degree	657,995	20,884	39,677	9,968	31,141
Associate's degree	165,066	7,007	8,550	3,585	5,377
Bachelor's degree	463,860	12,463	25,528	6,504	20,340
Graduate or professional degree	237,736	6,965	12,456	4,141	10,354

PERFORMANCE BASED PLANNING AND PROGRAMMING

Performance Based Planning and Programming is a step-by-step process. Established goals relate directly into specific, measureable and realistic objectives, which are then developed in connection with the performance measures. In turn, objectives and performance measures are used to develop targets, which serve as a basis for selecting and analyzing strategies.

The application of Performance Based Planning and Programming (PBPP) for transit agencies receiving FTA funds is prescribed in the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law on July 6, 2012. The Act placed an increased importance on performance management within FTA's transit programs. Further, the Act requires the use of performance-based approaches within transportation and transit planning. The use of a performance-based approach to transportation and transit planning and programming leads to the following benefits:

- Improved investment decision making;
- Improved return on investments and resource allocation;
- Improved system performance;
- Increased accountability and transparency; and
- Shows the link between funding and performance.

The Performance Based Planning and Programming Guidebook (September 2013) published by the United States Department of Transportation, Federal Highway Administration (FHWA) describes the PBPP process and provides examples of successful applications in order to assist transit agencies in developing their own planning and programming activities.

At the time this section of the document, "Performance Based Planning & Programing" was being developed, the Department of Transportation (DOT) rulemaking process for system performance measures and transit programs was still on-going and the final rules had not been published. There are five critical purposes within Performance Based Planning and Programming:

- 1. Defining and clarifying goals.
- 2. Monitoring or tracking performance over time.
- 3. Target setting.
- 4. Policy-making and investment decision-making.
- 5. Assessing the effectiveness of projects and strategies.

In general, performance measures are a tool that is used in converting broad goals into measurable objectives. It is important that the goals are realistic and measureable. Once a goal is defined, then its performance needs to be tracked on a regular basis. Within transit operations, tracking on a monthly and yearly basis is common; however, newer technologies in place do allow tracking to occur on an hourly, daily and weekly basis. This allows poor performance to be managed and improved well before it becomes a problem. In order to track a goal, a target must be set so that what is to be achieved is made clear. The ease or difficultly in achieving a goal then becomes the driver for comparing policy and making decisions.

Transit Cooperative Research Program (TCRP) conducts research for and is sponsored by the Federal Transit Administration (FTA) and offers implementable solutions to challenges in the transit industry. TCRP REPORT 88 - A Guidebook for Developing a Transit Performance-Measurement System Research provides guidance on performance measures and their use in transit.

The report recommends that transit agencies developing or adjusting performance measures start out small and expand through time. The following are areas for which to develop performance measures:

- Service availability;
- Service delivery;
- Safety and security;
- Community impact;
- Maintenance;
- Financial performance; and
- Agency administration.

Recent technological improvements at SporTran, namely the installation of Automated Vehicle Locator (AVL) system and Automated Passenger Count (APC) system, allow detailed reporting and are applicable to tracking and measuring performance. Information is easily available for potential performance measures such as passenger boarding and alighting, fare box recovery, on-time performance, and service coverage.

Automatic Vehicle Location

The AVL system that SporTran is using collects real time data of the location of buses for use in dispatching and also provides real-time bus arrival information to passengers. The system also collects operational data for bus arrival and departure times and is easily reportable in a variety of formats. The information includes:

- Arrival and departure times;
- Dwell times;
- Travel times and speeds;
- Travel time variability between days, times of day, and different operators;
- On-time performance; and
- Early and Late Departures.

Automatic Passenger Counts

SporTran has recently installed and tested its APC equipment. The system automates the collection of passenger boarding and alighting data. This reduces the need for manual ride checks and provides system- and route-level ridership data to be available in real-time. SporTran's AVL and APC systems collect the number of people boarding or alighting at individual stops. The data that can be reported from the system includes:

- Stop, route, and system-level ridership;
- Passenger loads by location;
- Passenger miles;

In addition to these technological improvements, SporTran is developing a trip planner application. When the trip planner comes online, frequency of use collected from riders could be used to measure customer loyalty and customer satisfaction depending on how often a rider uses the application. The information could also supplement the AVL/APC data that is collected.

It is recommended that SporTran select one or two performance measures from each category from the list below for initial tracking and development of a baseline for future comparison.

Service Availability

- Service coverage
- Route coverage;
- Frequency;
- Hours of Service; and
- Stop Accessibility.

Service Delivery

- Missed trips;
- Complaint rate;
- Route directness;
- On-time performance;
- Customer response time;
- Passenger load;
- Reliability factor;
- Transit-auto travel time;
- Number of fare media sales outlets;
- Customer satisfaction;
- Headway regularity;
- Passenger environment; and
- Customer loyalty.

Safety and Security

- Accident rate;
- Number of incidents of vandalism;
- Crime rate;
- Number of vehicles with specified safety devices;
- Passenger safety; and
- Ratio of police officers to transit vehicles.

Community Impact

- Personal economic impact;
- Demographics;
- Communications;
- Mobility;
- Service equity;
- Community economic impact;
- Environmental impact; and
- Visual impact.

Maintenance

- Road calls;
- Average spare ratio vs. scheduled spare ratio;
- Fleet cleaning;
- Maintenance work orders: model vs. fleet;
- Average life of vehicle components;
- Average age of vehicle components;
- Mean vehicle age;
- Maintenance program effectiveness; and
- Fleet maintenance performance.

Financial Performance

- Ridership;
- Productivity;
- Cost-effectiveness;
- Cost efficiency;
- Energy consumption; and
- Risk management.

Agency Administration

- Percent positive drug/alcohol tests;
- Employee productivity;
- Employee relations;
- Employee work days lost due to injury; and
- Administrative performance.

DOWNTOWN CIRCULATOR

This section discusses the concept of a downtown circulator in conjunction with SporTran's planned new intermodal bus facility that is under construction on Murphy Street.

Summary

Currently, SporTran runs a traditional hub-and-spoke type transit system. Most of the bus route routes go through downtown Shreveport on the way to the terminal and the downtown itself has had good transit coverage (Figure 1). When bus operations begin at the new intermodal bus facility located on Murphy Street, many of the bus routes currently serving the Crockett Street location will follow adjusted routes that do not bring the larger busses through downtown Shreveport.

Although it will provide more efficient bus operations and reduce traffic congestion at the Crockett Street location, the new intermodal bus facility has raised some concerns for the fate of downtown Shreveport. A 2014 Community Planning Assistance Team study conducted by the American Planning Association (APA) made the following assessment"

The existing Downtown Transit Center is a critical downtown anchor and the proposal to relocate it out of Downtown creates several challenges for Downtown revitalization, including:

- Reduced transit service with direct access to/from Downtown destinations (i.e. without requiring transfers).
- Reduced legibility and cohesiveness of the Downtown transit network and exacerbating the low number and visibility of bus stops Downtown.
- Creation of another vacant structure Downtown.

In order to continue to provide good transit coverage in the downtown and continued use of the Crockett Street location for valet parking or other reuses, a downtown circulator has been proposed. The APA team proposed a circulator that serves the current Crockett Street location (Figure 2), but does not connect to the new intermodal bus facility. Discussion with SporTran led to a modified downtown circulator that also connects with the new intermodal bus facility that is currently under construction (Figure 3).

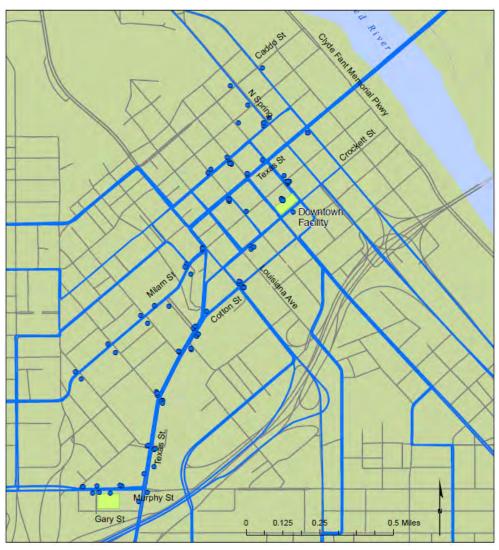


Figure 1. Existing Downtown Transit Coverage.

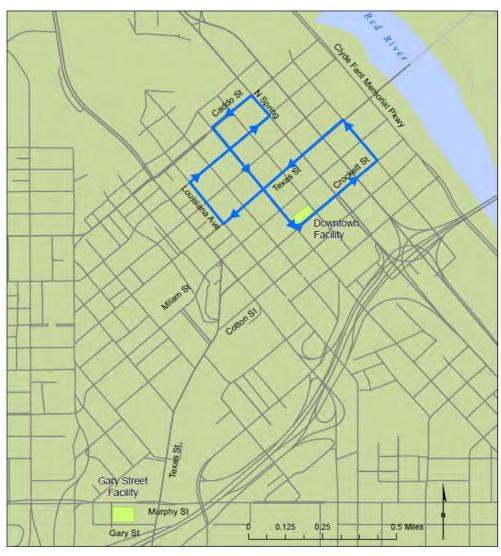


Figure 2. Proposed 2014 APA Downtown Circulator.



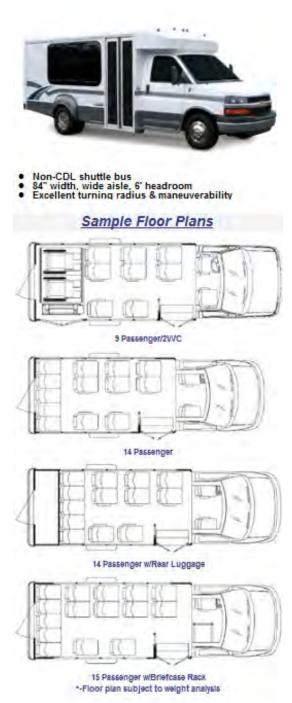
Figure 3. Modified Downtown Circulator.

Proposed Downtown Circulator

The proposed circulator will operate in a one-way direction on a 10 to 15 minute headway or frequency. It will serve governmental offices; social service providers; the main public library; the convention center; community colleges and universities; and private employers including the riverfront and casinos. Additionally, it will serve Festival Plaza, which hosts year round events and the Shreveport Farmers' Market, which due to its success, has created a Saturday morning parking challenge.

While using the circulator would require a transfer for fixed-route riders, other planned transfer locations within the bus system will improve overall bus system performance and provide riders more flexibility in trip planning. It should be noted that riders are already required to transfer at the "hub" on Crockett Street. The transfer locations will allow riders to navigate the system without a forced trip downtown. The additional transfer locations include the Airport, University Hospital, Southern Hospital and one in the Cedar Grove neighborhood.

Figure 2. Typical Shuttle Bus.



The downtown circulator will use a smaller vehicle type similar to the one shown in Figure 2. A smaller vehicle is less expensive to operate and produces fewer emissions.

PUBLIC INVOLVEMENT

Summary

Public Involvement included both stakeholder and public meetings. Based on the input at the meetings and associated comments, routes modifications were implemented so that the final Public Transportation Planning Study recommendation encompasses the needs of the public.

Stakeholder Meeting

A stakeholder meeting and individual stakeholder interviews were held at the beginning of the study to receive the stakeholder's candid thoughts on the state of the bus system. The stakeholders included representatives from LSU-Shreveport, the Shreveport Downtown Development Authority, Shreveport Chamber of Commerce, Bossier Chamber of Commerce, Bossier Parish Community college, Southern University, Barksdale AFB, Shreveport Regional Arts Council, Strategic Council, North Central Louisiana Interfaith, and Vintage Realty Company. The most common requests from the meeting and interviews include:

- Offering student-discounted fares
- Extended evening service for students in night classes
- Additional local service in south Shreveport

Public Meetings

Public Outreach Meeting #1

The first Public Outreach meeting, held on November 20, 2014, was an open house style meeting held at the First United Methodist Church in Shreveport, Louisiana from 4:00 pm to 7:00 pm. The meeting's purpose was to receive public input on the proposed circulator concept as opposed to the existing hub-and-spoke transit system. Scanned copies of the written comments are presented in **Appendix A**.

Public Outreach Meeting #2

The second Public Outreach meeting, held on September 10, 2015, ran from 4:00 pm to 7:00 pm at the First United Methodist Church in Shreveport, Louisiana. A meeting was also held on the morning of September 10, 2015 from 9:00 am to 11:00 am that included a project briefing with Mayor Ollie Tyler, CAO Brian Crawford, members of the council, and staff from NGOs, NLCOG, and SPORTRAN. The group reviewed the proposed modifications to the bus system associated with the new intermodal transit facility that is under construction and other system changes.

The second session was focused on soliciting public input regarding the recommendations for modified routes and services for SPORTRAN after the pending relocation of the downtown transfer center to the new intermodal bus facility on Murphy Street. There were 63 participants and 10 written comments, as well as several verbal comments. Scanned copies of the sign-in sheet and written comments are presented in **Appendix B**.

Summary of Public Comments

Public comments were collected at both Public Outreach meetings, and for 30 days following each meeting. The comments are displayed in full in **Appendices A and B**.

Public Meeting #1

There were 23 written comments provided at the first Public Outreach meeting on November 20, 2014, as shown in **Appendix A.** The most common requests include:

- Improved amenities such as covered, heated, lit, safe bus stops, cell phone charging stations, on-board Wi-Fi, and increased abilities to purchase bus passes.
- Extended Sunday service, including both an extension of hours and routes
- Increased awareness of proposed and completed changes
- Extended night route service, including both frequency and routes
- Continuing and Extension of down town services near the existing terminal, Courthouse, Library, schools, and casinos
- Increased service to stores and work places, such as Wal-Mart, Dollar General, and McDonalds.
- Improved security and enforcement at the proposed bus terminal

Public Meeting #2

There were 10 written comments and several verbal comments provided the second session of the Public Outreach Meeting on September 10, 2015, as shown in **Appendix B**. Based on the comments received, adjustments were made to the Airport to Cedar Grove, Line Avenue, and Pines Road routes. The revisions include:

- Airport to Cedar Grove extended service south from Hollywood on Broadway and Kennedy avenues.
- Line Avenue run service on Cotton St.; Marshall St.; Lake Ave.; Fairfield Ave; Louisiana Ave., and Stoner to Line Ave. to maintain transit service to that area.
- Pines Road extended service west along W 70th street to Bert Kouns to Pines Road and the Teleperformance call center.

SUMMARY OF PROPOSED TRANSIT SYSTEM MODIFICATIONS

SporTran runs a traditional hub-and-spoke type transit system where all routes terminate at the downtown facility. This type of system typically requires riders that need to transfer to travel to the downtown terminal before making connections with other routes and often results in longer travel times for passengers. Over time, the existing routes were deviated off of main thoroughfares and into neighborhoods, further increasing travel time. With route modifications required in order to access the new intermodal bus facility, it was decided to evaluate additional ways to improve travel time and efficiency without reducing service.

Based on the Farebox Analysis, Growth Patterns, future Performance Based Planning and Programming Guidance, and Stakeholder and Public Involvement input, proposed transit route improvements and modifications were developed, including a proposed downtown circulator.

Modifications

During the course of the study, other planned transfer locations were identified within the bus system including the Cedar Grove Transfer Facility, the Airport, University Hospital, and Southern University. These three transfer facilities will improve overall bus system performance and provide more flexibility in trip planning. The Cedar Grove Transfer Facility located in south Shreveport, provides an opportunity to connect routes in south Shreveport without a trip downtown. This made system east-west movements more efficient with improved travel time. It should be noted that during the stakeholder and community meetings, the lack of east-west movement in the system was repeatedly mentioned. Bus routes in south Shreveport were then routed to the Cedar Grove transfer facility along main thoroughfares and service shifted off of neighborhoods' local streets to improve east-west connectivity and bus system performance. When service was shifted from neighborhoods' local streets, the distance was no more than 4 blocks. In areas where the shift to main thoroughfares was more than 4 blocks, neighborhood circulators using smaller vehicles were introduced.

In central Shreveport, a loop operating on Murphy Street, Linwood Avenue, West 70th Street, and North Hearne Avenue was developed which provides service and transfers with the new intermodal bus facility, University Hospital Park and Ride, and the new Cedar Grove transfer facility. This route serves areas with the highest ridership in the system.

In north Shreveport, similar modifications were proposed with the establishment of a transfer location at Southern University and the introduction of a neighborhood circulator using smaller vehicles. Routes connecting at the airport transfer will provide improved coverage for west Shreveport.

Improved bus routes, modifications, and circulators were developed in close coordination with SporTran. Each route was developed in detail using GIS. The figure "Proposed Transit System" on the following page identifies all proposed routes as well as the downtown circulator. Each proposed route is delineated individually in GIS format and included in **Appendix C**.

The proposed modifications were presented to agency officials and the public on September 10, 2015. The general consensus was the transfer facilities and modified routes provided more flexibility for passengers and the ability for more direct connections to their destinations, along with improved overall bus system performance.

Shreveport Routes

Airport to Cedar Grove Allendale Extension Allendale Broadmoor Cedar Grove to LSU-S Central Loop Downtown Circulator **EW** Circulator Highland Circulator Fairgrounds Gary St. to Cedar Grove Gary St. to University Hospital *Jewella* Avenue Line Avenue M.L.K. Jr M.L.K. Jr Circulator V Pines Road Queensboro SE Circulator SE Circulator Extension South Circulator SW Circulator Activity Center / Destinations Future Urban/Rural Nodes Transfer Facility

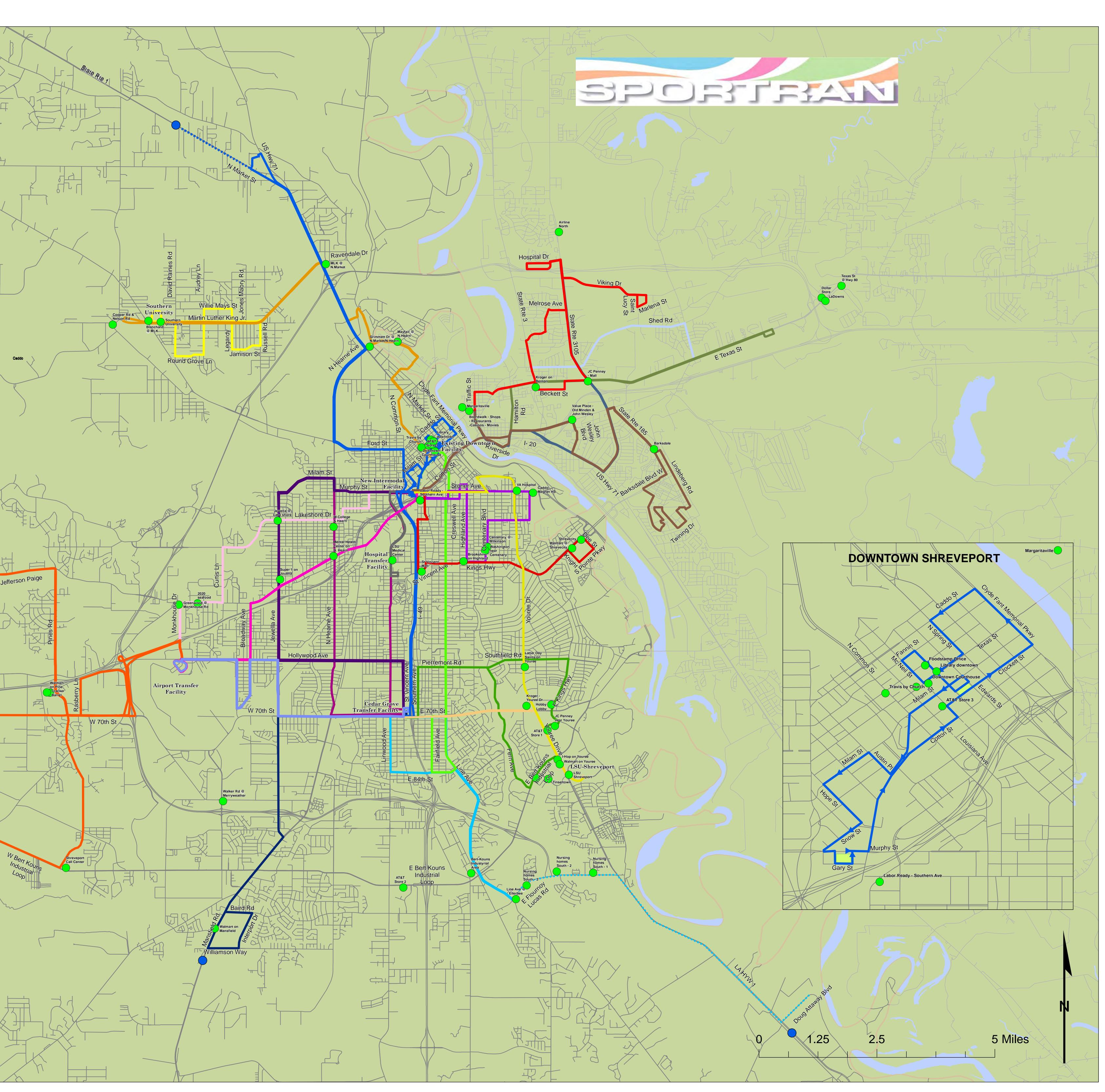
Bossier City Routes

- 501
- Barksdale North Bossier
 - East Bossier

~_____

- 601

Proposed Transit System





APPENDIX A: PUBLIC OUTREACH SESSION #1 – PUBLIC COMMENTS November 20, 2014 Input on Proposed Downtown Circulator

Notes

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Name: Chros Lyon 4/20/14 318.294.1143. chrisplyon@gmail.com

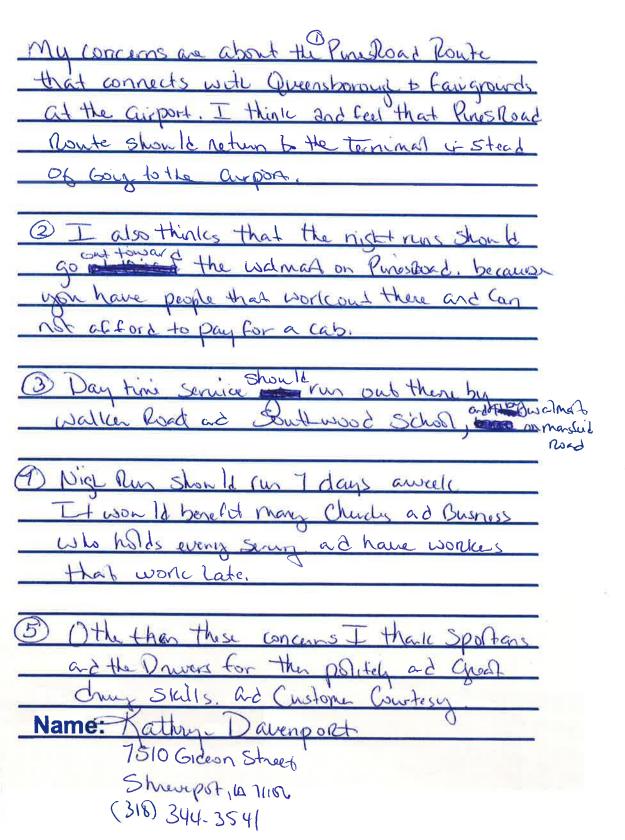
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Shreveport Public Transportation Planning Study Appendix B

APPENDIX B: PUBLIC OUTREACH SESSION #2 – PUBLIC COMMENTS September 10, 2015

Input on all Service Change Recommendations

Sign-In Sheet	Open House Public Meeting September 10, 2015, 4:00 P.M. to 7:00 P.M.		Caddo & Bossier Parishes, Louisiana First United Methodist Church	Te Address Areveport, LA - At near of lexas surget, would for a	125 421 Persinner DR 71115 Colower Brinker Gosper	WINDELL SPORTRAN SPORTRAN	PANGE CB24 WESt OMAR BUD Trider	3 3003 Elm St. Sportran	heard)	was 6 206 West March BC 71112	Sizzan S	list reduction 3t THC/ Rider	Kents 1/15 George Arold	in Mo Dalzell Street	W M 3896 WINTERDON V SOCITOR	Marken 14177 Andress Charles Charles C
		Northwest Louisiana Council of Governments		Name	TENT HUES	Janice Campbell	MARGO. B TANGE	Ferand Wills	alich Spend	Jun Spans	Columbarius Paran .	Frittennie liest	Marvey Karas	I P Chi J	FUN letter In	Mr. V. K. P. M.

Sign-In Sheet Open House Public Meeting 2015, 4:00 P.M. to 7:00 P.M. Shreveport Public Transit Study Public Outreach Session #2 Caddo & Bossier Parishes, Louisiana First United Methodist Church t, LA - At Head of Texas Street, Room 101	Affiliation				HHANNED CitiZen
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Sign-In Sheet Open House Public Meeting September 10, 2015, 4:00 P.M. to 7:00 P.M. Shreveport Public Transit Study Public Outreach Session #2 Caddo & Bossier Parishes, Louisiana First United Methodist Church On Street, Shreveport, LA - At Head of Texas Street, Room 101	Affiliation	Le. 7104 Juithlu Cityen	101		, Shulle	Citizen	Dide	(Hilicen
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Notesting September 10, 2015, 4:00 P.M. to 7:00 P.M. September 10, 2015, 4:00 P.M. to 7:00 P.M. September 10, 2015, 4:00 P.M. to 7:00 P.M. Manual Lonson Common September 10, 2015, 4:00 P.M. to 7:00 P.M. Stateword September 10, 2015, 4:00 P.M. to 7:00 P.M. Stateword September 10, 2015, 4:00 P.M. to 7:00 P.M. Stateword Stateword Stateword <th>MOLDING and CUMA QUEDE</th>	MOLDING and CUMA QUEDE
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Caddo & Bossier Parishes, Louisiana September 10, 2015, 4:00 P.M. to 7:00 P.M. **Shreveport Public Transit Study** Public Outreach Session #2 **First United Methodist Church Public Comment Sheet Open House Public Meeting** 500 Common Street, Shreveport, LA - At Head of Texas Street, Room 101 Û SOMe 0,550 202 SOP 9000 **Please Comment** 44 A, UCNU ろいと 6 C Northwest Louisiana Council of Governments 40 104 61 3 noon 00

Public Comment Sheet Public Comment Sheet Northweat Louisiana Council of Governments September 10, 2015, 4:00 P.M. to 7:00 P.M. Shreveport Public Transit Study Public Outreach Session #2 Caddo & Bossier Parishes, Louisiana First United Methodist Church BLOCO Common Street, Shreveport, LA - At Head of Texas Street, Room 101	apprectate having the bus drivers help to get to imy needful destinations. It is contexting to be able to apply for a job jeven though I don't have my own funsportation. The schedules are fair and the contrate help plan ahead for the day. I din hypy to be able to leave plan ahead for the day. I am secure to know the contrate of home how that the part of the night service. Thank you aff, drivers, dispatch and the city of Streveport "for "bor	ping me and my six children. Tammie w Cade 2735 Souther All
Northwest Louisiana Counci	T apprecia T apprecia to apply nee transportation betwee low of get home t	

Public Comment Sheet Public Comment Sheet Open House Public Meeting September 10, 2015, 4:00 P.M. to 7:00 P.M. Shreveport Public Transit Study Public Outraach Session #2 Cada do Session #2 Cada do Session #2 Cada to Pase Please Comment A. Niccol to Pase Please Please Comment A. Niccol to Pase Please Please Comment A. Niccol to Pase Please Plea

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	Public Comment Sheet Public Comment Sheet Northwest Louisiana Council of Government Northwest Louisiana Council of Government Monthwest Council of Council	Please Comment	le vy satisfiel with thus zervice	Time scholule is align accound attra to her	7								
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N II Open House Public Meeting
Northwest Louisiana Council of Governments Northwest Louisiana Council of Governments Caddo & Bossier Parishes, Louisiana
500 Common Street, Shreveport, LA - At Head of Texas Street, Room 101 Please Comment
consider extenting current route the ends at 704 + Pine Rd. Extend the
Ave turning Left to Lewis LA. Hurning Left on Navota St which would take you back to West Port St. I think putting at least
- 0
Bus step Joth + West brock
John AUZENNE (318) 572-0763

Public Comment Sheet Open House Public Meeting September 10, 2015, 4:00 P.M. to 7:00 P.M. Shreveport Public Transit Study Public Outreach Session #2 Caddo & Bossier Parishes, Louisiana First United Methodist Church Please Comment	duis Cultury in the busses that in Circ , The busses that Bloattmood A ightand 7 flat wit and on chest curea nit and any loge that our sell free & man on 13172 Dest S.
Northwest Louisiana Council of Governments 500 Common Street, Shreveport Please Comment	Their an an and a contract 300 families from Mandreel 24 to Stories are write able mere Bro are electric the Bro or electric the Bro incerted the Bro prove at the Drie of Alas incerted brited out dela

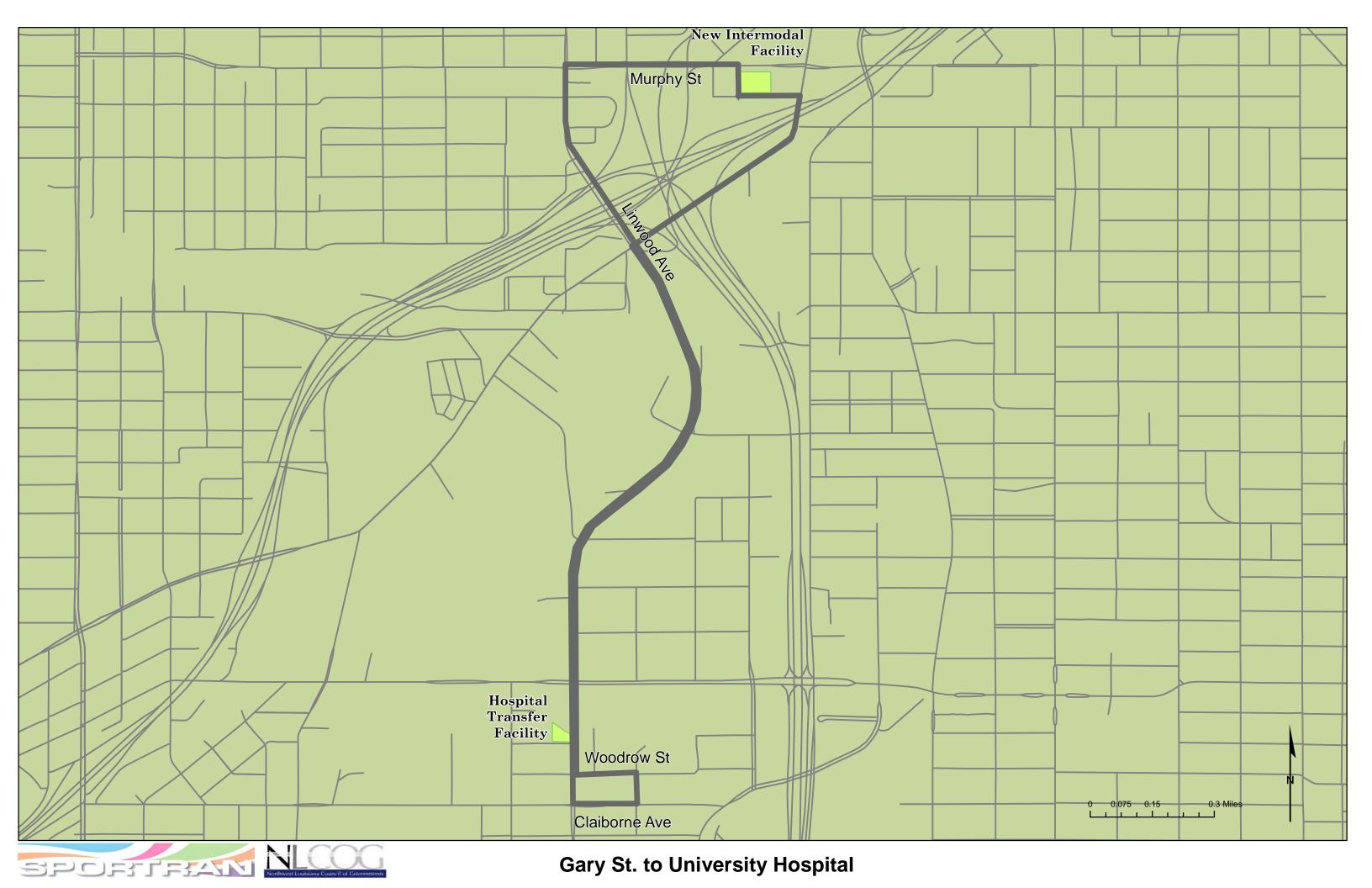
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September 10, 2 Software Louisiana Council of Covernments 500 Common Street, Shreveport, Please Common treet, Shreveport	MX CONTRATS Are NOT CO but hore on the Adtitu	

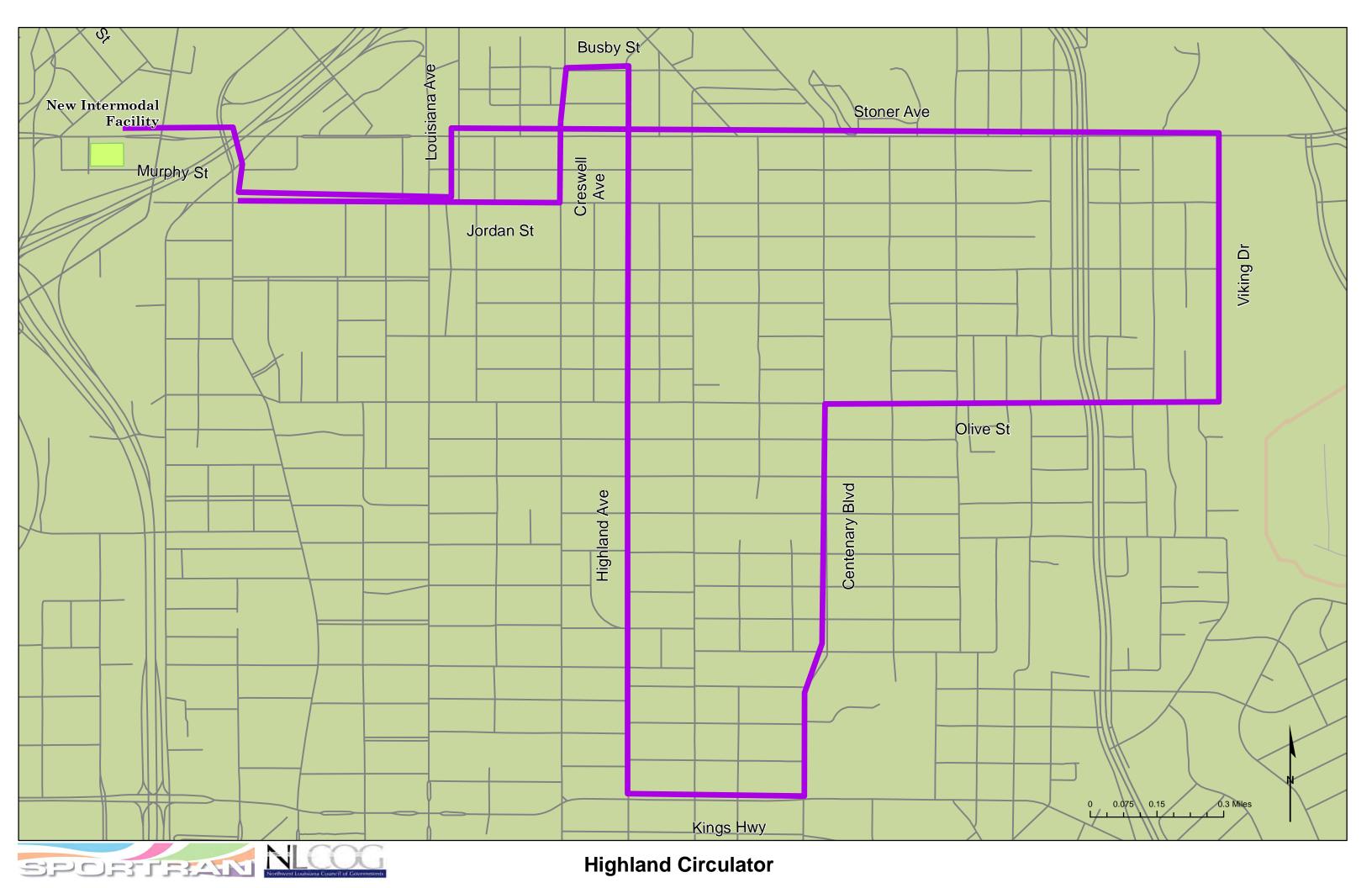
Public Comment Sheet	Northwest Louisiana Council of Governments Northwest Louisiana Council of Governments	Caddo & Bossier Parishes, Louisiana First United Methodist Church 500 Common Street, Shreveport, LA - At Head of Texas Street, Room 101	Please Comment	o the diver always Pull off before sager get the chance to sit down.			
	Northwest Louisiana Counc			Why Do th the Rassager			

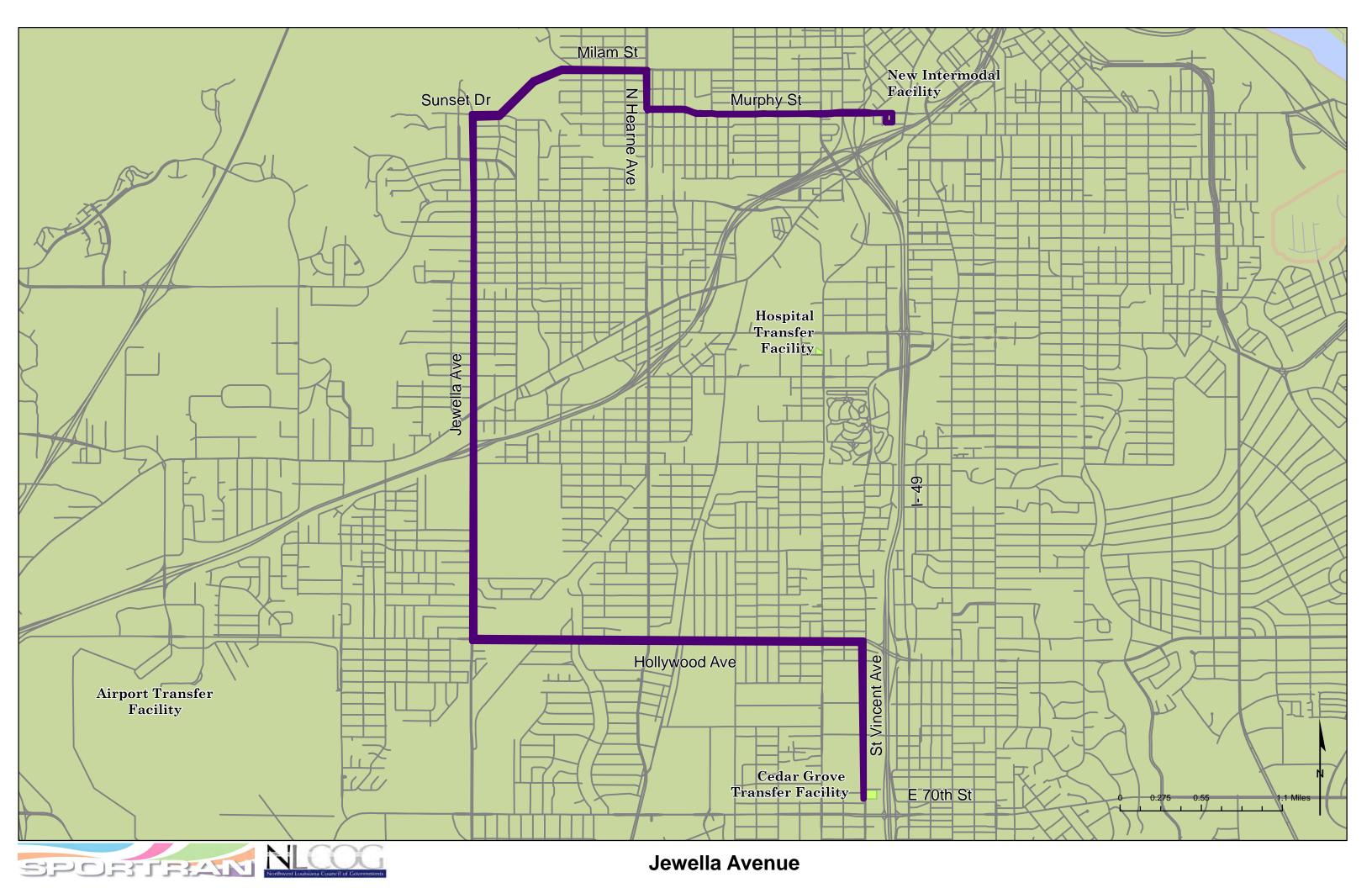
Public Comment Sheet September 10, 2015, 4:00 P.M. to 7:00 P.M. **Shreveport Public Transit Study Public Outreach Session #2 Caddo & Bossier Parishes, Louisiana First United Methodist Church Open House Public Meeting** 500 Common Street, Shreveport, LA - At Head of Texas Street, Room 101 30 **Please Comment** Northwest Louisiana Council of Governments

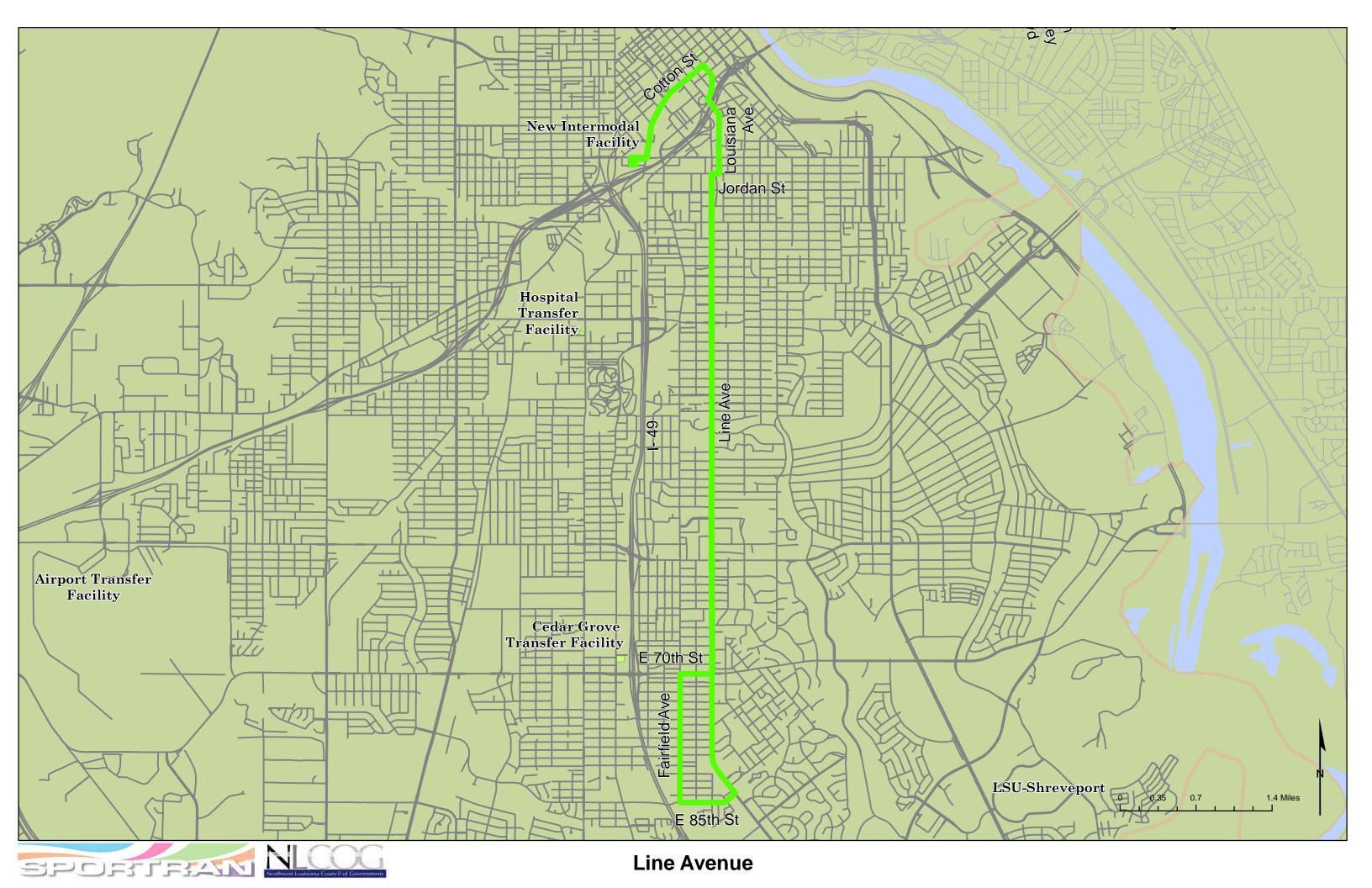
APPENDIX C: PROPOSED TRANSIT ROUTES

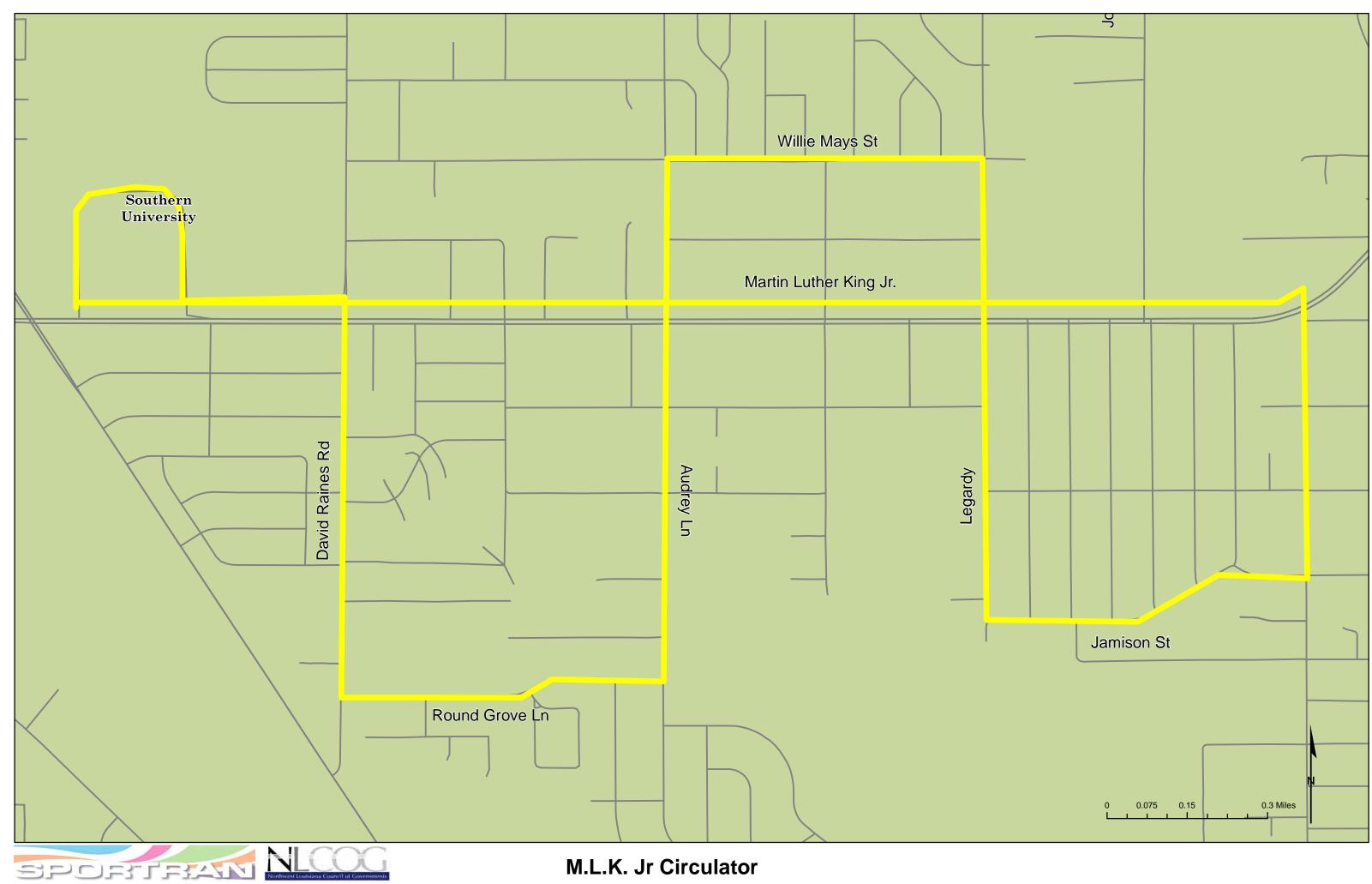




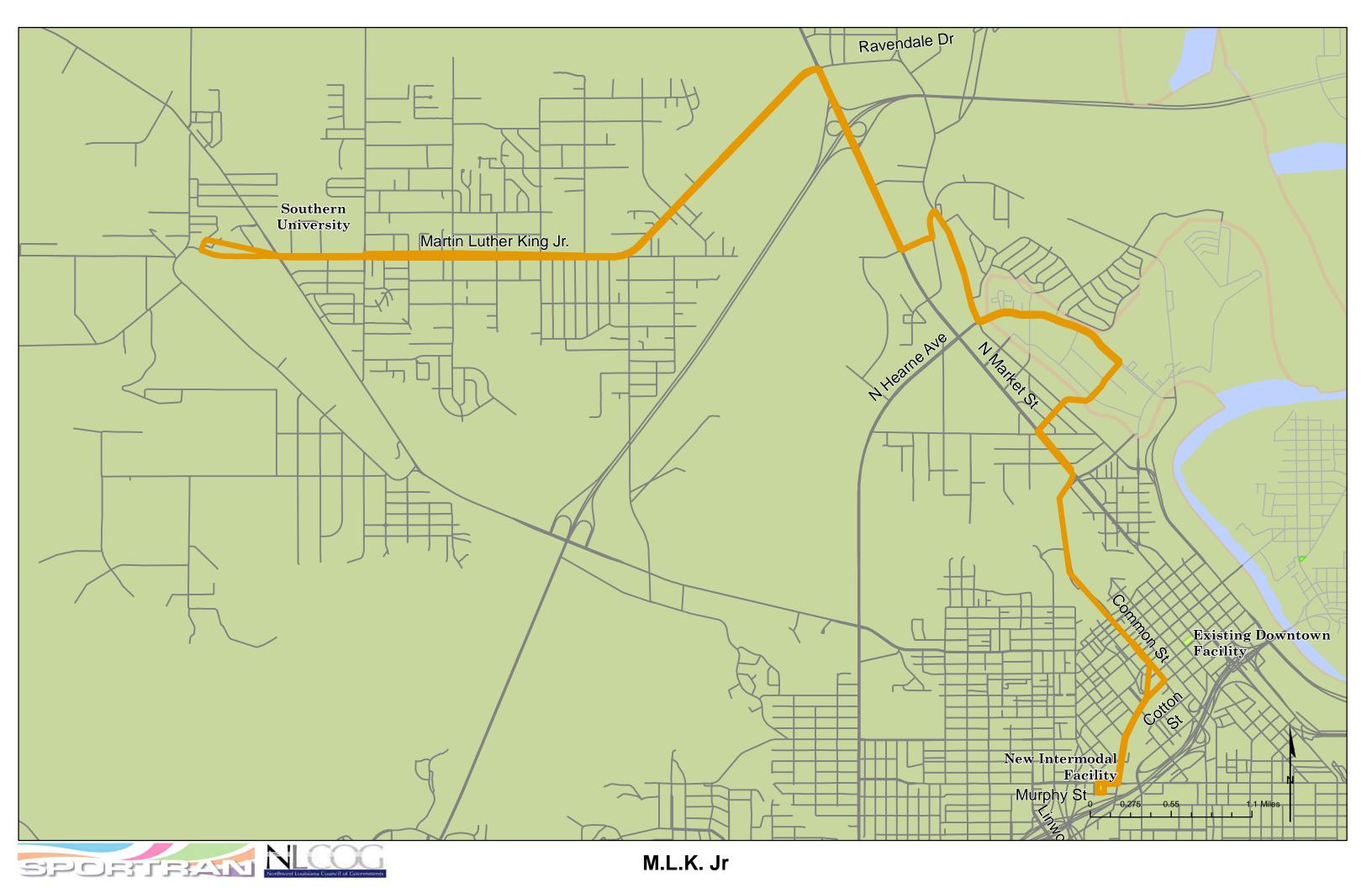




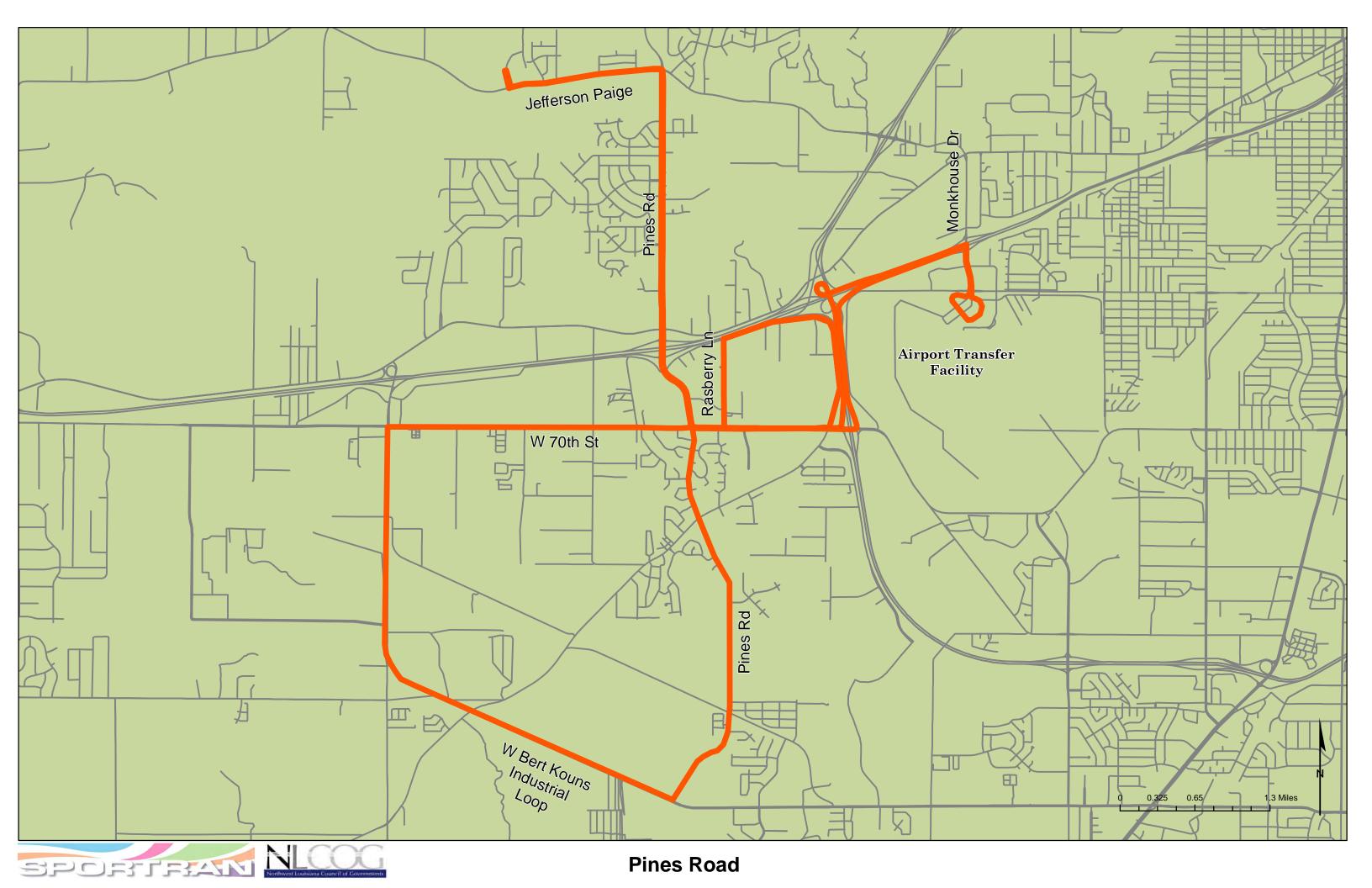




M.L.K. Jr Circulator







Shreveport Routes

Airport to Cedar Grove Allendale Extension Allendale Broadmoor Cedar Grove to LSU-S Central Loop Downtown Circulator **EW** Circulator Highland Circulator Fairgrounds Gary St. to Cedar Grove Gary St. to University Hospital *Jewella* Avenue Line Avenue M.L.K. Jr M.L.K. Jr Circulator V Pines Road Queensboro SE Circulator SE Circulator Extension South Circulator SW Circulator Activity Center / Destinations Future Urban/Rural Nodes Transfer Facility

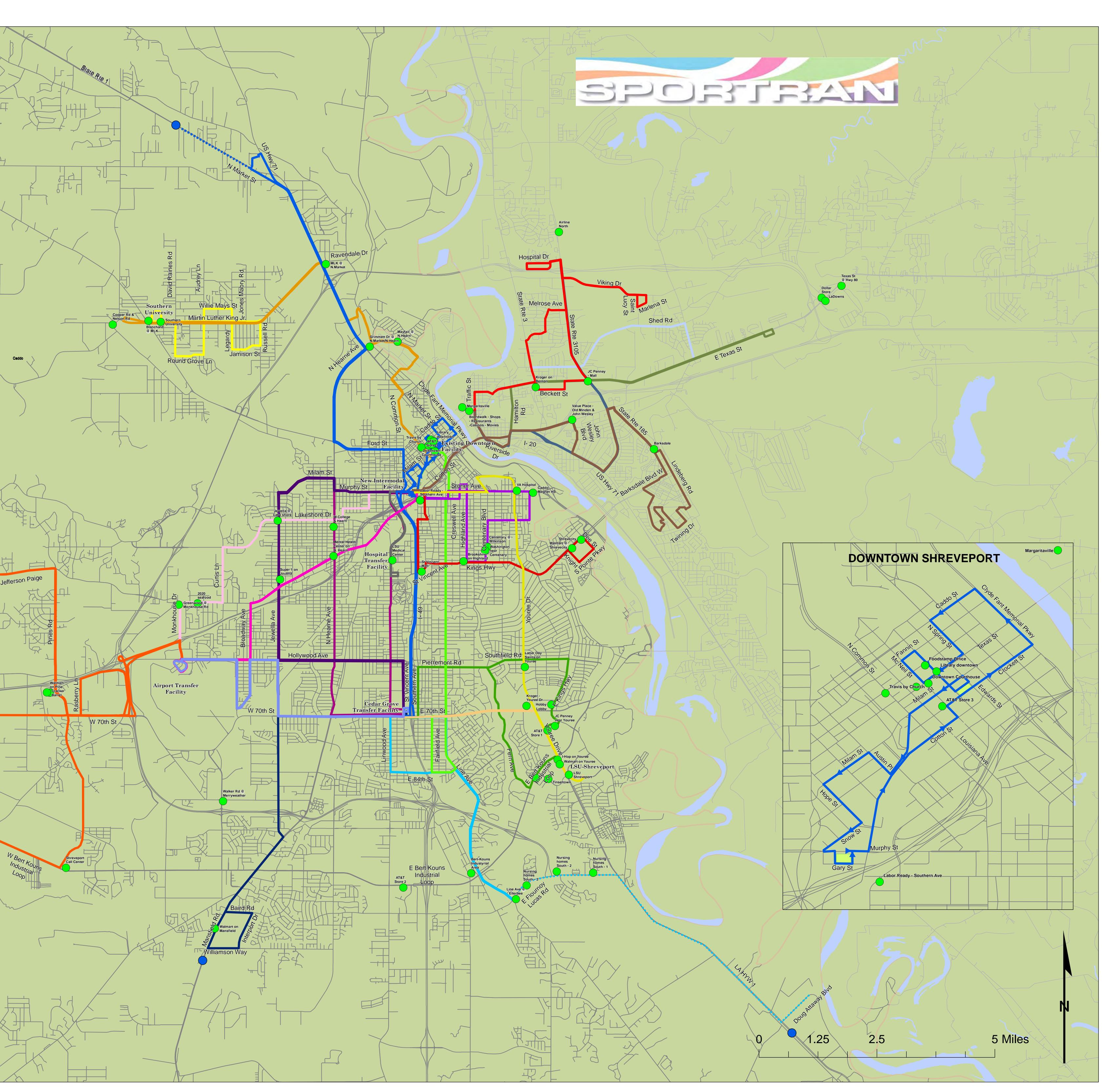
Bossier City Routes

- 501
- Barksdale North Bossier
 - East Bossier

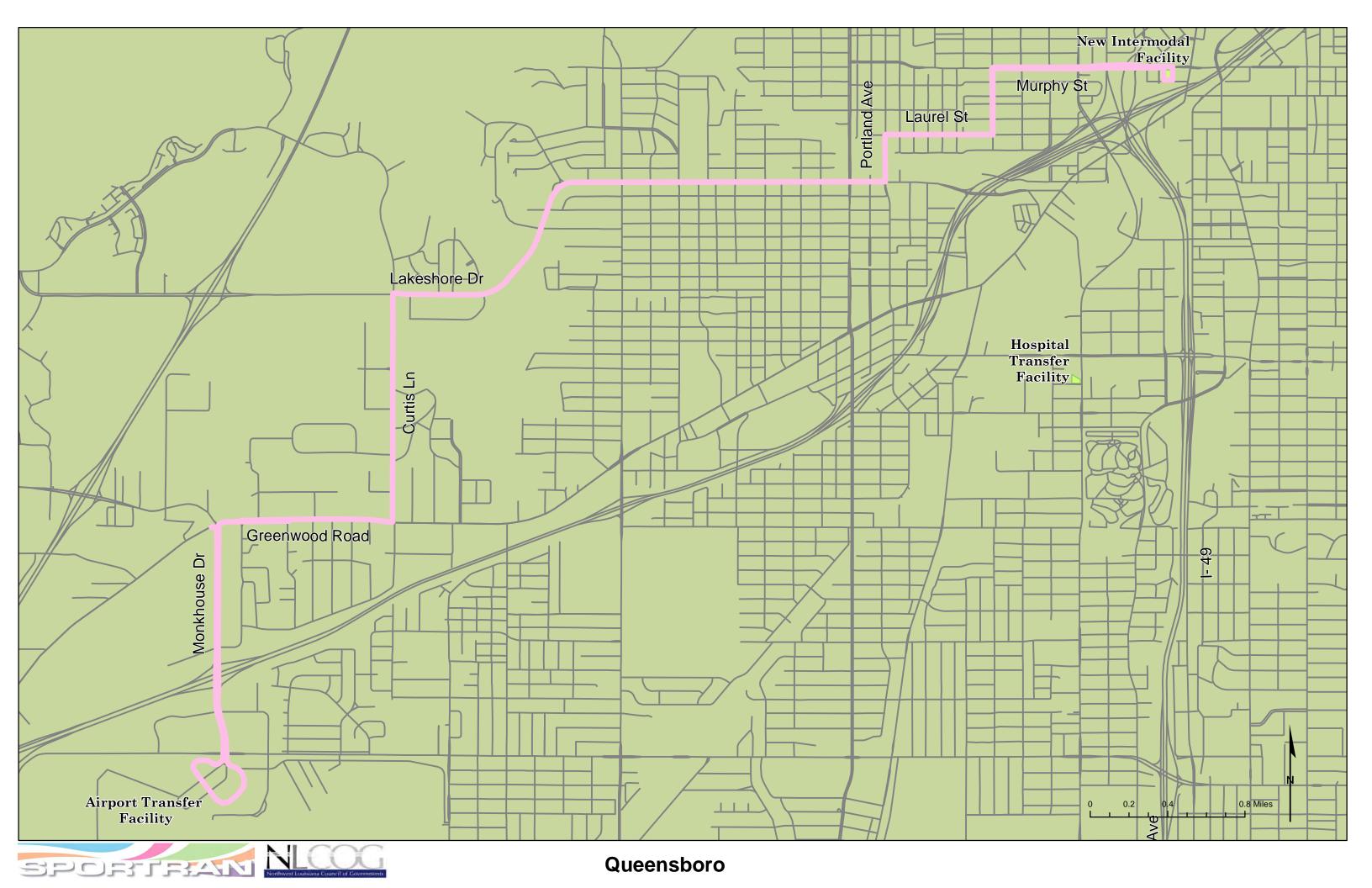
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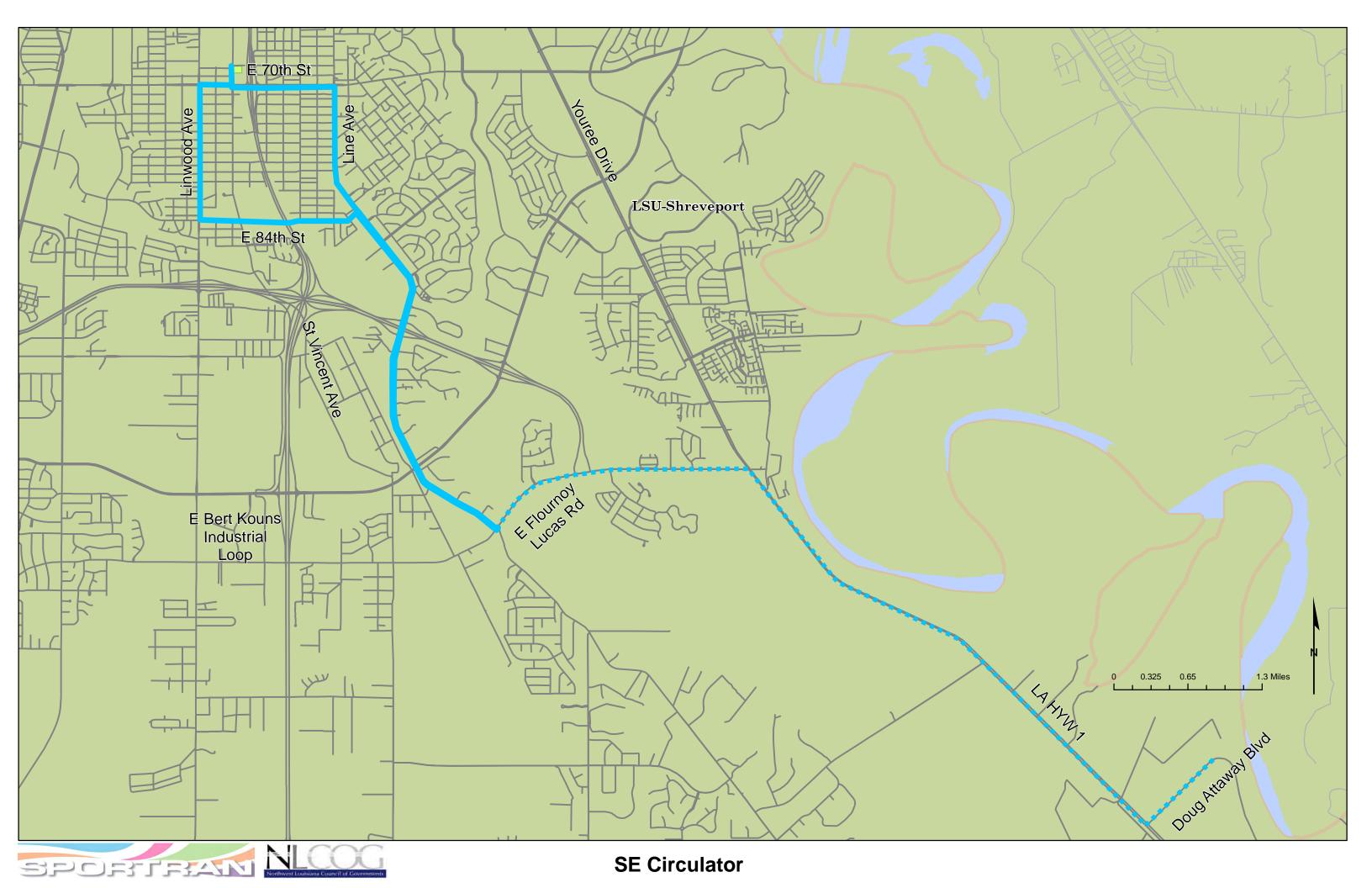
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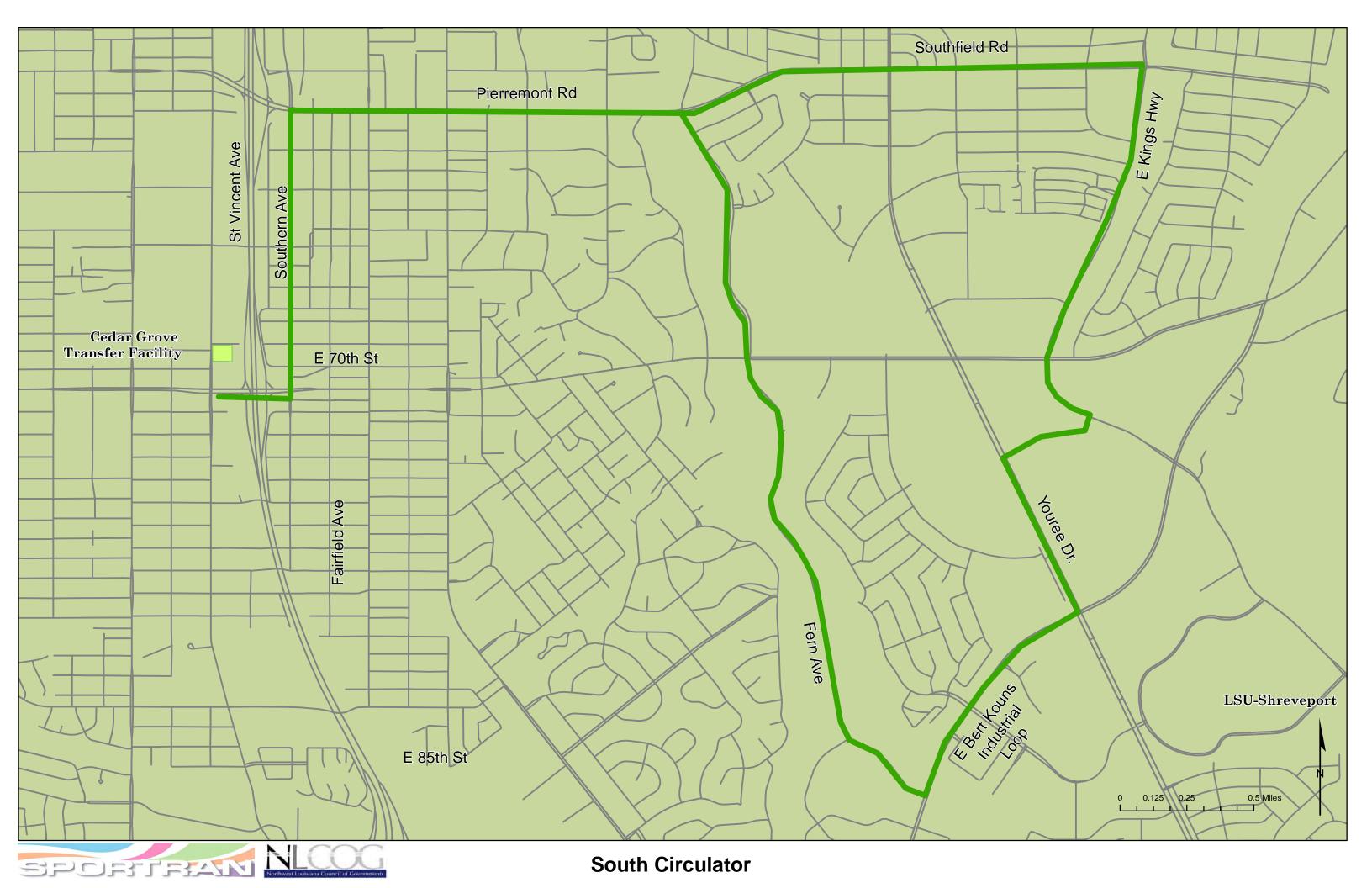
Proposed Transit System

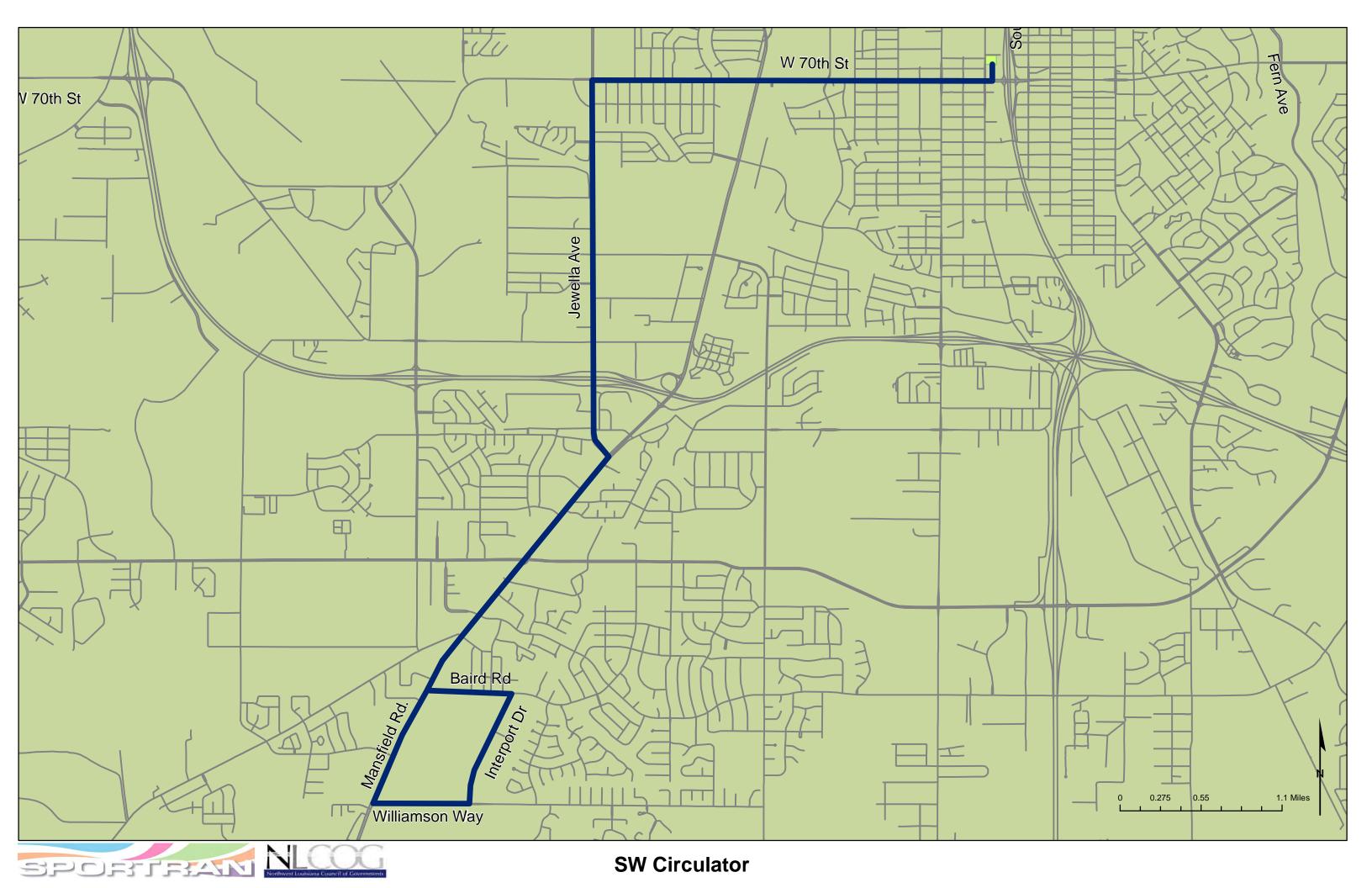


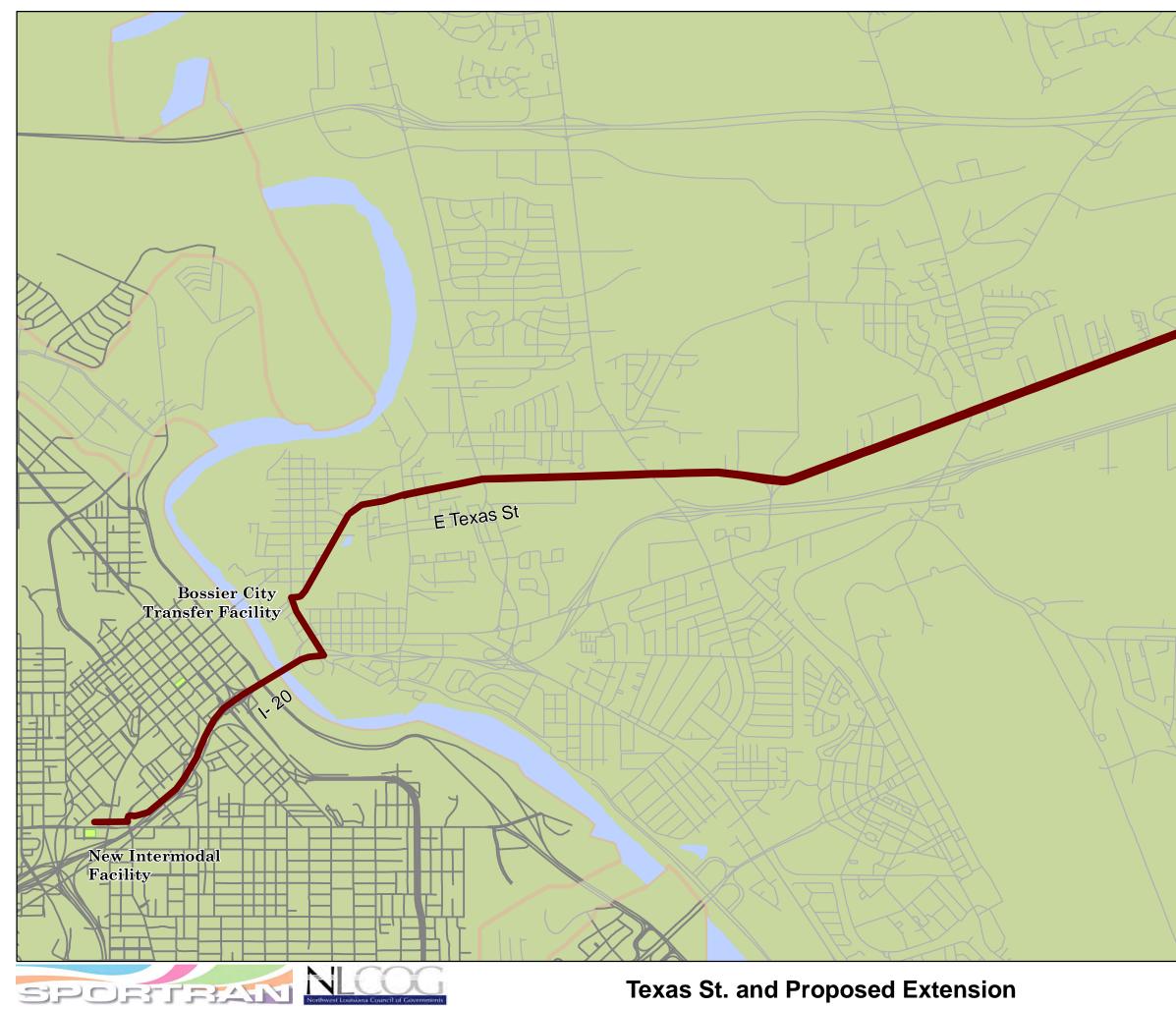








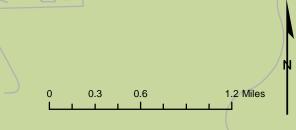




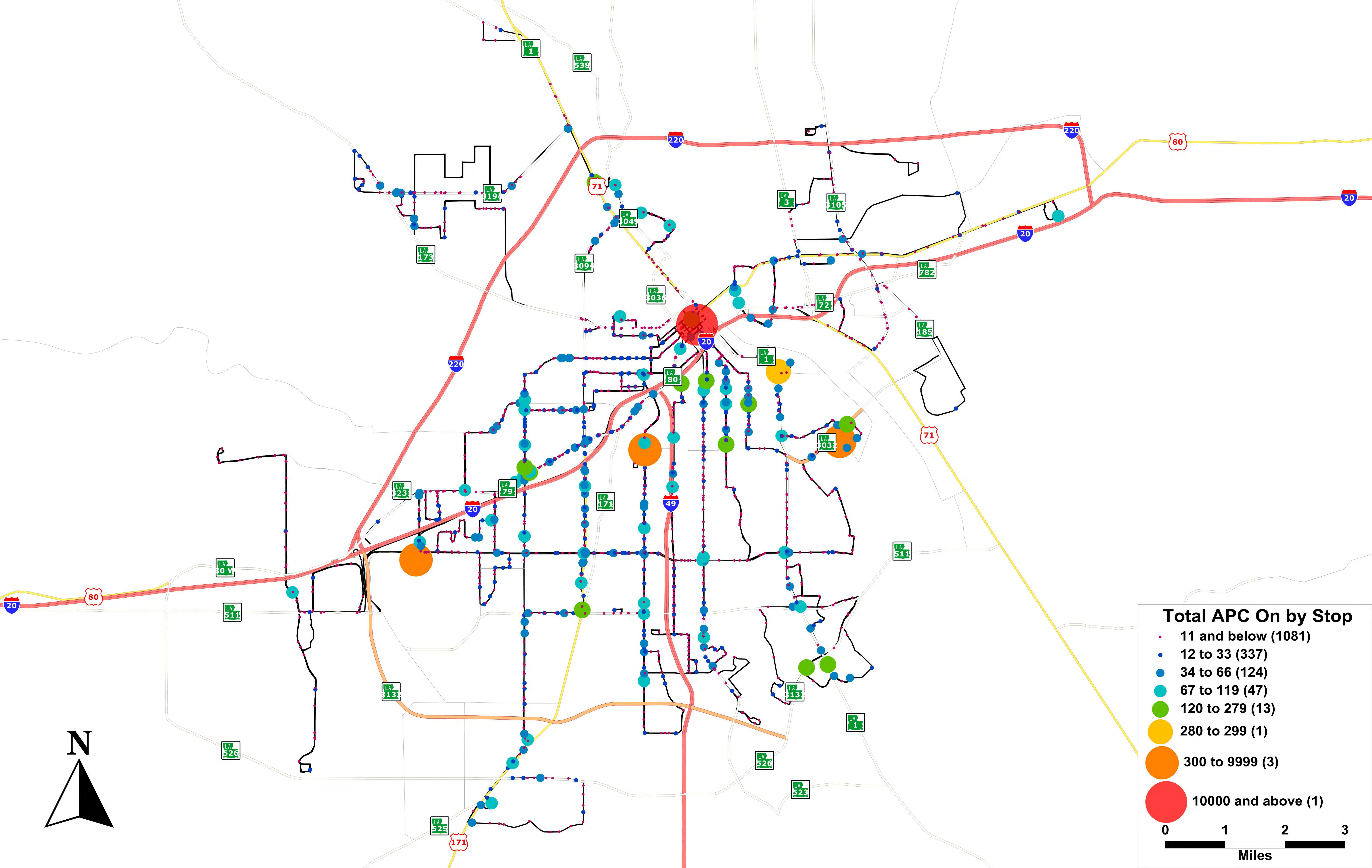
Texas St. and Proposed Extension

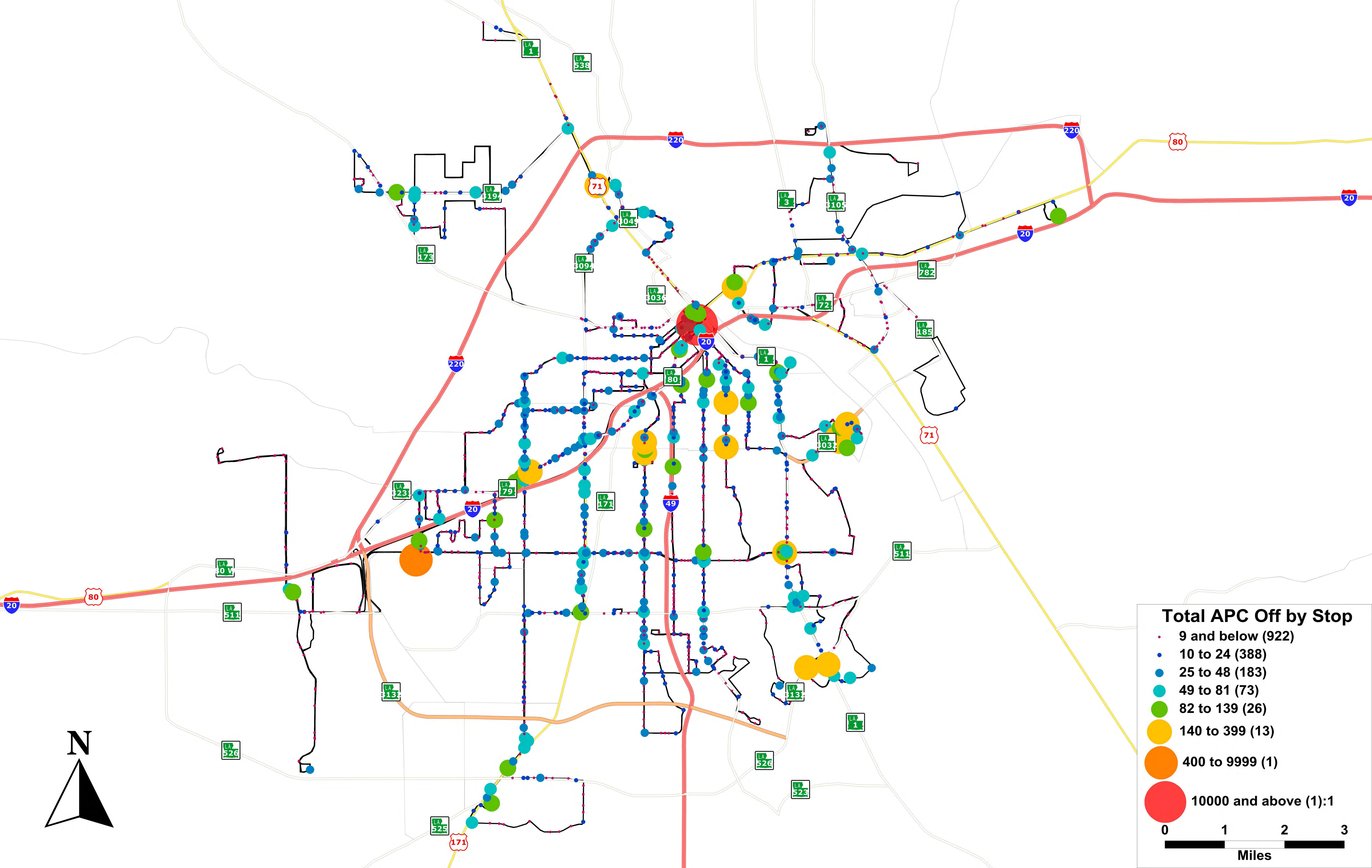
Proposed Louisiana Downs Park and Ride

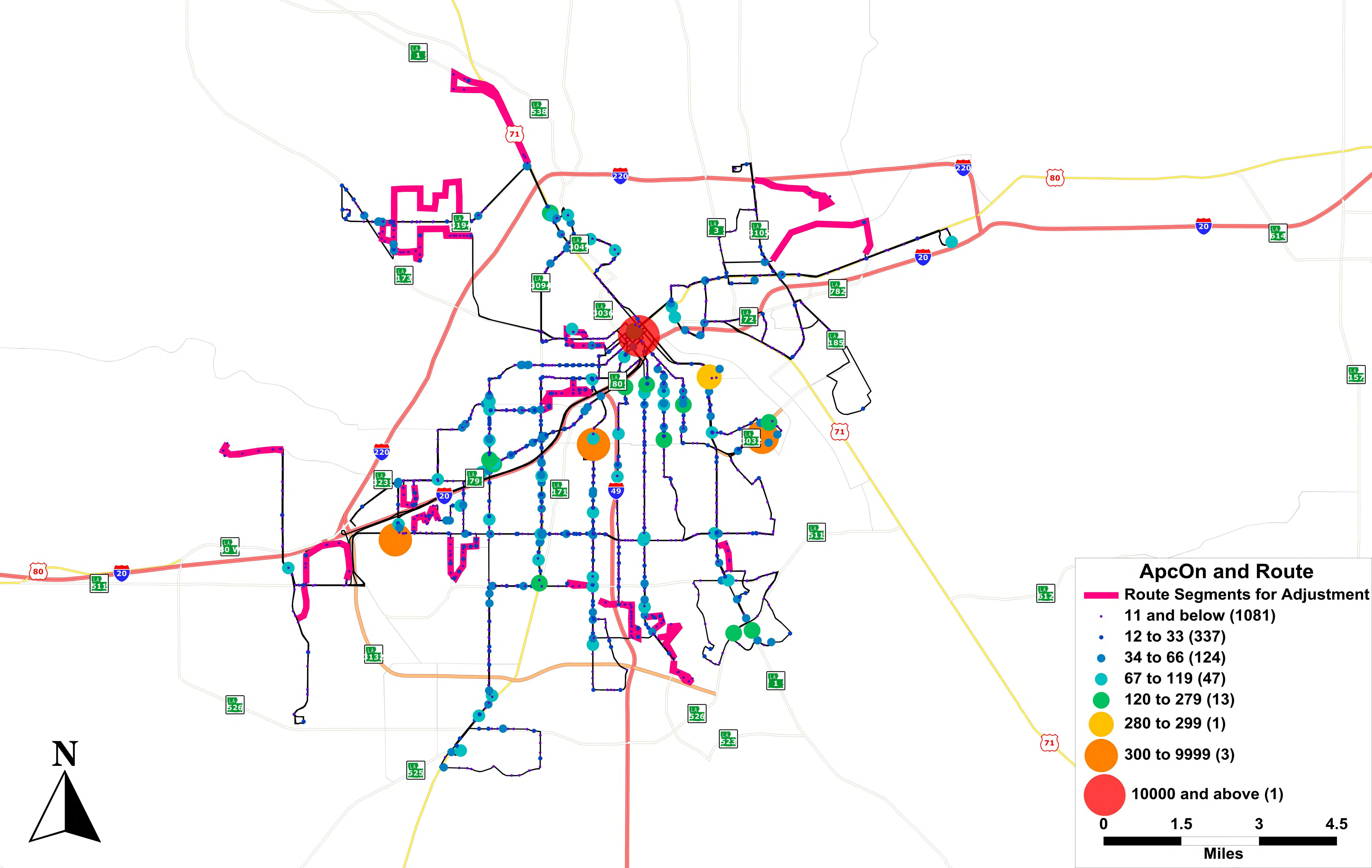
Bossier Parish Community College

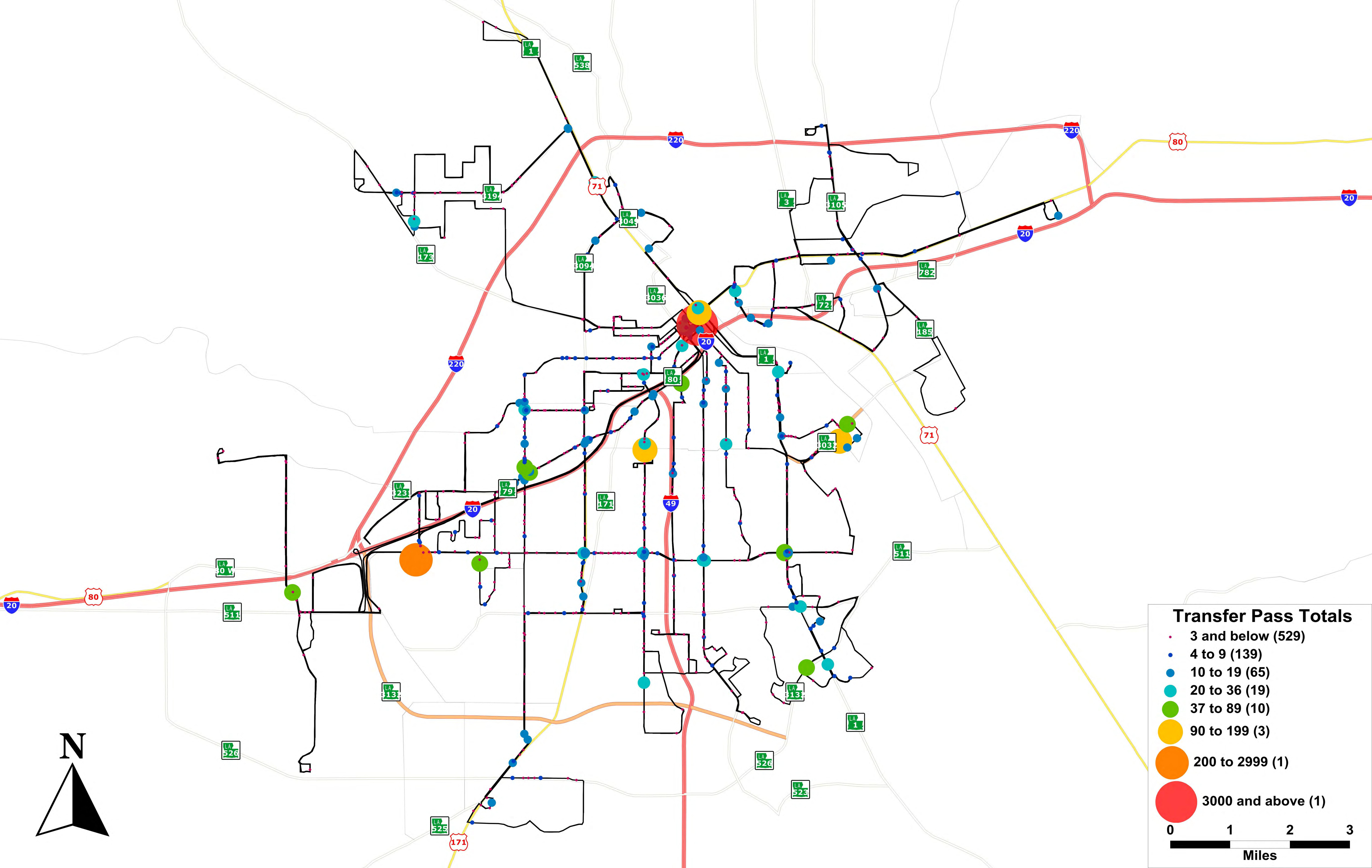


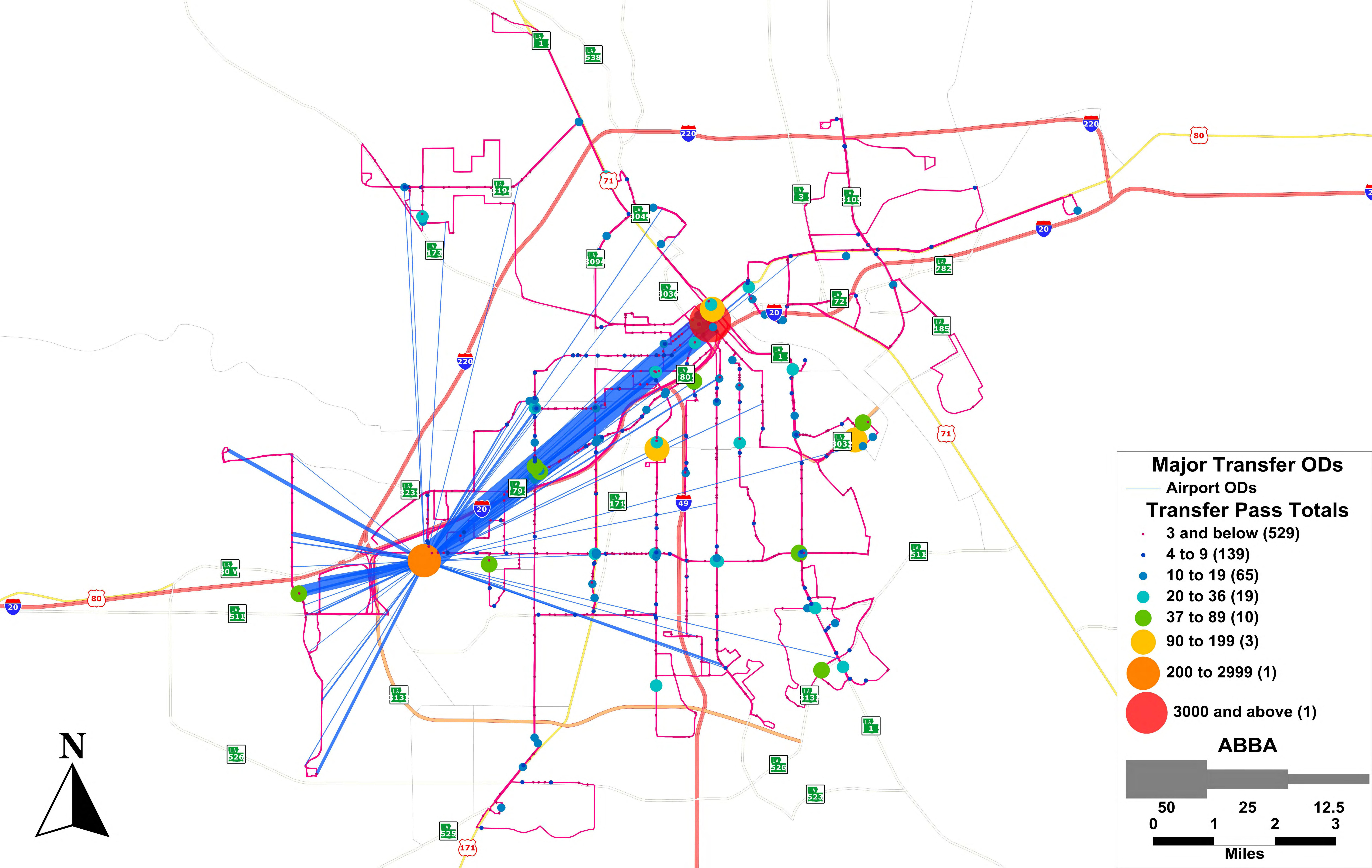
APPENDIX D: FAIRBOX DATA FIGURES

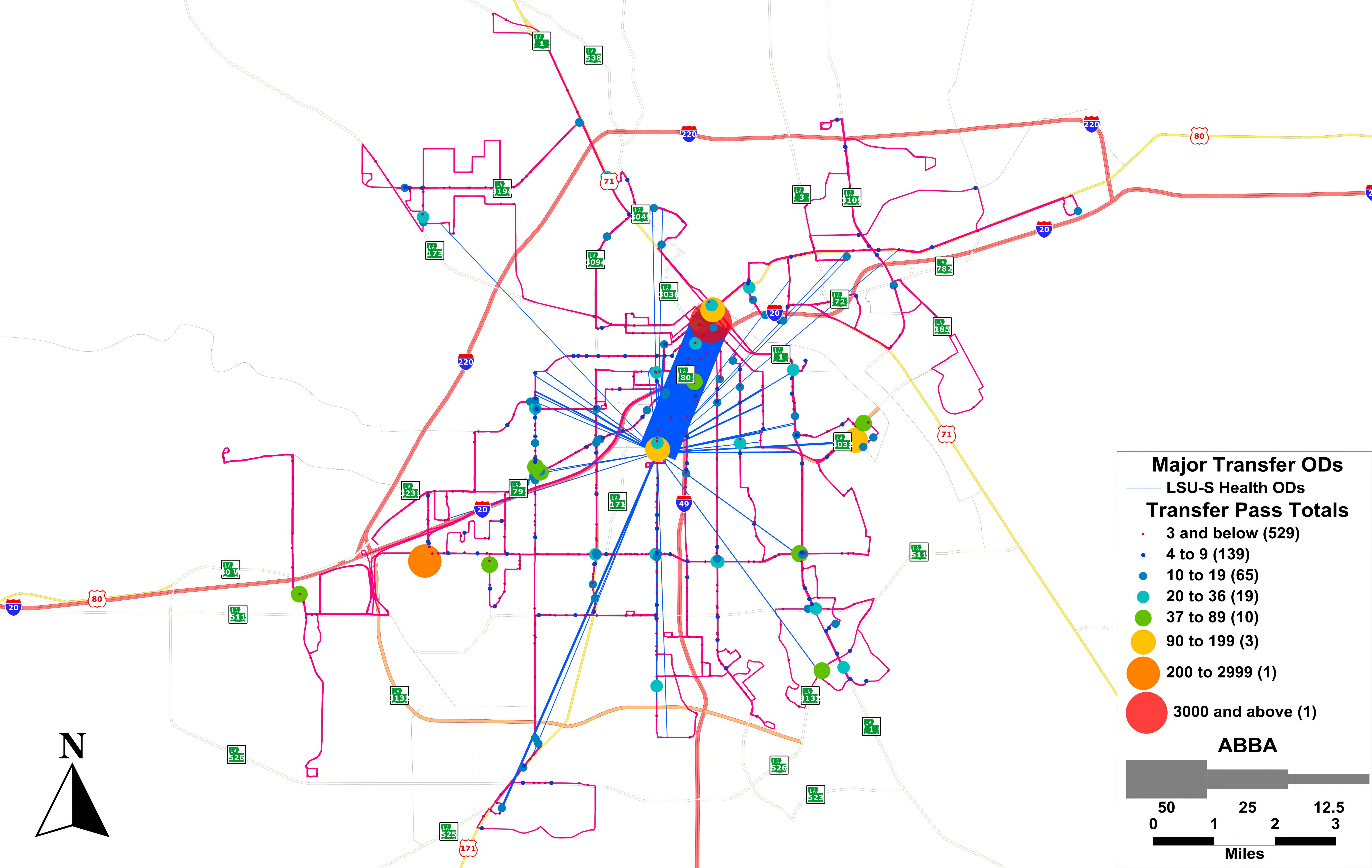


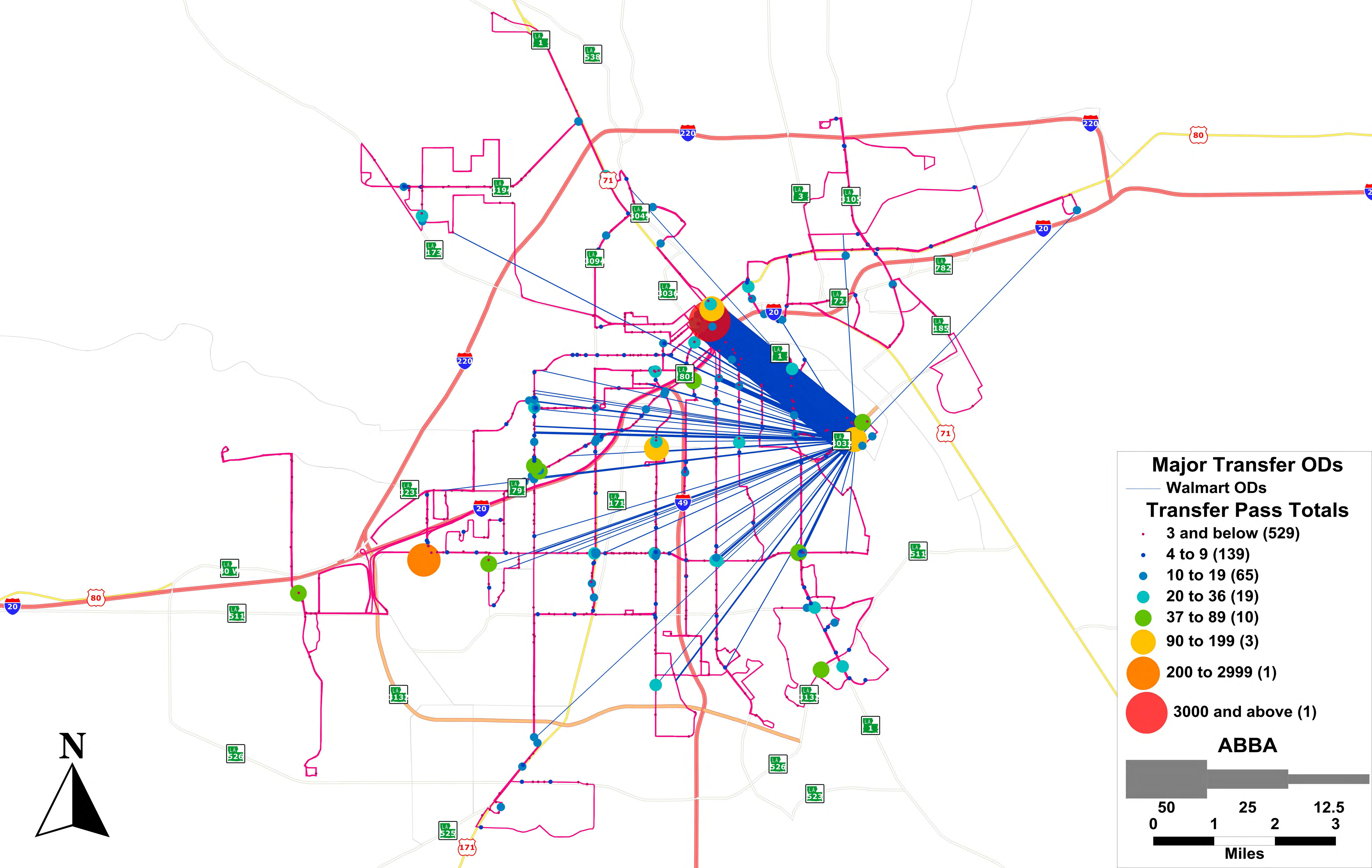


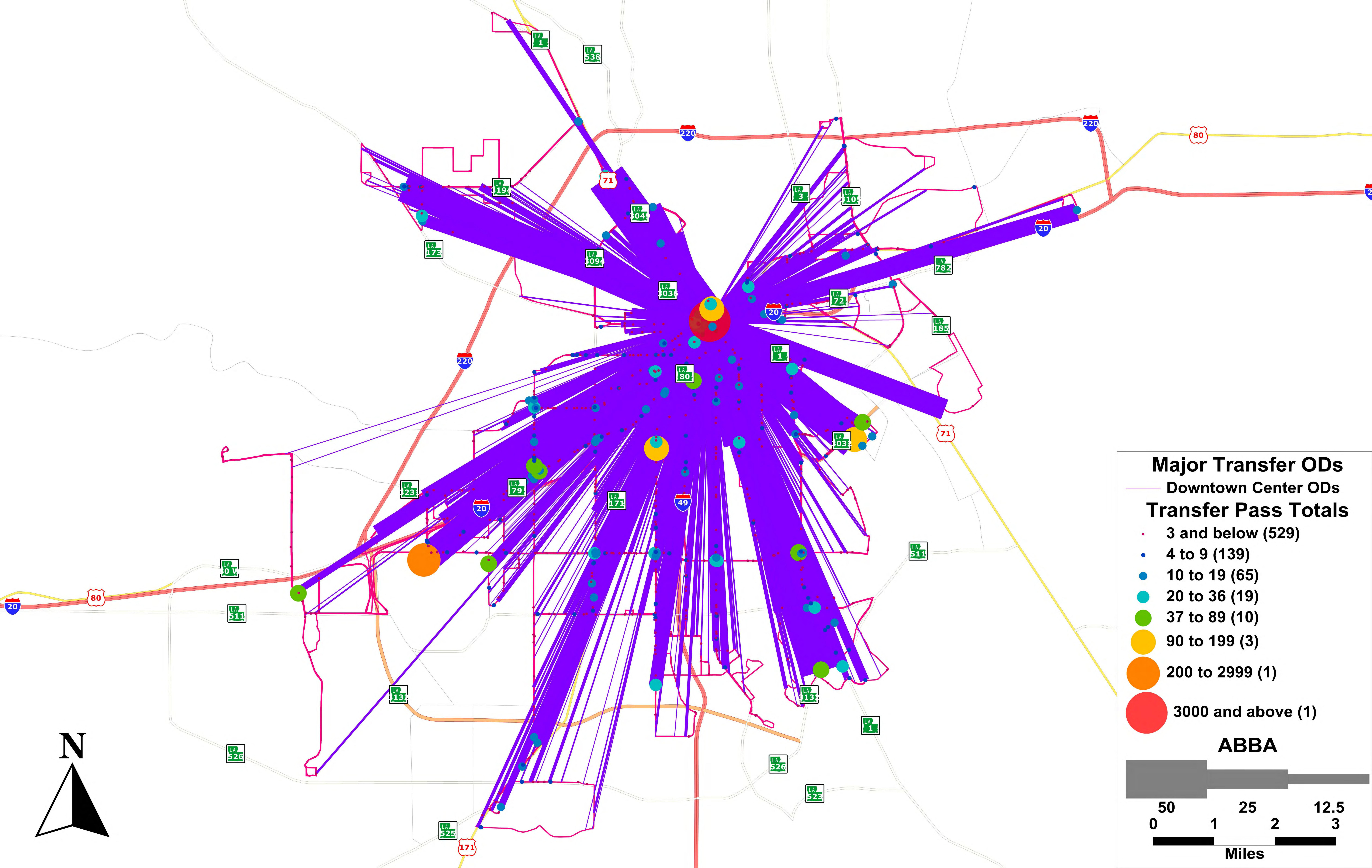












APPENDIX E: 2010 U.S. CENSUS PROFILE

DP-1-Geography-Caddo Parish, Louisiana: 2010 Demographic Profile Data NOTE: For more information on confidentiality protection, nonsampling error,

	on, nonsampling error,	
Subject	Number	Percent
SEX AND AGE		
Total population	254,969	100.0
Under 5 years	17.859	7.0
5 to 9 years	17,425	6.8
10 to 14 years	16,924	6.6
15 to 19 years	17,859	7.0
20 to 24 years	18,249	7.2
25 to 29 years	18,785	7.4
30 to 34 years	16,401	6.4
35 to 39 years	15,202	6.0
40 to 44 years	14,757	5.8
45 to 49 years	17,186	6.7
50 to 54 years	18,462	7.2
55 to 59 years	17,140	6.7
60 to 64 years	14,077	5.5
65 to 69 years	10,263	4.0
70 to 74 years	7,860	3.1
75 to 79 years	6,516	2.6
80 to 84 years	5,171	2.0
85 years and over	4,833	1.9
Median age (years)	36.4	(X)
		, <i>,</i> ,
16 years and over	199,391	78.2
18 years and over	192,315	75.4
21 years and over	181,305	71.1
62 years and over	42,503	16.7
65 years and over	34,643	13.6
	,	
	101 101	47 5
Male population	121,191	47.5
Under 5 years	9,084	3.6
5 to 9 years	8,869	3.5
10 to 14 years	8,595	3.4
		3.5
15 to 19 years	8,926	
20 to 24 years	8,866	3.5
25 to 29 years	9,024	3.5
30 to 34 years	7,872	3.1
35 to 39 years	7,182	2.8
		2.7
40 to 44 years	6,984	
45 to 49 years	8,213	3.2
50 to 54 years	8,827	3.5
55 to 59 years	8,001	3.1
60 to 64 years	6,640	2.6
65 to 69 years	4,683	1.8
70 to 74 years	3,346	1.3
75 to 79 years	2,673	1.0
80 to 84 years	1,892	0.7
85 years and over	1,514	0.6
os years and over	1,514	0.0
Median age (years)	34.6	(X)
16 years and over	92,977	36.5
18 years and over	89,387	35.1
21 years and over	83,938	32.9
62 years and over	17,841	7.0
65 years and over	14,108	5.5
Female population	133,778	52.5
	8,775	3.4
Under 5 years		
5 to 9 years	8,556	3.4
10 to 14 years	8,329	3.3
15 to 19 years	8,933	3.5
20 to 24 years	9,383	3.7
25 to 29 years	9,761	3.8
30 to 34 years	8,529	3.3
35 to 39 years	8,020	3.1
40 to 44 years	7,773	3.0
45 to 49 years	8,973	3.5
50 to 54 years	9,635	3.8
55 to 59 years	9,139	3.6
60 to 64 years	7,437	2.9
65 to 69 years	5,580	2.2
70 to 74 years	4,514	1.8
75 to 79 years	3,843	1.5
80 to 84 years	3,279	1.3
85 years and over	3,319	1.3
Median age (years)	38.0	(X)
16 years and over	106,414	41.7
16 years and over		
18 years and over	102,928	40.4
21 years and over	97,367	38.2
ET jeare and ever		0.7
· · · · · · · · · · · · · · · · · · ·	24,662	9.7
62 years and over		
	24,662 20,535	9.7 8.1

	1	
RACE Total population	254,969	100.0
One Race	251,211	98.5
White	124,942	49.0
Black or African American	120,264	47.2
American Indian and Alaska	1,092	0.4
Asian	2,683	1.1
Asian Indian	701	0.3
Chinese	543	0.2
Filipino	425	0.2
Japanese	80	0.0
Korean	176	0.1
Vietnamese	412 346	0.2
Other Asian [1] Native Hawaiian and Other	126	0.0
Native Hawaiian	22	0.0
Guamanian or Chamorro	30	0.0
Samoan	21	0.0
Other Pacific Islander [2]	53	0.0
Some Other Race	2,104	0.8
Two or More Races	3,758	1.5
White; American Indian and	794	0.3
White; Asian [3]	420	0.2
White; Black or African	1,077	0.4
White; Some Other Race [3]	380	0.1
Race alone or in combination	1	
White	127,939	50.2
Black or African American	122,229	47.9
American Indian and Alaska	2,439	1.0
Asian	3,442	1.3
Native Hawaiian and Other	299	0.1
Some Other Race	2,720	1.1
HISPANIC OR LATINO		
Total population	254,969	100.0
Hispanic or Latino (of any	6,129	2.4
Mexican Puerto Rican	3,934 437	1.5 0.2
Cuban	137	0.2
Other Hispanic or Latino [5]	1,621	0.6
Not Hispanic or Latino	248,840	97.6
	,	
HISPANIC OR LATINO AND		
Total population	254,969	100.0
Hispanic or Latino	6,129	2.4
White alone	2,973	1.2
Black or African American	567	0.2
American Indian and Alaska Asian alone	116 30	0.0
Native Hawaiian and Other	8	0.0
Some Other Race alone	1,858	0.7
Two or More Races	577	0.2
Not Hispanic or Latino	248,840	97.6
White alone	121,969	47.8
Black or African American	119,697	46.9
American Indian and Alaska	976	0.4
Asian alone	2,653	1.0
Native Hawaiian and Other	118	0.0
Some Other Race alone	246	0.1
Two or More Races	3,181	1.2
RELATIONSHIP	1	
Total population	254,969	100.0
In households	248,722	97.5
Householder	102,139	40.1
Spouse [6]	38,580	15.1
Child	73,151	28.7
Own child under 18 years	50,768	19.9
Other relatives	21,794	8.5
Under 18 years	10,605	4.2
65 years and over Nonrelatives	1,882	0.7 5.1
Under 18 years	13,058 1,001	5.1 0.4
65 years and over	560	0.4
Unmarried partner	6,702	2.6
In group quarters	6,247	2.5
Institutionalized population	4,241	1.7
Male	2,762	1.1
Female	1,479	0.6
Noninstitutionalized	2,006	0.8
Male	1,021	0.4
Female	985	0.4
HOUSEHOLDS BY TYPE Total households	102 139	100.0
	102,139 65,483	64.1
Family noticendide (tamilide)		IO-T. I
Family households (families) With own children under 18	27,852	27.3

Husband-wife family	38,580	37.8
With own children under 18	13,906	13.6
Male householder, no wife	5,650	5.5
With own children under 18	2,517	2.5
Female householder, no	21,253	20.8
With own children under 18	11,429	11.2
Nonfamily households [7]	36,656	35.9
Householder living alone	31,110	30.5
Male	13,865	13.6
65 years and over	2,948	2.9
Female	17,245	16.9
65 years and over	7,292	7.1
Households with individuals	33,654	32.9
Households with individuals 65		24.9
Average household size	2.44	(X)
Average family size [7]	3.04	(X)
HOUSING OCCUPANCY		
Total housing units	112,028	100.0
Occupied housing units	102,139	91.2
Vacant housing units	9,889	8.8
For rent	3,251	2.9
Rented, not occupied	140	0.1
For sale only	871	0.8
Sold, not occupied	282	0.3
For seasonal, recreational, or	656	0.6
All other vacants	4,689	4.2
Homeowner vacancy rate	1.4	(X)
Rental vacancy rate (percent)	7.7	(X)
HOUSING TENURE		
Occupied housing units	102,139	100.0
Owner-occupied housing units	63,198	61.9
Population in owner-occupied		(X)
Average household size of	2.46	(X)
Renter-occupied housing units		38.1
Population in renter-occupied		(X)
Average household size of	2.40	(X)
		- • •

[1] Other Asian alone, or two or more Asian categories.

DP-1-Geography-Bossier Parish, Louisiana: 2010 Demographic Profile Data NOTE: For more information on confidentiality protection, nonsampling error,

SEX AND AGE Image: space s		on, nonsampling error,	-
Total population 116.979 100.0 Under 5 years 8.668 7.4 5 to 9 years 8.152 7.0 10 to 14 years 8.152 7.0 20 to 24 years 8.404 7.2 25 to 23 years 9.389 8.0 30 to 34 years 8.120 6.7 40 to 44 years 7.373 6.3 45 to 49 years 7.792 6.7 40 to 44 years 7.373 6.3 55 to 59 years 7.942 6.8 55 to 59 years 3.566 3.1 70 to 74 years 3.566 3.1 75 to 79 years 2.784 2.4 80 to 64 years 1.776 1.5 85 years and over 90.114 77.0 16 years and over 90.114 77.0 17 years and over 10.147 70.5 16 years and over 10.147 70.5 17 years and over 17.447 14.9 65 years and over 10.147 70.5	Subject	Number	Percent
Total population 116.979 100.0 Under 5 years 8.668 7.4 5 to 9 years 8.152 7.0 10 to 14 years 8.152 7.0 20 to 24 years 8.404 7.2 25 to 23 years 9.389 8.0 30 to 34 years 8.120 6.7 40 to 44 years 7.373 6.3 45 to 49 years 7.792 6.7 40 to 44 years 7.373 6.3 55 to 59 years 7.942 6.8 55 to 59 years 3.566 3.1 70 to 74 years 3.566 3.1 75 to 79 years 2.784 2.4 80 to 64 years 1.776 1.5 85 years and over 90.114 77.0 16 years and over 90.114 77.0 17 years and over 10.147 70.5 16 years and over 10.147 70.5 17 years and over 17.447 14.9 65 years and over 10.147 70.5	SEX AND AGE		
Under 5 years 8,668 7,4 10 to 14 years 8,152 7,0 15 to 19 years 7,708 6,6 20 to 24 years 9,369 8,0 30 to 34 years 7,702 6,7 30 to 34 years 7,792 6,7 30 to 34 years 7,772 6,3 30 to 34 years 7,772 6,3 30 to 34 years 7,773 6,3 30 to 34 years 7,792 6,7 40 to 44 years 7,73 6,3 50 to 54 years 5,864 50 60 to 64 years 3,586 3,1 75 to 79 years 2,784 2,4 80 to 84 years 1,776 1,5 85 years and over 14,717 1,5 85 years and over 82,417 70.5 62 years and over 17,447 14,9 14 years 4,438 3,8 10 to 14 years 4,473 3,8 10 to 14 years 4,479 3,6 10 to 14 years		116 979	100.0
5 to 9 years 8.492 7.3 10 to 14 years 8.152 7.0 15 to 19 years 9.200 6.6 20 to 24 years 9.289 6.0 30 to 34 years 9.289 6.0 30 to 34 years 7.792 6.7 40 to 44 years 7.33 6.3 45 to 49 years 8.253 7.1 50 to 59 years 6.796 5.8 60 to 64 years 5.866 3.1 75 to 59 years 2.784 2.1 76 to 79 years 2.784 2.1 76 to 79 years 1.776 1.5 80 to 84 years 1.776 1.5 80 to 84 years 1.776 1.5 80 to 84 years 1.776 1.5 90 to 84 years 1.776 1.5 80 to 84 years 1.776 1.5 90 to 91 years 1.776 1.5 90 to 91 years 1.776 1.1 18 years and over 17.447 14.9 190 years <td< td=""><td></td><td></td><td></td></td<>			
10 14 years 8,152 7,08 6.6 20 10 24 years 8,404 7,2 25 10 29 years 9,389 8.0 30 10 34 years 8,120 6.9 31 10 34 years 8,120 6.3 40 14 years 7,732 6.3 7,11 50 15 years 8,796 5.8 60 16 years 1,766 5.8 60 16 years 1,776 1.5 85 years 1,776 1.5 85 years and over 1,478 1.3 Median age (years) 34.7 (X) 16 years and over 82,417 70.5 17 years and over 14,747 14.9 17 years and over 14,026 12.0 Male population 57.511 49.2 14.0473 10 14 years 4,473 3.8 </td <td></td> <td>·</td> <td></td>		·	
10 14 years 8,152 7,08 6.6 20 10 24 years 8,404 7,2 25 10 29 years 9,389 8.0 30 10 34 years 8,120 6.9 31 10 34 years 8,120 6.3 40 14 years 7,732 6.3 7,11 50 15 years 8,796 5.8 60 16 years 1,766 5.8 60 16 years 1,776 1.5 85 years 1,776 1.5 85 years and over 1,478 1.3 Median age (years) 34.7 (X) 16 years and over 82,417 70.5 17 years and over 14,747 14.9 17 years and over 14,026 12.0 Male population 57.511 49.2 14.0473 10 14 years 4,473 3.8 </td <td>5 to 9 years</td> <td>8,492</td> <td>7.3</td>	5 to 9 years	8,492	7.3
15 10 29 bit 24 years 8.404 7.2 25 10 24 years 9.389 8.0 30 10 34 years 9.120 6.7 40 10 44 years 7.373 6.3 35 10 39 years 7.792 6.7 40 10 44 years 7.373 6.3 45 16 49 years 8.253 7.1 50 15 55 9.99 years 8.263 7.1 51 55 years 5.864 5.0 6.6 65 16 9.99 years 4.402 3.8 70 17.99 years 3.8566 3.1 75 10 79 years 1.776 1.5 5 years and over 14.77 (X) 14 9 6 2.44 2.4 <t< td=""><td></td><td>8 152</td><td>70</td></t<>		8 152	70
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21 years and over 42,711 36.5 62 years and over 9,731 8.3			
62 years and over 9,731 8.3	· · · · · · · · · · · · · · · · · · ·		
	62 years and over	9,731	8.3
		7,986	6.8

RACE		
Total population	116,979	100.0
One Race	114,427	97.8
White	84,430	72.2
Black or African American	24,461	20.9
American Indian and Alaska	641	0.5
Asian	1,927	1.6
Asian Indian	268	0.2
Chinese	155	0.1
Filipino	445	0.4
Japanese	112	0.1
Korean	244	0.2
Vietnamese	329	0.3
Other Asian [1]	374	0.3
Native Hawaiian and Other	163	0.1
Native Hawaiian	34	0.0
Guamanian or Chamorro	70	0.1
Samoan	2	0.0
Other Pacific Islander [2]	57	0.0
Some Other Race	2,805	2.4
Two or More Races	2,552	2.2
White; American Indian and	477	0.4
White; Asian [3]	472	0.4
White; Black or African	682	0.6
White; Some Other Race [3]	265	0.2
· · · · · · · · · · · · · · · · · · ·		
Race alone or in combination		
White	86,553	74.0
Black or African American	25,606	21.9
American Indian and Alaska	1,340	1.1
Asian	2,730	2.3
Native Hawaiian and Other	278	0.2
Some Other Race	3,231	2.8
	, -	
ISPANIC OR LATINO		
Total population	116,979	100.0
Hispanic or Latino (of any	7,026	6.0
Mexican	4,957	4.2
Puerto Rican	441	0.4
Cuban	96	0.1
Other Hispanic or Latino [5]	1,532	1.3
Not Hispanic or Latino	109,953	94.0
	109,000	34.0
HISPANIC OR LATINO AND		
Total population	116,979	100.0
Hispanic or Latino	7,026	6.0
White alone	3,439	2.9
Black or African American	216	0.2
American Indian and Alaska	108	0.2
Asian alone	54	0.0
Native Hawaiian and Other	9	0.0
Some Other Race alone	2,677	2.3
Two or More Races	523	0.4
Not Hispanic or Latino	109,953	94.0
White alone	80,991	69.2
	24,245	
Black or African American	-	20.7
American Indian and Alaska	533	0.5
Asian alone	1,873	1.6
Native Hawaiian and Other	154	0.1
Some Other Race alone	128	0.1
Two or More Races	2,029	1.7
RELATIONSHIP		
Total population	116,979	100.0
In households	115,018	98.3
Householder	45,215	38.7
Spouse [6]	22,318	19.1
Child	34,260	29.3
Own child under 18 years	25,867	22.1
Other relatives	7,438	6.4
Under 18 years	3,494	3.0
65 years and over	763	0.7
Nonrelatives	5,787	4.9
Under 18 years	573	0.5
65 years and over	186	0.2
Unmarried partner	2,723	2.3
In group quarters	1,961	1.7
Institutionalized population	1,137	1.0
Male	667	0.6
Female	470	0.4
Noninstitutionalized	824	0.7
Male	592	0.5
Female	232	0.2
	45.215	1100 0
Total households	45,215 31,088	100.0 68.8
HOUSEHOLDS BY TYPE Total households Family households (families) With own children under 18	45,215 31,088 14,327	100.0 68.8 31.7

Husband-wife family	22,318	49.4
With own children under 18	9,396	20.8
Male householder, no wife	2,254	5.0
With own children under 18	1,204	2.7
Female householder, no	6,516	14.4
With own children under 18	3,727	8.2
Nonfamily households [7]	14,127	31.2
Householder living alone	11,719	25.9
Male	5,543	12.3
65 years and over	1,012	2.2
Female	6,176	13.7
65 years and over	2,749	6.1
Households with individuals	16,417	36.3
Households with individuals 65		22.2
Average household size	2.54	(X)
Average family size [7]	3.06	(X)
HOUSING OCCUPANCY		
Total housing units	49,351	100.0
Occupied housing units	45,215	91.6
Vacant housing units	4,136	8.4
For rent	1,321	2.7
Rented, not occupied	57	0.1
For sale only	528	1.1
Sold, not occupied	104	0.2
For seasonal, recreational, or	630	1.3
All other vacants	1,496	3.0
Homeowner vacancy rate	1.7	(X)
Rental vacancy rate (percent)	8.1	(X)
HOUSING TENURE		
Occupied housing units	45,215	100.0
Owner-occupied housing units	30,213	66.8
Population in owner-occupied		(X)
Average household size of	2.59	(X)
Renter-occupied housing units		33.2
Population in renter-occupied		(X)
Average household size of	2.45	(X)

[1] Other Asian alone, or two or more Asian categories.

DP-1-Geography-Shreveport city, Louisiana: 2010 Demographic Profile Data NOTE: For more information on confidentiality protection, nonsampling error,

Subject Number Percent SEX AND AGE Total population 199.311 100.0 Under Syears 13.886 7.0 10 to 14 years 13.287 6.7 15 to 19 years 13.287 6.7 15 to 19 years 13.287 6.7 20 to 24 years 15.606 7.8 25 to 39 years 13.280 6.7 30 to 34 years 13.290 6.7 35 to 39 years 13.280 6.4 50 to 54 years 12.788 6.4 50 to 54 years 12.780 6.4 60 to 64 years 10.416 5.2 50 to 59 years and over 4.120 2.1 70 to 74 years 5.719 2.9 75 to 78 years and over 149.463 75.0 18 years and over 149.463 75.0 19 years and over 149.463 75.0 19 years and over 32.010 16.1 16 years and over 26.231 13.2 19 years 7.306	· · · · · · · · · · · · · · · · · · ·	on, nonsampling error,	Davaant	
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62 years and over 19,106 9.6				
65 years and over 16,033 8.0				
	65 years and over	16,033	8.0	

	1	
RACE Total population	199,311	100.0
One Race	196,353	98.5
White	82,027	41.2
Black or African American	109,022	54.7
American Indian and Alaska	725	0.4
Asian	2,628	1.3
Asian Indian	730	0.4
Chinese	518	0.3
Filipino	383	0.2
Japanese Korean	74 180	0.0
Vietnamese	424	0.1
Other Asian [1]	319	0.2
Native Hawaiian and Other	97	0.0
Native Hawaiian	18	0.0
Guamanian or Chamorro	25	0.0
Samoan	6	0.0
Other Pacific Islander [2]	48	0.0
Some Other Race	1,854	0.9
Two or More Races	2,958	1.5
White; American Indian and	489	0.2
White; Asian [3]	356	0.2
White; Black or African	891 276	0.4
White; Some Other Race [3]	276	0.1
Race alone or in combination		
White	84,302	42.3
Black or African American	110,693	55.5
American Indian and Alaska	1,678	0.8
Asian	3,303	1.7
Native Hawaiian and Other	235	0.1
Some Other Race	2,345	1.2
HISPANIC OR LATINO		
Total population	199,311	100.0
Hispanic or Latino (of any	5,018	2.5
Mexican	3,182	1.6
Puerto Rican	365	0.2
Cuban Other Uienenia er Letine [5]	121 1,350	0.1
Other Hispanic or Latino [5] Not Hispanic or Latino	194,293	97.5
Not Hispanic of Latino	194,295	97.5
HISPANIC OR LATINO AND		
Total population	199,311	100.0
Hispanic or Latino	5,018	2.5
White alone	2,334	1.2
Black or African American	487	0.2
American Indian and Alaska	73	0.0
Asian alone	28	0.0
Native Hawaiian and Other	8	0.0
Some Other Race alone	1,641	0.8
Two or More Races	447	0.2
Not Hispanic or Latino	194,293	97.5
White alone Black or African American	79,693	40.0 54.5
American Indian and Alaska	108,535 652	0.3
Asian alone	2,600	1.3
Native Hawaiian and Other	89	0.0
Some Other Race alone	213	0.1
Two or More Races	2,511	1.3
RELATIONSHIP		
Total population	199,311	100.0
In households	193,737	97.2
Householder	80,651	40.5
Spouse [6]	26,647	13.4
Child	57,859	29.0
Own child under 18 years	40,243	20.2
Other relatives	17,685	8.9 4.3
Under 18 years 65 years and over	8,578 1,406	4.3
Nonrelatives	10,895	5.5
Under 18 years	763	0.4
65 years and over	447	0.2
· ·····		
Unmarried partner	5,535	2.8
In group quarters	5,574	2.8
Institutionalized population	3,588	1.8
Male	2,125	1.1
Female	1,463	0.7
Noninstitutionalized	1,986	1.0
Male	1,020	0.5
Female	966	0.5
HOUSEHOLDS BY TYPE		
	80,651	100.0
Total households		
Total households Family households (families) With own children under 18	49,572 21,922	61.5 27.2

Husband-wife family	26,647	33.0
With own children under 18	9,854	12.2
Male householder, no wife	4,383	5.4
With own children under 18	1,949	2.4
Female householder, no	18,542	23.0
With own children under 18	10,119	12.5
Nonfamily households [7]	31,079	38.5
Householder living alone	26,311	32.6
Male	11,579	14.4
65 years and over	2,289	2.8
Female	14,732	18.3
65 years and over	5,897	7.3
Households with individuals	26,510	32.9
Households with individuals 65	19,310	23.9
Average household size	2.40	(X)
Average family size [7]	3.06	(X) (X)
	3.00	(
HOUSING OCCUPANCY		
Total housing units	88,253	100.0
Occupied housing units	80,651	91.4
Vacant housing units	7,602	8.6
For rent	2,877	3.3
Rented, not occupied	124	0.1
For sale only	605	0.7
Sold, not occupied	178	0.2
For seasonal, recreational, or	333	0.4
All other vacants	3,485	3.9
Homeowner vacancy rate	1.3	(X)
Rental vacancy rate (percent)	7.4	(X) (X)
Hental vacancy rate (percent)	7.4	(^)
HOUSING TENURE		
Occupied housing units	80,651	100.0
Owner-occupied housing units	44,723	55.5
Population in owner-occupied	108,197	(X)
Average household size of	2.42	(X)
Renter-occupied housing units	35,928	44.5
Population in renter-occupied		(X)
Average household size of	2.38	(X)

[1] Other Asian alone, or two or more Asian categories.

DP-1-Geography-Bossier City city, 2010 Demographic Profile Data NOTE: For more information on confidentiality protection, nonsampling error,

confidentiality protection	· •	Davidant
Subject	Number	Percent
SEX AND AGE		
Total population	61,315	100.0
Under 5 years	4,973	8.1
5 to 9 years	4,474	7.3
10 to 14 years	4,129	6.7
15 to 19 years	4,024	6.6
	5,135	8.4
20 to 24 years		
25 to 29 years	5,534	9.0
30 to 34 years	4,363	7.1
35 to 39 years	3,937	6.4
40 to 44 years	3,565	5.8
45 to 49 years	3,999	6.5
50 to 54 years	3,792	6.2
55 to 59 years	3,210	5.2
60 to 64 years	2,703	4.4
65 to 69 years	2,041	3.3
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70 to 74 years	1,805	2.9
75 to 79 years	1,542	2.5
80 to 84 years	1,063	1.7
85 years and over	1,026	1.7
Median age (years)	32.6	(X)
		()
16 years and over	46,967	76.6
18 years and over	45,320	73.9
21 years and over	42,756	69.7
62 years and over	9,040	14.7
65 years and over	7,477	12.2
Male population	29,962	48.9
Under 5 years	2,565	4.2
5 to 9 years	2,361	4.2 3.9
10 to 14 years	2,112	3.4
15 to 19 years	2,079	3.4
20 to 24 years	2,643	4.3
25 to 29 years	2,819	4.6
30 to 34 years	2,199	3.6
35 to 39 years	1,965	3.2
40 to 44 years	1,714	2.8
45 to 49 years	1,971	3.2
		2.9
50 to 54 years	1,778	
55 to 59 years	1,497	2.4
60 to 64 years	1,228	2.0
65 to 69 years	883	1.4
70 to 74 years	766	1.2
75 to 79 years	668	1.1
80 to 84 years	383	0.6
85 years and over	331	0.5
	551	0.0
	00.0	(\mathbf{N})
Median age (years)	30.8	(X)
16 years and over	22,512	36.7
18 years and over	21,676	35.4
21 years and over	20,344	33.2
62 years and over	3,757	6.1
65 years and over	3,031	4.9
Fomolo nonulation	21 252	51.1
Female population	31,353	51.1
Under 5 years	2,408	3.9
5 to 9 years	2,113	3.4
10 to 14 years	2,017	3.3
15 to 19 years	1,945	3.2
20 to 24 years	2,492	4.1
25 to 29 years	2,715	4.4
30 to 34 years	2,164	3.5
35 to 39 years	1,972	3.2
		3.0
40 to 44 years	1,851	
45 to 49 years	2,028	3.3
50 to 54 years	2,014	3.3
55 to 59 years	1,713	2.8
60 to 64 years	1,475	2.4
65 to 69 years	1,158	1.9
70 to 74 years	1,039	1.7
75 to 79 years	874	1.4
80 to 84 years	680	1.1
85 years and over	695	1.1
Median age (years)	34.5	(X)
16 years and over	24,455	39.9
18 years and over	23,644	38.6
21 years and over	22,412	36.6
62 years and over	5,283	8.6
65 years and over	4,446	7.3
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DAOE	I	
RACE Total population	61,315	100.0
One Race	59,632	97.3
White	40,086	65.4
Black or African American	15,720	25.6
American Indian and Alaska	336	0.5
Asian	1,242	2.0
Asian Indian	144	0.2
Chinese	103	0.2
Filipino	324	0.5
Japanese	86 138	0.1
Korean Vietnamese	188	0.2
Other Asian [1]	259	0.3
Native Hawaiian and Other	122	0.4
Native Hawaiian	23	0.0
Guamanian or Chamorro	49	0.1
Samoan	0	0.0
Other Pacific Islander [2]	50	0.1
Some Other Race	2,126	3.5
Two or More Races	1,683	2.7
White; American Indian and	236	0.4
White; Asian [3]	325	0.5
White; Black or African	477	0.8
White; Some Other Race [3]	169	0.3
Deep along or in combination		
Race alone or in combination White	41,455	67.6
Black or African American	16,557	27.0
American Indian and Alaska	728	1.2
Asian	1,797	2.9
Native Hawaiian and Other	207	0.3
Some Other Race	2,405	3.9
HISPANIC OR LATINO		
Total population	61,315	100.0
Hispanic or Latino (of any	4,955	8.1
Mexican	3,477	5.7
Puerto Rican	339	0.6
Cuban	74	0.1
Other Hispanic or Latino [5]	1,065	1.7
Not Hispanic or Latino	56,360	91.9
HISPANIC OR LATINO AND		
Total population	61,315	100.0
Hispanic or Latino	4,955	8.1
White alone	2,248	3.7
Black or African American	175	0.3
American Indian and Alaska	83	0.1
Asian alone	37	0.1
Native Hawaiian and Other	6	0.0
Some Other Race alone	2,045	3.3
Two or More Races	361	0.6
Not Hispanic or Latino	56,360	91.9
White alone	37,838	61.7
Black or African American	15,545	25.4
American Indian and Alaska	253	0.4
Asian alone Native Hawaiian and Other	1,205 116	2.0 0.2
Some Other Race alone	81	0.2
Two or More Races	1,322	2.2
RELATIONSHIP	İ	
Total population	61,315	100.0
In households	59,701	97.4
Householder	23,866	38.9
Spouse [6]	10,446	17.0
Child	18,042	29.4
Own child under 18 years	13,816	22.5
Other relatives	3,949	6.4
Under 18 years	1,787	2.9
65 years and over Nonrelatives	367 3,398	0.6
Under 18 years	3,398	0.5
65 years and over	102	0.3
		0.2
Unmarried partner	1,516	2.5
In group quarters	1,614	2.6
Institutionalized population	811	1.3
Male	375	0.6
Female	436	0.7
Noninstitutionalized	803	1.3
Male	580	0.9
Female	223	0.4
HOUSEHOLDS BY TYPE		<u> </u>
Total households	23,866	100.0
	15,699	65.8
Family households (families) With own children under 18	7,632	32.0

Husband-wife family	10,446	43.8
With own children under 18	4,560	19.1
Male householder, no wife	1,214	5.1
With own children under 18	653	2.7
Female householder, no	4,039	16.9
With own children under 18	2,419	10.1
Nonfamily households [7]	8,167	34.2
Householder living alone	6,783	28.4
Male	3,080	12.9
65 years and over	570	2.4
Female	3,703	15.5
65 years and over	1,668	7.0
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Households with individuals	8,670	36.3
Households with individuals 65		22.0
Average household size	2.50	(X)
Average family size [7]	3.07	(X)
HOUSING OCCUPANCY		
Total housing units	25,579	100.0
Occupied housing units	23,866	93.3
Vacant housing units	1,713	6.7
For rent	797	3.1
Rented, not occupied	27	0.1
For sale only	208	0.8
Sold, not occupied	39	0.2
For seasonal, recreational, or	186	0.7
All other vacants	456	1.8
Homeowner vacancy rate	1.5	(X)
Rental vacancy rate (percent)	7.2	(X)
HOUSING TENURE		
Occupied housing units	23,866	100.0
Owner-occupied housing units	13,623	57.1
Population in owner-occupied		(X)
Average household size of	2.51	(X)
Renter-occupied housing units		42.9
Population in renter-occupied		(X)
Average household size of	2.50	(X)

[1] Other Asian alone, or two or more Asian categories.