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Appendix

Appendix A Mode Share of All Observations

Origin Station	Mass Transit		Car		Fixed Route Transit				For-hired	Total
	walk	motorized	drive	share	Non-AC bus	AC bus	jeepney	Fx	taxi	
301	13	42	0	0	2	0	25	2	0	84
302	7	16	2	4	0	0	14	3	0	46
303	3	4	2	1	0	0	9	1	2	22
304	2	3	1	2	0	0	5	2	0	15
305	6	14	4	4	0	0	12	0	0	40
306	4	3	1	1	0	2	14	0	1	26
307	3	1	0	1	0	0	6	0	0	11
308	8	1	0	1	1	0	12	2	1	26
309	5	1	2	3	0	0	7	2	0	20
310	2	1	0	0	0	2	2	0	0	7
311	1	0	0	2	0	0	5	0	0	8
312	1	4	3	2	0	0	12	1	2	25
313	9	1	4	2	0	0	24	4	0	44
314	68	7	11	7	0	8	26	10	7	144
315	3	2	3	2	0	4	12	2	3	31
316	0	1	2	0	0	0	11	0	0	14
317	1	5	0	2	0	0	13	0	1	22
318	0	3	0	2	4	0	3	0	2	14
401	2	18	0	0	0	0	4	0	0	24
402	4	0	0	0	0	0	6	2	0	12
403	78	7	2	0	0	4	35	1	0	127
404	11	8	2	0	0	0	16	2	0	39
405	13	0	0	0	0	0	7	2	0	22
406	4	3	5	4	2	0	8	0	1	27
407	0	2	0	0	0	0	4	0	0	6
408	2	7	0	0	0	3	7	0	0	19
409	4	2	0	1	0	2	2	0	0	11
410	4	19	0	2	0	0	31	4	0	60
411	4	27	2	0	0	0	13	2	0	48
501	7	24	8	0	0	6	15	4	0	64
502	2	13	2	0	0	6	5	5	0	33
503	5	7	3	1	0	8	5	0	0	29
504	5	19	0	0	0	0	15	0	0	39
505	1	0	2	0	2	0	6	0	0	11
506	4	3	2	0	0	1	1	0	0	11
507	0	30	8	2	0	5	16	2	0	63
508	1	3	0	2	4	2	13	0	0	25
509	5	9	0	0	4	0	27	2	2	49
510	1	0	2	0	0	4	2	0	2	11
511	1	1	2	0	0	4	3	0	0	11
512	2	1	0	0	0	0	16	0	0	19
513	1	5	0	2	0	1	7	0	0	16
LRT1	138	112	33	36	7	16	209	29	19	599
LRT2	124	98	9	7	2	7	136	13	1	397
MRT3	35	107	33	7	10	39	131	13	4	379
Total	297	317	75	50	19	62	476	55	24	1,375

Appendix B Mode Share of Selected Observations

Origin Station	Mass Transit		Car		Fixed Route Transit				For-hired	Total
	walk	motorized	drive	taxi	Non-AC bus	AC bus	jeepney	Fx	taxi	
301	13	34	0	0	0	0	13	0	0	60
302	5	12	0	4	0	0	12	1	0	34
303	3	4	2	1	0	0	9	1	0	20
304	2	3	1	2	0	0	5	0	0	13
305	6	12	4	4	0	0	12	0	0	38
306	3	2	1	1	0	2	10	0	1	20
307	3	1	0	1	0	0	4	0	0	9
308	7	0	0	1	1	0	10	2	1	22
309	3	1	2	3	0	0	7	2	0	18
310	2	0	0	0	0	2	2	0	0	6
311	0	0	0	2	0	0	4	0	0	6
312	1	4	3	2	0	0	2	1	2	15
313	9	1	2	2	0	0	24	4	0	42
314	60	7	9	7	0	8	20	4	5	120
315	3	1	3	2	0	4	10	0	3	26
316	0	1	2	0	0	0	11	0	0	14
317	1	4	0	0	0	0	9	0	1	15
318	0	2	0	2	4	0	3	0	2	13
401	2	12	0	0	0	0	4	0	0	18
402	4	0	0	0	0	0	6	2	0	12
403	71	6	2	0	0	2	25	1	0	107
404	9	8	2	0	0	0	16	2	0	37
405	13	0	0	0	0	0	7	2	0	22
406	4	0	3	4	2	0	8	0	1	22
407	0	1	0	0	0	0	4	0	0	5
408	2	6	0	0	0	3	5	0	0	16
409	2	2	0	1	0	2	2	0	0	9
410	2	8	0	2	0	0	25	2	0	39
411	3	23	2	0	0	0	5	0	0	33
501	7	16	8	0	0	0	7	0	0	38
502	2	6	0	0	0	0	3	0	0	11
503	4	5	3	1	0	6	2	0	0	21
504	2	15	0	0	0	0	12	0	0	29
505	0	0	2	0	2	0	4	0	0	8
506	0	1	2	0	0	1	1	0	0	5
507	0	22	0	2	0	3	14	0	0	41
508	1	3	0	2	4	0	13	0	0	23
509	5	4	0	0	4	0	21	2	2	38
510	1	0	0	0	0	2	2	0	0	5
511	1	0	2	0	0	4	3	0	0	10
512	2	0	0	0	0	0	14	0	0	16
513	1	4	0	2	0	1	7	0	0	15
LRT1	123	90	29	34	5	16	164	15	15	491
LRT2	110	71	7	7	2	5	110	9	1	322
MRT3	26	70	19	7	10	19	103	2	2	258
Total	259	231	55	48	17	40	377	26	18	1,071

Appendix E Student's t-test of Generated Data

railtime: average travel time of rail mode, without generating data
trail: average travel time of rail mode, with generating data

Two-sample t test with unequal variances

Variable	Obs	Mean	Std. Err.	Std. Dev.	[95% Conf. Interval]	
railtime	161	36.06211	1.092116	13.85739	33.90529	38.21893
trail	180	35.68228	1.05495	14.15365	33.60054	37.76402
combined	341	35.86161	.7578861	13.99527	34.37088	37.35235
diff		.3798318	1.520228		-2.610436	3.3701

Degrees of freedom: 339

Ho: mean(railtime) - mean(trail) = diff = 0
 Ha: diff < 0 Ha: diff != 0 Ha: diff > 0
 t = 0.2499 t = 0.2499 t = 0.2499
 P < t = 0.5986 P > |t| = 0.8029 P > t = 0.4014

railcost: average travel cost of rail mode, without generating data
crail: average travel cost of rail mode, with generating data

Two-sample t test with unequal variances

Variable	Obs	Mean	Std. Err.	Std. Dev.	[95% Conf. Interval]	
railcost	170	22.37353	.6290765	8.202154	21.13167	23.61539
crail	180	22.21389	.6036825	8.09925	21.02264	23.40514
combined	350	22.29143	.4349994	8.138094	21.43588	23.14698
diff		.1596405	.8715618		-1.554551	1.873832

Degrees of freedom: 348

Ho: mean(railcost) - mean(crail) = diff = 0
 Ha: diff < 0 Ha: diff != 0 Ha: diff > 0
 t = 0.1832 t = 0.1832 t = 0.1832
 P < t = 0.5726 P > |t| = 0.8548 P > t = 0.4274

cartime: average travel time of car mode, without generating data
tcar: average travel time of car mode, with generating data

Two-sample t test with unequal variances

Variable	Obs	Mean	Std. Err.	Std. Dev.	[95% Conf. Interval]	
cartime	19	40	4.153488	18.10463	31.27385	48.72615
tcar	180	34.75175	1.287412	17.27244	32.2113	37.29221
combined	199	35.25284	1.231695	17.3752	32.82392	37.68177
diff		5.248246	4.185201		-3.005301	13.50179

Degrees of freedom: 197

Ho: mean(cartime) - mean(tcar) = diff = 0
 Ha: diff < 0 Ha: diff != 0 Ha: diff > 0
 t = 1.2540 t = 1.2540 t = 1.2540
 P < t = 0.8943 P > |t| = 0.2113 P > t = 0.1057

carcost: average travel cost of car mode, without generating data
ccar: average travel cost of car mode, with generating data

Two-sample t test with unequal variances

Variable	Obs	Mean	Std. Err.	Std. Dev.	[95% Conf. Interval]	
carcost	19	115.7895	9.406847	41.00349	96.02642	135.5525
ccar	180	105.7738	3.844315	51.57689	98.18782	113.3598
combined	199	106.7301	3.591208	50.66022	99.64817	113.812
diff		10.01565	12.23044		-14.10374	34.13504

Degrees of freedom: 197

Ho: mean(carcost) - mean(ccar) = diff = 0		
Ha: diff < 0	Ha: diff != 0	Ha: diff > 0
t = 0.8189	t = 0.8189	t = 0.8189
P < t = 0.7931	P > t = 0.4138	P > t = 0.2069

fixtime: average travel time of fixed-route transit, without generating data
tfix: average travel time of fixed-route transit, with generating data

Two-sample t test with unequal variances

Variable	Obs	Mean	Std. Err.	Std. Dev.	[95% Conf. Interval]	
fixtime	95	52.15789	3.041789	29.64769	46.11835	58.19744
tfix	180	57.966	2.308298	30.96907	53.41103	62.52098
combined	275	55.95957	1.844658	30.59019	52.32806	59.59107
diff		-5.808109	3.870442		-13.42782	1.811599

Degrees of freedom: 273

Ho: mean(fixtime) - mean(tfix) = diff = 0		
Ha: diff < 0	Ha: diff != 0	Ha: diff > 0
t = -1.5006	t = -1.5006	t = -1.5006
P < t = 0.0673	P > t = 0.1346	P > t = 0.9327

fixcost: average travel cost of fixed-route transit, without generating data
cfix: average travel cost of fixed-route transit, with generating data

Two-sample t test with unequal variances

Variable	Obs	Mean	Std. Err.	Std. Dev.	[95% Conf. Interval]	
fixcost	103	20.82524	1.383573	14.04173	18.08093	23.56955
cfix	180	18.09314	.8529736	11.44384	16.40997	19.77632
combined	283	19.08751	.742879	12.49716	17.62522	20.5498
diff		2.732098	1.538142		-.2956459	5.759842

Degrees of freedom: 281

Ho: mean(fixcost) - mean(cfix) = diff = 0		
Ha: diff < 0	Ha: diff != 0	Ha: diff > 0
t = 1.5762	t = 1.5762	t = 1.5762
P < t = 0.9419	P > t = 0.1161	P > t = 0.0581

hiretime: average travel time of for-hired transit, without generating data
 thire: average travel time of for-hired transit, with generating data

Two-sample t test with unequal variances

Variable	Obs	Mean	Std. Err.	Std. Dev.	[95% Conf. Interval]	
hiretime	12	27.83333	2.554952	8.850612	22.20992	33.45674
thire	180	36.95387	1.425498	19.12506	34.14093	39.76682
combined	192	36.38384	1.354389	18.76696	33.71236	39.05532
diff		-9.12054	5.570773		-20.10905	1.867968

Degrees of freedom: 190

Ho: mean(hiretime) - mean(thire) = diff = 0
 Ha: diff < 0 Ha: diff != 0 Ha: diff > 0
 t = -1.6372 t = -1.6372 t = -1.6372
 P < t = 0.0516 P > |t| = 0.1032 P > t = 0.9484

hirecost: average travel cost of for-hired transit, without generating data
 chire: average travel cost of for-hired transit, with generating data

Two-sample t test with unequal variances

Variable	Obs	Mean	Std. Err.	Std. Dev.	[95% Conf. Interval]	
hirecost	12	70.83333	2.525126	8.747294	65.27557	76.3911
chire	180	98.39625	2.841817	38.12697	92.78848	104.004
combined	192	96.67357	2.711367	37.56981	91.3255	102.0216
diff		-27.56292	11.05114		-49.3616	-5.764235

Degrees of freedom: 190

Ho: mean(hirecost) - mean(chire) = diff = 0
 Ha: diff < 0 Ha: diff != 0 Ha: diff > 0
 t = -1.4941 t = -1.4941 t = -1.4941
 P < t = 0.0684 P > |t| = 0.1368 P > t = 0.9316

Appendix F Detailed Calculation of Station Accessibility Score

Weighting Calculation (Bangkok)

Component of	Affected Factors to Use Mass Transit	Variable	n	Level of Importance				sum	w
				Not Important (1)	Somewhat Important (2)	Important (3)	Very Important (4)		
Access to station	Less road crossing on the way to station	f_rxing	322	10.50%	28.70%	43.90%	16.70%	897	3.242
	Presence of escalator or elevator	f_escelv	322	10.50%	21.10%	34.60%	33.70%	1032	3.730
	Availability of transit modes to access	f_accmod	322	4.40%	18.20%	42.70%	34.60%	1104	3.990
	Availability of transit modes from station	f_egmod	322	5.00%	11.30%	47.30%	36.30%	1117	4.037
	Many offices or schools near the	f_nodest	322	2.10%	10.90%	47.30%	39.60%	1070	3.867
	Presence of car park near station	f_park	322	31.50%	29.20%	25.20%	14.10%	1120	4.048
Station Facility	Security, esp. in the night trip	f_secure	322	2.00%	8.60%	24.80%	64.40%	1140	4.120
	Good cleanliness in train and station	f_clean	322	2.90%	8.40%	34.40%	54.20%	1056	3.817
	Less crowdedness inside the station	f_crowd	322	4.10%	11.50%	32.90%	51.30%	996	3.600
	Good ticketing system	f_ticsys	322	4.70%	13.10%	40.00%	42.10%	952	3.441
								10484	37.89

Weighting Calculation (Manila)

Component of	Affected Factors to Use Mass Transit	Variable	n	Level of Importance				sum	w
				Not Important (1)	Somewhat Important (2)	Important (3)	Very Important (4)		
Access to station	Less road crossing on the way to station	f_rxing	901	10.50%	28.70%	43.90%	16.70%	2405	8.693
	Presence of escalator or elevator	f_escelv	901	10.50%	21.10%	34.60%	33.70%	2627	9.495
	Availability of transit modes to access	f_accmod	901	4.40%	18.20%	42.70%	34.60%	2771	10.016
	Availability of transit modes from station	f_egmod	901	5.00%	11.30%	47.30%	36.30%	2838	10.258
	Many offices or schools near the	f_nodest	901	2.10%	10.90%	47.30%	39.60%	2924	10.569
	Presence of car park near station	f_park	901	31.50%	29.20%	25.20%	14.10%	1999	7.225
Station Facility	Security, esp. in the night trip	f_secure	901	2.00%	8.60%	24.80%	64.40%	3170	11.458
	Good cleanliness in train and station	f_clean	901	2.90%	8.40%	34.40%	54.20%	3064	11.075
	Less crowdedness inside the station	f_crowd	901	4.10%	11.50%	32.90%	51.30%	2988	10.800
	Good ticketing system	f_ticsys	901	4.70%	13.10%	40.00%	42.10%	2881	10.413
								27667	100.00

Access Score (Manila)

LRT1

sta_code	sta_name	line	No of Gate	Road Crossing				Escalator/elevator				Access Mode			
				value	r	w	w*r	value	r	w	w*r	value	w	r	w*r
301	Monumento	LRT1	4	7	3	8.693	26.079	0	1	9.495	9.495	13	5	10.016	50.080
302	5th Avenue	LRT1	4	4	5	8.693	43.465	0	1	9.495	9.495	3	1	10.016	10.016
303	R Papa	LRT1	2	6	3	8.693	26.079	0	1	9.495	9.495	4	1	10.016	10.016
304	Abad Santos	LRT1	2	9	3	8.693	26.079	0	1	9.495	9.495	4	1	10.016	10.016
305	Blumentritt	LRT1	2	> 14	1	8.693	8.693	0	1	9.495	9.495	8	5	10.016	50.080
306	Tayuman	LRT1	3	> 14	1	8.693	8.693	0	1	9.495	9.495	5	1	10.016	10.016
307	Bambang	LRT1	2	> 14	1	8.693	8.693	0	1	9.495	9.495	7	5	10.016	50.080
308	Doroteo Jose	LRT1	3	> 14	1	8.693	8.693	0	1	9.495	9.495	14	5	10.016	50.080
309	Carriedo	LRT1	4	7	3	8.693	26.079	0	1	9.495	9.495	7	1	10.016	10.016
310	Central Terminal	LRT1	2	> 14	1	8.693	8.693	0	1	9.495	9.495	24	5	10.016	50.080
311	United Nations	LRT1	4	10	3	8.693	26.079	0	1	9.495	9.495	10	5	10.016	50.080
312	Pedro Gil	LRT1	2	> 14	1	8.693	8.693	0	1	9.495	9.495	17	5	10.016	50.080
313	Quirino	LRT1	3	12	3	8.693	26.079	0	1	9.495	9.495	11	5	10.016	50.080
314	Vito Cruz	LRT1	5	6	3	8.693	26.079	0	1	9.495	9.495	4	1	10.016	10.016
315	Gil Puyat	LRT1	5	6	3	8.693	26.079	0	1	9.495	9.495	7	1	10.016	10.016
316	Libertad	LRT1	4	6	3	8.693	26.079	0	1	9.495	9.495	3	1	10.016	10.016
317	EDSA	LRT1	5	6	3	8.693	26.079	0	1	9.495	9.495	6	1	10.016	10.016
318	Baclaran	LRT1	4	7	3	8.693	26.079	0	1	9.495	9.495	6	1	10.016	10.016

sta_code	sta_name	line	No of Gate	Egress Mode				Number of Destinations				Car Park				Access Score		
				value	r	w	w*r	off	sch	ret	r	w	w*r	value	r		w	w*r
301	Monumento	LRT1	4	13	5	10.258	51.290	3	14	11	1	10.569	10.569	0	1	7.225	7.225	154.738
302	5th Avenue	LRT1	4	3	1	10.258	10.258	1	3	8	1	10.569	10.569	0	1	7.225	7.225	91.028
303	R Papa	LRT1	2	4	1	10.258	10.258	0	6	5	1	10.569	10.569	0	1	7.225	7.225	73.642
304	Abad Santos	LRT1	2	4	1	10.258	10.258	1	14	9	1	10.569	10.569	0	1	7.225	7.225	73.642
305	Blumentritt	LRT1	2	8	5	10.258	51.290	3	12	8	1	10.569	10.569	0	1	7.225	7.225	137.352
306	Tayuman	LRT1	3	5	1	10.258	10.258	3	11	12	1	10.569	10.569	0	1	7.225	7.225	56.256
307	Bambang	LRT1	2	7	5	10.258	51.290	2	21	13	3	10.569	31.707	0	1	7.225	7.225	158.490
308	Doroteo Jose	LRT1	3	14	5	10.258	51.290	6	32	17	5	10.569	52.845	0	1	7.225	7.225	179.628
309	Carriedo	LRT1	4	7	1	10.258	10.258	10	31	17	5	10.569	52.845	0	1	7.225	7.225	115.918
310	Central Terminal	LRT1	2	24	5	10.258	51.290	14	21	11	3	10.569	31.707	2	5	7.225	36.125	187.390
311	United Nations	LRT1	4	10	5	10.258	51.290	25	14	32	5	10.569	52.845	0	1	7.225	7.225	197.014
312	Pedro Gil	LRT1	2	17	5	10.258	51.290	9	15	39	5	10.569	52.845	0	1	7.225	7.225	179.628
313	Quirino	LRT1	3	11	5	10.258	51.290	7	13	30	3	10.569	31.707	0	1	7.225	7.225	175.876
314	Vito Cruz	LRT1	5	4	1	10.258	10.258	8	8	16	3	10.569	31.707	1	5	7.225	36.125	123.680
315	Gil Puyat	LRT1	5	7	1	10.258	10.258	7	14	21	3	10.569	31.707	0	1	7.225	7.225	94.780
316	Libertad	LRT1	4	3	1	10.258	10.258	9	15	17	3	10.569	31.707	0	1	7.225	7.225	94.780
317	EDSA	LRT1	5	6	1	10.258	10.258	6	6	18	3	10.569	31.707	0	1	7.225	7.225	94.780
318	Baclaran	LRT1	4	6	1	10.258	10.258	5	2	16	1	10.569	10.569	0	1	7.225	7.225	73.642

Access Score (Manila)
LRT2 and MRT3

sta_code	sta_name	line	No of Gate	Road Crossing				Escalator/elevator				Access Mode			
				value	r	w	w*r	value	r	w	w*r	value	w	r	w*r
401	Recto	LRT2	3	>14	1	8.693	8.693	2	5	9.495	47.475	15	5	10.016	50.080
402	Legarda	LRT2	2	>14	1	8.693	8.693	2	5	9.495	47.475	7	5	10.016	50.080
403	Pureza	LRT2	2	>14	1	8.693	8.693	1	5	9.495	47.475	9	5	10.016	50.080
404	V. Mapa	LRT2	2	14	3	8.693	26.079	1	5	9.495	47.475	7	5	10.016	50.080
405	J. Ruiz	LRT2	2	>14	1	8.693	8.693	0	1	9.495	9.495	6	5	10.016	50.080
406	Gilmore	LRT2	2	>14	1	8.693	8.693	1	5	9.495	47.475	4	1	10.016	10.016
407	Betty Go-Belmonte	LRT2	2	>14	1	8.693	8.693	1	5	9.495	47.475	4	1	10.016	10.016
408	Cubao	LRT2	4	6	3	8.693	26.079	0	1	9.495	9.495	17	5	10.016	50.080
409	Anonas	LRT2	2	11	3	8.693	26.079	1	5	9.495	47.475	13	5	10.016	50.080
410	Katipunan	LRT2	2	14	3	8.693	26.079	2	5	9.495	47.475	12	5	10.016	50.080
411	Santolan-LRT2	LRT2	1	>14	1	8.693	8.693	1	5	9.495	47.475	10	5	10.016	50.080
501	North Ave	MRT3	3	6	3	8.693	26.079	2	5	9.495	47.475	20	5	10.016	50.080
502	Quezon Ave	MRT3	2	13	3	8.693	26.079	2	5	9.495	47.475	33	5	10.016	50.080
503	GMA Kamuning	MRT3	3	6	3	8.693	26.079	1	5	9.495	47.475	23	5	10.016	50.080
504	Araneta Center	MRT3	4	6	3	8.693	26.079	0	1	9.495	9.495	16	5	10.016	50.080
505	Santolan-MRT	MRT3	3	4	5	8.693	43.465	2	5	9.495	47.475	23	5	10.016	50.080
506	Ortigas	MRT3	3	7	3	8.693	26.079	1	5	9.495	47.475	25	5	10.016	50.080
507	Shaw Blvd	MRT3	4	6	3	8.693	26.079	0	1	9.495	9.495	18	5	10.016	50.080
508	Boni	MRT3	4	5	3	8.693	26.079	2	5	9.495	47.475	18	5	10.016	50.080
509	Guadalupe	MRT3	3	6	3	8.693	26.079	2	5	9.495	47.475	25	5	10.016	50.080
510	Buendia	MRT3	3	7	3	8.693	26.079	1	5	9.495	47.475	25	5	10.016	50.080
511	Ayala	MRT3	5	4	5	8.693	43.465	0	1	9.495	9.495	16	5	10.016	50.080
512	Magallanes	MRT3	2	8	3	8.693	26.079	2	5	9.495	47.475	30	5	10.016	50.080
513	Taft	MRT3	5	6	3	8.693	26.079	0	1	9.495	9.495	7	1	10.016	10.016

sta_code	sta_name	line	No of Gate	Egress Mode				Number of Destinations				Car Park				Access Score		
				value	r	w	w*r	off	sch	ret	r	w	w*r	value	r		w	w*r
401	Recto	LRT2	3	15	5	10.258	51.290	6	32	17	5	10.569	52.845	0	1	7.225	7.225	217.608
402	Legarda	LRT2	2	7	5	10.258	51.290	6	26	20	5	10.569	52.845	2	5	7.225	36.125	246.508
403	Pureza	LRT2	2	9	5	10.258	51.290	6	14	9	1	10.569	10.569	0	1	7.225	7.225	175.332
404	V. Mapa	LRT2	2	7	5	10.258	51.290	1	14	9	1	10.569	10.569	0	1	7.225	7.225	192.718
405	J. Ruiz	LRT2	2	6	5	10.258	51.290	7	12	10	1	10.569	10.569	0	1	7.225	7.225	137.352
406	Gilmore	LRT2	2	4	1	10.258	10.258	10	2	4	1	10.569	10.569	1	5	7.225	36.125	123.136
407	Betty Go-Belmonte	LRT2	2	4	1	10.258	10.258	4	5	5	1	10.569	10.569	0	1	7.225	7.225	94.236
408	Cubao	LRT2	4	17	5	10.258	51.290	2	9	22	3	10.569	31.707	0	1	7.225	7.225	175.876
409	Anonas	LRT2	2	13	5	10.258	51.290	3	12	5	1	10.569	10.569	0	1	7.225	7.225	192.718
410	Katipunan	LRT2	2	12	5	10.258	51.290	14	4	5	1	10.569	10.569	0	1	7.225	7.225	192.718
411	Santolan-LRT2	LRT2	1	10	5	10.258	51.290	0	0	0	1	10.569	10.569	1	5	7.225	36.125	204.232
501	North Ave	MRT3	3	20	5	10.258	51.290	8	8	11	1	10.569	10.569	1	5	7.225	36.125	221.618
502	Quezon Ave	MRT3	2	33	5	10.258	51.290	20	3	16	3	10.569	31.707	0	1	7.225	7.225	213.856
503	GMA Kamuning	MRT3	3	23	5	10.258	51.290	16	2	8	1	10.569	10.569	0	1	7.225	7.225	192.718
504	Araneta Center	MRT3	4	16	5	10.258	51.290	2	9	22	3	10.569	31.707	0	1	7.225	7.225	175.876
505	Santolan-MRT	MRT3	3	23	5	10.258	51.290	2	2	6	1	10.569	10.569	0	1	7.225	7.225	210.104
506	Ortigas	MRT3	3	25	5	10.258	51.290	11	2	17	3	10.569	31.707	0	1	7.225	7.225	213.856
507	Shaw Blvd	MRT3	4	18	5	10.258	51.290	8	3	16	1	10.569	10.569	0	1	7.225	7.225	154.738
508	Boni	MRT3	4	18	5	10.258	51.290	11	3	10	1	10.569	10.569	0	1	7.225	7.225	192.718
509	Guadalupe	MRT3	3	25	5	10.258	51.290	9	5	8	1	10.569	10.569	0	1	7.225	7.225	192.718
510	Buendia	MRT3	3	25	5	10.258	51.290	3	2	15	1	10.569	10.569	0	1	7.225	7.225	192.718
511	Ayala	MRT3	5	16	5	10.258	51.290	22	2	23	3	10.569	31.707	0	1	7.225	7.225	193.262
512	Magallanes	MRT3	2	30	5	10.258	51.290	4	3	4	1	10.569	10.569	0	1	7.225	7.225	192.718
513	Taft	MRT3	5	7	1	10.258	10.258	15	7	16	3	10.569	31.707	0	1	7.225	7.225	94.780

Facility Score (Manila)

sta_code	sta_name	line	No of Gate	Security				Cleanliness				Crowdedness				Ticket System				Facility Score
				value	r	w	w*r	value	r	w	w*r	value	r	w	w*r	value	r	w	w*r	
301	Monumento	LRT1	4	2	3	11.458	34.374	3	5	11.075	55.375	1	1	10.800	10.800	0	1	10.413	10.413	110.962
302	5th Avenue	LRT1	4	2	3	11.458	34.374	3	5	11.075	55.375	1	1	10.800	10.800	6	1	10.413	10.413	110.962
303	R Papa	LRT1	2	2	3	11.458	34.374	2	3	11.075	33.225	2	5	10.800	54.000	8	5	10.413	52.065	173.664
304	Abad Santos	LRT1	2	2	3	11.458	34.374	2	3	11.075	33.225	2	5	10.800	54.000	10	5	10.413	52.065	173.664
305	Blumentritt	LRT1	2	1	1	11.458	11.458	3	5	11.075	55.375	2	5	10.800	54.000	6	5	10.413	52.065	172.898
306	Tayuman	LRT1	3	2	3	11.458	34.374	2	3	11.075	33.225	2	5	10.800	54.000	11	5	10.413	52.065	173.664
307	Bambang	LRT1	2	3	5	11.458	57.290	2	3	11.075	33.225	2	5	10.800	54.000	8	5	10.413	52.065	196.580
308	Doroteo Jose	LRT1	3	2	3	11.458	34.374	3	5	11.075	55.375	2	5	10.800	54.000	0	1	10.413	10.413	154.162
309	Carriedo	LRT1	4	2	3	11.458	34.374	3	5	11.075	55.375	1	1	10.800	10.800	0	1	10.413	10.413	110.962
310	Central Terminal	LRT1	2	3	5	11.458	57.290	3	5	11.075	55.375	1	1	10.800	10.800	0	1	10.413	10.413	133.878
311	United Nations	LRT1	4	2	3	11.458	34.374	3	5	11.075	55.375	1	1	10.800	10.800	0	1	10.413	10.413	110.962
312	Pedro Gil	LRT1	2	3	5	11.458	57.290	3	5	11.075	55.375	1	1	10.800	10.800	0	1	10.413	10.413	133.878
313	Quirino	LRT1	3	2	3	11.458	34.374	3	5	11.075	55.375	2	5	10.800	54.000	0	1	10.413	10.413	154.162
314	Vito Cruz	LRT1	5	2	3	11.458	34.374	2	3	11.075	33.225	1	1	10.800	10.800	0	1	10.413	10.413	88.812
315	Gil Puyat	LRT1	5	2	3	11.458	34.374	3	5	11.075	55.375	1	1	10.800	10.800	0	1	10.413	10.413	110.962
316	Libertad	LRT1	4	2	3	11.458	34.374	3	5	11.075	55.375	2	5	10.800	54.000	0	1	10.413	10.413	154.162
317	EDSA	LRT1	5	3	5	11.458	57.290	3	5	11.075	55.375	1	1	10.800	10.800	0	1	10.413	10.413	133.878
318	Baclaran	LRT1	4	1	1	11.458	11.458	2	3	11.075	33.225	1	1	10.800	10.800	0	1	10.413	10.413	65.896
401	Recto	LRT2	3	1	1	11.458	11.458	1	1	11.075	11.075	2	5	10.800	54.000	8	5	10.413	52.065	128.598
402	Legarda	LRT2	2	3	5	11.458	57.290	1	1	11.075	11.075	2	5	10.800	54.000	9	5	10.413	52.065	174.430
403	Pureza	LRT2	2	3	5	11.458	57.290	1	1	11.075	11.075	2	5	10.800	54.000	6	5	10.413	52.065	174.430
404	V. Mapa	LRT2	2	3	5	11.458	57.290	1	1	11.075	11.075	1	1	10.800	10.800	3	1	10.413	10.413	89.578
405	J. Ruiz	LRT2	2	3	5	11.458	57.290	1	1	11.075	11.075	2	5	10.800	54.000	3	1	10.413	10.413	132.778
406	Gilmore	LRT2	2	3	5	11.458	57.290	1	1	11.075	11.075	2	5	10.800	54.000	4	1	10.413	10.413	132.778
407	Betty Go-Belmonte	LRT2	2	2	3	11.458	34.374	1	1	11.075	11.075	2	5	10.800	54.000	3	1	10.413	10.413	109.862
408	Cubao	LRT2	4	3	5	11.458	57.290	1	1	11.075	11.075	1	1	10.800	10.800	16	5	10.413	52.065	131.230
409	Anonas	LRT2	2	3	5	11.458	57.290	1	1	11.075	11.075	2	5	10.800	54.000	6	5	10.413	52.065	174.430
410	Katipunan	LRT2	2	3	5	11.458	57.290	1	1	11.075	11.075	2	5	10.800	54.000	12	5	10.413	52.065	174.430
411	Santolan-LRT2	LRT2	1	3	5	11.458	57.290	3	5	11.075	55.375	1	1	10.800	10.800	12	5	10.413	52.065	175.530
501	North Ave	MRT3	3	2	3	11.458	34.374	2	3	11.075	33.225	1	1	10.800	10.800	2	1	10.413	10.413	88.812
502	Quezon Ave	MRT3	2	3	5	11.458	57.290	2	3	11.075	33.225	1	1	10.800	10.800	0	1	10.413	10.413	111.728
503	GMA Kamuning	MRT3	3	2	3	11.458	34.374	2	3	11.075	33.225	1	1	10.800	10.800	0	1	10.413	10.413	88.812
504	Araneta Center	MRT3	4	3	5	11.458	57.290	1	1	11.075	11.075	1	1	10.800	10.800	16	5	10.413	52.065	131.230
505	Santolan-MRT	MRT3	3	2	3	11.458	34.374	2	3	11.075	33.225	2	5	10.800	54.000	0	1	10.413	10.413	132.012
506	Ortigas	MRT3	3	2	3	11.458	34.374	2	3	11.075	33.225	2	5	10.800	54.000	0	1	10.413	10.413	132.012
507	Shaw Blvd	MRT3	4	2	3	11.458	34.374	2	3	11.075	33.225	1	1	10.800	10.800	0	1	10.413	10.413	88.812
508	Boni	MRT3	4	2	3	11.458	34.374	2	3	11.075	33.225	2	5	10.800	54.000	0	1	10.413	10.413	132.012
509	Guadalupe	MRT3	3	2	3	11.458	34.374	2	3	11.075	33.225	1	1	10.800	10.800	0	1	10.413	10.413	88.812
510	Buendia	MRT3	3	2	3	11.458	34.374	2	3	11.075	33.225	1	1	10.800	10.800	0	1	10.413	10.413	88.812
511	Ayala	MRT3	5	3	5	11.458	57.290	2	3	11.075	33.225	1	1	10.800	10.800	2	1	10.413	10.413	111.728
512	Magallanes	MRT3	2	2	3	11.458	34.374	2	3	11.075	33.225	2	5	10.800	54.000	2	1	10.413	10.413	132.012
513	Taft	MRT3	5	3	5	11.458	57.290	3	5	11.075	55.375	1	1	10.800	10.800	0	1	10.413	10.413	133.878

Facility Score of Mania

Access Score (Bangkok)

sta_code	sta_name	line	No of Gate	Road Crossing				Escalator/elevator				Access Mode			
				value	r	w	w*r	value	r	w	w*r	value	w	r	w*r
101	Mo Chit	BTS	4	3	5	8.556	42.780	2	5	9.844	49.220	10	5	10.530	52.650
102	Saphan Khwai	BTS	4	5	3	8.556	25.668	1	5	9.844	49.220	7	1	10.530	10.530
103	Aree	BTS	4	6	3	8.556	25.668	2	5	9.844	49.220	7	1	10.530	10.530
104	Sanam Pao	BTS	4	5	3	8.556	25.668	0	1	9.844	9.844	7	1	10.530	10.530
105	Victory Monument	BTS	4	6	3	8.556	25.668	1	5	9.844	49.220	15	5	10.530	52.650
112	Asok	BTS	4	9	3	8.556	25.668	2	5	9.844	49.220	3	1	10.530	10.530
114	Thong Lo	BTS	4	7	3	8.556	25.668	2	5	9.844	49.220	4	1	10.530	10.530
117	On Nut	BTS	4	5	3	8.556	25.668	2	5	9.844	49.220	6	1	10.530	10.530
123	Saphan Taksin	BTS	4	9	3	8.556	25.668	2	5	9.844	49.220	4	1	10.530	10.530
201	Hua Lamphong	MRT	4	> 14	1	8.556	8.556	4	5	9.844	49.220	6	1	10.530	10.530
207	Sukhumvit	MRT	3	12	3	8.556	25.668	3	5	9.844	49.220	4	1	10.530	10.530
209	Phra Ram 9	MRT	3	5	3	8.556	25.668	2	5	9.844	49.220	5	1	10.530	10.530
211	Huai Khwang	MRT	4	6	3	8.556	25.668	2	5	9.844	49.220	5	1	10.530	10.530
212	Sutthisan	MRT	4	2	5	8.556	42.780	4	5	9.844	49.220	4	1	10.530	10.530
214	Lat Phrao	MRT	4	6	3	8.556	25.668	4	5	9.844	49.220	7	1	10.530	10.530
216	Chatuchak Park	MRT	4	3	5	8.556	42.780	3	5	9.844	49.220	10	5	10.530	52.650
218	Bang Sue	MRT	2	8	3	8.556	25.668	2	5	9.844	49.220	9	5	10.530	52.650

sta_code	sta_name	line	No of Gate	Egress Mode				Number of Destinations					Car Park				Access Score	
				value	r	w	w*r	off	sch	ret	r	w	w*r	value	r	w		w*r
101	Mo Chit	BTS	4	10	5	10.654	53.270	37	6	12	5	10.206	51.030	2	5	10.683	53.415	302.365
102	Saphan Khwai	BTS	4	7	1	10.654	10.654	34	7	43	5	10.206	51.030	0	1	10.683	10.683	157.785
103	Aree	BTS	4	7	1	10.654	10.654	63	10	30	5	10.206	51.030	0	1	10.683	10.683	157.785
104	Sanam Pao	BTS	4	7	1	10.654	10.654	35	4	14	5	10.206	51.030	0	1	10.683	10.683	118.409
105	Victory Monument	BTS	4	15	5	10.654	53.270	62	24	50	5	10.206	51.030	0	1	10.683	10.683	242.521
112	Asok	BTS	4	3	1	10.654	10.654	75	7	96	5	10.206	51.030	0	1	10.683	10.683	157.785
114	Thong Lo	BTS	4	4	1	10.654	10.654	63	15	29	5	10.206	51.030	0	1	10.683	10.683	157.785
117	On Nut	BTS	4	6	1	10.654	10.654	20	8	17	3	10.206	30.618	0	1	10.683	10.683	137.373
123	Saphan Taksin	BTS	4	4	1	10.654	10.654	87	33	73	5	10.206	51.030	0	1	10.683	10.683	157.785
201	Hua Lamphong	MRT	4	6	1	10.654	10.654	78	23	71	5	10.206	51.030	1	5	10.683	53.415	183.405
207	Sukhumvit	MRT	3	4	1	10.654	10.654	75	7	96	5	10.206	51.030	1	5	10.683	53.415	200.517
209	Phra Ram 9	MRT	3	5	1	10.654	10.654	48	7	22	5	10.206	51.030	1	5	10.683	53.415	200.517
211	Huai Khwang	MRT	4	5	1	10.654	10.654	36	5	30	5	10.206	51.030	0	1	10.683	10.683	157.785
212	Sutthisan	MRT	4	4	1	10.654	10.654	31	5	24	5	10.206	51.030	0	1	10.683	10.683	174.897
214	Lat Phrao	MRT	4	7	1	10.654	10.654	36	3	18	5	10.206	51.030	1	5	10.683	53.415	200.517
216	Chatuchak Park	MRT	4	10	5	10.654	53.270	37	6	12	5	10.206	51.030	2	5	10.683	53.415	302.365
218	Bang Sue	MRT	2	9	5	10.654	53.270	11	5	15	3	10.206	30.618	1	5	10.683	53.415	264.841

Facility Score (Manila)

sta_code	sta_name	line	No of Gate	Security				Cleanliness				Crowdedness				Ticket System				Facility Score
				value	r	w	w*r	value	r	w	w*r	value	r	w	w*r	value	r	w	w*r	
301	Mommento	LRT1	4	2	3	11.458	34.374	3	5	11.075	55.375	1	1	10.800	10.800	0	1	10.413	10.413	110.962
302	5th Avenue	LRT1	4	2	3	11.458	34.374	3	5	11.075	55.375	1	1	10.800	10.800	6	1	10.413	10.413	110.962
303	R Papa	LRT1	2	2	3	11.458	34.374	2	3	11.075	33.225	2	5	10.800	54.000	8	5	10.413	52.065	173.664
304	Abad Santos	LRT1	2	2	3	11.458	34.374	2	3	11.075	33.225	2	5	10.800	54.000	10	5	10.413	52.065	173.664
305	Blumentritt	LRT1	2	1	1	11.458	11.458	3	5	11.075	55.375	2	5	10.800	54.000	6	5	10.413	52.065	172.898
306	Tayuman	LRT1	3	2	3	11.458	34.374	2	3	11.075	33.225	2	5	10.800	54.000	11	5	10.413	52.065	173.664
307	Bambang	LRT1	2	3	5	11.458	57.290	2	3	11.075	33.225	2	5	10.800	54.000	8	5	10.413	52.065	196.580
308	Doroteo Jose	LRT1	3	2	3	11.458	34.374	3	5	11.075	55.375	2	5	10.800	54.000	0	1	10.413	10.413	154.162
309	Carriedo	LRT1	4	2	3	11.458	34.374	3	5	11.075	55.375	1	1	10.800	10.800	0	1	10.413	10.413	110.962
310	Central Terminal	LRT1	2	3	5	11.458	57.290	3	5	11.075	55.375	1	1	10.800	10.800	0	1	10.413	10.413	133.878
311	United Nations	LRT1	4	2	3	11.458	34.374	3	5	11.075	55.375	1	1	10.800	10.800	0	1	10.413	10.413	110.962
312	Pedro Gil	LRT1	2	3	5	11.458	57.290	3	5	11.075	55.375	1	1	10.800	10.800	0	1	10.413	10.413	133.878
313	Quirino	LRT1	3	2	3	11.458	34.374	3	5	11.075	55.375	2	5	10.800	54.000	0	1	10.413	10.413	154.162
314	Vito Cruz	LRT1	5	2	3	11.458	34.374	2	3	11.075	33.225	1	1	10.800	10.800	0	1	10.413	10.413	88.812
315	Gil Puyat	LRT1	5	2	3	11.458	34.374	3	5	11.075	55.375	1	1	10.800	10.800	0	1	10.413	10.413	110.962
316	Libertad	LRT1	4	2	3	11.458	34.374	3	5	11.075	55.375	2	5	10.800	54.000	0	1	10.413	10.413	154.162
317	EDSA	LRT1	5	3	5	11.458	57.290	3	5	11.075	55.375	1	1	10.800	10.800	0	1	10.413	10.413	133.878
318	Baclanan	LRT1	4	1	1	11.458	11.458	2	3	11.075	33.225	1	1	10.800	10.800	0	1	10.413	10.413	65.896
401	Recto	LRT2	3	1	1	11.458	11.458	1	1	11.075	11.075	2	5	10.800	54.000	8	5	10.413	52.065	128.598
402	Legarda	LRT2	2	3	5	11.458	57.290	1	1	11.075	11.075	2	5	10.800	54.000	9	5	10.413	52.065	174.430
403	Pureza	LRT2	2	3	5	11.458	57.290	1	1	11.075	11.075	2	5	10.800	54.000	6	5	10.413	52.065	174.430
404	V. Mapa	LRT2	2	3	5	11.458	57.290	1	1	11.075	11.075	1	1	10.800	10.800	3	1	10.413	10.413	89.578
405	J. Ruiz	LRT2	2	3	5	11.458	57.290	1	1	11.075	11.075	2	5	10.800	54.000	3	1	10.413	10.413	132.778
406	Gilmore	LRT2	2	3	5	11.458	57.290	1	1	11.075	11.075	2	5	10.800	54.000	4	1	10.413	10.413	132.778
407	Betty Go-Belmonte	LRT2	2	2	3	11.458	34.374	1	1	11.075	11.075	2	5	10.800	54.000	3	1	10.413	10.413	109.862
408	Cubao	LRT2	4	3	5	11.458	57.290	1	1	11.075	11.075	1	1	10.800	10.800	16	5	10.413	52.065	131.230
409	Anonas	LRT2	2	3	5	11.458	57.290	1	1	11.075	11.075	2	5	10.800	54.000	6	5	10.413	52.065	174.430
410	Katipunan	LRT2	2	3	5	11.458	57.290	1	1	11.075	11.075	2	5	10.800	54.000	12	5	10.413	52.065	174.430
411	Santolan-LRT2	LRT2	1	3	5	11.458	57.290	3	5	11.075	55.375	1	1	10.800	10.800	12	5	10.413	52.065	175.530
501	North Ave	MRT3	3	2	3	11.458	34.374	2	3	11.075	33.225	1	1	10.800	10.800	2	1	10.413	10.413	88.812
502	Quezon Ave	MRT3	2	3	5	11.458	57.290	2	3	11.075	33.225	1	1	10.800	10.800	0	1	10.413	10.413	111.728
503	GMA Kamuning	MRT3	3	2	3	11.458	34.374	2	3	11.075	33.225	1	1	10.800	10.800	0	1	10.413	10.413	88.812
504	Araneta Center	MRT3	4	3	5	11.458	57.290	1	1	11.075	11.075	1	1	10.800	10.800	16	5	10.413	52.065	131.230
505	Santolan-MRT	MRT3	3	2	3	11.458	34.374	2	3	11.075	33.225	2	5	10.800	54.000	0	1	10.413	10.413	132.012
506	Ortigas	MRT3	3	2	3	11.458	34.374	2	3	11.075	33.225	2	5	10.800	54.000	0	1	10.413	10.413	132.012
507	Shaw Blvd	MRT3	4	2	3	11.458	34.374	2	3	11.075	33.225	1	1	10.800	10.800	0	1	10.413	10.413	88.812
508	Boni	MRT3	4	2	3	11.458	34.374	2	3	11.075	33.225	2	5	10.800	54.000	0	1	10.413	10.413	132.012
509	Guadalupe	MRT3	3	2	3	11.458	34.374	2	3	11.075	33.225	1	1	10.800	10.800	0	1	10.413	10.413	88.812
510	Buendia	MRT3	3	2	3	11.458	34.374	2	3	11.075	33.225	1	1	10.800	10.800	0	1	10.413	10.413	88.812
511	Ayala	MRT3	5	3	5	11.458	57.290	2	3	11.075	33.225	1	1	10.800	10.800	2	1	10.413	10.413	111.728
512	Magallanes	MRT3	2	2	3	11.458	34.374	2	3	11.075	33.225	2	5	10.800	54.000	2	1	10.413	10.413	132.012
513	Taft	MRT3	5	3	5	11.458	57.290	3	5	11.075	55.375	1	1	10.800	10.800	0	1	10.413	10.413	133.878

Facility Score of Bangkok

Appendix G Example of Completed Interview Survey

The purpose of this survey is to determine the important factors that encourage/discourage people from using mass rapid transit system. These important factors could then be integrated in the design of the next new mass rapid transit line within the city. Please answer the questions appropriately and may not leave them blank. You can check or put an "x" mark on the box of your chosen answer. Confidentiality of your answers will strictly be observed.

PART I: General Trip Characteristics

Example of Travel Itinerary:

Location/Segment		Transport mode / Others	Total Time Consumed (min)	Fare or Out of pocket cost (Pesos)	Route of Public Transport (Sign Board)
From (Origin)	To (Destination)				
Home	EDSA / Quezon Ave.	Tricycle	10.0	5	
EDSA/Quezon Ave.	Quezon Ave. MRT Sta	Walk	3.0		
		Wait	7.0		
Quezon Ave. MRT Sta.	Ayala MRT Sta	MRT3	14.0	20	MRT towards Taft Ave.
Ayala MRT station	Office	Walk	9.0	10	
Total			43.0 minutes	35 Pesos	

Transport mode: car, taxi, LRT1, LRT2, MRT3, aircon bus, non-aircon bus, jeepney, fx/van, tricycle, pedicab, bicycle, walk

1. Please describe your usual travel itinerary to go to workplace (office) or school using LRT/MRT:

Location/Segment		Transport mode / Others	Total Time Consumed (min)	Fare or Out of pocket cost (Pesos)	Route of Public Transport (Sign Board)
From (Origin)	To (Destination)				
home	Pureza Sta.	pedicap	6	10	
Pureza Sta.	Recto Sta.	LRT2	7	14	
Recto Sta.	D Jose Sta.	walking	5	0	
D Jose Sta.	Gil Puyat Sta.	LRT1	15	15	
Gil Puyat Sta.	Makati Ave.	jeepneys	15	10	
Makati Ave.	office	walking	5	0	
Total			53	49	

2. In case you do not use the LRT/MRT OR you never use them in going to office or school, please also describe your travel itinerary without using the LRT/MRT:

Location/Segment		Transport mode / Others	Total Time Consumed (min)	Fare or Out of pocket cost (Pesos)	Route of Public Transport (Sign Board)
From (Origin)	To (Destination)				
home	Pureza	pedicap	7	10	
Pureza	Quiapo	jeepney	30	7.5	
Quiapo	Buendia	jeepney	30	15	
Buendia	Makati Ave.	jeepney	11	7.5	
Makati Ave.	office	walking	5	0	
Total			83	40	

More detail of your regular trip,

3. Please write down your home address (confidential):
 Apartment/Condo Name/House No.: 2D-13 Bldg 4
 Street Name: GSIS City, Anonas street
 City: Manila
4. How long have you been staying here? 3.5 years
5. Trip purpose: workplace/office school/university
6. Please write down your destination (confidential):
 Building/Office Name: 9th Floor Citibank Center
 Street Name: Faseo De Roxas Ave
 City: Makati
7. Your usual transportation mode: LRT
8. Your usual time leaving home: 06:40

NOTE:

For those who use the LRT/MRT regularly (use them at least twice a week) go to PART II

For those who NEVER use the LRT/MRT regularly (use them less than once a week) go to PART III

PART II: For those who use LRT/MRT regularly (use them at least once a week)

9. How often do you use the LRT/MRT in two weeks? never 1 – 2 times 3 – 4 times more than 5 times
10. From your home, what is the name of the LRT/MRT station you access? Station name: Pureza
11. How do you get there (to reach the station)? Your main access Mode is (please check)
 Walk Car Taxi Jeepney Aircon Bus NonAircon Bus tricycle pedicab fx/Van
12. How long do you get to the station (overall access time)? 6 minutes.
13. How much cost do you spend to get to the station (overall access cost)? 10 Pesos
14. What is your reason of using the LRT/MRT? Please rank your reason as 1 for the main reason, 2 for the second and so on.
 ___ My office (or school) is close to LRT/MRT station
6 LRT/MRT is faster than other modes
5 LRT/MRT is safer than other modes
 ___ My total transport cost using LRT/MRT is cheaper than other modes
3 LRT/MRT is more comfortable and convenient than other modes
4 LRT/MRT is more secure than other modes
2 It is easy to reach LRT/MRT Station from my home (more accessible)
1 I don't have available vehicle (car or motorcycle) for my trip (trip to office or school)
 ___ Because parking is difficult to find, so I prefer to use LRT/MRT
 ___ Because parking fee is expensive, so I prefer to use LRT/MRT
 ___ Others, please specify _____

PART III: For those who NEVER use the LRT/MRT regularly (use them less than once a week)

15. What are your reasons of NOT use LRT/MRT? Please rank the reason as 1 for the main reason, 2 for the second and so on
 ___ I have a car (or motorcycle), so I don't need to use LRT/MRT wherever I want to go
 ___ The LRT/MRT station is too far from my home
 ___ The LRT/MRT station is too difficult to reach (too many road crossings, ascending steps, crowded, and so on)
 ___ If I use LRT/MRT, my office or school is still too far from the station
 ___ I usually carry a lot of things to go to office or school
 ___ The LRT/MRT is always too crowded (full of people) in the morning, so I prefer to use other modes
 ___ I have better transit mode to go to my destination
 ___ The total cost of using LRT/MRT is higher than other mode that I always uses
 ___ The total time of using LRT/MRT is longer than other mode that I always uses
 ___ If I use LRT/MRT, I need to do more transfers until I reach my office or school
 ___ I need to pick up children or elderly
 ___ Other, please specify: _____

PART IV: For all respondents: Respondents' Characteristics

16. Your gender: male female
17. Your age (approximately): 22 years old
18. Your highest education:
 elementary school high school vocational/technical school two-year college degree
 college degree (4 yrs) master degree doctoral degree other, : _____
19. What is your marriage status?
 single married, no kids married, have kids widowed/separated
20. What is your current employment status?
 private company employee govern. employee business owner student
 unemployed housewife retired other, _____
21. What is your individual gross monthly income?
 under PHP 3,000 PHP 3,000 – 5,999 PHP 6,000 – 9,999 PHP 10,000 – 14,999
 PHP 15,000 – 19,999 PHP 20,000 – 29,999 PHP 30,000 – 39,999 PHP 40,000 – 59,999
 PHP 60,000 – 99,999 PHP 100,000 – 149,999 PHP 150,000 – 199,999 PHP 200,000 and more

22. Do have your own vehicle? yes no
 If YES, what kind of vehicle?
 car SUV or Jeep Motorcycle Pickup Other _____
23. Is the vehicle available for your daily travel (i.e. work, school, shopping)? yes no
24. Do you have drive's license? yes no
27. Please rate the following factors when you choose to use or not to use the LRT/MRT. Please check the box corresponding to the degree of importance of the factors to you.

	Factors	Not Important	Somewhat Important	Important	Very Important
1	Reasonable access distance	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	Directness of the walking route to station	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3	Less road crossing on the way to station	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4	Less steps on the entrance way to station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Present of escalator/elevator on entrance way	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6	Walking friendly on the way to reach station	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7	Security (especially using rapid transit in the night)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8	Availability of transportation modes to reach station	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	Availability of transportation modes from station to office/school	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10	Many offices or schools near the station	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	Integrated ticketing system for all mass rapid transit lines	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	Less crowdedness inside the train during peak hour	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13	Good cleanliness in train and station	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14	Less waiting time in station for mass rapid transit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Cheaper ticket fare of mass mass rapid transit	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	Shorter time of in-train time	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17	Present of car park near station	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18	Cheaper parking fee to park vehicles near the station	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19	Less total travel time comparing with other mode	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Less total travel cost comparing with other mode	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

--- Thank you very much for answering this questionnaire ---

BIOGRAPHY

Sony Sulaksono Wibowo

I was born in Bandung, the capital city of West Java Province, Indonesia, on the 12th day of March 1969. I grew up and finished my elementary to senior high school in Bandung. I took my undergraduate study of civil engineering in Bandung Institute of Technology (ITB). Soon after finished, I joined to the Department of Civil Engineering ITB. I got my master in civil engineering from ITB and Nanyang Technological University (NTU) of Singapore. By the mid of 2004, I got scholarship from AUN/SEED-Net JICA to pursue PhD program in which this dissertation is partial requirement in the fulfillment of the degree.

