

Methodology

The Knoxville Transportation Planning Organization (TPO) is interested in learning how the regional transportation system is meeting the needs of the public and priorities for the future. The TPO contracted with the University of Tennessee's College of Social Work Center for Applied Research and Evaluation to conduct a survey to measure current attitudes, spending priorities, and preferences for funding future projects. The survey was conducted between December, 2015 and January, 2016 with residents in Anderson, Blount, Knox, Loudon, Roane and Sevier counties. A mixed-mode methodology was used and included telephone surveys utilizing random digit dialing (RDD) landline telephone sample, cell phone sample, and a web survey using a web panel purchased from Survey Sampling, Inc. The sample was stratified to include at least 300 surveys from Anderson, Blount, Knox and Sevier counties and 300 from Loudon and Roane counties combined. A total of 1,608 surveys were completed – 728 from landline sample, 530 from cell phone sample, and 350 from the web panel - resulting in a +/- 2.4% margin of error at the 95% confidence level for the region and +/- 5.6% margin of error at the 95% confidence level for each of the counties.

Quotas were set for age and gender for each county to ensure adequate representation by males and residents under 35. However, goals for a few quota cells were not met and weights were calculated so age and gender statistics matched census data. Furthermore, weights were assigned to each record to match regional population distribution. All results reported except for demographic characteristics utilized these weights during analysis. For analysis purposes, racial and ethnic categories were collapsed into White and non-White.

The survey instrument focused on how well the current transportation system is meeting the needs of the public, priorities for the future, and the preferred method of revenue generation. A series of questions were developed to address each of these areas. Questions within each series were presented in random order to minimize potential bias generated from question ordering.

Is the transportation system meeting the public's needs?

The series of questions to determine how well the public felt the current system was meeting its needs consisted of six topics: roadways, traffic signals, sidewalks, bike lanes, greenways, and public transportation. Responses included a scale from 1 to 5 with 1 signifying "not at all" and 5 signifying "very well". Roadways and traffic signals received the highest scores and public transportation received the lowest. Regional and group differences that emerged and were statistically significant ($p \leq .05$) are reported below:

Greenways

- Greenways were rated higher in Blount County than all counties;
- Greenways were rated lowest by those living in a rural area.

Public transportation

- Public transportation was rated higher in Knox County than all other counties, except Sevier;
- Public transportation was rated higher in Sevier county than in Blount and Loudon/Roane;
- 18 – 34 year olds rated public transportation higher than all other age groups and those 65 and older rated it the lowest;
- Those whose household income was under \$25,000 rated public transportation higher than those living in households with incomes between \$75,000 and \$99,999 and those with incomes of \$150,000 or more;

- Those living in rural areas rated public transportation lower than those living in or near a city;
- Those with one or less cars rated public transportation higher than those with 2 or more cars.

Bike lanes

- Bike lanes were rated higher than respondents over 50 and those between 50 and 64 rated them higher than those 65+;
- Bike lanes were rated lower by those in rural different than others;
- Bike lanes were rated lower by those who have access to 3 or more vehicles compared to those with 1 or no cars.

Sidewalks

- Sidewalks were rated higher by those 18 – 34 higher than over 50 and those 50 - 64 rated them higher than those 65+;
- Sidewalks were rated highest by those living in a city or town.

Spending priorities

The series of questions developed to measure spending priorities consisted of six areas and respondents could indicate if each area was a low, medium or high priority. The areas included: increase local transit service where it already exists; expand geographic area currently being served by transit; improve traffic flow; widen roads; maintain and fix existing roads and bridges; and build sidewalks, greenways and bike lanes.

- Maintaining and fixing roads and bridges was the highest priority and increase local transit service where it already exists was the lowest.

Improve traffic flow

- Improving traffic flow was lower in Anderson than Blount, Knox, and Sevier counties;
- Knox County and Sevier County assigned a higher priority than Loudon;

Increase local transit service where it already exists

- Those over 65 assigned this a lower priority than those 35 – 49 and 50 – 64;
- Those whose household income was < \$25,000 assigned this a higher priority than those with incomes of \$50,000 – \$75,000 and \$150,000+;
- Those living in a city or town assigned a higher priority than others;
- Those with 1 vehicle assigned a higher priority than those with 2 and more cars;
- Non-whites assigned this a higher priority than whites.

Expand geographic area currently being served by transit

- Those between 35 and 49 assigned a higher priority than those 65+;
- Those in rural areas assigned a lower priority;
- Those with 1 vehicle assigned this a higher priority than those with 2 vehicles;
- Non-whites assign a higher priority than Whites.

Improve traffic flow

- Anderson county assigned a lower priority than Blount, Knox and Sevier counties; Knox county assigned a higher priority than Loudon/Roane counties; and Loudon/Roane lower than Sevier;
- Those 35 – 49 assigned a higher priority than those 65+.

Widen roads

- Those 18 – 34 assigned a lower priority than those 50-64;
- Those living in rural areas assigned higher priority than others.

Build sidewalks, greenways and bike lanes

- Lowest priority is assigned by those 65 and over;
- Lowest priority assigned by those living in rural areas.

Budget allocations

Those who assigned a medium or high priority to each of the categories in the previous category were asked to allocate up to one dollar for the chosen areas. It is important to keep in mind that the number of people responding to these questions varies widely because it is dependent upon responses to the previous series of questions.

- Maintaining and fixing existing roads and bridges and improving traffic flow continued to be the highest priority for respondents.
- Those who chose “High Priority” for each area in the previous section allocated a significantly higher amount than those who chose “Medium Priority”.

Increase local transit service where it already exists

- Those with less than a high school education allocated significantly higher amounts than those with higher levels of education;
- Those with incomes under \$25,000 allocated more than those with incomes between \$100,000 and \$149,999;
- Non-Whites allocated more than Whites;
- Those with no car allocated significantly more than those with 2 or more cars; those with 1 car allocated more than those with 3 or more cars.

Expand the geographic area currently being served by transit

- Those with incomes between \$25,000 and \$49,999 allocated more than those with incomes below \$25,000;
- Those with 1 car allocated more than those with 2 or more cars.

Improving traffic flow

- Sevier county allocated the highest amount for improving traffic flow and is significantly higher than Anderson county;
- Those between 18 and 34 allocated more than those between 35 and 64;
- Those with incomes between \$100,000 and \$149,999 allocated the highest amount and significantly higher than incomes between \$25,000 and \$49,999 and over \$150,000;
- Whites allocated more than Non-Whites;

Maintain and fix existing roads and bridges

- Respondents from Anderson County allocated the highest amount for this area. Allocations for Anderson County were significantly greater than Blount and Sevier; allocations for Loudon/Roane were significantly higher than Blount; allocations for Loudon/Sevier were significantly higher than Sevier;
- Those 65 and over allocated significantly more than all other age groups;
- Whites allocated more than Non-Whites

Widen roads

- Loudon/Roane counties allocated more money than Knox county;
- Those 50 and over allocated more money than those between 18 and 34;
- Those with a high school education allocated significantly higher amounts than those with a graduate degree;
- Those with incomes between \$25,000 and \$99,999 allocated more than those with incomes less than \$25,000;
- Rural areas allocated significantly more than both suburban and city residents and suburban residents allocated more than city residents;
- Those with 2 cars allocated more than those with 1 car

Build sidewalks, greenways, and bike lanes

- Those between 18 and 34 allocated a significantly higher amount than those 65 and over;
- Those with a graduate degree allocated significantly more than those with a some college or less education;
- City residents allocated more than those living near a city or town and those in rural areas.

Funding sources

Respondents were presented with a list of seven possible funding sources for transportation improvements and asked to identify which of these they would support. This question was asked of all respondents regardless of spending priorities. Respondents could offer that they would support none of these but were not read that option.

The most frequently selected sources were an increase in gas tax and a transportation bond or borrowing funds. However, almost one out of four respondents indicated they would not support any type of additional funding.

- Those with incomes under \$25,000 were significantly more likely to indicate they would not support additional funding;

- Those with at least a bachelor's degree were more likely to support an increase in gas tax than those without a 4 year degree;
- Those under the age of 50 were more likely than older respondents to support an increase in property tax.

Impact of expanding greenways, bike facilities and sidewalk networks

Using a scale of 1 to 5 with 1 being "Not at all" and 5 being "Great deal", respondents were asked to rate the impact of expanding the greenways, bike facilities, and sidewalk networks.

- Those in Anderson County indicated the greatest impact and those in Loudon/Roane indicated the lowest impact;
- As respondents aged the reported impact decreased;
- Those with incomes below \$25,000 indicated the highest impact and were significantly higher than all income categories except those with incomes of \$150,000 or more;
- Non-whites indicated a significantly higher impact than Whites;
- Those living in a rural area reported the least impact.

SAMPLE CHARACTERISTICS (unweighted)

	Frequency	% of total
Counties		
Anderson	300	18.7%
Blount	338	21.1%
Knox	370	23.0%
Loudon/Roane	300	18.6%
Sevier	300	18.7%
Gender		
Male	772	48.0%
Female	836	52.0%
Age Categories		
18 - 34	413	25.7%
35 - 49	439	27.3%
50 - 64	420	26.1%
65+	336	20.9%
Education		
Less than high school	62	3.9%
High school or equivalent	396	24.6%
Some college	528	32.8%
Bachelor's degree	370	23.0%
Graduate work or degree	245	15.3%
Household Income		
Under \$25,000	253	15.7%
\$25,000 - \$49,999	420	26.1%
\$50,000 - \$74,999	342	21.3%
\$75,000 - \$99,999	219	13.6%
\$100,000 - \$149,999	180	11.2%
\$150,000 or more	103	6.4%
Race or ethnicity		
African American or Black	40	2.5%
*Asian or Pacific Islander	21	1.3%
*Hispanic	17	1.1%
*Native American	8	.5%
White	1494	92.9%
*Some other race/ ethnicity	11	.7%
Location of residence		
Rural area	665	41.4%
Next to a city or town	359	22.3%
In a city or town	578	35.9%

*Results should be interpreted with caution for these groups due to small numbers.

Using a scale of 1 to 5 with 1 being not at all and 5 being very well, please tell me how well each meets your needs.						
	Roadways	Traffic signals	Sidewalks	Bike Lanes	Greenways	Public Transportation
Overall	4.0	4.0	2.9	2.1	3.1	2.0
Counties						
Anderson	4.2	4.1	3.1	2.2	3.1	1.9
Blount	3.9	3.9	2.8	2.1	3.6	1.6
Knox	4.0	3.9	2.9	2.1	3.1	2.2
Loudon/Roane	4.0	4.1	2.8	2.1	2.7	1.7
Sevier	4.0	3.9	2.9	1.9	2.8	2.0
Gender						
Male	4.0	3.9	3.0	2.1	3.1	2.1
Female	4.0	4.0	2.9	2.0	3.1	1.9
Age						
18-34	4.0	4.0	3.2	2.4	3.4	2.5
35-49	4.1	3.9	3.0	2.2	3.1	2.0
50-64	3.9	4.0	2.7	1.9	3.0	1.8
65+	3.9	3.9	2.5	1.7	2.7	1.5
Education						
Less than HS	3.9	4.0	3.1	2.1	2.5	2.0
High school	4.0	4.0	3.0	2.0	2.9	2.2
Some college	4.0	3.9	3.0	2.2	3.1	2.1
Bachelor's degree	4.0	4.0	2.8	2.1	3.3	2.0
Graduate degree	4.0	4.0	2.8	2.0	3.2	1.7
Income						
Under \$25,000	3.7	3.8	3.1	2.2	3.0	2.6
\$25,000 - 49,999	3.9	4.0	2.9	2.1	3.0	2.0
\$50,000 - 74,999	4.0	4.0	2.9	2.2	3.3	2.0
\$75,000 - 99,999	4.0	4.2	3.2	2.0	3.1	1.8
\$100,000-149,999	4.1	3.9	2.8	2.1	3.3	1.7
\$150,000 or more	4.0	4.0	2.9	2.0	3.1	1.6
Race or Ethnicity						
Non-white	4.0	4.1	3.2	2.8	3.0	3.1
White	4.0	3.9	2.9	2.0	3.1	1.9
Location of residence						
Rural area	4.1	3.9	2.7	1.9	2.8	1.8
Next to city/town	3.9	4.0	2.9	2.2	3.2	2.0
City/town	3.9	3.9	3.0	2.2	3.3	2.2
Number of vehicles in household						
0	4.0	3.5	2.9	2.5	2.7	3.0
1	3.9	4.0	3.0	2.3	3.1	2.4
2	4.0	3.9	2.9	2.1	3.1	1.8
3 or more	4.1	4.0	2.9	1.9	3.1	1.7

1 = Low Priority 2 = Medium Priority 3 = High Priority	Increase local transit where it already exists	Expand geographic area served by transit	Improve traffic flow	Widen roads	Maintain and fix existing roads	Build sidewalks, greenways and bike lanes
Overall Mean	1.8	2.0	2.5	2.2	2.7	2.2
Counties						
Anderson	1.9	2.0	2.3	2.1	2.6	2.1
Blount	1.8	2.0	2.5	2.3	2.7	2.1
Knox	1.8	2.0	2.6	2.2	2.7	2.2
Loudon/Roane	1.8	1.8	2.4	2.3	2.6	2.1
Sevier	1.8	1.9	2.6	2.2	2.6	2.1
Gender						
Male	1.8	1.9	2.5	2.2	2.7	2.1
Female	1.8	2.0	2.5	2.2	2.7	2.2
Age						
18-34	1.8	2.0	2.5	2.1	2.6	2.3
35-49	1.9	2.1	2.6	2.3	2.7	2.2
50-64	1.9	2.0	2.5	2.3	2.7	2.2
65+	1.7	1.8	2.4	2.2	2.6	2.0
Education						
Less than HS	2.1	2.0	2.4	2.2	2.5	2.0
High school	1.9	2.1	2.5	2.4	2.7	2.1
Some college	2.0	2.1	2.6	2.2	2.7	2.2
Bachelor's degree	1.8	2.0	2.5	2.1	2.7	2.3
Graduate degree	1.9	2.1	2.5	2.1	2.7	2.3
Income						
Under \$25,000	2.0	2.0	2.5	2.2	2.6	2.2
\$25,000 - 49,999	1.8	2.0	2.5	2.2	2.7	2.1
\$50,000 - 74,999	1.8	2.0	2.6	2.3	2.7	2.2
\$75,000 - 99,999	1.8	2.0	2.5	2.2	2.7	2.2
\$100,000- 149,999	1.8	2.0	2.6	2.2	2.7	2.3
\$150,000 or more	1.6	1.9	2.5	2.2	2.7	2.3
Race or Ethnicity						
White	1.8	2.0	2.5	2.2	2.7	2.2
Non-white	2.3	2.3	2.5	2.3	2.6	2.2
Location of residence						
Rural area	1.7	1.9	2.5	2.3	2.7	2.0
Next to city/town	1.7	2.0	2.5	2.2	2.7	2.3
City/town	1.9	2.0	2.5	2.2	2.7	2.3

	Increase local transit where it already exists	Expand geographic area served by transit	Improve traffic flow	Widen roads	Maintain and fix existing roads	Build sidewalks, greenways and bike lanes
Overall	1.8	2.0	2.5	2.2	2.7	2.2
Number of vehicles in household						
0	2.0	2.1	2.5	2.3	2.7	2.2
1	2.0	2.1	2.5	2.2	2.6	2.2
2	1.7	1.9	2.5	2.2	2.7	2.1
3 or more	1.7	2.0	2.5	2.3	2.7	2.2

Increase local transit service where it already exists.				
	Low Priority	Medium Priority	High Priority	Not sure
Overall	39.5%	34.3%	21.3%	4.9%
Counties				
Anderson	38.9%	29.5%	27.2%	4.4%
Blount	40.5%	32.0%	21.3%	6.2%
Knox	36.8%	39.5%	19.2%	4.6%
Loudon/Roane	43.6%	28.2%	21.8%	6.4%
Sevier	45.2%	28.8%	22.4%	3.7%
Gender				
Male	40.6%	36.0%	19.4%	4.0%
Female	38.4%	32.8%	23.0%	5.7%
Age				
18-34	39.5%	37.4%	19.3%	3.8%
35-49	34.0%	40.0%	21.5%	4.4%
50-64	37.9%	32.8%	25.3%	4.0%
65+	49.3%	23.5%	18.5%	8.6%
Education				
Less than HS	38.6%	26.3%	22.8%	12.3%
High school	36.5%	37.3%	21.6%	4.5%
Some college	40.1%	29.7%	24.4%	5.8%
Bachelor's degree	42.7%	35.9%	18.1%	3.2%
Graduate degree	37.6%	38.8%	18.8%	4.7%
Income				
Under \$25,000	29.3%	35.3%	30.1%	5.3%
\$25,000 - 49,999	41.1%	32.4%	22.3%	4.2%
\$50,000 - 74,999	41.4%	35.8%	19.2%	3.6%
\$75,000 - 99,999	37.7%	38.8%	19.1%	4.4%
\$100,000-149,999	38.9%	40.0%	16.8%	4.2%
\$150,000 or more	51.6%	29.5%	15.8%	3.2%
Race or Ethnicity				
White	40.8%	34.5%	19.9%	4.8%
Non-White	18.0%	35.0%	42.7%	4.3%
Location of residence				
Rural area	47.7%	29.1%	19.2%	4.1%
Next to city/town	40.5%	36.7%	16.8%	6.0%
City/town	32.1%	37.6%	25.2%	5.2%
Number of vehicles in household				
0	29.2%	33.3%	29.2%	8.3%
1	33.4%	31.9%	29.7%	5.0%
2	41.6%	36.1%	17.4%	4.9%
3 or more	42.9%	34.3%	18.4%	4.5%

Expand the geographic area currently being served by transit.				
	Low Priority	Medium Priority	High Priority	Not sure
Overall	33.6%	29.9%	31.6%	4.9%
Counties				
Anderson	33.8%	26.1%	35.5%	4.7%
Blount	34.0%	24.3%	37.0%	4.7%
Knox	31.4%	32.5%	31.4%	4.6%
Loudon/Roane	39.8%	28.8%	25.4%	6.0%
Sevier	37.1%	29.1%	29.4%	4.3%
Gender				
Male	36.5%	30.0%	29.8%	3.7%
Female	31.0%	29.9%	33.2%	6.0%
Age				
18-34	30.8%	38.9%	26.5%	3.8%
35-49	28.9%	31.7%	36.1%	3.2%
50-64	35.2%	27.0%	34.7%	3.1%
65+	42.6%	17.8%	28.4%	11.2%
Education				
Less than HS	50.9%	8.8%	33.3%	7.0%
High school	32.5%	28.2%	33.1%	6.2%
Some college	33.2%	31.3%	29.0%	6.6%
Bachelor's degree	33.2%	33.8%	30.3%	2.7%
Graduate degree	32.5%	28.6%	36.1%	2.7%
Income				
Under \$25,000	30.9%	32.8%	31.3%	4.9%
\$25,000 - 49,999	34.2%	27.7%	33.2%	5.0%
\$50,000 - 74,999	33.0%	31.0%	32.7%	3.3%
\$75,000 - 99,999	29.0%	36.1%	32.2%	2.7%
\$100,000-149,999	33.3%	33.9%	29.6%	3.2%
\$150,000 or more	35.8%	26.3%	30.5%	7.4%
Race or Ethnicity				
White	35.2%	29.2%	30.9%	4.7%
Non-White	10.0%	42.4%	39.4%	8.2%
Location of residence				
Rural area	40.8%	27.5%	27.7%	4.1%
Next to city/town	32.3%	27.2%	34.8%	5.7%
City/town	28.7%	33.3%	33.1%	4.9%
Number of vehicles in household				
0	32.7%	18.4%	42.9%	6.1%
1	28.9%	26.9%	38.2%	6.0%
2	36.8%	31.2%	27.4%	4.6%
3 or more	33.5%	31.8%	30.6%	4.1%

Improve traffic flow.				
	Low Priority	Medium Priority	High Priority	Not sure
Overall	10.4%	26.5%	61.8%	1.3%
Counties				
Anderson	18.5%	31.9%	48.0%	1.7%
Blount	13.0%	24.5%	60.5%	2.1%
Knox	7.5%	26.4%	64.7%	1.3%
Loudon/Roane	13.7%	31.4%	53.5%	1.3%
Sevier	9.4%	17.1%	72.5%	1.0%
Gender				
Male	10.6%	25.9%	62.7%	.8%
Female	10.3%	27.0%	60.9%	1.8%
Age				
18-34	9.0%	29.1%	60.6%	1.4%
35-49	7.6%	25.9%	64.8%	1.6%
50-64	10.2%	26.6%	62.4%	.8%
65+	16.5%	23.4%	58.4%	1.7%
Education				
Less than HS	26.3%	12.3%	57.9%	3.5%
High school	10.4%	27.5%	60.2%	1.9%
Some college	8.0%	25.0%	65.2%	1.7%
Bachelor's degree	10.3%	27.0%	62.7%	0.0%
Graduate degree	11.8%	30.7%	56.7%	.8%
Income				
Under \$25,000	10.9%	25.5%	62.5%	1.1%
\$25,000 - 49,999	12.9%	28.2%	57.2%	1.7%
\$50,000 - 74,999	7.6%	27.1%	65.0%	.3%
\$75,000 - 99,999	13.6%	27.7%	58.7%	0.0%
\$100,000-149,999	7.9%	22.2%	69.3%	.5%
\$150,000 or more	9.6%	28.7%	61.7%	0.0%
Race or Ethnicity				
White	10.0%	27.2%	61.7%	1.1%
Non-White	14.8%	19.8%	61.9%	3.4%
Location of residence				
Rural area	12.5%	25.6%	60.5%	1.5%
Next to city/town	10.1%	26.4%	62.7%	.8%
City/town	8.8%	27.5%	62.3%	1.4%
Number of vehicles in household				
0	18.0%	10.0%	68.0%	4.0%
1	10.9%	30.1%	57.5%	1.5%
2	9.7%	25.3%	63.6%	1.4%
3 or more	10.2%	26.8%	62.0%	1.0%

Widen roads.				
	Low Priority	Medium Priority	High Priority	Not sure
Overall	20.2%	37.0%	41.7%	1.1%
Counties				
Anderson	27.3%	32.7%	38.3%	1.7%
Blount	18.3%	36.0%	44.2%	1.5%
Knox	19.7%	37.3%	41.6%	1.4%
Loudon/Roane	18.5%	35.9%	45.3%	.3%
Sevier	19.4%	38.8%	41.1%	.7%
Gender				
Male	18.3%	41.1%	39.6%	1.1%
Female	22.0%	33.3%	43.6%	1.1%
Age				
18-34	22.5%	42.0%	34.4%	1.1%
35-49	18.7%	35.8%	43.9%	1.6%
50-64	17.0%	35.9%	46.6%	.5%
65+	23.6%	32.6%	42.5%	1.3%
Education				
Less than HS	26.8%	30.4%	39.3%	3.6%
High school	13.1%	30.7%	54.8%	1.3%
Some college	19.6%	38.0%	41.5%	1.0%
Bachelor's degree	25.7%	35.4%	38.6%	.3%
Graduate degree	21.7%	48.2%	28.1%	2.0%
Income				
Under \$25,000	17.7%	39.2%	42.3%	.8%
\$25,000 - 49,999	20.9%	35.8%	42.8%	.5%
\$50,000 - 74,999	19.4%	35.6%	44.4%	.6%
\$75,000 - 99,999	18.6%	40.4%	41.0%	0.0%
\$100,000-149,999	21.7%	34.4%	41.8%	2.1%
\$150,000 or more	15.8%	44.2%	40.0%	0.0%
Race or Ethnicity				
White	20.4%	37.1%	41.6%	.9%
Non-White	15.9%	36.8%	43.8%	3.5%
Location of residence				
Rural area	18.2%	32.2%	49.1%	.6%
Next to city/town	22.6%	37.8%	38.9%	.8%
City/town	20.7%	40.3%	37.3%	1.7%
Number of vehicles in household				
0	18.4%	34.7%	44.9%	2.0%
1	20.2%	37.9%	40.6%	1.2%
2	23.0%	34.0%	41.9%	1.1%
3 or more	16.9%	40.1%	42.2%	.8%

Maintain and fix existing roads and bridges.				
	Low Priority	Medium Priority	High Priority	Not sure
Overall	6.5%	20.5%	71.8%	1.3%
Counties				
Anderson	7.7%	21.0%	69.0%	2.3%
Blount	4.7%	21.6%	72.5%	1.2%
Knox	5.4%	20.7%	72.6%	1.4%
Loudon/Roane	8.0%	19.1%	71.9%	1.0%
Sevier	10.7%	19.4%	68.9%	1.0%
Gender				
Male	6.9%	19.8%	72.0%	1.3%
Female	6.1%	21.0%	71.6%	1.2%
Age				
18-34	4.7%	27.5%	65.8%	2.0%
35-49	5.5%	20.8%	72.3%	1.4%
50-64	6.8%	15.4%	77.5%	.3%
65+	9.9%	16.2%	72.5%	1.3%
Education				
Less than HS	15.8%	22.8%	59.6%	1.8%
High school	5.6%	17.8%	73.9%	2.7%
Some college	8.0%	19.0%	71.8%	1.2%
Bachelor's degree	3.5%	23.8%	72.4%	.3%
Graduate degree	6.7%	22.0%	70.5%	.8%
Income				
Under \$25,000	5.3%	26.5%	66.3%	1.9%
\$25,000 - 49,999	7.2%	17.9%	74.2%	.7%
\$50,000 - 74,999	6.8%	17.2%	75.4%	.6%
\$75,000 - 99,999	4.9%	24.5%	70.7%	0.0%
\$100,000-149,999	3.7%	21.8%	73.9%	.5%
\$150,000 or more	7.4%	16.0%	76.6%	0.0%
Race or Ethnicity				
White	6.3%	19.8%	72.8%	1.0%
Non-White	8.3%	25.0%	62.7%	4.0%
Location of residence				
Rural area	9.4%	15.1%	75.0%	.6%
Next to city/town	6.3%	20.4%	71.4%	1.9%
City/town	3.8%	24.9%	69.8%	1.5%
Number of vehicles in household				
0	8.0%	12.0%	78.0%	2.0%
1	7.5%	25.0%	65.5%	2.0%
2	5.9%	18.5%	74.6%	1.0%
3 or more	6.1%	19.8%	73.3%	.8%

Build sidewalks, greenways and bike lanes.				
	Low Priority	Medium Priority	High Priority	Not sure
Overall	23.0%	35.1%	40.6%	1.3%
Counties				
Anderson	25.7%	35.7%	36.7%	2.0%
Blount	25.0%	34.8%	38.7%	1.5%
Knox	20.6%	35.8%	42.5%	1.1%
Loudon/Roane	24.1%	35.8%	37.8%	2.3%
Sevier	28.2%	28.6%	42.1%	1.0%
Gender				
Male	25.2%	34.5%	39.3%	1.1%
Female	21.0%	35.7%	42.0%	1.3%
Age				
18-34	17.3%	36.5%	45.3%	.9%
35-49	19.2%	37.2%	42.0%	1.6%
50-64	25.1%	32.9%	41.5%	.5%
65+	33.9%	33.2%	30.6%	2.3%
Education				
Less than HS	41.4%	20.7%	31.0%	6.9%
High school	27.6%	33.2%	37.3%	1.9%
Some college	22.8%	37.5%	38.3%	1.4%
Bachelor's degree	19.2%	36.9%	43.6%	.3%
Graduate degree	16.9%	34.3%	48.4%	.4%
Income				
Under \$25,000	24.4%	29.3%	44.4%	1.9%
\$25,000 - 49,999	22.4%	41.9%	34.4%	1.2%
\$50,000 - 74,999	24.0%	34.0%	41.4%	.6%
\$75,000 - 99,999	22.3%	34.8%	42.9%	0.0%
\$100,000-149,999	19.0%	36.0%	44.4%	.5%
\$150,000 or more	18.9%	30.5%	50.5%	0.0%
Race or Ethnicity				
White	23.0%	35.3%	40.7%	1.0%
Non-White	17.9%	37.0%	39.8%	5.4%
Location of residence				
Rural area	31.1%	35.6%	32.2%	1.1%
Next to city/town	16.3%	39.8%	42.8%	1.1%
City/town	19.8%	32.5%	46.5%	1.2%
Number of vehicles in household				
0	29.4%	23.5%	45.1%	2.0%
1	22.9%	34.3%	40.8%	2.0%
2	24.0%	36.7%	38.5%	.8%
3 or more	21.3%	35.2%	42.5%	1.0%

How many cents of each dollar would you spend on each of these areas?						
	Increase local transit service where it already exists (n = 872)	Expand the geographic area currently being served by transit (n = 958)	Improve traffic flow (n = 1377)	Widen roads (n = 1227)	Maintain and fix existing roads and bridges (n = 1439)	Build sidewalks, greenways and bike lanes (n = 1185)
Overall	17.7	18.1	25.6	19.3	27.0	18.4
Spending Priority						
Medium	14.3	13.7	20.5	14.7	20.1	13.6
High	23.2	22.3	27.7	23.3	29.0	22.6
Counties						
Anderson	17.8	19.2	22.8	18.7	31.3	19.6
Blount	19.2	21.0	25.7	19.7	25.1	19.0
Knox	16.9	16.8	25.9	18.2	26.3	18.7
Loudon/Roane	19.0	17.9	23.5	22.7	31.0	16.1
Sevier	17.3	18.5	28.5	21.5	24.1	19.0
Gender						
Male	17.4	18.1	27.1	19.6	26.6	17.2
Female	18.0	18.1	24.1	19.0	27.4	19.5
Age						
18-34	15.8	18.8	28.8	16.9	23.5	20.5
35-49	17.6	17.8	24.8	18.6	25.7	18.3
50-64	18.3	17.1	23.1	20.7	27.6	18.2
65+	20.4	19.0	25.0	21.6	33.6	15.0
Education						
Less than HS	31.9	17.3	28.2	21.4	24.3	13.1
High school	18.8	16.8	24.6	22.0	25.5	16.5
Some college	17.6	18.5	26.8	19.2	26.9	18.0
Bachelor's degree	15.9	18.1	26.3	18.6	27.5	18.5
Graduate degree	15.6	19.3	23.1	15.5	29.0	22.2
Income						
Under \$25,000	20.4	15.6	26.6	16.3	23.8	20.6
\$25,000 - 49,999	18.7	20.2	23.1	20.3	27.5	17.8
\$50,000 - 74,999	16.6	17.1	26.5	20.4	27.1	17.6
\$75,000 - 99,999	16.7	18.0	24.8	20.4	26.2	19.0
\$100,000-149,999	14.0	17.3	29.5	17.8	25.4	17.3
\$150,000 or more	17.4	19.0	21.2	19.1	31.2	19.5
Race or Ethnicity						
White	16.8	18.2	25.9	19.5	27.3	18.3
Non-White	25.9	15.7	21.1	16.9	20.5	19.0

How many cents of each dollar would you spend on each of these areas?						
	Increase local transit service where it already exists (n = 872)	Expand the geographic area currently being served by transit (n = 958)	Improve traffic flow (n = 1377)	Widen roads (n = 1227)	Maintain and fix existing roads and bridges (n = 1439)	Build sidewalks, greenways and bike lanes (n = 1185)
Overall	17.7	18.1	25.6	19.3	27.0	18.4
Location of residence						
Rural area	18.3	18.3	26.8	23.1	28.2	16.8
Next to city/town	17.7	18.0	26.2	19.1	27.2	17.4
City/town	17.0	18.0	24.2	16.1	26.0	20.2
Number of vehicles in household						
0	26.3	19.4	24.6	18.1	23.0	17.3
1	19.9	21.0	24.3	17.1	25.3	16.6
2	17.2	16.8	25.1	20.8	28.0	19.5
3 or more	15.1	17.1	27.2	19.2	27.6	18.5

If additional funding were needed to pay for transportation projects in the region, which of the following funding sources would you support?				
	Increase gas tax	Increase sales tax	Adopt or increase wheel tax	Increase property tax
Overall	25.0%	10.1%	18.7%	11.8%
Counties				
Anderson	27.7%	14.0%	21.3%	7.7%
Blount	23.9%	13.3%	22.1%	10.9%
Knox	24.9%	8.4%	16.5%	13.2%
Loudon/Roane	25.8%	10.7%	21.4%	12.0%
Sevier	20.0%	10.0%	19.0%	10.3%
Gender				
Male	30.4%	9.5%	18.8%	13.2%
Female	20.1%	10.7%	18.5%	10.4%
Age				
18-34	24.7%	13.9%	23.3%	16.4%
35-49	20.8%	11.5%	22.2%	16.0%
50-64	28.4%	7.3%	14.9%	6.8%
65+	27.3%	5.9%	11.9%	5.6%
Education				
Less than HS	22.4%	15.5%	15.5%	21.1%
High school	15.7%	10.4%	14.1%	10.9%
Some college	19.2%	11.4%	16.1%	11.0%
Bachelor's degree	35.0%	9.2%	24.6%	11.9%
Graduate degree	37.4%	7.1%	22.8%	12.2%
Income				
Under \$25,000	18.4%	5.6%	10.2%	16.5%
\$25,000 - 49,999	22.5%	10.6%	18.1%	10.9%
\$50,000 - 74,999	20.9%	13.9%	19.5%	10.3%
\$75,000 - 99,999	31.4%	10.3%	25.5%	9.7%
\$100,000-149,999	38.1%	10.1%	26.5%	10.1%
\$150,000 or more	37.9%	10.5%	24.0%	15.6%
Race or Ethnicity				
White	25.2%	10.4%	18.8%	11.3%
Non-White	24.2%	8.0%	17.1%	19.1%
Location of residence				
Rural area	20.4%	7.7%	15.8%	6.6%
Next to city/town	24.2%	12.2%	21.7%	14.4%
City/town	29.4%	10.9%	19.0%	14.1%
Number of vehicles in household				
0	28.0%	14.0%	16.0%	14.0%
1	25.7%	9.7%	15.5%	14.7%
2	27.2%	10.2%	19.9%	10.7%
3 or more	21.4%	9.8%	20.0%	10.6%

If additional funding were needed to pay for transportation projects in the region, which of the following funding sources would you support?				
	Toll on roads	Development impact fees	Transportation bonds or borrowing funds	Would not support any additional funding
Overall	11.5%	17.6%	22.6%	22.2%
Counties				
Anderson	14.3%	20.0%	18.7%	23.3%
Blount	7.7%	16.8%	20.1%	25.2%
Knox	13.2%	18.1%	24.1%	21.7%
Loudon/Roane	8.4%	12.7%	22.7%	20.9%
Sevier	8.3%	17.7%	23.3%	21.6%
Gender				
Male	12.4%	18.0%	23.1%	18.9%
Female	10.6%	17.2%	22.0%	25.7%
Age				
18-34	16.0%	20.4%	26.5%	15.6%
35-49	14.8%	23.6%	26.6%	17.6%
50-64	9.4%	18.4%	21.5%	23.2%
65+	2.6%	4.0%	12.5%	29.4%
Education				
Less than HS	15.5%	12.3%	15.8%	39.2%
High school	10.6%	12.8%	16.5%	29.2%
Some college	11.4%	20.0%	27.3%	26.1%
Bachelor's degree	10.6%	20.5%	23.5%	11.9%
Graduate degree	12.9%	16.9%	22.0%	12.6%
Income				
Under \$25,000	7.9%	18.0%	23.7%	40.4%
\$25,000 - 49,999	10.6%	18.6%	23.3%	23.6%
\$50,000 - 74,999	15.0%	18.9%	24.5%	12.2%
\$75,000 - 99,999	14.6%	14.7%	22.7%	15.6%
\$100,000-149,999	9.0%	19.0%	20.1%	14.8%
\$150,000 or more	14.6%	15.8%	22.1%	20.8%
Race or Ethnicity				
White	10.4%	16.9%	22.3%	22.0%
Non-White	24.7%	22.6%	27.6%	27.5%
Location of residence				
Rural area	14.2%	14.9%	21.0%	22.8%
Next to city/town	8.4%	15.5%	21.5%	23.6%
City/town	10.5%	21.2%	24.4%	20.7%
Number of vehicles in household				
0	12.0%	22.0%	30.0%	27.3%
1	10.2%	17.4%	22.1%	25.1%
2	11.8%	19.9%	25.3%	21.3%
3 or more	12.0%	14.9%	18.7%	20.5%

Using a scale of 1 to 5 with 1 being not at all and 5 being a great deal, how would expanding the current greenway, bike facilities and sidewalk network improve your ability to get around your community?	
Overall	2.8
Counties	
Anderson	2.9
Blount	2.7
Knox	2.8
Loudon/Roane	2.6
Sevier	2.7
Gender	
Male	2.7
Female	2.8
Age Categories	
18 - 34	3.3
35 - 49	2.9
50 - 64	2.6
65+	2.2
Education	
Less than high school	2.7
High school	2.8
Some college	2.7
Bachelor's degree	2.8
Graduate work or degree	2.8
Household Income	
Under \$25,000	3.1
\$25,000 - \$49,999	2.6
\$50,000 - \$74,999	2.8
\$75,000 - \$99,999	2.7
\$100,000 - \$149,999	2.7
\$150,000 or more	2.9
Race or Ethnicity	
White	2.7
Non-White	3.6
Location of residence	
Rural area	2.5
Next to a city or town	2.8
In a city or town	3.0
Number of vehicles in household	
None	3.0
1	2.9
2	2.7
3 or more	2.8

ASKED ONLY OF THOSE WHO INDICATED THEY LIVED WITHIN KNOXVILLE'S CITY LIMITS (n = 182)	
How often do you use transit or public transportation?	
Every day	7.8%
Once or twice a week	13.3%
Few times a month	7.5%
Rarely	24.1%
Never	47.3%
Do you own or have access to a car or other vehicle you could have used instead of taking transit?	
Yes	84.6%
No	15.4%
Which of the following would increase your use of transit?	
Expand bus service to areas not currently being served	36.3%
Buses running more often	25.9%
Longer service hours	20.9%
More weekend service	21.0%
Lower fares	21.5%
Real time bus locator	27.1%
More bus shelters or covered benches	28.5%
None of the above	28.9%
Which of those changes would be most important to you?	
Expand bus service to areas not currently being served	29.3%
Buses running more often	11.9%
Longer service hours	10.7%
More weekend service	7.7%
Lower fares	12.6%
Real time bus locator	15.7%
More bus shelters or covered benches	12.1%

Question intro

I'm calling from the Center for Applied Research and Evaluation at the University of Tennessee to ask households in your area a few questions about transportation. We are particularly interested in hearing from those under the age of 25, however, everyone's opinion is important. Is there anyone in your household who is aged 25 or under?

1. YES
2. NO

Question COUNTY

In order to make sure that you are eligible to participate, what county do you currently live?

[DO NOT READ LIST]

1. ANDERSON
2. BLOUNT
3. KNOX
4. LOUDON
5. ROANE
6. SEVIER
7. OTHER

Logic Instructions (flow only):

IF (ANS = 7)POLITELY TERMINATE SURVEY

IF (COUNTY = 3)SKIP TO CITYLIM; ELSE SKIP TO AGE

Question CITYLIM

Do you live within Knoxville city limits or do you live in the county?

1. WITHIN CITY LIMITS
2. COUNTY
3. NOT SURE/REFUSE

Question AGE

How old were you on your last birthday?

Question RESPSEX

RESPONDENT'S GENDER - RECORD FROM VOICE

IF NOT CERTAIN ABOUT GENDER, ASK

Do you consider yourself to be a male or female?

1. MALE
2. FEMALE

Question INTRO1

We would like to begin by asking you to consider how well different parts of the regional transportation system meet your needs. I am going to read a short list of parts that make up the system and ask you how well each fits your needs. Using a scale of 1 to 5 with 1 being not at all and 5 being very well, please tell me how well each meets your needs.

Question Q1

Roadways.

IF NEEDED.... Using a scale of 1 to 5 with 1 being not at all and 5 being very well, how well do roadways meet your needs.

1. NOT AT ALL
- 2.
- 3.
- 4.
5. VERY WELL
9. NOT SURE/REFUSAL

Question Q2

Traffic signals.

IF NEEDED.... Using a scale of 1 to 5 with 1 being not at all and 5 being very well, how well do traffic signals meet your needs.

1. NOT AT ALL
- 2.
- 3.
- 4.
5. VERY WELL
9. NOT SURE/REFUSAL

Question Q3

Sidewalks.

IF NEEDED.... Using a scale of 1 to 5 with 1 being not at all and 5 being very well, how well do sidewalks meet your needs.

1. NOT AT ALL
- 2.
- 3.
- 4.
5. VERY WELL
9. NOT SURE/REFUSAL

Question Q4

Bike lanes.

IF NEEDED.... Using a scale of 1 to 5 with 1 being not at all and 5 being very well, how well do bike lanes meet your needs.

1. NOT AT ALL
- 2.
- 3.
- 4.
5. VERY WELL
9. NOT SURE/REFUSAL

Question Q5

Greenways.

IF NEEDED.... Using a scale of 1 to 5 with 1 being not at all and 5 being very well, how well do greenways meet your needs.

1. NOT AT ALL
- 2.
- 3.
- 4.
5. VERY WELL
9. NOT SURE/REFUSAL

Question Q6

Public transportation.

IF NEEDED.... Using a scale of 1 to 5 with 1 being not at all and 5 being very well, how well does public transportation meet your needs.

1. NOT AT ALL
- 2.
- 3.
- 4.
5. VERY WELL
9. NOT SURE/REFUSAL

Question INTRO2

Now I am going to read a short list of possible improvements to the current transportation system. For each, please tell me whether you think it should be a low priority, a medium priority, or high priority for meeting regional needs.

Question Q7

Increase local transit service where it already exists.

1. LOW PRIORITY
2. MEDIUM PRIORITY
3. HIGH PRIORITY
4. NOT SURE
5. REFUSAL

Question Q8

Expand the geographic area currently being served by transit.

1. LOW PRIORITY
2. MEDIUM PRIORITY
3. HIGH PRIORITY
4. NOT SURE
5. REFUSAL

Question Q9

Improve traffic flow.

1. LOW PRIORITY
2. MEDIUM PRIORITY
3. HIGH PRIORITY
4. NOT SURE
5. REFUSAL

Question Q10

Widen roads.

1. LOW PRIORITY
2. MEDIUM PRIORITY
3. HIGH PRIORITY
4. NOT SURE
5. REFUSAL

Question Q11

Maintain and fix existing roads and bridges.

1. LOW PRIORITY
2. MEDIUM PRIORITY
3. HIGH PRIORITY
4. NOT SURE
5. REFUSAL

Question Q12

Build sidewalks, greenways and bike lanes.

1. LOW PRIORITY
2. MEDIUM PRIORITY
3. HIGH PRIORITY
4. NOT SURE
5. REFUSAL

Question INTRO3

You indicated that you considered the following to be either a medium or high priority. Pretend you have one dollar to spend on improvements to the regional transportation system. How many cents would you spend on each of these areas? The total needs to be equal to 100.

Question Q7A

INCREASE LOCAL TRANSIT SERVICE WHERE IT ALREADY EXISTS
0 - 100 CENTS

Question Q8A

EXPAND THE GEOGRAPHIC AREA CURRENTLY BEING SERVED BY TRANSIT
0 - 100 CENTS

Question Q9A
IMPROVE TRAFFIC FLOW
0 - 100 CENTS

Question Q10A
WIDEN ROADS
0 - 100

Question Q11A
MAINTAIN AND FIX EXISTING ROADS AND BRIDGES
0 - 100 CENTS

Question Q12A
BUILD SIDEWALKS, GREENWAYS AND BIKE LANES
0 - 100 CENTS

Question Q13
Which two roadways or intersections in your area are most in need of improvement?

Question Q14
Using a scale of 1 to 5 with 1 being not at all and 5 being a great deal, how would expanding the current greenway, bike facilities and sidewalk network improve your ability to get around your community?

1. NOT AT ALL
- 2.
- 3.
- 4
5. GREAT DEAL
9. NOT SURE/REFUSAL

Logic Instructions (flow only):
IF (CITYLIM=1)SKIP TO Q15; ELSE SKIP TO Q19

Question Q15
How often do you use transit or public transportation?

1. EVERY DAY
2. ONCE OR TWICE A WEEK
3. FEW TIMES A MONTH
4. RARELY
5. NEVER
6. NOT SURE/REFUSED

Logic Instructions (flow only):
IF (ANS > 4)SKIP TO Q17

Question Q16

Do you own or have access to a car or other vehicle you could have used instead of taking transit?

1. YES
2. NO
3. NOT SURE/REFUSAL

Question Q17

Which of the following would increase your use of transit?

[READ AND CHECK ALL THAT APPLY]

1. EXPAND BUS SERVICE TO AREAS NOT CURRENTLY BEING SERVED
2. BUSES RUNNING MORE OFTEN
3. LONGER SERVICE HOURS
4. MORE WEEKEND SERVICE
5. LOWER FARES
6. REAL TIME BUS LOCATOR
7. MORE BUS SHELTERS OR COVERED BENCHES
8. NONE OF THE ABOVE
9. NO MORE CHOICES

Logic Instructions (flow only):

IF (ANS = 8)SKIP TO Q19

IF MORE THAN ONE CHOICE IS SELECTED, CONTINUE; ELSE SKIP TO Q19

Question Q18

Which of those changes would be most important to you?

1. EXPAND BUS SERVICE TO AREAS NOT CURRENTLY BEING SERVED
2. BUSES RUNNING MORE OFTEN
3. LONGER SERVICE HOURS
4. MORE WEEKEND SERVICE
5. LOWER FARES
6. REAL TIME BUS LOCATOR
7. MORE BUS SHELTERS OR COVERED BENCHES
9. NOT SURE

Question Q19

If additional funding were needed to pay for transportation projects in the region, which of the following funding sources would you support?

[READ FIRST 8 CHOICES AND SELECT ALL THAT APPLY]

1. INCREASE GAS TAX
2. INCREASE SALES TAX
3. ADOPT OR INCREASE WHEEL TAX
4. INCREASE PROPERTY TAX
5. TOLL ON ROADS
6. DEVELOPMENT IMPACT FEES
7. TRANSPORTATION BONDS OR BORROWING FUNDS
8. OTHER
9. WOULD NOT SUPPORT ANY ADDITIONAL FUNDING [DO NOT READ]
10. NO MORE CHOICES

Question NEED

What types of transportation projects do you believe are most needed in the region?

Question INTRO4

Now I have just a few questions so that we can compare your answers to those of others. Please remember that all of your answers are completely confidential.

Question Q20

Including yourself, how many people are in your household?

USE 99 FOR REFUSAL

Question Q21

What is your employment situation? Are you currently employed full-time, employed part-time, unemployed, retired, a student, or a full-time homemaker?

1. Employed full-time
2. Employed part-time
3. Unemployed
4. Retired
5. Full-time homemaker
6. Student
9. Refusal

Logic Instructions (flow only):

IF (ANS < 3)SKIP TO Q22

IF (ANS = 6)SKIP TO Q22

IF (Q20 > 1)SKIP TO Q24A

IF (Q20 = 1)SKIP TO SECT4

Question Q22

About how far is your home from where you work/go to school?

_____ MILES

USE 999 FOR NOT SURE/REFUSAL

Question Q23

About how long does it take you to get to work/school?

_____ MINUTES

USE 999 FOR NOT SURE/REFUSAL

Logic Instructions (flow only):

IF (Q20 = 1)SKIP TO SECT4

Question Q24A

Other than yourself, how many people in your household are current employed full-time?

_____ # of people

USE 999 FOR NOT SURE/REFUSAL

Question Q24B

Other than yourself, how many people in your household are current employed part-time?

_____ # of people

USE 999 FOR NOT SURE/REFUSAL

Logic Instructions (flow only):

Question Q24C

Other than yourself, how many people in your household are current unemployed and looking for work?

_____ # of people

USE 999 FOR NOT SURE/REFUSAL

Question Q24D

Other than yourself, how many people in your household are retired?

_____ # of people

USE 999 FOR NOT SURE/REFUSAL

Question Q24E

Other than yourself, how many people in your household are a full-time homemaker?

_____ # of people

USE 999 FOR NOT SURE/REFUSAL

Question Q24F

Other than yourself, how many people in your household are a student?

_____ # of people

USE 999 FOR NOT SURE/REFUSAL

Question SECT4

Other than yourself, how many people in your household are a student?

_____ # of people

USE 999 FOR NOT SURE/REFUSAL

Logic Instructions (flow only):

IF (Q21 < 3)SKIP TO Q25

IF (Q24A <> 0)SKIP TO Q25

IF (Q24B <> 0)SKIP TO Q25

SKIP TO Q27

Question Q25

Do you or anyone else in your household work from home on a regular basis?

1. YES

2. NO

3. NOT SURE/REFUSAL

Question Q26

Does anyone in your household work a compressed or flexible work week, such as four ten-hour days instead of five eight-hour days?

1. YES
2. NO
3. NOT SURE/REFUSAL

Question Q27

How many trips by public transit do members of your household take in an average month?

_____ # of trips
USE 999 FOR NOT SURE/REFUSAL

Question Q28

Have you ridden a bicycle for recreation in the past year?

1. YES
2. NO
3. NOT SURE/REFUSAL

Question Q29

Have you ridden a bicycle for transportation such as getting to school, work, or to a friend's house in the past year?

1. YES
2. NO
3. NOT SURE/REFUSAL

Question Q30

Have you walked, run or biked on a greenway in the past year?

1. YES
2. NO
3. NOT SURE/REFUSAL

Question Q31

How many vehicles do you and others in your household own or lease?

_____ # of vehicles
USE 999 FOR NOT SURE/REFUSAL

Question Q32

How many bicycles are owned by people in your household?

_____ # of bicycles
USE 999 FOR NOT SURE/REFUSAL

Question Q33

Which of the following best describes where you live? Do you live in a rural area, next to a city or town, or in a city or town?

1. Rural area
2. Next to a city or town
3. In a city or town
4. Not sure
5. Refusal

Question Q34

What is your zip code?

_____ ZIP CODE
USE 99999 FOR NOT SURE/REFUSAL

Question Q35

What is your highest level of education?

1. Less than high school
2. High school or equivalent
3. Some college/Associate's degree
4. Bachelor's degree
5. Graduate work or degree
6. Refusal

Question Q36

Which of the following best describes your race or ethnicity?

1. African American or Black
2. Asian or Pacific Islander
3. Hispanic
4. Native American
5. White
6. Some other race
7. Refusal

Question Q37

I am going to read a list of categories. Please stop me when I reach the category that best describes your total household income last year before taxes.

1. Under \$25,000
2. \$25,000 to \$49,999
3. \$50,000 to \$74,999
4. \$75,000 to \$99,999
5. \$100,000 to \$149,999
6. \$150,000 or more
7. Not sure
8. Refusal