Transit and Livability: Results from the National Community Livability Survey



Prepared for:

U.S. Department of Transportation

Prepared by:

Ranjit Godavarthy Jeremy Mattson Small Urban and Rural Transit Center Upper Great Plains Transportation Institute North Dakota State University Fargo, ND

Jonathan Brooks Jitendra Jain Luca Quadrifoglio Ipek Sener Chris Simek Texas A&M Transportation Institute College Station, TX www.tti.tamu.edu

December 2018

Acknowledgments

The study documented in this report was a partnership between the Small Urban and Rural Livability Center (SURLC) and the National Center for Transit Research (NCTR).

Support for study protocol development, survey data collection, and data processing was provided by Texas A&M Transportation Institute (TTI) and NCTR, an academic consortium led by the University of South Florida: Center for Urban Transportation Research. The consortium is funded through the U.S. Department of Transportation's Office of the Assistant Secretary of Research and Technology as a University Transportation Center. The principal investigator for TTI was Jonathan Brooks, who is presently affiliated with LINK Houston in Houston, TX (www.linkhouston.org).

Support for data analysis, statistical modeling, and documentation was provided by SURLC, a partnership between the Western Transportation Institute at Montana State University and the Upper Great Plains Transportation Institute at North Dakota State University. The Center is funded through the U.S. Department of Transportation's Office of the Assistant Secretary of Research and Technology as a University Transportation Center. The Small Urban & Rural Transit Center within the Upper Great Plains Transportation Institute at North Dakota State University conducted the research. The principal investigator for these study elements was Ranjit Godavarthy.

Disclaimer

The content presented in this report is the sole responsibility of the Small Urban and Rural Transit Center, the Upper Great Plains Transportation Institute, and the authors.

NDSU does not discriminate in its programs and activities on the basis of age, color, gender expression/identity, genetic information, marital status, national origin, participation in lawful offcampus activity, physical or mental disability, pregnancy, public assistance status, race, religion, sex, sexual orientation, spousal relationship to current employee, or veteran status, as applicable. Direct inquiries to: Vice Provost, Title IX/ADA Coordinator, Old Main 201, 701-231-7708, <u>ndsu.eoaa@ndsu.edu</u>.

ABSTRACT

While many factors influence a community's livability, affordable transportation options such as transit services can be an important contributor. Availability and frequency of transit services vary greatly among metro and non-metro areas, thereby affecting the access to affordable transportation options. This study was Phase 3 of the three-phase livability study in researching the nexus of transit and livability in U.S. communities. The objective of the study was to conduct a National Community Livability Survey (NCLS) in both urban and rural communities in the United States and analyze the role of transportation and public transit toward quality of life.

The NCLS survey was distributed to 25,000 adults across all 50 U.S. states. The survey yielded a total of 994 high-quality responses, including 152 from transit riders who completed the transit rider survey questions. Survey results suggest that improving livability factors, such as affordable jobs, affordable housing, low crime, and affordable transportation options in metro communities, can improve the livability of metro residents. Similarly, improving livability factors, such as available jobs, affordable housing, quality healthcare, affordable transportation options, and overall cost of living, can improve the livability of non-metro communities. Further, when compared with metro communities, non-metro communities have a greater need to improve the identified livability factors, as there is a large need for improvement.

TABLE OF CONTENTS

1.	INTRO	DUCTION	. 1
2.	SURVE	Y METHODOLOGY	. 3
3.	SURVE	Y ANALYSIS	. 7
4.	RESID	ENT SURVEY SUMMARY	. 8
	4.1	Respondents Socio-Demographic Characteristics	. 8
	4.2	Factors Effecting Livability	12
	4.3	Importance of Various Aspects of Transportation to Community Livability	13
	4.4	Satisfaction with the Quality of Life in the Community	14
	4.5	Quality of Each Livability Factor in Your Community	14
	4.6	Quality of Each Aspect of Transportation in Your Community	18
	4.7	Type of Streets Residents are Living On	20
	4.8	Phrase That Best Describes Your Community in Terms of Geographic Size	20
	4.9	I Can Easily Travel to Places I Need to Go in My Community Using My Current Travel Options	21
	4.10	How Many Days Do You Use Each Mode in a Typical Week?	21
	4.11	Public Transit	23
	4.12	Technology in Transportation	29
5.	TRANS	SIT RIDER SURVEY SUMMARY	31
	5.1	Transit Rider Respondent's Socio-Demographic Characteristics	31
	5.2	Transit Usage and Characteristics	34
	5.3	Most Recent Transit Trip	37
6.	DATA AND L	ANALYSIS: IMPACTS OF TRANSPORTATION ON COMMUNITY QUALITY OF LIFE	40
	6.1	Framework	40
	6.2	Model Specification	42
	6.3	Results	43
7.	SUMN	IARY AND CONCLUSIONS	47
REFER	ENCES.		49

APPENDIX A: NCLS OUTREACH MATERIALS	50
Initial Contact Email	50
Postcard	51
Full Form Mailer Send Envelope	52
Business Reply Mail Return Envelope	52
Full Form Mailer Letter: English	53
Full Form Mailer Letter: Spanish	54
Mailer Survey Instrument: English	55
Mailer Survey Instrument: Spanish	63

LIST OF TABLES

Table 2.1	Rural-Urban Continuum Codes	4
Table 2.2	U.S. Adult Population Distribution by U.S. Regions and Rural-Urban Continuum	4
Table 2.3	NCLS Participation Summary Table	6
Table 4.1	How long have you lived in the community where you live?	. 10
Table 4.2	In general, how would you rate your overall health?	. 12
Table 4.3	Factors affecting community livability and their level of importance	. 13
Table 4.4	Various aspects of transportation and their importance	. 14
Table 4.5	Satisfaction with the quality of life in the community	. 14
Table 4.6	Current quality of livability factors in your community	. 15
Table 4.7	Quality of each aspect of transportation in your community currently	. 19
Table 4.8	Which of the following most closely describes the kind of	. 20
Table 4.9	What phrase best describes the way you define your community in terms of geographic size?	. 20
Table 4.10	How much do you agree or disagree with the following statement? "I can easily travel to places I need to go in my community using my current travel options "	21
Tahlo 4 11	How many days do you use each mode in a typical week?	. 21
Table 4.11	If you chose to, could you ride public transit from near your residence to the following types of places?	25
Table 4.13	If you are able, and chose to, could you walk from your residence to the	. 23
	following types of places?	. 25
Table 4.14	Why is it important to have public transit service in your community?	. 26
Table 4.15	How much do you agree with the following statements about funding transit?	. 27
Table 4.16	Some transit riders pay a reduced fare. Who should be eligible for a	
	reduced fare?	. 28
Table 4.17	How would the following statements change your use of transit?	. 29
Table 4.18	Which of the following statements most likely describes your future vehicle ownership?	. 30
Table 4.19	How comfortable are you with the idea of an autonomous vehicle picking up	
	and dropping you off for a personal business appointment?	. 30
Table 5.1	Why did you start riding public transit?	. 37
Table 5.2	If public transit had not been available, which one travel option would vou	
	have used to make the trip?	. 37
Table 5.3	When was your most recent trip on transit?	. 38
Table 5.4	Which mode(s) of public transit did you use on the trip?	. 38
Table 5.5	What was the purpose for the trip?	. 38

Table 5.6	How much do you agree or disagree with the following statements?	39
Table 6.1	Livability Dimensions and Indicators	41
Table 6.2	Ordered Probit Results for Ease of Travel	44
Table 6.3	Ordered Probit Results for Community Quality of Life	44
Table 6.4	Ordered Probit Results for Life Satisfaction	46

LIST OF FIGURES

Figure 1.1	Rural Case Study Communities Studies in Phase 1 and Phase 2	1
Figure 2.1	Four U.S. Regions and Nine Census Divisions.	3
Figure 2.2	County Rural-Urban Continuum Code 2013, USDA ERS	4
Figure 2.3	NCLS Postcard Front	5
Figure 4.1	Percentage of respondents by age distribution for metro and non-metro areas	8
Figure 4.2	Including yourself, how many people live in your household?	9
Figure 4.3	Percentage of respondents by race	9
Figure 4.4	How many working vehicles (cars, trucks, and motorcycles) are available in	4.0
- '	your nousenoid?	10
Figure 4.5	which of the following best describes your current employment status?	11
Figure 4.6	What is the combined annual income for all people living in your household?	11
Figure 4.7	Metro Areas: Importance of livability factors in a general community vs.	4.0
F '	quality of livability factors in the current community	16
Figure 4.8	Non-metro Areas: Importance of livability factors in a general community	47
F :	vs. quality of livability factors in the current community	17
Figure 4.9	Gap between livability factors importance in general community and	4.0
F '	quality in current communities	18
Figure 4.10	Gap between various transportation aspects' importance in general	4.0
F '	community and quality in current communities	19
Figure 4.11	Public transit availability, usage, and interest	24
Figure 4.12	How much do you agree or disagree with the following statement?	
	"It is important for public transit to be available to my community's	26
	residents."	26
Figure 4.13	Do you support more transit, less transit, or the same amount of transit	
	in your community, given that public funds are needed to support part	27
	of the cost?	27
Figure 4.14	In general, how much of the total operating cost of transit should come	20
	from rider fares?	28
Figure 5.1	Iransit riders - Percentage of respondents by age distribution for metro	~ 4
	and non-metro areas	31
Figure 5.2	Iransit riders - Including yourself, how many people live in your household?	32
Figure 5.3	Iransit riders - Percentage of respondents by race	32
Figure 5.4	How many working vehicles (cars, trucks, and motorcycles) are available in	~~
5 '	your nousenoid?	33
Figure 5.5	which of the following best describes your current employment status?	33
Figure 5.6	what is the combined annual income for all people living in your household?	34
Figure 5.7	How often do you ride public transit?	35
Figure 5.9	How likely is it that you would recommend the public transit service you ride	20
	to a triend or colleague?	36
Figure 6.1	Survey Respondent Life Satisfaction Ratings, Metro vs. Non-Metro	42

1. INTRODUCTION

Community quality of life and livability are synonymous terms used to describe the degree to which communities contribute to an individual's overall quality of life. While many factors influence a community's livability, affordable transportation options, such as transit services, can be an important contributor in both large and small communities. Although the quality of transit service is greater in urban communities, with more days and hours of service, public transit in rural areas provides critical lifeline services to transit-dependent people by connecting them to health care services, educational institutions, employment, and other important activities. Public transit services can be very important for improving the quality of life of transit-dependent populations in both metro and non-metro areas.

This study is the final phase of the three-phase livability study in researching the nexus of transit and livability in U.S. communities. Phase 1 and Phase 2 focused on studying the nexus of transit and livability in rural communities by conducting case studies of six rural communities, including West Columbia, TX; Bath, ME; Hannibal, MO; Woodburn, OR; Dickinson, ND; and Valley City, ND (Figure 1.1) (Brooks, Edrington, Sharma, Vasishth, & Cherrington, 2014) (Brooks, Sharma, Pappas, & Cherrington, 2015) (Godavarthy & Mattson, 2016). For each of the six rural case study communities, resident surveys, transit rider's surveys, and stakeholder interviews were conducted to investigate the community's perspective of livability, the importance of various factors contributing to the rural community's livability and quality of life, and transit's importance to livability. The Small Urban and Rural Transit Center at North Dakota State University collaborated with the Texas Transportation Institute in Phase 2 and Phase 3 of the transit livability studies (Brooks, Sharma, Pappas, & Cherrington, 2015) (Godavarthy & Mattson, 2016).



Figure 1.1 Rural Case Study Communities Studies in Phase 1 and Phase 2 Source: Forthcoming report: "National Community Livability Survey: Methodology, Summary, Data," Jonathan Brooks et al., 2018

The major objective of Phase 3 of the livability study was to conduct a National Community Livability Survey (NCLS) in both metro urban and non-metro rural communities in the United States and analyze the role of transportation and public transit toward quality of life. Further responses from metro areas will be compared with non-metro areas to understand any similarities or differences in how transportation and public transit plays a role in the livability and quality of life of respective community residents.

2. SURVEY METHODOLOGY

The National Community Livability Survey (NCLS) was conducted from April 20, 2017, to December 9, 2017. The research team contacted 25,000 adults from all 50 U.S. states. The survey was split into two stratified waves of outreach: 14,000 potential participants were contacted in stage one, and an additional 11,000 potential participants were contacted in stage two. NCLS was a stratified random sample survey to ensure that the survey distribution was proportional to U.S. adult non-institutionalized population (Brooks et al., forthcoming). The research team stratified the NCLS random survey outreach by four U.S. regions and nine census divisions (Figure 2.1). The random survey was further stratified by sex and age to ensure research participants were proportional to the adult population in each area (Brooks et al., forthcoming).



Figure 2.1 Four U.S. Regions and Nine Census Divisions.

Source: Forthcoming report: National Community Livability Survey: Methodology, Summary, Data, Jonathan Brooks et al., 2018

Further, the research team stratified NCLS outreach by the U.S. Department of Agriculture (USDA): Economic Research Service (ERS) Rural-Urban Continuum Code (RUCC) to ensure random sampling would reach an equal number of adults living in each of the nine classifications (Figure 2.2). USDA ERS classifies each county as one of nine RUCC codes based on the population and adjacency to other counties (Table 2.1). In this study, communities with RUCC codes 1, 2, and 3 are considered metro areas and communities; RUCC codes 4-9 are considered non-metro areas for comparison purposes. While 85% of the U.S. population is located in communities with RUCC codes 1, 2, and 3 (metro areas) (see Table 2.2 for population distribution according to U.S. regions and RUCC code), the research team contacted roughly an equal number of adults in each of the nine RUCC classifications, which meant rural communities were over-sampled to ensure a comparable sample size of returned survey responses.



Figure 2.2 County Rural-Urban Continuum Code 2013, USDA ERS. *Source: Forthcoming report:* National Community Livability Survey: Methodology, Summary, Data, *Jonathan Brooks et al., 2018*

Table 2.1 Rural-Urban Continuum Co

Code	Description
1	Counties in metro areas of 1 million population or more
2	Counties in metro areas of 250,000 to 1 million population
3	Counties in metro areas of fewer than 250,000 population
4	Urban population of 20,000 or more, adjacent to a metro area
5	Urban population of 20,000 or more, not adjacent to a metro area
6	Urban population of 2,500 to 19,999, adjacent to a metro area
7	Urban population of 2,500 to 19,999, not adjacent to a metro area
8	Completely rural or less than 2,500 urban population, adjacent to a metro area
9	Completely rural or less than 2,500 urban population, not adjacent to a metro area

Table 2.2	U.S. Adı	ult Po	opulatio	n Dist	ributior	າ by U.S	. Regions	and R	ural-U	rban	Continuur	n Code

	U.S. /	Adult	Popu	lation	in M	illions	s (Sou	irce: l	J.S. Ce	nsus Bureau	u, 2011-2()15 Ai	merica	an Cor	nmun	ity Su	rvey E	stimate	es)	
	USDA 2013 County Rural Urban Continuum Code										USE	DA 201	L3 Cou	unty R	ural U	rban (Contin	uum C	ode	
Region	1	2	3	4	5	6	7	8	9	TOTAL	1	2	3	4	5	6	7	8	9	TOTAL
Northeast	29.3	8.6	2.3	1.9	0.14	0.93	0.58	0.08	0.05	43.8	12.1%	3.5%	0.9%	0.8%	0.1%	0.4%	0.2%	0.03%	0.02%	18%
Midwest	24.1	9.3	6.5	3.4	1.1	3.8	2.1	0.56	0.88	51.7	10.0%	3.8%	2.7%	1.4%	0.5%	1.6%	0.9%	0.2%	0.4%	21%
South	45.1	21.4	8.8	3.8	1.3	5.8	2.6	1.0	0.84	90.5	18.6%	8.8%	3.6%	1.6%	0.5%	2.4%	1.1%	0.4%	0.3%	37%
West	34.9	12.0	4.5	1.4	1.3	0.89	1.1	0.12	0.26	56.5	14.4%	5.0%	1.9%	0.6%	0.5%	0.4%	0.5%	0.05%	0.1%	23%
TOTAL	133.3	51.3	22.1	10.5	3.8	11.4	6.4	1.8	2.0	242.6	55%	21%	9%	4%	2%	5%	3%	1%	1%	100%

Source: Forthcoming report: National Community Livability Survey: Methodology, Summary, Data, *Jonathan Brooks et al., 2018*

The NCLS survey instrument was designed with 55 questions that focused on general community livability; local community livability; community characteristics; transportation; public transit awareness, availability, and interest; walkability; funding support for public transit, technology, and future transportation; socio-demographic characteristics; and follow-up questions for respondents who are transit riders. The research team purchased contact details from a leading domestic address vendor, which included information such as physical mailing address, e-mail, sex (male/female), and estimated age. Physical address was the only parameter used for random sampling purposes.

Potential survey respondents were initially contacted via mail using a 4" x 6" postcard (Figure 2.3) that invited participants to take the online survey, which was available in five languages: English, Spanish, Chinese, Korean, and Vietnamese. Later, an e-mail invitation was sent to participants with an available e-mail address. Finally, each participant was sent a physical mailer, which included an invitation letter, survey form, and business-reply-mail envelope. The physical survey was available in both English and Spanish. Survey participants were offered an incentive of a \$3 Amazon gift card for their returned survey response. Appendix A contains copies of English and Spanish versions of the survey instrument and other outreach materials used in the study.



Figure 2.3 NCLS Postcard Front

Source: Forthcoming report: National Community Livability Survey: Methodology, Summary, Data, Jonathan Brooks et al., 2018

Among the total 25,000 surveys distributed, a total of 994 high-quality responses were received (Brooks et al., forthcoming). Survey responses were roughly in proportion with the sample stratification designed in outreach efforts, and the responses were nearly equally geographically distributed and between the RUCC codes. Table 2.3 illustrates how survey responses compare with region and RUCCs. However, NCLS was strategically sampled to achieve roughly equal participation in each of the nine county types (Brooks et al., forthcoming).

Table 2.3 NCLS Participation Summary Table

		_		_				_			
	U.S. /	Adult	Popul	atior	n in M	illion	s (Sou	rce: L	J.S. G	ensus Bure	u, 2011-2015 American Community Survey Estimates)
	USDA	2013	Coun	ty Ru	ıral Ur	ban C	ontin	uum	Code		USDA 2013 County Rural Urban Continuum Code
Region	1	2	3	4	5	6	7	8	9	TOTAL	1 2 3 4 5 6 7 8 9 TOTA
Northeast	29.3	8.6	2.3	1.9	0.14	0.93	0.58	0.08	0.05	43.8	12.1% 3.5% 0.9% 0.8% 0.1% 0.4% 0.2% 0.03% 0.02% 18%
Midwest	24.1	9.3	6.5	3.4	1.1	3.8	2.1	0.56	0.88	51.7	10.0% 3.8% 2.7% 1.4% 0.5% 1.6% 0.9% 0.2% 0.4% 219
South	45.1	21.4	8.8	3.8	1.3	5.8	2.6	1.0	0.84	90.5	18.6% 8.8% 3.6% 1.6% 0.5% 2.4% 1.1% 0.4% 0.3% 379
West	34.9	12.0	4.5	1.4	1.3	0.89	1.1	0.12	0.26	56.5	14.4% 5.0% 1.9% 0.6% 0.5% 0.4% 0.5% 0.05% 0.1% 239
TOTAL	133.3	51.3	22.1	10.5	3.8	11.4	6.4	1.8	2.0	242.6	55% 21% 9% 4% 2% 5% 3% 1% 1% 1009
									NC	LS Survey F	espons es
	USDA	2013	Coun	ty Ru	ıral Ur	ban C	ontin	uum	Code		USDA 2013 County Rural Urban Continuum Code
Region	1	2	3	4	5	6	7	8	9	National	1 2 3 4 5 6 7 8 9 TOTA
Northeast	49	39	17	16		- 31	10	3	4	169	4.9% 3.9% 1.7% 1.6% 0.0% 3.1% 1.0% 0.3% 0.4% 179
Midwest	39	37	27	21	46	29	38	10	24	271	3.9% 3.7% 2.7% 2.1% 4.6% 2.9% 3.8% 1.0% 2.4% 279
South	30	22	34	33	11	26	24	31	27	238	3.0% 2.2% 3,4% 3.3% 1.1% 2.6% 2.4% 3.1% 2.7% 24
West	29	45	49	18	13	48	87	7	20	316	2.9% 4.5% 4.9% 1.8% 1.3% 4.8% 8.8% 0.7% 2.0% 329
National	147	1/12	127	00	70	124	159	51	75	994	15% 14% 12% 9% 7% 12% 16% 5% 9% 1009
Nauvilai	147	140	12/	00		1.04	100				13/ 14/ 13/ 3/ 7/ 13/ 10/ 3/ 0/ 10/

Source: Forthcoming report: National Community Livability Survey: Methodology, Summary, Data, Jonathan Brooks et al., 2018

3. SURVEY ANALYSIS

Among the 55 questions included in the NCLS survey instrument, the first 30 were aimed toward asking residents about community livability, community characteristics, transportation, public transit awareness/availability/interest, walkability, funding support for public transit, technology, and future transportation. Fifteen questions were aimed at gathering survey respondent's socio-demographic characteristics. One open-ended question gave respondents the opportunity to provide additional comments about community livability and public transit. The last nine questions of the survey were included as follow-up questions for potential survey participants who are transit users. The survey analysis and results were categorized as resident survey results and transit rider survey responses. Among 994 responses, 152 respondents who were transit riders completed the follow-up transit rider survey questionnaire; therefore, the 152 completed transit rider survey responses were used to analyze national transit rider survey results.

A survey analysis for the 994 NCLS responses will also be categorized and analyzed as responses and results for metro areas (survey responses associated with RUCC codes 1, 2, and 3), nonmetro areas (RUCC codes 4-9), and, when appropriate, an overall summary combining both metro and non-metro areas. Among the 994 NCLS responses, 417 (42%) responses are from metro areas, and 577 (58%) responses are from non-metro areas.

Objectives of the study analysis include synthesizing various NCLS survey responses categorized as metro or non-metro respondents. Further, NCLS survey respondents who also completed the follow-up transit rider survey will be analyzed for transit rider survey responses.

4. RESIDENT SURVEY SUMMARY

4.1 Respondents Socio-Demographic Characteristics

Among the 994 respondents, 58.8% are female and 41.2% are male. Non-metro areas had a slightly higher percentage of female respondents (60% female, 40% male) compared with metro areas (57.1% female, 42.9% male). The highest percentage of respondents in both metro and non-metro areas are 55 to 64 years old, followed by 64 to 74 years old, and 45 to 54 years old. Refer to Figure 4.1 for percentage of respondents by age distribution for metro and non-metro areas. Close to half of the respondents in metro and non-metro areas lived in a two-person household (Figure 4.2). Most of the respondents in both metro and non-metro areas are set white, although comparatively more white respondents were observed in non-metro areas (Figure 4.3).



Figure 4.1 Percentage of respondents by age distribution for metro and non-metro areas



Figure 4.2 Including yourself, how many people live in your household?



Figure 4.3 Percentage of respondents by race

About half of the residents responding from metro and non-metro areas lived in their communities for more than 20 years, although more non-metro residents were observed to be living in their communities for more than 20 years (Table 4.1).

	Less than 1 year	1 to 5 years	6 to 10 years	11 y	to 20 ears	More than 20 years
Metro Residents	3.4%	13.4%	9.4%		22.3%	50.6%
Non-Metro Residents	1.4%	13.3%	12.0%		16.3%	56.7%
Overall	2.2%	13.4%	10.9%		18.8%	54.1%

Table 4.1 How long have you lived in the community where you live?

Most of the metro residents (95.9%) and non-metro residents (95.5%) have a driver's license. The largest share of the respondents (37.2% of metro residents and 40.6% of non-metro residents) mentioned they have two working vehicles (cars, trucks, or motorcycles) in their household (Figure 4.4). Most of the respondents are either employed full time or retired (Figure 4.5). Annual income of respondents is fairly evenly distributed (Figure 4.6). The rate of mobility impairment was greater in non-metro areas, as 19.8% of non-metro respondents and 11.5% of metro respondents reported they have difficulty walking or climbing stairs. The use of a wheelchair or other mobility assistive devices to travel outside their residence was reported by 4.6% of metro respondents and 6.2% of non-metro (68.1%) communities mentioned that their overall health is good (Table 4.2).



Figure 4.4 How many working vehicles (cars, trucks, and motorcycles) are available in your household?



Figure 4.5 Which of the following best describes your current employment status?



Figure 4.6 What is the combined annual income for all people living in your household?

	Metro	Non-Metro	Overall
	Residents	Residents	Overall
Poor	2.9%	4.2%	3.6%
Fair	24.7%	27.0%	26.1%
Good	72.2%	68.1%	69.8%

Table 4.2 In general, how would you rate your overall health?

4.2 Factors Affecting Livability

The survey listed a number of potential livability factors and asked respondents to rate the importance of each factor to the livability of any community. Respondents had to rate each factor as: 1 = not important, 2 = slightly important, 3 = moderately important, 4 = important, and 5 = very important. Average responses are shown in Table 4.3. Available jobs, quality healthcare, quality public schools, low crime, affordable housing, overall cost of living, and clean environment are considered by both metro and non-metro residents as factors that are very important (>4) for community livability.

The top five factors identified as affecting community livability for both metro and non-metro residents are available jobs, quality healthcare, quality public schools, low crime, and affordable housing. While each livability factor had almost the same level of importance among metro and non-metro residents, affordable transportation options, cultural institutions, parks and recreation facilities, shopping and entertainment options, and quality healthcare are factors that are determined to be more important to metro residents when compared with non-metro residents. Similarly, sense of community, overall cost of living, and available jobs are determined to be more important to non-metro residents when compared with metro residents.

	Metro Residents	Non- Metro Residents	Overall
Available jobs	4.5	4.6	4.5
Affordable transportation			20
options	4.0	3.7	5.0
Cultural institutions	3.5	3.2	3.4
Quality healthcare	4.6	4.5	4.6
Affordable housing	4.4	4.4	4.4
Quality public schools	4.5	4.5	4.5
Overall cost of living	4.3	4.4	4.4
Shopping and entertainment options	3.6	3.5	3.5
Parks and recreation facilities	3.8	3.6	3.7
Weather	3.5	3.5	3.5
Clean environment	4.3	4.3	4.3
Low crime	4.5	4.5	4.5
Sense of community	3.8	3.9	3.9
Traffic safety	4.0	4.0	4.0

 Table 4.3 Factors affecting community livability and their level of importance

Note: Scale: 1 = not important, 2 = slightly important, 3 = moderately important, 4 = important, and 5 = very important.

4.3 Importance of Various Aspects of Transportation to Community Livability

Again, thinking of any community in America, respondents were asked to indicate the level of importance of various aspects of transportation, including public transit services, bikeability, low traffic congestion, walkability/accessibility, and roads in good condition. Level of importance is numerically assigned 1-5 for not important, slightly important, moderately important, and very important for analysis purposes.

Results for the level of importance of each aspect of transportation to community livability are summarized in Table 4.4 for metro and non-metro areas. Having roads in good condition was summarized as a very important (average importance numeric >4) aspect of transportation to community livability by both metro and non-metro residents, followed by low traffic congestion, which was summarized to be important. In metro areas, apart from low traffic congestion, walkability/accessibility was also observed as the second most important aspect of transportation to community livability. It is also interesting to observe that when compared with non-metro areas, having public transit services in metro areas was considered more important to community livability, which could be because a greater percentage of metro

residents have accessible public transit options and tend to use them more often. However, public transit services are still observed to be important for non-metro residents.

	Metro Residents	Non- Metro Residents	Overall
Public transit services	3.6	3.2	3.4
Bikeability	3.1	2.9	3.0
Low traffic congestion	3.7	3.7	3.7
Walkability / accessibility	3.7	3.5	3.6
Roads in good condition	4.2	4.3	4.3

Table 4.4 Various aspects of transportation and their importance

Note: Scale: 1 = not important, 2 = slightly important, 3 = moderately important, 4 = important, and 5 = very important.

4.4 Satisfaction with the Quality of Life in the Community

In general, residents from metro and non-metro areas seemed satisfied with the quality of life in the community they currently live in (Table 4.5). About 80% of the metro respondents and about 72% of non-metro respondents said they are either very satisfied or satisfied with the quality of life in their respective communities.

	Metro Residents	Non- Metro Residents	Overall
Very dissatisfied	1.4%	2.8%	2.2%
Dissatisfied	6.8%	9.6%	8.4%
Neither satisfied nor			
dissatisfied	10.9%	15.3%	13.4%
Satisfied	51.2%	44.9%	47.5%
Very satisfied	29.7%	27.5%	28.4%

Table 4.5 Satisfaction with the quality of life in the community

4.5 Quality of Each Livability Factor in Your Community

Respondents were asked to rate the quality of each livability factor in the community they are currently living in as very poor = 1, poor = 2, acceptable = 3, good = 4, or very good = 5.

Average ratings are shown in Table 4.6. None of the livability factors in either metro or nonmetro areas have an average score above 4. However, the top-rated livability factors were rated good on average. In metro areas, the five factors with the highest ratings are quality healthcare, parks and recreation facilities, clean environment, quality public schools, and weather. The five factors with the highest ratings in non-metro areas are clean environment, traffic safety, low crime, sense of community, and quality public schools.

	Metro Residents	Non- Metro Residents	Overall
Available jobs	3.2	2.7	2.9
Affordable transportation options	3.0	2.5	2.7
Cultural institutions	3.2	2.8	2.9
Quality healthcare	3.8	3.3	3.5
Affordable housing	3.2	3.1	3.1
Quality public schools	3.6	3.5	3.6
Overall cost of living	3.4	3.3	3.3
Shopping and entertainment options	3.3	2.5	2.9
Parks and recreation facilities	3.7	3.4	3.5
Weather	3.6	3.5	3.6
Clean environment	3.7	3.8	3.7
Low crime	3.5	3.7	3.6
Sense of community	3.5	3.6	3.6
Traffic Safety	3.5	3.8	3.6

Table 4.6 Current quality of livability factors in your community

Note: Scale: 1 = *very poor,* 2 = *poor,* 3 = *acceptable,* 4 = *good, and* 5 = *very good.*

The quality of livability factors of the current community were mapped with importance of livability factors to identify the gaps that would help identify which factors were perceived to be important but are not in good quality in their current communities. Livability factors with larger gaps between importance and quality are identified as factors needing improvement to enhance livability for the respective communities.

Figure 4.7 illustrates mapping of livability factors' quality scale with livability factors' importance scale for metro areas. Apart from weather, no other livability factor quality reached the importance standards defined by metro residents for a general community. Further, livability factors, such as available jobs, affordable housing, low crime, and affordable transportation options, have a huge gap in their current communities when compared with optimal importance standards in a general community.

Similarly, Figure 4.8 illustrates mapping of livability factors' quality scale with livability factors' importance scale for non-metro areas. Again, apart from weather, no other livability factor quality in current communities reached the importance standards defined by the non-metro residents for a general community. Livability factors, such as available jobs, affordable housing, quality healthcare, affordable transportation options, and overall cost of living, have a huge gap in their current communities when compared with optimal importance standards in a general community. Improving these livability factors in non-metro communities can improve the

livability of non-metro residents. While metro communities have gaps, the gaps identified for non-metro communities are much higher, meaning there is a greater need to improve these livability factors in non-metro areas compared with metro areas.



Figure 4.7 Metro Areas: Importance of livability factors in a general community vs. quality of livability factors in the current community





Figure 4.9 illustrates the gap (difference in numeric averages) and gap magnitude of various livability factors. Therefore, it can be summarized from these findings that increasing available jobs and affordable housing and transportation options and reducing crime in metro communities can improve the livability of metro residents. In non-metro areas, livability can be improved the most by the greater availability of jobs, affordable housing, quality healthcare, and affordable transportation options.



Figure 4.9 Gap between livability factors' importance in general community and quality in current communities

4.6 Quality of Each Aspect of Transportation in Your Community

Respondents were asked to rate the quality of different transportation aspects in the community where they are currently living using the same scale: 1 = very poor, 2 = poor, 3 = acceptable, 4 = good, and 5 = very good.

Average scores are shown Table 4.7. None of the average scores are above 4. The top three aspects of transportation rated as being of better quality are low traffic congestion, walkability/accessibility, and bikeability in metro areas, and low traffic congestion, walkability/accessibility, and road conditions in non-metro areas. Note that metro residents gave similar average scores to each of the five transportation aspects considered, while average scores by non-metro residents varied more widely. While both metro and non-metro residents gave high scores for low congestion, the average rating was significantly higher for non-metro residents. Similarly, while both metro and non-metro residents gave lower scores for public transit services, the average rating was much lower for non-metro residents.

	Metro Residents	Non-Metro Residents	Overall
Public transit services	2.8	2.2	2.5
Bikeability	3.1	2.9	3.0
Low traffic congestion	3.2	3.7	3.5
Walkability / accessibility	3.2	3.2	3.2
Roads in good condition	3.0	3.0	3.0

Table 4.7 Quality of each aspect of transportation in your community currently

The quality of various transportation aspects (1 = very poor, 2 = poor, 3 = acceptable, 4 = good, and 5 = very good) of the current community were mapped with importance of transportation aspects (1 = not important, 2 = slightly important, 3 = moderately important, 4 = important, and 5 = very important) to identify gaps between importance and quality, as shown Figure 4.10. For metro communities, the gaps are greatest for road conditions, public transit services, traffic congestion, and walkability/accessibility. Similarly, for non-metro communities, gaps are greatest for road conditions, public transit services, traffic transit services, and walkability/accessibility. Improving these aspects can improve the state of transportation and community livability.



Figure 4.10 Gap between various transportation aspects' importance in general community and quality in current communities

4.7 Type of Streets Residents are Living On

About 80% of non-metro residents lived either on a rural street or in open country (Table 4.8). In metro areas, a majority of the residents lived on a suburban street, followed by a rural street, in open country, and on a general urban street (Table 4.8).

	-		
	Metro Residents	Non-Metro Residents	Overall
Urban core street	1.0%	0.7%	0.8%
Urban center street	3.9%	1.4%	2.4%
General urban street	11.9%	3.5%	7.0%
Suburban street	45.2%	15.9%	28.2%
Rural street	25.7%	42.5%	35.5%
Open country	12.4%	36.0%	26.1%

Table 4.8 Which of the following most closely describes the kind of

4.8 Phrase That Best Describes Your Community in Terms of Geographic Size

When asked how they define their community, the largest share of residents in metro and nonmetro areas define their city as their community (Table 4.9). However, when compared with metro areas, a significantly higher percentage of non-metro residents have a broader perspective about their community by thinking of their county and the entire region as their community; this finding falls in compliance with sense of community, which is observed as one of the top five livability factors identified in non-metro areas (Section 4.4, and Table 4.6).

00-1			
	Metro Residents	Non- Metro Residents	Overall
My community is a part of my local			
neighborhood	16.8%	11.6%	13.8%
My community is my whole local			
neighborhood	17.3%	11.1%	13.7%
My community is my city	29.5%	27.0%	28.1%
My community is my county	13.7%	22.7%	18.9%
My community is all of the region I live in	18.7%	21.3%	20.2%
Other	2.6%	4.7%	3.8%

Table 4.9 What phrase best describes the way you define your community in terms of geographic size?

4.9 I Can Easily Travel to Places I Need to Go in My Community Using My Current Travel Options

A majority (more than 80%) of respondents from both metro and non-metro areas either agree or strongly agree that they can easily travel to places they need to go in their respective communities using their current travel options (Table 4.10). While a very small percentage of respondents disagree or strongly disagree with the above statement, these percentages are comparatively higher for non-metro residents compared with metro residents, suggesting there are some non-metro residents who have mobility challenges traveling to places using current travel options. In general, transportation options in rural non-metro communities are limited; therefore, there is a need to provide more transportation options.

my community using my current travel options.					
	Metro Residents	Non-Metro Residents	Overall		
Strongly disagree	1.9%	4.0%	3.1%		
Disagree	2.9%	3.5%	3.2%		
Neutral	8.4%	7.5%	7.8%		
Agree	43.4%	43.7%	43.6%		
Strongly agree	39.6%	38.5%	38.9%		

Table 4.10 How much do you agree or disagree with the following statement? "I can easily travel to places I need to go in my community using my current travel options."

4.10 How Many Days Do You Use Each Mode in a Typical Week?

Respondents were asked how often they use various modes of transportation in a typical week. Responses by metro and non-metro residents were more or less the same, with a majority of respondents mentioning "drive myself" as their travel mode for five or more days (Table 4.11). Walking was found to be the next most used mode choice, followed by personal bicycling, although the percentages of respondents for these mode choices are much smaller when compared with the "drive myself" option. Further, comparatively more metro respondents preferred diverse modes of transportation choices, such as bike share, carpool, ride-sourcing, and car sharing. One most probable explanation for diverse transportation choices. This statement is also evident from the fact that comparatively more non-metro respondents mentioned "not applicable" as an option for these diverse transportation mode choices.

When compared with non-metro areas, a higher percentage of metro respondents use public transit for any number of days in a week. Lower public transit ridership among non-metro respondents could be because the coverage and service frequency of transit may be comparatively lower than in metro areas. This is also evident from the fact that almost 45% of non-metro respondents mentioned "not applicable" as their response for public transit mode

choice, which could either mean they do not have an operational transit service or they were not aware of an operational transit service. Refer to Table 4.11 for a detailed summary of transportation mode choices and frequency of usage for metro and non-metro residents.

Metro Residents						
	NA	0 days	1 day	2-4 days	5 or more days	
Walk	7.4%	43.2%	15.8%	16.5%	12.7%	
Personal bicycle	18.2%	61.6%	8.2%	5.5%	1.2%	
Bike share	37.6%	54.9%	1.2%	0.5%	0.5%	
Drive myself	2.6%	3.1%	4.3%	17.7%	70.3%	
Carpool	13.9%	64.0%	8.4%	5.3%	3.4%	
Public transit	21.3%	60.9%	5.5%	4.6%	3.1%	
Vanpool	22.8%	71.0%	1.0%	0.2%	0.5%	
Taxi-cab	14.6%	78.7%	1.4%	1.4%	0.0%	
Ride-sourcing	17.3%	72.9%	4.6%	0.7%	0.2%	
Car-share	25.9%	68.1 <mark>%</mark>	1.4%	0.2%	0.0%	
Non-I	metro Resid	ents				
	NA	0 days	1 day	2-4 days	5 or more days	
Walk	7.3%	47.5%	12.3%	15.4%	11.6%	
Personal bicycle	18.2%	62.9%	7.5%	5.0%	1.6%	
Bike share	46.8%	45.6%	0.3%	0.0%	0.3%	
Drive myself	2.8%	2.9%	3.8%	18.9%	70.0%	
Carpool	26.3%	54 <mark>.8%</mark>	5.9%	5.7%	2.4%	
Public transit	44.5%	47.8%	1.9%	1.2%	0.3%	
Vanpool	45.6%	48.5%	1.2%	0.7%	0.3%	
Taxi-cab	40.9%	54.6%	0.0%	0.2%	0.3%	
Ride-sourcing	55.5%	40.0%	0.5%	0.0%	0.2%	
Car-share	56.8%	38.1%	0.9%	0.3%	0.0%	
	Overall					
	NA	0 days	1 day	2-4 days	5 or more days	
Walk	7.3%	45.7%	13.8%	15.9%	12.1%	
Personal bicycle	18.2%	62.4%	7.7%	5.2%	1.4%	
Bike share	43.0%	49.5%	0.7%	0.2%	0.4%	
Drive myself	2.7%	3.0%	4.0%	18.4%	70.1%	
Carpool	21.1%	58.7%	6.9%	5.5%	2.8%	
Public transit	34.8%	53.3%	3.4%	2.6%	1.5%	
Vanpool	36.0%	57. <mark>9%</mark>	1.1%	0.5%	0.4%	
Taxi-cab	29.9%	64.7%	0.6%	0.7%	0.2%	
Ride-sourcing	39.4%	53.8%	2.2%	0.3%	0.2%	
Car-share	43.9%	50.7%	1.1%	0.3%	0.0%	

Table 4.11 How many days do you use each mode in a typical week?

Note: NA: Not Available or Not Applicable

4.11 Public Transit

When asked about the availability of public transit to the residents of their community, 68.3% of metro respondents and 43.5% of non-metro respondents mentioned that public transit is available (Figure 4.11). According to resident respondents, availability of public transit is comparatively less in non-metro communities. It is also interesting to find that only a small percentage of respondents in both metro and non-metro areas are unaware of public transit availability in their community. Metro respondents were found to use public transit three times more than non-metro respondents; further, a comparatively higher percentage of metro respondents knew someone else who has used public transit (Figure 4.11).

Respondents who do not have transit in their community were asked if they would use it if it were available. Interestingly, a significantly higher percentage of non-metro residents who lack transit said they would be likely to use it, as compared with metro-residents who lack access. This observation could explain that less public transit usage in non-metro areas could be attributed to lack of proper transit services and facilities in rural non-metro areas.

According to community respondents, local bus transit service is the most available transit service in both metro and non-metro communities, followed by paratransit service (Figure 4.11). However, it must be noted that availability of these two kinds of services in non-metro areas is only about half when compared with metro-areas. Availability of demand response service is about the same in both metro and non-metro areas. Transit services, such as commuter bus, rail, and intercity bus, are more popular and available in metro areas when compared with rural areas (Figure 4.11).









Figure 4.11 Public transit availability, usage, and interest

More than half of metro respondents mentioned that public transit is accessible to make trips from their residence to various types of destinations, such as grocery stores/super markets, personal services, other retail shopping, recreation and entertainment, and healthcare facilities (Table 4.12). Among non-metro respondents, accessibility of public transit services from an individual's residence to various types of destinations is lower when compared with metro areas.

	Y	es	No		Not sure	
	Metro Residents	Non-Metro Residents	Metro Residents	Non-Metro Residents	Metro Residents	Non-Metro Residents
Grocery store or supermarket	60.5%	60.1%	26.1%	30.3%	13.4%	9.7%
Personal services	57.6%	53.8%	26.8%	33.2%	15.6%	12.2%
Other retail shopping	62.3%	56.3%	24.3%	31.1%	13.0%	12.2%
Recreation and Entertainment	54.3%	42.4%	26.4%	37.0%	18.8%	19.3%
Health care facility	60.1%	60.1%	25.4%	27.7%	14.5%	11.3%

Table 4.12 If you chose to, could you i	ride public transit from near your residenc	e to the
following types of places?		

A grocery store or supermarket is the most accessible destination by walking (if the respondent is able and chooses to walk) for metro and non-metro respondents in their respective communities, although the accessibility rate is lower for non-metro areas when compared with metro areas (Table 4.13). The next most accessible destinations, in order of accessibility, are personal services, other retail shopping, recreation and entertainment, and healthcare. Again, all these destinations are less accessible in non-metro areas when compared with metro areas. It was observed from Table 4.13 that healthcare facilities are the least accessible destinations by walking in both metro and non-metro areas.

Table 4.13 If you are able, and chose to, could you walk from your residence to the followingtypes of places?

	Yes		No		Not sure	
	Metro	Non-Metro	Metro	Non-Metro	Metro	Non-Metro
	Residents	Residents	Residents	Residents	Residents	Residents
Grocery store or supermarket	53.5%	38.0%	44.8%	58.8%	0.7%	2.1%
Personal services	49.2%	35. <mark>9%</mark>	48.2%	60.8%	1.9%	1.6%
Other retail shopping	41.5%	27.9%	54.7%	67.8%	2.6%	2.6%
Recreation and Entertainment	39.6%	31.0%	56.4%	65.0%	2.6%	2.4%
Health care facility	30.7%	26.9%	65.9%	69.0%	2.2%	2.6%

A majority of respondents from both metro and non-metro communities agree or strongly agree that it is important for public transit to be available to their community residents (Figure 4.12). The top five reasons for the importance of public transit in metro communities in the order of ranking are: 1) transit is an option for seniors or people with disabilities, 2) transit is an option for those who choose not to drive, 3) transit reduces traffic congestion, 4) transit is an option for saving on the cost of transportation, and 5) transit reduces energy consumption or

protects air quality (Table 4.14). The top five reasons for the importance of public transit in non-metro communities in the order of ranking are: 1) transit is an option for seniors or people with disabilities, 2) transit is an option for those who choose not to drive, 3) because walk access to destinations is difficult in my community, 4) transit is an option for saving on the cost of transportation, and 5) transit reduces energy consumption or protects air quality (Table 4.14).



Figure 4.12 How much do you agree or disagree with the following statement? "It is important for public transit to be available to my community's residents."

		/	
	Metro Residents	Non-Metro Residents	Overall
Because walk access to destinations is difficult in my community	42.7%	42.8%	42.8%
Because bike access to destinations is difficult in my community	26.1%	27.4%	26.9%
Transit is an option for seniors or people with disabilities	73.4%	75.6%	74.6%
Transit is an option for those who choose not to drive	71.0%	57. <mark>2%</mark>	63.0 <mark>%</mark>
Transit is an option for saving on the cost of transportation	53.0%	38.6%	44.7%
Transit complements other travel modes, such as walking or biking	46.5%	30.5%	37.2%
Transit reduces energy consumption or protects air quality	48.2%	36.6%	41.4%
Transit eliminates the need to park or for destinations to provide parking	42.0%	26.2%	32.8%
Transit reduces traffic congestion	53.2%	32.9%	41.4%
I do not think it is important to have transit service	7.9%	13.0%	10.9%

Table 4.14 Why	v is it important to have	public transit service in t	vour community?
	y is it important to nave	public transit service in	your communey.

In most cases a majority of the metro and non-metro respondents either agree or strongly agree with funding transit using city, county, state, or federal funds (Table 4.15). However, for all funding types, metro-area respondents were more likely than their non-metro counterparts to support using public funds for transit. Most respondents in metro and non-metro areas either support the same amount of public transit currently in place or more public transit in

their communities (Figure 4.13). Most also believe that some (<50%) or most (>50%) of transit operation costs should come from transit fares (Figure 4.14).

Most metro and non-metro respondents believe that some individuals should be eligible for a reduced fare. In order of priority, they support reduced fare for people with disabilities, low-income individuals, military veterans, Medicare or Medicaid cardholders, K-12 students, and college/university students (Table 4.16). A majority of respondents mentioned that they would begin using transit or use transit more often under two potential circumstances: if they are no longer able to drive for health reasons or if they move to a more urban community with transit (Table 4.17).

		Strongly disagree	Disagree	Neutral	Agree	Strongly agree
I support using city funds for transit	Metro Residents	7.0%	7.4%	24.7%	36.7%	20.9%
	Non-Metro Residents	12.1%	9.2%	26.5%	33.3%	14.0%
	Overall	10.0%	8.5%	25.8%	34.7%	16.9%
I support using county (or county equivalent) funds for transit	Metro Residents	5.5%	8.4%	25.9%	36.9%	19.9%
	Non-Metro Residents	12.7%	8.5%	26.2%	33.8%	15.6%
	Overall	9.7%	8.5%	26.1%	35.1%	17.4%
I support using state funds for transit	Metro Residents	5.8%	7.9%	19.7%	37.2%	26.4%
	Non-Metro Residents	10.7%	8.8%	21.0%	36.4%	18.9%
	Overall	8.7%	8.5%	20.4%	36.7%	22.0%
I support using federal funds for transit	Metro Residents	6.5%	11.3%	19.7%	32.1%	27.3%
	Non-Metro Residents	12.5%	9.2%	22.0%	32.2%	19.4%
	Overall	10.0%	10.1%	21.0%	32.2%	22.7%

Table 4.15 How much do you agree with the following statements about funding transit?



Figure 4.13 Do you support more transit, less transit, or the same amount of transit in your community, given that public funds are needed to support part of the cost?



Figure 4.14 In general, how much of the total operating cost of transit should come from rider fares?

	Metro Non-Metro		Overall			
	Residents	Residents	Overall			
Military veterans	64.0%	63.4%	63.7%			
People with disabilities	83.7%	83.2%	83.4%			
College/university students	51.3%	40.0%	44.8%			
K-12 students	48.9%	46.1%	47.3%			
Medicare or Medicaid cardholders	59.2%	57.5%	58.2%			
Low-income individuals	64.7%	63.6%	64.1%			
Other	10.1%	10.1%	10.1%			
	-	-				
---	---------------------	-----------------------	---------------------------	-----------	---------------------------	------------------------
		Stop using transit	Use transit less often	No change	Use transit more often	Begin using transit
Evel enione in sector to even \$4.00	Metro Residents	1.7%	1.4%	55.9%	24.5%	11.0%
per gallon	Non-Metro Residents	2.6%	1.7%	56.0%	17.5%	17.3%
	Overall	2.2%	1.6%	55.9%	20.4%	14.7%
Your car breaks down or is needed by someone else	Metro Residents	0.2%	1.4%	42.4%	31.2%	18.9%
	Non-Metro Residents	0.3%	1.0%	46.3%	23.2%	23.6%
	Overall	0.3%	1.2%	44.7%	26.6%	21.6%
Your household's income decreases significantly	Metro Residents	1.9%	2.9%	47.2%	25.7%	16.1%
	Non-Metro Residents	1.6%	2.4%	47.8%	21.0%	21.3%
	Overall	1.7%	2.6%	47.6%	22.9%	19.1%
You are no longer able to drive for health reasons	Metro Residents	0.7%	1.4%	18.7%	36.7%	37.4%
	Non-Metro Residents	0.5%	0.5%	20.3%	31.9%	41.6%
	Overall	0.6%	0.9%	19.6%	33.9%	39.8%
You move to a more urban	Metro Residents	0.7%	1.7%	23.3%	38.8%	30.0%
Fou move to a more urban	Non-Metro Residents	0.5%	0.7%	26.9%	34.1%	30.8%
community with transit	Overall	0.6%	1.1%	25.4%	36.1%	30.5%
You move to a more rural	Metro Residents	2.2%	7.2%	46.3%	23.0%	15.8%
community with transit	Non-Metro Residents	1.0%	3.6%	46.8%	22.7%	18.7%
community with transit	Overall	1.5%	5.1%	46.6%	22.8%	17.5%

Table 4.17 How would the following statements change your use of transit?

4.12 Technology in Transportation

Respondents were asked if they would be more willing to permanently give up their vehicle or their smartphone. Most metro (75%) and non-metro (87.5%) respondents chose their smartphone instead of their vehicle. While the percentage is low, comparatively more metro respondents (22.3% metro vs. 10.2% non-metro) were willing to give up their vehicles for smartphones.

Respondents were introduced to a possible hypothetical future situation: "In the future, you may not need to own a vehicle to have access to a vehicle when needed. For example, you may be able to join a subscription-based car-sharing service or use another mobility service of some type." Under this hypothetical situation, respondents were asked about their potential future vehicle ownership scenarios. The results are summarized in Table 4.18. While more than half of respondents from metro and non-metro communities answered that they would always choose to own their own vehicles, it is interesting to observe that some percentage of respondents from metro and non-metro communities choose to no longer own a vehicle, some within the next 10 years, and others in the more distant future (Table 4.18).

In the context of the potential existence of self-driving vehicles (autonomous vehicles) in the future, respondents were asked to provide their level of comfort with the idea of an autonomous vehicle picking up and dropping them off for a personal business appointment. While close to half of respondents (from both metro and non-metro communities) answered they would be uncomfortable, about a quarter responded they would be either comfortable or very comfortable (Table 4.19).

Table 4.18 Which of the following statements most likely describes your future vehicle ownership?

	Metro	Non-Metro	Overall
	Residents	Residents	Overall
I do not own a vehicle now and I do not plan to get one in the future	4.3%	4.0%	4.1%
I will no longer choose to own a vehicle in less than 1 year	0.5%	0.2%	0.3%
I will no longer choose to own a vehicle in 1 to 10 years	5.8%	6.6%	6.2%
I will no longer choose to own a vehicle in 11 to 20 years	12.7%	11.1%	11.8%
I will no longer choose to own a vehicle at some point beyond 20 years	14.6%	12.5%	13.4%
I will always choose to own my own vehicle	61.2%	64.5%	63.1%

Table 4.19 How comfortable are you with the idea of anautonomous vehicle picking up and dropping youoff for a personal business appointment?

	Metro	Non-Metro	Overall
	Residents	Residents	Overall
Very uncomfortable	25.2%	30.2%	28.1%
Uncomfortable	17.7%	20.1%	19.1%
Neutral	28.1%	24.8%	26.2%
Comfortable	19.2%	16.8%	17.8%
Very comfortable	8.6%	6.8%	7.5%

5. TRANSIT RIDER SURVEY SUMMARY

5.1 Transit Rider Respondent's Socio-Demographic Characteristics

Among the 994 NCLS survey respondents, 152 indicated they were transit users and completed a set of questions specific to transit riders. Of the transit rider responses, 104 are from transit riders in metro communities and 48 are from transit riders in non-metro communities. Among these respondents, 53.9% are female and 46.1% are male. The percentage of female respondents was higher in non-metro areas (64.6% female, 35.4% male) than metro areas (49% female, 51% male). The largest share of transit rider respondents are from the age group 55 to 64 years old, followed by 64 to 74 years old, and 45 to 54 years old (Figure 5.1). Close to half of the transit riders in metro and non-metro areas lived in a two-person household (Figure 5.2). While most of the metro and non-metro transit riders are white (Figure 5.3), the percentage of transit riders that are white is lower than the percentage of total survey respondents that are white. Therefore, it can be concluded that transit users tend to be somewhat more diverse than the general public.



Figure 5.1 Transit riders - Percentage of respondents by age distribution for metro and nonmetro areas



Figure 5.2 Transit riders - Including yourself, how many people live in your household?



Figure 5.3 Transit riders - Percentage of respondents by race

Most of the metro transit riders (94.2%), and non-metro transit riders (89.6%) have a driver's license. About 9% of metro transit riders and 12.5% of non-metro transit users do not have a vehicle in their household (Figure 5.4). These percentages are significantly higher than the overall percentage of survey respondents without a vehicle in the household (4.1% metro, 3.3% non-metro).



Figure 5.4 How many working vehicles (cars, trucks, and motorcycles) are available in your household?



Figure 5.5 Which of the following best describes your current employment status?

Most of the transit riders in metro areas and non-metro areas are either full-time employed or retired (Figure 5.5). In non-metro communities, more transit riders belonged to lower income groups (< \$15,000, and \$15,000 to \$24,999), and the percentage of transit riders decreased as income increased (Figure 5.6). However, in metro areas, the percentage of transit riders increased as household annual income increased, as the highest percentage of metro transit riders are in the household income group range \$100,000 to \$249,999 (Figure 5.6).



Figure 5.6 What is the combined annual income for all people living in your household?

5.2 Transit Usage and Characteristics

Respondents for the transit rider survey (from both metro and non-metro areas) were distributed between regular transit riders (using transit one day or more per week), and occasional transit riders (using transit two days per month or less). A number of respondents to the transit rider survey, especially in non-metro areas, were previous transit users who no longer ride transit (Figure 5.7).

When transit riders were asked if they agree or disagree with the statement, "Public transit is very important to my quality-of-life," the majority of transit riders from both metro and non-metro areas either agreed or strongly agreed (Figure 5.8). A significant percentage of respondents from both metro and non-metro areas were neutral about the statement. Most of the respondents also mentioned they are very likely to recommend public transit service to a colleague or friend (Figure 5.9).

The top three reasons for metro transit riders to start riding transit were: 1) I decided to use transit for convenience; 2) I decided to use transit to save money; and 3) I wanted to avoid congestion. The top three reasons for non-metro transit riders to start riding transit were: 1) I decided to use transit for convenience; 2) I decided to use transit to save money; and 3) I no longer had access to a vehicle (Table 5.1).

More than half of transit riders in metro areas and close to half of transit riders in non-metro areas answered that if public transit had not been available for their most recent transit trip, they would have driven their vehicle (Table 5.2). Asking a family/friend for a ride, walking, ride-sourcing, and using taxi are some alternate options mentioned by some respondents in both metro and non-metro areas, and biking was noted among a small percentage of transit riders in metro areas. While a small percentage of respondents mentioned they do not have any other travel options if public transit had not been available, this percentage was higher in non-metro areas (4.2%) when compared with metro areas (1.9%).



Figure 5.7 How often do you ride public transit?





Figure 5.8 How likely is it that you would recommend the public transit service you ride to a friend or colleague?

Table 5.1 Why did you start riding public transit
--

	Metro Areas	Non-Metro Areas	Overall
I wanted to be more physically active	9.6%	4.2%	7.9%
I enjoyed the social interaction of riding transit	5.8%	20.8%	10.5%
I decided to use transit for convenience	43.3%	35.4%	40.8%
I no longer had access to a vehicle	15.4%	31.3%	20.4%
I decided to use transit to save money	35.6%	31.3%	34.2%
I decided to use transit to reduce my energy consumption or protect air quality	26.0%	20.8%	24.3%
I did not want to drive in poor weather (rainy, snowy)	22.1%	20.8%	21.7%
I could no longer drive or had difficulties driving	2.9%	8.3%	4.6%
I could not get a ride from others or did not want to	11.5%	20.8%	14.5%
I have a disability that limits my ability to travel other ways	3.8%	8.3%	5.3%
I wanted to avoid congestion	33.7%	14.6%	27.6%
I wanted to make better use of my time while traveling	26.9%	14.6%	23.0%
Other reason(s)	25.0%	37.5%	28.9%

Table 5.2 If public transit had not been available, which one travel option would you have usedto make the trip?

	Metro Areas	Non-Metro Areas	Overall
Drove my vehicle	55.8%	43.8%	52.0%
Asked family/friend for a ride	10.6%	22.9%	14.5%
Used church of service organization	0.0%	0.0%	0.0%
Walked	8.7%	12.5%	9.9%
Biked	3.8%	0.0%	2.6%
Used bikeshare	1.0%	0.0%	0.7%
Used taxi	5.8%	4.2%	5.3%
Used ride-sourcing	8.7%	2.1%	6.6%
Used car share	0.0%	0.0%	0.0%
Used another travel option	2.9%	2.1%	2.6%
I have no other options	1.9%	4.2%	2.6%

5.3 Most recent transit trip

Transit riders were asked details about their most recent trip to further understand their frequency of usage, transit mode used, and purpose of the transit trip. While a large share of transit riders made their most recent trip more than four weeks ago, a significant proportion made trips the same week, last week, or two to four weeks ago (Table 5.3). Close to half the transit riders in metro and non-metro areas made their trips using local bus, though nearly as many metro transit riders used rail (Table 5.4). Among metro transit riders, the most common trip purposes are: 1) work, and 2) social/recreational. For non-metro residents, the most common trip purposes are: 1) medical appointments, healthcare, and dental, 2) work, and 3) social/recreational. When asked specifics about the quality of service for their most recent trip, such as timeliness, driver friendliness, safety, cleanliness, comfort, and affordability, most transit users gave positive responses (Table 5.5).

	Metro Areas	Non-Metro Areas	Overall	
Today	5.8%	2.1%	4.6%	
Another day this week	19.2%	8.3%	15.8%	
Last week	17.3%	16.7%	17.1%	
2 to 4 weeks ago	12.5%	12.5%	12.5%	
More than 4 weeks ago	34.6%	41.7%	36.8%	
Not sure	9.6%	12.5%	10.5%	

Table 5.3 When was your most recent trip on transit?

Table 5.4 Which mode(s) of public transit did you use on the trip?

	Metro Areas	Non-Metro Areas	Overall
Rail (e.g., light rail, commuter rail, subway, etc.)	47.1%	8.3%	34.9%
Local Bus (e.g., fixed, flexible, deviated, etc.)	52.9%	43.8%	50.0%
Paratransit for people with disabilities	2.9%	14.6%	6.6%
Commuter Bus (e.g., express, park-and-ride, etc.)	10.6%	14.6%	11.8%
Demand Response transit (e.g., dial-a-ride, etc.)	2.9%	10.4%	5.3%
Intercity Bus (e.g., Greyhound, Megabus, etc.)	1.9%	6.3%	3.3%
Vanpool	0.0%	0.0%	0.0%
Ferry	1.9%	4.2%	2.6%
Other Mode(s)	3.8%	8.3%	5.3%

Table 5.5 What was the purpose for the trip?

	Metro Areas	Non-Metro Areas	Overall
Work	36.5%	25.0%	32.9%
School, college, job training	1.9%	2.1%	2.0%
Medical appointments, health care, dental	14.4%	27.1%	18.4%
Family, personal business	11.5%	6.3%	9.9%
Social, recreational	34.6%	20.8%	30.3%
Shopping, errands	11.5%	12.5%	11.8%
Volunteering	3.8%	4.2%	3.9%
Other	8.7%	12.5%	9.9%

	, .			•			
		Strongly	Disagroo	Noutral	Agroo	Strongly	Does not
		disagree	Disagree	Neutrai	Agree	agree	apply
	Metro Areas	3.8%	5.8%	10.6%	42.3%	27.9%	4.8%
The vehicle arrived on-time	Non-Metro Areas	2.1%	6.3%	6.3%	41.7%	35.4%	0.0%
	Overall	3.3%	5.9%	9.2%	42.1%	30.3%	3.3%
The driver was helpful and	Metro Areas	1.0%	4.8%	16.3%	30.8%	19.2%	25.0%
friendly.	Non-Metro Areas	2.1%	0.0%	14.6%	22.9%	47.9%	4.2%
menaly	Overall	1.3%	3.3%	15.8%	28.3%	28.3%	18.4%
I felt safe riding transit	Metro Areas	2.9%	5.8%	7.7%	38.5%	42.3%	1.0%
	Non-Metro Areas	2.1%	0.0%	6.3%	31.3%	50.0%	2.1%
	Overall	2.6%	3.9%	7.2%	36.2%	44.7%	1.3%
	Metro Areas	1.9%	5.8%	14.4%	45.2%	26.9%	3.8%
The vehicle was clean	Non-Metro Areas	2.1%	4.2%	6.3%	35.4%	41.7%	2.1%
	Overall	2.0%	5.3%	11.8%	42.1%	31.6%	3.3%
	Metro Areas	1.9%	3.8%	20.2%	47.1%	21.2%	3.8%
The vehicle was comfortable	Non-Metro Areas	2.1%	0.0%	16.7%	35.4%	35.4%	2.1%
	Overall	2.0%	2.6%	19.1%	43.4%	25.7%	3.3%
The fere Locid was	Metro Areas	3.8%	3.8%	17.3%	39.4%	28.8%	5.8%
The fare I paid was	Non-Metro Areas	2.1%	2.1%	8.3%	31.3%	41.7%	6.3%
reasonable for my trip	Overall	3.3%	3.3%	14.5%	36.8%	32.9%	5.9%

Table 5.6 How much do you agree or disagree with the following statements?

6. DATA ANALYSIS: IMPACTS OF TRANSPORTATION ON COMMUNITY QUALITY OF LIFE AND LIFE SATISFACTION

The survey data can be analyzed to examine the impacts of public transportation services and other characteristics of a community's transportation system on quality of life in the community. This study estimates the impacts of transportation and other key livability factors on community quality of life and the impact of community quality of life on overall life satisfaction.

6.1 Framework

This study develops three models to estimate the following:

- Impacts of transportation factors on ease of travel within a community;
- Impacts of livability dimensions, including ease of travel, on community quality of life;
- Impacts of community quality of life on overall life satisfaction.

Ease of travel within a community depends on both individual and community characteristics. If an individual has the ability to drive and has access to a vehicle, it is expected that travel within the community will be relatively easier, compared with someone who cannot drive or who does not have access to a vehicle. Furthermore, if an individual has mobility limitations that makes it difficult to walk, travel within the community will likely be more difficult. A number of community characteristics also determine how easy it is to travel. These include the quality of the transit service, road quality, congestion, traffic safety, and bicycle facilities.

Ease of travel is one of many livability factors that could impact community quality of life. Leby and Hashim (2010) concluded that the livability components analyzed in most studies can be organized into four dimensions: social, physical, functional, and safety. The social dimension focuses on the relationships between neighbors and community members. The physical dimension characterizes the natural environment of communities, including parks and green spaces, and environmental quality. The functional dimension describes the private and public provision of services, accessibility to activities and amenities, and employment opportunities. Lastly, the safety dimension measures the neighborhood's safety level.

To categorize factors impacting livability, this study uses four dimensions identified by Leby and Hashim (2010). The physical dimension is expanded to include climate. The four dimensions and the indicators used in this study are shown in Table 6.1.

Dimension	Social	Physical/Climate	Functional	Safety
Livability indicator	 Sense of community 	 Parks and recreation facilities 	Ease of travel	Low crime
		 Clean environment 	 Available jobs 	
		 Street characteristics 	 Quality healthcare 	
		 Walkability 	 Quality public schools 	
		 Weather 	 Cultural institutions 	
			 Affordable housing 	
			 Overall cost of living 	
			 Shopping and 	
			entertainment options	

Table 6.1 Livability Dimensions and Indicators

The functional dimension includes the largest number of indicators, which describe the community's amenities, opportunities, and accessibility. Ease of travel is included as a functional amenity because it describes how well residents are able to access amenities and activities in the community. It also relates to the physical dimension, as it is influenced by the quality of roads and the built environment, and the safety dimension, as traffic safety is an important attribute of the transportation system. The other functional indicators are available jobs, quality healthcare, quality public schools, cultural institutions, affordable housing, overall cost of living, and shopping and entertainment options.

One livability indicator is included from the social dimension: sense of community, which is a concept in psychology and sociology that focuses on the experience of community. McMillan and Chavis (1986) defined sense of community as "a feeling that members have of belonging, a feeling that members matter to one another and to the group, and a shared faith that members' needs will be met through their commitment to be together."

The physical/climate factors are parks and recreation facilities, a clean environment, the built environment, and weather. Built environment variables include the characteristics of the street the individual lives on and the walkability of the community. Walkability is determined by the quality of pedestrian infrastructure and whether land use patterns allow for trips to be easily made by walking. The crime rate is a key indicator of safety and is the only safety factor included in this study. As mentioned, traffic safety is also a component of the ease of travel.

Community quality of life is one of the domains that determines an individual's overall quality of life, or life satisfaction. Other factors that may influence life satisfaction include health, financial status, employment status, living arrangements, and demographic characteristics, such as age, gender, and marital status.

To assess the overall subjective quality of life in the community, respondents were asked the following question: "How satisfied are you with the quality of life in your community?" Respondents answered using a 5-point Likert scale, ranging from very dissatisfied to very satisfied. Responses are coded on a 1-5 scale (1 = very dissatisfied and 5 = very satisfied), and the average response is 3.9 overall, 4.0 for metro respondents, and 3.8 for non-metro respondents.

To determine overall quality of life, or life satisfaction, survey participants were asked the following question: "All things considered, how satisfied are you with your life as a whole these days?" Respondents answered using a 0-10 scale, with a higher number indicating greater satisfaction. This question has been used in previous research as a measure of life satisfaction (Kahneman & Krueger, 2006). The average response was 7.71 overall, 7.79 for metro respondents, and 7.65 for non-metro respondents. The distribution of responses is shown in Figure 6.1.



All things considered, how satisfied are you with your life as a whole these days?

Figure 6.1 Survey Respondent Life Satisfaction Ratings, Metro vs. Non-Metro

6.2 Model Specification

The study developed three ordered probit models, which are used because the dependent variables are measured using an ordinal scale. The first model estimates ease of travel as a function of community transportation characteristics and individual characteristics. The second model estimates community quality of life as a function of the quality of the livability indicators. The final model estimates life satisfaction as a function of community quality of life and other factors.

Ease of travel is estimated as a function of quality of transit service, quality of roads, congestion, traffic safety, bikeability, ability to drive, access to a vehicle, and mobility impairments. It is measured with a 1-5 scale. Quality of transit service, quality of roads, congestion, traffic safety, and bikeability are also measured on a 1-5 scale, with a higher number indicating higher perceived quality. The affordable transportation options variable is not included in the model because it is highly correlated with quality of transit service. Whether the individual has a driver's license is used as a proxy for ability to drive. Access to a vehicle is

measured as the number of vehicles available in the household. Mobility impairment is measured using a dummy variable to indicate if the respondent has serious difficulty walking or climbing stairs.

Community quality of life is estimated as a function of each of the factors listed in Table 6.1. The dependent variable and all explanatory variables except street characteristics are measured on a 1-5 scale, with a higher number indicating improved perceived quality. Street type is measured using dummy variables to indicate the type of street the respondent lives on. The open country is used as the base, and urban core street and urban center street are combined because of the low number of respondents living on these types of streets.

Life satisfaction is measured with a 0-10 scale, and it is estimated as a function of community quality of life, health, income, employment status, age, gender, and living arrangement. Health is measured with a 1-3 scale (higher number indicating better health); and income is measured with a 1-8 scale. Dummy variables are used to indicate if the individual is unemployed and looking for work or if they are retired. Because the impact of age on life satisfaction might not be linear, it is measured using dummy variables for different age groups (age 18-34 is the reference). Regarding living arrangements, a dummy variable is used to indicate if the individual is living alone.

For each of the three models, two separate models are run. The first uses survey data from all respondents, and the second limits data to those respondents from non-metro counties. Results will show if the relationships differ for non-metro areas.

6.3 Results

Transit quality, conditions of roads, congestion, and traffic safety were all found to have significant impacts on ease of travel (Table 6.2). Respondents who rated the quality of these attributes higher were more likely to believe that it is easy to travel within their community. With the exception of congestion, these results held for both the overall sample and the non-metro sample, showing that the quality of transit service is important not just in urban areas, but also in smaller communities. Congestion did not have a significant impact in non-metro areas, which is not surprising. The results also show that ease of travel is greater for those with a driver's license, ease of travel increases as the number of vehicles in the household increases, and travel is significantly more difficult for those who have difficulty walking.

Ease of travel is found to be one of many factors that impact community quality of life (Table 6.3). Sense of community was found to have a significantly positive impact on community quality of life, both for the overall sample and the non-metro sample. Those respondents who rated their community as having a better sense of community gave higher ratings for overall community quality of life.

	Overall (n=914)		Non-Metro (n=529)	
	Estimated		Estimated	
Variable	Parameter	<i>p</i> value	Parameter	<i>p</i> value
Intercept	-1.07	0.0004***	-1.06	0.0074***
Transit quality	0.19	<.0001***	0.19	<.0001***
Quality of roads	0.15	0.0005***	0.16	0.0031***
Low congestion	0.08	0.0650*	-0.01	0.9266
Traffic safety	0.23	<.0001***	0.33	<.0001***
Bikeability	0.04	0.3938	0.00	0.9305
Driver's license	0.66	0.0027***	0.50	0.0741*
Number of vehicles	0.23	<.0001***	0.26	0.0001***
Difficulty walking	-0.42	<.0001***	-0.43	0.0009***

 Table 6.2 Ordered Probit Results for Ease of Travel

p*<10%, *p*<5%, ****p*<1%

Table 6.3 Ordered Probit Results for Community Quality of Life

	Overall	(n=887)	Non-Metr	ro (n=518)
	Estimated		Estimated	
Variable	Parameter	<i>p</i> value	Parameter	<i>p</i> value
Intercept	-2.02	<.0001***	-1.65	<.0001***
Social Dimension				
Sense of community	0.28	<.0001***	0.32	<.0001***
Physical/Climate Dimension				
Parks and recreation facilities	-0.04	0.3482	-0.02	0.7223
Clean environment	0.10	0.0868*	0.08	0.2586
Street type (Base: Open country)				
Urban core/center street	-0.92	0.0001***	-0.95	0.0104**
General urban street	-0.49	0.0035***	-0.58	0.0342**
Suburban street	-0.43	0.0002***	-0.30	0.0558*
Rural street	-0.29	0.0042***	-0.37	0.0014***
Walkability	0.10	0.0196**	0.12	0.0239**
Weather	0.15	0.0059***	0.09	0.1822
Function Dimension				
Ease of travel	0.13	0.0027***	0.10	0.0707*
Available jobs	0.09	0.0483**	0.08	0.1791
Quality healthcare	0.16	0.0005***	0.12	0.0452**
Quality public schools	0.15	0.0011***	0.12	0.0332**
Cultural institutions	0.08	0.0862*	0.11	0.0669*
Affordable housing	-0.04	0.4388	0.02	0.6919
Overall cost of living	0.08	0.1706	0.01	0.8681
Shopping and entertainment options	0.18	0.0004***	0.11	0.1073
Safety Dimension				
Low crime	0.09	0.0695*	0.11	0.1158

p*<10%, *p*<5%, ****p*<1%

Among the physical/climate variables, the quality of parks and recreation facilities did not have a significant impact, but having a clean environment had a positive impact on community quality of life in the overall sample. Regarding street type, those who live in the open country gave the highest community quality-of-life ratings, and as the street type became more urban, quality-of-life ratings decreased. Walkability was found to have a significant positive impact on community quality of life in both the overall and non-metro models, and weather was found to have a significant positive impact in the overall model.

Many of the variables within the functional dimension had statistically significant impacts. As respondents rated the quality of these factors higher, they were more likely to rate overall community quality of life as higher. These variables include ease of travel, available jobs, quality healthcare, quality public schools, cultural institutions, and shopping and entertainment options. Affordable housing and overall cost of living did not have statistically significant impacts in either model. Available jobs and shopping and entertainment options did not have statistically significant impacts in the non-metro model, showing that these factors are less important to residents in smaller communities. Lastly, the perceived crime rate was also found to have a significant impact in the overall model.

Of all the livability indicators, sense of community was found to have the largest impact in terms of magnitude. This is true for both the overall model and the non-metro model. Street type was also found to have an important impact. The next most important factors in the overall model, in terms of the magnitudes of the effects, are shopping and entertainment options, quality healthcare, quality public schools, weather, and ease of travel.

Results from the final model show the positive impact that community quality of life has on overall life satisfaction (Table 6.4). In both the overall and non-metro models, respondents who rated their community quality of life as higher were significantly more likely to rate their overall life satisfaction as higher. An individual's health was also found to have a significant impact on their life satisfaction, as those who rated their health better gave higher life satisfaction ratings. Among the other variables, those who are unemployed and looking for work gave lower life satisfaction ratings, men had lower life satisfaction than women, and those living alone had lower life satisfaction, everything else equal. Although employment status was found to be important, the impact of household income was not statistically significant.

Lastly, age was found to have some impact on life satisfaction. Results show that, everything else being equal, life satisfaction increases for those aged 55 to 64 and then continues to increase further for those aged 65 to 74 and 75 to 84, but then decreases for those 85 or older.

Table 6.4 (Ordered	Probit I	Results ⁻	for Life	Satisfaction
-------------	---------	----------	----------------------	----------	--------------

	Overall	(n=920)	Non-Metr	o (n=532)
	Estimated		Estimated	
Variable	Parameter	<i>p</i> value	Parameter	<i>p</i> value
Intercept	-0.45	0.1188	-0.61	0.1026
Community quality of life	0.42	<.0001***	0.43	<.0001***
Health	0.68	<.0001***	0.70	<.0001***
Household income	0.02	0.2712	0.04	0.1416
Unemployed	-0.77	0.0045***	-0.21	0.6021
Retired	0.12	0.2508	0.14	0.3199
Age (Base: Age 18 to 34)				
Age 35 to 44	0.12	0.445	-0.02	0.9376
Age 45 to 54	0.09	0.5156	-0.03	0.8824
Age 55 to 64	0.27	0.0472**	0.21	0.2393
Age 65 to 74	0.37	0.0203**	0.28	0.1976
Age 75 to 84	0.68	0.0003***	0.43	0.0738*
Age 85 or older	0.33	0.1801	0.17	0.5794
Male	-0.16	0.0216**	-0.08	0.405
Living alone	-0.19	0.0274**	-0.07	0.5482

*p<10%, **p<5%, ***p<1%

7. SUMMARY AND CONCLUSIONS

The National Community Livability Survey (NCLS) contacted 25,000 adults from all 50 U.S. states. The research team stratified the NCLS random survey outreach by four U.S. regions and nine census divisions (Figure 2.1). The random survey was further stratified by sex and age to ensure research participants were proportional to the adult population. A total of 994 high-quality responses were received. Survey participants were categorized as living in metro or non-metro areas based on the Rural-Urban Continuum Codes (RUCC) for their county of residence. Among 994 responses, 152 were from transit users who completed the follow-up transit rider survey.

An analysis of survey responses regarding the importance of different livability factors and the quality of those factors in the respondent's community provides insight on how livability could be improved. In metro areas, livability could be improved the most by improving the availability of jobs, affordable housing, affordable transportation options, and reducing crime. Similarly, livability could be improved in non-metro areas by improving the availability of jobs, affordable housing, quality healthcare, and affordable transportation options. Further, when compared with metro communities, non-metro communities have a greater need to improve the identified livability factors, as there is a large gap for improvement.

Findings also show that improvements in transportation conditions would improve community livability. In both metro and non-metro areas, this includes improvements to road conditions, public transit services, and walkability/accessibility. Reducing congestion would also have a positive impact in metro areas.

While a majority of metro and non-metro residents agree or strongly agree that they can easily travel to places they need to go in their respective communities using their current travel options, a small percentage of respondents have difficulties. A higher percentage of non-metro residents have difficulties making trips, compared with their metro counterparts. In general, transportation options in rural communities are limited; therefore, there is a need to provide more transportation options to increase mobility.

A majority of respondents from both metro and non-metro communities agree or strongly agree that it is important for public transit to be available in their community. Metro residents are found to use public transit three times more when compared with non-metro respondents. However, among respondents currently lacking access to transit, non-metro residents were two times more likely to say they would use it if it were available. Less public transit usage in non-metro areas could be attributed to lack of proper transit service. Public transit is considered accessible to more than half of metro residents to make trips from their residence to various types of destinations, transit accessibility is comparatively less for non-metro residents.

Among the 152 transit rider respondents, 104 are from transit riders in metro communities, and 48 are from transit riders in non-metro communities. In non-metro communities, more transit riders belonged to lower income groups, and the percentage of transit riders decreased as income increased. However, the highest percentage of metro transit riders is in the household income group range \$100,000 to \$249,999. A majority of the transit riders from both

metro and non-metro areas either agreed or strongly agreed that public transit is very important to their quality of life. The top three reasons for metro transit riders to start riding transit are: 1) I decided to use transit for convenience, 2) I decided to use transit to save money, and 3) I wanted to avoid congestion. The top three reasons for non-metro transit riders to start riding transit are: 1) I decided to use transit for convenience, 2) I decided to use transit to save money, and 3) I no longer had access to a vehicle.

Results from the data analysis ultimately show the relationships between transportation and quality of life. If residents have more positive perceptions about the quality of transit service, road conditions, and traffic safety, they are more likely to believe that it is easy to travel within their community, which positively impacts their perception of community quality of life. This ultimately impacts overall life satisfaction, as results show the positive impact of community quality of life on life satisfaction, or subjective well-being. These relationships were found to exist in both metro and non-metro communities. Results from this study support efforts to improve community livability and subjective well-being through improvements in public transit services, traffic safety, and walkability.

REFERENCES

- Brooks, J., Edrington, S., Sharma, S., Vasishth, S., & Cherrington, L. (2014). *Exploring Transit's Contribution to Livability in Rural Communities: Guidebook and Exercises; Technical Memorandum 1 - Literature Review: Transit and Livability in Rural America*. Texas A&M Transportation Institute.
- Brooks, J., Sharma, S., Pappas, M., & Cherrington, L. (2015). Exploring Transit's Contribution to Livability in Rural Communities: Guidebook and Exercises; Technical Memorandum 3 -Pilot Case Study Findings and Phase 2 Case Study Outreach Plan. Texas A&M Transportation Institute.
- Godavarthy, R., & Mattson, J. (2016). *Exploring Transit's Contribution to Livability in Rural Communities: Case Study of Valley City, ND, and Dickinson, ND.* Small Urban and Rural Transit Center, Upper Great Plains Transportation Institute.
- Kahneman, D., & Krueger, A. B. (2006). "Developments in the Measurement of Subjective Well-Being." *Journal of Economic Perspectives, 20*(1), 3-24.
- Leby, J. L., & Hashim, A. H. (2010). "Liveability Dimensions and Attributes: Their Relative Importance in the Eyes of Neighbourhood Residents." *Journal of Construction in Developing Countries*, 15(1), 67-91.
- McMillan, D. W., & Chavis, D. M. (1986). "Sense of Community: A Definition and Theory." *Journal of Community Psychology*, 14, 6-23.

APPENDIX A: NCLS OUTREACH MATERIALS

Source: Jonathan et. al Forthcoming

Initial Contact Email

The research team purchased an email address for participants, when available. The existence of an email address in no way influenced which adults were randomly selected. Rather, the email was requested for records already selected by the address vendor based on the sampling methodology described earlier in this report.



Postcard



Hello,

Researchers from Texas A&M University and North Dakota State University are conducting the first **National Community Livability Survey**. We invite you to participate by completing the survey online (15 minutes, mobile-friendly).

Participation is voluntary and your responses are confidential. We will send you one **\$3.00 online gift card** for completing the survey.



Texas A&M Transportation Institute 701 N Post Oak Rd, Ste 430 Houston, TX 77024-3827

«AddressBlock»

Full Form Mailer Send Envelope

The full form mailer envelope used to send materials to potential research participants included the following logo and text in the upper left-hand corner.



Business Reply Mail Return Envelope



Full Form Mailer Letter: English



Full Form Mailer Letter: Spanish



Mailer Survey Instrument: English

	Pagi	E 1 OF 8			
TART HERE					
ink about the 1,000s of communities in Ai	nerica each facto	r to commun	ity livability?	Check one ne	er row
	Not important	Slightly important	Moderately important	Important	Very important
Available jobs	0	0	0	0	0
Affordable transportation options	0	0	0	0	0
Cultural institutions	0	0	0	0	0
Quality healthcare	0	0	0	0	0
Affordable housing	0	0	0	0	0
Quality public schools	0	0	0	0	0
Overall cost of living	0	0	0	0	0
Shopping and entertainment options	. 0	0	0	0	0
Parks and recreation facilities	0	0	0	0	0
Weather	. ()	0	0	0	0
Clean environment	0	0	0	0	0
Low crime	0	0	0	0	0
Sense of community	0	0	0	0	0
Traffic Safety	\circ	\circ	\circ	\circ	0
Public transit services	important 〇	important O	important O	Important 〇	imporťant 〇
Bikeability	0	0	0	0	0
Low traffic congestion	0	0	0	0	0
Walkability / accessibility	0	0	0	0	0
Roads in good condition	0	0	0	0	0
What ZIP code do you live in?					
How long have you lived in the corOLess than 1 yearO1 to 5 yearsO6 to 10 yearsO11 to 20 yearsOMore than 20 years	nmunity w	/here you liv	e now?		
How satisfied are you with the qua Very dissatisfied Dissatisfied O O O	a lity-of-life or d Satisfi	in your com Very ed satisfi O	munity? / ed		
			Con	TINUE ON	васк 🛰

Rate the quality of each livability fa			OL O		
	ctor in y	our cor	nmunity rig	ht now:	Check one per row.
	Very poor	Poor	Acceptable	Good	Very good
Available jobs	0	0	0	0	0
Affordable transportation options	0	0	0	0	0
Cultural institutions	\bigcirc	0	0	0	0
Quality healthcare	0	0	0	0	0
Affordable housing	\bigcirc	\circ	0	0	0
Quality public schools	0	0	0	0	0
Overall cost of living	\bigcirc	\circ	0	\circ	0
Shopping and entertainment options	0	0	0	0	0
Parks and recreation facilities	\bigcirc	\bigcirc	\bigcirc	\bigcirc	0
Weather	0	0	0	0	0
Clean environment	\bigcirc	\circ	0	\bigcirc	0
Low crime	0	0	0	0	0
Sense of community	\bigcirc	\bigcirc	0	\circ	0
Traffic safety	\bigcirc	0	0	\bigcirc	0
Rate the quality of each aspect of tr	ansport	ation ir	your comn	nunity ri	ght now: Check one per ro
	Very	Poor	Accentable	Good	Very
Public transit services	\bigcirc	\circ		0	O
Bikeability	0	0	0	0	0
Low traffic congestion	0	0	0	0	0
Walkability / accessibility	0	Õ	Õ	Õ	0
Boads in good condition	0				
ople live on a wide variety of streets—fron	n urban c	ore dowr	ntowns streets	s to urban	center streets to general
ople live on a wide variety of streets—from can streets to suburban streets to rural sm Which of the following most closely Urban core street (downtown, h Urban center street (near downt General urban street (single to n Suburban street (mostly single-fi Rural street (small city/towns, ty Open-country/Natural area (few	n urban c all town s v describ igh-rise/r town, mu nulti-leve amily hou vpically sin v houses,	ore dowr streets to bes the l mid-rise h l ti-level h l building uses or ap ngle-fami open-col	ntowns streets natural/open kind of street nousing units) nousing units) s, townhomes partment build ly houses or s untry mostly)	s to urban -country s et you liv s/row hou dings) mall apart	center streets to general treets. e on? ses/apartments/etc.) ment buildings)
ople live on a wide variety of streets—from oan streets to suburban streets to rural sm Which of the following most closely Urban core street (downtown, h Urban center street (near downt General urban street (single to n Suburban street (mostly single-fr Rural street (small city/towns, ty Open-country/Natural area (few Which phrase best describes the wa	n urban c all town s v descrik igh-rise/r town, mu nulti-leve amily hou vpically sin v houses, ay you d	ore down streets to bes the l mid-rise h l ti-level h l building uses or ap ngle-fami open-co efine vo	ntowns streets natural/open kind of street nousing units) nousing units) s, townhomes partment build ly houses or s untry mostly) paur commun	s to urban -country s et you liv s/row hou dings) mall apart nity in te	center streets to general treets. e on? ses/apartments/etc.) ment buildings) rms of geographic size ?
ople live on a wide variety of streets—from can streets to suburban streets to rural sm Which of the following most closely Urban core street (downtown, h Urban center street (near downt General urban street (single to n Suburban street (mostly single-fi Rural street (small city/towns, ty Open-country/Natural area (few Which phrase best describes the wa My community is a part of my loc My community is my whole local My community is my city. My community is my county. My community is all of the region Other:	n urban c all town s v describ igh-rise/r town, mu nulti-leve amily hou vpically sin v houses, ay you d cal neighbor neighbor	ore down streets to pes the l mid-rise h lti-level h l building uses or ap ngle-fami open-con efine yo porhood.	ntowns streets natural/open kind of street nousing units) nousing units) s, townhomes partment build ly houses or s untry mostly) pur commur	s to urban -country s et you liv s/row hou dings) mall apart hity in te	center streets to general treets. e on? ses/apartments/etc.) ment buildings) rms of geographic size?

"Lean eacily tree	vol to places	I nood to co	in my or	- m	unitur	ueina m	v curren	+ traval	options "
Strongly disagree	Disagree	Neutral	Agree	, mm	Stror agr C	ngly ee	y curren	t travei	options.
1. Think about yo heck one per row.	ur trips in a	typical week	<mark>how m</mark>	n any N avai	<mark>days</mark> c lot lable	lo you u 0 days	se each 1 day	mode? 2-4 days	5 or more davs
Walk (including us	sing a mobility	assistive device	e)	(C	Ó	O	Ó	Ó
Personal bicycle				() i	0	0	0	0
Bike share				(C	0	0	\circ	0
Drive myself (alor	ne in car, truck	, motorcycle, so	cooter)	(0	0	0	0
Carpool (traveling	with other ric	lers in a private	e car)	. (0	0	0	0
Public transit (e.g	., rail, bus, feri	ry)		(0	0	0	0
	g with other rid	ders in a vanj	•••••	(0	0	0	0
Pide sourcing (e.g., Yell	ow Cab)			(0	0	0	0
Car share (a.g. Ca	yr2Co. ZinCar)			(0	0	0	0
) le public transit	currently a	vailable to re	sidonte	ofvo		nmunity	,2		
3a. Have you used	d public tran	sit in your co	ommunit	y?	11	13b. If t likely a for son	ransit w re you t ne of you	vere ava o use po ur tripsa ewhat lik	ilable, how ublic transi ? elv Verv lik
3a. Have you used Yes 4. Do you know s ransit in your con	d public tran No omeone else nmunity? No	sit in your co e who has us	ed publi	c	11	13b. If t likely a for son Not like	ransit w ire you t ne of you ily Som Skip to	vere ava o use po ur tripsa ewhat lik O QUESTIO DE NEXT PAL	ilable, how ublic transi ? ely Very lik On #17 GE
3a. Have you used Yes 4. Do you know si ransit in your con Yes 5. Which mode(s) vailable in your c heck all that apply.	d public tran No omeone else nmunity? No of public tr ommunity? ail. commuter	isit in your co e who has us ansit are rail, subway, et	ed publi	c c eople meniti	use pul es. We nect yo	13b. If t likely a for son Not like	cransit w ire you t ne of you ely Som SKIP TO (TOP of to access ested in fi ertain type	vere ava o use pi ur trips a ewhat lik O QUESTIO DF NEXT PA Is a variet nding ou es of plac	ilable, how ublic transi ely Very lik on #17 GE) ty of services t if public tra ies.
A. Do you know seransit in your con Yes Yes S. Which mode(s) vailable in your c heck all that apply. Rail (e.g., light r Local bus (e.g., 1	d public tran No omeone elso nmunity? No of public tr ommunity? ail, commuter fixed, flexible,	sit in your co e who has us ansit are rail, subway, et deviated, etc.)	ed publi ed publi	c c c c c c c c c c c c c c c c c c c	use pul es. We nect yo	13b. If t likely a for son Not like O blic transi are inter ou with ce ose to, o	cransit w ne of you ly Som SKIP TO (TOP o t to access ested in fi ertain type could yo	vere ava o use pr ur trips ewhat lik o ouestio of NEXT PAC s a variet nding ou es of plac u ride p	ilable, how ublic transi rely Very lik on #17 GE) ty of services t if public trans res.
A. Have you used Yes A. Do you know so ransit in your con Yes 5. Which mode(s) vailable in your c heck all that apply. Rail (e.g., light r. Local bus (e.g., 1	d public tran No omeone else nmunity? No of public tr ommunity? ail, commuter fixed, flexible, people with di	sit in your co e who has us ansit are rail, subway, et deviated, etc.) sabilities	ed publi ed publi cc.)	c c c c. If y rom r	use pul es. We nect yo rou ch	13b. If t likely a for som Not like oblic transi are inter ou with ce ose to, o our resi	transit w are you t ne of you ely Som (TOP of t to access ested in firertain type could yo dence to	vere ava o use pr ur trips ewhat lik o ouestrio of NEXT PAG s a variet nding ou es of plac u ride p o the fol	ilable, how ublic transi ely Very lik on #17 ge) ty of services t if public trans es. ublic trans lowing typ
A. Do you know server ansit in your con Yes 4. Do you know server ansit in your con Yes 5. Which mode(s) vailable in your c heck all that apply. Rail (e.g., light r Local bus (e.g., 1 Paratransit for p Commuter bus	d public tran No omeone elso nmunity? No of public tr ommunity? ail, commuter fixed, flexible, people with di (e.g., express,	asit in your co e who has us ansit are rail, subway, et deviated, etc.) sabilities park-and-ride,	ed publi ed publi cc.) f etc.)	c c c c c c c c c c c c c c c c c c c	use pui es. We nect yo rou ch near y ces? (o <i>No</i>	13b. If t likely a for son Not like	cransit w ire you t ne of you ely Som SKIP TO (TOP of to access ested in fi ertain type could you dence to per row.	vere ava o use pi ur trips ewhat lik o ouestion nding ou es of plac u ride po the fol	ilable, how ublic transi ely Very lik on #17 GE) ty of services t if public tra ses. ublic trans lowing typ
A. Do you know series Yes A. Do you know series A. Do you know series Yes 5. Which mode(s) vailable in your c heck all that apply. Rail (e.g., light re- heck all that apply. Correction of the series Commuter bus (e.g., 1) Demand responder	d public tran No omeone elso nmunity? No of public tr ommunity? ail, commuter fixed, flexible, people with di (e.g., express, sive transit (e	sit in your co e who has us ansit are rail, subway, et deviated, etc.) sabilities park-and-ride, . .g., dial-a-ride,	ed publi ed publi ca ca cc.) f etc.) Y	c c eople meniti an con 6. If y rom r of pla ces N	use pui es. We nect yo rou ch near y ces? (o sur	13b. If t likely a for son Not like Oblic transi are inter ou with ce ose to, o our resi Check one t Groce	transit w ne of you ly Som SKIP TO (TOP of to access ested in fi ertain type could yo dence to per row.	vere ava o use pr ur trips ewhat lik o ouestio of NEXT PAR s a variet nding ou es of plac u ride p o the fol	ilable, how ublic transi rely Very lik on #17 GE) ty of services t if public trans tes. ublic trans lowing typ
A. Do you know so a. Have you used Yes 4. Do you know so ransit in your con Yes 5. Which mode(s) vailable in your c beck all that apply. Rail (e.g., light r. Local bus (e.g., 1 Paratransit for p Commuter bus (Demand respon Intercity bus (e.	d public tran No omeone elso nmunity? No of public tr ommunity? ail, commuter fixed, flexible, people with di (e.g., express, sive transit (e g., Greyhound	sit in your co e who has us ansit are rail, subway, et deviated, etc.) sabilities park-and-ride, .g., dial-a-ride, , Megabus, etc.	ed publi ed publi ca cc.) f etc.) y etc.) (c c eople meniti an con 6. If y rom 1 of pla-	use pul es. We nect yo rou ch near y ces? (o o sur)	13b. If t likely a for som Not like Oblic transi are inter ou with ce our resi Check one Groce (fresh	rransit w ire you t ne of you ily Som Skip to (Tor o t to access ested in fi ertain type could yo dence to per row. ry store o fruit, vege	vere ava o use pr ur trips ewhat lik o coustion of NEXT PAC is a variet nding ou es of plac u ride p o the fol	ilable, how ublic transi rely Very lik ow #17 ge) ty of services t if public trans tes. ublic trans lowing typ
A. Have you used Yes A. Do you know so ransit in your con Yes S. Which mode(s) vailable in your c heck all that apply. Rail (e.g., light r Local bus (e.g., 1 Paratransit for p Commuter bus (Demand respon Intercity bus (e. Ferry	d public tran No omeone else nmunity? No of public tr ommunity? ail, commuter fixed, flexible, beople with di (e.g., express, isive transit (e g., Greyhound	asit in your co e who has us ansit are rail, subway, et deviated, etc.) sabilities park-and-ride, .g., dial-a-ride, , Megabus, etc.	ed publi ed publi cc.) f etc.) etc.) (c c c c c c c c c c c c c c c c c c c	use pul es. We nect yo rou ch near y cces? (o surr	13b. If t likely a for son Not like Oblic transi are inter ou with ce ose to, c our resi Check one t Grocet (fresh Persor (hank	cransit w re you t ne of you ly Som SKIP TO (TOP of t to access ested in fir ertain type could you dence to per row. ry store o fruit, vege hair service hair/nail	vere ava o use pi ur trips ewhat lik o ouestio s a variet nding ou es of plac u ride p o the fol r superm etables, b es salon lat	ilable, how ublic transi ely Very lik on #17 GE) ty of services t if public trans ublic trans lowing typ market oread, meat)
A. Do you know server ansit in your con Yes 5. Which mode(s) vailable in your c heck all that apply. Rail (e.g., light r Local bus (e.g., 1 Paratransit for p Commuter bus (Demand respon Intercity bus (e. Ferry Other mode(s):	d public tran No omeone elso nmunity? No of public tr ommunity? ail, commuter fixed, flexible, beople with di (e.g., express, isive transit (e g., Greyhound	sit in your co e who has us ansit are rail, subway, et deviated, etc.) sabilities park-and-ride, .g., dial-a-ride, , Megabus, etc.	ed publi ed publi cc.) f etc.) y etc.) (c c eople meniti an con 6. If y rom r of pla ces N. C (C) (C) (C) (C) (C) (C) (C) (use pul es. We nect yo rou ch near y ces? (o sur))	13b. If t likely a for son Not like O blic transi are inter ou with ce ose to, o our resi Check one t Groce (fresh Persor (bank, Other	cransit w ire you t ine of you ely Som SKIP TO (TOP of to access ested in fi ertain type could yo dence to per row. ry store o fruit, vege hal service hair/nail retail sho	vere ava o use pi ur trips i ewhat lik O OUESTIO OF NEXT PA is a variet nding ou es of plac u ride p o the fol r superm etables, b es salon, lau pping	ilable, how ublic transi ely Very lik on #17 GE) ty of services t if public trans toublic trans lowing typ market pread, meat) undromat)
A. Do you know so ransit in your con Yes So. Which mode(s) vailable in your c heck all that apply. Rail (e.g., light r Local bus (e.g., f Paratransit for p Commuter bus (Demand respon Intercity bus (e. Ferry Other mode(s):	d public tran No omeone elso nmunity? No of public tr ommunity? ail, commuter fixed, flexible, people with di (e.g., express, sive transit (e g., Greyhound	sit in your co e who has us ansit are rail, subway, et deviated, etc.) sabilities park-and-ride, .g., dial-a-ride, , Megabus, etc.	ed publi ed publi ca cc.) f etc.) y etc.) (c c eople meniti an con 6. If y rom r of pla- ces N- C (C) (C) (C) (C) (C) (C) (C) (use pul es. We nect vo rou ch near y ces? (o sur,)	13b. If t likely a for som Not like Oblic transi are inter ou with ce our resi Check one t Grocet (fresh Persor (bank, Other (clothe	rransit w ire you t ne of you ely Som Skip to (Tor o t to access ested in fi ertain type could yo dence to per row. ry store o fruit, vege hai service hair/nail retail sho es, pharm	vere ava o use pr ur trips ewhat lik o ouestric of NEXT PAU is a variet nding ou es of plac u ride p o the fol r superm etables, b es salon, lau pping acy, hous	ilable, how ublic transi rely Very lik om #17 GE) ty of services t if public trans toublic trans lowing typ market oread, meat) undromat) sehold goods
A. Have you used Yes A. Do you know so ransit in your con Yes S. Which mode(s) vailable in your c back all that apply. Rail (e.g., light r Local bus (e.g., 1 Paratransit for p Commuter bus (Demand respon Intercity bus (e. Ferry Other mode(s):	d public tran No omeone else nmunity? No of public tr ommunity? ail, commuter fixed, flexible, people with di (e.g., express, isive transit (e g., Greyhound	sit in your co e who has us ansit are rail, subway, et deviated, etc.) sabilities park-and-ride, .g., dial-a-ride, , Megabus, etc.	ed publi ed publi cc.) f etc.) etc.) (((c c eople meniti an con if pla ces Ni c) (c) (c) (c) (c) (c) (c) (c) (use pul es. We nect yo rou ch near y ces? (o surr)	13b. If t likely a for som Not like O blic transi are inter ou with ce ou	cransit w re you t ne of you ely Som SKIP TO (TOP of t to access ested in fi ertain type could yo dence to per row. ry store o fruit, vege hai service hair/nail retail sho es, pharm ation and movies	vere ava o use pi ur trips ewhat lik o auestrio of NEXT PA is a variet nding ou es of plac u ride p o the fol r superm etables, b es salon, lau pping acy, hous Entertair	ilable, how ublic transi rely Very lik on #17 GE) ty of services t if public trans lowing typ market oread, meat) undromat) schold goods ment s. live theatre

			PAC	ge 4 o	F 8				
17. If you are able places? Yes O O O O O O O	e, and ch No surd O O O O O O O O O O	ose to, co Check of Grocery st Personal s Other reta Recreation Health ca	ould you <u>wa</u> one per row. tore or supe services (bar ail shopping on and Entert re facility (do	alk from rmarket († hk, hair/na (clothes, cainment (octor's off	your resi resh fruit, il salon, la oharmacy, parks, mo ice, urgent	dence to t vegetables, undromat) household g vies, museur : care, hospit	the follow bread, mea goods) ms, live the tal)	r ing type at) atre)	es of
18. How much do y "It is importar available to m	ou agree o nt for pub ny commu	or disagree olic transit unity's res	with the foll t to be sidents."	owing sta Strongly disagree	tement? Disagre	e Neutral	l Agre	st e a	rongly agree
 Because Transit is Transit is Transit is Transit c Transit c Transit r 	bike acces an option an option an option omplemen	s to destina for seniors for those w for saving o ts other tra	ations is diffic or people w who choose r on the cost o avel modes, s	cult in my with disabil not to driv of transpor such as wa	communit ities e tation Iking or bi	y king			
 Transit e Transit ru I do not a 	educes ene eliminates t educes traf <i>think it is ir</i>	he need to ffic congesti <i>mportant to</i>	park or for d ion b have transit	lestinatior t service.	is to provid	de parking			
Transit e Transit n <i>I do not</i> 20. How much do	educes ene educes traf think it is ir o you agre	he need to ffic congesti <i>mportant to</i> ee with th	park or for d ion b have transit ne followin	lestinatior t service. g statem	is to provid is to provid ients abc Strongly Disagree	de parking p ut funding Disagree	g transit? Neutral	Check or Agree	<i>ne per row</i> Strongly Agree
☐ Transit e ☐ Transit r ☐ <i>I do not</i> 20. How much dc I support using cit	educes end educes traf think it is ir > you agre : y funds for	he need to ffic congesti <i>mportant to</i> ee with th	park or for d ion b have transit	lestination t service. g statem	ients abc Strongly Disagree	de parking out funding Disagree	g transit? Neutral	Check or Agree	e per row Strongly Agree
Transit e Transit r I do not 20. How much do I support using cit	eluces end eluces traf think it is ir y you agre y funds for unty (or ec	he need to ffic congesti <i>nportant to</i> ee with th transit quivalent) fu	park or for d ion b have transit ne followin unds for tran	lestination t service. g statem	is to provid nents abc Strongly Disagree	de parking but funding Disagree O	g transit? Neutral O	Check or Agree	ne per row Strongly Agree
Transit e Transit r Transit r <i>I do not</i> 20. How much do I support using cit I support using sta I support using sta	eluces end eluces traf think it is ir o you agre y funds for unty (or ec ate funds for deral funds	he need to ffic congesti <i>mportant to</i> ee with th transit quivalent) fu or transit.	park or for d ion b have transit ne followin unds for tran	lestinatior t service. g statem	ients abc	de parking but funding Disagree O O O	g transit? Neutral O O	Check or Agree O	e per row Strongly Agree O O
Transit e Transit r Transit r I do not 20. How much do I support using cit I support using sta I support using fea 21. Do you suppor given that public Less pub	eliuces end eliuminates t educes traf think it is in you agro you agro you agro unty (or ec ate funds for deral funds ort more f port more f oft transit	he need to ffic congesti <i>mportant to</i> ee with th transit quivalent) fu or transit s for transit. transit, le re needed	park or for d ion b have transit ne followin unds for tran sss transit, o l to suppor O Same am	estination t service. g statem sit. or the sa t part of pount of p	eents abc Strongly Disagree	de parking put funding Disagree O O O unt of tran ? t	g transit? Neutral O O sit in you O Mor	Check or Agree O O Tr comm	ne per row Strongly Agree O O Unity,
Transit e Transit r Transit r <i>I do not</i> 20. How much do I support using cit I support using ta I support using fea 21. Do you suppor given that public O Less pub Most transit riders fares of all riders m of operating the set transit services req additional funds to	eluces end eliminates t educes traf think it is ir o you agre cy funds for unty (or ec ate funds for deral funds ort more f c funds ar blic transit pay a fare f ay or may rvice. In fac uire some of pay for op	transit quivalent) fu or transit quivalent) fu or transit s for transit. transit, le re needed to ride. The not cover th ct, most of to other source erations.	park or for d ion b have transit ne followin unds for tran unds for tran c ss transit, l to suppor O Same am e combined he entire cos the time ces of	estination t service. g statem sit. or the sa t part of nount of p t t WH Che	is to provid is to provid Strongly Disagree O O Imme amo the cost ublic transi Some transi o should ck all that Military People of	de parking put funding Disagree O O Unt of tran r t t t t t be eligibl apply. veterans vith disabilit	g transit? Neutral O O nsit in you O Mor y a reduce e for redu	Check or Agree O O Tr comm re public t d fare. aced fare	e per row Strongly Agree O O unity, transit
Transit e Transit r Transit r <i>I do not</i> 20. How much do I support using cit I support using ta I support using fer 21. Do you suppor given that public Dess pub Most transit riders fares of all riders m of operating the set transit services req additional funds to 22. In general, ho	eliminates t educes end think it is in o you agro by funds for ounty (or ed ate funds for deral funds ort more f c funds ar olic transit pay a fare f nay or may rvice. In fac uire some of pay for op ow much	he need to ffic congesti <i>mportant to</i> ee with th transit quivalent) fu for transit s for transit transit, le to ride. The not cover th ct, most of to other source erations. of the tot.	park or for d ion b have transit or followin unds for tran unds for tran sss transit, to suppor Same am e combined he entire cos the time ces of	estination t service. g statem sit. or the sa t part of nount of pr t Wh Che	anter as to provid Strongly Disagree O O Ime amo the cost ublic transi Some transi o should ck all that Military People v College (de parking put funding Disagree O O Unt of tran ? t unt of tran ? t be eligibl apply. veterans vith disabilit	g transit? Neutral O O nsit in you O Mor y a reduce e for redu	Check or Agree O O Tr comm re public t d fare. Iced fare	e per row Strongly Agree O O unity, transit
☐ Transit e ☐ Transit r ☐ I do not 20. How much do I support using cit I support using to I support using fer 21. Do you suppor given that public ○ Less pub Most transit riders fares of all riders m of operating the se transit services req additional funds to 22. In general, ho cost of transit sh	eluces energiented	he need to ffic congesti <i>mportant to</i> ee with th r transit quivalent) fu or transit. Is for transit. Is for transit. Is transit, Is re needed to ride. The not cover th ct, most of to other source erations. of the tot. he from rid	park or for d ion o have transit o have transit o have transit unds for tran unds for tran combined he entire cos the time ces of cal operatin der fares?	estination t service. g statem sit. or the sa t part of hount of pr t 23. Wh Che	Anne amo the cost Jose rea Contraction Contraction Contraction Cost Contraction Cost Cost Cost Cost Cost Cost Cost Cost	de parking put funding Disagree O O Unt of tran ? t be eligibl apply. veterans vith disabilit university st dents	g transit? Neutral O O nsit in you O Mor y a reduce e for redu ies udents	Check or Agree O O O O O O O O O O O O O O O O O O	e per row Strongly Agree O O unity, transit
☐ Transit e ☐ Transit r ☐ I do not 20. How much do I support using cit I support using co I support using sta I support using fer 21. Do you suppor given that public ○ Less pub Most transit riders fares of all riders m of operating the set transit services req additional funds to 22. In general, ho cost of transit sh ○ All – 100% (fa	educes end eliminates t educes traf think it is ir o you agre ty funds for ounty (or educed ate funds for deral funds ort more for c funds ar olic transit pay a fare for a fare for a fare for ounty or may rvice. In fact uire some of pay for op- ow much ould com res cover a	he need to ffic congesti <i>mportant to</i> ee with th transit quivalent) fu or transit s for transit transit, lea to ride. The not cover th ct, most of to other source erations. of the tot. he from rid ll costs)	park or for d ion o have transit o have transit o have transit o followin unds for tran unds for tran cunds for tran to suppor Same am combined he entire cos the time ces of cal operatin der fares?	estination t service. g statem sit. or the sa t part of hount of pr t t WH Che Che	Anity as to provid Strongly Disagree O O O Mme amo the cost Jublic transi Some tran o should ck all that Military People v College/ College/ K-12 stu	de parking but funding Disagree O O unt of tran t t t t t t t t	g transit? Neutral O O Isit in you O Mor Sisit in you O Mor y a reduce e for redu ies udents	Check or Agree O O O O O O O O O O O O O O O O O O	e per row Strongly Agree O O Unity, transit
☐ Transit e ☐ Transit r ☐ I do not 20. How much do I support using cit I support using co I support using fer 21. Do you suppor given that public ○ Less pub Most transit riders m of operating the se transit services req additional funds to 22. In general, ho cost of transit sh ○ All – 100% (fa ○ Most - >50%	eliminates t eliminates t educes traf think it is ir o you agro ty funds for unty (or ec ate funds for deral funds ort more f ort more f ort more f ort agro may pay a fare f nay or may rvice. In fac uire some o pay for op w much ould com res cover a (fares cove	he need to ffic congesti <i>mportant to</i> ee with th r transit quivalent) fu or transit s for transit. transit, lea to ride. The not cover th ct, most of to other source erations. of the tot ne from ride Il costs) r more than	park or for d ion b have transit of have transit of followin unds for tran unds for tran unds for tran combined he entire cos the time ces of cal operatin der fares? n half of cost	estination t service. g statem sit. or the sa t part of pount of p t 23. WH Che So So So So So So So So So So So So So	Anity as to provid Strongly Disagree O O O O O O O O O O O O O O O O O O	de parking but funding Disagree O O unt of tran t unt of tran t t be eligibl apply. veterans vith disabilit university st dents e or Medicai	g transit? Neutral O O nsit in you O Moi o ya reduce e for redu ies udents id cardhold	Check or Agree O O Ir comm re public 1 d fare. Iced fare	e per row Strongly Agree O O unity, transit
☐ Transit e ☐ Transit r ☐ I do not 20. How much do I support using cit I support using ta I support using feace 21. Do you suppor given that public ○ Less pub Most transit riders fares of all riders m of operating the sea transit services req additional funds to 22. In general, ho cost of transit sh ○ All – 100% (fa ○ Most - >50% ○ Some - <50%	eluces end eluces end eluces traf think it is in o you agro cy funds for unty (or ec ate funds for deral funds ort more f c funds ar olic transit pay a fare f pay a fare f pay a fare f pay or may rvice. In fac uire some o pay for op ould com res cover a (fares cove of are other	he need to ffic congesti <i>mportant to</i> ee with th r transit quivalent) fu or transit s for transit transit, le re needed to ride. The not cover th ct, most of to other source reations. of the tot. ne from rid II costs) r more than er less than	park or for d park or for d ion o have transit o have transit unds for tran unds for tran unds for tran curves transit, o Same am e combined he entire cos the time ces of cal operatin der fares? n half of costs	estination t service. g statem sit. or the sa t part of nount of pro- t WH Che che che che che che che che che che c	eents abc Strongly Disagree O O O O O O O O O O O O O O O O O O	de parking put funding Disagree O O Unt of tran r t sit riders pa l be eligibl apply. veterans vith disabilit university st dents e or Medicai ome individu	g transit? Neutral O O asit in you O Mor y a reduce e for redu ies udents id cardhold	Check or Agree O O re public t d fare. aced fare	e per row Strongly Agree O O unity, transit

Ve would like to understand how di rom previous questions if you alrea rach scenario may change your use	PAG ifferent situations w dy use transit or no of transit (or motiv	SE 5 OF 8 yould impact y ot. So please a ate you to beg	our choice to nswer the fol gin using or st	o use or not lowing que cop using tr	use transit. V stion thinking ansit).	Ve know about hov
24. How would the following s	statements chan	ge your use Stop using transit	of transit? Use transit less often	<i>Check one</i> No Change	<i>per row.</i> Use transit more often	Begin using transit
Fuel prices increase to over \$4.00) per gallon	0	0	0	0	0
Your car breaks down or is neede	d by someone else	O	0	0	0	0
Your household income decrease	s significantly	0	0	0	0	0
You are no longer able to drive fo	r health reasons	0	0	0	0	0
You move to a more urban comm	unity with transit .	0	0	0	0	0
You move to a more rural commu	nity with transit	0	0	0	0	0
echnology and Transportation in t	he Near Future					
25. Assume you own a vehicle and up permanently?	SmartphoneIf yo O Vehicle (co O Smartpho	ou nad to ci ar/truck/moto ne (e.g., iPhoi	n oose, whic prcycle/scoote ne/Android)	er)	you cnoose	to give
 I will no longer choose t I will no longer choose t I will no longer choose t I will always choose to o 	o own a vehicle in 1 o own a vehicle in 1 o own a vehicle at s <i>wn my own vehicle</i> d car-sharing service	L to 10 years. L1 to 20 years come point be es (e.g., Car20	yond 20 year io, CarShare,	s. ZipCar) and	l assume they	are
Valiable in your community now (if 27. How important is each fac	tor in making ca	iy) r-sharing an	nealing and	d usoful f		
<i>Check one per row.</i> Variety in type of vehicle (car, van	, truck, scooter)	Not important ii	Slightly M nportant in	loderately mportant	Important	Very importan
Wheelchair accessible vehicles		0	0	0	0	0
Convenient vehicle location		0	0	0	0	0
Simple reservation process (inter	net, phone app)	0	0	0	0	0
Low monthly or annual members	hip fee	0	0	0	0	0
Low cost per mile/hour of service		0	0	0	0	0
Low daily maximum rate (for mul	ti-day rentals)	0	0	0	0	0
elf-driving vehicles, called autonom 28. How comfortable are you v picking up and dropping you o Verv	nous vehicles, will e with the idea of off for a persona	xist in the nea an autonon I business a	n future. Nous vehicle Ppointmen V ^{ery}	e t?		
uncomfortable Uncomfortable	Neutral Co	omfortable	comfortabl	e		

	6 of 8
Please answer all questions.	Responses are confidential.
29. All things considered, how satisfied are you with your life as a whole these days? Completely dissatisfied	39. How many working vehicles (cars, trucks, and motorcycles) are available in your household? 0 1 2 3 or more 0 0 0 0
0 1 2 3 4 5 6 7 8 9 10 30. In general, how would you rate your overall health?	 40. Which of the following best describes your current employment status? Check all that apply. Employed full-time Employed part-time
31. Are you? O Female O Male Not listed:	 Student Homemaker Retired
32. What is your age? 18 to 24 years 55 to 64 years 25 to 34 years 65 to 74 years 35 to 44 years 75 to 84 years 45 to 54 years 95 or more years	 Unable to work due to a disability Not employed, looking for work Other:
 33. What is the highest degree or level of school you have completed? Some grade school (K-12) High school graduate (diploma or GED) Some college Associate's degree Bachelor's degree Master's, professional, or doctorate degree 	people living in your household? Less than \$15,000 \$15,000 to \$24,999 \$25,000 to \$34,999 \$35,000 to \$49,999 \$50,000 to \$74,999 \$75,000 to \$99,999
34. Are you of Hispanic, Latino, or Spanish origin? O Yes O No	 \$100,000 to \$249,999 \$250,000 or more
 35. What is your race? Check all that apply. White, Caucasian Black or African American American Indian or Alaska Native Native Hawaiian or Other Pacific Islander Asian Some Other Race: 	 42. Have you served on active duty in the U.S. Armed Forces, Reserves, or National Guard? No Yes, previously Thank you for your service. 43. Are you currently covered by either of the following programs? Check one per row. Yes No Medicare
36. Including yourself, how many people live in your household? 1 2 3 4 5 6 or more	(age 65+ or Social Security Disability) Medicaid (low income or people with disabilities)
37. How many people in your household, including yourself and children, cannot drive? 0 0 1 0 2 0 3 or more	 44. Do you have serious difficulty walking or climbing stairs? O Yes O No 45. Do you use a wheelchair or other mobility assistive device to travel outside your
38. Do you have a driver's license?	residence? O Yes O No
CONTINUE TOP OF NEXT COLUMN	Continue on Page 7

46. Please share any final comments you have regarding community livability or public transit: Returning a completed survey means you are eligible to receive one \$3.00 online gift card code. Please indicate how you prefer to receive your gift card code by providing an SMS text capable mobile phone number or email address. SMS text capable mobile phone number: (xxx) xxx - xxxx Email address: name@online.cd Please write clearly and double-check your spelling. We will not re-send undeliverable or returned message You will receive your code in the next four weeks. Are you a current or former rider of public transit? If NO you are finished. Return all pages using the provided envelope. If YES please take 3 more minutes to answer a few questions about your use of transit A Fevv Questions for Transit Riders 41. How much do you aigree or disagree with the following statement? "Public transit is very important to my quality-of-life." "Strongly disagree Less than once per month 0 1 2 3 5 7 8 9 9 0 1 2 3 5 7 9 0 9 0 0 0 0 0 0 0 0 9 1 0<		PAGE 7 OF 8	
Returning a completed survey means you are eligible to receive one \$3.00 online gift card code. Please indicate how you prefer to receive your gift card code by providing an SMS text capable mobile phone number or email address. SMS text capable mobile phone number: (xxx) xxx - xxxx Email address: name@online.cd Please write clearly and double-check your spelling. We will not re-send undeliverable or returned message You will receive your code in the next four weeks. Are you a current or former rider of public transit? If NO you are finished. Return all pages using the provided envelope. If YES please take 3 more minutes to answer a few questions about your use of transit <i>A Fewt Questions for Transit Riders</i> 47. How often do you ride public transit? 1 day per week 1 or 2 days per month 2 or 3 days per week 1 or 2 days per month 2 or 3 days per week 1 or longer ride transit. 1 day per week 1 on longer ride transit. 48. How much do you agree or disagree with the following statement? "Public transit is very important to my quality-of-life." "Strongly disagree Neutral Agree agree 49. How likely is it that you would recommend the public transit service you ride to a friend or colleague? Not all likely Strongly 0 1 2<	46. Please share any final comments you	nave regarding community	livability or public transit:
Returning a completed survey means you are eligible to receive one \$3.00 online gift card code. Please indicate how you prefer to receive your gift card code by providing an SMS text capable mobile phone number or email address. SMS text capable mobile phone number: (xox) xox - xoox Email address: name@online.co Please write clearly and double-check your spelling. We will not re-send undeliverable or returned message You will receive your code in the next four weeks. Are you a current or former rider of public transit? If NO you are finished. Return all pages using the provided envelope. If YES please take 3 more minutes to answer a few questions about your use of transit <i>A Few Questions for Transit Riders</i> 40. of 5 days per week 0 to 2 days per month 4 of 5 days per week 0 to 2 days per month 5 of 7 days per week 0 to 3 days per week 1 day per week 1 no longer ride transit. 1 days per week 0 to 0 longer ride transit. 1 days per week 0 to 0 longer ride transit. 1 days per week 0 to 0 longer ride transit. 1 days per week 0 to 0 longer ride transit. 1 days per week 0 to 0 longer ride transit. 1 days per week 0 to 0 longer ride transit. 1 days per week			
Returning a completed survey means you are eligible to receive one \$3.00 online gift card code. Please indicate how you prefer to receive your gift card code by providing an SMS text capable mobile phone number: (xax) xax - xaax SMS text capable mobile phone number: (xax) xax - xaax Email address: name@online.ci Please write clearly and double-check your spelling. We will not re-send undeliverable or returned message You will receive your code in the next four weeks. Are you a current or former rider of public transit? If NO you are finished. Return all pages using the provided envelope. If YES please take 3 more minutes to answer a few questions about your use of transit <i>A Few Questions for Transit Riders</i> 4 or 5 days per week 1 or 2 days per month 4 or 5 days per week 1 or 2 days per month 2 or 3 days per week 1 or 2 days per month 4 us days per week 1 or 2 days per month 9 days per week 0 is a law in once per month 9 days per week 0 is a law in the day of a law in the day of a law in the most for my quality-of-life." Strongly 3 days per week 0 is a law in the day of law in the day in the day in the provide days per week 9 how likely is it that you would recommend the public transit service you ride to a friend or colleague? Strongly			
Returning a completed survey means you are eligible to receive one \$3.00 online gift card code. Please indicate how you prefer to receive your gift card code by providing an SMS text capable mobile phone number: SMS text capable mobile phone number: SMS text capable mobile phone number: Email address: SMS text capable mobile phone number: Email address: If NO you are finished. Return all pages using the provided envelope. If NO you are finished. Return all pages using the provided envelope. If YES please take 3 more minutes to answer a few questions about your use of transit <i>A Few Questions for Transit Riders</i> 40. of 7 days per week 1 or 2 days per month 2 or 7 days per week 1 no longer ride transit. 1 day per week 1 no longer ride transit ************************************			
Returning a <u>completed survey</u> means you are eligible to receive one \$3.00 online gift card code. Please indicate how you prefer to receive your gift card code by providing an SMS text capable mobile phone number or email address. SMS text capable mobile phone number: (xxx) xxx - xxxx Email address: Please write clearly and double-check your spelling. We will not re-send undeliverable or returned message You will receive your code in the next four weeks. Are you a current or former rider of public transit? If NO you are finished. Return all pages using the provided envelope. If YES please take 3 more minutes to answer a few questions about your use of transit <i>A Few Questions for Transit Riders</i> 47. How often do you ride public transi? 6 or 7 days per week 2 or 3 days per week 2 or 3 days per week 48. How much do you agree or disagree with the following statement? ***********************************			
Actiming a completed sarvey means you are engine to receive one 35.00 online gint card code. Please indicate how you prefer to receive your gift card code by providing an SIXS text capable mobile phone number: (xxx) xxx - xxxx SMS text capable mobile phone number: (xxx) xxx - xxxx Email address: name@online.cc Please write clearly and double-check your spelling. We will not re-send undeliverable or returned message You will receive your code in the next four weeks. Are you a current or former rider of public transit? If NO you are finished. Return all pages using the provided envelope. If YES please take 3 more minutes to answer a few questions about your use of transit A Few Questions for Transit Riders 47. How often do you ride public transit? 6 or 7 days per week 1 or 2 days per month 2 or 3 days per week 1 no longer ride transit. 1 day per week 1 or 2 days per month 2 or 3 days per week 2 or 3 days per week 1 day per week 1 or 2 days per month 2 or 3 days per week 1 or a longer ride transit. 1 day per week 1 or a longer ride transit. 9 How likely is it that you would recommend the public transit service you ride to a friend or colleague? 0 1 2 3 4 5 6 7 8 9 10 50. Why did you start ridin	Boturning a completed survey means you are ali	rible to receive one \$2.00 online	a gift card cada
mobile phone number or email address. (xox) xox - xoxx SMS text capable mobile phone number: (xox) xox - xoxx Email address: name@online.cl Please write clearly and double-check your spelling. We will not re-send undeliverable or returned message You will receive your code in the next four weeks. Are you a current or former rider of public transit? If NO you are finished. Return all pages using the provided envelope. If YES please take 3 more minutes to answer a few questions about your use of transit <i>A Few Questions for Transit Riders</i> 47. How often do you ride public transit? 6 of 7 days per week 1 or 2 days per month 2 or 3 days per week 1 no longer ride transit. 1 day per week 48. How much do you agree or disagree with the following statement? "Public transit is very important to my quality-of-life." "Strongly Strongly disagree Not at all likely 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 day per week 2 or 3 days per week 1 no longer ride transit. 1 day per week 48. How much do you agree or disagree with the following stateme	Please indicate how you prefer to receive	your gift card code by pro	viding an SMS text capable
Sins text capable mobile phone number: pxx/xxx + xxxx Email address: name@online.cc Please write clearly and double-check your spelling. We will not re-send undeliverable or returned message You will receive your code in the next four weeks. Are you a current or former rider of public transit? If NO you are finished. Return all pages using the provided envelope. If YES please take 3 more minutes to answer a few questions about your use of transit A Few Questions for Transit Riders 47. How often do you ride public transit? 6 for 7 days per week 1 or 2 days per month 2 or 3 days per week 1 no longer ride transit. 1 day per week 1 no longer ride transit. * 1 day per week * 40. * Agree * Strongly disagree Not at all likely 0 1 0 1 0 1 0 1 0 2 48. How much do you agree or disagree with the following statement? ************************************	mobile phone number or email address.		()
Email address: name@online.cd Please write clearly and double-check your spelling. We will not re-send undeliverable or returned message You will receive your code in the next four weeks. Are you a current or former rider of public transit? If NO you are finished. Return all pages using the provided envelope. If YES please take 3 more minutes to answer a few questions about your use of transit <i>A Few Questions for Transit Riders</i> 47. How often do you ride public transit? 6 or 7 days per week 1 or 2 days per month 2 or 3 days per week 1 no longer ride transit. 1 day per week 1 no longer ride transit. 48. How much do you agree or disagree with the following statement? "Public transit is very important to my quality-of-life." "Strongly disagree Disagree Neutral Agree Strongly agree 9 1 2 3 4 5 6 7 8 9 10 9 1 2 3 4 5 6 7 8 9 10 9 1 2 3 4 5 6 7 8 9 10 1 day per week 0 1 <td>SIVIS text capable mobile phone number</td> <td></td> <td>(XXX) XXX - XXXX</td>	SIVIS text capable mobile phone number		(XXX) XXX - XXXX
Please write clearly and double-check your spelling. We will not re-send undeliverable or returned message You will receive your code in the next four weeks. Are you a current or former rider of public transit? If NO you are finished. Return all pages using the provided envelope. If YES please take 3 more minutes to answer a few questions about your use of transit <i>A Few Questions for Transit Riders</i> 47. How often do you ride public transit? 6 or 7 days per week 1 or 2 days per month 6 or 7 days per week 1 no longer ride transit. 1 day per week 1 no longer ride transit. 48. How much do you agree or disagree with the following statement? "Public transit is very important to my quality-of-life." "Strongly disagree Disagree 0 1 0 2 0 1 2 3 49. How likely is it that you would recommend the public transit service you ride to a friend or colleague? 0 1 0 1 2 3 5 6 7 8 9 10 0 1 2 4 5 6 7 8 9 10 0	Email address		name@online.com
Are you a current or former rider of public transit? If NO you are finished. Return all pages using the provided envelope. If YES please take 3 more minutes to answer a few questions about your use of transit <i>A Few Questions for Transit Riders</i> 47. How often do you ride public transit? 6 or 7 days per week 0 1 or 2 days per month 4 or 5 days per week 0 1 or 2 days per month 2 or 3 days per week 0 1 or 0 longer ride transit. 1 day per week 48. How much do you agree or disagree with the following statement? "Public transit is very important to my quality-of-life." Strongly disagree Disagree Neutral Agree 3 rongly agree 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Please write clearly and double-check your sp	elling. We will not re-send und	eliverable or returned messages.
Are you a current or former rider of public transit? If NO you are finished. Return all pages using the provided envelope. If YES please take 3 more minutes to answer a few questions about your use of transit A Few Questions for Transit Riders 47. How often do you ride public transit? 6 or 7 days per week 0 1 or 2 days per month 2 or 3 days per week 0 Less than once per month 2 or 3 days per week 0 longer ride transit. 48. How much do you agree or disagree with the following statement? "Public transit is very important to my quality-of-life." Strongly disagree 0 0 1 2 49. How likely is it that you would recommend the public transit service you ride to a friend or colleague? Not at all likely Extremely Likely 0 1 2 0 1 2 1 0 0 1 0 0 0 1 2 1 1 2 6 7 8 9 0 1 2 3 4 5 6 7 8 9	You will receive	your code in the next four wee	ks.
If NO you are finished. Return all pages using the provided envelope. If YES please take 3 more minutes to answer a few questions about your use of transit <i>A Few Questions for Transit Riders</i> 47. How often do you ride public transit? 6 or 7 days per week 4 or 5 days per week 2 or 3 days per week 1 day per week 48. How much do you agree or disagree with the following statement? "Public transit is very important to my quality-of-life." Strongly disagree 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Are you a current or former rid	er of public transit?	
If YES please take 3 more minutes to answer a few questions about your use of transit A Few Questions for Transit Riders 47. How often do you ride public transit?	If NO you are finished. Return all pag	es using the provided envel	ope.
A Few Questions for Transit Riders 47. How often do you ride public transit? 6 or 7 days per week 1 or 2 days per month 2 or 3 days per week Less than once per month 1 day per week I no longer ride transit. 1 day per week I no longer ride transit. 48. How much do you agree or disagree with the following statement? "Public transit is very important to my quality-of-life." Strongly disagree Disagree Neutral Agree Agree Strongly disagree Neutral 0 1 2 49. How likely is it that you would recommend the public transit service you ride to a friend or colleague? Not at all likely Extremely Likely 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 <td>If YES please take 3 more minutes to</td> <td>answer a few questions at</td> <td>pout your use of transit</td>	If YES please take 3 more minutes to	answer a few questions at	pout your use of transit
47. How often do you ride public transit? 6 or 7 days per week 1 or 2 days per month 4 or 5 days per week 2 or 3 days per week 1 day per week 48. How much do you agree or disagree with the following statement? "Public transit is very important to my quality-of-life." Strongly disagree Disagree 0 Neutral Agree agree 0 1 2 3 4 5 6 7 9 10 1 2 0 1 2 3 4 5 6 7 8 9 1 10 0 1 2 3 4 5 6 7 9 10 0 1 2 3 4 5 6 7 9 10 <	A Few Questions for Tra	nsit Riders	
 6 or 7 days per week 1 or 2 days per month 4 or 5 days per week Less than once per month 2 or 3 days per week I day per week I day per week 48. How much do you agree or disagree with the following statement? "Public transit is very important to my quality-of-life." Strongly disagree Disagree Neutral Agree Agree agree Yetural Agree Agree Agree Agree Bublic transit service you ride to a friend or colleague? Not at all likely 0 1 2 3 4 5 6 7 8 10 Extremely Likely Extremely Likely 0 1 2 3 4 6 0 <li< td=""><td>47. How often do you ride public transit?</td><td></td><td></td></li<>	47. How often do you ride public transit?		
 2 or 3 days per week 2 or 3 days per week 1 day per week 48. How much do you agree or disagree with the following statement? "Public transit is very important to my quality-of-life." Strongly disagree Disagree Neutral Agree agree 49. How likely is it that you would recommend the public transit service you ride to a friend or colleague? Not at all likely 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 1 did not want to drive in poor weather (rainy, snowy). 1 lenjoyed the social interaction of riding transit. 1 could no longer drive or had difficulties driving. 1 decided to use transit for convenience. 1 lo longer had access to a vehicle. 1 have a disability that limits my ability to travel other v 1 decided to use transit to reduce my energy consumption or protect air quality. 	 6 or 7 days per week 4 or 5 days per week 	1 or 2 days per month	
 1 day per week 48. How much do you agree or disagree with the following statement? "Public transit is very important to my quality-of-life." Strongly disagree Disagree Disagree Neutral Agree brongly agree Not at all likely 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 50. Why did you start riding public transit? Check all that apply. I wanted to be more physically active. I did not want to drive in poor weather (rainy, snowy). I enjoyed the social interaction of riding transit. I decided to use transit for convenience. I decided to use transit to save money. I decided to use transit to reduce my energy consumption or protect air quality. 	 2 or 3 days per week 	 I no longer ride transit. 	
 48. How much do you agree or disagree with the following statement? "Public transit is very important to my quality-of-life." Strongly disagree Disagree Neutral Agree agree agree Agree agree agree better and the public transit service you ride to a friend or colleague? Not at all likely 0 1 2 3 4 5 6 7 8 9 10 <l< td=""><td> 1 day per week </td><td>fellender statenersta</td><td></td></l<>	 1 day per week 	fellender statenersta	
Strongly disagree Disagree Neutral Agree Strongly agree 49. How likely is it that you would recommend the public transit service you ride to a friend or colleague? Not at all likely Extremely Likely 0 1 2 3 4 5 6 7 8 9 10 50. Why did you start riding public transit? Check all that apply. I did not want to drive in poor weather (rainy, snowy). I did not want to drive in poor weather (rainy, snowy). I wanted to be more physically active. I did not want to drive or had difficulties driving. I decided to use transit for convenience. I could no longer drive or had difficulties driving. I decided to use transit to save money. I have a disability that limits my ability to travel other v I decided to use transit to reduce my energy consumption or protect air quality. I wanted to make better use of my time while traveling	48. How much do you agree or disagree with th "Public transit is very important to m	y quality-of-life."	
49. How likely is it that you would recommend the public transit service you ride to a friend or colleague? Not at all likely Extremely Likely 0 1 2 3 4 5 6 7 8 9 10 50. Why did you start riding public transit? Check all that apply. I wanted to be more physically active. I did not want to drive in poor weather (rainy, snowy). 1 enjoyed the social interaction of riding transit. I could not get a ride from others or did not want to. 1 decided to use transit for convenience. I could not get a ride from others or did not want to. 1 no longer had access to a vehicle. I have a disability that limits my ability to travel other v I decided to use transit to reduce my energy consumption or protect air quality. I wanted to make better use of my time while traveling while traveling to the reason(s):	Strongly disagree Disagree Neutral	Agree agree	
49. How likely is it that you would recommend the public transit service you ride to a friend or colleague? Not at all likely Extremely Likely 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 0 0 0 0 0 0 0 0 0 50. Why did you start riding public transit? Check all that apply. 1	0 0 0	0 0	
Conteaguer Not at all likely 0 1 2 3 4 5 6 7 8 9 10 0 1 2 3 4 5 6 7 8 9 10 50. Why did you start riding public transit? Check all that apply. 10 1 1 1 1 1 1 1 1 1 1 1 10 1 <t< td=""><td>49. How likely is it that you would recommended and the second se</td><td>nend the public transit ser</td><td>vice you ride to a friend or</td></t<>	49. How likely is it that you would recommended and the second se	nend the public transit ser	vice you ride to a friend or
50. Why did you start riding public transit? Check all that apply. I wanted to be more physically active. I did not want to drive in poor weather (rainy, snowy). I enjoyed the social interaction of riding transit. I could not onger drive or had difficulties driving. I decided to use transit for convenience. I could not get a ride from others or did not want to. I no longer had access to a vehicle. I have a disability that limits my ability to travel other v I decided to use transit to save money. I wanted to avoid congestion. I decided to use transit to reduce my energy consumption or protect air quality. I wanted to make better use of my time while traveling to the reason(s):		4 5 6 7 8 9	10
 50. Why did you start riding public transit? Check all that apply. I wanted to be more physically active. I did not want to drive in poor weather (rainy, snowy). I enjoyed the social interaction of riding transit. I decided to use transit for convenience. I no longer had access to a vehicle. I decided to use transit to save money. I decided to use transit to reduce my energy consumption or protect air quality. 	0 0 0 0		0
 I enjoyed the social interaction of riding transit. I decided to use transit for convenience. I decided to use transit for convenience. I no longer had access to a vehicle. I have a disability that limits my ability to travel other v I decided to use transit to save money. I decided to use transit to reduce my energy consumption or protect air quality. I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use transit to reduce my energy I decided to use tran	50. Why did you start riding public transit	Check all that apply. □ I did not want to drive	in poor weather (rainy, snowy).
 I decided to use transit for convenience. I no longer had access to a vehicle. I decided to use transit to save money. I decided to use transit to reduce my energy consumption or protect air quality. I decided to use transit to reduce my energy consumption or protect air quality. 	□ I enjoyed the social interaction of riding trans	it. 🗌 I could no longer drive	or had difficulties driving.
 I have a disability that limits my ability to travel other v I decided to use transit to reduce my energy consumption or protect air quality. I wanted to make better use of my time while traveling Other reason(s): 	□ I decided to use transit for convenience.	I could not get a ride fr	om others or did not want to.
□ I decided to use transit to reduce my energy consumption or protect air quality. □ I wanted to make better use of my time while traveling □ ther reason(s):	 I decided to use transit to save money. 	I wanted to avoid cong	estion.
consumption or protect air quality. Other reason(s):	□ I decided to use transit to reduce my energy	□ I wanted to make bette	er use of my time while traveling.
	consumption or protect air quality.	□ Other reason(s):	
Continue on back 🛰			CONTINUE ON BACK

 Osed charch of service organization Walked Biked Used bike-share Used taxi-cab Used ride-sourcing (e.g., Uber, Lyft) Used car-share (e.g., Car2Go, ZipCar) Used another travel option: 	 Family, personal business Social, recreational Shopping, errands Volunteering Other: 55. How much do you agree or disagree with the following statements? Check one per row.
○ I have no other travel options.	The vehicle arrived 33° 33° 33° 33° 33° 33° 33° 33° 33°
 2. When was your most recent trip on transit? Today Another day this week Last week 2 to 4 weeks ano 	on-time. O O O O O The driver was helpful and friendly. O O O O O I felt safe riding transit. O O O O O O
 More than 4 weeks ago 	The vehicle was clean. O O O O O O
 Not sure 3. Which mode(s) of public transit did you use 	The vehicle was comfortable.
n the trip? Check all that apply.	The fare I paid was OOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOO
 Local bus (e.g., fixed, flexible, deviated, etc.) Paratransit for people with disabilities Commuter bus (e.g., express, park-and-ride, etc.) Demand responsive transit (e.g., dial-a-ride, etc.) Intercity bus (e.g., Greyhound, Megabus, etc.) Vanpool Ferry 	FINISHED! Return all pages in the provided envelope.

Mailer Survey Instrument: Spanish

. En su opinión, ¿qué tan importante es cao	la uno de estos f	actores para la	habitabilidad do	e la comunid	lad?
1arque uno por línea.	No es importante	Ligeramente importante	Moderadamente importante	Importante	Muy important
Trabajo disponible	0	0	0	0	0
Alternativas asequibles (económicamente aco	cesibles) 🔾	0	0	0	0
Instituciones culturales	0	0	0	0	0
Servicios médicos de calidad	0	0	0	0	0
Vivienda asequible	0	0	0	0	0
Escuelas públicas de calidad	0	0	0	0	0
Costo de la vida en general	0	0	0	0	0
Alternativas de compras y ocio	0	0	0	0	0
Parques e instalaciones recreativas	0	0	0	0	0
Clima	0	0	0	0	0
Medio ambiente limpio	0	0	0	0	0
Baja criminalidad	0	0	0	0	0
Sensación de comunidad	0	0	0	0	0
	<u> </u>				
Seguridad vial . ¿Qué tan importante es cada uno de estos larque uno por línea. ir Servicios de transporte público	s aspectos del tra No es Ligera nportante impo	O Insporte para l Imente Moder Itante imp	O a habitabilidad d adamente ortante Impor O O	O de la comuni tante imp	O dad? Muy portante
Seguridad vial . ¿Qué tan importante es cada uno de estos larque uno por línea. in Servicios de transporte público Vialidad en biciclata	s aspectos del tra No es Ligera nportante impo	O Insporte para l Imente Moder Itante imp O	a habitabilidad d adamente ortante Impor O O O O O O O O O O O O O O O O O O O	O de la comuni tante imp	O dad? Muy portante
Seguridad vial . ¿Qué tan importante es cada uno de estos larque uno por línea. in Servicios de transporte público Vialidad en bicicleta Poca congestión de tráfico.	s aspectos del tra No es Ligera nportante impo		a habitabilidad d adamente ortante Impor	O de la comuni tante imp))	dad? Muy portante
Seguridad vial ¿Qué tan importante es cada uno de estos larque uno por línea. Servicios de transporte público Vialidad en bicicleta Poca congestión de tráfico Vialidad peatonal / accesibilidad	s aspectos del tra No es Ligera nportante impo	Insporte para l Imente Moder imp O O O	a habitabilidad d adamente ortante Impor	O de la comuni tante imp)))	dad? Muy portante O O
Seguridad vial ¿Qué tan importante es cada uno de estos ////////////////////////////////////	s aspectos del tra No es Ligera nportante impo	Marin Moder Trante Moder imp O O O O O O	a habitabilidad d adamente ortante Impor O C O C O C O C O C	O de la comuni tante imp))))	dad? Muy portante O O O
Seguridad vial ¿Qué tan importante es cada uno de estos larque uno por línea. Servicios de transporte público Vialidad en bicicleta Poca congestión de tráfico Vialidad peatonal / accesibilidad Carreteras en buenas condiciones	s aspectos del tra No es Ligera nportante impo O O O O		a habitabilidad d adamente ortante Impor O C O C O C O C O C	O de la comuni tante imp))))	dad? Muy portante O O
Seguridad vial ¿Qué tan importante es cada uno de estos larque uno por línea. Servicios de transporte público Vialidad en bicicleta Poca congestión de tráfico Vialidad peatonal / accesibilidad Carreteras en buenas condiciones ¿En qué código postal vive?	s aspectos del tra No es Ligera nportante impo O O O O		a habitabilidad d adamente ortante Impor O C O C O C O C O C	O de la comuni tante imp)))	dad? Muy portante 0 0
Seguridad vial ¿Qué tan importante es cada uno de estos larque uno por línea. Servicios de transporte público Vialidad en bicicleta Poca congestión de tráfico Vialidad peatonal / accesibilidad Carreteras en buenas condiciones ¿En qué código postal vive? . ¿Cuánto tiempo lleva viviendo en esta con	s aspectos del tra No es Ligera importante impo O O O O O O O O O O O O O		a habitabilidad d adamente ortante Impor O O O O O O O O O O O O O O O O O O O	O de la comuni tante imp)))	Muy portante O O
Seguridad vial ¿Qué tan importante es cada uno de estos larque uno por línea. Servicios de transporte público Vialidad en bicicleta Poca congestión de tráfico Vialidad peatonal / accesibilidad Carreteras en buenas condiciones ¿En qué código postal vive? . ¿Cuánto tiempo lleva viviendo en esta cor O Menos de 1 año	s aspectos del tra No es Ligera importante O O O O O O O O O O O O O		a habitabilidad d adamente ortante Impor O O O O O O O O O O O O O O O O O O O	O de la comuni (tante imp)))	dad? Muy portante O O
Seguridad vial ¿Qué tan importante es cada uno de estos larque uno por línea. Servicios de transporte público Vialidad en bicicleta Poca congestión de tráfico Vialidad peatonal / accesibilidad Carreteras en buenas condiciones ¿En qué código postal vive? ¿Cuánto tiempo lleva viviendo en esta cor O Menos de 1 año O De 1 a 5 años	s aspectos del tra No es Ligera nportante impo O O O O O O O O O O O O O		a habitabilidad d adamente ortante Impor O O O O O O O O O O O O O O O O O O O	O de la comuni tante imp)))	dad? Muy portante O O
Seguridad vial ¿Qué tan importante es cada uno de estos Marque uno por línea. in Servicios de transporte público Vialidad en bicicleta Poca congestión de tráfico Vialidad peatonal / accesibilidad Vialidad peatonal / accesibilidad Carreteras en buenas condiciones ¿En qué código postal vive? . ¿Cuánto tiempo lleva viviendo en esta cor O Menos de 1 año O De 1 a 5 años O De 6 a 10 años	s aspectos del tra No es Ligera nportante impo 0 0 0 0 0 0 0 0 0 0 0 0 0		a habitabilidad d adamente ortante Impor O O O O O O O O O O O O O O O O O O O	O de la comuni tante imp)))	dad? Muy bortante O O O
Seguridad vial ¿Qué tan importante es cada uno de estos Marque uno por línea. in Servicios de transporte público Vialidad en bicicleta Poca congestión de tráfico Vialidad peatonal / accesibilidad Carreteras en buenas condiciones ¿En qué código postal vive? . ¿En qué código postal vive? . ¿Cuánto tiempo lleva viviendo en esta cor O Menos de 1 año O De 1 a 5 años O De 6 a 10 años O De 11 a 20 años	s aspectos del tra No es Ligera o o o o o o o o o o o o o	msporte para l mente Moder imp	a habitabilidad d adamente ortante Impor O O O O O O O O O O O O O O O O O O O	O de la comuni tante imp)))	dad? Muy bortante O O O
Seguridad vial	s aspectos del tra No es Ligera importante O O O O O O O O O O O O O	msporte para l mente Moder imp	a habitabilidad d adamente ortante Impor O O O O O O O O O O O O O O O O O O O	O de la comuni tante imp)))	Muy bortante O O O
Seguridad vial ¿Qué tan importante es cada uno de estos Marque uno por línea. in Servicios de transporte público Vialidad en bicicleta Poca congestión de tráfico Vialidad peatonal / accesibilidad Vialidad peatonal / accesibilidad Carreteras en buenas condiciones ¿En qué código postal vive? . ¿Cuánto tiempo lleva viviendo en esta cor O Menos de 1 año O De 1 a 5 años O De 6 a 10 años O De 11 a 20 años O Más de 20 años . ¿Qué tan satisfecho está con la calidad de	s aspectos del tra No es Ligera nportante impo 0 0 0 0 0 0 0 0 0 0 0 0 0	inidad?	a habitabilidad d adamente ortante Impor O O O O O O O O O O O O O O O O O O O	O de la comuni tante imp)))	dad? Muy bortante 0 0 0

PÁGINA 2 DE 8

raue uno por línea.	Muy mala	Mala	Aceptable	Buena	Muy buena
Trabajo disponible		0		\circ	0
Alternativas asequibles (económicamente accesi	ibles) 🔿	0	0	0	0
Instituciones culturales	0	0	0	0	0
Servicios médicos de calidad	0	0	0	\bigcirc	0
Vivienda asequible	····· O	0	0	0	0
Escuelas públicas de calidad	O	0	0	\bigcirc	0
Costo de la vida en general	0	0	0	0	0
Alternativas de compras y ocio	O	0	0	0	0
Parques e instalaciones recreativas	0	0	0	0	0
Clima	O	0	0	\bigcirc	\circ
Medio ambiente limpio	O	0	0	0	0
Baja criminalidad	O	0	0	\bigcirc	0
Sensación de comunidad	O	0	0	0	0
Seguridad vial	0	0	0	0	0

Marque uno por línea.	Muy mala	Mala	Aceptable	Buena	Muy buena
Servicios de transporte público	\circ	0	0	\circ	0
Vialidad en bicicleta	0	0	0	\circ	0
Poca congestión de tráfico	0	0	0	0	0
Vialidad peatonal / accesibilidad	\circ	0	0	\circ	0
Carreteras en buenas condiciones	0	0	0	0	0

Las personas viven en una variedad de vías—desde calles principales en el centro urbano, calles céntricas urbanas, calles urbanas generales, calles suburbanas, calles rurales en poblaciones pequeñas, a caminos en campo abierto o zonas naturales.

8. ¿Cuál de las siguientes describe mejor el tipo de vía en la que usted vive?

- O Calle principal en el centro urbano (centro, viviendas en edificios altos o de mediana altura)
- Calle céntrica urbana (cerca del centro, viviendas en edificios de múltiples niveles)
- O Calle urbana general (edificios de un solo nivel o de niveles múltiples, adosados/pareados/apartamentos/ etc.)
- O **Calle suburbana** (principalmente viviendas unifamiliares o edificios de apartamentos)
- O Calle rural (población pequeña/pueblo, típicamente casas unifamiliares o edificios pequeños de apartamentos)
- O Campo abierto/zona natural (pocas casas, principalmente campo abierto)

9. ¿Qué frase describe mejor la manera cómo define usted su comunidad en cuanto a su tamaño geográfico?

- Mi comunidad es mi condado.
- O Mi comunidad es mi vecindario local en su totalidad.

O Mi comunidad forma parte de mi vecindario local.

 \bigcirc Mi comunidad es toda la región en la que vivo.

○ Mi comunidad es mi ciudad.

O Otro:

CONTINUAR EN LA PÁGINA 3
transporte."	nente a los lugare Totalmente en desacuerdo O	s que necesito e En desacuerdo	en mi comur Sin opinión O	n idad ו D	u tilizando e acuerdo O	o mis alteri Totalme acue C	n ativas a ente de erdo)	ctuales d	le
11. Piense en los via	ajes que realiza e	n una semana tí	pica¿cuán	itos día	as utiliza	cada uno d	le los sig	uientes ı	medios
de transporte? Marc	que uno por línea.				No disponib	0 Ie días	1 día	2-4 días	5 o má días
Caminando (incluido	el uso de un disno	sitivo de movilidad	d asistida)		0	0	0	0	0
Bicicleta propia					0	0	0	0	0
Bicicleta compartida					0	0	0	0	0
Conduciendo yo mis	mo (solo en el veh	ículo, camioneta, i	motocicleta,	escútei	r) 🔿	0	0	0	0
Vehículo compartido	o (con otros pasajer	os en un vehículo	particular)		O	0	0	0	0
Transporte público (por ejemplo, tren, a	autobús, ferry)			0	0	0	0	0
Furgoneta compartio	da (con otros pasaj	eros en una camio	oneta)		0	0	0	0	0
Taxi (por ejemplo, Ye	ellow Cab)				()	0	0	0	0
Red de transporte p	rivado (por ejemplo	o, Uber, Lyft)			O	0	0	0	0
Servicio de vehículo	compartido (por ej	emplo, Car2Go, Z	ipCar)		O	0	0	0	0
13a. ¿Ha utilizado usi	L ted transporte púb	lico en su comuni	dad?	3 4 13b	. Si hubier	a transport	e público	disponib	le, ¿con
0 51									
14. ¿Conoce a algui público en su comu O Sí (en más que haya nidad?) No	utilizado transp	orte	púb	Iico para a No es robable O PASA (INI	Algunos de s Algo probal R A LA PRI	sus despla ble EGUNTA R	azamiento Muy probabl О # 17 те)	e
 14. ¿Conoce a alguipúblico en su comu Sí (15. ¿Qué medio(s) o su comunidad? Mari Tren (por ejemplo Autobús local (po Paratránsito para Autobús de cerca utilizar transporte Transporte comparide, etc.) Autobús interurb Furgoneta comparida 	en más que haya nidad? D No de transporte púti que todos los que co o, tren ligero, tren d r ejemplo, fijo, flex personas con disca nías (por ejemplo, e público [park-and- artido según dema ano (por ejemplo, o rtida	utilizado transp lico hay disponi rrespondan. le cercanías, metro ible, desviado, etc apacidades directo, estaciona ride], etc.) nda (por ejemplo, Greyhound, Megal	orte ible en :.) L v r y P dial-a- bus)	púb p as pers na varie úblico I 16. Si públic siguie Sí N O (onas utiliz edad de se e acerca a usted lo o o desde o ntes luga o No est segur	algunos de Algo probal O R A LA PRI CIO DE LA PÁGI rivicios. Nos usted a cier deseara, ¿p cerca de su res? <i>Marqu</i> <i>oy</i> Tiendas d supermer	sus despla ole EGUNTA : NA SIGUIEN DOOTE PÚb interesa s tos tipos d DOOTía ir Vivienda e uno por e aliment cado (frut	azamientu Muy probabl O # 17 TE) lico para aber si el 1 le lugares. en trans a a los línea. ación o ra fresca,	e acceder transpor porte
 14. ¿Conoce a alguing público en su comuno Sí (2006) 15. ¿Qué medio(s) os comunidad? Mara (2007) 15. ¿Qué medio(s) os comunidad? Mara (2007) 15. ¿Qué medio(s) comunidad? Mara (2007) 16. Autobús local (pole (2007) 17. Autobús local (pole (2007) 17. Autobús de cerca (2007) 14. Autobús de cerca (2007) 15. Autobús de cerca (2007) 15. Autobús de cerca (2007) 14. Autobús de cerca (2007) 14. Autobús de cerca (2007) 15. Autobús de cerca (2007) 14. Autobús de cerca (2007) 14. Autobús de cerca (2007) 14. Autobús de cerca (2007) 15. Autobús de cerca (2007) 15. Autobús interurb (2007) 14. Autobús interurb (2007) 	en más que haya nidad?) No de transporte púl: que todos los que co o, tren ligero, tren d r e jemplo, fijo, flex personas con disc: nías (por ejemplo, e público [park-and- artido según dema ano (por ejemplo, e	utilizado transp lico hay disponi rrespondan. e cercanías, metro ible, desviado, etc apacidades directo, estaciona ride], etc.) nda (por ejemplo, Greyhound, Megal	orte ible en :.) L u r y P	as pers na vari úblico I 16. Si públic siguie Sí N O (onas utiliz edad de se e acerca a usted lo o o desde ntes luga o No est segur	algunos de : Algo probal O R A LA PRI CIO DE LA PRI CIO DE LA PRI Trvicios. Nos usted a cier deseara, ¿p cerca de su res? <i>Marqu</i> oy Tiendas d supermer verduras, Servicios] balleza/ré	sus despla ole EGUNTA i NA SIGUIEN porte púb interesa s tos tipos d podría ir vivienda e uno por e aliment cado (frut pan, carn- porsonale ias lavao	azamientu Muy probabl d' # 17 TE) lico para aber si el 1 le lugares. en trans a a los <i>línea.</i> a ción o ta fresca, e) s (banco, dería)	e acceder transpor porte
 14. ¿Conoce a alguipublico en su comu Sí (15. ¿Qué medio(s) o su comunidad? Mar Tren (por ejemplo Autobús local (po Paratránsito para Autobús de cerca utilizar transporte Transporte comparide, etc.) Autobús interurb Furgoneta compa Ferry Otro(s) Modo(s): 	en más que haya nidad?) No de transporte púl: que todos los que co o, tren ligero, tren do r e jemplo, fijo, flex personas con disc: nías (por ejemplo, r público [park-and- artido según dema ano (por ejemplo, G	utilizado transp lico hay disponi rrespondan. e cercanías, metro ible, desviado, etc apacidades directo, estaciona ride], etc.) nda (por ejemplo, Greyhound, Megal	orte ible en :.) L u r y P	as pers na varia úblico I 16. Si públic siguie Sí N O (O (O (onas utiliz edad de se e acerca a usted lo o o desde o ntes luga o No est segur	algunos de : Algc probal O R A LA PRA CIO DE LA PAG Tricios. Nos usted a cier deseara, ¿p cerca de su res? <i>Marqu</i> oy Tiendas d supermer verduras, Servicios <u>p</u> belleza/uf Otras tien vestir, farr	sus despla ole EGUNTA : NA SIGUIEN Dorte púb interesa s tos tipos d Dodría ir vivienda e aliment cado (frut pan, carn personale ias, lavan das mino macia, art	azamientu Muy probabl # 17 TE) lico para aber si el ti le lugares. en transj a a los línea. ación o a fresca, e) s (banco, dería) ristas (pri	e acceder transpor porte salón de endas de hogar)
 14. ¿Conoce a alguipúblico en su comu Sí (15. ¿Qué medio(s) o su comunidad? Mar Tren (por ejemplo Autobús local (po Paratránsito para Autobús de cerca utilizar transporte Transporte compride, etc.) Autobús interurb Furgoneta compa Ferry Otro(s) Modo(s): 	en más que haya nidad? > No de transporte púl: que todos los que co o, tren ligero, tren d r ejemplo, fijo, flex personas con disc: nías (por ejemplo, e público [park-and- artido según dema ano (por ejemplo, G	utilizado transp lico hay disponi rrespondan. e cercanías, metro ible, desviado, etc apacidades directo, estaciona ride], etc.) nda (por ejemplo, Greyhound, Megal	orte ible en :.) L u r y P . dial-a- bus)	as pers na varia úblico I 16. Si públic siguie Sí N O (O (O (O (onas utiliz edad de se e acerca a usted lo o o desde o ntes luga o No est segur o O	algunos de : Algo probal O R A LA PRI CIO DE LA PÁGI CIO DE LA PÁGI SUCO DE LA	sus despla ole EGUNTA i NA SIGUIEN corte púb interesa s tos tipos d podría ir vivienda ie uno por e aliment cado (frut pan, carn por carnale ias, lavan das mino macia, art n y ocio (je atros)	azamientu Muy probabl d' ft ft ft hico para aber si el ti le lugares. en transj a a los línea. ación o ca fresca, e) s (banco, dería) ristas (pri ículos del parques, o	e acceder transpor porte salón de endas de hogar) cines,

		PÁGI	NA 4 D	E 8			
17. Si pudiera y q	uisiera, ¿podría	caminar desde cerca	a de su vivi	enda a los sig	uientes luga	res? Marque	uno por línea.
Sí No O O O O O O	No estoy seguro	Fiendas de alimentació Servicios personales (b Otras tiendas minorista Recreación y ocio (parc	on o superm anco, salón as (prendas ques, cines,	ercado (fruta f de belleza/uña de vestir, farma nuseos, teatro:	resca, verdura s, lavandería) acia, artículos s)	is, pan, carne del hogar)	2)
0 0	0 1	nstalaciones médicas (consulta de	l médico, urger	ncias, hospital))	
Qué tanto coi" Es importante" disponible para	ncuerda, o está en que haya transj l los residentes e	n desacuerdo, con la si porte público de mi comunidad."	guiente dec Totalme desace	l aración? ente en E ierdo desac (n Sin uerdo opini) O	De ón acuerdo O	Totalmente c acuerdo
19. ¿Por qué es i	mportante que l	hava servicios de tra	nsporte pú	blico en su co	munidad?		
19. croir que es n Porque Porque El tran El tran El tran El tran El tran El tran Ugar d El tran Qué tanto ci transporte públic Estoy a favor de servicios de tran: Estoy a favor de (o equivalente) p	Marque t Marque t el acceso a pie a sporte público es sporte público es sporte público co sporte público rec sporte público rec o que sea importe concuerda, o esta co? Marque uno p que se usen fonde sporte público que se usen fonde parte público	indya servicios de trai odos los que correspondo ciertos lugares es difíc cleta a ciertos lugares es una alternativa para qu una alternativa para qu una alternativa para qu duce el consumo de en mina la necesidad de en duce el consumo de en duce la congestión del t ente tener servicios de t á en desacuerdo, con or línea. os municipales para cos del condado ransporte público	Insporte pu lan. il en mi com es difícil en n ersonas may uienes prefin norrar en el os de despla ergía y proto stacionarse tránsito transporte p I las siguie Totalment desacuer 	iunidad mi comunidad rores y persona eren no conduc costo del trans zamiento, tales ege la calidad d o la necesidad úblico. ttes declaraci e en En do desacuero	s discapacitad ir porte como camina el aire de proporcion ones sobre la Sin do opinión	as ar o ir en bici ar estaciona a financiacia De acuerdo O	cleta miento en el Ón del Totalmente o acuerdo O
Estoy a favor de	que se usen fonde	os estatales					
para servicios de	transporte públic		O	0	0	0	0
Estoy a favor de	que se usen fonde	os federales					
para servicios de	transporte públic		····· O	0	0	0	0
21. ¿Está a favor fondos públicos O Menos trans	de que haya má para financiar pa porte público	is transporte público arte del costo? O La misma ca	, menos, o ntidad de tr	igual en su co ansporte públic	omunidad, da	ado que so O Más trans	n necesarios porte público
a mayoría de los pasa ansporte. Las tarifas ubrir o no la totalida n la mayoría de los co jentes adicionales de 22. En general, éto operaciones del 1 las tarifas de los O Todo-100% O La mayor pa mitad de los O Algo - <50%	ijeros de transporte combinadas de todo del costo de todo financiación para j qué cantidad de transporte públi pasajeros? (las tarifas cubrer te - >50% (las tari costos) (las tarifas cubrer	e público pagan una tarifa dos los pasajeros pueden aciones del servicio. De h e transporte público requ pagar sus operaciones. I costo total de ico debe proceder de n todos los costos) ifas cubren más de la n menos de la mitad de	a de echo, ieren la tarif la ta e	Algunos pasaj a reducida. ¿C rifa reducida Veteranos mi Personas con Estudiantes u Estudiantes de Titulares de b Personas de b Otro:	eros de trans Quién deberí darque todo litares discapacidade niversitarios/o e K-12 fedicare o Me ajos ingresos	sporte públ a ser elegit s los que corr es colegio unive dicaid	ico pagan ur ile para paga espondan. rsitario
los costos)				000.			
los costos) Nada - 0% (o	tras fuentes, no la	as tarifas, cubren todos	5	Cont			

PÁGINA 5 DE 8

Nos gustaría comprender de qué modo diferentes situaciones pueden afectar su decisión para usar o no el transporte público. Por las preguntas anteriores ya sabemos si usted utiliza o no el transporte público. Le agradecemos responda a la siguiente pregunta pensando de qué modo cada una de las situaciones podría cambiar su uso del transporte público (o motivarle a comenzar a usarlo, o dejar de usarlo).

24. ¿De qué mo	do cambiarían las siguientes situaciones su i	uso del trai	nsporte públ	lico?		
- ·	Ŭ		' Usaría		Usaría	
Marque uno por	linea.	Dejaría de	transporte		transporte	Comenzaría
		usar	público con		público	a usar
		transporte	menos	No	con más	transporte
		público	frecuencia	cambiaría	frecuencia	público
El precio del cor	nbustible sube a más de \$4.00 el galón	O	0	0	0	0
Su vehículo está	averiado o lo necesita otra persona	O	0	0	0	0
Los ingresos en	su hogar se ven reducidos significativamente	()	0	0	0	0
Por motivos de s	alud usted ya no puede conducir	O	0	0	0	0
Usted se traslad	a a una comunidad urbana con transporte públic	o O	0	0	0	0
Usted se traslad	a a una comunidad rural con transporte público	0	0	0	0	0

Tecnología y transporte en un futuro próximo

25. Suponga que usted tiene un vehículo y un smartphone...Si pudiera escoger, ¿a cuál de los dos renunciaría de forma permanente? O Vehículo (auto/camioneta/motocicleta/escúter)

O Smartphone (por ejemplo, iPhone/Androide)

En el futuro, es posible que no necesite ser propietario de un vehículo para tener acceso a uno cuando lo necesite. Por ejemplo, puede suscribirse a un servicio para compartir vehículos o utilizar otro servicio de movilidad de algún tipo.

26. ¿Cuál de las siguientes declaraciones describe mejor su situación como propietario de un vehículo en el futuro? O No tengo un vehículo ahora y no tengo intención de comprar ninguno en el futuro.

- O Elegiré no ser dueño de un vehículo en menos de 1 año.
- O Elegiré no ser dueño de un vehículo en 1 a 10 años.
- Elegiré no ser dueño de un vehículo en 11 a 20 años.
- \bigcirc Elegiré no ser dueño de un vehículo en 11 a 20 años.
- Elegiré no ser dueño de un vehículo pasados 20 años.
- Siempre elegiré ser dueño de mi propio vehículo.

Piense en servicios de vehículo compartido mediante suscripción por hora o millas (por ejemplo, Car2Go, CarShare, ZipCar) y suponga que estuvieran disponibles en su comunidad en la actualidad (si acaso no lo estuvieran ya)...

27. ¿Qué tan importante es cada u	ino de los factores	siguientes pa	ara que el se	r <mark>vicio de ve</mark> hícu	lo compart	ido sea
atractivo y útil para usted? Marqu	ie uno por línea.	No es importante	Ligeramente importante	Moderadamente importante	Importante	Muy importante
Tipo de vehículo (auto, furgoneta, can	nioneta, escúter)	0	\bigcirc	0	0	0
Vehículos accesibles para sillas de rue	das	0	0	0	0	0
Ubicación conveniente del vehículo		0	0	0	0	0
Proceso de reservas sencillo (internet,	aplicación telefónica	a) 🔿	0	0	0	0
Suscripción mensual o anual económio	ca	0	0	0	0	0
Bajo costo por milla/hora de servicio			0	0	0	0
Tarifa máxima por día económica (par	a alquileres de varios	s días)O	0	0	0	0
En un futuro próximo existirán los vehí	culos autónomos.					
28. ¿Qué tan cómodo se siente us	ted con la idea de c	que un vehíci	ulo autónom	o le recoja y le	deje en un	lugar para
una cita personal o de negocios?	Muy incómodo	Incómodo	Sin opinión	Cómodo	Muy	cómodo
	0	0	0	0		0

CONTINUAR AL REVERSO

Definitiva, ¿qué tan satisfecho está con su vida general?Completamente insatisfecho \longrightarrow 012345678910 \bigcirc	39. ¿Cuántos vehículos en funcionamiento (autos, camionetas y motocicletas) hay disponibles en su hogar 0 1 2 3 o más				
0 1 2 3 4 5 6 7 8 9 10 O					
	40. ¿Cuál de los siguientes enunciados describe mej su situación actual de empleo? Marque todos los que correspondan.				
i. En general, ¿cómo calificaría su salud? O Mala O Regular O Buena	 Empleado a tiempo completo Empleado a tiempo parcial 				
¿Es usted O Mujer O Hombre O Sin listar:	Estudiante Ama de casa Retirado				
 ¿Qué edad tiene? Entre 18 y 24 años Entre 25 y 34 años Entre 35 y 44 años Entre 35 y 44 años Entre 45 y 54 años 85 o más años 	No puedo trabajar debido a una discapacidad Sin empleo, busco trabajo Otro:				
 ¿Cuál es su nivel o grado de estudios más elevado canzado? Algún grado de preparatoria (K-12) Graduado de la preparatoria (diploma o GED) Algún curso universitario Título asociado Licenciatura universitaria Título de maestría, profesional o doctorado 	todas las personas que viven en su hogar? Menos de \$15,000 De \$15,000 a \$24,999 De \$25,000 a \$34,999 De \$35,000 a \$49,999 De \$50,000 a \$74,999 De \$75,000 a \$99,999 De \$250,000 o \$249,999 De \$250,000 o \$249,999 Sigure 1 De \$250,000 o \$249,999 Sigure 2 Ha servido en activo en el ejército, en las fuerzas armadas, en la reserva o en la guardia nacional de los Estados Unidos? No Si, actualmente Gracias por su siguientes programas? Marque uno por línea. Sí No Medicare (mayores de 65 años de edad o seguridad social para discapacitados) Medicaid (personas de bajos ingresos o con discapacidades)				
. ¿Es usted de origen hispano, latino o español? O Sí O No					
¿Cuál es su raza? Marque todos los que correspondan. Blanco, Caucásico					
 Negro o arroamericano Indio americano o autóctono de Alaska Autóctono de Hawaii o de otras Islas del Pacífico Asiático Otra raza: 					
. ¿Cuántas personas viven en su hogar, incluido ted? 1 2 3 4 5 6 o más					
. ¿Cuántas personas en su hogar tienen de 0 a 15	44. ¿Tiene mucha dificultad para caminar o subir escaleras? O Sí No				
os de edad (no conducen)? 0 1 2 3 o más O O O O	45. ¿Utiliza silla de ruedas u otro dispositivo de movilidad asistida para desplazarse fuera de su hogar? O Sí O No				
Sí O No					

46. Le agradecem transporte públic	os incluya (o.	cualquier	comentari	o que ter	ga acerca	de la l	habitabilidad de la comunidad
Cuando nos devuelva	a la encuesta	completada	a. será elegib	le para reci	bir una tarie	ta rega	lo codificada de por valor de \$3.00.
Díganas cómo profio				- indicondo		do tolá	fono móvil dondo nuodo rosibir
mensajes de texto SI Número de teléfon	NS, o una dir o móvil para	rección de c reccibir me	ensajes de t	<mark>ónico:</mark> exto SMS:	un numero	de tele	riono movil donde pueda recibir
		, .	(xxx) xxx	- XXXX			
	D	irección de	e correo ele	ctrónico: line com			
Escriba claramer	ite y verifique	e la ortogra Recibir	n <i>fía. No envi</i> á su código e	aremos de l en las próxir	nuevo mens	<i>ajes no</i> emanas	entregados o mensajes devueltos.
. Eo uotod n	ocoloro	ontigu					núblico?
NO valeater	minado D	antigu			tilizando 4		publico:
SÍ por fovor t	ama 2 mir	evueiva i	.00as ias p	agilias u			
transporte	ome s mir	iutos ma	s para res	Jonuer a	aigunas p	negui	ilas sobre su uso dei
	<i>llgunas</i>	pregui	ntas pa	ra los p	pasajer	os d	e transporte público
47. ¿Con qué frecu	encia usa tra	ansporte p	úblico?				
○ 6 o 7 días a la	semana		01	o 2 días al	mes		
4 o 5 dias a la 2 o 3 días a la	i semana			lenos de ur	la vez al mes	s	
 1 día a la sem 	iana		0.1	u 110 uso ti t	insporte put	meo.	
48. ¿Oué tanto conc	uerda. o está	en desacu	erdo, con la s	siguiente d	claración?		
"El transporte púb	lico es muy	important	te para mi c	alidad de	vida."		
Totalmente en	En	Sin		De	Totalmente	de	
desacuerdo			n ao		acuerdo		
49 ¿Qué tan proba	able es que i	usted reco	miende el s	ervicio de	transporte	núblia	o que usa a un amigo o colega?
ion eque tan probe	Nada probab	ble				S	umamente probable
	0	1 2	3 4	5 6		9	
		5 0	0 0	0 0	0 0		0
50. ¿Por qué come	nzó a usar ti s activo física	ransporte	público? M	arque todos	los que corre	esponda ir on ma	n.
() upria octar mag	tercambio so	cial que res	ultaha de		podía condu		nía dificultados para conducir
Queria estar mas		ciul que l'es				se ir co	mo pasajero en otro vehículo
 Queria estar mas Me gustaba el in usar transporte i 	DUDIICO.		hidad	Tengo	una discapa	acidad o	ue me limita para viajar de otro mod
 Queria estar mas Me gustaba el in usar transporte p Decidí usar trans 	porte público.	por como	lludu.				
 Queria estar mat Me gustaba el in usar transporte p Decidí usar trans Ya no tenía acces 	porte público porte público so a un vehíci	o por como ulo.	liuau.		a evitar la co	ongestió	n de tráfico.
 Queria estar ma: Me gustaba el in usar transporte ; Decidí usar trans Ya no tenía acces Decidí usar trans 	porte público porte público so a un vehíco porte público	o por comoc ulo. o para ahorr	rar dinero.	Querí	a evitar la co a usar mejor	ongestió r mi tier	n de tráfico. npo durante mis desplazamientos.
 Queria estar ma: Me gustaba el in usar transporte p Decidí usar trans Ya no tenía acce: Decidí usar trans Decidí usar trans 	porte público porte público so a un vehíci porte público isporte públ	o por como ulo. o para ahon ico para re	rar dinero. educir mi	Querí	a evitar la co a usar mejor) motivo(s):	ongestió r mi tier	n de tráfico. npo durante mis desplazamientos.

Responda a las siguientes preguntas acerca de su despla	azamiento más reciente en transporte público.
 1. Si no hubiera tenido a su disposición transporte púl bara su viaje? Marque solamente la alternativa de transporte d Habría conducido mi vehículo Habría pedido a un amigo/familiar que me llevara. Habría tuilizado los servicios de una organización o igl Habría caminado Habría ido en bicicleta Habría usado el servicio de bicicleta compartida Habría usado taxi 	olico, ¿qué otras alternativas de transporte habría usado que habría usado. lesia
O Habría usado una red de transporte privado (por ejen	nplo, Uber, Lyft)
O Habría usado un servicio de vehículo compartido (por	ejemplo, Car2Go, ZipCar)
O Habría usado otro medio de transporte:	
 No tengo otras alternativas de transporte. 	
- · · · · · · · · · · · · · · · · · · ·	54. ¿Cuál fue el propósito de su viaie?
ransporte público?	Marque todos los que correspondan.
О Ноу	🗌 Trabajo
O Otro día esta semana	Escuela, universidad, capacitación laboral
O La semana pasada	Citas médicas, atención médica, servicios dentales
O Hace 2 a 4 semanas	Familia cuestiones personales
O Hace más de 4 semanas	
O No estoy seguro	
	Compras, mandados
3. Qué modo(s) de transnorte núblico usó en su	Voluntariado
 iaje? Marque todos los que correspondan. Tren (por ejemplo, tren ligero, tren de cercanías, 	Otro:
metro, etc.) Autobús local (por ejemplo, fijo, flexible, desviado,	55. ¿Qué tanto concuerda, o está en desacuerdo, con la siguientes declaraciones?
 Paratránsito para personas con discapacidades Autobús de cercanías (por ejemplo, directo, 	Marque uno por línea.
estacionar y utilizar transporte publico [park-and- ride] etc.)	tobesa en su ore toteaco nest
Transporte compartido según demanda (por	
ejemplo, dial-a-ride, etc.)	puntualmente.
Autobús interurbano (por ejemplo, Greyhound, Megabus, etc.)	El conductor fue servicial O O O O O O y amable.
Furgoneta compartida Ferry	Me sentí seguro como O O O O O O pasajero.
	El vehículo estaba limpio. O O O O
	El vehículo era cómodo. O O O O O O
	La tarifa que pagué era OOOOOO