2019 MISSOULA AREA TRANSPORTATION SURVEY

Final Report

ABSTRACT

This survey examines Missoula area residents' perceptions of the local transportation system, views about priorities for investments in the system, opinions about possible taxes to pay for system improvements, the frequency of transportation activities, and opinions about electric vehicles, autonomous vehicles, e-scooters and rideshare services.

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Executive Summary

The purpose of the 2019 Missoula Transportation Survey was to examine:

- perceptions of the transportation system;
- views about possible priorities for investments in the system;
- opinions about possible taxes or fees for system improvements;
- frequency of self-reported transportation activities; and
- opinions about the possible new transportation system elements, including electric vehicles, autonomous vehicles, e-scooters and rideshare services.

The survey was sponsored by the Missoula Metropolitan Planning Organization (MPO) and was conducted by the University of Montana's Bureau of Business and Economic Research (BBER) during the period September 9, 2019 through November 15, 2019. The 2019 survey was the third iteration of Missoula area transportation surveys, the first was conducted in 2008 and the second in 2015. The 2019 questionnaire included many of the same items asked in 2015, so the 2019 report presents an analysis of trends.

The 2019 Survey study population was adults (ages 18+) who lived in the Missoula Metropolitan Planning Area at the time of the survey excluding the institutional population, the homeless population, and those persons who were absent during the study period. Respondents were chosen from a random sample of residential addresses and within residences they were selected using the next birthday method. BBER administered the survey by mail and responses were accepted over the internet or by mail. BBER obtained 521 completed questionnaires during this survey. The overall sampling error rate for this survey is +/- 6%. The survey estimates in this report were weighted to match U.S. Census Bureau population totals for gender, age, educational attainment and location within the study area. The estimates were also weighted by the percentage of registered voters who live in the area using the Montana Secretary of State's Voter Registration List.

Overall Transportation System Quality

About 7 in 10 Missoula area residents (69%) rated the overall quality of the transportation good or higher. There was no change in the proportion of residents who rated the quality of the system good or higher from 2015 to 2019.

Preferences for Investments in the Transportation System

The 2019 Survey asked two questions examining area residents' preferences for transportation system improvements. The first question was open-ended and captured what was initially most salient to respondents. The second was closed-ended and offered a list of response options. The second question framed responses by offering response options but also aided the memory of respondents who were not as familiar with possibilities for transportation investments. It is best to consider the responses to both questions when evaluating residents' preferences.

The highest ranked responses to the open ended-question that asked about the most important transportation investment that should be made in the Missoula area were:

- Transit improvement (tied for 1st)
- Roadway maintenance (tied for 1st)

- Bicycle and pedestrian (3rd)
- New roads or bridges (tied for 5th)
- Congestion management (tied for 5th).

The highest ranked responses to the closed ended-question that asked for the top 3 transportation investments that the Missoula area should focus on were:

- Existing road maintenance (1st)
- Long distance passenger rail, commuter or light rail (tied for 3rd)
- Parking (tied for 3rd)
- Transportation system management or signal coordination (4th)
- Public transportation (5th).

Paying for Transportation System Improvements

Support for paying more taxes or fees if the revenues were spent only on transportation system improvements dropped in 2019 to 39% from 50% in 2015.

If taxes or fees were increased to pay only for transportation system improvements, a plurality of Missoula area residents (44%) preferred that the increased revenue be spent on repairing existing streets and roads.

If taxes or fees were increased to pay only for transportation system improvements, a plurality of Missoula area residents (35%) preferred that the revenue be collected through a 2 cent per gallon gas tax increase.

Rideshare and Carshare Services

Just over 2 in every 5 Missoula area residents (42%) said that they have ever used a rideshare service like Uber or Lyft in the Missoula area. A large majority of rideshare service users (76%) use the service a few times per year. Only 27% of Missoula area residents are at least somewhat interested in using a carshare service (where cars may be rented for very short periods of time).

Autonomous Vehicles

A majority of Missoula area residents (57%) said that they would be at least somewhat uncomfortable walking, bicycling or riding in a vehicle while sharing the street with an autonomous vehicle. A similar proportion of residents (63%) said they would be uncomfortable using an autonomous vehicle.

Electric Vehicles

Just over two-thirds of Missoula area residents (68%) said they are at least somewhat familiar with electric vehicles. The top concerns about purchasing an electric vehicle for use in the Missoula area were:

- Electric vehicles are not convenient for long trips (ranked 1st)
- Electric vehicles are too expensive (ranked 2nd)
- There are not enough public charging stations (ranked 3rd)
- I don't have a charging station at home (ranked 4th)
- I may get stranded due to running out of electricity (ranked 5th).

E-scooters

More Missoula area residents (44%) expressed a neutral opinion about the use of e-scooters in the Missoula area than those who supported e-scooter use (32%) or those who opposed e-scooter use (24%). Only 6% of Missoula area residents said that they are very likely to use an e-scooter share system in the Missoula area. Another 17% said that they are somewhat likely to use an e-scooter share system.

Traffic Congestion

Fewer residents (36%) reported that traffic congestion had at least a somewhat large impact on them in 2019 compared with 2015 (46%). One factor that may be related to perceived impact of traffic congestion is average commute to work time. However, as will be outlined below, the survey did not find a statistically significant change in average commute to work time for the Missoula area from 2015 to 2019. This indicates that Missoula area residents' tolerance for traffic congestion impact may have increased since 2015.

Travel in the Missoula Area

Just over 4 in every 5 Missoula area workers (82%) reported driving a car, truck or van to work in 2019. About 8% of Missoula area workers reported walking to work, 6% said they bicycled, and 4% rode public transportation. There is no statistically significant difference between the 2019 survey estimates of travel to work mode and the estimates found in the U.S. Census Bureau's 2018 5-year American Community Survey data for the Missoula metropolitan planning area. From 2015 to 2019 there appears to have been very little, if any, change in the distribution of Missoula area workers' choices of mode of transportation to work.

Missoula area workers spent an average of 17 minutes to travel to work one-way in 2019. The difference between the 2019 survey estimate and the 2015 survey estimate (16 minutes) is not statistically significant.

About one-third of Missoula area residents (33%) who live at an address with a child or children under the age of 18 said that at least one of the children was likely to walk or ride a bicycle to school over the next two weeks. The top reasons for not walking or bicycling to school were:

- Too distant (ranked 1st)
- The child is too young or homeschooled (ranked 2nd)
- Weather (ranked 3rd)
- Safety in general (ranked 4th)
- It is more convenient to drive them (ranked 5th).

Just under 4 in 10 (38%) 2019 residents of the Missoula metropolitan planning area said they rode a bicycle in the preceding 30 days. The survey estimate of the past 30-day prevalence rate for bicycling in the Missoula area dropped from 52% in 2015. This apparent decline was probably weather-influenced. The top barriers to bicycling in the Missoula area were:

- Weather (ranked 1st)
- Safety while biking next to / with cars (ranked 2nd)
- Needing to carry bulky items (ranked 3rd)
- Work schedule or family obligations (ranked 4th)
- Distance to destination is too far (ranked 5th).

Just over 4 out of every 5 adult Missoula area residents (81%) said they walked, jogged or ran outside for at least 5 minutes over the past 30 days. The overall prevalence in the Missoula area of past 30-day walking, jogging or running outside declined slightly in 2019 from 88% in 2015. This apparent decline was probably weather-influenced. The top barriers to walking, running or jogging outside were:

- Work schedule or family obligations (ranked 1st)
- Weather (ranked 2nd)
- Not interested in walking, jogging or running (ranked 3rd)
- Personal health or disability (ranked 4th)
- Distance to destination is too far (ranked 5th).

About 15% of Missoula area residents reported riding any form of public transportation in the last 30 days. There was no significant difference in the overall 30-day prevalence of public transportation ridership among Missoula area residents from 2015 (16%) to 2019. The top barriers to using public transportation in the Missoula area were:

- Bus doesn't run when I need it to (ranked 1st)
- Work schedule or family obligations (ranked 2nd)
- Bus doesn't go where I need it to (ranked 3rd)
- Distance to the bus stop is too far (ranked 4th)
- Need to carry bulky items (tied for 6th)
- Other modes are more convenient (tied for 6th).

Introduction

The purpose of the 2019 Missoula Transportation Survey was to examine:

- perceptions of the transportation system;
- views about possible priorities for investments in the system;
- opinions about possible taxes or fees for system improvements;
- frequency of self-reported transportation activities; and
- opinions about the possible new transportation system elements, including electric vehicles, autonomous vehicles, e-scooters and rideshare services.

The 2019 survey was designed to help policy-makers and planners quantify public opinions about the Missoula area transportation system and examine trends in public opinion. This is the 3rd iteration of this survey. The previous iterations were conducted in 2008 and 2015. The 2019 survey replicates many of the questions asked in 2015, making analysis of trends possible.

The mail and internet-administered survey provides City of Missoula and Missoula County a rigorous, representative sample by which to gauge current public opinion. The survey was constructed to act as a benchmark that would allow possible future exploration of trends in public sentiment regarding the area transportation system.

The paragraphs that follow describe the design and implementation of the survey. This description provides readers information required to understand the results that are presented in subsequent sections of this report. In addition, the documentation of the survey methods presented below offers readers information that is useful when assessing the quality of the survey and the reliability of the public opinion estimates produced using the survey data. As will be shown below, the methods used for this survey were rigorous and state-of-the-art.

Survey Methods

Questionnaire design

The questionnaire was designed by the Bureau of Business and Economic Research (BBER) of the University of Montana and by the transportation planning staff of the Missoula Metropolitan Planning Organization (MPO). The draft questionnaire was evaluated using cognitive interviews. In cognitive interviews, test respondents are asked to think aloud their thoughts as they encounter the questionnaire. Revisions were made to the draft based on the cognitive interview process. BBER programmed and tested the internet version of the questionnaire using software provided by Qualtrics, Inc. MPO was the final approval authority for the questionnaire.

Sampling

Sampling was conducted using an addressed-based, random sample purchased from Dynata, Inc. Within household random sampling was conducted using the next birthday method. The study population was adults (ages 18+) who lived in an occupied dwelling that was listed on the U.S. Postal Service's Computerized Delivery Sequence File. These adults were sampled from a total of 67 U.S. Census block groups that contain the Missoula Metropolitan Planning Area. The list of U.S. Census block groups was provided by MPO staff. This population differs slightly from all adults as it excludes institutionalized persons, homeless persons, and those absent during the survey period. The study population was 82,848 adult residents of the Missoula Metropolitan Planning Area,

as estimated by the 2017 U.S. Census Bureau American Community Survey 5-year data (U.S. Census Bureau, 2019). BBER randomly sampled 1,300 addresses and obtained 521 unweighted survey responses.

Sampling Error

The 521 responses obtained in this survey yielded a confidence interval of +/- 6%. This means that if the survey were administered 100 times, in 90 of the administrations a proportion of 50% would be found +/- 6%. The sampling error rate for respondents to this survey who lived in the City of Missoula is +/- 6% and the sampling error rate for respondents who lived outside Missoula City but in the study area (county residents) is +/- 10%. Data users should take care to calculate confidence intervals and standard errors for these survey estimates using a modern statistical software package that can account for the complex design of the survey as opposed to using older survey analysis practices that assume of unweighted, simple random sampling.

For reference, Table 1presents population totals and 90% confidence intervals for a survey estimated proportion of 50% of the study's main geographic divisions.

TABLE 1: STUDY POPULATIONS AND 90% CONFIDENCE INTERVALS

	Entire planning area	City only	County only
Total	82,848	61,616	21,232
50% of survey responses	41,424	30,808	10,616
90% confidence interval	+/- 4,971	+/- 3,697	+/- 2,123

Survey Administration

BBER administered the survey on behalf of the MPO during the period September 9, 2019 through November 15, 2019.

The surveys were administered by mail and responses were collected over the internet or via a hardcopy questionnaire. Sampled potential respondents received up to 4 mail contacts during the survey:

1. An introductory letter inviting participation via an internet link provided;
2. A follow-up letter thanking respondents and reminding nonrespondents that they could participate via the internet link provided;
3. A 6" x 9" questionnaire packet mailed to non-respondents only inviting participation via an internet link provided or by completing a hardcopy questionnaire and returning it in the stamped envelope provided;
4. A second 6" x 9" questionnaire packet mailed to non-respondents only inviting participation via an internet link provided or by completing a hardcopy questionnaire and returning it in the stamped envelope provided.

BBER carefully documented the survey completion status of each resident in the survey sample. This allowed calculation and reporting of a unit response rate. The response rate for this survey was 40%. This response rate was calculated using American Association for Public Opinion Research definition 3. (AAPOR, 2016) The response rate is nearly identical to that obtained by BBER in the 2015 survey (41%). A 40% response rate is

typical for a rigorously administered, randomly sampled, mail and internet survey. (Dillman, Smyth, & Christian, 2014)

Data Set Preparation

Following collection and data entry, 100% of mailed questionnaires were verified for data entry accuracy. Appropriate data labels were added as well as composite variables and flags to facilitate analysis. Missing values for the weighting variables, necessary for comparison to the 2017 ACS 5-year estimates, were imputed using the multiple imputation method (Berglund & Heeringa, 2014) (Rubin, 1987). Data were processed using three statistical software packages: IBM SPSS Statistics Version 25 (2017), SAS Version 9.4 (2016), and Statistics Canada's G-EST Version 2.01.004 (2019).

Weighting

The estimates presented in this survey are produced using survey weights. Survey weights improve the accuracy of estimates and help to ensure that the survey is representative of the study population. The consensus in the scientific literature is that correctly constructed and applied weights should be used to produce statistics that describe survey data. (Kish & Frankel, 1974) (Rao, Hidiroglou, Yung, & Kovacevic, 2010) (Valliant, Dever, & Kreuter, 2013) (Battaglia, et al., 2016) (Haziza & Beaumont, 2017)

Weights for the survey were calculated using a three-step process that is also widely accepted in survey research literature. (Haziza & Beaumont, 2017) (Battaglia, et al., 2016) (Haziza & Lesage, 2016) (Lavallee & Beaumont, 2016) (Valliant, Dever, & Kreuter, 2013) In step 1 a base weight was calculated to account for the probability of selection of each individual in the sample. The population control total was based on the U.S. Census Bureau's American Community Survey 2017 5-year estimate for the population of persons age 18 and older (U.S. Census Bureau, 2019). In step 2 the base weight was modified to adjust for nonresponse. (Haziza & Lesage, 2016) (Battaglia, et al., 2016) (Brick, 2013) (Kreuter & Olson, 2013) (Olson, 2013) (Valliant, Dever, & Kreuter, 2013) In step 3 the nonresponse-adjusted weight was calibrated to population control totals derived from the U.S. Census Bureau's American Community Survey 2017 5-year estimates for the population of persons age 18 and older (Haziza & Beaumont, 2017) (Lavallee & Beaumont, 2016) (Valliant, Dever, & Kreuter, 2013) (Sarndal, 2007) (Kalton & Flores-Cervantes, 2003).

Survey weight calibration was conducted using the Gest_Calibration module of Generalized Estimation System version 2.01.004 (January 2019) developed by Statistics Canada. The survey weight was calibrated to population control totals by:

1. U.S. Census Bureau population (ages 18 +) for the Missoula City and County portions of the study area
2. Gender
3. Age
4. Educational attainment
5. Voter registration (Montana Secretary of State, 2019)

Two survey weights were provided by BBER in the dataset: a population weight useful for estimating the number of adults in the study population who have a particular characteristic, and a sample weight needed for some statistical packages to calculate accurate standard errors.

Respondent Characteristics

Table 2 below describes the 521 respondents. 2017 U.S. Census Bureau American Community Survey 5-year population proportions (ages 18 +) for the study population of 82,848 persons are provided for context.

TABLE 2: 2019 SURVEY RESPONDENT CHARACTERISTICS

Characteristic		2017 ACS 5-Year Estimate (%)	2019 Voter Registration List	Unweighted Responses (%)	Weighted Responses (%)
Gender	Female	49.7%		57.8%	49.7%
	Male	50.0%		41.7%	50.0%
	Other	0.3%		0.5%	0.3%
Age	18-34	39.1%		18.1%	39.1%
	35-49	22.4%		23.8%	22.4%
	50-64	22%		28%	22%
	65+	16.5%		30.1%	16.5%
Educational attainment	HS diploma or less	28.4%		10%	28.4%
	Some college or AA degree	35%		29.2%	35%
	Bachelor's degree or more	36.6%		60.8%	36.6%
Location of residence in the metro planning area	City	74.4%		77.9%	74.4%
	County	25.6%		22.1%	25.6%
Voter registration	Registered		85.8%	85.2%	85.8%
	Not registered		14.2%	14.8%	14.2%

2019 Survey Estimate Reliability

The survey estimates presented in this report appear to be quite reliable when compared to available benchmarks. The gold standard of surveys in the United States is the U.S. Census Bureau's American Community Survey (ACS). The ACS estimates some transportation-related statistics for the Missoula Metropolitan Planning Area that can serve as benchmarks against which the 2019 Survey estimates may be compared. The comparable 2019 Survey estimates closely match the ACS estimates. Table 3 below presents the comparison.

TABLE 3: COMPARISON BETWEEN THE 2019 SURVEY AND ACS ESTIMATES

Benchmark		ACS 5-Year Data Estimate	2019 Survey Estimate
Mode of travel to work (% of workers)	Car, truck or van	86%	82%
	Walk	6%	8%
	Bicycle, motorcycle or other	5%	6%
	Public transportation	3%	4%
Average number of people who rode in the vehicle to work (people)		1.3	1.3
Average travel time to work (City only)(minutes)		16	15
Average number of working motor vehicles per residence (City only)(motor vehicles)		1.7	1.7

Two 2019 Survey estimates exactly match the ACS estimates: 1) average number of people who rode in the vehicle to work and 2) average number of working motor vehicles per residence. The 2019 Survey estimates for mode of travel to work and average travel time to work are well within the 2019 Survey and the ACS margins of sampling error. These close matches between estimated transportation-related statistics should increase readers' confidence in the estimates presented in the remainder of this report.

Analysis

BBER conducted a statistical analysis of the survey data to meet the needs of MPO. BBER analyzed the data collected using frequencies, cross-tabulations, standard measures of central tendency (mean, median, and mode), ANOVA (analysis of variance) and hypothesis tests (chi-square and t-tests). IBM SPSS Statistics version 25, a statistical analysis software, was used to produce the analysis presented in this report. Within SPSS Statistics version 25 the complex samples module and the tables module were used in this analysis.

Structure of the Report

The remainder of this report is divided into 8 chapters. Each chapter focuses on a general topic of interest. Within a general topic area, each chapter is organized in the order that the relevant questions were asked in the questionnaire. The appropriate question text is provided for the convenience of the reader. Most topics present findings that compare responses from Missoula City residents and Missoula County residents who lived outside the City but in the MPA. BBER recognizes that all 2019 Survey respondents live in Missoula County. However, the report distinguishes between City and County because it is helpful to know the differences in preferences and needs, and it is helpful for elected officials to know that for their constituents. It also helps to provide urban context – do the respondents live in a more urban center situation or a more rural setting?

Unless the report specifies otherwise, differences between responses from two or more demographic groups cited in the report are significant at the .10 level. This means that if the survey were replicated 100 times, the difference cited would be found in at least 90 of the replications.

Two appendices are provided at the end of the report for readers who need more detailed information. The first appendix provides the full questionnaire wording. The second appendix presents detailed survey response cross-tabulations by a number of key demographic characteristics.

The next chapter of this report examines general perceptions about the quality of the Missoula area transportation system.

General Perceptions of the Quality of the Missoula Area Transportation System

The paragraphs that follow present the findings of the Missoula Area Transportation Survey that was conducted in September, October and November of 2019. While the report as a whole is organized by topic, within each topic area the results are presented in the order that the questions appeared in the questionnaire. The text of each question is provided to assist the reader. When differences between groups are cited, like differences in opinions between Missoula City residents and area residents who live outside the City (County residents), those differences are statistically significant at the .10 level. The section of the report that follows describes Missoula transportation planning area residents' rating of the overall quality of the area transportation system.

Q2. Overall, how would you rate the quality of life in the Missoula area?

Q3. How would you rate the overall quality of the transportation system (including roads, bicycle and pedestrian facilities, public transit (buses), etc.) in the Missoula area?

2019 Missoula area residents' ratings of the overall quality of the area transportation system fell into three groups. About one-third of area residents (33%) rated the quality of the area transportation system as excellent or very good. Another one-third of residents (36%) rated the quality of the transportation system as good. A final one-third (29%) rated the quality of the area transportation as fair or poor or didn't know (2%). Figure 1 presents these ratings and residents' overall ratings of the quality of life in the Missoula area for context.

FIGURE 1: GENERAL PERCEPTIONS OF THE OVERALL QUALITY OF THE AREA TRANSPORTATION SYSTEM
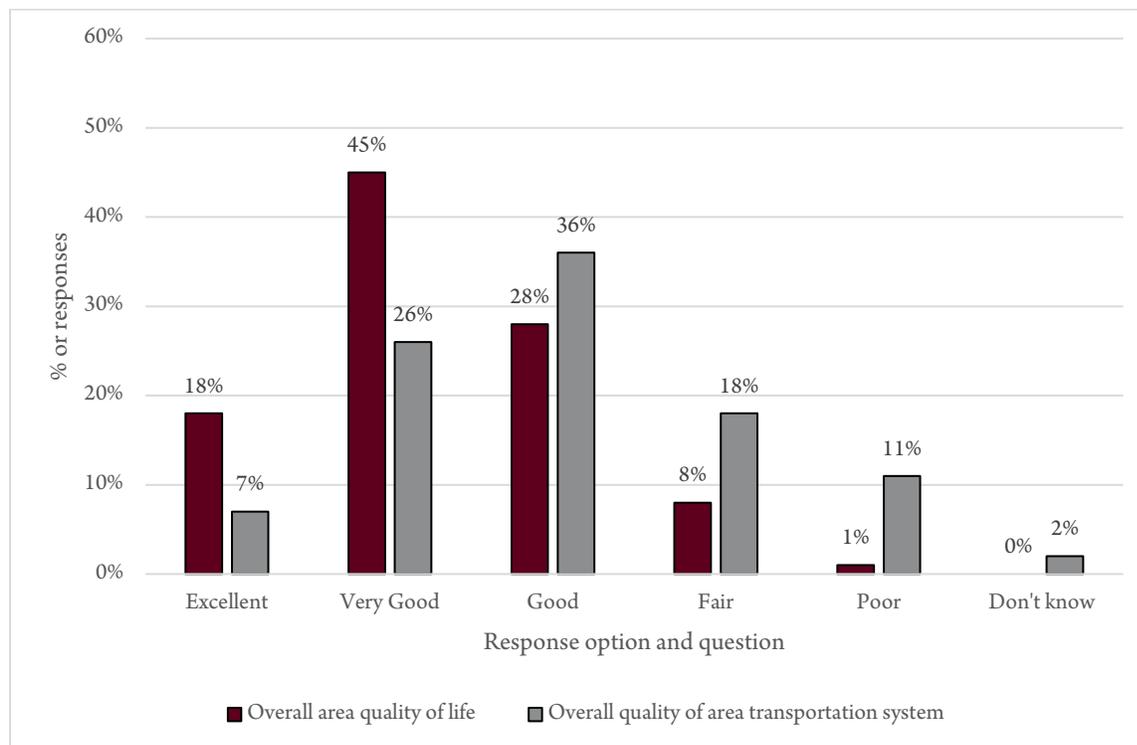
It is also useful to compare the ratings of the quality of the area transportation system reported by the location of the respondent's residence, specifically whether the respondent lived in Missoula City (City) or in the transportation planning area but outside Missoula City (County). Figure 2 presents these ratings.

FIGURE 2: CITY VS. COUNTY RATINGS OF AREA TRANSPORTATION SYSTEM QUALITY
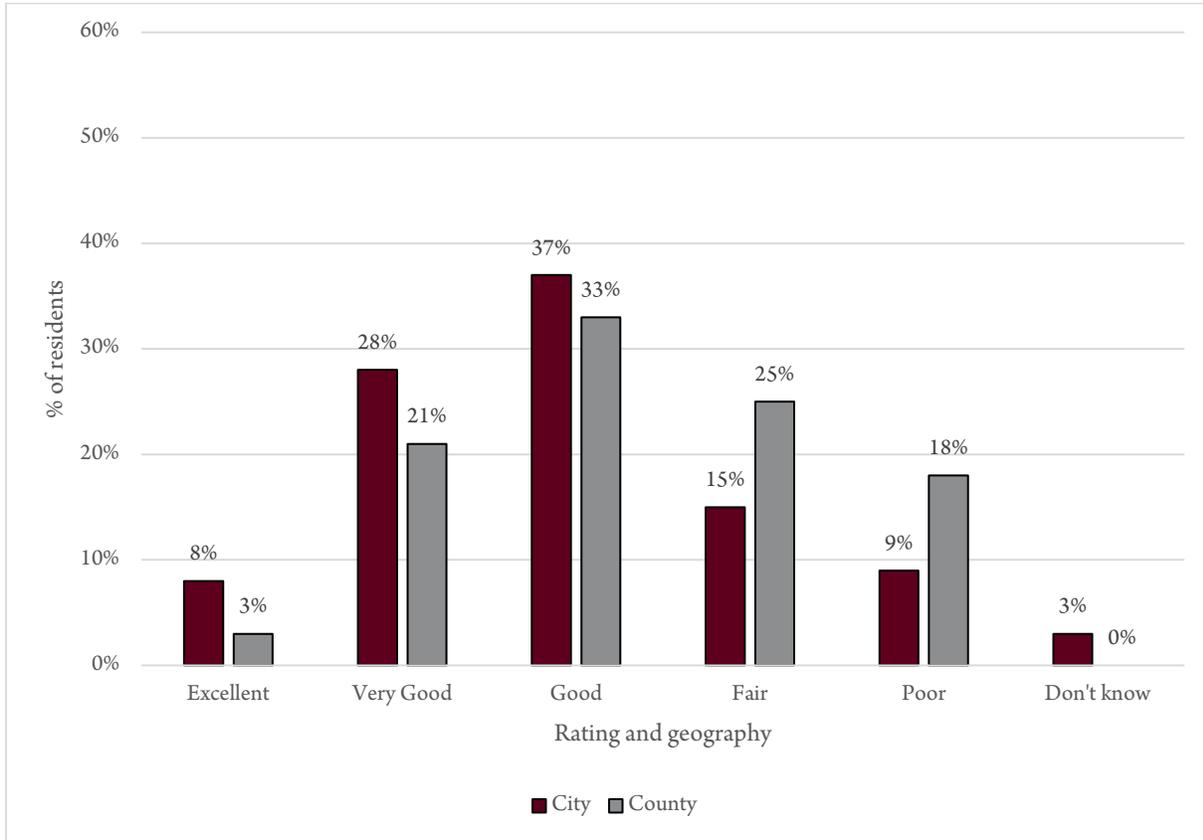
While the survey estimates show that more City residents rated the area transportation system positively than did County residents, none of the differences between City and County ratings exceeded the survey's margin of sampling error with 90% confidence. This means that the differences found could simply be due to randomly selecting survey respondents.

Trends

Two trends emerge upon examination of the survey results First, the 2019 survey found essentially no change in residents' ratings of the overall quality of the area transportation from 2015. Figure 3 illustrates this finding.

FIGURE 3: TREND IN OVERALL SYSTEM QUALITY RATINGS
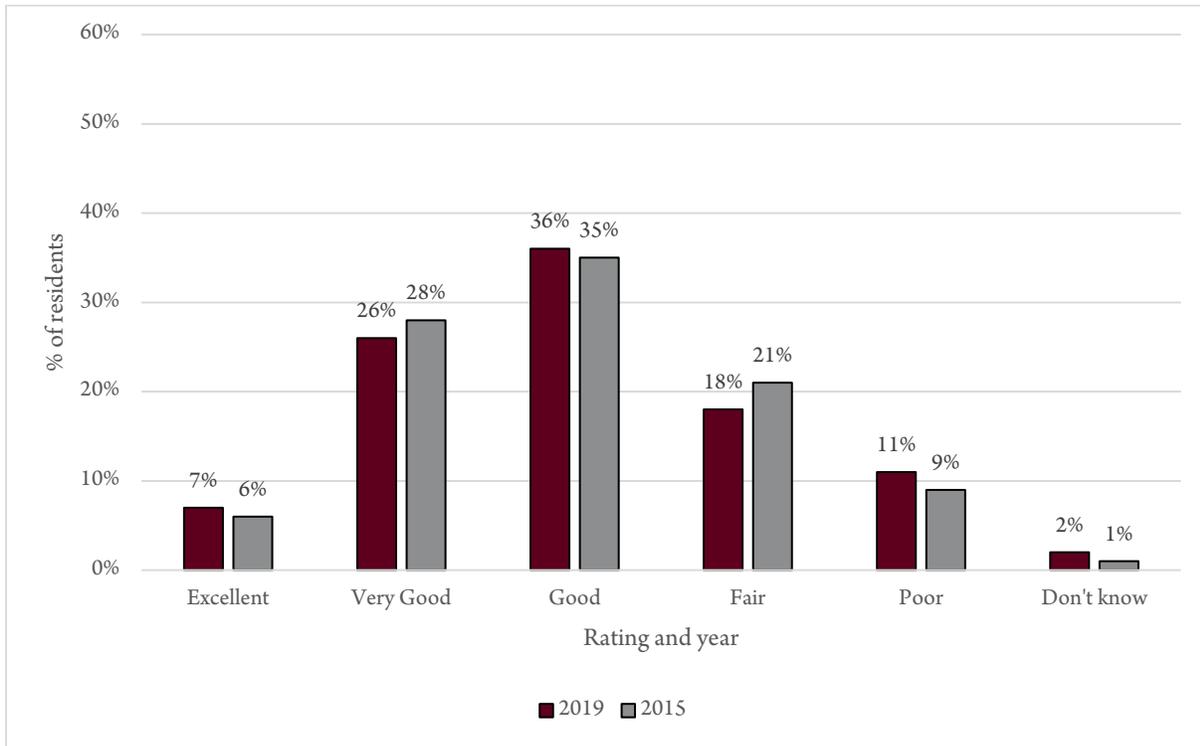
Second, in both 2019 and 2015 residents who commuted to work by bicycling, walking or bus rated overall area transportation system quality higher than did those who commuted by car, truck or van. Table 4 illustrates this trend.

TABLE 4: SYSTEM QUALITY RATING BY COMMUTE MODE

	2019			**2015**		
	Car, truck or van	**Bike, walk or bus**	**Not in workforce or work at home**	**Car, truck or van**	**Bike, walk or bus**	**Not in workforce or work at home**
Excellent	7%	11%	5%	7%	7%	2%
Very Good	21%	40%	35%	28%	31%	28%
Good	37%	45%	30%	31%	45%	44%
Fair	22%	4%	15%	25%	12%	17%
Poor	13%	0%	15%	9%	5%	9%

In 2019, 96% of bike, walk or bus commuters rated system quality good or higher, while only 65% or car, truck or van commuters rated system quality good or higher. This pattern was first found in 2015, when 83% of bike, walk

or bus commuters rated system quality good or higher, while only 66% or car, truck or van commuters rated system quality good or higher.

Preferences for Investments in the Missoula-Area Transportation System

Q4. What is the most important transportation investment that should be made in the Missoula area?

Q5. What type of transportation investments should the Missoula area focus on?

Missoula area residents were asked about possible transportation system investments in two different ways. First, residents were asked in an open-ended question to tell us the most important investment that should be made. Second, residents were presented a list of types of transportation system investment and asked to select their top 3 choices for the Missoula area to focus on.

This two-question sequence was chosen to measure two different concepts. First, the open-ended question captured the system investment that was initially most prominent in the mind of the resident. Second, the list gave residents an opportunity to refresh their memory of types of investment that are possible and then report their top three choices using those refreshed memories.

Data users should consider the results from both questions when evaluating the preferences of Missoula area residents. Keeping in mind both residents' initially prominent response and their memory-aided responses yields a fuller understanding of how residents think about investments in the area's transportation system.

Transit improvements (22% of all responses) and roadway maintenance (19% of all responses) were statistically tied as the most frequently cited transportation investment that is most important. Residents provided a total of 550 responses to question 4, 405 by city residents and 145 by county residents. Table 4 describes these responses.

TABLE 5: MOST IMPORTANT MISSOULA-AREA TRANSPORTATION INVESTMENT

	All	City	County
Investment category	Column %	Column %	Column %
Transit improvement	22%	24%	16%
Roadway maintenance	19%	17%	23%
Bicycle or pedestrian	15%	19%	3%
New roads or bridges	9%	7%	17%
Congestion management	9%	8%	9%
Road widening	6%	4%	9%
Snow removal	4%	5%	1%
Parking	3%	3%	2%
Signals or signs	3%	3%	1%
Safety	3%	2%	4%
Lighting	1%	2%	0%
Education	1%	1%	3%
Intercity or unspecified rail	1%	0%	3%
Shared mobility	0%	0%	0%
Complete streets	0%	0%	1%
Airport	0%	0%	0%
Other	5%	3%	8%

Bicycle or pedestrian facility investments (15% of all responses) were the third most commonly mentioned investment. This was followed in frequency of citations by new roads or bridges (9% of all responses) and congestion management (9% of all responses).

The categories representing the responses to question 4 (Table 5 above) were developed by Missoula Metropolitan Planning Organization staff. Since these categories are necessarily broad, Table 6 below will be of use to data users as they interpret specific response categories.

TABLE 6: MOST IMPORTANT INVESTMENT CATEGORY DESCRIPTIONS

Investment category	Open-response example
Transit improvement	Expand service, Sunday service, transit-related ADA, bus stop improvements, light rail, etc.
Roadway maintenance	Fill potholes, re-striping, re-surface, repair, update, etc.
Bicycle or pedestrian	Bike facilities, sidewalks, bike racks, bike or pedestrian-related ADA, etc.
New roads and bridges	More bridges, bypass, more roads or highways, new routes, etc.
Congestion management	Relieve congestion, improve flow, east-west traffic, excessive traffic, etc.
Road widening	Add vehicle lanes, remove bike lanes, wider vehicle lanes, etc.
Snow removal	Plowing
Parking	More parking, parking access, downtown parking, etc.
Signals or signs	Light timing, improved signage, more stop signs, enhanced signals, etc.
Safety	Safety, safer bike lanes, safer roads, safer parking, safer for all
Lighting	More street lighting, brighter street lights
Education	Driving training, bicycle training, etc.
Intercity or unspecified rail	Develop rail service between Montana cities, general rail comments
Shared mobility	Permit or promote bike share, car share, or e-scooter share
Complete streets	Improve conditions for all modes as opposed to a specific mode
Airport	Improve the Missoula airport, etc.
Other	Comments unrelated to transportation, unclassifiable

City residents and county residents expressed differing views on the most important investment. The most frequently mentioned category of investment among city residents was transit improvement (24% of city resident responses). In contrast, the most often cited category among county residents was roadway maintenance (23% of county resident responses). A second difference appears when examining bicycle or pedestrian investments. While 19% of city respondents most frequently mentioned bicycle or pedestrian investments, only 3% of county respondents cited bicycle or pedestrian investments. Additionally, 17% of county respondents said that investments in new roads or bridges are most important, but only 7% of city respondents mentioned this type of investment.

Existing road maintenance was the dominant choice of respondents (23% of all responses) when selecting the top 3 types of transportation investments that the Missoula area should focus on from a list of 12 possibilities. Table 7 below presents the responses to question 5.

TABLE 7: TOP 3 TRANSPORTATION INVESTMENTS THAT THE MISSOULA AREA SHOULD FOCUS ON

Investment category	All Column %	City Column %	County Column %
Existing road maintenance	23%	23%	25%
Long distance passenger rail, commuter rail or light rail	11%	10%	14%
Parking	11%	10%	13%
Transportation system management or signal coordination	10%	9%	14%
Public transportation	8%	9%	5%
Bike lanes	7%	9%	3%
Improvements to assist travel by people with disabilities	6%	7%	2%
New roadways	6%	4%	10%
Sidewalks	6%	6%	3%
Safety or crossing improvements	5%	5%	5%
Recreational trails	4%	5%	3%
Electric vehicle charging infrastructure	2%	3%	2%

Three additional types of investment were statistically tied as the 2nd most frequently selected: rail transportation (11% of all responses), parking (11% of all responses) and system management or signal coordination (10% of all responses).

The distributions of city resident responses and county resident responses to question 5 were very similar to each other. Three small differences did appear. First, 14% of county responses cited system management or signal coordination, while 9% of city responses cited system management or signal coordination. Second, 10% of county responses mentioned new roadways, compared with only 4% of city responses. Third, 7% of city responses cited improvements to assist travel by people with disabilities, while only 2% of county responses cited these improvements.

Trends

The 2019 survey did not ask the same questions about preferences for investments in the Missoula-area transportation system that were asked in 2015. Thus, a straightforward assessment of trends about preferences for transportation system investments isn't possible. In fact, the questions asked in the 2019 and 2015 are so different that any comparison at all must be done keeping in mind the complex set of influences the question changes may have on responses.

Two very limited observations about trends in preferences for investments in the Missoula-area transportation system should be made. First, roadway maintenance was ranked highly in 2019 and in 2015. In 2019 roadway maintenance was ranked 1st (or tied for 1st) in both questions asked. In 2015, 71% of respondents rated adding and improving roadways for vehicles as a very or somewhat high priority, ranking it 1st out of 4 choices. Second, investment in transit or public transportation appears to be more prominent in the choices of 2019 respondents than in the choices of 2015 respondents. In 2019 transit investments were ranked at the top of most important investments and in the middle of a list of 12 possibilities. The rankings of transit in 2015 appeared lower. Specifically, in 2015 providing more or improved public transit (bus) services was ranked 4th out of 4 possibilities. Also in 2015 only 32% of respondents rated adding and improving public transit services was a very or somewhat high priority. That 2015 rating again ranked 4th out of 4 possibilities.

Paying for Transportation System Improvements

Q18. Current transportation needs in the Missoula area are greater than the amount of money available to address them. Generally speaking, would you support or oppose paying more taxes or fees if the revenues were spent only on transportation system improvements?

Support and opposition for paying more taxes or fees if the revenues were spent only on transportation system improvements were statistically tied among adult residents of the Missoula metropolitan planning area in 2019 – 39% of residents somewhat or strongly opposed the idea while 36% somewhat or strongly supported it. An additional 18% of residents neither supported nor opposed and 7% said they didn't know. Table 8 below displays these findings.

TABLE 8: OPINION ON FOR PAYING MORE TAXES OR FEES FOR TRANSPORTATION SYSTEM IMPROVEMENTS

	Strongly support	Somewhat support	Neither support nor oppose	Somewhat oppose	Strongly oppose	Don't know
All	12%	24%	18%	17%	22%	7%
City	15%	26%	17%	18%	17%	7%
County	5%	16%	19%	14%	39%	7%

Opinions differed significantly between city and county residents. Support among city residents (41%) for paying more taxes or fees for transportation system improvements was statistically tied with opposition (35%). In contrast, only 21% of county residents supported paying more taxes or fees while a majority of county residents (53%) opposed.

Examining strength of support or opposition also yields useful observations. Opposition for paying more taxes or fees for transportation system improvements is a more a more intensely held opinion than support. Considering the planning area as a whole, a majority of the support resides in the weaker "somewhat support" category and a majority of the opposition resides in the stronger "strongly oppose" category. The intensity of feeling is particularly evident among county residents, where the single most common response (39%) was strongly oppose.

Although examining the opinions of all metropolitan transportation planning area residents is very important, it is also important to examine the opinions of registered voters in the area. The paragraph that follows presents this examination.

A familiar pattern emerges when exploring the opinions of registered voters. Figure 1 displays this pattern with response categories collapsed and the don't know responses removed for simplicity. Support and opposition among all registered voters in the metropolitan planning area was also statistically tied – 43% opposed and 39% supported. And again, support among city residents (45%) for paying more taxes or fees for transportation system improvements was statistically tied with opposition (38%). This contrasts with county residents, of whom only 24% supported paying more taxes or fees while a majority (57%) opposed.

FIGURE 4: REGISTERED VOTER OPINION ON PAYING MORE TAXES OR FEES FOR TRANSPORTATION SYSTEM IMPROVEMENTS
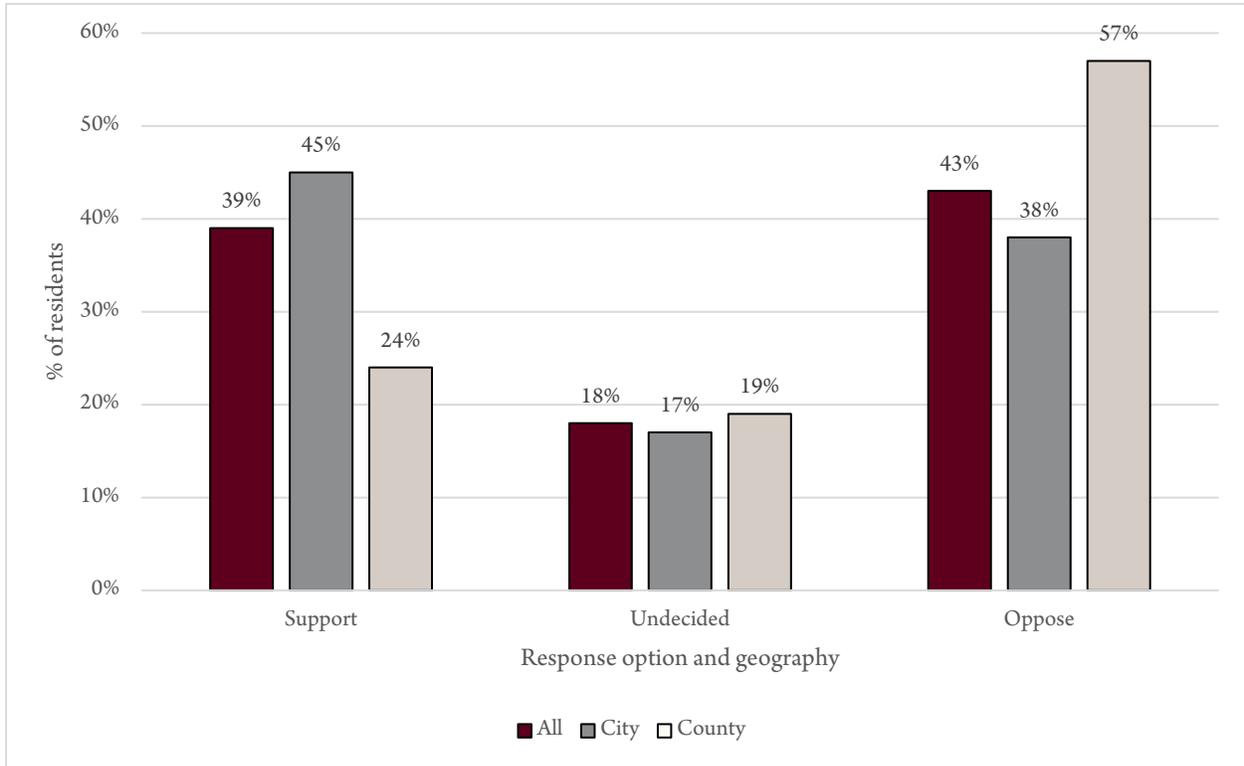
Trend

Support decreased and opposition increased in 2019 for paying more taxes or fees if the revenues were spent only on transportation system improvements when compared to 2015. Figure 5 displays the trend for the metropolitan planning area as a whole with response categories collapsed and don't know responses excluded for clarity.

FIGURE 5: OVERALL TREND IN OPINION ABOUT PAYING MORE TAXES OR FEES FOR TRANSPORTATION SYSTEM IMPROVEMENTS
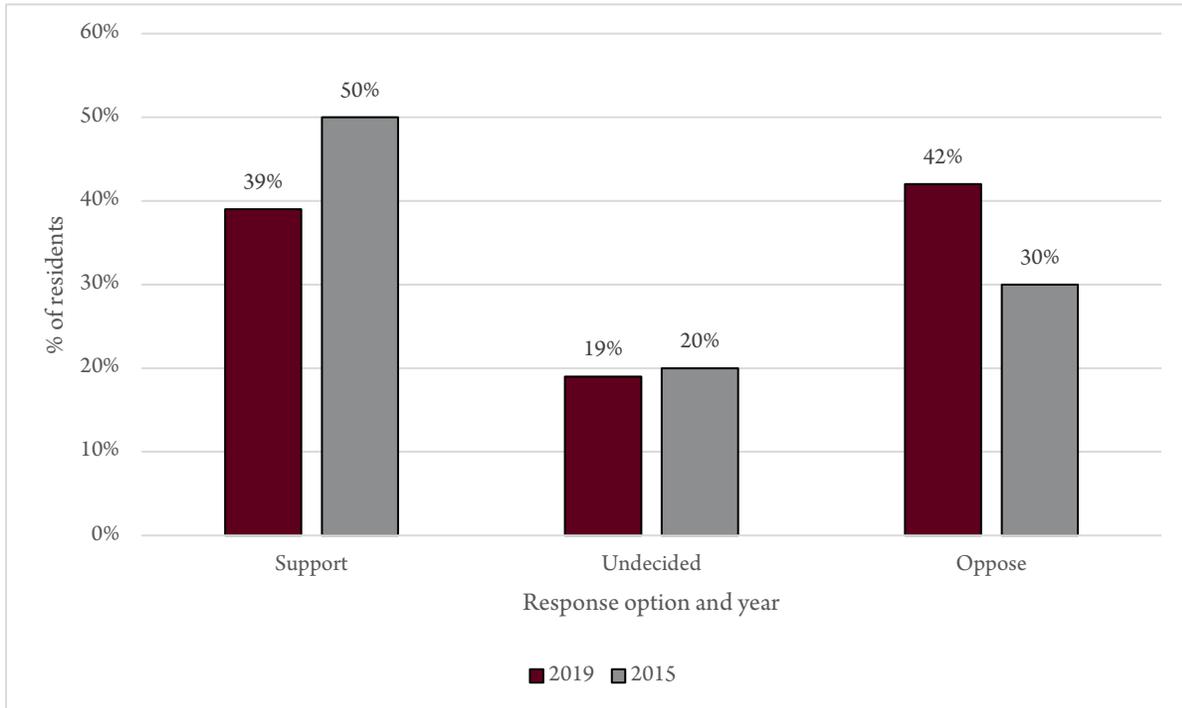
Support among residents of the entire metropolitan planning area dropped from 50% in 2015 to 39% in 2019. Opposition increased from 30% in 2015 to 42% in 2019. The proportion of undecided residents was essentially unchanged. This pattern holds true when examining opinion by voter registration and location of residence, as the next paragraphs demonstrate.

Figure 6 illustrates the trend for registered voters by their place of residence.

FIGURE 6: TREND IN REGISTERED VOTER OPINION ON PAYING MORE TAXES OR FEES FOR TRANSPORTATION SYSTEM IMPROVEMENTS BY PLACE OF RESIDENCE
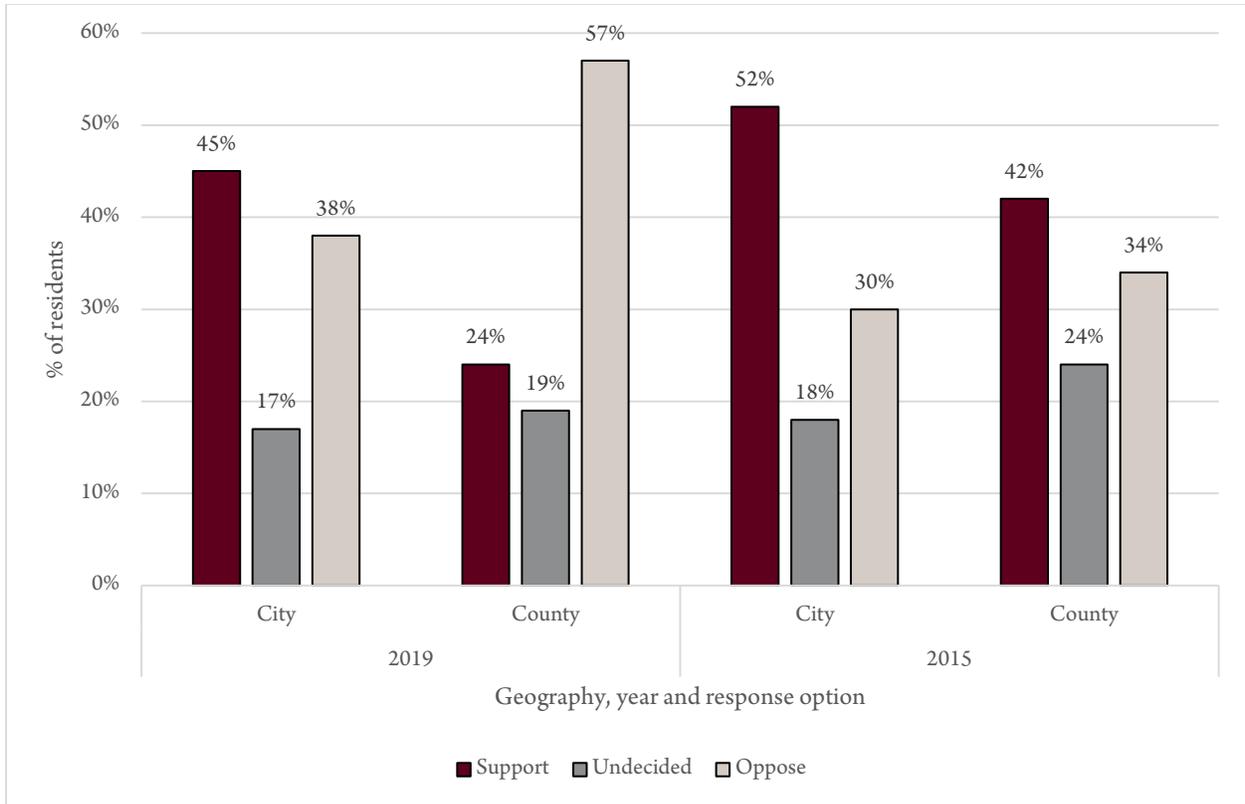
Among registered voters in the city the level of support declined from 52% in 2015 to 45% in 2019, and the level of opposition increased from 30% in 2015 to 38% in 2019. The change in opinion was more pronounced among registered voters who live in the county. Among county registered voters the proportion of supporters dropped from 42% in 2015 to 24% in 2019. Opposition among county registered voters increased from 34% in 2015 to 57% in 2019.

It is beyond the scope of this study to attempt to explain this change in opinion. However, in the years between 2019 and 2015 several bond issues were adopted and taxable property values were reassessed in jurisdictions that overlap the metropolitan planning area. In addition, there was substantial press coverage of these events. Data users interested in explaining the change in opinion may wish to start with evaluating the effect of these events on public opinion.

Q19. If taxes or fees were raised to improve transportation in the Missoula area, what would you want to see the additional revenues used for?

Maintaining and repairing existing streets and roads was chosen most often (44%) as the transportation improvement on which residents would want to use any additional revenue raised. Table 9 describes residents' choices.

TABLE 9: SPENDING PREFERENCES IF TAXES OR FEES ARE INCREASED

Potential action	%
Maintain and repair existing streets and roads	44%
Widen existing streets and roads	11%
Improve public transit (bus)	10%
Improve bicycle facilities, such as trails/paths and lanes	10%
Improve safety and reduce crashes	8%
Improve pedestrian facilities, such as sidewalks and crosswalks	6%
Build new streets and roads	5%
Don't know	6%

Widening existing streets and roads (11%), improve public transit (10%) and improve bicycle facilities (10%) were the next most commonly chosen potential actions.

FIGURE 7: CITY VS. COUNTY PREFERENCES FOR SPENDING NEW TAXES OR FEES
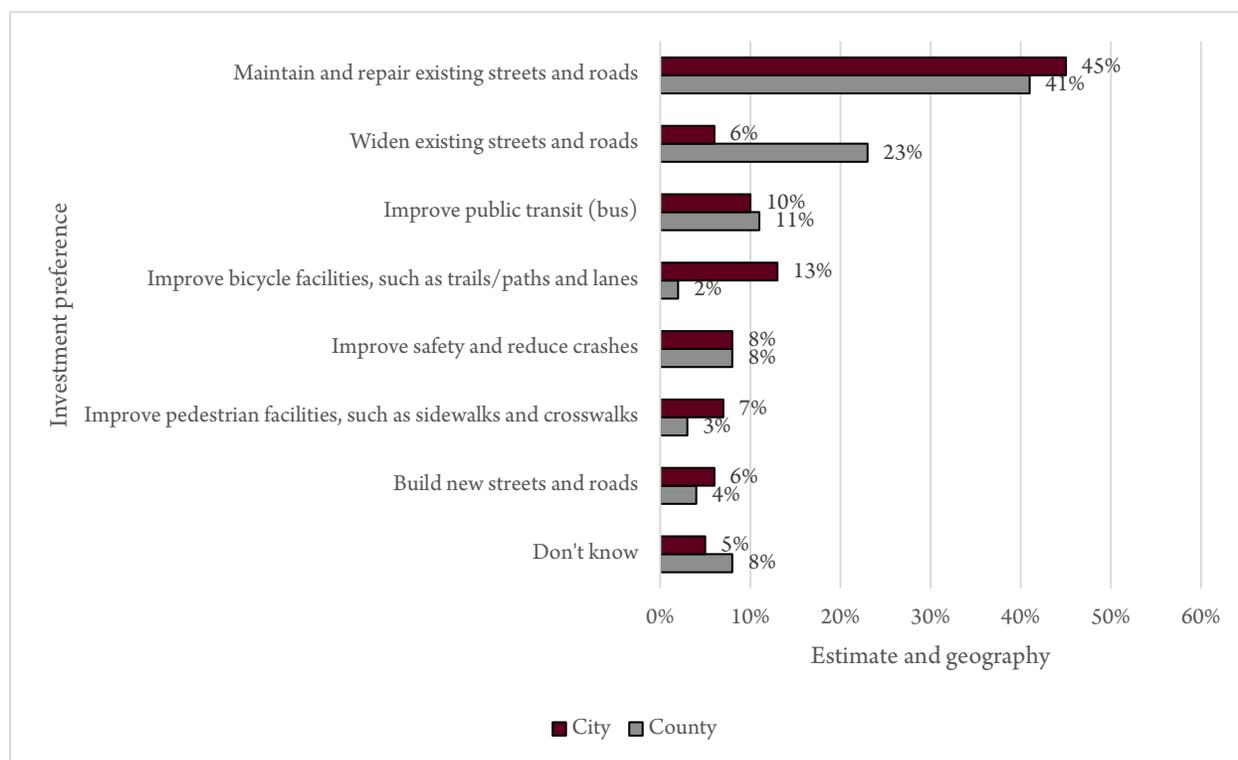
A few differences emerge when looking at the responses to question 19 by respondent's residence location (see Figure 7). County residents (23% were much more likely than city residents (6%) to choose widening existing streets and roads. City residents (13%) more often cited improving bicycle facilities than did county residents (2%).

Trend

Public opinion about preferred targets for any additional new spending did not change significantly in 2019 when compared to 2015, with one small exception. The portion of residents who advocated widening existing streets and roads dropped in 2019 to 11% from 19% in 2015.

Q20. What type of tax or fee would you be most willing to support if the revenues were used only for transportation system improvements locally?

Taken as a whole, more residents of the metropolitan planning area (35%) said they would be most willing to support a 2 cent increase per gallon of fuel, compared to any other type of tax or fee. Figure 8 below displays the responses to question 20.

FIGURE 8: TYPE OF NEW TAX OR FEE PREFERRED BY RESIDENCE LOCATION
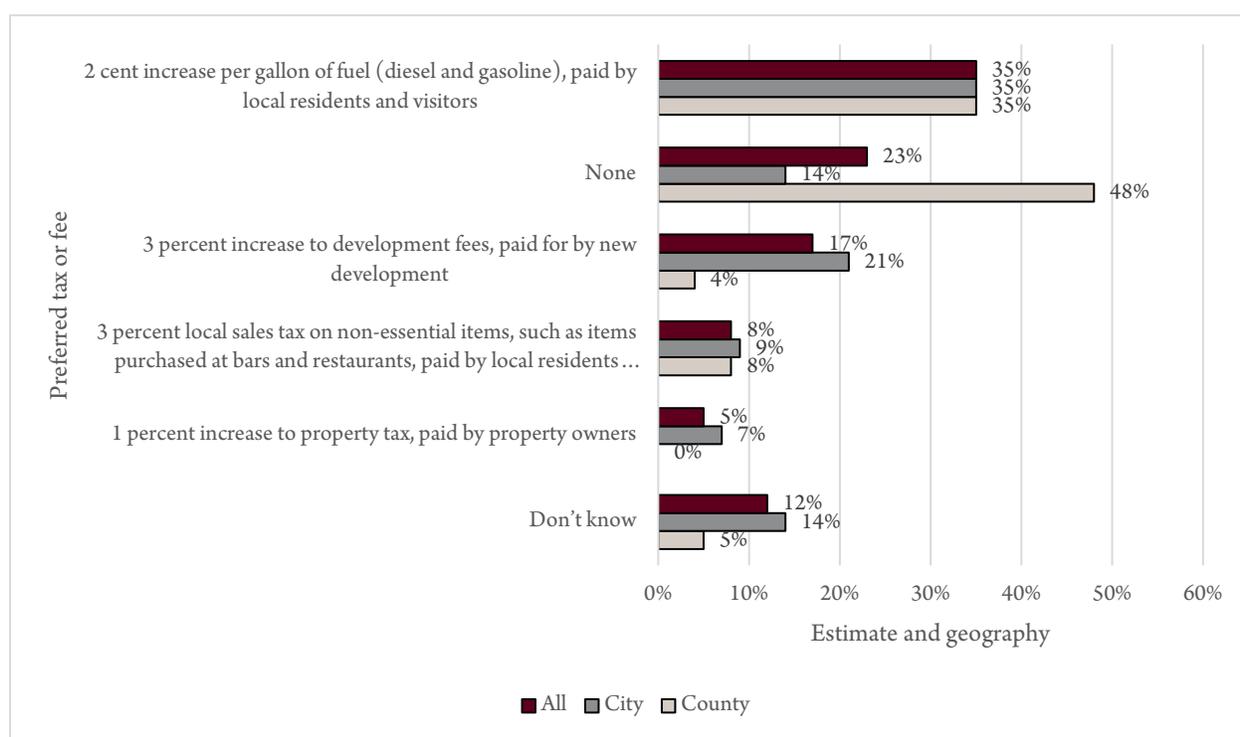
The second most commonly preferred type of tax or fee was actually none, which was chosen by 23% of residents. A 3% increase in development fees was the third most commonly preferred tax or fee (17%).

There were two significant differences between the opinions of city residents and county residents. First, 48% of county residents preferred none of the tax or fee alternatives, while only 14% of city residents said they preferred none. Second, 21% of city residents said they preferred a 3% increase in development fees, while only 4% of county residents preferred a 3% increase in development fees.

Though not shown in Figure 8 for clarity, area registered voters displayed the same pattern as area residents as a whole. 36% of city registered voters preferred a 2 cents per gallon fuel tax increase and 35% of registered county voters preferred the fuel tax. 21% of city registered voters supported a new development fee, compared with just 4% of county registered voters. Similarly, 49% of county registered voters supported no new tax or fee, compared with only 13% of city registered voters.

A majority (55%) of supporters for paying more taxes or fees for transportation system improvements preferred using a 2 cent increase per gallon of fuel as the way to collect the tax. Figure 9 below illustrates preferences for type of tax or fee by whether or not the respondent supports paying more taxes or fees. Figure 9 excludes don't know responses for clarity.

FIGURE 9: TYPE OF TAX PREFERRED BY SUPPORTERS AND OPPONENTS OF A NEW TAX
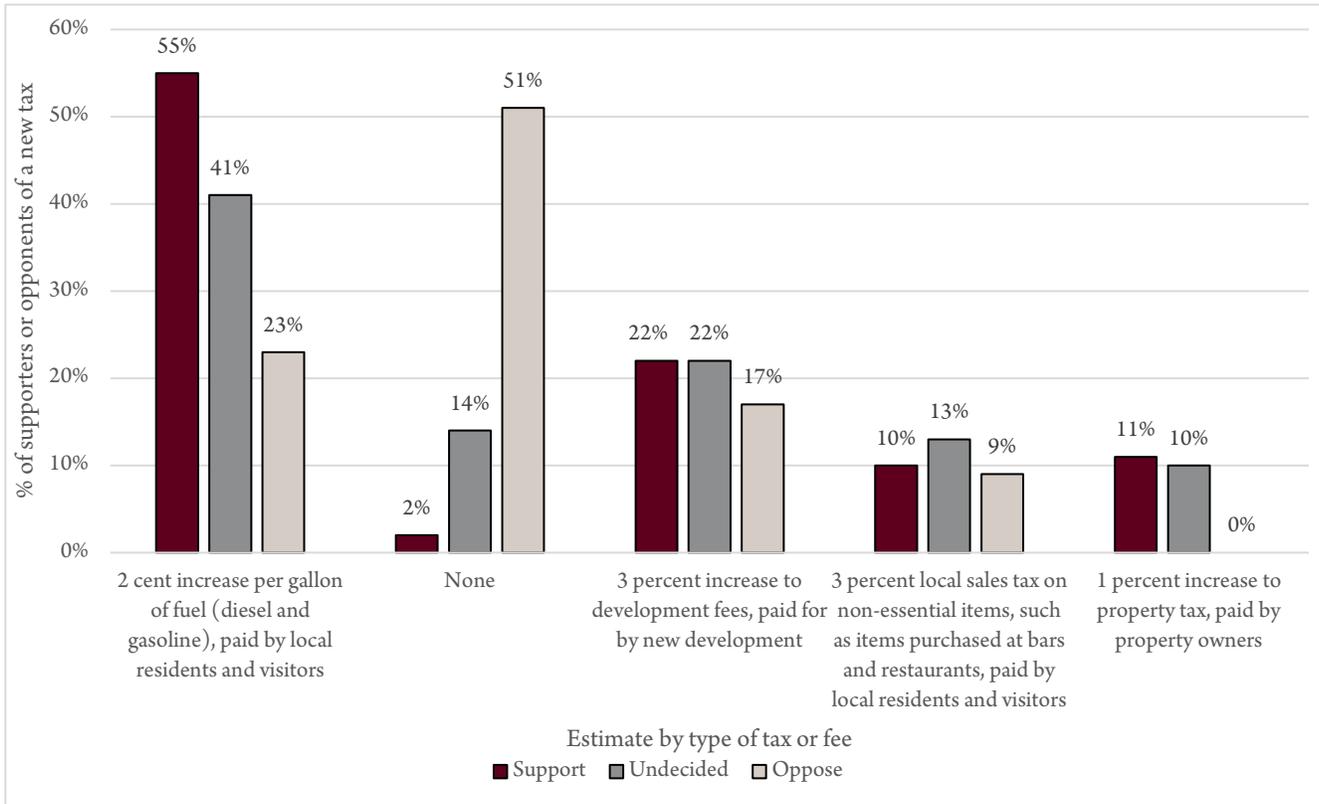
Most residents (41%) who were undecided about supporting a new tax also preferred using a 2% increase per gallon of fuel as the way to collect the tax. Interestingly, 23% of opponents to implementing a new tax or fee preferred using a 2 cent increase per gallon of fuel to collect the tax if one were implemented.

A majority of opponents to a new tax or fee (51%) preferred none of the options presented for collecting the new tax. 14% of undecided residents preferred none of the options. Only 2% of supporters of a new tax preferred none of the collection options offered.

The second ranked method for collecting a new tax, a 3% increase to development fees, was preferred by 22% of supporters of a new tax and 22% of those who were undecided about a new tax. 17% of opponents of a new tax preferred using a 3% development fee to collect the revenue if and fee was implemented.

The remaining choices presented for collecting a new tax were preferred by relatively few area residents.

Trend

In 2019 and in 2015 a 2 cent increase per gallon of fuel was preferred by more residents than any other possibility offered for type of new tax or fee. Figure 10 illustrates this trend.

FIGURE 10: TREND IN PREFERENCE FOR TYPE OF NEW TAX OR FEE
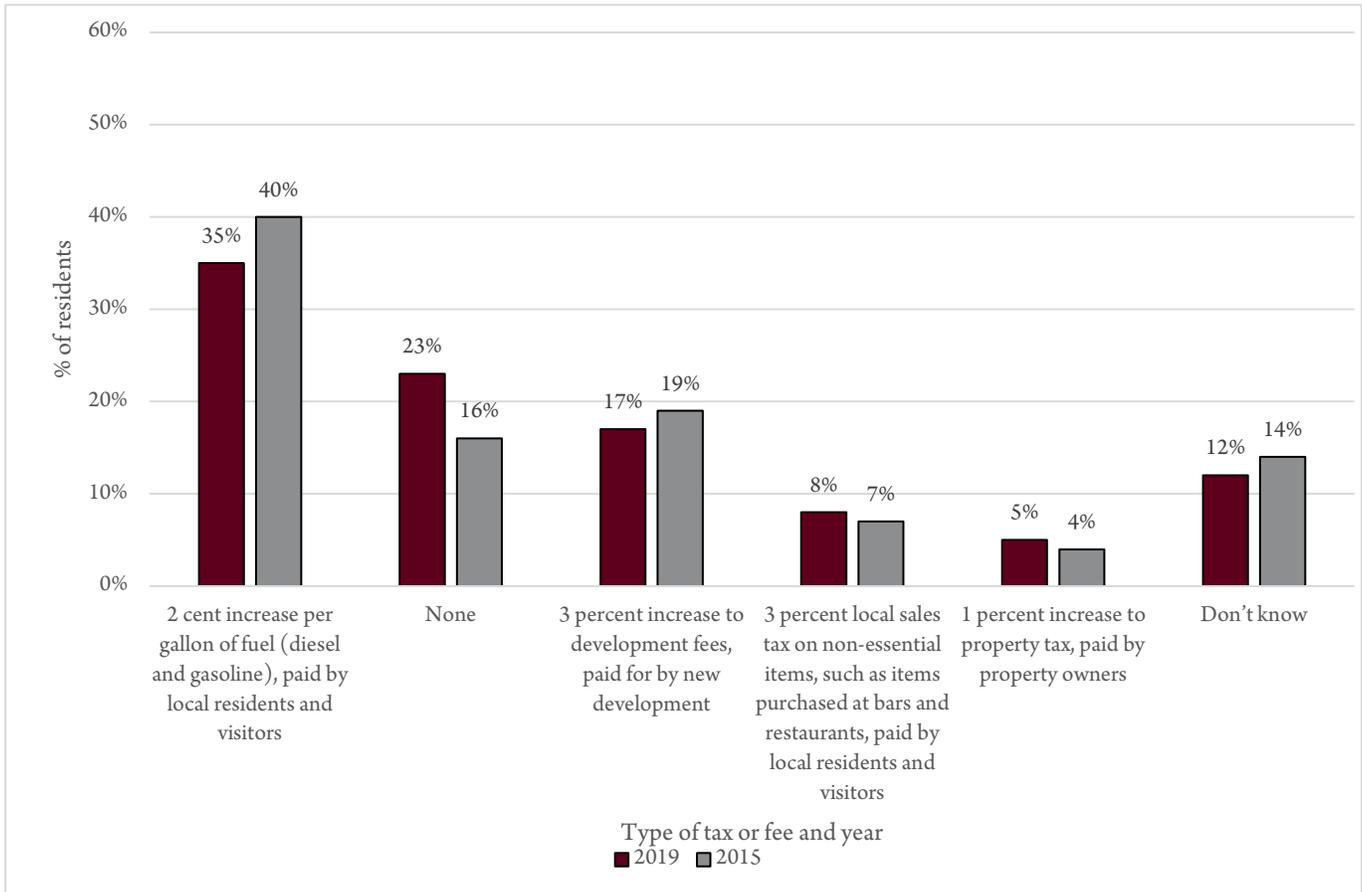
The choice of none of the options moved up from the 3rd ranked choice in 2015 to 2nd in 2019. In terms of their ranking, the other fee types remained unchanged in 2019.

Rideshare and Carshare Services

Q14. Have you ever used a rideshare service such as Uber/Lyft in the Missoula area?

About 2 in every 5 residents of the metropolitan planning area (42%) said that they have ever used a rideshare service in the Missoula area. Figure 11 below presents these responses.

FIGURE 11: EVER USED A RIDESHARE SERVICE IN THE MISSOULA AREA
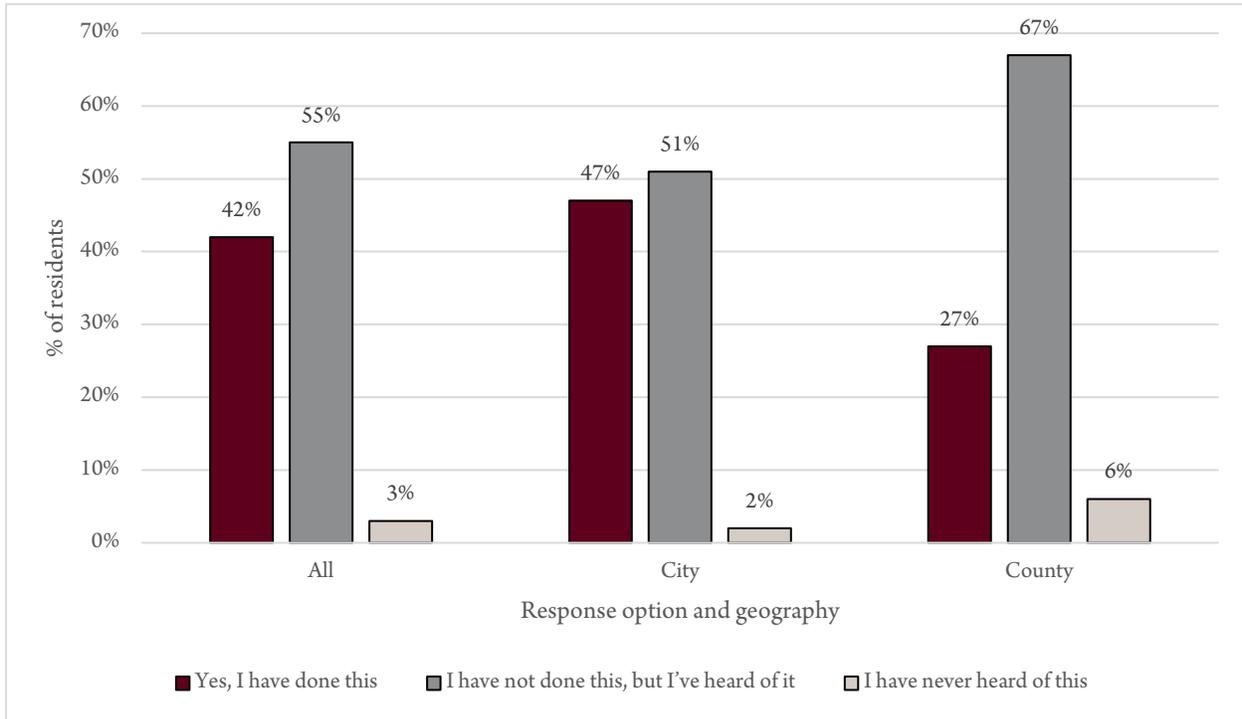
A majority of residents of the planning area (55%) reported that they have not used a rideshare service in the Missoula area but they have heard of the service. Only 3% of residents said they have never heard of a rideshare service like Uber or Lyft.

Nearly half (47%) of city residents reported that they have used a rideshare service in the Missoula area, while only 27% of county residents said they have used a rideshare service in the Missoula area. Very few residents of either the city of the county said that they have never heard of a rideshare service like Uber or Lyft.

Q15. How often do you use a rideshare service such as Uber/Lyft to get from place to place in the Missoula area?

About one quarter (24%) of those who use a rideshare service in the Missoula area reported using the service at least a few times a month. Using the survey responses, one can estimate that about 1,300 area residents reported using the service a few times a week and another 6,000 reported using the service a few times per month. Figure 12 presents the responses to question 15. The differences in frequency of rideshare use between city and county residents did not exceed the survey's sampling error margin.

FIGURE 12: FREQUENCY OF USE AMONG RIDESHARE USERS
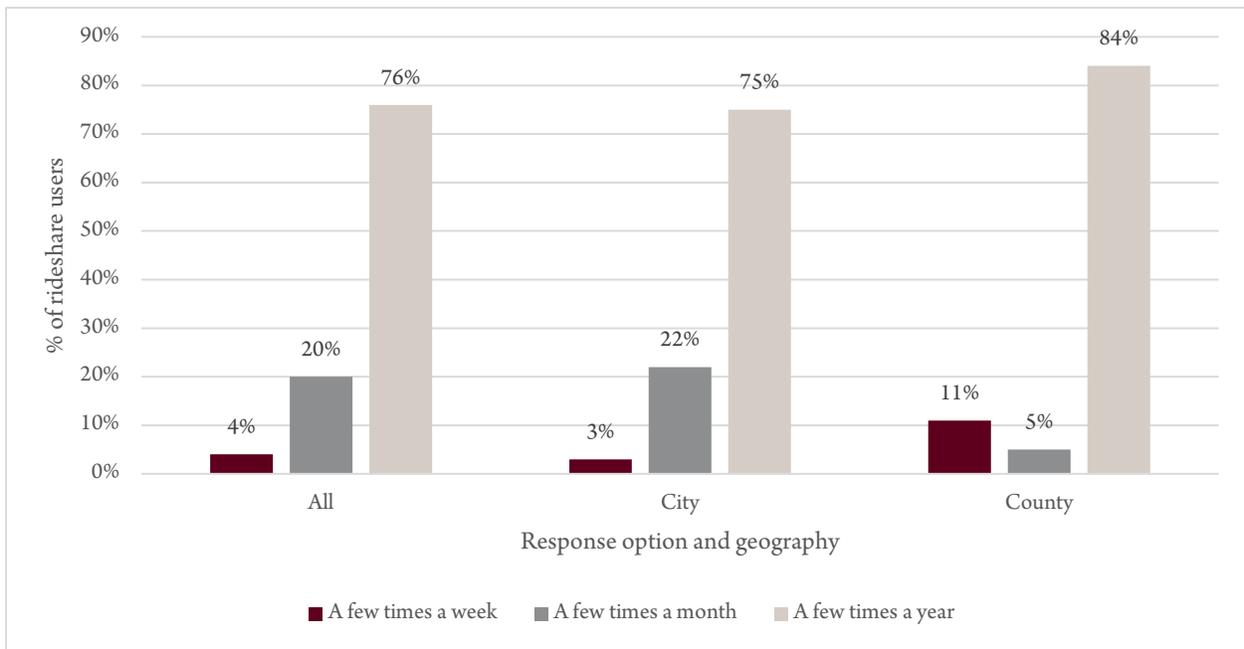
Q16. What are the one or two main reasons you use a rideshare service like Uber/Lyft in the Missoula area?

A plurality of metropolitan planning area residents who use rideshare services (29% of all responses) said that they use a rideshare service to avoid drinking and driving. Figure 13 presents the distribution of reasons for using a rideshare service.

FIGURE 13: AREA RESIDENT REASONS FOR USING A RIDESHARE SERVICE
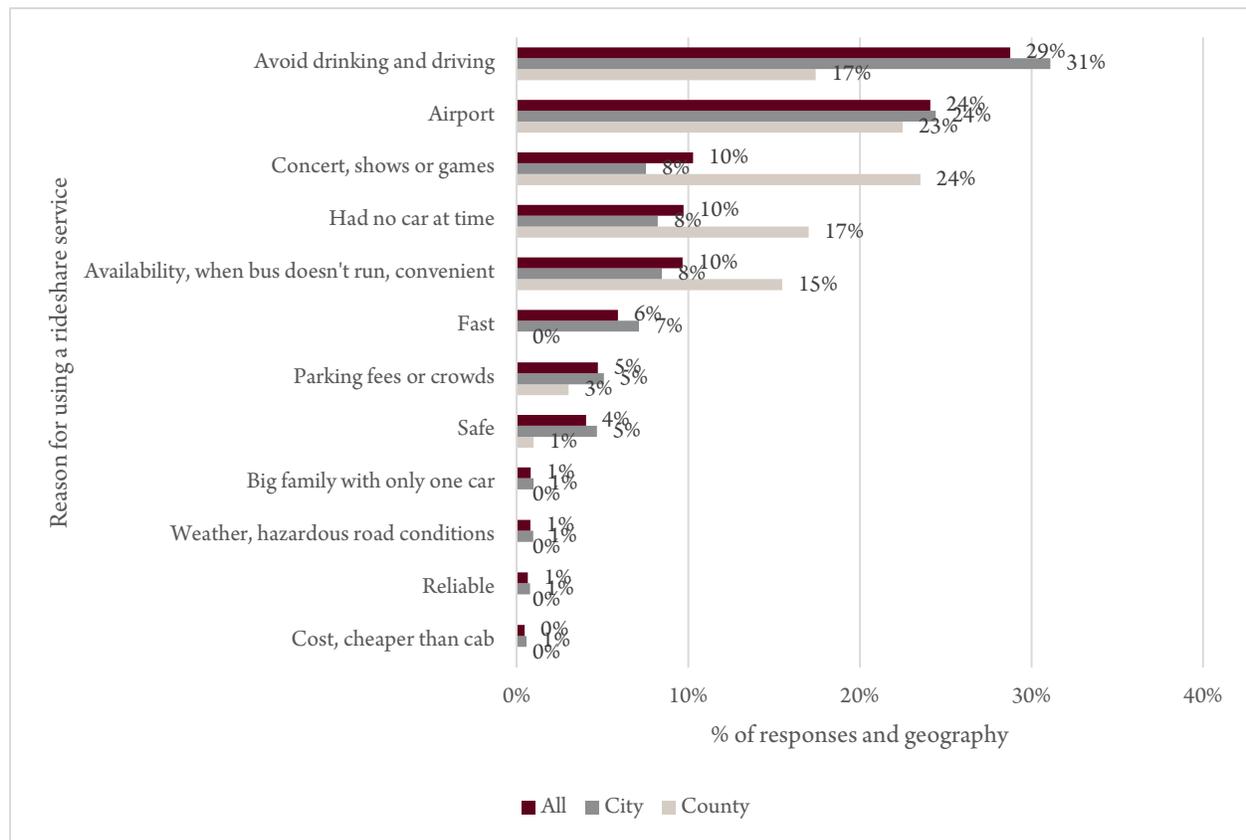
Nearly one quarter of area rideshare users (24% of responses) said that they use the service for travel to or from the airport. The third-ranked reasons for rideshare use among area rideshare users were travelling to area concerts, shows or sporting events (10%), having no car (10%), and the convenience or availability or rideshare services (10%).

More city rideshare users (31%) than county rideshare users (17%) said that they use rideshare services to avoid drinking and driving. In addition, more county rideshare users (24%) than city rideshare users (8%) said that they use a rideshare service to attend concerts, shows or sporting events.

Q17. How interested are you in participating in a carshare program in the Missoula area?

Just over one quarter of area residents (27%) said that they are interested in participating in a carshare service in the Missoula area. Carshare services let people rent cars for very periods of time, often by the hour. Figure 14 displays the responses to question 17.

FIGURE 14: INTEREST IN CARSHARE SERVICES AMONG AREA RESIDENTS
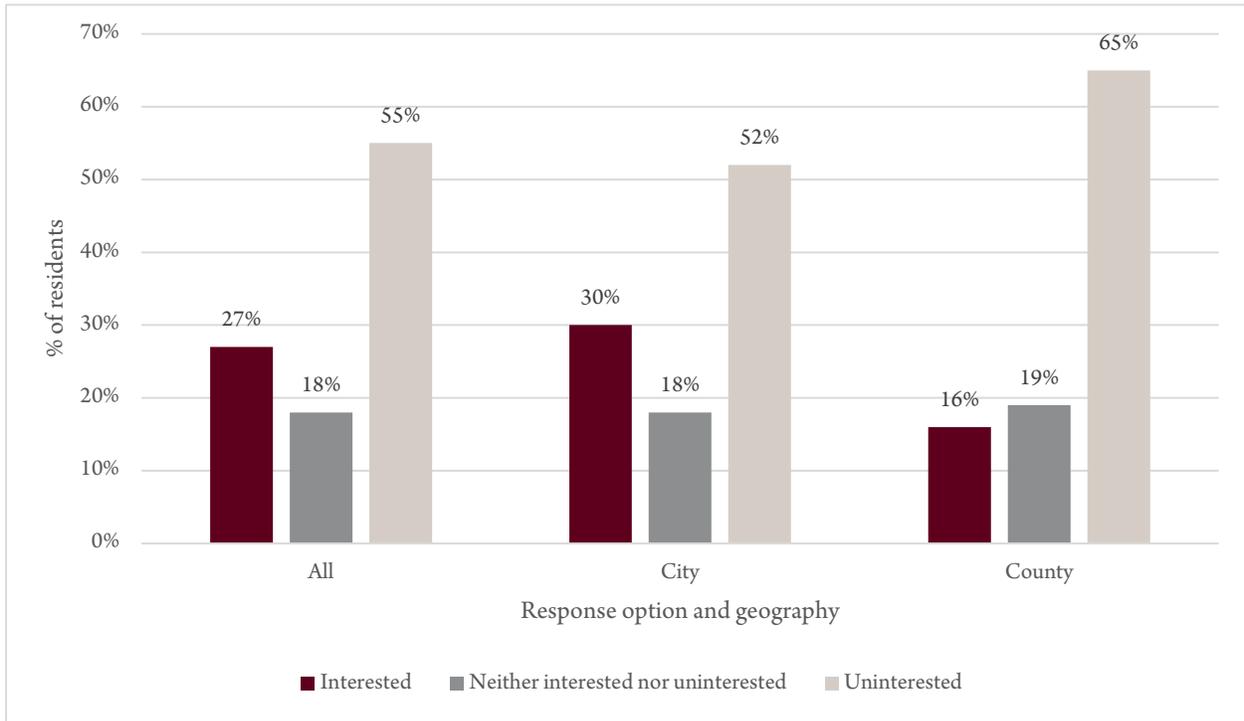
A majority of residents (55%) were not interested in using a carshare service in this area. The remainder (18%) said that they were neither interested nor uninterested in carshare services. The difference in interest between city (30% interested) and county residents (16% interested) did not exceed the survey's level of random sampling error.

Autonomous or Electric Vehicles

Q10. How comfortable would you be walking, bicycling, or riding in a vehicle while sharing the street with vehicles moving without a driver (so-called autonomous vehicles)?

A majority of area residents (57%) said they would be uncomfortable walking, bicycling, or riding in a vehicle while sharing the street with vehicles moving without a driver. In fact, a plurality of area residents (31%) said they would be very uncomfortable walking, bicycling, or riding in a vehicle while sharing the street with vehicles moving without a driver. Figure 15 below describes area residents' comfort level with autonomous vehicles.

FIGURE 15: AREA RESIDENTS' COMFORT LEVEL WITH SHARING THE ROAD WITH AUTONOMOUS VEHICLES
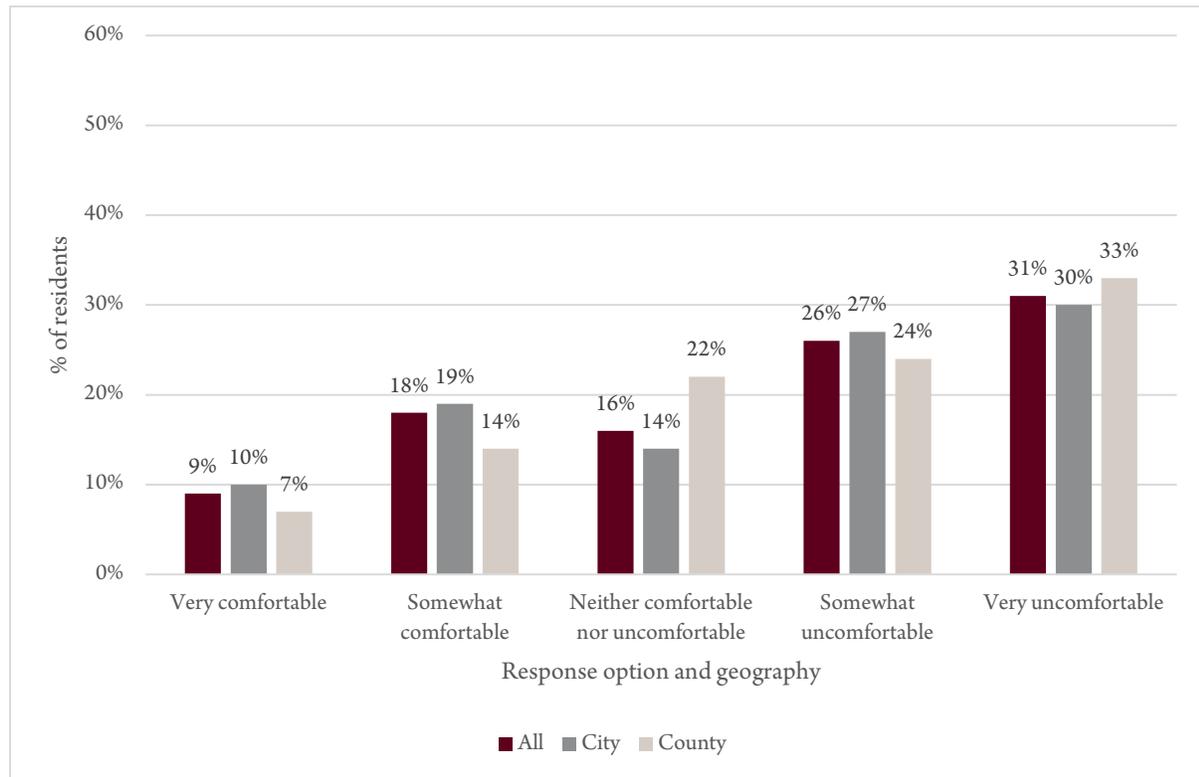
Only about one quarter of area residents (27%) said they would be comfortable sharing the street with an autonomous vehicle. The comfort levels of both city and county residents with sharing the roads with autonomous vehicles was similar. A majority of both were uncomfortable sharing streets with autonomous vehicles.

Q11. How comfortable would you be using a vehicle that travels without a driver (a so-called autonomous vehicle)?

Area residents' comfort level, or more properly stated their discomfort level (63% uncomfortable), with using an autonomous vehicle was very similar to what they expressed about sharing the road with an autonomous vehicle. Figure 16 examines the responses to question 11 in more detail.

FIGURE 16: AREA RESIDENTS' COMFORT LEVEL WITH USING AN AUTONOMOUS VEHICLE
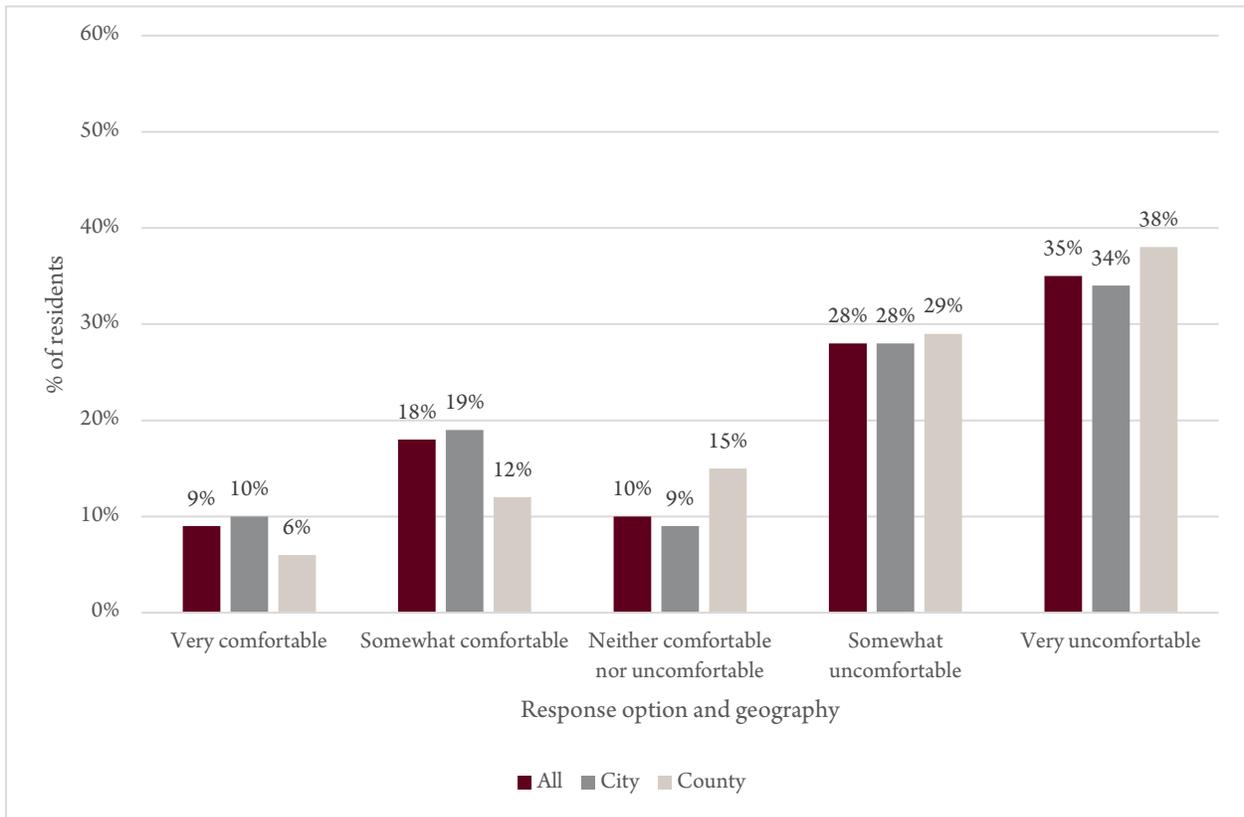
For both sharing the road with autonomous vehicles (31%) and using autonomous vehicles (35%) the modal response was very uncomfortable. Again, the distribution of responses by level of comfort was very similar among city and county residents.

Q12. How familiar are you with electric vehicles, that is, vehicles that are powered by a battery that obtains its charge from an external source?

In contrast to residents' lack of comfort with autonomous vehicles, most residents expressed at least some familiarity with electric vehicles. Almost one in every five residents (18%) said they were very familiar with electric vehicles, and half (50%) said that they are somewhat familiar with electric vehicles. Area residents' familiarity with electric vehicles is presented in Figure 17 below.

FIGURE 17: FAMILIARITY WITH ELECTRIC VEHICLES
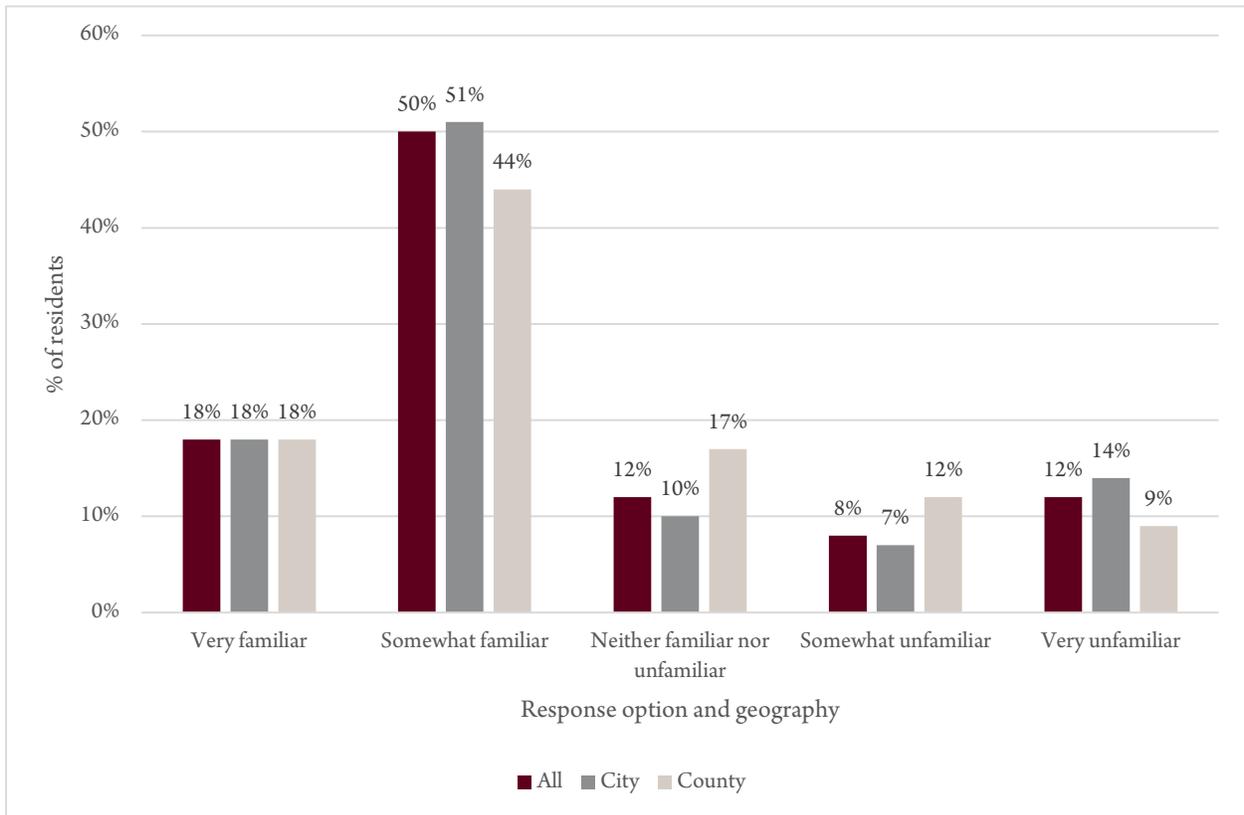
Only one in five area residents (20%) expressed at least some unfamiliarity with electric vehicles. City residents' and county residents' familiarity with electric vehicles was quite similar.

Q13. What factors concern you most about purchasing an electric vehicle for use in the Missoula area? (Top 3 choices)

The top 3 concerns about purchasing an electric vehicle were 1) electric vehicles are not convenient for long trips (18% of all responses), electric vehicles are too expensive (17% of all responses) and 3) there are not enough public charging stations (14% of all responses). Figure 18 below presents the responses to question 13.

FIGURE 18: CONCERNS ABOUT ELECTRIC VEHICLES
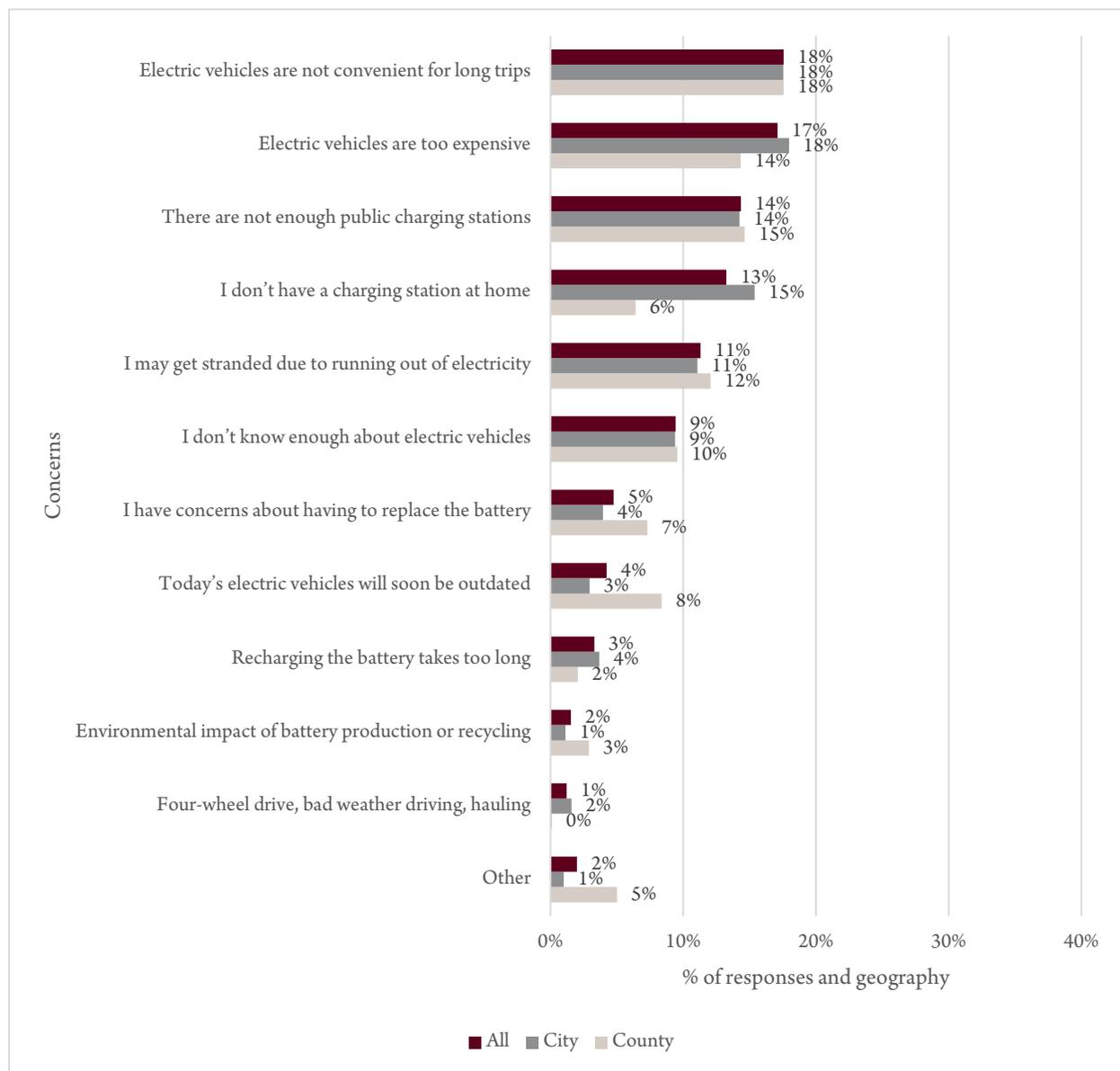
Differences between city resident and county resident concerns did not exceed the survey's random sampling error.

E-scooters

Q8. Do you support or oppose the use of electric scooters (so-called e-scooters) in the Missoula area?

Twice as many respondents (44%) expressed a neutral opinion about e-scooters, as expressed any other opinion. Figure 19 illustrates the distribution of opinions about e-scooters among area residents.

FIGURE 19: SUPPORT OR OPPOSITION FOR E-SCOOTERS
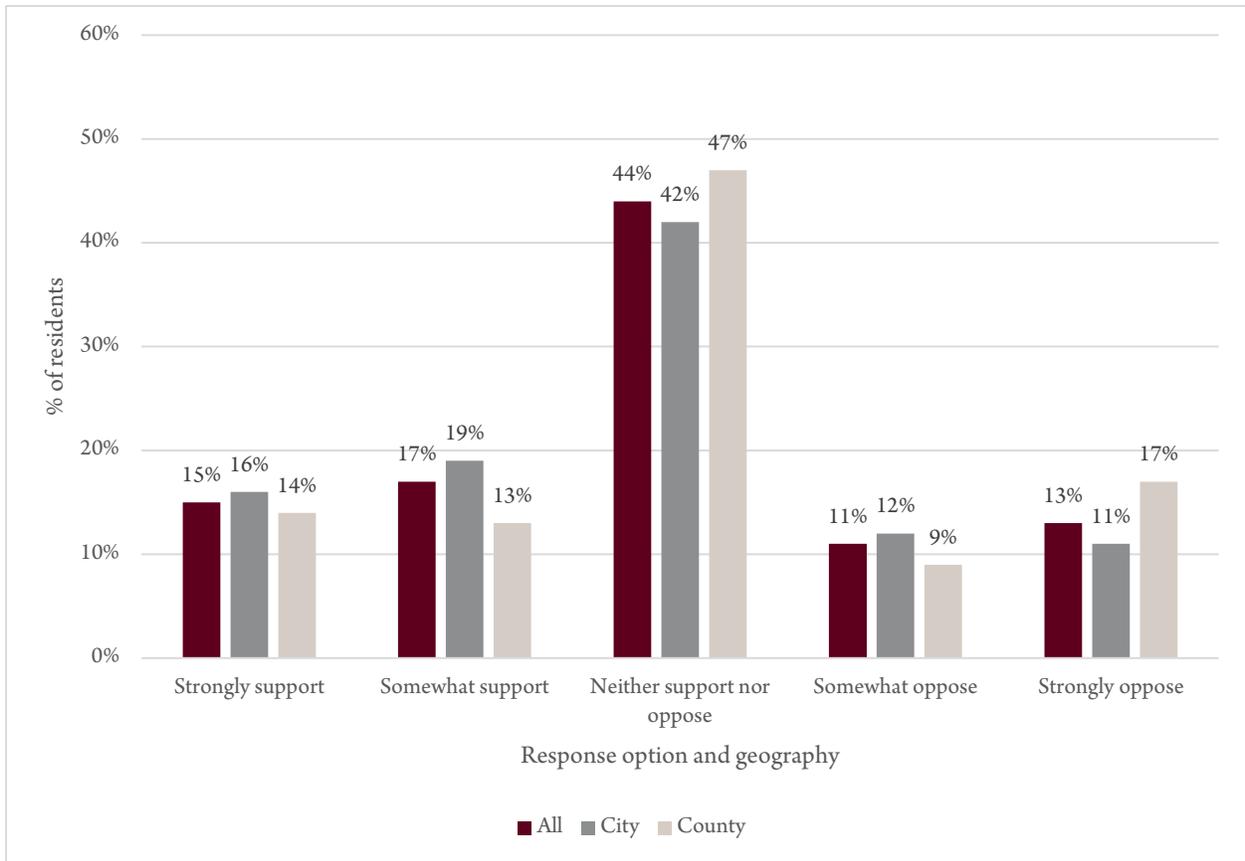
The difference between support (32%) and opposition (24%) did not exceed the survey's sampling error. The distribution of opinion about e-scooters among city and county residents was quite similar.

Q9. If a company establishes an e-scooter share system in Missoula, where riders can rent e-scooters, how likely are you to use an e-scooter share system?

Just under one quarter of adult residents (23%) said they are at least somewhat likely to use an e-scooter share system in the Missoula area. In contrast, almost half (49%) said they are very unlikely to use an e-scooter share system. Figure 20 illustrates area residents' estimates about their likelihood of using an e-scooter share system.

FIGURE 20: LIKELIHOOD OF USING AN E-SCOOTER SHARE SYSTEM IN THE MISSOULA AREA
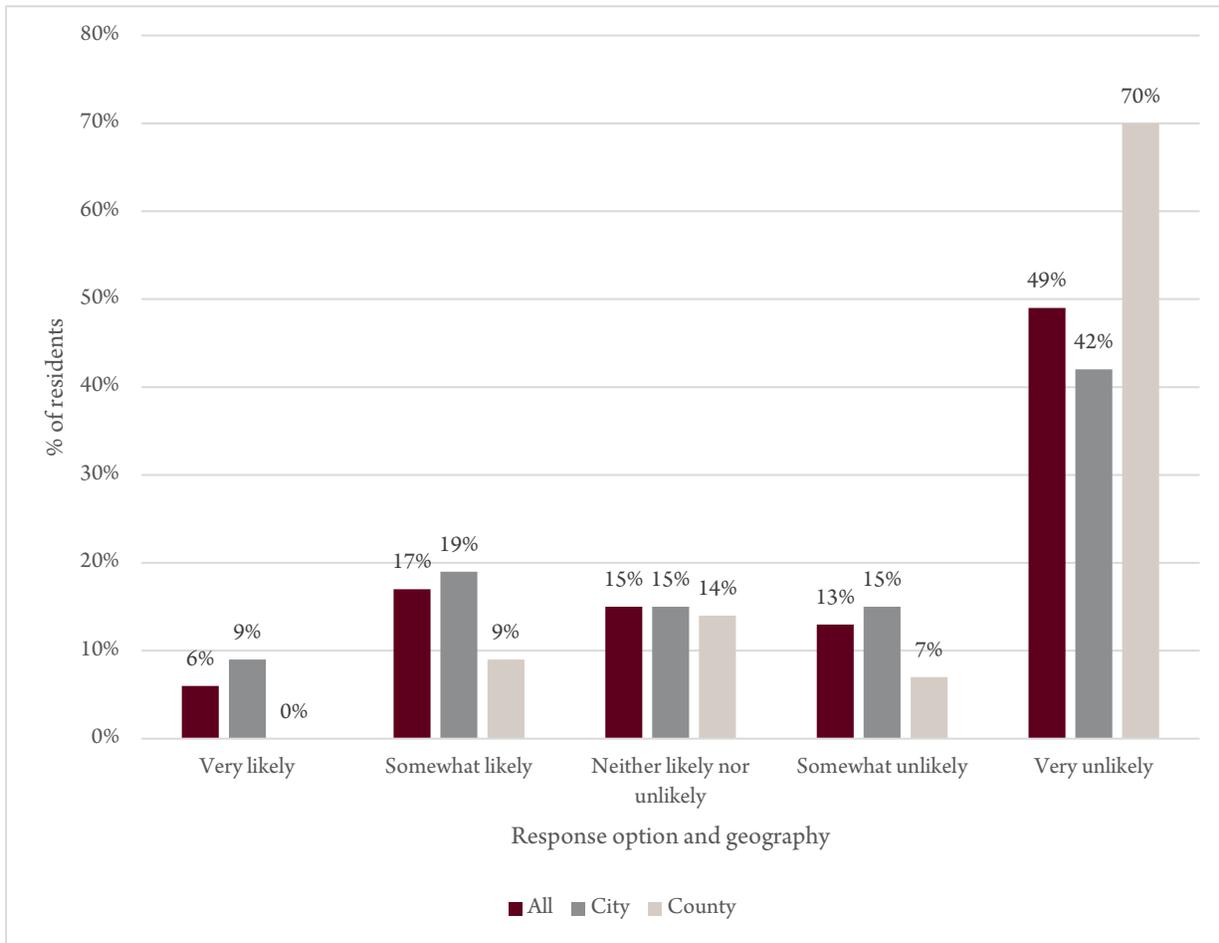
City residents said they are more likely than county residents to use an e-scooter share system. In fact, all of the residents who said they are very likely to use an e-scooter share system (6% of planning area residents) live in the city. The survey estimates this number of adults to be about 5,000 plus or minus 2,500. A very substantial 70% of county residents estimated that they are very unlikely to use an e-scooter share system.

Traffic Congestion

Q6. How much, if at all, does traffic congestion in the Missoula area affect you personally?

More Missoula area residents said that traffic congestion has at least a somewhat large impact on them (36%) than said it has a small or no impact (25%). Almost two of every 5 residents (39%) said that traffic congestion has a medium impact on them. Figure 21 below presents the responses to question 6.

FIGURE 21: PERCEIVED EFFECT OF TRAFFIC CONGESTION ON AREA RESIDENTS
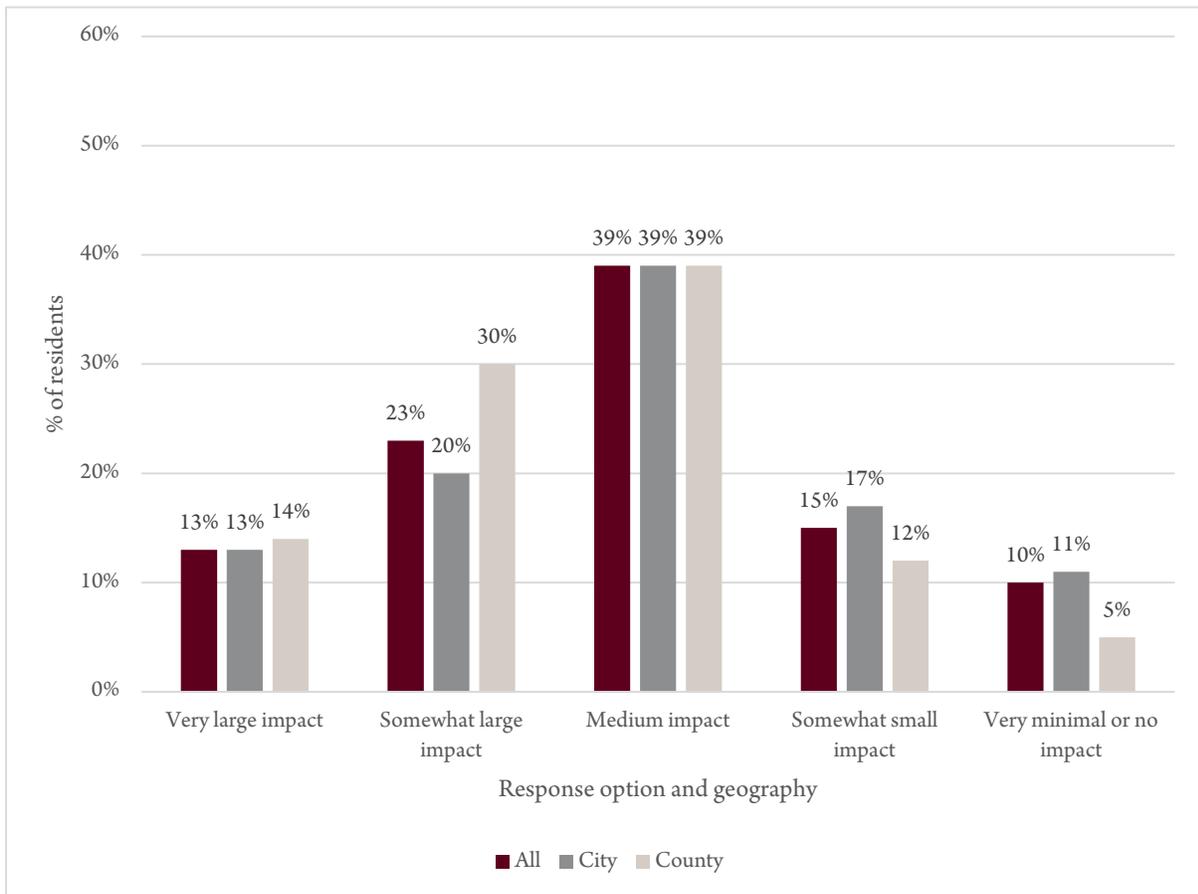
The differences in the distribution of reported impact between city and county residents were not statistically significant.

Missoula area residents who reported longer commute times also reported that traffic congestion had a larger impact on them personally. Figure 22 below illustrates the relationship between perceived traffic congestion impact and average travel time to work.

FIGURE 22: TRAFFIC CONGESTION IMPACT BY AVERAGE TRAVEL TO WORK TIME (MINUTES)
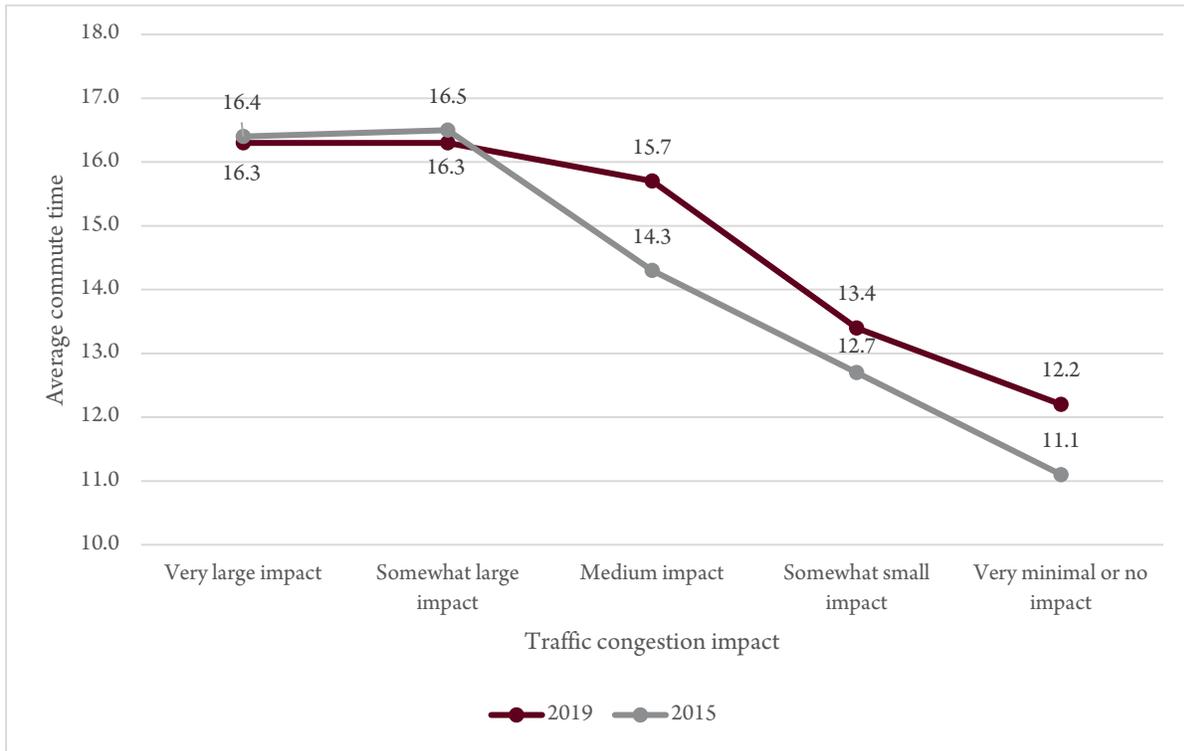
Residents who reported large personal traffic congestion impacts averaged about 16.3 minutes traveling to work. Residents who reported small personal traffic congestion impacts averaged between 12 and 13 minutes travelling to work. The 2019 difference in average work commute times between residents who reported large versus minimal personal traffic congestion impacts is only about 4 minutes. This indicates that 2019 Missoula area residents are probably sensitive to increases in travel to work times that would be considered quite small in other regions of the country, as they were in 2015. However, Missoula area residents' commute time threshold for rating traffic congestion as having a medium or lower impact may have increased in 2019 when compared with 2015. As Figure 22 illustrates, higher average travel to work times were associated with the lower end of the impact scale (minimal impact to medium impact) in 2019 when compared with 2015.

Q7. In your opinion, how has the amount of traffic congestion changed in the Missoula area over the last five years, that is, from September 2014 until now?

More than three quarters of all area residents (78%) said that the Missoula area is at least somewhat more congested now than it was in September 2014. Essentially no residents (0%) said that the Missoula area is less congested now than it was in September 2014. Just over 1 in 10 (13%) residents said that congestion was about the same, while 9% didn't know. Figure 23 presents Missoula area residents' views on the change in area traffic congestion since September 2014.

FIGURE 23: PERCEIVED CHANGE IN AREA TRAFFIC CONGESTION OVER THE LAST 5 YEARS
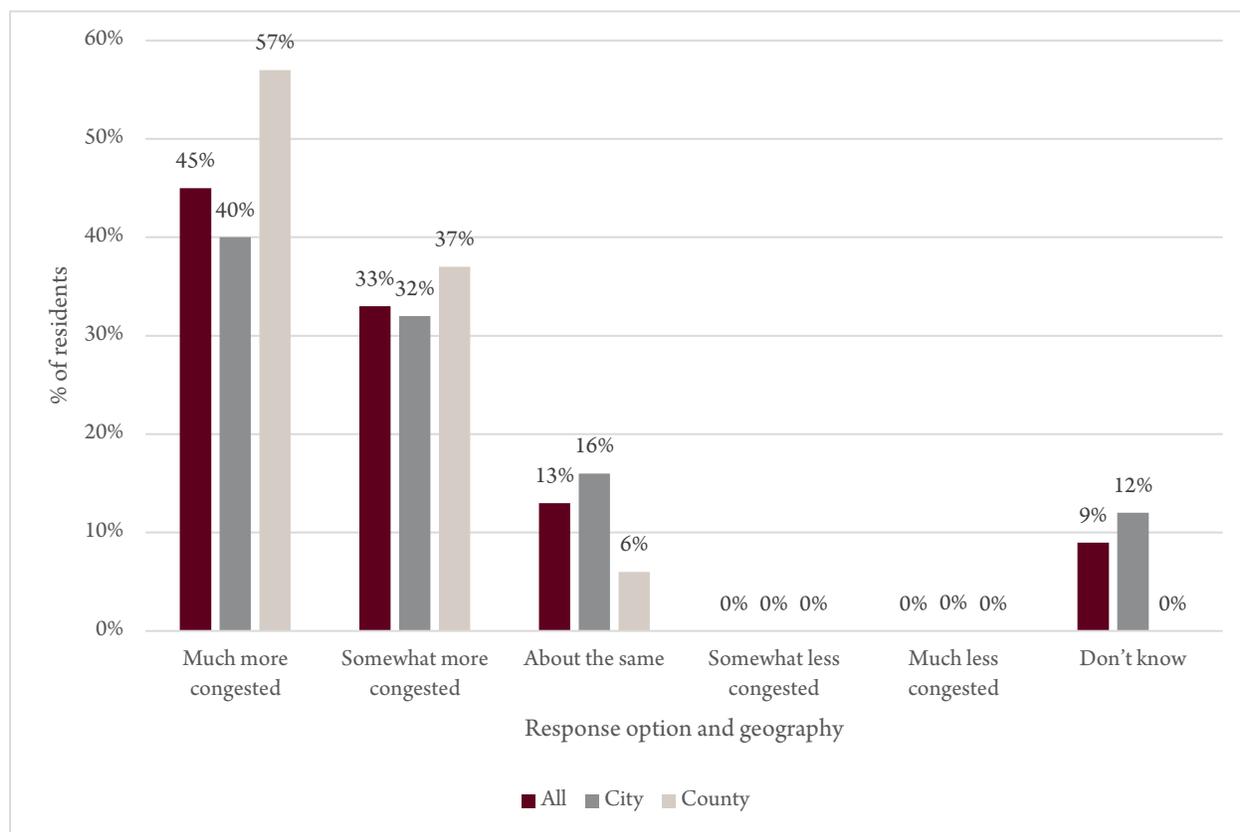
A majority of county residents (57%) said that area traffic is much more congested than it was 5 years ago, and a plurality of city residents (40%) agreed. All of the residents who said that they didn't know about the 5-year trend in area traffic congestion lived in the city.

Trend

Fewer residents (36%) reported that traffic congestion had at least a somewhat large impact on them in 2019 compared with 2015 (46%). Figure 24 below illustrates this trend.

FIGURE 24: TREND IN PERCEIVED EFFECT OF TRAFFIC CONGESTION ON AREA RESIDENTS
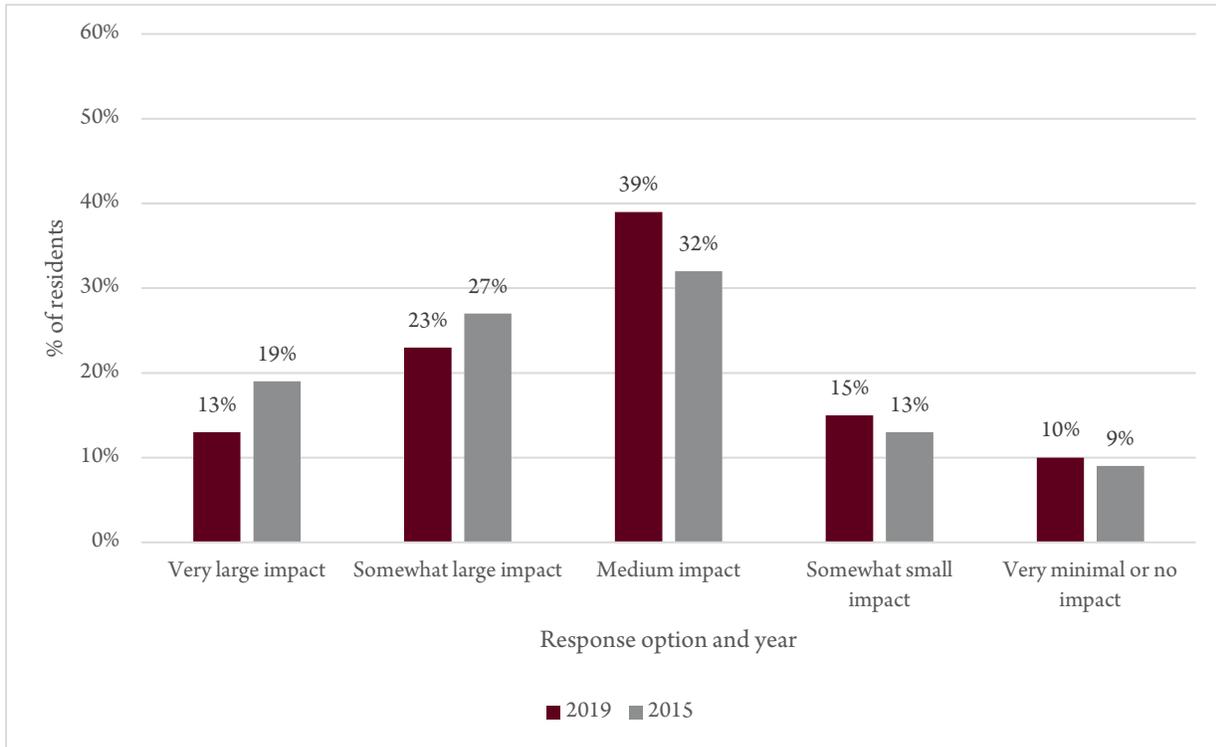
One factor that may be related to perceived impact of traffic congestion is average commute to work time. However, as will be outlined in detail in a section of this report that follows, the survey did not find a statistically significant change in average commute to work time for the Missoula area from 2015 to 2019. This indicates that Missoula area residents' tolerance for traffic congestion impact may have increased since 2015.

Travel in the Missoula Area

Commuting

Q21. How did you usually get to work LAST WEEK?

Just over 4 in every 5 Missoula area workers (82%) reported driving a car, truck or van to work. Figure 25 below displays the 2019 survey estimates of the proportions of Missoula area workers that use specific modes of travel to work.

FIGURE 25: MODE OF TRAVEL TO WORK IN THE MISSOULA AREA
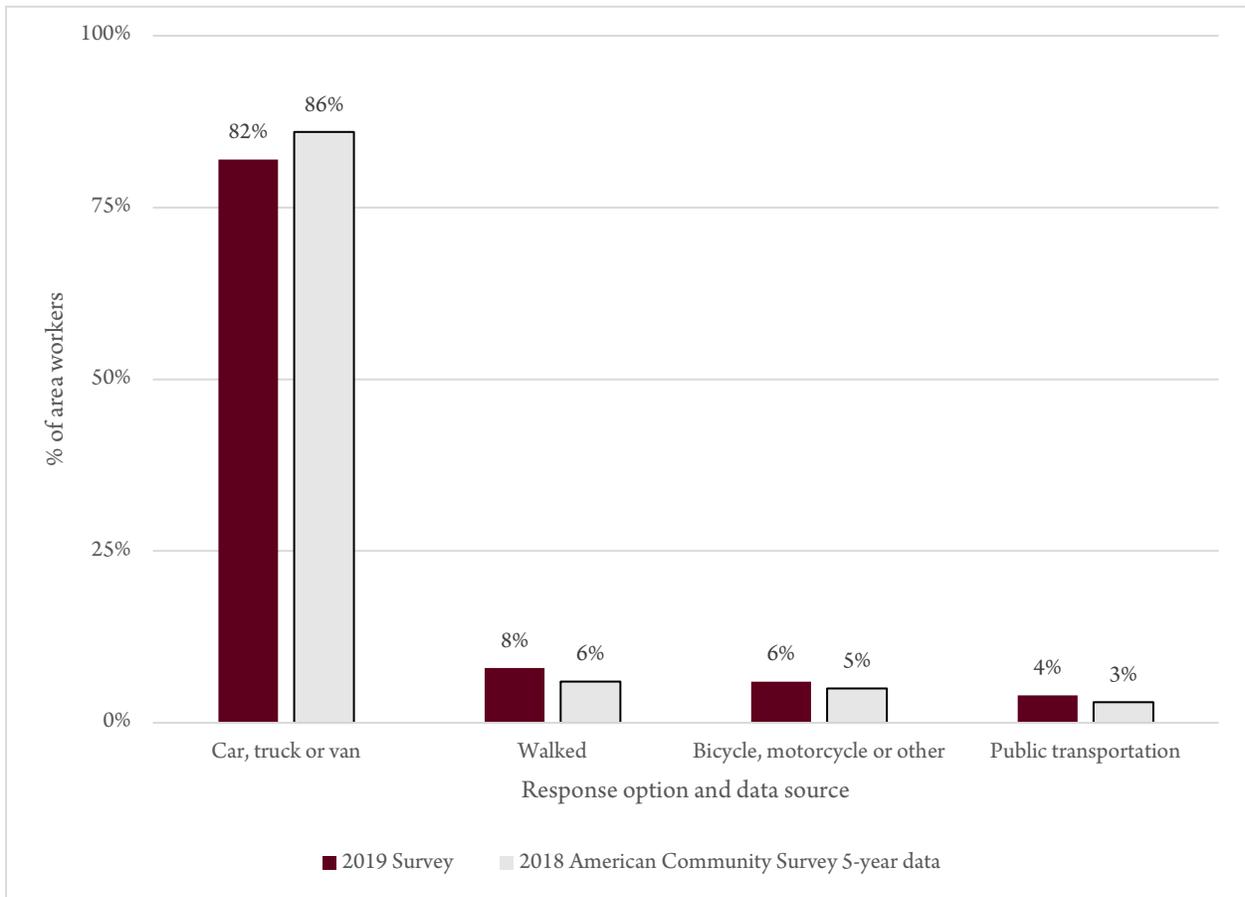
About 8% of Missoula area workers reported walking to work, 6% said they bicycled, and 4% rode public transportation.

There is no statistically significant difference between the 2019 survey estimates of travel to work mode and the estimates found in the U.S. Census Bureau's 2018 5-year American Community Survey data for the Missoula metropolitan planning area (U.S. Census Bureau, 2019). The accuracy of the 2019 survey estimates for travel to work mode, essentially equal to those found by the gold standard of survey research in the United States, should increase the confidence of readers in the overall quality of the estimates presented in this report. In fact, one would expect the statistically insignificant differences in the point estimates between the two surveys given the difference in data collection season for each survey. The 2019 survey found slightly fewer drivers, and slightly

more users of other modes. This may be because the 2019 survey was administered in September and October, while the ACS is administered during all 12 months of the year and includes winter travel to work.

Exploring mode of travel to work by whether the respondent lived in the City of Missoula or outside the City in the County provides important context for any discussion of mode of travel to work in the Missoula area. Figure 26 displays the modes of travel to work used by City residents of the metropolitan planning area and by County residents in the metropolitan planning area.

FIGURE 26: CITY VS. COUNTY MODE OF TRAVEL TO WORK
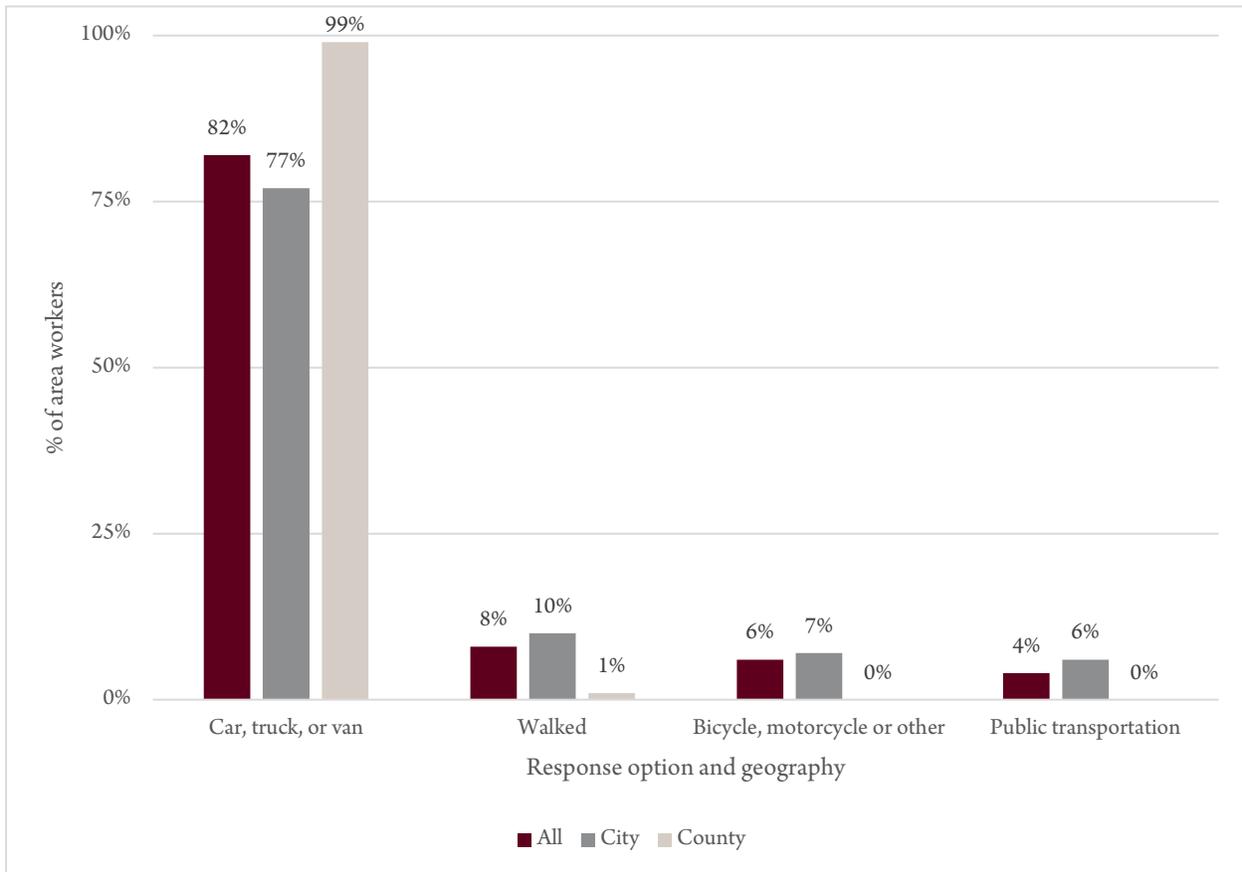
Nearly all workers (99%) who live in the county portion of the metropolitan planning area drive a car, truck or van to work. Only 1% of county workers walked to work. In contrast, nearly one quarter of city workers (23%) use alternative modes of travel to work, including walking (10%), bicycling (7%), and public transportation (6%).

Trend

From 2015 to 2015 there appears to have been very little, if any, change in the distribution of Missoula area workers' choice of mode of transportation to work. Figure 27 displays the trend findings.

FIGURE 27: TREND IN MISSOULA AREA MODE OF TRAVEL TO WORK
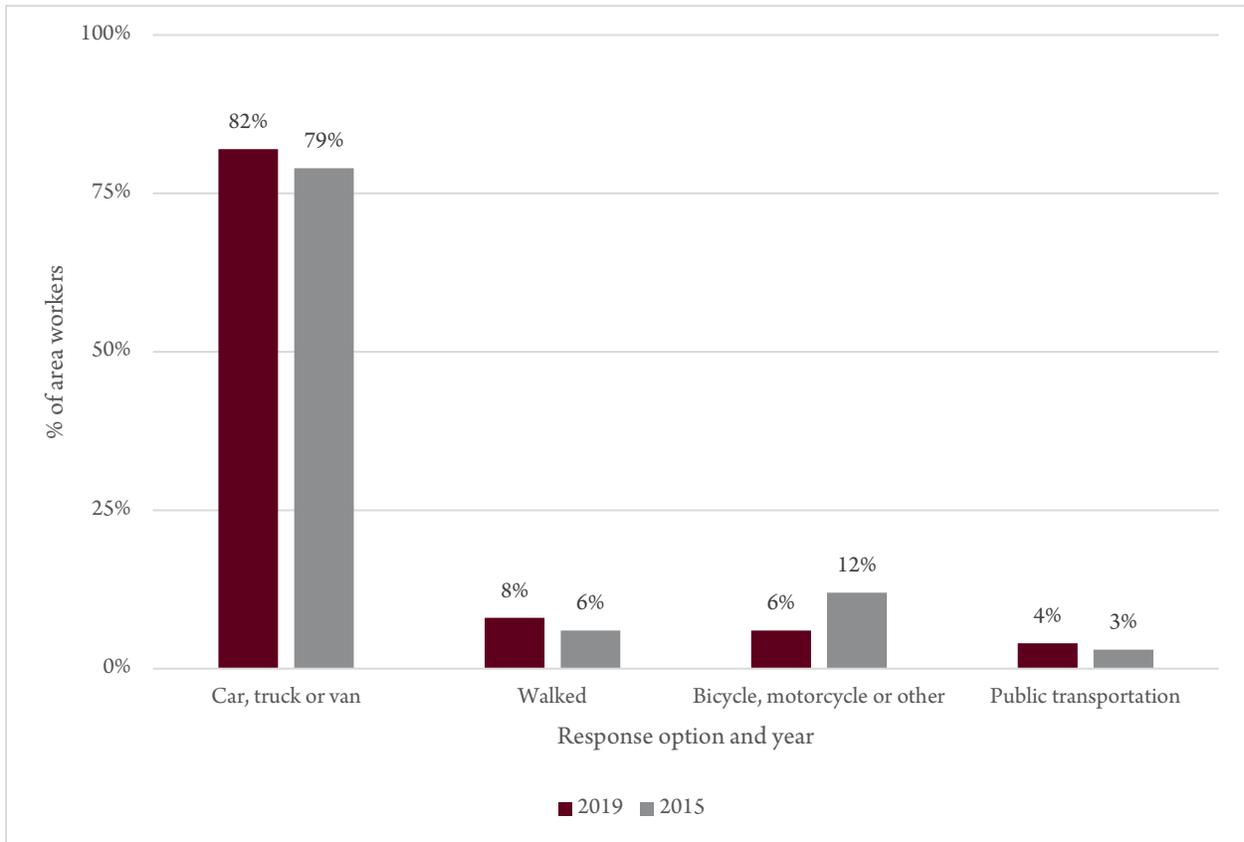
None of the differences in survey estimates presented in Figure 27 exceed the combined random sampling error rates for the two surveys.

Q22. How many people, including you, usually rode to work in the car, truck, or van LAST WEEK?
In the Missoula metropolitan area an average of 1.3 people rode in the car, truck or van workers used to get to work in 2019. This is a small, but statistically significant increase over the 2015 average of 1.1. The 2019 survey estimate of 1.3 people per vehicle is also equal to U.S. Census Bureau's 2018 5-year American Community Survey estimate of 1.3 people per vehicle. There was no difference between city or county workers in the average number of people riding in the car, truck or van used to get to work.

Q23. How many minutes did it usually take you to get from home to work LAST WEEK one way?
Missoula metropolitan planning area residents reported travelling an average of 17 minutes one way to work in fall of 2019. Figure 28 below presents the survey estimates regarding travel time to work.

FIGURE 28: MEAN TRAVEL TIME TO WORK (MINUTES)
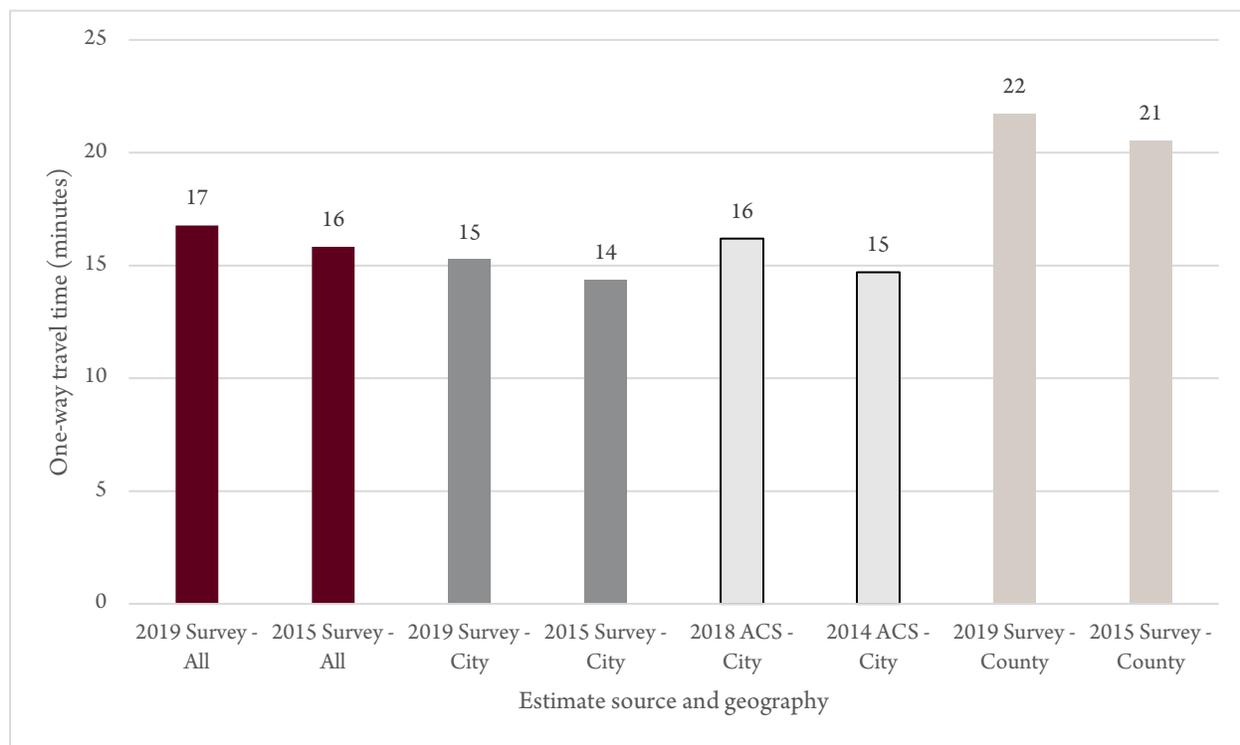
2019 city residents reported travelling an average of 15 minutes to work, and county residents reported travelling an average of 22 minutes to work. The 2018 U.S. Census Bureau American Community Survey (ACS) 5-year estimate for Missoula city residents was 16 minutes, which is not statistically different from the 2019 survey estimate for city residents. 2019 county residents said they travelled an average of 22 minutes to work.

Trend
None of the changes in survey estimates for travel time to work between 2015 and 2019 are statistically significant. However, since the survey estimates and the ACS estimates displayed in Figure 28 both show a 1-minute average increase in travel time to work from 2015 to 2019, this lends evidence to the assertion that travel to work times did increase.

Q25. Did you usually use more than one method of transportation during EACH trip to work LAST WEEK? If Yes, please tell us what the second method was.

Approximately 2,500 workers in the Missoula metropolitan planning area reported using two different modes of travel during each trip to work in the prior week. Table 10 below outlines the estimated number of Missoula area workers who reported using various combinations of travel mode.

TABLE 10: TRAVEL TO WORK MODE COMBINATIONS

		1st Travel to Work Mode				
		Car, truck, or van	Bus	Bicycle	Walked	Total
2nd Travel to Work Mode	Car, truck, or van		60		480	540
	Bus	480		20		500
	Walked	450	710	300		1,460
	Total	930	770	320	480	2,500

Missoula area workers who travelled the majority of the distance to work by car, truck or van most frequently (930 workers) reported using a 2nd travel mode. Bus travelers to work (710 workers) most often reported completing their trip by walking. Bicycle travelers most often reported walking to finish their trip to work.

Non-motorized Travel to Primary or Secondary School

Q26. Do any children under the age of 18 live at the address on the mailing label?

One in five residents (20%) said they live at an address with a child or children under the age of 18. The same proportion of city residents (20%) said a child or children live at their address, while 17% of county residents reported that a child or children live at their address.

Q27. Over the next two weeks, how likely are any of these children to walk or ride a bicycle to school?

Overall, about one third of residents with a child or children living at their address (33%, or about 5,000 residents) said that at least one of the children was likely to walk or ride a bicycle to school over the next two weeks. Figure 29 presents the survey's estimates of the likelihood that children will walk or ride a bicycle to school over the next two weeks.

FIGURE 29: LIKELIHOOD OF WALKING OR RIDING A BICYCLE TO SCHOOL OVER THE NEXT 2 WEEKS
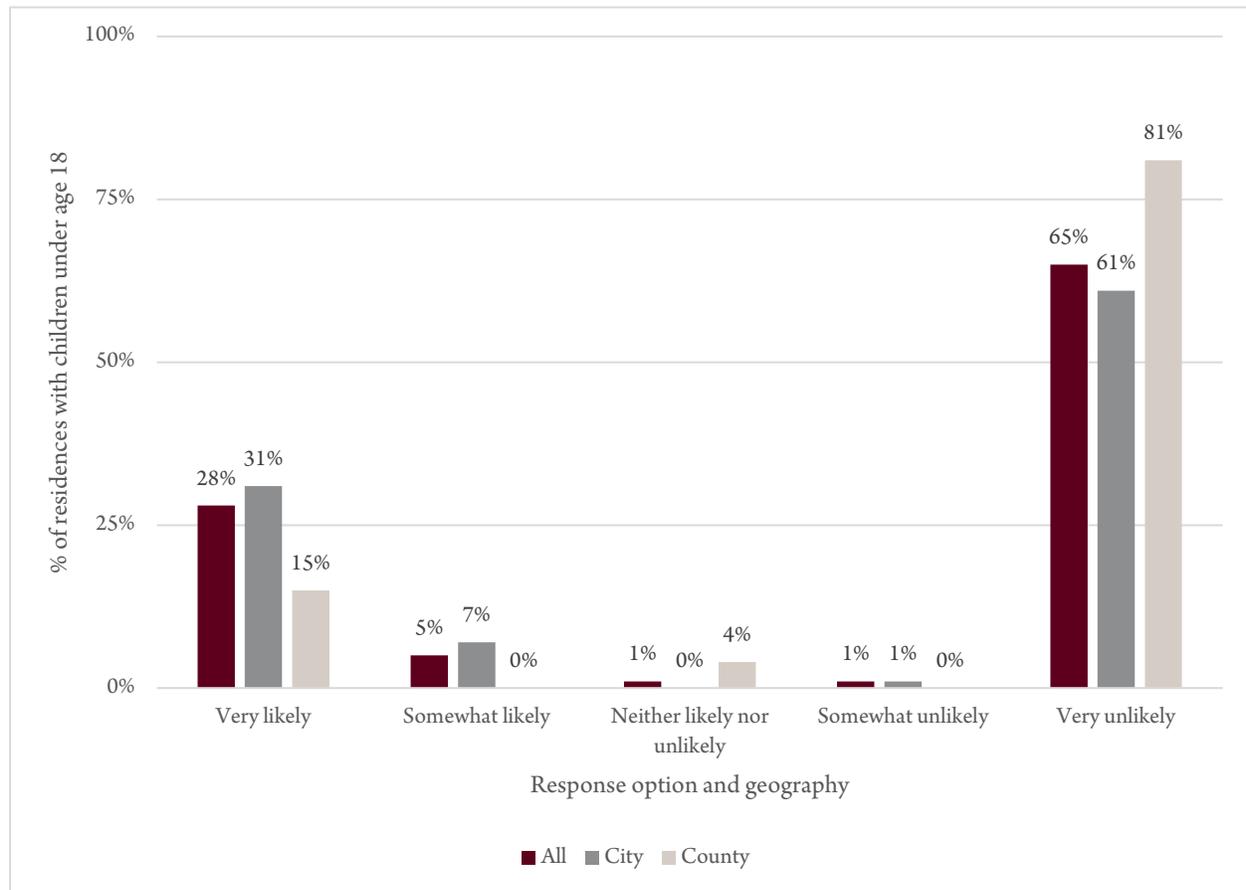
Almost two thirds of area residents with children living at their address said that the children were very unlikely to walk or ride their bicycle to school over the next two weeks. About 38% of city residents with children living at their address reported that a least one child was likely to walk or ride a bicycle to school, while only 15% of county residents living with children reported that a child was likely to walk or ride a bicycle to school.

Q28. What are the one or two main reasons that any of these children might NOT walk or ride a bicycle to school over the next two weeks?

Residents who lived with children reported a total of 98 reasons that the children might not walk or bicycle to school over the next two weeks. Those reasons are presented in Figure 30 below.

FIGURE 30: REASONS FOR NOT WALKING OR BICYCLING TO SCHOOL
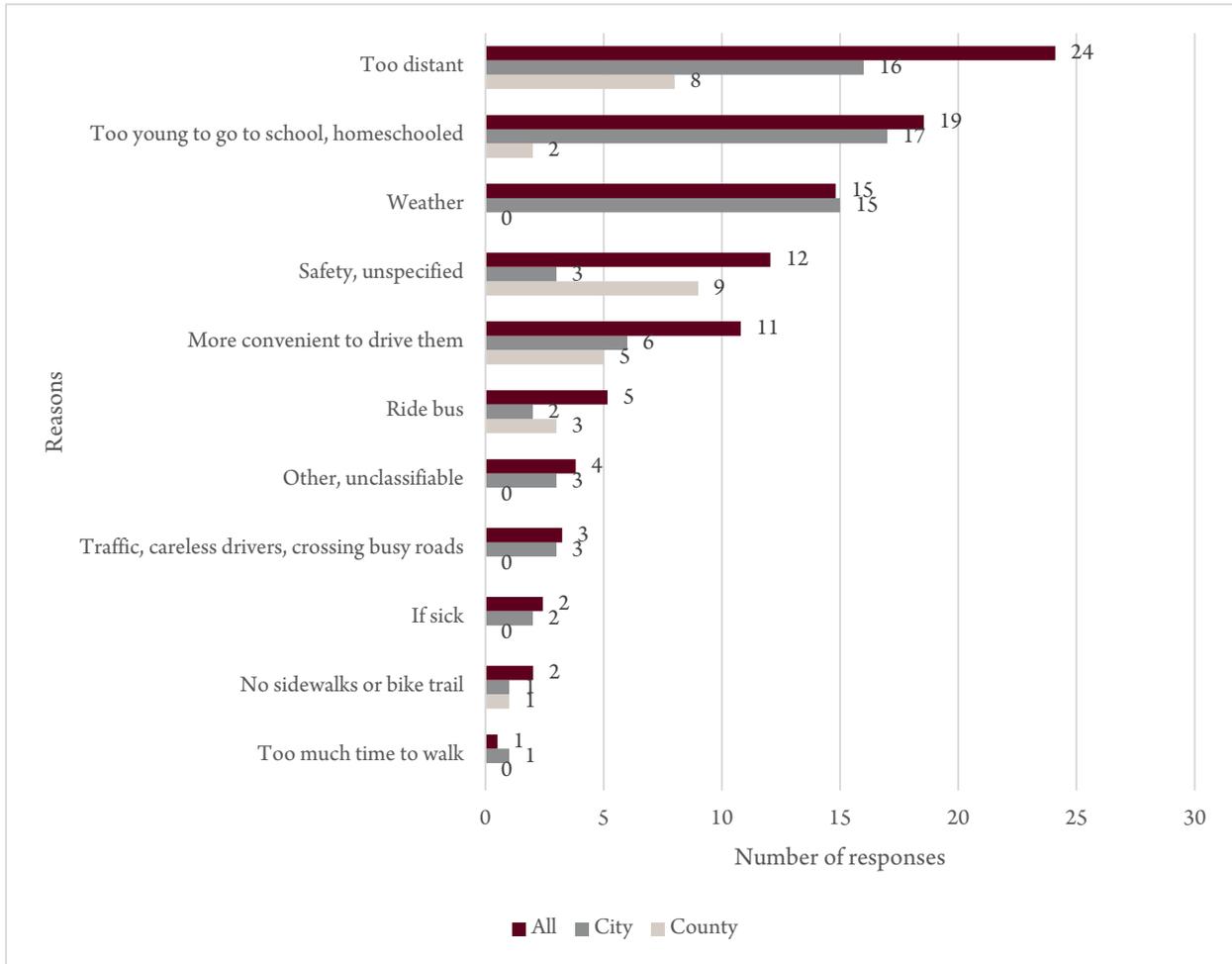
The most commonly reported reason (24 responses) for not walking or riding a bicycle to school was that the school was too distant. The second most commonly reported reason (19 responses) was that the child or children were too young to go to school or were homeschooled. The third most common reason was weather (15 responses). Safety in general (12 responses) and specific safety concerns (3 responses) combined were tied with weather as the third most often mentioned reason.

Driving

Q29. How many people who now live or stay at the address on the mailing label have a current and valid drivers' license?

Just under 2 (1.7) persons who lived at each sampled mailing address said they had a current and valid drivers' license. Figure 31 presents this result and results from Montana and the United States for context.

FIGURE 31: PERSONS WITH VALID DRIVERS' LICENSES PER RESIDENCE
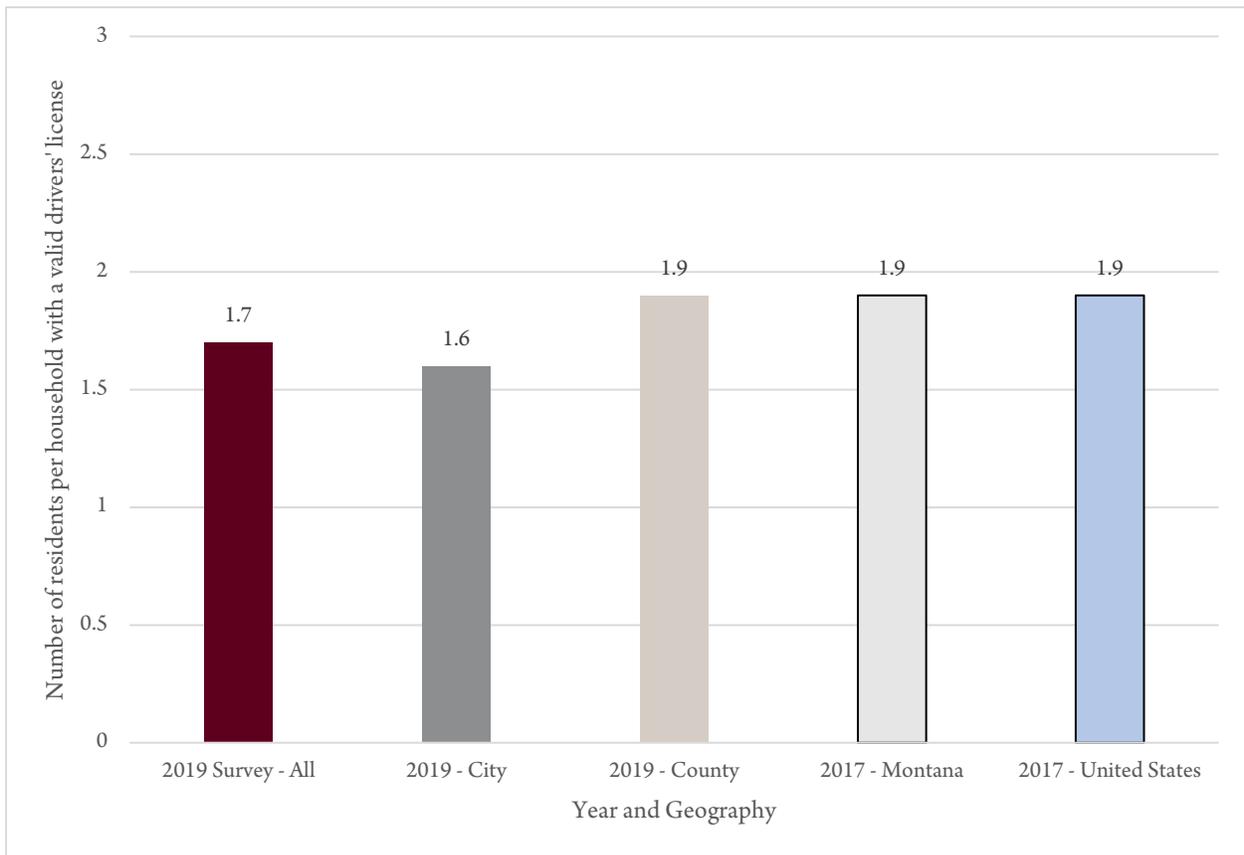
There are slightly fewer licensed drivers on average in city residences (1.6) than in county residences (1.9). Residences in the Missoula metropolitan planning area as a whole had slightly fewer licensed drivers than did the state of Montana (1.9) or the United States (1.9) in 2017 (Federal Highway Administration, Office of Highway Policy Information, 2018).

Q30. How many drivable (functioning/working) autos, trucks, vans, or motorcycles are currently in the possession of all of the people who live or stay at the address on the mailing label?

Each residence in the Missoula metropolitan planning area in 2019 had 1.9 working autos, trucks, vans, or motorcycles. Figure 32 below illustrates the survey estimates for number of working motor vehicles per residence in the Missoula metropolitan planning area.

FIGURE 32: NUMBER OF WORKING MOTOR VEHICLES PER RESIDENCE
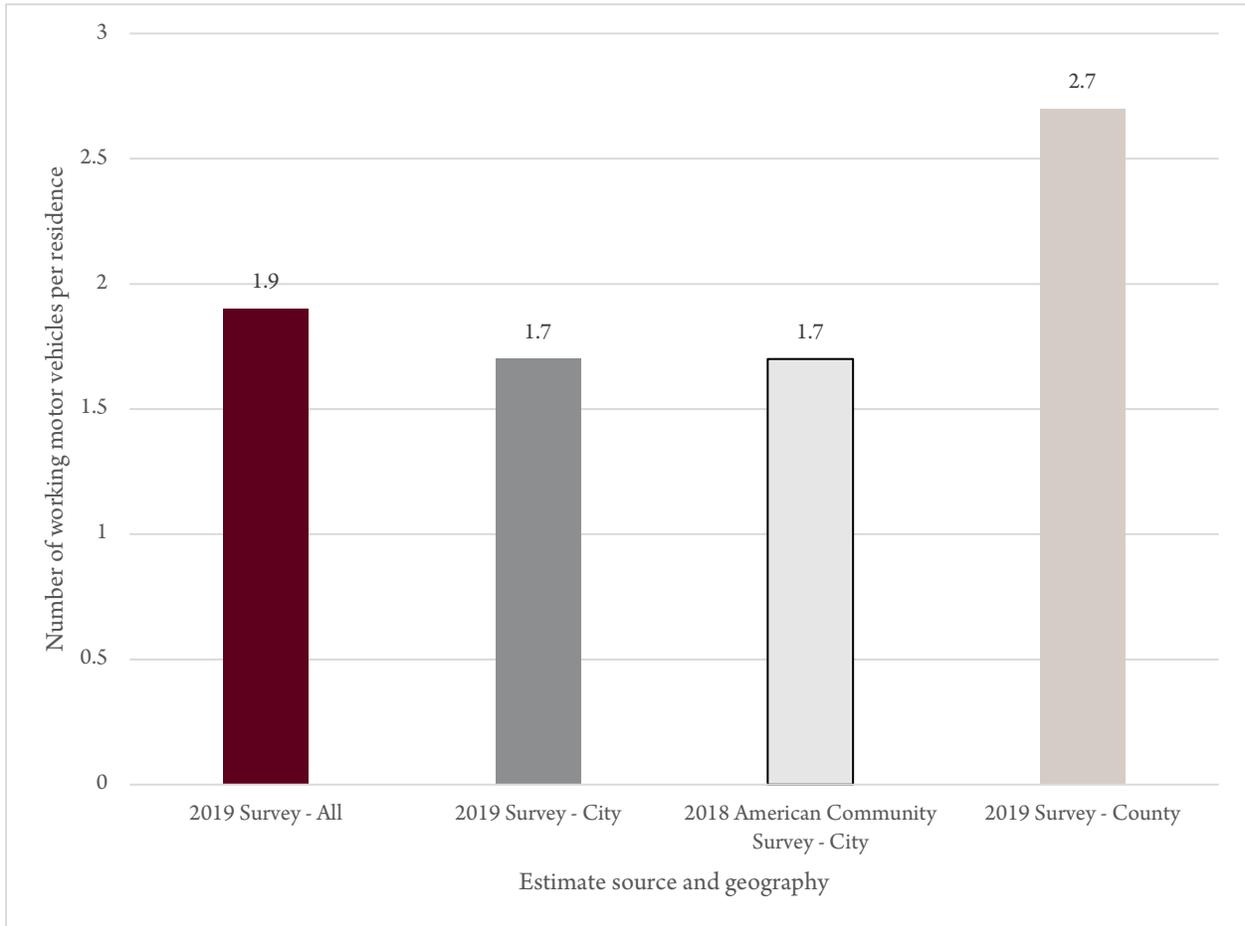
On average, county residences have one more working motor vehicle (2.7) available when compared with city residences (1.7). The 2019 survey estimate for city residences (1.7) was identical to the 2018 American Community Survey 5-year estimate for Missoula city (1.7).

Trends

The survey estimates for the number of licensed drivers and working motor vehicles per residence dropped slightly in 2019 when compared to 2015. Figure 33 illustrates these trends.

FIGURE 33: TRENDS IN NUMBERS OF LICENSED DRIVERS AND WORKING MOTOR VEHICLES PER RESIDENCE
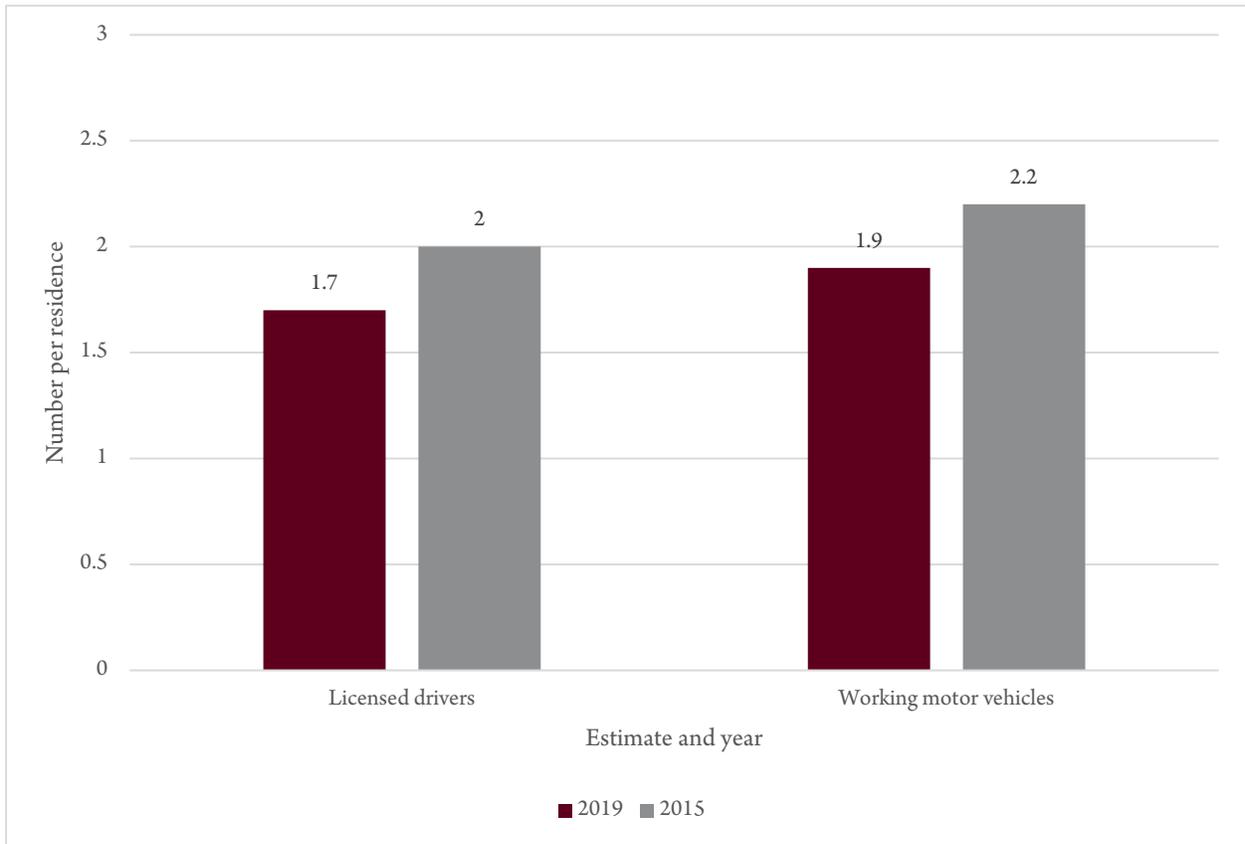
The average number of licensed drivers per residence dropped somewhat from 2 in 2015 to 1.7 in 2019. Similarly, the number of working motor vehicles in each residence dropped from 2.2 in 2015 to 1.9 in 2019. Each of these declines is statistically significant, though they are not very large in a practical sense.

Bicycling

Q31. How many ridable (functioning/working) bicycles are currently owned by all of the people who live or stay at the address on the mailing label?

Each residence in the Missoula metropolitan planning area housed an average of 1.8 working bicycles in 2019. Figure 34 below examines the survey estimates of the number of working bicycles per residence in the Missoula area.

FIGURE 34: NUMBER OF WORKING BICYCLES PER RESIDENCE
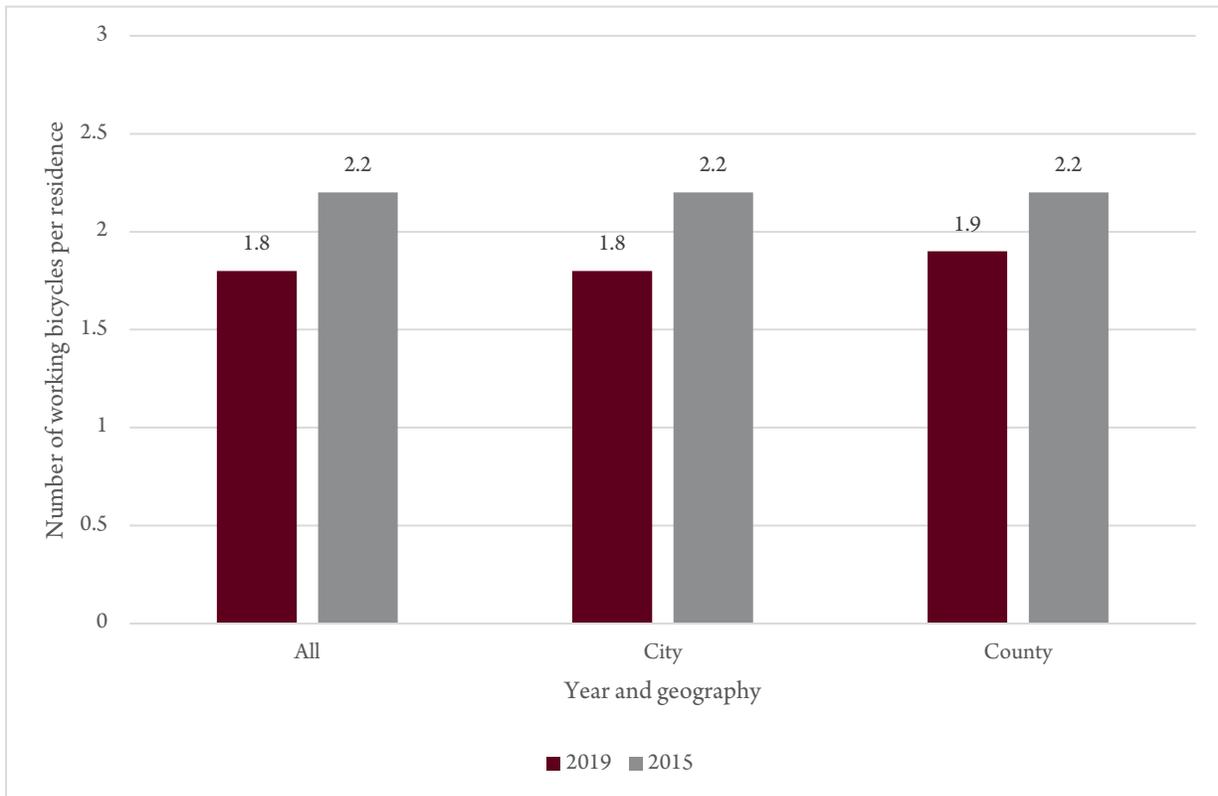
There was no significant difference in 2019 between the average number of bicycles in city residences (1.8) and the average number in county residences (1.9). The number of working bicycles per residence dropped in 2019 (1.8) from the number reported in 2015 (2.2).

Q32. During the last 30 days, did you ride a bicycle?

Just under 4 in 10 (38%) 2019 residents of the Missoula metropolitan planning area said they rode a bicycle in the preceding 30 days. Figure 35 below presents the 2019 prevalence estimates of past 30-day bicycle riding in the Missoula area and offers a 2017 national estimate for context.

FIGURE 35: BICYCLED IN THE LAST 30 DAYS
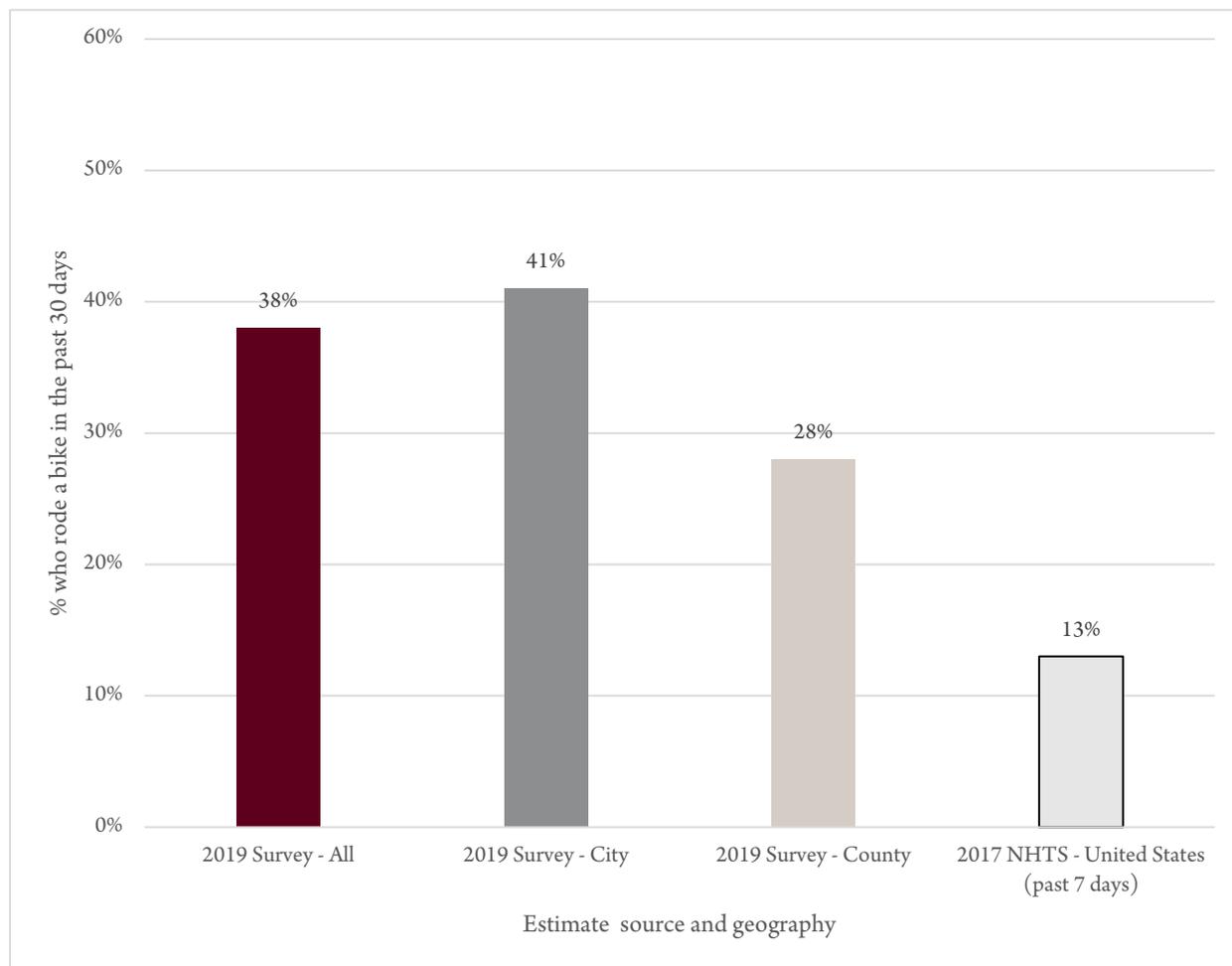
Just over 4 in 10 city residents (41%) said they bicycled in the past 30 days, while just under 3 in 10 county residents (28%) said they bicycled in the past 30 days. This difference does not exceed the 2019 survey's rate of sampling error. The 2019 estimate for the past 30-day prevalence rate of bicycling in the Missoula area is significantly larger than the 2017 estimate presented in Figure 35 for the United States as a whole (Triby & Tharp, 2019). However, the national estimate, taken from U.S. Department of Transportation's 2017 National Household Travel Survey, is of past 7-day prevalence NOT past 30-day prevalence. Thus, the Missoula-area bicycling prevalence rate and national bicycling prevalence rate are undoubtedly closer to each other than they appear above.

Trend

The survey estimate of past 30-day prevalence rate for bicycling in the Missoula area dropped from 52% in 2015 to 38% in 2019. Figure 36 illustrates this apparent, but probably weather-influenced, trend.

FIGURE 36: TREND IN PAST 30-DAY BICYCLING RATE
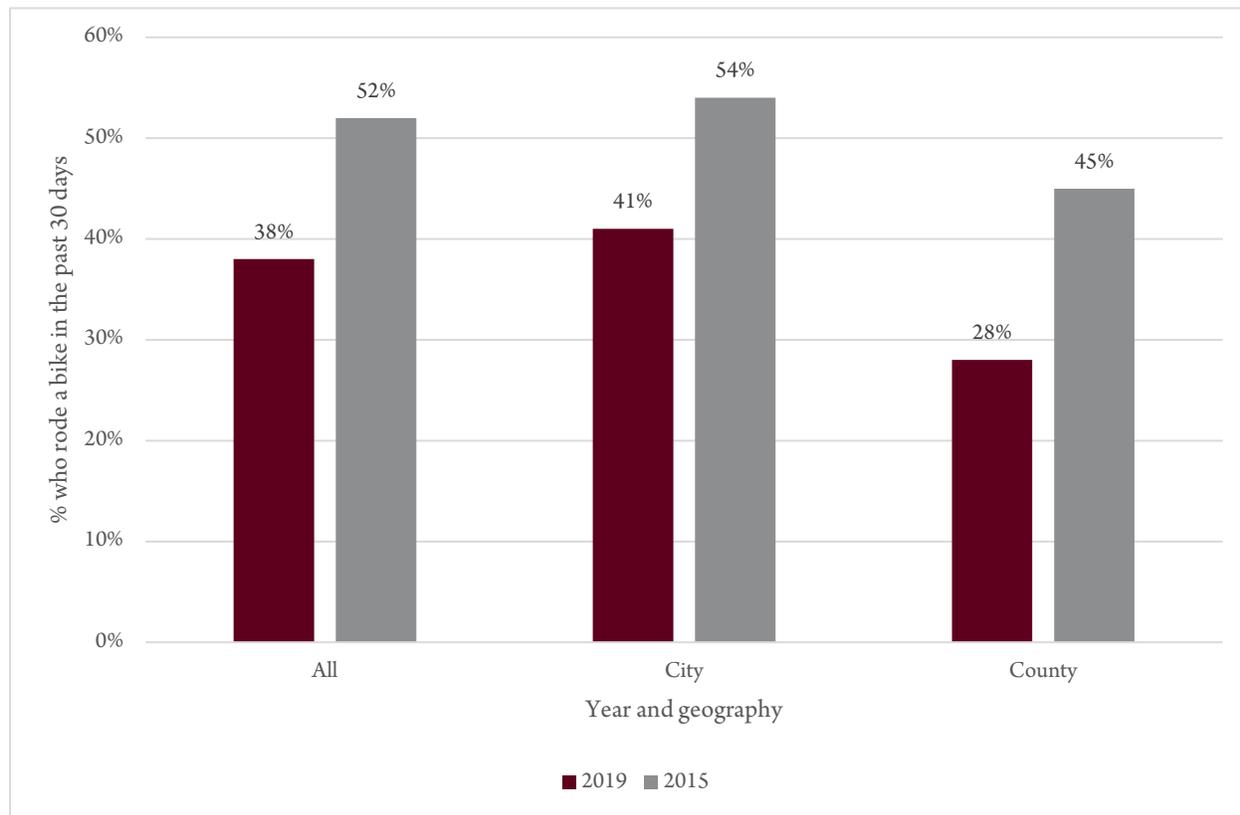
The drop in the past 30-day bicycling prevalence rate occurred in both city residents and county residents. It is likely that a substantial portion of the prevalence rate drop occurred because weather was colder and snowier during the 2019 survey period than it was in the 2015 survey period. Also, as will be described in detail in a report section that follows, weather is an important factor when area residents choose not to bicycle. Missoula area residents in both 2019 and 2015 ranked weather as their top reason for not riding a bicycle more often.

Each survey was conducted from mid-September through mid-November of the respective survey years. The U.S. National Weather Service (NWS) reported that the Missoula International Airport (MIA) experienced an average daily temperature of 42 degrees F. during the 2019 study period, but the average daily temperature was 48 degrees F. during the 2015 study period. (Menne, 2019) The minimum temperature during the 2019 survey at MIA was 1 degree F. compared to a minimum of 21 degrees F. at MIA in 2015. Likewise, MIA received 3.8 inches of snow during the 2019 survey period while MIA received only 0.4 inches of snow during the 2015 survey period.

Q33. How many days did you ride a bicycle over the last 30 days?

Among only those 2019 Missoula area residents who reported bicycling in the past 30 days, the average number of days each of them rode was 11 in the past month. Figure 37 examines the frequency of bicycle riding among Missoula area bicyclers.

FIGURE 37: FREQUENCY OF BICYCLING (PAST MONTH)
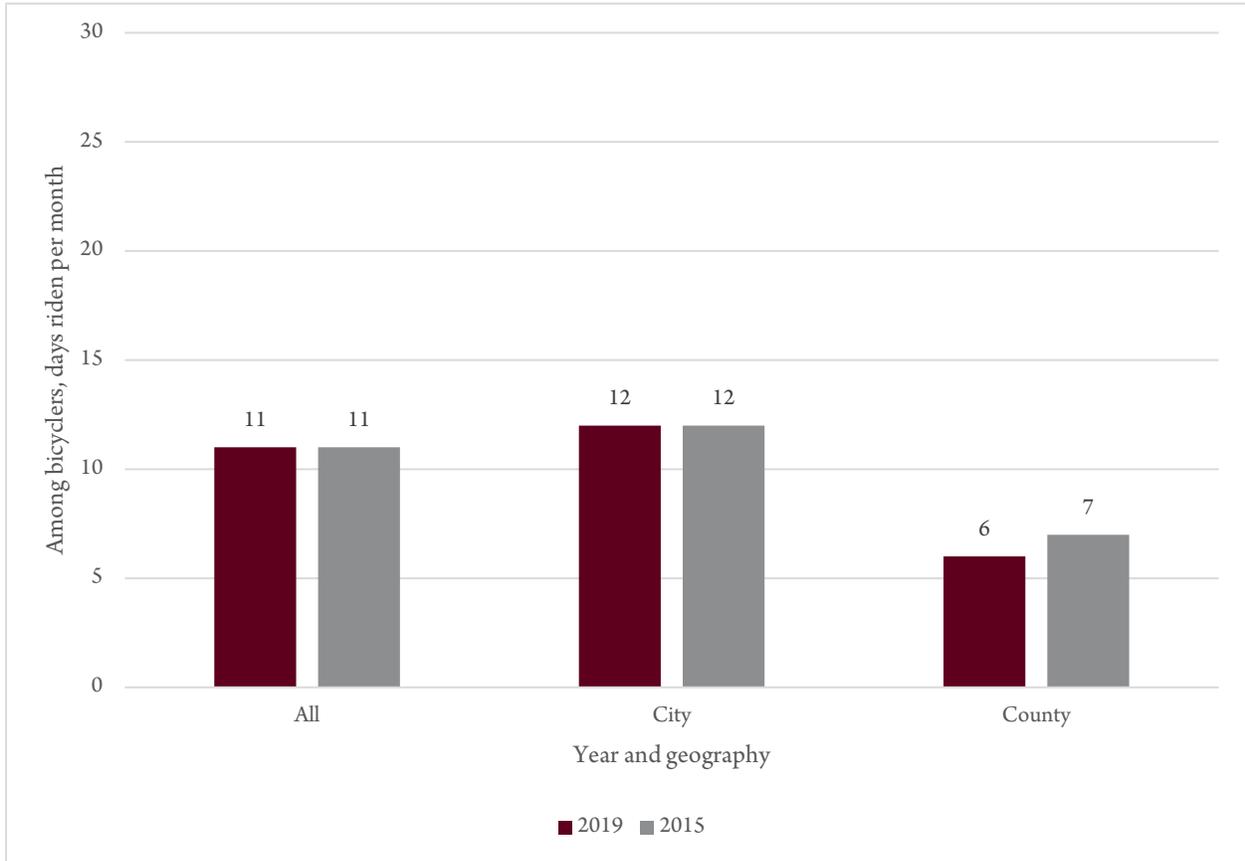
City residents who bicycle reported riding twice the number of days over the past month (12) compared with county riders (6). The average frequency of days ridden in the last month, by those who chose to ride at all, did not change from 2015 to 2019.

Q34. What was the primary reason for you to ride a bicycle over the last 30 days?

Missoula area bicyclers most often reported that their primary reason for riding a bicycle over the last 30 days was for recreation (74 total responses). Figure 38 presents the distribution of primary reasons for bicycling by the location of the rider's residence.

FIGURE 38: PRIMARY REASONS FOR BICYCLING OVER THE PAST 30 DAYS
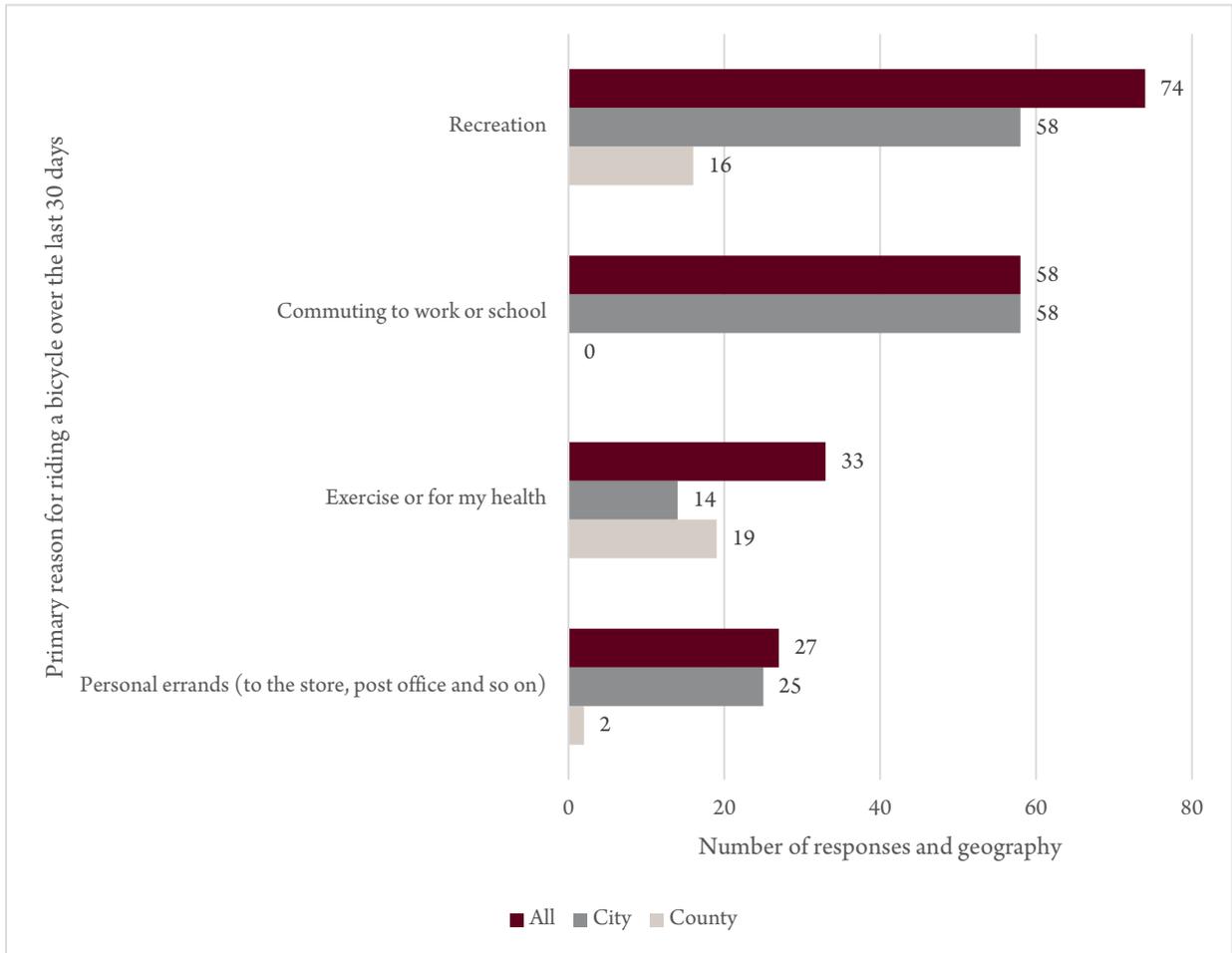
In the Missoula area commuting to work or school was the second most frequently cited reason for bicycling (58 responses). Riding for exercise received 33 responses and personal errands received 27 responses. There were significant differences in reasons for bicycling between city and county residents. Perhaps most striking was the fact that no (0) county residents reported that commuting was their primary reason for riding a bicycle. County residents most often said that their primary reason for riding a bicycle was exercise (19 responses) or recreation (16 responses).

Q35. What was a secondary reason for you to ride a bicycle over the last 30 days?

Missoula area bicyclers most often cited recreation (57 total responses) as a secondary reason for riding a bicycle over the past 30 days. Figure 39 presents the results to question 35.

FIGURE 39: SECONDARY REASONS FOR BICYCLING OVER THE PAST 30 DAYS
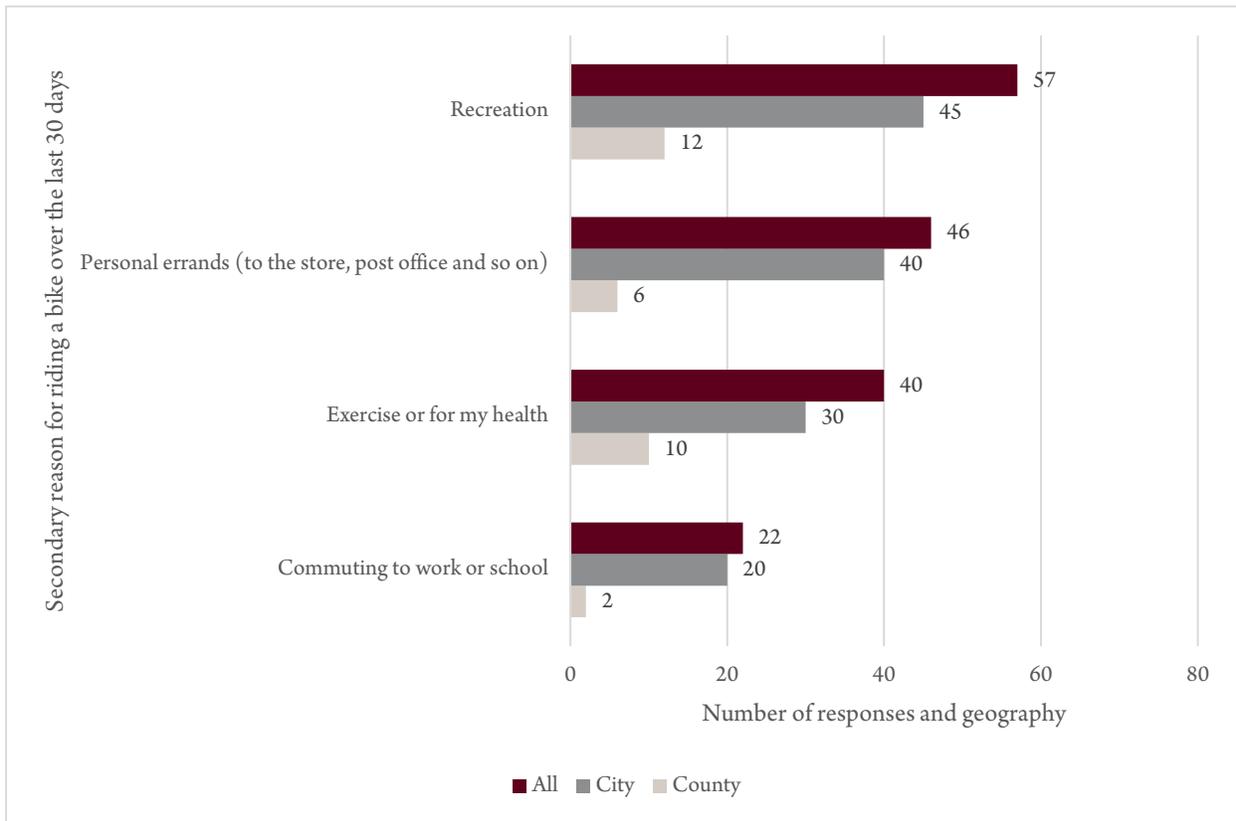
Personal errands (46 responses) and exercise (40 responses) were statistically tied as the second ranked additional reason for bicycling in the Missoula area. Among county residents the top ranked secondary reasons for bicycling were recreation (12 responses) and exercise (10 responses).

Q36. Did you bicycle mostly on?

Missoula area bicyclers reported most often riding on bike paths, walking paths or trails (38% of past 30-day bicycle riders). Figure 40 examines the proportions of Missoula bicyclers who reported riding on specific surfaces.

FIGURE 40: SURFACE BICYCLERS RODE ON IN THE PAST 30 DAYS
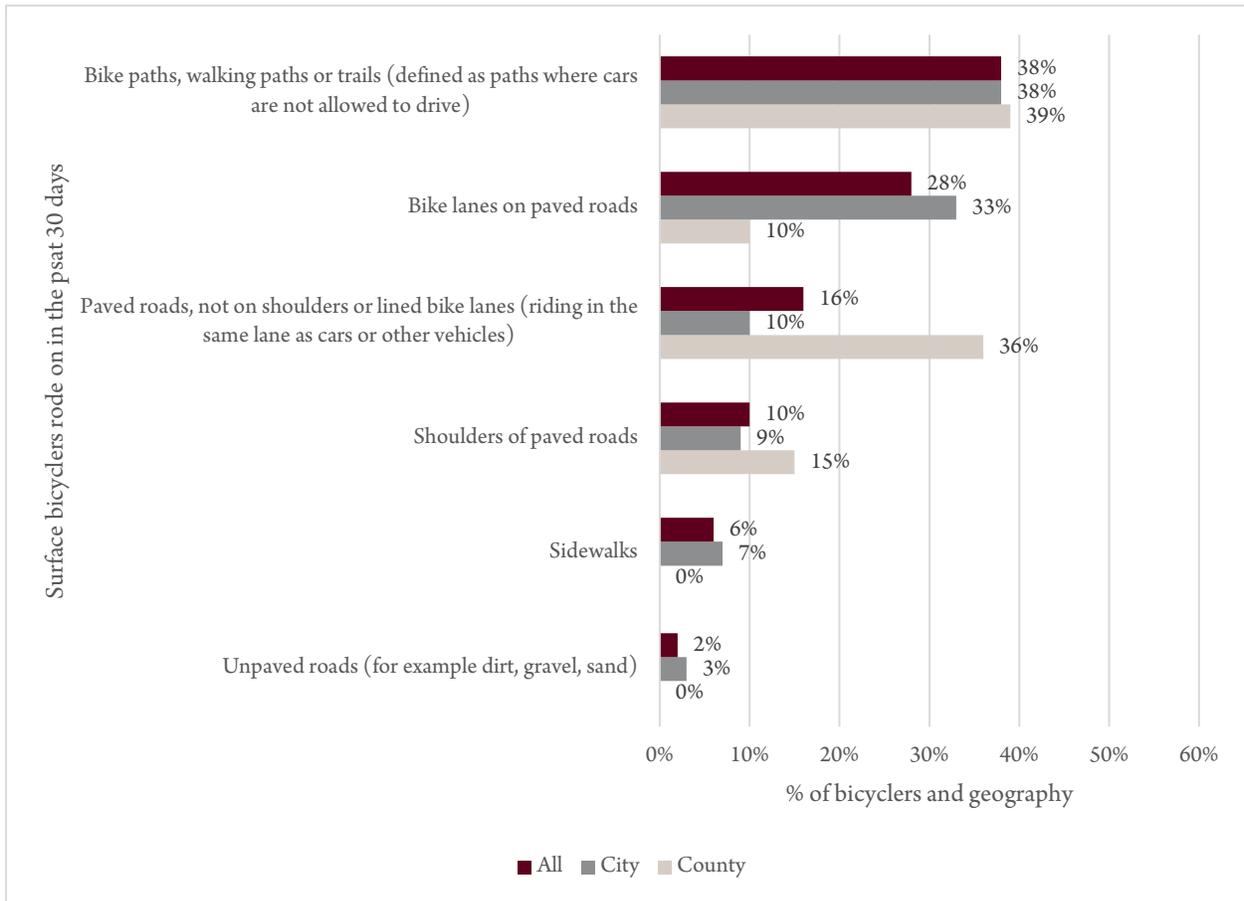
Missoula area bicyclers second most frequently ridden on surface (28%) was bike lanes on paved roads. The third most ridden on surface (16%) was paved roads (not on shoulders of lined bike lanes). There was a difference in the surfaces used by city and county riders. County riders' most often ridden on surfaces were bike paths (39% of county riders) and paved roads (36% of county riders).

Q37. What keeps you, if anything, from riding a bicycle more often?

Weather was the most commonly cited barrier (17% of all responses) to bicycling more often in 2019. Figure 41 below presents the barriers to bicycling cited by 2019 residents of the Missoula area.

FIGURE 41: BARRIERS TO BICYCLING
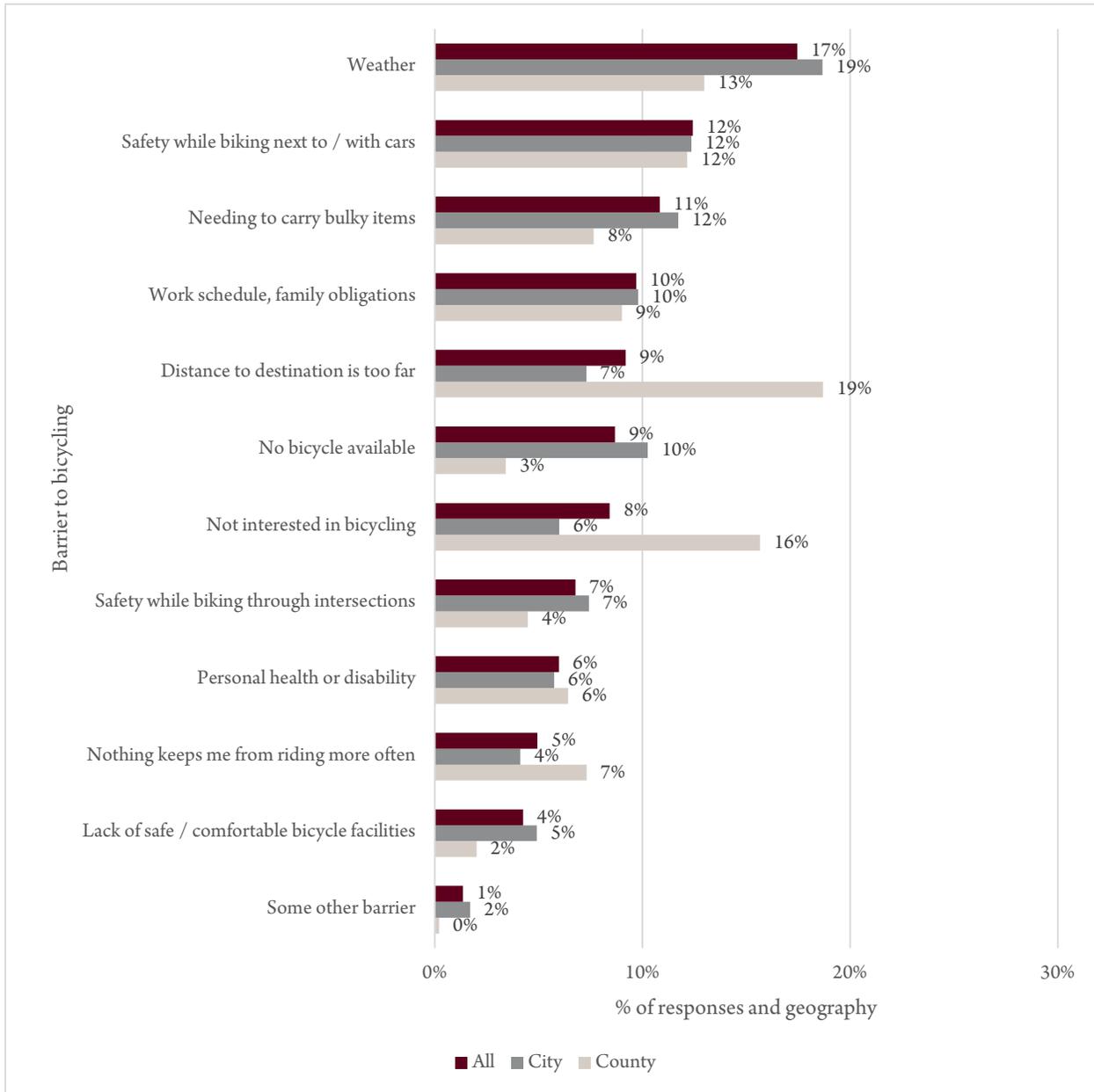
Two barriers were cited more often by county residents than city residents. First, 19% of the responses of county residents cited the distance to the destination. Second, 16% of county resident responses mentioned not being interested in bicycling.

Trend

Weather increased in rank from tied for 2nd most cited barrier in 2015 to 1st in 2019. Figure 42 illustrates the trends in reported barriers to bicycling in the Missoula area. Please see the section on results of question 32 above for a description of the possible impact of weather on answers to bicycling questions in 2019 and 2015.

FIGURE 42: TREND IN BARRIERS TO BICYCLING
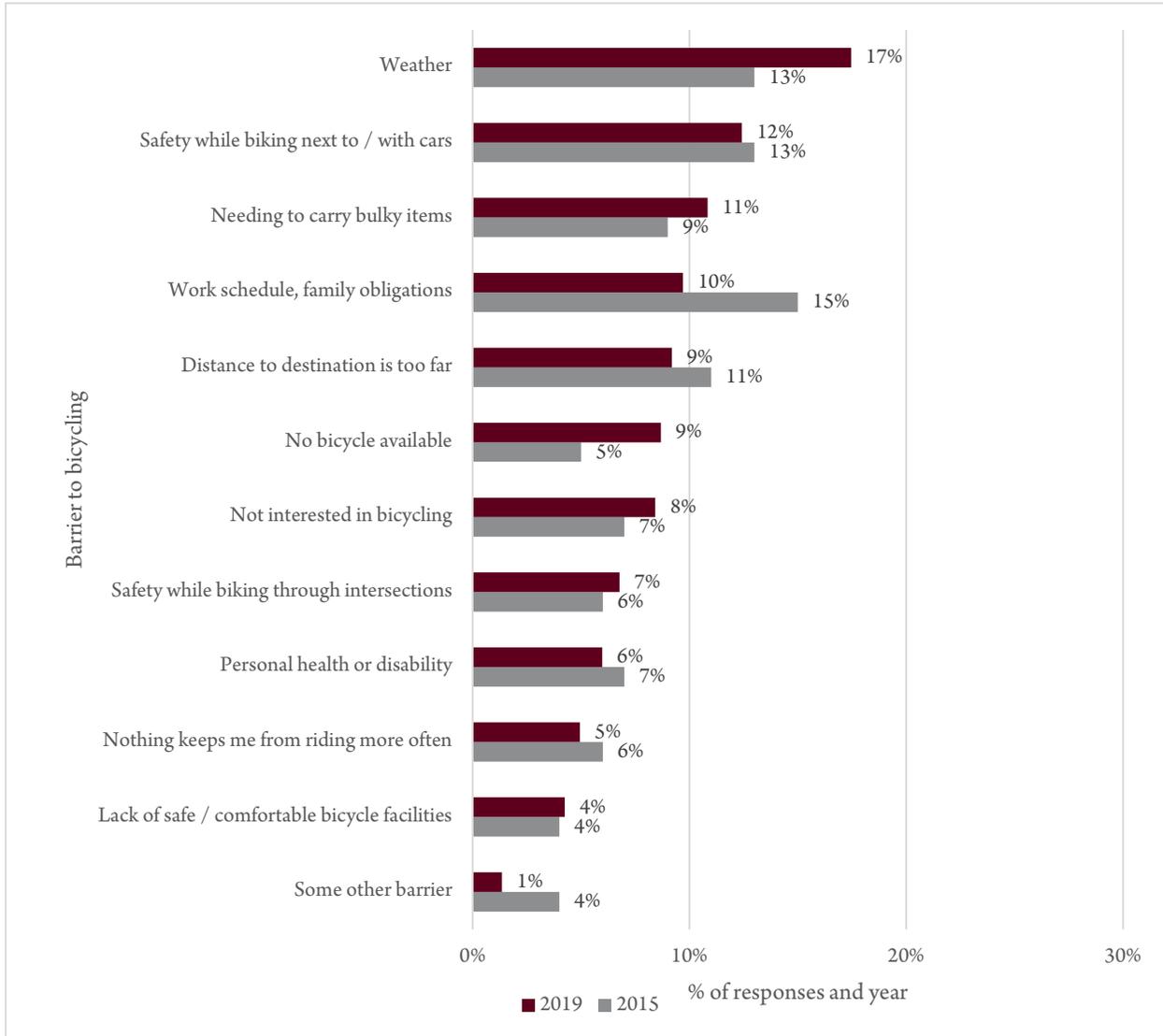
Work schedule or family obligations dropped to 4th in rank of barriers to bicycling in 2019 from 1st in 2015. No bicycle available rose to the 5th ranked barrier in 2019 from the 7th ranked barrier in 2015.

Walking, Running, or Jogging

Q38. During the last 30 days, did you walk, run, or jog at least one time outside for 5 minutes or more?

Just over 4 out of every 5 adult Missoula area residents (81%) said they walked, jogged or ran outside for at least 5 minutes over the past 30 days. Figure 43 below illustrates the survey findings for question 38.

FIGURE 43: WALKED OR RAN OUTSIDE PAST 30 DAYS
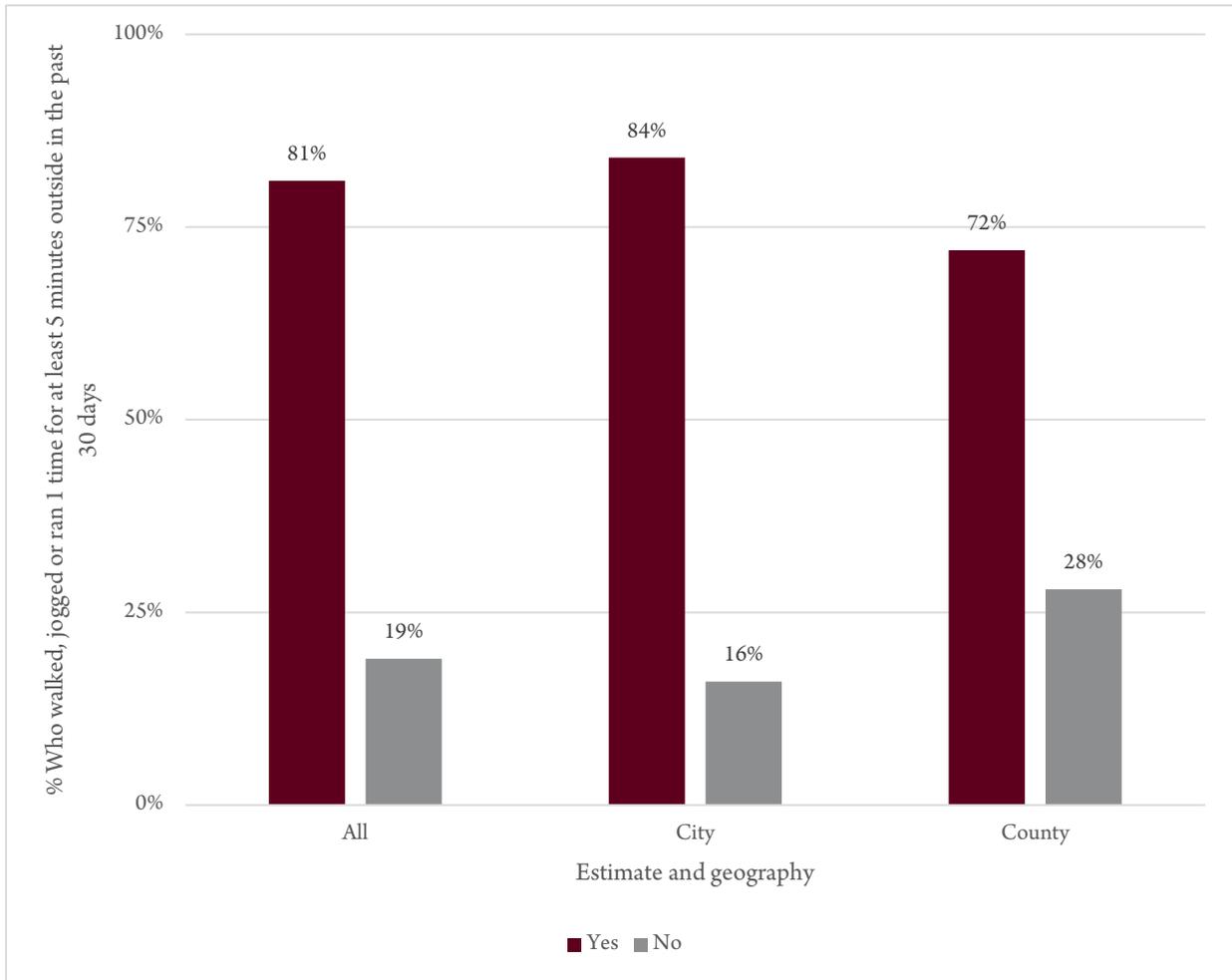
More city residents (84%) reported walking, jogging, or running outside than did county residents (72%).

There is a correlation between the age or self-rated health status of Missoula area residents and their reports of walking, jogging or running outside. Figure 44 displays these correlations.

FIGURE 44: RELATIONSHIP BETWEEN AGE OR HEALTH STATUS AND PREVALENCE OF WALKING OR RUNNING OUTSIDE
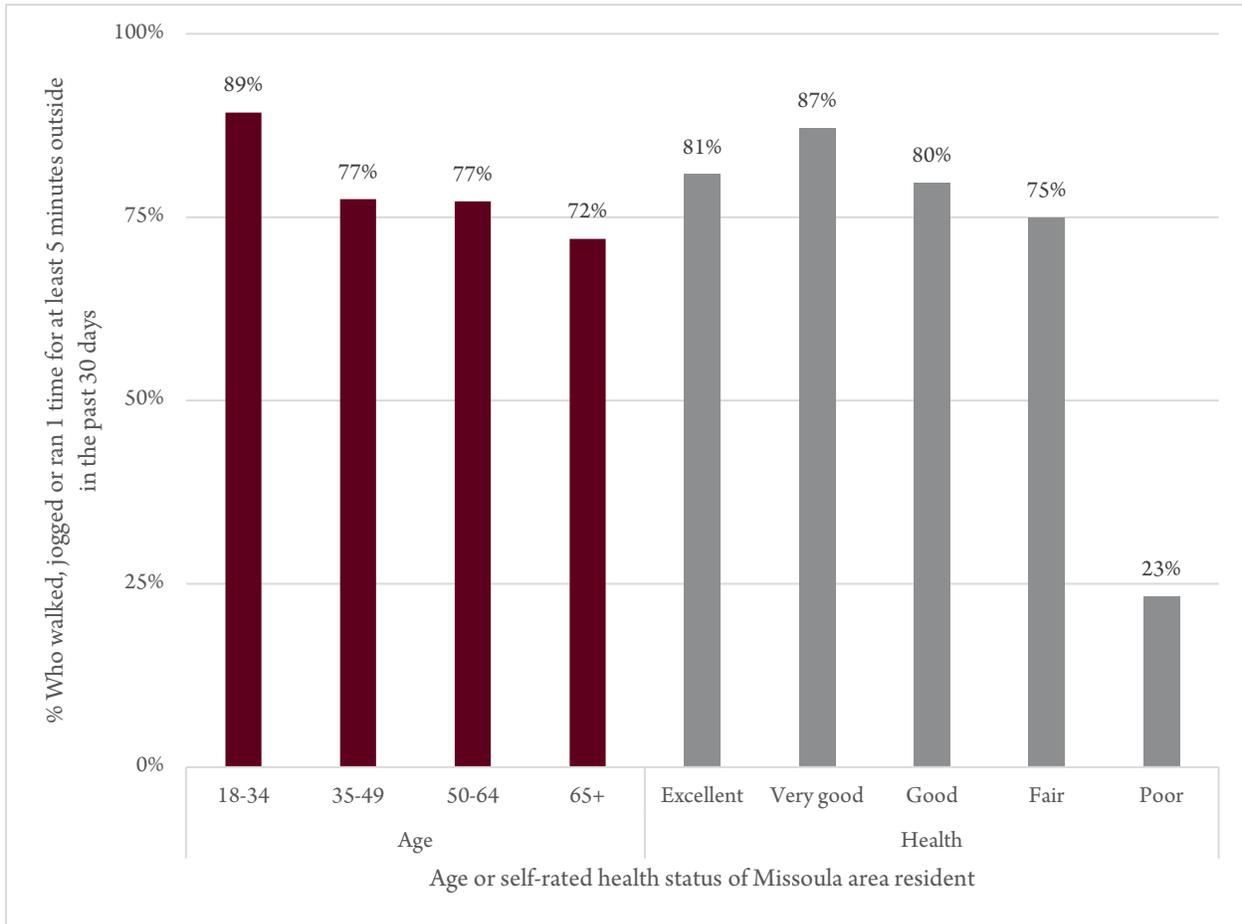
The prevalence of past 30-day walking, jogging or running outside declines somewhat in the Missoula area as the age of residents increases. While 89% of 18-34 year olds reported past 30-day walking, jogging or running outside, the prevalence declines to 72% among residents ages 65 or older. The relationship is markedly different between health status and walking, jogging or running outside. Missoula area residents who describe their health status as poor are much less likely to walk, jog or run outside than are other residents. Only 23% of residents in poor health reported walking, jogging or running outside in the past 30 days. The past 30-day walking, jogging or running outside prevalence rates for residents with better health statuses range from 75% to 87%.

Trend

The overall prevalence in the Missoula area of past 30-day walking, jogging or running outside declined slightly to 81% in 2019 from 88% in 2015. The decline is statistically significant. Figure 45 below shows this trend.

FIGURE 45: TREND IN PAST 30-DAY WALKING, JOGGING OR RUNNING OUTSIDE
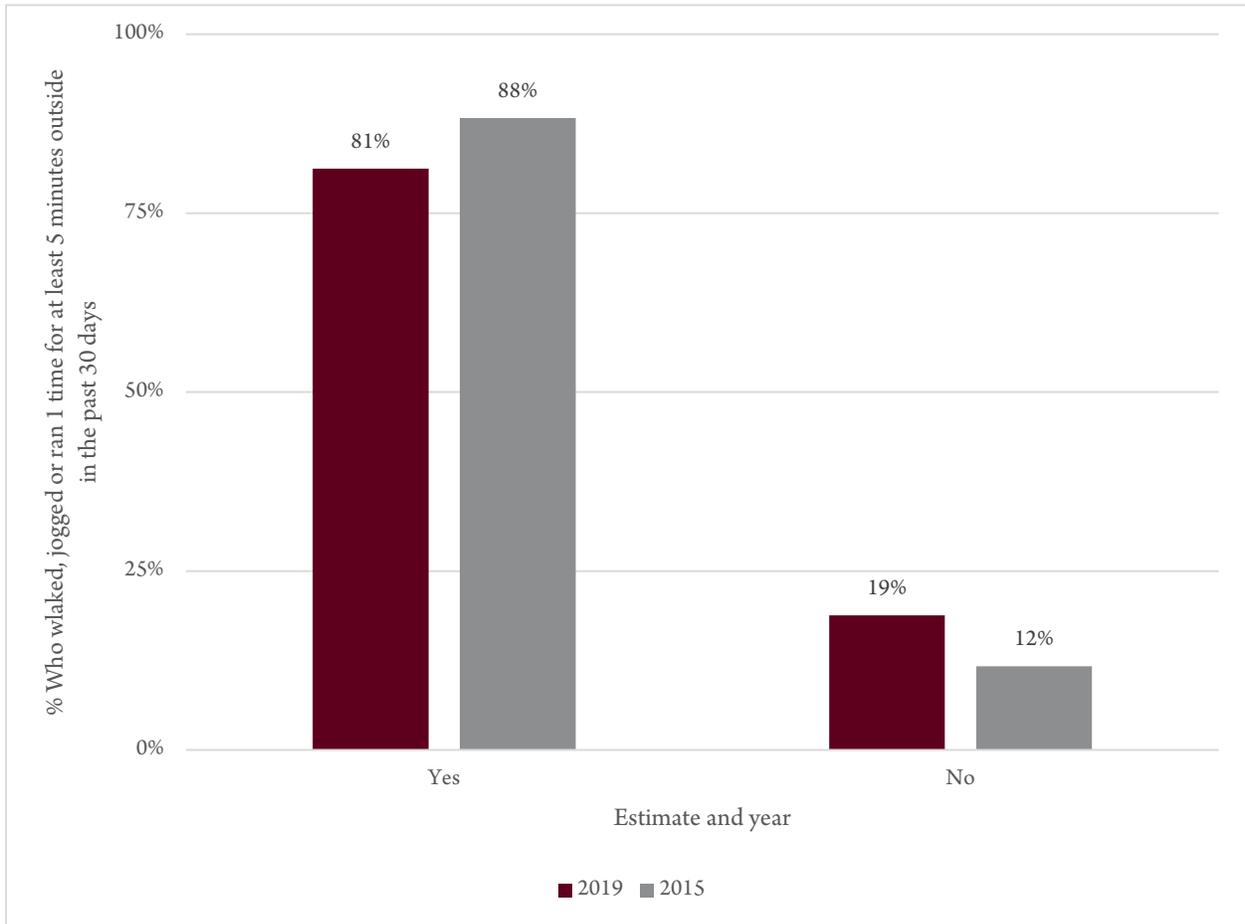
It is likely that colder and snowier weather during the 2019 study period contributed to this decline. Please see the section on results of question 32 above for a description of the possible impact of weather on answers to questions in 2019.

Q39. How many days did you walk, run or jog over the last 30 days?

Among Missoula area residents who walked, jogged or ran over the last 30 days, adults walked or ran on an average of 17 days out of the previous 30. Figure 46 presents the average number of days per month residents walk or run (among the population of walkers and runners).

FIGURE 46: FREQUENCY OF WALKING OR RUNNING (PAST MONTH)
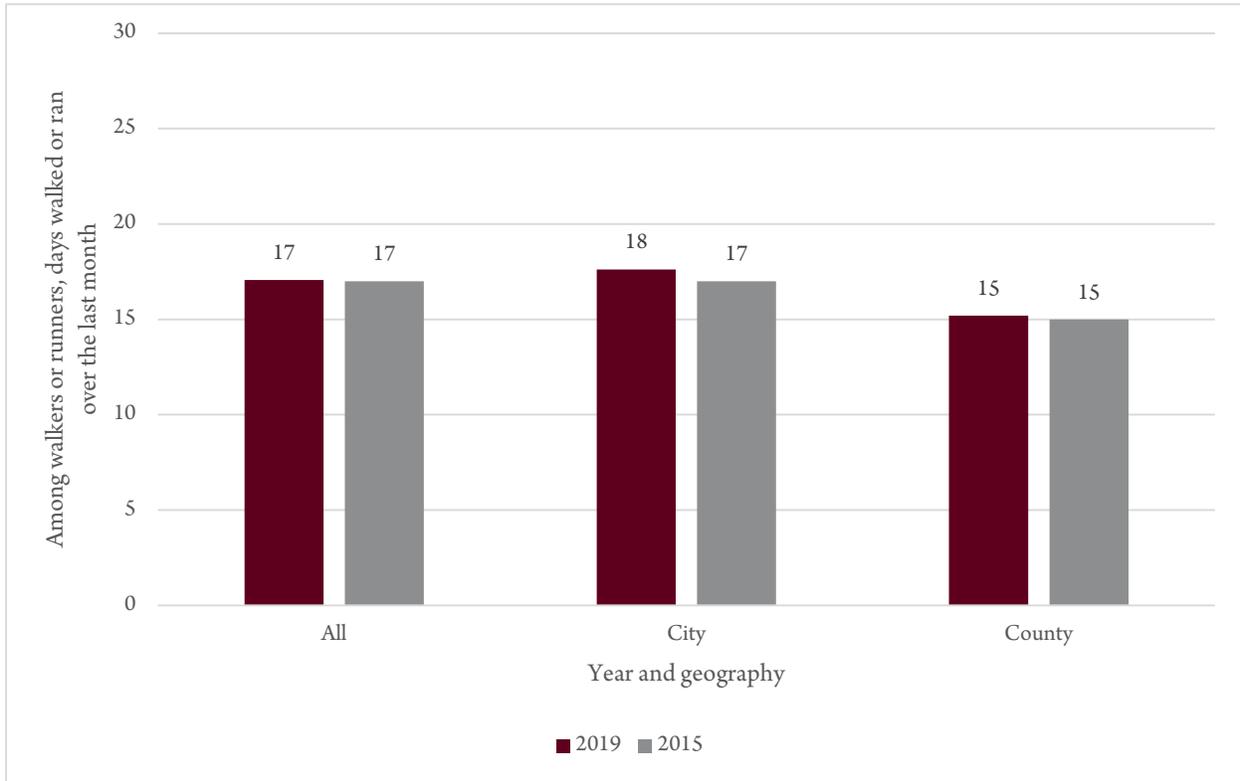
There was no statistically significant difference between the average reported by city walkers or runners (18) and the average reported by county walkers or runners (15). There also was no change in the frequency of walking or running among those who run or walk over the period 2015-2019.

Q40. What was the primary reason for you to walk, run, or jog over the last 30 days?

Missoula area residents most often said (187 responses) that exercise or their health was their primary reason for walking or running. Figure 47 below presents Missoula area residents' primary reasons for walking or running.

FIGURE 47: PRIMARY REASON FOR WALKING OR RUNNING OVER THE PAST 30 DAYS
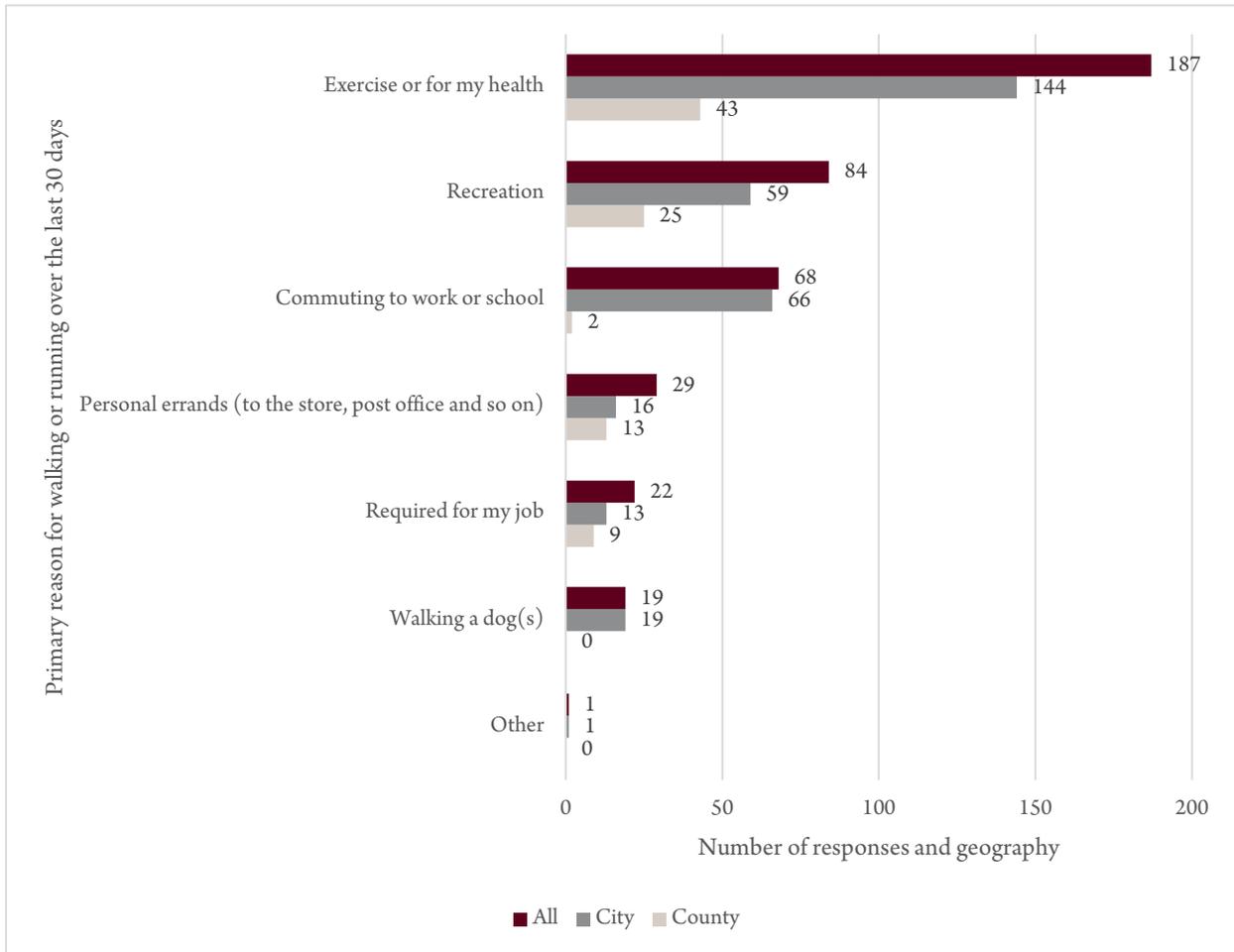
Recreation was the next most often cited primary reason for walking or running (84 responses), followed by commuting to work or school (68 responses). There is a difference in primary reasons cited by city versus county residents. City residents were much more likely (66 responses) to cite commuting to work or school as a primary reason than were county residents (2 responses). City residents were also much more likely (19 responses) to say their primary reason for walking or running was walking a dog, compared with county residents (0 responses).

Q41. What was a secondary reason for you to walk, run, or jog over the last 30 days?

Recreation was the most commonly cited (152 responses) secondary reason for Missoula area residents to walk or run. Figure 48 below presents Missoula area residents' secondary reasons for walking or running.

FIGURE 48: SECONDARY REASON FOR WALKING OR RUNNING OVER THE PAST 30 DAYS
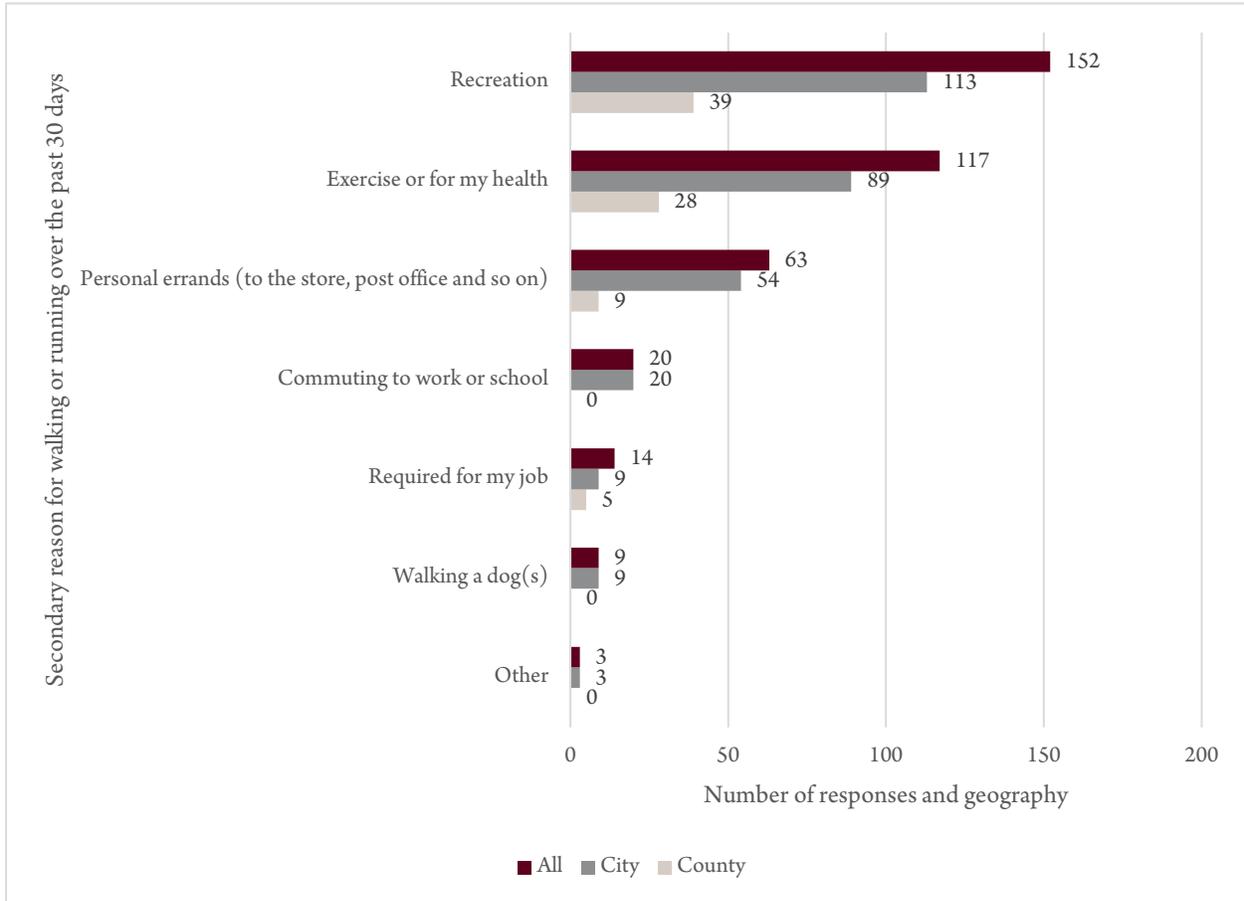
Exercise or health reasons were mentioned 117 time by respondents as a secondary reason for walking or running. Personal errands were cited 63 times as a secondary reason. County residents were less likely than city residents to mention personal errands, commuting to work or school, or walking a dog as a secondary reason.

Q42. Did you walk, run, or jog mostly on?

Missoula area residents as a whole most often walk or run on sidewalks (44% of walkers or runners and 50% of city walkers or runners). However, county residents were most likely to report walking or running on bike paths, walking paths or trails (33% of county walkers or runners). Figure 49 below illustrates Missoula area residents' choice of surface for walking or running.

FIGURE 49: SURFACE WALKERS OR RUNNERS USED IN THE PAST 30 DAYS
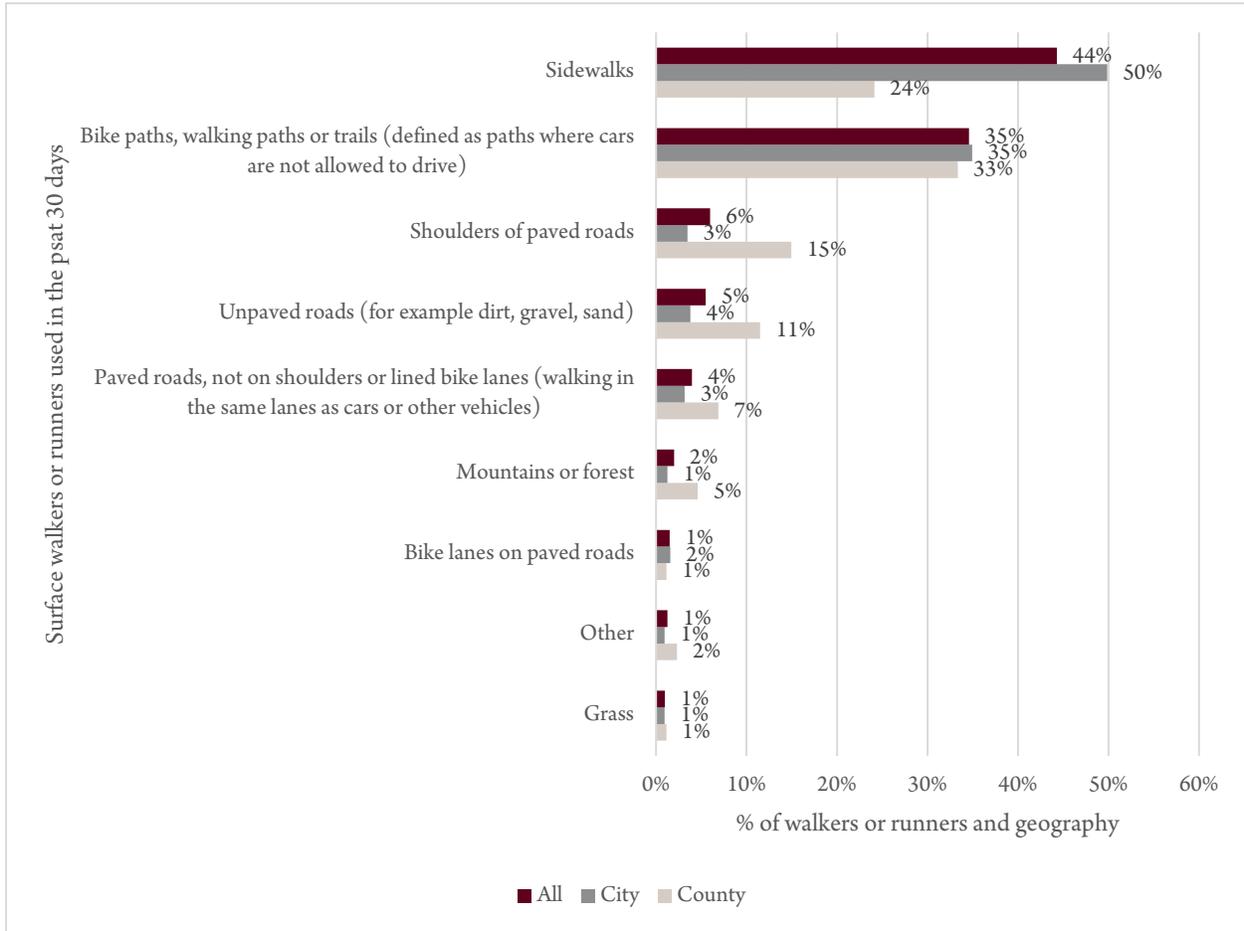
County walkers or runners were also slightly more likely than city walkers or runners to report using paved roads, the shoulders of paved roads and unpaved roads.

Q43. What keeps you, if anything, from walking or jogging more often?

The most often cited barrier to walking or running by Missoula area residents is work schedule or family obligations (19% of all responses). Figure 50 presents the barriers to walking or running in the Missoula area.

FIGURE 50: BARRIERS TO WALKING OR RUNNING
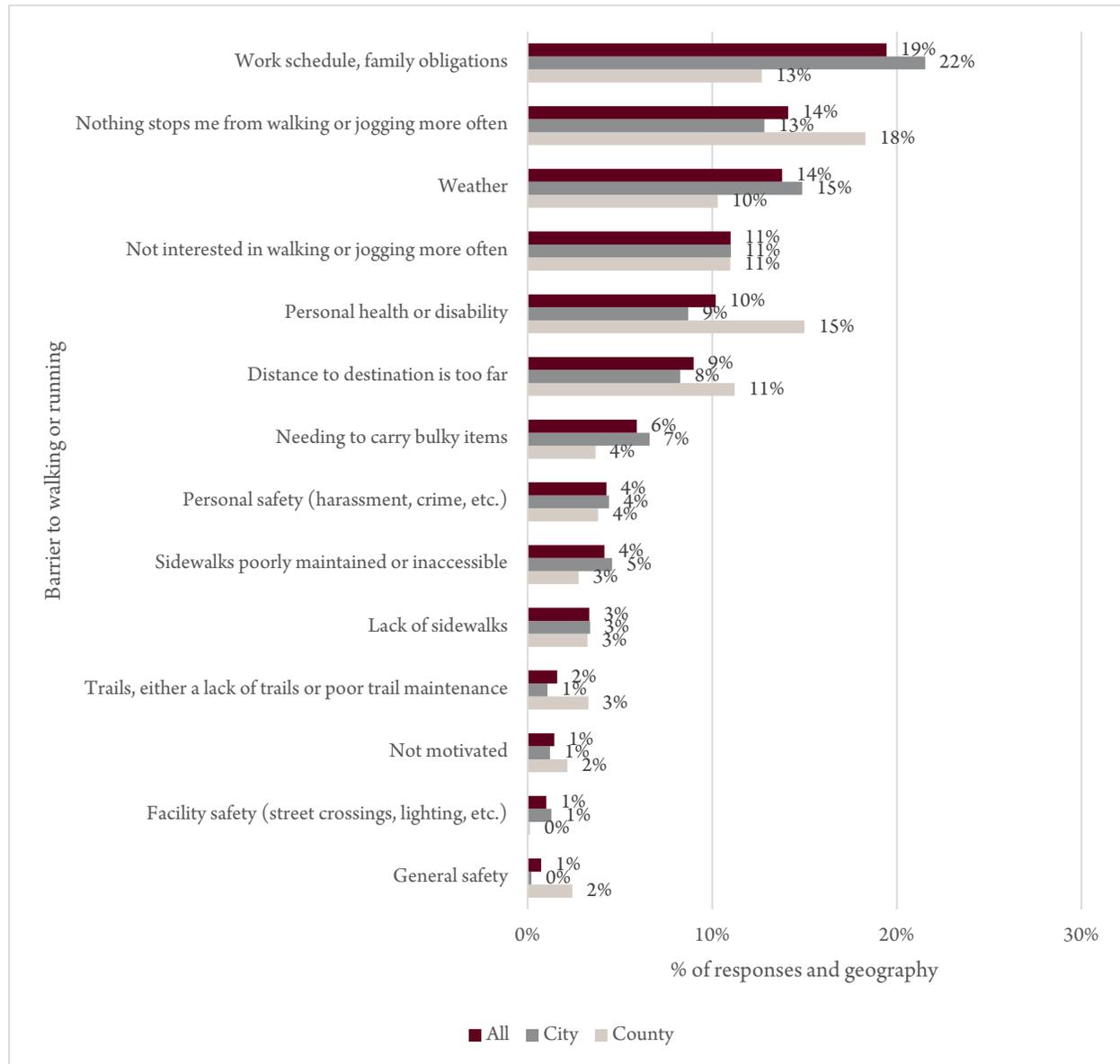
 Weather was the second most often cited barrier to walking or running (14%) and lack of interest in walking or running was 3rd (11%). Slightly more county residents (15%) than city residents (9%) said that their barrier to walking or running is personal health or disability.

Trend

Work schedule or family obligations remained the top barrier in 2019 (19% of responses) to Missoula area residents walking or running, as it was in 2015 (21% of responses). Figure 51 displays the trends in barriers to walking or running in the Missoula area.

FIGURE 51: TREND IN BARRIERS TO WALKING OR RUNNING
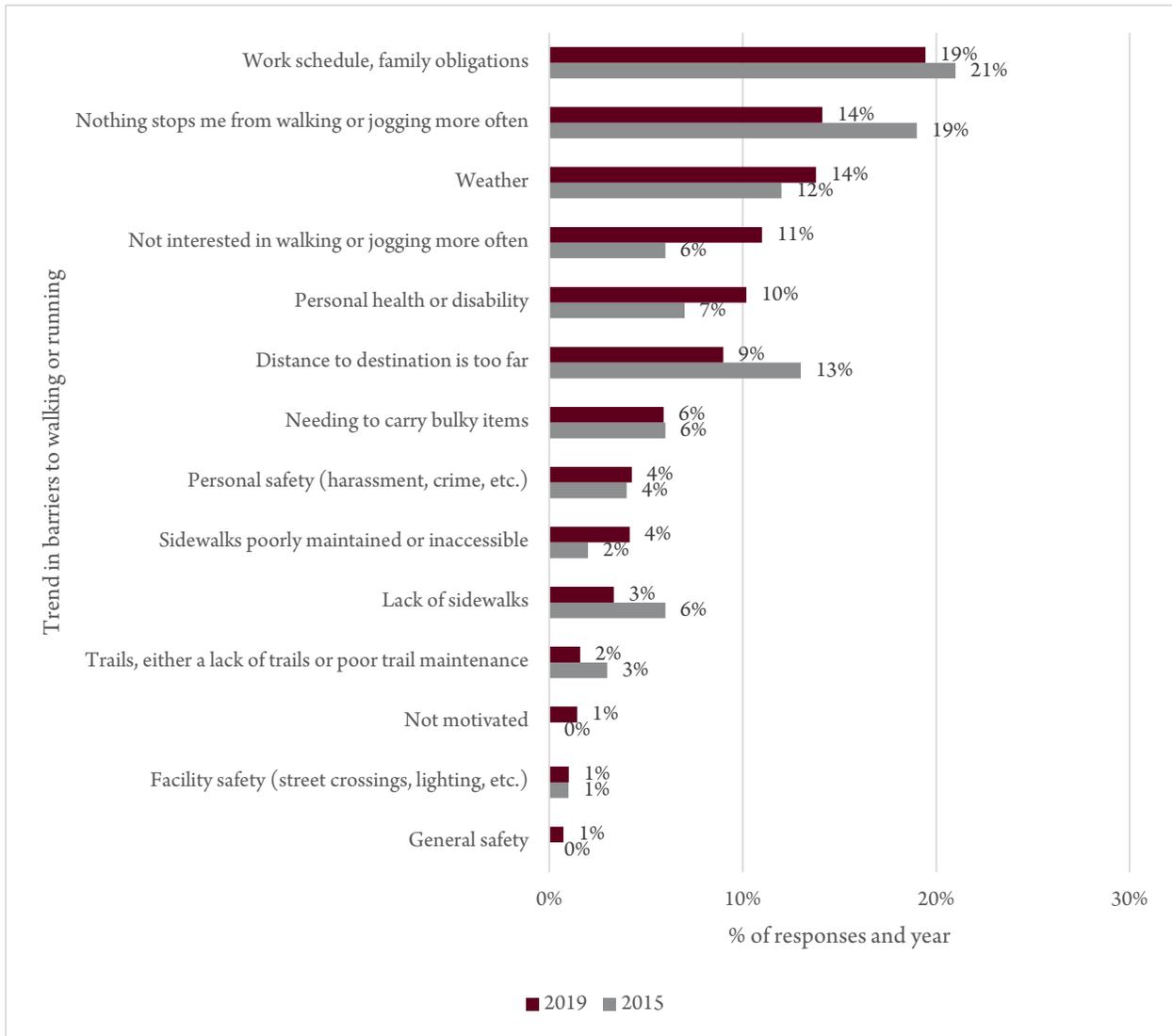
Weather moved from the 4th ranked barrier in 2015 to a tie for the 2nd ranked barrier in 2019. Lack of interest in walking or running moved to the 3rd ranked barrier in 2019 from 5th in 2015.

Riding Public Transportation

Q44. During the last 30 days, did you ride on any public transit within the Missoula area?

About 15% of Missoula area residents reported riding any form of public transportation in the last 30 days. Figure 52 below presents the 2019 results to question 44.

FIGURE 52: RODE ANY PUBLIC TRANSPORTATION PAST 30 DAYS
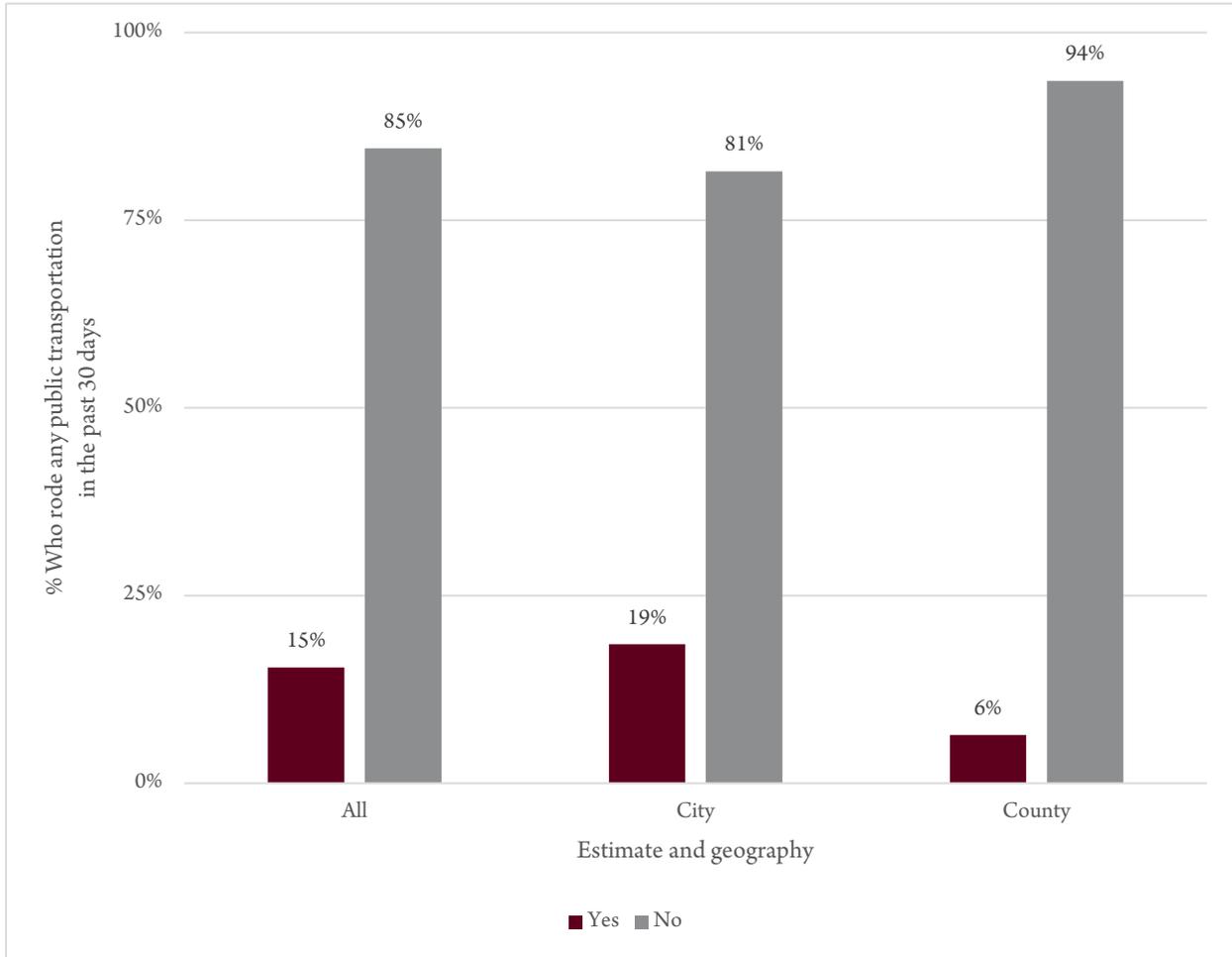
City residents (19%) were more likely than were county residents (6%) to report riding on public transportation in the past 30 days. In fact, city residents were about 3 times as likely to ride public transportation as county residents.

Trend

There was no significant difference in the overall 30-day prevalence of public transportation ridership among Missoula area residence from 2015 to 2019. Figure 53 below illustrates this trend.

FIGURE 53: TREND IN PAST 30-DAY PUBLIC TRANSPORTATION RIDERSHIP
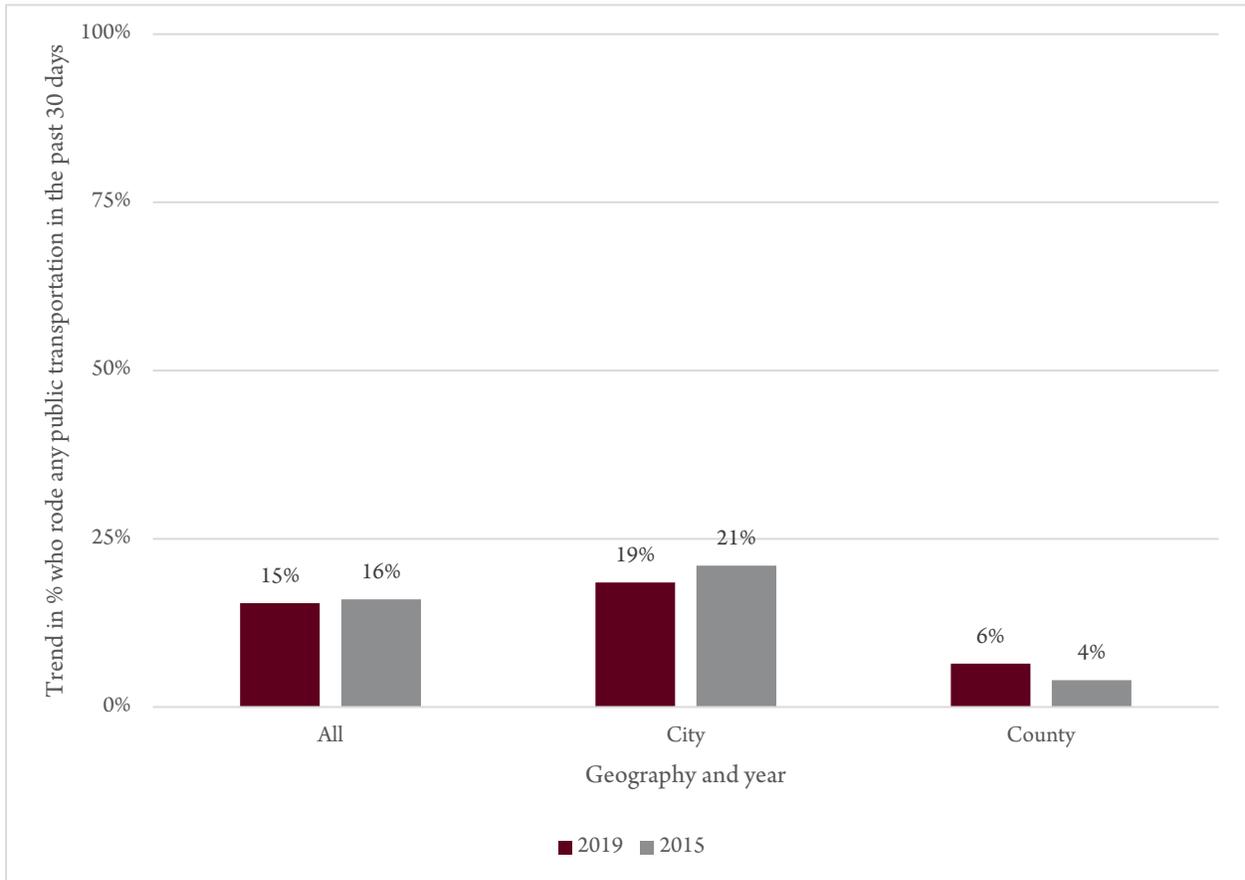
While the point estimates from the 2019 survey slightly differ from those of the 2015 survey, none of the differences exceed the margin of sampling error for both surveys.

Q45. How many of the last 30 days did you use public transit?

Missoula area public transit users reported riding on an average of 7 days over the past 30 days. Figure 54 illustrates the average daily frequency of public transit ridership in the Missoula area.

FIGURE 54: FREQUENCY OF RIDING PUBLIC TRANSIT PAST 30 DAYS
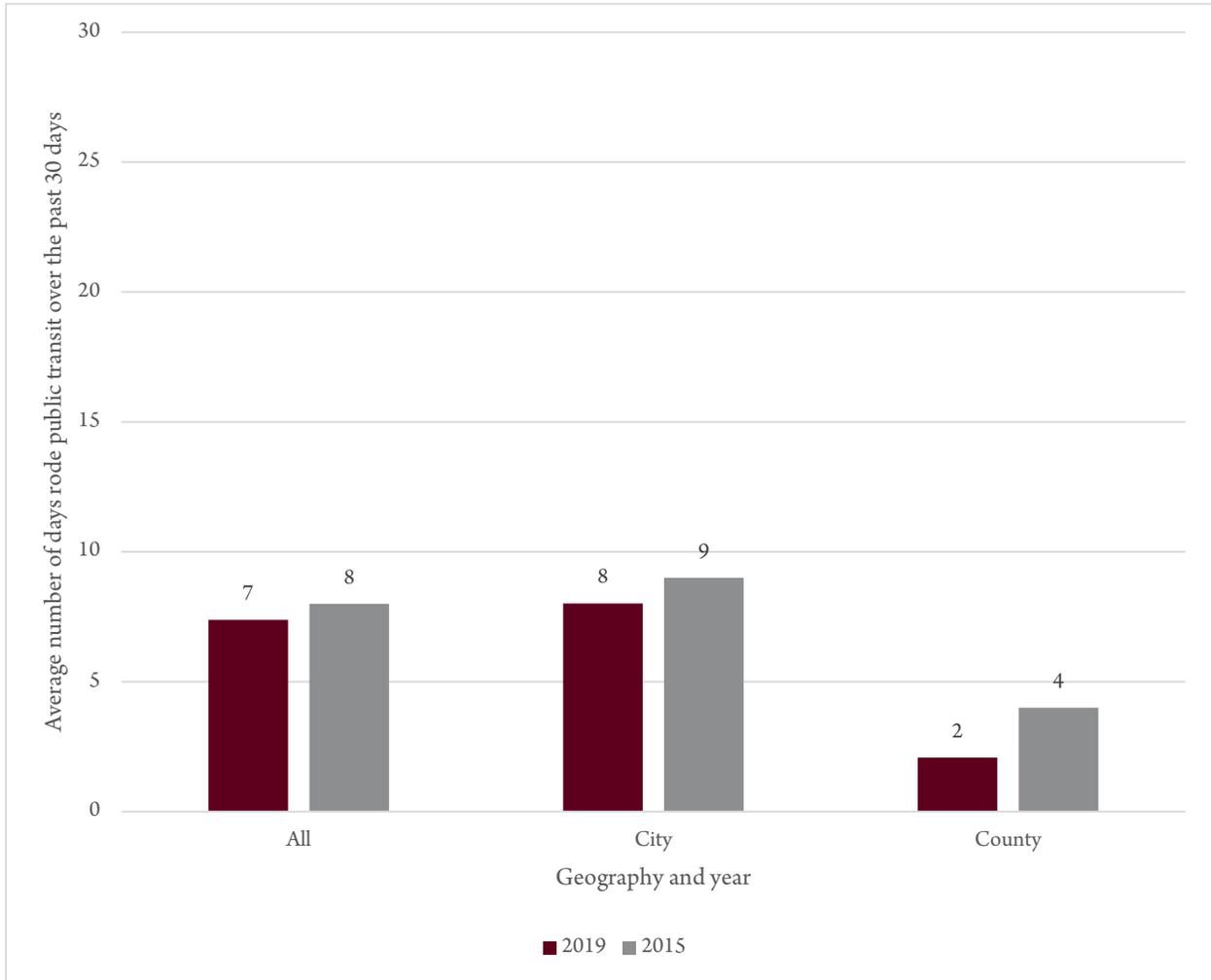
There is a difference between the frequency of days ridden between city and county residents. City public transit riders reported riding an average of 8 days over the past 30, while county riders reported riding an average of 2 days over the past 30. There was no statistically significant difference between the 2019 survey estimates and the 2015 survey estimates.

Q46. What was the main reason for you to use public transit over the last 30 days?

Missoula area transit riders most often cited (38 responses) going on personal errands as the main reason they rode public transit over the last 30 days. Figure 55 presents the responses to question 46.

FIGURE 55: MAIN REASON FOR RIDING PUBLIC TRANSIT OVER THE PAST 30 DAYS
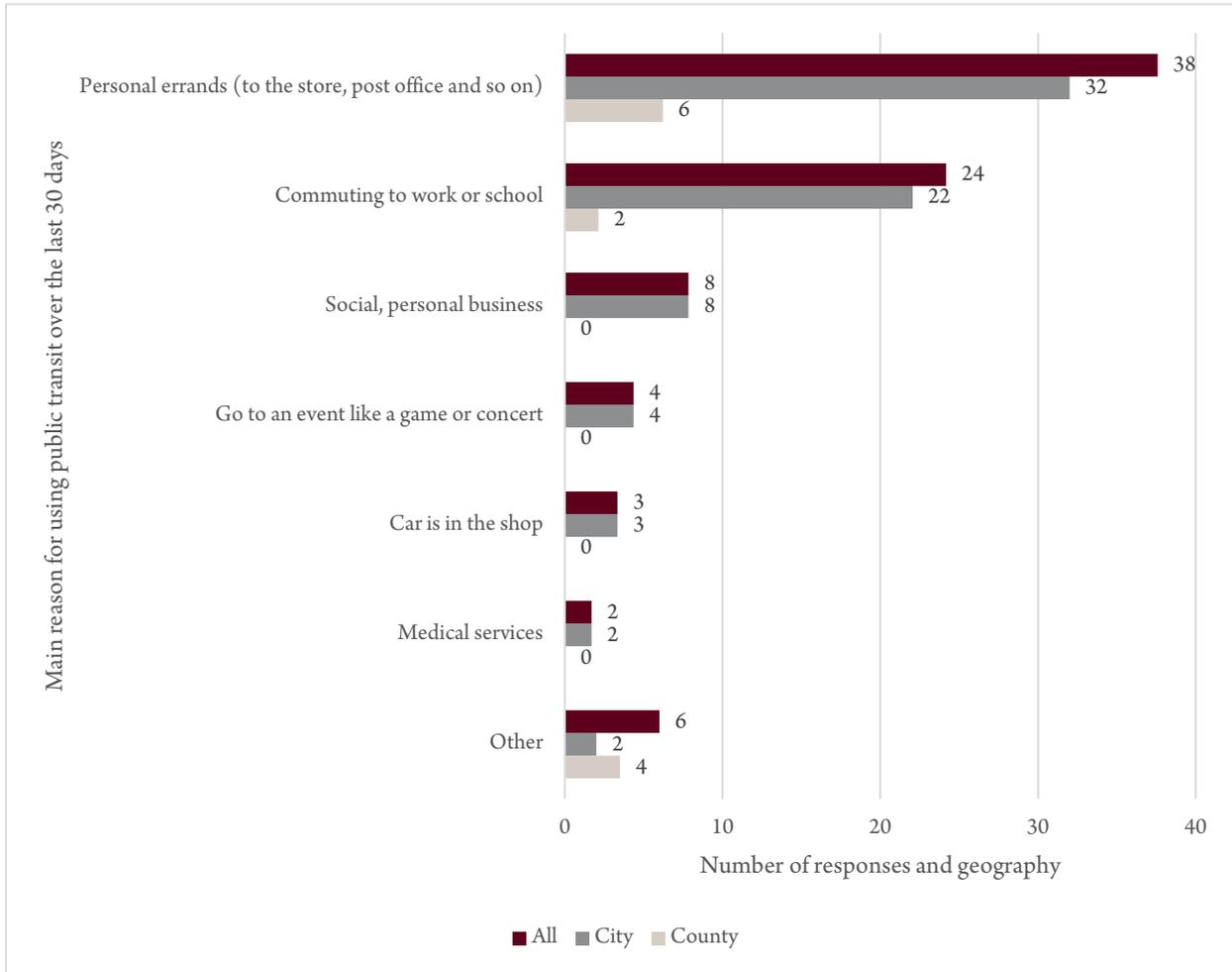
Commuting to work or school was the 2nd ranked (24 responses) main reason for using public transit. Social or personal business was 3rd ranked (8 responses). County riders only mentioned personal errands or commuting as main reasons for using public transit.

Q47. What was a secondary reason for you to use public transit over the last 30 days?

Missoula area public transit riders most often cited (20 responses) doing personal errands as a secondary reason for public transit riding over the last 30 days. Going to medical services was mentioned by 8 respondents, traveling for personal or social business was cited by 3 respondents, commuting was cited by 1 respondent, and 8 other responses were unclassifiable.

Q48. Is public transit available in the area around where you currently live or stay?

About three-quarters of Missoula area residents (74%) reported that public transit is available around where they live. Just over one in every five area residents (21%) said that public transit is not available around where they live, and 5% said that they didn't know whether public transit was available around where they live. Figure 56 below describes area residents' perceptions about the availability of public transit around their home.

FIGURE 56: PERCEIVED AVAILABILITY OF PUBLIC TRANSIT AROUND RESIDENTS' HOME
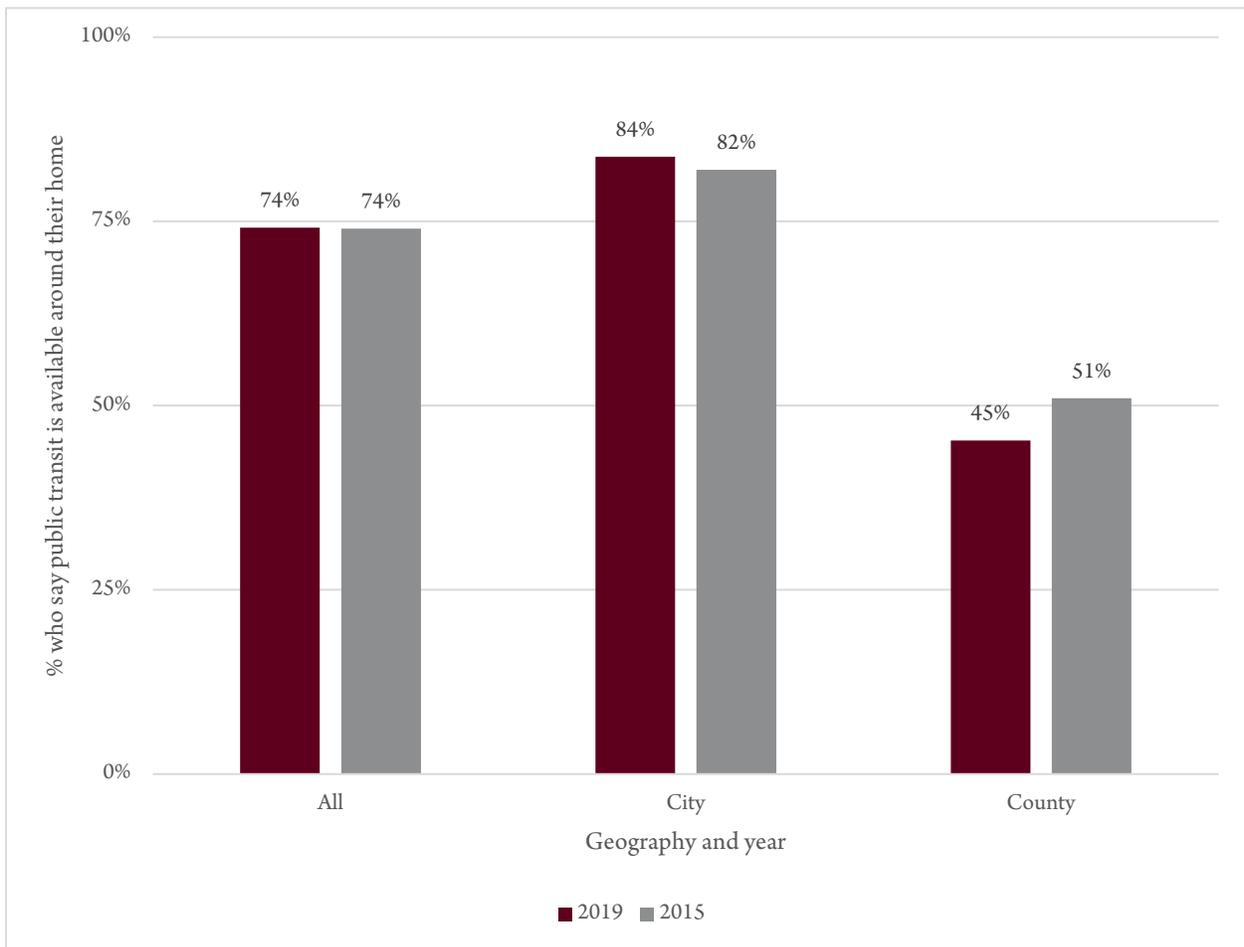
Significantly more city residents (84%) reported that public transit is available around their home than did county residents (45%). The slight changes from 2015 to 2019 in the point estimates for perceived availability did not exceed the combined sampling error rate for both surveys.

Q49. What keeps you, if anything, from using public transit more often?

The most often cited barrier (17% of all responses) to using public transit more was that the bus doesn't run when I need it to. Figure 57 below presents Missoula area residents' views on barriers to using public transit more.

FIGURE 57: BARRIERS TO USING PUBLIC TRANSIT
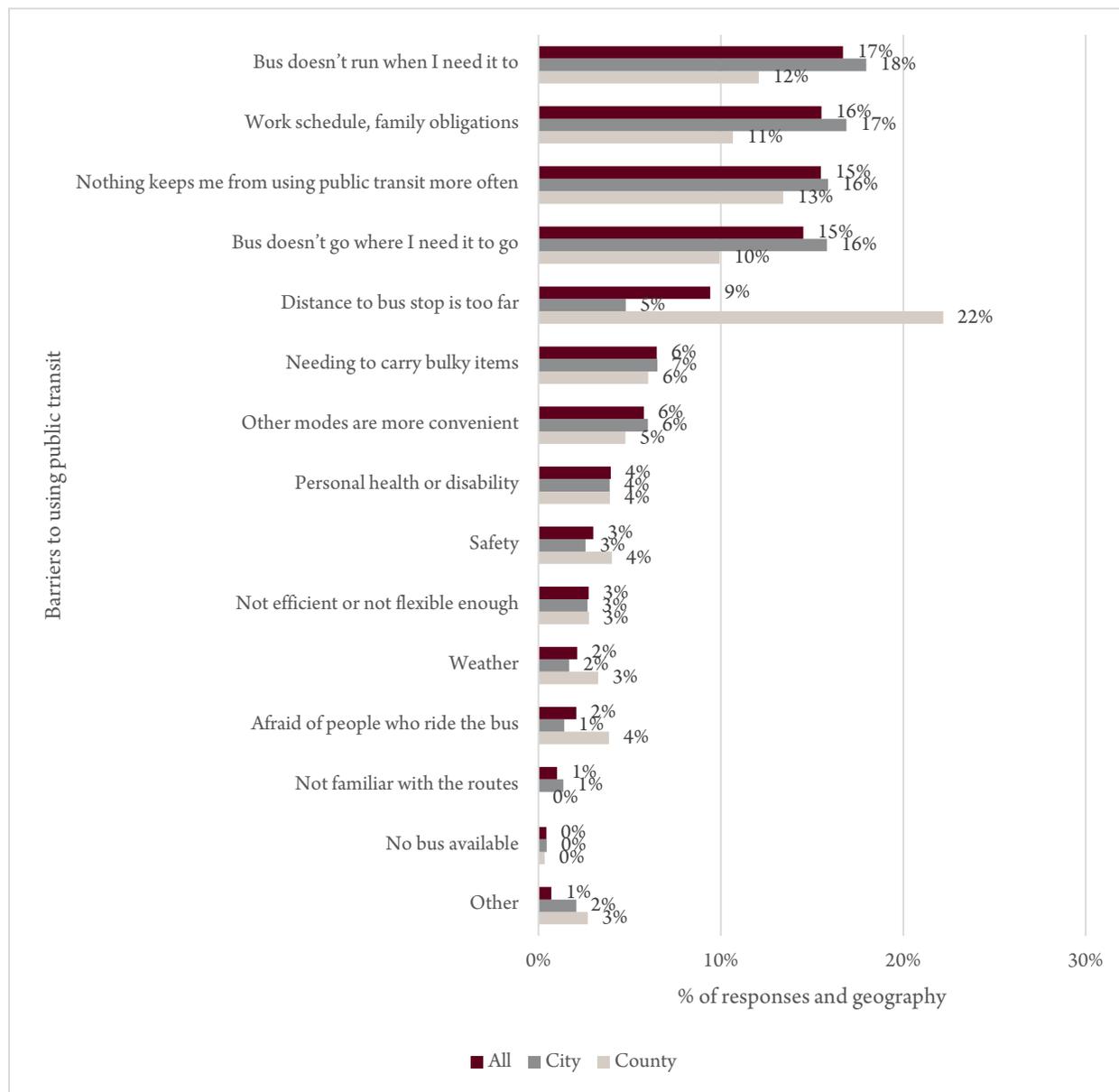
Residents' work schedule or family obligations was the 2nd ranked barrier (16% of responses). The bus not going where I need it to go was the 3rd ranked barrier (15%). County residents (22% of county responses) were more likely than city residents (5% of city responses) to report that the distance to the bus stop is too far.

Trend

There was no change in the rankings of reported barriers to riding public transit among Missoula area residents from 2015 to 2019. Figure 58 below illustrates this trend.

FIGURE 58: TREND IN BARRIERS TO RIDING PUBLIC TRANSIT
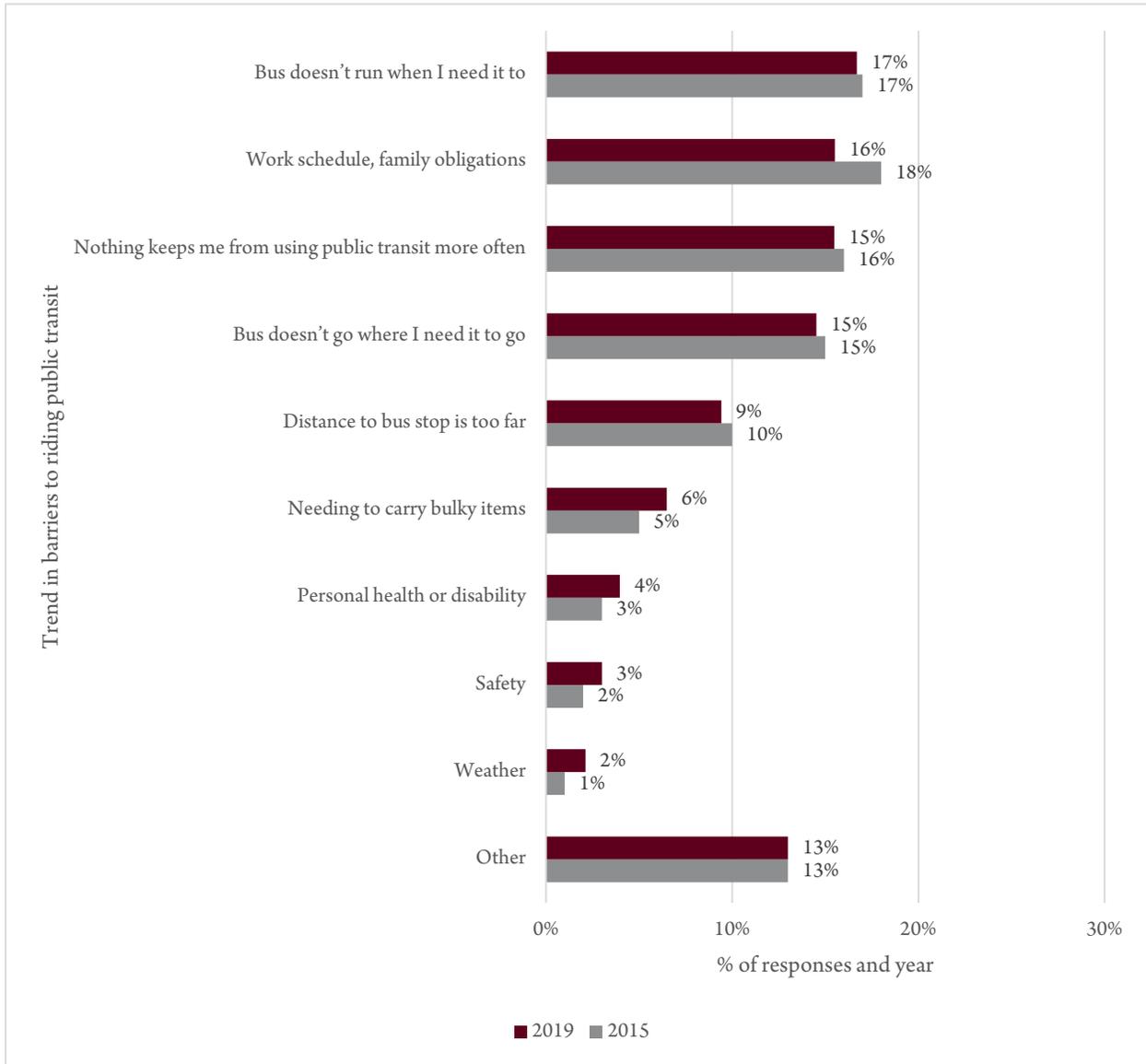
The 2019 survey estimates and the 2015 estimates are remarkably consistent. None of the small differences in the survey point estimates exceed the two surveys' combined sampling error rates.

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Appendix A: Questionnaire

BUREAU OF BUSINESS AND ECONOMIC RESEARCH
UNIVERSITY OF MONTANA

2019

Missoula Area Transportation Survey

➡ **START HERE**

1. Are you the adult age 18 or older in your household who will have the next birthday? Mark one box (X)

☐ Yes ⟶ Please continue.

☐ No ⟶ Please have the adult in your household who will have the next birthday complete the survey.

2. Overall, how would you rate the quality of life in the Missoula area? Mark one box (X).

☐ Excellent
☐ Very good
☐ Good
☐ Fair
☐ Poor
☐ Don't know

3. How would you rate the overall quality of the transportation system (including roads, bicycle and pedestrian facilities, public transit (buses), etc.) in the Missoula area? Mark one box (X).

☐ Excellent
☐ Very good
☐ Good
☐ Fair
☐ Poor
☐ Don't know

4. What is the most important transportation investment that should be made in the Missoula area? Please type (write) your answer below.

_____

_____

_____

5. What type of transportation investments should the Missoula area focus on? Please SELECT your TOP THREE choices.

☐ New roadways

☐ Existing roadway maintenance/reconstruction

☐ Public transportation

☐ Sidewalks

☐ Parking

☐ Electric vehicle charging infrastructure

☐ Bike lanes

☐ Recreational trails

☐ Transportation system management/signal coordination

☐ Safety/crossing improvements

☐ Improvements to assist travel by people with disabilities, so-called Americans with Disabilities Act improvements

☐ Long distance passenger rail service, commuter rail service, or light rail service

6. How much, if at all, does traffic congestion in the Missoula area <u>affect</u> <u>you personally</u>? Does it have a? Mark one box (X).

       ☐Very large impact
       ☐Somewhat large impact
       ☐Medium impact
       ☐Somewhat small impact
       ☐Very minimal or no impact
       ☐Don't know

7. In your opinion, how has the amount of traffic congestion changed in the Missoula area over the last five years, that is, from September 2014 until now? Is traffic? If you have lived in the Missoula area for less than five years, just consider the time that you have lived here. Mark one box (X).

       ☐Much more congested
       ☐Somewhat more congested
       ☐About the same
       ☐Somewhat less congested
       ☐Much less congested

8. Do you support or oppose the use of electric scooters (so-called e-scooters) in the Missoula area? Mark one box (X).

       ☐ Strongly support
       ☐ Somewhat support
       ☐ Neither support nor oppose
       ☐ Somewhat oppose
       ☐ Strongly oppose

9. If a company establishes an e-scooter share system in Missoula, where riders can rent e-scooters, how likely are you to use an e-scooter share system? Mark one box (X).

       ☐ Very likely
       ☐ Somewhat likely
       ☐ Neither likely nor unlikely
       ☐ Somewhat unlikely
       ☐ Very unlikely

10. How comfortable would you be walking, bicycling, or riding in a vehicle while sharing the street with vehicles moving without a driver (so-called autonomous vehicles)? Mark one box (X).

       ☐ Very comfortable
       ☐ Somewhat comfortable
       ☐ Neither comfortable nor uncomfortable
       ☐ Somewhat uncomfortable
       ☐ Very uncomfortable

11. How comfortable would you be using a vehicle that travels without a driver (a so-called autonomous vehicle)? Mark one box (X).

☐ Very comfortable
☐ Somewhat comfortable
☐ Neither comfortable nor uncomfortable
☐ Somewhat uncomfortable
☐ Very uncomfortable

12. How familiar are you with electric vehicles, that is, vehicles that are powered by a battery that obtains its charge from an external source? Mark one box (X).

☐ Very familiar
☐ Somewhat familiar
☐ Neither familiar nor unfamiliar
☐ Somewhat unfamiliar
☐ Very unfamiliar

13. What factors concern you most about purchasing an electric vehicle for use in the Missoula area? SELECT your TOP THREE choices.

☐Electric vehicles are not convenient for long trips
☐ I may get stranded due to running out of electricity
☐I don't have a charging station at home
☐There are not enough public charging stations
☐Recharging the battery takes too long
☐Electric vehicles are too expensive
☐I have concerns about having to replace the battery
☐Today's electric vehicles will soon be outdated
☐I don't know enough about electric vehicles
☐Other (specify) _____

14. Have you ever used a rideshare service such as Uber/Lyft in the Missoula area? Mark one box (X).

☐Yes, I have done this ➔ GO to question 15
☐I have not done this, but I've heard of it ➔ SKIP to question 17
☐I have never heard of this ➔ SKIP to question 17

15. How often do you use a rideshare service such as Uber/Lyft to get from place to place in the Missoula area? Mark one box (X).

☐Daily
☐A few times a week
☐A few times a month
☐A few times a year
☐Never

16. What are the one or two main reasons you use a rideshare service like Uber/Lyft in the Missoula area? Please write your answer below.

_____

_____

17. How interested are you in participating in a carshare program in the Missoula area? Carshare lets people rent cars for short periods of time, often by the hour. Mark one box (X).

☐ Very interested
☐ Somewhat interested
☐ Neither interested nor uninterested
☐ Somewhat uninterested
☐ Very uninterested

18. Current transportation needs in the Missoula area are greater than the amount of money available to address them. Generally speaking, would you support or oppose paying more taxes or fees if the revenues were spent only on transportation system improvements? Mark one box (X).

☐Strongly support
☐Somewhat support
☐Neither support nor oppose
☐Somewhat oppose
☐Strongly oppose
☐Don't know

19. If taxes or fees were raised to improve transportation in the Missoula area, what would you want to see the additional revenues used for? Mark one box (X).

    ☐ Maintain and repair existing streets and roads
    ☐ Build new streets and roads
    ☐ Widen existing streets and roads
    ☐ Improve public transit (bus)
    ☐ Improve bicycle facilities, such as trails/paths and lanes
    ☐ Improve pedestrian facilities, such as sidewalks and crosswalks
    ☐ Improve safety and reduce crashes
    ☐ Don't know

20. What type of tax or fee would you be most willing to support if the revenues were used only for transportation system improvements locally? Mark one box (X).

    ☐ 2 cent increase per gallon of fuel (diesel and gasoline), paid by local residents and visitors
    ☐ 1 percent increase to property tax, paid by property owners
    ☐ 3 percent local sales tax on non-essential items, such as items purchased at bars and restaurants, paid by local residents and visitors
    ☐ 3 percent increase to development fees, paid for by new development
    ☐ None
    ☐ Don't know

21. How did you usually get to work LAST WEEK? If you usually used more than one method of transportation during the trip, mark (X) the box of the one used for most of the distance.

☐Car, truck, or van ➜   GO to question 22
☐Bus ➜   SKIP to question 23
☐Taxicab, rideshare ➜   SKIP to question 23
☐Motorcycle ➜   SKIP to question 23
☐Bicycle ➜   SKIP to question 23
☐Walked ➜   SKIP to question 23
☐Other non-motorized ➜   SKIP to question 23
☐Worked at home ➜   SKIP to question 24
☐Didn't work ➜   SKIP to question 24

Answer question 22 if you marked "Car, truck, or van" in question 21. SKIP to question 23 if you travelled to work using another method. Otherwise, SKIP to question 24.

22. How many people, including you, usually rode to work in the car, truck, or van LAST WEEK?

Number of people

_____ _____

23. How many minutes did it usually take you to get from home to work LAST WEEK one way?

Number of minutes

▆▆▆ ▆▆▆ ▆▆▆

24. How many people currently live or stay at the address on the mailing label?

Number of people

▆▆▆▆ ▆▆▆▆

25. Did you usually use more than one method of transportation during <u>EACH</u> trip to work LAST WEEK? If Yes, please tell us what the second method was. Mark one box (X).

☐ No
☐ Yes – car, truck, or van
☐ Yes - bus
☐ Yes – taxicab, rideshare
☐ Yes - motorcycle
☐ Yes - bicycle
☐ Yes – walked
☐ Yes – other non-motorized method

26. Do any children under the age of 18 live at the address on the mailing label? Mark one box (X).

☐ Yes ➔ GO to question 27
☐ No ➔ SKIP to question 29

27. Over the next two weeks, how likely are any of these children to walk or ride a bicycle to school? Mark one box (X).

☐ Very likely
☐ Somewhat likely
☐ Neither likely nor unlikely
☐ Somewhat unlikely
☐ Very unlikely

28. What are the one or two main reasons that any of these children might NOT walk or ride a bicycle to school over the next two weeks? Please write your answer below.

_____

_____

29. How many people who now live or stay at the address on the mailing label have a <u>current and valid</u> drivers' license?

Number of people

_____ _____

30. How many drivable (functioning/working) autos, trucks, vans, or motorcycles are currently in the possession of all of the people who live or stay at the address on the mailing label?

Number of drivable vehicles

_____ _____

31. How many ridable (functioning/working) bicycles are currently owned by all of the people who live or stay at the address on the mailing label?

Number of ridable bicycles

_____ _____

32. During the last 30 days, did you ride a bicycle? Mark one box (X). Please do not include stationary bicycles.

☐Yes
☐No
☐Don't know

33. How many days did you ride a bicycle over the last 30 days?

Number of days

_____ _____

34. What was the primary reason for you to ride a bicycle over the last 30 days? Mark one box (X).

☐ Commuting to work or school

☐ Recreation

☐ Exercise/for my health

☐ Personal errands (to the store, post office, and so on)

☐ Required for my job

☐ Didn't bicycle

☐ Some other purpose – Specify:

_____

35. What was a secondary reason for you to ride a bicycle over the last 30 days? Mark one box (X).

☐ None

☐ Commuting to work or school

☐ Recreation

☐ Exercise/for my health

☐ Personal errands (to the store, post office, and so on)

☐ Required for my job

☐ Didn't bicycle

☐ Some other purpose – Specify:

_____

13

36. Did you bicycle mostly on? Mark one box (X).

    ☐ Bike lanes on paved roads
    ☐ Shoulders of paved roads
    ☐ Paved roads, not on shoulders or lined bike lanes (riding in the same lane as cars or other vehicles)
    ☐ Bike paths, walking paths or trails (defined as paths where cars are not allowed to drive)
    ☐ Unpaved roads (for example dirt, gravel, sand)
    ☐ Sidewalks
    ☐ Grass
    ☐ Didn't bicycle
    ☐ Other – Specify:

    _____

37. What keeps you, if anything, from riding a bicycle more often? Mark (X) one or more boxes.

    ☐ Personal health or disability
    ☐ Lack of safe / comfortable bicycle facilities
    ☐ Weather
    ☐ Safety while biking next to / with cars
    ☐ Safety while biking through intersections
    ☐ Work schedule, family obligations
    ☐ Distance to destination is too far
    ☐ Needing to carry bulky items
    ☐ Not interested in bicycling
    ☐ Nothing keeps me from riding more often
    ☐ No bicycle available

    ☐ Other – Specify: _____

38. During the last 30 days, did you walk, run, or jog at least one time outside for 5 minutes or more? For example, did you walk or run to work, to a store or to a park?

      ☐Yes
      ☐No
      ☐Don't know

39. How many days did you walk, run or jog over the last 30 days?
      Number of days

      _____ _____

40. What was the primary reason for you to walk, run, or jog over the last 30 days? Mark one box (X).

      ☐Commuting to work or school
      ☐Recreation
      ☐Exercise/for my health
      ☐Personal errands (to the store, post office, and so on)
      ☐Required for my job
      ☐Didn't walk
      ☐Some other purpose – Specify:

      _____

41. What was a secondary reason for you to walk, run, or jog over the last 30 days? Mark one box (X).

☐ Commuting to work or school

☐ Recreation

☐ Exercise/for my health

☐ Personal errands (to the store, post office, and so on)

☐ Required for my job

☐ Didn't walk

☐ Some other purpose – Specify:

_____

42. Did you walk, run, or jog mostly on? Mark one box (X).

☐ Bike lanes on paved roads

☐ Shoulders of paved roads

☐ Paved roads, not on shoulders or lined bike lanes (walking in the same lanes as cars or other vehicles)

☐ Bike paths, walking paths or trails (defined as paths where cars are not allowed to drive)

☐ Unpaved roads (for example dirt, gravel, sand)

☐ Sidewalks

☐ Grass

☐ Didn't walk

☐ Other – Specify:

_____

43. What keeps you, if anything, from walking or jogging more often? Mark (X) one or more boxes.

☐ Personal safety (harassment, crime, etc.)

☐ Lack of sidewalks

☐ Sidewalks poorly maintained or inaccessible (not cleared of snow, non ADA accessible, etc.)

☐ Trails, either a lack of trails or poor trail maintenance

☐ Work schedule, family obligations

☐ Personal health or disability

☐ Weather

☐ Facility safety (street crossings, lighting, etc.)

☐ Distance to destination is too far

☐ Needing to carry bulky items

☐ Nothing stops me from walking or jogging more often

☐ Not interested in walking or jogging more often

☐ Other – Specify:

_____

44. During the last 30 days, did you ride on any public transit within the Missoula area? Examples of public transit include a Mountain Line or a University of Montana bus.

☐ Yes

☐ No

☐ Don't know

45. How many of the last 30 days did you use public transit?

Number of days

_____ _____

46. What was the main reason for you to use public transit over the last 30 days? Mark one box (X).

☐ Didn't use public transit in the last 30 days
☐ Commuting to work or school
☐ Personal business (to the store, post office, and so on)
☐ Medical services
☐ Social services or other government services
☐ Other - Specify

_____

47. What was a secondary reason for you to use public transit over the last 30 days? Mark one box (X).

☐ Didn't use public transit in the last 30 days
☐ Commuting to work or school
☐ Personal business (to the store, post office, and so on)
☐ Medical services
☐ Social services or other government services
☐ Other - Specify

_____

48. Is public transit available in the area around where you currently live or stay? Mark one box (X).

       ☐ Yes
       ☐ No
       ☐ Don't know

49. What keeps you, if anything, from using public transit more often? Mark (X) one or more boxes.

       ☐ Bus doesn't go where I need it to go
       ☐ Bus doesn't run when I need it to
       ☐ Work schedule, family obligations
       ☐ Personal health or disability
       ☐ Weather
       ☐ Safety
       ☐ Distance to bus stop is too far
       ☐ Needing to carry bulky items
       ☐ Nothing keeps me from using public transit more often
       ☐ Other – Specify:

       _____

50. Are you currently registered to vote? Mark one box (X).

       ☐ Yes, I am registered to vote at my present address
       ☐ Yes, I am registered to vote at a different address
       ☐ No, I am not registered to vote
       ☐ Not sure

51. What is your age?

Age in years

_____ _____ _____

52. What is your sex? Mark one box (X).

☐ Male
☐ Female
☐ Non-binary, other

53. Which of the following categories best describes your current employment status? Mark one box (X).

☐ Employed
☐ Not employed, looking for work
☐ Not employed, NOT looking for work
☐ Student or enrolled in a job training program
☐ Retired
☐ Disabled, not able to work

54. Would you say your health in general is excellent, very good, good, fair, or poor? Mark one box (X).

☐ Excellent
☐ Very good
☐ Good
☐ Fair
☐ Poor

55. What is the highest degree or level of school you have COMPLETED? Mark one box (X). If currently enrolled, mark the previous grade or highest degree received.

NO SCHOOLING COMPLETED

☐No schooling completed

NURSERY OR PRESCHOOL THROUGH GRADE 12

☐Nursery school or kindergarten to Grade 1 through 11

☐12th grade – NO DIPLOMA

HIGH SCHOOL GRADUATE

☐Regular high school diploma GED or alternative credential

COLLEGE OR SOME COLLEGE

☐Some college credit, but less than 1 year of college credit

☐1 or more years of college credit, no degree

☐Associate's degree (for example: AA, AS)

☐Bachelor's degree (for example: BA, BS)

AFTER BACHELOR'S DEGREE

☐Master's degree (for example: MA, MS, MEng, MEd, MSW, MBA)

☐Professional degree beyond a bachelor's degree (for example: MD, DDS, DVM, LLB, JD)

☐Doctorate degree (for example: PhD, EdD)

56. What was your total household income in calendar year 2018? Please include income from all household earners and from all sources. Examples include: wages from jobs, business or farm income, interest, dividends, or rental income, Social Security, public assistance, retirement pensions, VA benefits, child support, and unemployment compensation.

Total household income ($) in 2018.

$ ____ ____ ____ ____ ____ ____ ____ . 00

57. Are you of Hispanic, Latino, or Spanish origin? Mark one box (X).

☐Yes
☐No

58. What is your race? Mark one or more boxes (X).

☐White
☐Black or African American
☐American Indian or Alaska Native
☐Asian
☐Native Hawaiian, Guamanian or Chamorro Samoan, or Other Pacific Islander

22

Thank you very much for your time and effort! Your work will help guide planning for the future of transportation in the Missoula area.

Appendix B: Detailed Tables of Survey Responses

		Q2 Overall, how would you rate the quality of life in the Missoula area? Click one button.						
		Excellent	Very Good	Good	Fair	Poor	Don't know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Gender	Total	17.5%	45.2%	27.9%	8.0%	1.4%	0.0%	515
	Male	17.4%	43.6%	30.2%	7.4%	1.4%	0.0%	259
	Female	17.6%	47.1%	25.8%	8.4%	1.0%	0.0%	255
	Other	0.0%	0.0%	1.9%	46.3%	51.7%	0.0%	<5
Age	18-34	16.5%	51.2%	26.9%	4.2%	1.2%	0.0%	202
	35-49	22.4%	41.1%	30.5%	5.2%	0.9%	0.0%	113
	50-64	15.8%	45.6%	21.8%	13.6%	3.2%	0.0%	114
	65+	15.4%	35.8%	35.4%	13.3%	0.0%	0.1%	85
Location	City	18.3%	46.8%	25.9%	8.3%	0.7%	0.0%	382
	County	15.2%	40.5%	33.7%	7.3%	3.4%	0.0%	133
Education	HS diploma or less	11.0%	37.2%	34.8%	14.5%	2.4%	0.0%	145
	Some college or AA degree	16.8%	46.4%	26.4%	8.6%	1.8%	0.0%	181
	Bachelors degree or more	23.1%	50.1%	24.1%	2.5%	0.2%	0.1%	189
Registered_voter	Registered	18.5%	44.2%	28.8%	7.0%	1.6%	0.0%	441
	Not registered	11.5%	51.1%	23.0%	14.1%	0.2%	0.0%	74
Commute	Car, truck or van	16.1%	43.9%	29.4%	8.5%	2.2%	0.0%	320
	Bus, motorcycle, bicycle, walked or other non-motorized	28.8%	45.7%	23.8%	1.7%	0.0%	0.0%	74
	Did not work or worked at home	14.3%	48.1%	26.7%	10.7%	0.1%	0.1%	122

Q3 How would you rate the overall quality of the transportation system (including roads, bicycle and pedestrian facilities, public transit (buses), etc.) in the Missoula area? Click one button.

		Excellent Row N %	Very Good Row N %	Good Row N %	Fair Row N %	Poor Row N %	Total Count
Gender	Total	7.0%	26.4%	36.7%	18.0%	11.9%	506
	Male	3.5%	27.5%	35.3%	18.8%	14.9%	257
	Female	10.7%	25.4%	38.2%	16.9%	8.8%	247
	Other	0.0%	0.0%	46.3%	53.7%	0.0%	<5
Age	18-34	12.5%	31.4%	36.0%	13.6%	6.4%	196
	35-49	4.9%	28.7%	44.0%	14.2%	8.2%	110
	50-64	2.8%	15.5%	29.7%	30.1%	21.8%	114
	65+	2.7%	26.3%	38.3%	16.7%	16.0%	85
Location	City	8.3%	28.4%	38.2%	15.4%	9.7%	373
	County	3.4%	20.7%	32.5%	25.3%	18.1%	133
Education	HS diploma or less	0.0%	25.2%	34.1%	16.1%	24.5%	141
	Some college or AA degree	10.6%	22.7%	36.7%	20.6%	9.5%	175
	Bachelors degree or more	9.0%	30.6%	38.7%	17.0%	4.7%	190
Registered_voter	Registered	7.1%	27.2%	34.7%	18.1%	13.0%	432
	Not registered	6.8%	21.6%	48.6%	17.5%	5.4%	74
Commute	Car, truck or van	7.3%	20.4%	37.3%	22.1%	12.9%	321
	Bus, motorcycle, bicycle, walked or other non-motorized	10.4%	40.1%	45.0%	4.2%	0.3%	67
	Did not work or worked at home	4.5%	34.8%	30.5%	14.7%	15.5%	118

		Q4a What is the most important transportation investment that should be made in the Missoula area? Roadway maintenance	
		Yes	Total
		Row Total N %	Count
Gender	Total	19.9%	104
	Male	19.5%	51
	Female	20.3%	53
	Other	1.9%	<5
Age	18-34	17.8%	36
	35-49	18.3%	21
	50-64	29.1%	33
	65+	14.6%	13
Location	City	18.1%	70
	County	25.0%	33
Education	HS diploma or less	19.9%	29
	Some college or AA degree	20.4%	37
	Bachelors degree or more	19.4%	37
Registered_voter	Registered	19.8%	89
	Not registered	20.2%	15
Commute	Car, truck or van	23.8%	76
	Bus, motorcycle, bicycle, walked or other non-motorized	2.4%	<5
	Did not work or worked at home	20.1%	25

		Q4b What is the most important transportation investment that should be made in the Missoula area? Transit improvement	
		Yes	Total
		Row Total N %	Count
Gender	Total	23.1%	120
	Male	18.4%	48
	Female	27.7%	72
	Other	46.3%	<5
Age	18-34	29.6%	60
	35-49	17.7%	21
	50-64	22.8%	26
	65+	15.7%	14
Location	City	25.1%	97
	County	17.4%	23
Education	HS diploma or less	12.6%	19
	Some college or AA degree	28.4%	52
	Bachelors degree or more	26.2%	50
Registered_voter	Registered	24.2%	108
	Not registered	16.7%	12
Commute	Car, truck or van	21.5%	69
	Bus, motorcycle, bicycle, walked or other non-motorized	46.1%	34
	Did not work or worked at home	13.7%	17

		Q4c What is the most important transportation investment that should be made in the Missoula area? Bike_pedestrian	
		Yes	Total
		Row Total N %	Count
Gender	Total	15.5%	81
	Male	14.4%	38
	Female	16.6%	43
	Other	0.0%	<5
Age	18-34	25.5%	52
	35-49	13.2%	15
	50-64	8.4%	10
	65+	4.3%	<5
Location	City	19.7%	77
	County	3.0%	<5
Education	HS diploma or less	7.7%	11
	Some college or AA degree	8.7%	16
	Bachelors degree or more	28.0%	53
Registered_voter	Registered	13.8%	62
	Not registered	25.4%	19
Commute	Car, truck or van	11.1%	36
	Bus, motorcycle, bicycle, walked or other non-motorized	32.2%	24
	Did not work or worked at home	16.7%	21

| | | Q4d What is the most important transportation investment that should be made in the Missoula area? New roads or bridges | |
| | | Yes | Total |
		Row Total N %	Count
Gender	Total	9.8%	51
	Male	9.8%	26
	Female	9.9%	26
	Other	0.0%	<5
Age	18-34	4.2%	8
	35-49	7.4%	9
	50-64	21.3%	24
	65+	11.4%	10
Location	City	7.0%	27
	County	18.0%	24
Education	HS diploma or less	12.7%	19
	Some college or AA degree	6.4%	12
	Bachelors degree or more	10.9%	21
Registered_voter	Registered	10.3%	46
	Not registered	7.2%	5
Commute	Car, truck or van	11.7%	38
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	10.9%	14

		Q4e What is the most important transportation investment that should be made in the Missoula area? Congestion management	
		Yes	Total
		Row Total N %	Count
Gender	Total	9.1%	48
	Male	6.2%	16
	Female	12.1%	31
	Other	0.0%	<5
Age	18-34	2.5%	5
	35-49	15.4%	18
	50-64	11.7%	13
	65+	12.8%	11
Location	City	8.8%	34
	County	10.2%	14
Education	HS diploma or less	13.6%	20
	Some college or AA degree	5.6%	10
	Bachelors degree or more	9.1%	17
Registered_voter	Registered	9.7%	44
	Not registered	5.4%	<5
Commute	Car, truck or van	6.6%	21
	Bus, motorcycle, bicycle, walked or other non-motorized	5.7%	<5
	Did not work or worked at home	17.4%	22

		Q4f What is the most important transportation investment that should be made in the Missoula area? Signals_signage	
		Yes	Total
		Row Total N %	Count
Gender	Total	2.9%	15
	Male	1.8%	<5
	Female	4.0%	10
	Other	0.0%	<5
Age	18-34	2.3%	<5
	35-49	4.5%	5
	50-64	0.8%	<5
	65+	5.0%	<5
Location	City	3.5%	14
	County	1.0%	<5
Education	HS diploma or less	2.9%	<5
	Some college or AA degree	2.6%	<5
	Bachelors degree or more	3.1%	6
Registered_voter	Registered	3.0%	14
	Not registered	2.1%	<5
Commute	Car, truck or van	2.3%	7
	Bus, motorcycle, bicycle, walked or other non-motorized	0.4%	<5
	Did not work or worked at home	5.9%	7

		Q4g What is the most important transportation investment that should be made in the Missoula area? Road widening	
		Yes	Total
		Row Total N %	Count
Gender	Total	6.0%	31
	Male	7.6%	20
	Female	4.5%	12
	Other	0.0%	<5
Age	18-34	1.6%	<5
	35-49	6.6%	8
	50-64	7.5%	9
	65+	13.6%	12
Location	City	4.6%	18
	County	10.2%	14
Education	HS diploma or less	9.6%	14
	Some college or AA degree	5.8%	11
	Bachelors degree or more	3.5%	7
Registered_voter	Registered	5.9%	26
	Not registered	7.0%	5
Commute	Car, truck or van	6.0%	19
	Bus, motorcycle, bicycle, walked or other non-motorized	4.1%	<5
	Did not work or worked at home	7.2%	9

		Q4h What is the most important transportation investment that should be made in the Missoula area? Safety	
		Yes	Total
		Row Total N %	Count
Gender	Total	2.7%	14
	Male	2.1%	5
	Female	3.4%	9
	Other	0.0%	<5
Age	18-34	1.7%	<5
	35-49	3.9%	<5
	50-64	1.6%	<5
	65+	5.0%	<5
Location	City	2.3%	9
	County	3.9%	5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	2.4%	<5
	Bachelors degree or more	5.1%	10
Registered_voter	Registered	3.0%	14
	Not registered	0.8%	<5
Commute	Car, truck or van	1.9%	6
	Bus, motorcycle, bicycle, walked or other non-motorized	0.3%	<5
	Did not work or worked at home	6.1%	8

		Q4i What is the most important transportation investment that should be made in the Missoula area? Parking	
		Yes	Total
		Row Total N %	Count
Gender	Total	3.1%	16
	Male	2.7%	7
	Female	3.4%	9
	Other	0.0%	<5
Age	18-34	5.4%	11
	35-49	0.4%	<5
	50-64	3.7%	<5
	65+	0.2%	<5
Location	City	3.2%	12
	County	2.6%	<5
Education	HS diploma or less	2.2%	<5
	Some college or AA degree	5.6%	10
	Bachelors degree or more	1.3%	<5
Registered_voter	Registered	3.6%	16
	Not registered	0.0%	<5
Commute	Car, truck or van	4.8%	16
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.3%	<5

		Q4j What is the most important transportation investment that should be made in the Missoula area? Snow removal	
		Yes	Total
		Row Total N %	Count
Gender	Total	4.1%	22
	Male	5.1%	13
	Female	3.2%	8
	Other	0.0%	<5
Age	18-34	6.7%	14
	35-49	3.8%	<5
	50-64	1.9%	<5
	65+	1.7%	<5
Location	City	5.1%	20
	County	1.4%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	6.3%	11
	Bachelors degree or more	5.3%	10
Registered_voter	Registered	4.0%	18
	Not registered	4.7%	<5
Commute	Car, truck or van	5.4%	17
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	3.3%	<5

| | | Q4k What is the most important transportation investment that should be made in the Missoula area? Education | |
| | | Yes | Total |
		Row Total N %	Count
Gender	Total	1.3%	7
	Male	1.3%	<5
	Female	1.0%	<5
	Other	51.7%	<5
Age	18-34	1.0%	<5
	35-49	0.7%	<5
	50-64	3.4%	<5
	65+	0.2%	<5
Location	City	0.7%	<5
	County	3.2%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	2.6%	<5
	Bachelors degree or more	1.1%	<5
Registered_voter	Registered	1.4%	6
	Not registered	0.6%	<5
Commute	Car, truck or van	2.0%	6
	Bus, motorcycle, bicycle, walked or other non-motorized	0.6%	<5
	Did not work or worked at home	0.1%	<5

| | | Q4I What is the most important transportation investment that should be made in the Missoula area? Airport | |
| | | Yes | Total |
		Row Total N %	Count
Gender	Total	0.2%	<5
	Male	0.2%	<5
	Female	0.2%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	0.0%	<5
	50-64	0.6%	<5
	65+	0.4%	<5
Location	City	0.2%	<5
	County	0.3%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.3%	<5
	Bachelors degree or more	0.3%	<5
Registered_voter	Registered	0.2%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.0%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.2%	<5
	Did not work or worked at home	0.7%	<5

		Q4m What is the most important transportation investment that should be made in the Missoula area? Lighting	
		Yes	Total
		Row Total N %	Count
Gender	Total	1.4%	7
	Male	0.1%	<5
	Female	2.7%	7
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	2.1%	<5
	50-64	4.0%	<5
	65+	0.3%	<5
Location	City	1.9%	7
	County	0.0%	<5
Education	HS diploma or less	2.2%	<5
	Some college or AA degree	0.4%	<5
	Bachelors degree or more	1.7%	<5
Registered_voter	Registered	1.6%	7
	Not registered	0.0%	<5
Commute	Car, truck or van	1.5%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	1.9%	<5

		Q4n What is the most important transportation investment that should be made in the Missoula area? Shared mobility	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.3%	<5
	Male	0.4%	<5
	Female	0.1%	<5
	Other	0.0%	<5
Age	18-34	0.5%	<5
	35-49	0.3%	<5
	50-64	0.0%	<5
	65+	0.0%	<5
Location	City	0.3%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.5%	<5
	Bachelors degree or more	0.2%	<5
Registered_voter	Registered	0.1%	<5
	Not registered	1.3%	<5
Commute	Car, truck or van	0.0%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.5%	<5
	Did not work or worked at home	0.8%	<5

		Q4o What is the most important transportation investment that should be made in the Missoula area? Complete streets	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.2%	<5
	Male	0.4%	<5
	Female	0.0%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	0.8%	<5
	50-64	0.0%	<5
	65+	0.3%	<5
Location	City	0.1%	<5
	County	0.7%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	0.6%	<5
Registered_voter	Registered	0.2%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.3%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.2%	<5

		Q4p What is the most important transportation investment that should be made in the Missoula area? Intercity rail	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.2%	<5
	Male	0.3%	<5
	Female	0.2%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	0.0%	<5
	50-64	0.5%	<5
	65+	0.8%	<5
Location	City	0.2%	<5
	County	0.3%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	0.6%	<5
Registered_voter	Registered	0.3%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.1%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.2%	<5
	Did not work or worked at home	0.5%	<5

		Q4q What is the most important transportation investment that should be made in the Missoula area? Unspecified rail	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.9%	<5
	Male	1.6%	<5
	Female	0.2%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	3.2%	<5
	50-64	0.0%	<5
	65+	1.0%	<5
Location	City	0.2%	<5
	County	2.8%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	2.4%	<5
Registered_voter	Registered	1.0%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	1.2%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.7%	<5

| | | Q4r What is the most important transportation investment that should be made in the Missoula area? Other | |
| | | Yes | Total |
		Row Total N %	Count
Gender	Total	4.8%	25
	Male	6.3%	16
	Female	3.3%	9
	Other	1.9%	<5
Age	18-34	5.6%	11
	35-49	5.6%	7
	50-64	1.8%	<5
	65+	5.5%	<5
Location	City	3.6%	14
	County	8.1%	11
Education	HS diploma or less	2.4%	<5
	Some college or AA degree	8.3%	15
	Bachelors degree or more	3.3%	6
Registered_voter	Registered	4.8%	22
	Not registered	4.5%	<5
Commute	Car, truck or van	4.8%	15
	Bus, motorcycle, bicycle, walked or other non-motorized	6.6%	<5
	Did not work or worked at home	3.7%	<5

		Q5_1 What type of transportation investments should the Missoula area focus on? Top 3.	
		New roadways	Total
		Row Total N %	Count
Gender	Total	15.6%	81
	Male	17.8%	46
	Female	13.5%	35
	Other	0.0%	<5
Age	18-34	4.7%	10
	35-49	20.2%	24
	50-64	21.2%	24
	65+	27.6%	24
Location	City	11.9%	46
	County	26.3%	35
Education	HS diploma or less	14.0%	21
	Some college or AA degree	20.1%	37
	Bachelors degree or more	12.5%	24
Registered_voter	Registered	16.2%	72
	Not registered	12.2%	9
Commute	Car, truck or van	16.7%	54
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	22.0%	28

		Q5_2 What type of transportation investments should the Missoula area focus on? Top 3.	
		Existing road maintenance	Total
		Row Total N %	Count
Gender	Total	64.4%	336
	Male	64.7%	169
	Female	63.9%	165
	Other	100.0%	<5
Age	18-34	51.8%	105
	35-49	62.6%	73
	50-64	79.4%	91
	65+	76.7%	66
Location	City	64.0%	248
	County	65.7%	88
Education	HS diploma or less	71.7%	106
	Some college or AA degree	66.9%	122
	Bachelors degree or more	56.4%	107
Registered_voter	Registered	67.5%	302
	Not registered	45.3%	33
Commute	Car, truck or van	69.7%	224
	Bus, motorcycle, bicycle, walked or other non-motorized	29.0%	21
	Did not work or worked at home	71.5%	90

		Q5_3 What type of transportation investments should the Missoula area focus on? Top 3.	
		Public transportation	Total
		Row Total N %	Count
Gender	Total	22.7%	118
	Male	23.3%	61
	Female	22.2%	57
	Other	0.0%	<5
Age	18-34	28.6%	58
	35-49	24.2%	28
	50-64	13.4%	15
	65+	18.9%	16
Location	City	26.0%	101
	County	13.0%	17
Education	HS diploma or less	12.3%	18
	Some college or AA degree	21.4%	39
	Bachelors degree or more	31.9%	61
Registered_voter	Registered	21.4%	96
	Not registered	30.1%	22
Commute	Car, truck or van	18.6%	60
	Bus, motorcycle, bicycle, walked or other non-motorized	46.7%	34
	Did not work or worked at home	18.9%	24

		Q5_4 What type of transportation investments should the Missoula area focus on? Top 3.	
		Sidewalks	Total
		Row Total N %	Count
Gender	Total	15.3%	80
	Male	17.0%	44
	Female	13.6%	35
	Other	0.0%	<5
Age	18-34	20.0%	41
	35-49	15.4%	18
	50-64	11.2%	13
	65+	9.4%	8
Location	City	17.5%	68
	County	8.7%	12
Education	HS diploma or less	11.1%	16
	Some college or AA degree	15.2%	28
	Bachelors degree or more	18.5%	35
Registered_voter	Registered	15.5%	69
	Not registered	13.8%	10
Commute	Car, truck or van	14.1%	45
	Bus, motorcycle, bicycle, walked or other non-motorized	14.6%	11
	Did not work or worked at home	18.7%	24

| | | Q5_5 What type of transportation investments should the Missoula area focus on? Top 3. | |
| | | Parking | Total |
		Row Total N %	Count
Gender	Total	30.5%	159
	Male	30.1%	79
	Female	30.7%	80
	Other	51.7%	<5
Age	18-34	37.7%	77
	35-49	19.1%	22
	50-64	32.2%	37
	65+	26.7%	23
Location	City	29.3%	113
	County	34.0%	45
Education	HS diploma or less	35.7%	53
	Some college or AA degree	30.9%	56
	Bachelors degree or more	26.1%	50
Registered_voter	Registered	31.1%	139
	Not registered	26.9%	20
Commute	Car, truck or van	33.9%	109
	Bus, motorcycle, bicycle, walked or other non-motorized	17.5%	13
	Did not work or worked at home	29.3%	37

		Q5_6 What type of transportation investments should the Missoula area focus on? Top 3.	
		Electric vehicle charging infrastructure	Total
		Row Total N %	Count
Gender	Total	6.9%	36
	Male	8.3%	22
	Female	5.5%	14
	Other	0.0%	<5
Age	18-34	8.5%	17
	35-49	3.2%	<5
	50-64	6.3%	7
	65+	8.8%	8
Location	City	7.1%	28
	County	6.2%	8
Education	HS diploma or less	1.2%	<5
	Some college or AA degree	11.5%	21
	Bachelors degree or more	6.9%	13
Registered_voter	Registered	7.5%	34
	Not registered	2.9%	<5
Commute	Car, truck or van	5.8%	19
	Bus, motorcycle, bicycle, walked or other non-motorized	11.0%	8
	Did not work or worked at home	7.1%	9

| | | Q5_7 What type of transportation investments should the Missoula area focus on? Top 3. | |
| | | Bike lanes | Total |
		Row Total N %	Count
Gender	Total	20.5%	107
	Male	22.9%	60
	Female	18.2%	47
	Other	0.0%	<5
Age	18-34	35.2%	72
	35-49	17.8%	21
	50-64	6.8%	8
	65+	7.6%	7
Location	City	25.3%	98
	County	6.7%	9
Education	HS diploma or less	12.2%	18
	Some college or AA degree	16.7%	30
	Bachelors degree or more	30.6%	58
Registered_voter	Registered	19.4%	87
	Not registered	27.1%	20
Commute	Car, truck or van	12.3%	39
	Bus, motorcycle, bicycle, walked or other non-motorized	68.2%	50
	Did not work or worked at home	13.6%	17

		Q5_8 What type of transportation investments should the Missoula area focus on? Top 3.	
		Recreational trails	Total
		Row Total N %	Count
Gender	Total	11.9%	62
	Male	13.5%	35
	Female	10.3%	27
	Other	0.0%	<5
Age	18-34	17.7%	36
	35-49	13.8%	16
	50-64	7.1%	8
	65+	2.1%	<5
Location	City	12.9%	50
	County	8.9%	12
Education	HS diploma or less	7.1%	11
	Some college or AA degree	6.4%	12
	Bachelors degree or more	20.8%	40
Registered_voter	Registered	10.4%	46
	Not registered	21.1%	16
Commute	Car, truck or van	12.5%	40
	Bus, motorcycle, bicycle, walked or other non-motorized	14.5%	11
	Did not work or worked at home	8.9%	11

		Q5_9 What type of transportation investments should the Missoula area focus on? Top 3.	
		Transportation system management/ signal coordination	Total
		Row Total N %	Count
Gender	Total	28.2%	147
	Male	28.9%	75
	Female	27.8%	72
	Other	0.0%	<5
Age	18-34	19.1%	39
	35-49	26.5%	31
	50-64	33.2%	38
	65+	45.6%	39
Location	City	25.4%	98
	County	36.6%	49
Education	HS diploma or less	32.8%	49
	Some college or AA degree	26.9%	49
	Bachelors degree or more	26.0%	50
Registered_voter	Registered	29.0%	130
	Not registered	23.8%	18
Commute	Car, truck or van	29.0%	93
	Bus, motorcycle, bicycle, walked or other non-motorized	10.2%	7
	Did not work or worked at home	36.9%	47

		Q5_10 What type of transportation investments should the Missoula area focus on? Top 3.	
		Safety /crossing improvements	Total
		Row Total N %	Count
Gender	Total	14.1%	74
	Male	16.4%	43
	Female	11.9%	31
	Other	1.9%	<5
Age	18-34	13.4%	27
	35-49	10.7%	13
	50-64	23.2%	27
	65+	8.5%	7
Location	City	14.4%	56
	County	13.5%	18
Education	HS diploma or less	16.0%	24
	Some college or AA degree	15.3%	28
	Bachelors degree or more	11.6%	22
Registered_voter	Registered	15.0%	67
	Not registered	9.0%	7
Commute	Car, truck or van	15.5%	50
	Bus, motorcycle, bicycle, walked or other non-motorized	16.5%	12
	Did not work or worked at home	9.2%	12

| | | Q5_11 What type of transportation investments should the Missoula area focus on? Top 3. | |
| | | Improvements to assist travel by people with disabilities | Total |
		Row Total N %	Count
Gender	Total	15.9%	83
	Male	7.7%	20
	Female	24.3%	63
	Other	0.0%	<5
Age	18-34	25.7%	52
	35-49	9.1%	11
	50-64	8.3%	9
	65+	12.2%	10
Location	City	19.6%	76
	County	5.3%	7
Education	HS diploma or less	18.5%	27
	Some college or AA degree	12.0%	22
	Bachelors degree or more	17.6%	34
Registered_voter	Registered	14.6%	65
	Not registered	24.1%	18
Commute	Car, truck or van	17.9%	57
	Bus, motorcycle, bicycle, walked or other non-motorized	17.1%	13
	Did not work or worked at home	10.1%	13

		Q5_12 What type of transportation investments should the Missoula area focus on? Top 3.	
		Long distance passenger rail, commuter rail, or light rail	Total
		Row Total N %	Count
Gender	Total	30.9%	161
	Male	30.0%	78
	Female	31.3%	81
	Other	100.0%	<5
Age	18-34	33.3%	68
	35-49	28.9%	34
	50-64	27.3%	31
	65+	32.6%	28
Location	City	28.9%	112
	County	36.7%	49
Education	HS diploma or less	30.5%	45
	Some college or AA degree	30.6%	56
	Bachelors degree or more	31.4%	60
Registered_voter	Registered	30.3%	136
	Not registered	34.2%	25
Commute	Car, truck or van	32.5%	104
	Bus, motorcycle, bicycle, walked or other non-motorized	34.0%	25
	Did not work or worked at home	24.9%	31

Q6 How much, if at all, does traffic congestion in the Missoula area affect you personally? Does it have a? Click one button.

		Very large impact Row N %	Somewhat large impact Row N %	Medium impact Row N %	Somewhat small impact Row N %	Very minimal or no impact Row N %	Don't know Row N %	Total Count
Gender	Total	13.1%	23.0%	38.7%	15.6%	9.7%	0.0%	521
	Male	14.4%	20.7%	38.0%	14.7%	12.1%	0.0%	261
	Female	11.8%	25.0%	39.6%	16.6%	7.0%	0.0%	259
	Other	0.0%	53.7%	0.0%	0.0%	46.3%	0.0%	<5
Age	18-34	8.4%	14.1%	41.9%	19.0%	16.6%	0.0%	203
	35-49	20.2%	23.2%	31.2%	16.9%	8.6%	0.0%	117
	50-64	16.1%	28.9%	41.0%	13.4%	0.5%	0.0%	114
	65+	10.5%	35.6%	38.3%	8.5%	7.0%	0.1%	86
Location	City	12.6%	20.6%	38.7%	16.8%	11.3%	0.0%	387
	County	14.5%	29.8%	38.7%	12.1%	4.9%	0.0%	134
Education	HS diploma or less	17.9%	31.4%	30.9%	12.1%	7.8%	0.0%	148
	Some college or AA degree	12.5%	21.4%	40.0%	15.2%	10.8%	0.0%	182
	Bachelors degree or more	9.9%	17.9%	43.6%	18.6%	10.0%	0.1%	191
Registered_voter	Registered	13.2%	21.7%	40.1%	16.2%	8.9%	0.0%	447
	Not registered	12.4%	30.9%	30.4%	11.8%	14.5%	0.0%	74
Commute	Car, truck or van	16.3%	22.4%	39.6%	16.2%	5.5%	0.0%	321
	Bus, motorcycle, bicycle, walked or other non-motorized	2.7%	17.9%	40.8%	16.7%	21.9%	0.0%	74
	Did not work or worked at home	11.0%	27.4%	35.1%	13.3%	13.1%	0.1%	126

Q7 In your opinion, how has the amount of traffic congestion changed in the Missoula area over the last five years, that is, from September 2014 until now? Is traffic?

		Much more congested Row N %	Somewhat more congested Row N %	About the same Row N %	Somewhat less congested Row N %	Much less congested Row N %	Don't know Row N %	Total Count
Gender	Total	44.5%	33.4%	13.1%	0.1%	0.0%	9.0%	518
	Male	41.9%	35.2%	15.4%	0.1%	0.0%	7.4%	258
	Female	46.9%	31.8%	10.8%	0.1%	0.0%	10.4%	259
	Other	53.7%	0.0%	0.0%	0.0%	0.0%	46.3%	<5
Age	18-34	19.9%	37.0%	21.8%	0.0%	0.0%	21.2%	203
	35-49	50.3%	35.5%	11.1%	0.4%	0.0%	2.6%	117
	50-64	72.2%	21.2%	6.6%	0.0%	0.0%	0.0%	112
	65+	58.6%	37.7%	3.3%	0.0%	0.0%	0.3%	86
Location	City	40.1%	32.2%	15.5%	0.1%	0.0%	12.1%	385
	County	57.1%	36.9%	6.0%	0.0%	0.0%	0.0%	134
Education	HS diploma or less	52.0%	32.0%	8.8%	0.0%	0.0%	7.2%	146
	Some college or AA degree	35.2%	25.5%	21.7%	0.0%	0.0%	17.6%	182
	Bachelors degree or more	47.6%	42.0%	8.0%	0.3%	0.0%	2.2%	191
Registered_voter	Registered	45.6%	34.7%	11.2%	0.1%	0.0%	8.4%	444
	Not registered	37.7%	25.3%	24.4%	0.0%	0.0%	12.6%	74
Commute	Car, truck or van	44.0%	38.3%	12.7%	0.1%	0.0%	4.9%	319
	Bus, motorcycle, bicycle, walked or other non-motorized	30.9%	22.1%	28.8%	0.3%	0.0%	17.9%	74
	Did not work or worked at home	53.7%	27.5%	4.6%	0.0%	0.0%	14.1%	126

Q8 Do you support or oppose the use of electric scooters (so-called e-scooters) in the Missoula area?
Click one button.

		Strongly support Row N %	Somewhat support Row N %	Neither support nor oppose Row N %	Somewhat oppose Row N %	Strongly oppose Row N %	Total Count
Gender	Total	15.4%	17.1%	43.6%	10.9%	12.9%	521
	Male	14.9%	12.9%	47.8%	12.4%	11.9%	261
	Female	15.9%	21.4%	39.4%	9.6%	13.7%	259
	Other	0.0%	1.9%	51.7%	0.0%	46.3%	<5
Age	18-34	17.6%	18.1%	49.2%	9.5%	5.6%	203
	35-49	14.6%	25.5%	42.0%	7.8%	10.2%	117
	50-64	11.3%	12.5%	39.7%	19.2%	17.3%	114
	65+	16.8%	9.6%	37.9%	7.8%	27.9%	86
Location	City	15.9%	18.6%	42.5%	11.7%	11.3%	387
	County	13.8%	12.7%	46.9%	8.9%	17.7%	134
Education	HS diploma or less	19.6%	13.1%	42.8%	4.5%	19.9%	148
	Some college or AA degree	11.2%	19.9%	48.8%	13.4%	6.8%	182
	Bachelors degree or more	16.1%	17.6%	39.4%	13.6%	13.3%	191
Registered_voter	Registered	13.4%	17.4%	43.8%	12.4%	13.0%	447
	Not registered	27.6%	15.1%	42.5%	2.2%	12.7%	74
Commute	Car, truck or van	14.6%	18.2%	45.6%	10.6%	11.0%	321
	Bus, motorcycle, bicycle, walked or other non-motorized	18.8%	19.7%	44.5%	10.5%	6.5%	74
	Did not work or worked at home	15.4%	12.8%	38.2%	12.1%	21.5%	126

Q9 If a company establishes an e-scooter share system in Missoula, where riders can rent e-scooters, how likely are you to use an e-scooter share system? Click one button.

		Very likely Row N %	Somewhat likely Row N %	Neither likely nor unlikely Row N %	Somewhat unlikely Row N %	Very unlikely Row N %	Total Count
Gender	Total	6.3%	16.6%	14.9%	13.1%	49.0%	521
	Male	6.4%	11.9%	16.9%	12.3%	52.5%	261
	Female	6.4%	21.5%	12.9%	13.8%	45.5%	259
	Other	0.0%	0.0%	1.9%	51.7%	46.3%	<5
Age	18-34	10.6%	23.5%	17.9%	15.0%	33.1%	203
	35-49	7.8%	19.7%	20.8%	13.6%	38.2%	117
	50-64	0.8%	8.1%	7.4%	16.8%	66.9%	114
	65+	1.8%	7.5%	9.7%	3.2%	77.8%	86
Location	City	8.5%	19.3%	15.1%	15.2%	41.8%	387
	County	0.0%	8.8%	14.1%	7.1%	70.0%	134
Education	HS diploma or less	4.7%	13.5%	14.2%	9.3%	58.3%	148
	Some college or AA degree	3.6%	22.3%	15.7%	9.5%	48.8%	182
	Bachelors degree or more	10.2%	13.6%	14.6%	19.6%	42.0%	191
Registered_voter	Registered	3.9%	16.1%	15.5%	14.2%	50.3%	447
	Not registered	21.3%	20.0%	11.1%	6.6%	41.1%	74
Commute	Car, truck or van	5.7%	13.9%	18.7%	16.0%	45.7%	321
	Bus, motorcycle, bicycle, walked or other non-motorized	9.7%	38.6%	17.2%	8.2%	26.4%	74
	Did not work or worked at home	6.1%	10.6%	3.9%	8.7%	70.8%	126

Q10 How comfortable would you be walking, bicycling, or riding in a vehicle while sharing the street with vehicles moving without a driver (so-called autonomous vehicles)? Click one button.

		Very comfortable Row N %	Somewhat comfortable Row N %	Neither comfortable nor uncomfortable Row N %	Somewhat uncomfortable Row N %	Very uncomfortable Row N %	Total Count
Gender	Total	9.3%	18.1%	15.9%	25.8%	31.0%	517
	Male	9.0%	19.0%	17.7%	25.5%	28.8%	261
	Female	9.3%	17.3%	14.1%	26.0%	33.4%	255
	Other	51.7%	1.9%	0.0%	46.3%	0.0%	<5
Age	18-34	5.6%	29.0%	19.2%	31.1%	15.1%	200
	35-49	23.4%	17.1%	16.6%	20.0%	22.9%	117
	50-64	5.0%	5.6%	9.7%	28.7%	51.1%	114
	65+	4.3%	10.6%	15.4%	17.7%	52.0%	86
Location	City	10.1%	19.3%	13.8%	26.5%	30.3%	384
	County	7.0%	14.5%	21.8%	23.8%	32.8%	134
Education	HS diploma or less	6.2%	19.3%	11.7%	18.6%	44.2%	148
	Some college or AA degree	12.8%	17.1%	20.4%	21.9%	27.9%	179
	Bachelors degree or more	8.4%	18.0%	14.9%	35.1%	23.6%	191
Registered_voter	Registered	10.1%	14.3%	16.1%	28.2%	31.2%	444
	Not registered	4.3%	40.5%	14.3%	11.7%	29.3%	74
Commute	Car, truck or van	7.9%	17.6%	16.0%	27.9%	30.7%	318
	Bus, motorcycle, bicycle, walked or other non-motorized	17.2%	26.4%	18.8%	26.0%	11.5%	74
	Did not work or worked at home	8.2%	14.4%	13.7%	20.6%	43.1%	126

Q11 How comfortable would you be using a vehicle that travels without a driver (a so-called autonomous vehicle)? Click one button.

		Very comfortable Row N %	Somewhat comfortable Row N %	Neither comfortable nor uncomfortable Row N %	Somewhat uncomfortable Row N %	Very uncomfortable Row N %	Total Count
Gender	Total	9.4%	17.5%	10.2%	28.0%	34.9%	521
	Male	9.9%	17.7%	12.0%	28.5%	31.9%	260
	Female	8.6%	17.5%	8.4%	27.4%	38.1%	259
	Other	51.7%	1.9%	0.0%	46.3%	0.0%	<5
Age	18-34	7.7%	28.4%	12.8%	30.5%	20.6%	203
	35-49	21.7%	13.7%	6.5%	31.4%	26.6%	117
	50-64	3.9%	7.1%	6.9%	24.8%	57.3%	114
	65+	3.9%	10.7%	13.3%	21.7%	50.4%	86
Location	City	10.4%	19.2%	8.6%	27.8%	34.0%	387
	County	6.6%	12.6%	14.7%	28.6%	37.6%	134
Education	HS diploma or less	6.2%	19.3%	3.3%	28.4%	42.8%	148
	Some college or AA degree	12.6%	18.6%	12.3%	24.8%	31.7%	182
	Bachelors degree or more	8.8%	15.1%	13.5%	30.7%	31.9%	191
Registered_voter	Registered	10.9%	13.2%	10.5%	29.6%	35.8%	447
	Not registered	0.4%	43.7%	8.1%	18.0%	29.8%	74
Commute	Car, truck or van	8.3%	18.3%	10.1%	27.6%	35.8%	321
	Bus, motorcycle, bicycle, walked or other non-motorized	17.3%	21.4%	11.2%	38.7%	11.4%	74
	Did not work or worked at home	7.7%	13.3%	9.9%	22.8%	46.4%	126

Q12 How familiar are you with electric vehicles, that is, vehicles that are powered by a battery that obtains its charge from an external source? Click one button.

		Very familiar Row N %	Somewhat familiar Row N %	Neither familiar nor unfamiliar Row N %	Somewhat unfamiliar Row N %	Very unfamiliar Row N %	Total Count
Gender	Total	18.6%	49.5%	11.6%	8.0%	12.4%	521
	Male	23.2%	52.6%	11.2%	5.3%	7.7%	261
	Female	13.7%	46.4%	12.0%	10.7%	17.1%	259
	Other	46.3%	53.7%	0.0%	0.0%	0.0%	<5
Age	18-34	21.6%	54.6%	11.0%	4.1%	8.8%	203
	35-49	22.1%	40.6%	15.2%	6.2%	15.9%	117
	50-64	17.2%	57.3%	10.0%	6.5%	9.1%	114
	65+	8.5%	39.4%	10.1%	21.6%	20.4%	86
Location	City	18.7%	51.3%	9.7%	6.7%	13.6%	387
	County	18.0%	44.5%	17.0%	11.7%	8.8%	134
Education	HS diploma or less	8.7%	49.5%	11.2%	9.2%	21.4%	148
	Some college or AA degree	20.4%	47.5%	10.5%	8.0%	13.6%	182
	Bachelors degree or more	24.5%	51.5%	12.9%	7.0%	4.2%	191
Registered_voter	Registered	19.0%	51.6%	9.3%	9.0%	11.1%	447
	Not registered	16.0%	37.2%	25.2%	1.5%	20.1%	74
Commute	Car, truck or van	18.3%	49.4%	13.8%	5.6%	12.9%	321
	Bus, motorcycle, bicycle, walked or other non-motorized	25.8%	53.2%	10.2%	5.9%	4.8%	74
	Did not work or worked at home	15.1%	47.6%	6.7%	15.2%	15.4%	126

		Q13_1 What factors concern you most about purchasing an electric vehicle for use in the Missoula area?	
		Electric vehicles are not convenient for long trips	Total
		Row Total N %	Count
Gender	Total	44.8%	233
	Male	54.3%	141
	Female	35.1%	91
	Other	51.7%	<5
Age	18-34	45.1%	92
	35-49	44.8%	52
	50-64	48.8%	56
	65+	38.4%	33
Location	City	45.9%	178
	County	41.5%	55
Education	HS diploma or less	48.7%	72
	Some college or AA degree	44.3%	81
	Bachelors degree or more	42.1%	80
Registered_voter	Registered	45.0%	201
	Not registered	43.3%	32
Commute	Car, truck or van	46.7%	150
	Bus, motorcycle, bicycle, walked or other non-motorized	35.5%	26
	Did not work or worked at home	45.3%	57

| | | Q13_2 What factors concern you most about purchasing an electric vehicle for use in the Missoula area? | | Total |
| | | I may get stranded due to running out of electricity | | |
		Row Total N %		Count
Gender	Total	28.8%		150
	Male	27.4%		71
	Female	30.4%		79
	Other	0.0%	<5	
Age	18-34	30.2%		62
	35-49	20.1%		24
	50-64	34.0%		39
	65+	30.5%		26
Location	City	28.9%		112
	County	28.5%		38
Education	HS diploma or less	28.3%		42
	Some college or AA degree	32.2%		59
	Bachelors degree or more	26.0%		50
Registered_voter	Registered	29.8%		133
	Not registered	23.2%		17
Commute	Car, truck or van	29.9%		96
	Bus, motorcycle, bicycle, walked or other non-motorized	20.1%		15
	Did not work or worked at home	31.3%		39

		Q13_3 What factors concern you most about purchasing an electric vehicle for use in the Missoula area?		
		I don't have a charging station at home		Total
		Row Total N %		Count
Gender	Total	33.8%		176
	Male	27.6%		72
	Female	39.9%		103
	Other	53.7%	<5	
Age	18-34	51.6%		105
	35-49	21.5%		25
	50-64	25.2%		29
	65+	19.8%		17
Location	City	40.2%		156
	County	15.1%		20
Education	HS diploma or less	35.4%		52
	Some college or AA degree	36.0%		66
	Bachelors degree or more	30.5%		58
Registered_voter	Registered	34.1%		152
	Not registered	32.0%		24
Commute	Car, truck or van	35.3%		114
	Bus, motorcycle, bicycle, walked or other non-motorized	42.2%		31
	Did not work or worked at home	25.0%		31

| | | Q13_4 What factors concern you most about purchasing an electric vehicle for use in the Missoula area? | Total |
| | | There are not enough public charging stations | |
		Row Total N %	Count
Gender	Total	36.6%	190
	Male	40.3%	105
	Female	32.9%	85
	Other	0.0%	<5
Age	18-34	46.7%	95
	35-49	31.1%	36
	50-64	30.1%	34
	65+	28.6%	25
Location	City	37.2%	144
	County	34.6%	46
Education	HS diploma or less	23.5%	35
	Some college or AA degree	49.4%	90
	Bachelors degree or more	34.4%	66
Registered_voter	Registered	36.2%	162
	Not registered	38.7%	29
Commute	Car, truck or van	34.2%	110
	Bus, motorcycle, bicycle, walked or other non-motorized	51.0%	38
	Did not work or worked at home	34.0%	43

| | | Q13_5 What factors concern you most about purchasing an electric vehicle for use in the Missoula area? | |
| | | Recharging the battery takes too long | Total |
		Row Total N %	Count
Gender	Total	8.4%	44
	Male	12.5%	32
	Female	4.3%	11
	Other	0.0%	<5
Age	18-34	10.2%	21
	35-49	4.3%	5
	50-64	13.3%	15
	65+	3.3%	<5
Location	City	9.6%	37
	County	4.9%	6
Education	HS diploma or less	8.7%	13
	Some college or AA degree	10.2%	19
	Bachelors degree or more	6.4%	12
Registered_voter	Registered	8.3%	37
	Not registered	8.9%	7
Commute	Car, truck or van	8.2%	26
	Bus, motorcycle, bicycle, walked or other non-motorized	4.6%	<5
	Did not work or worked at home	11.1%	14

| | | Q13_6 What factors concern you most about purchasing an electric vehicle for use in the Missoula area? | |
| | | Electric vehicles are too expensive | Total |
		Row Total N %	Count
Gender	Total	43.6%	227
	Male	40.4%	105
	Female	46.8%	121
	Other	53.7%	<5
Age	18-34	54.9%	112
	35-49	46.4%	54
	50-64	35.5%	41
	65+	24.0%	21
Location	City	47.0%	182
	County	33.9%	45
Education	HS diploma or less	40.4%	60
	Some college or AA degree	38.3%	70
	Bachelors degree or more	51.2%	98
Registered_voter	Registered	45.4%	203
	Not registered	32.8%	24
Commute	Car, truck or van	44.0%	141
	Bus, motorcycle, bicycle, walked or other non-motorized	48.1%	35
	Did not work or worked at home	39.9%	50

| | | Q13_7 What factors concern you most about purchasing an electric vehicle for use in the Missoula area? | |
| | | I have concerns about having to replace the battery | Total |
		Row Total N %	Count
Gender	Total	12.1%	63
	Male	14.8%	38
	Female	9.6%	25
	Other	0.0%	<5
Age	18-34	6.2%	13
	35-49	5.7%	7
	50-64	26.3%	30
	65+	16.0%	14
Location	City	10.4%	40
	County	17.3%	23
Education	HS diploma or less	21.3%	32
	Some college or AA degree	6.7%	12
	Bachelors degree or more	10.1%	19
Registered_voter	Registered	12.7%	57
	Not registered	8.8%	7
Commute	Car, truck or van	14.1%	45
	Bus, motorcycle, bicycle, walked or other non-motorized	1.3%	<5
	Did not work or worked at home	13.4%	17

		Q13_8 What factors concern you most about purchasing an electric vehicle for use in the Missoula area?	
		Today's electric vehicles will soon be outdated	Total
		Row Total N %	Count
Gender	Total	10.8%	56
	Male	12.0%	31
	Female	9.3%	24
	Other	51.7%	<5
Age	18-34	13.3%	27
	35-49	4.3%	<5
	50-64	14.3%	16
	65+	9.0%	8
Location	City	7.7%	30
	County	19.8%	26
Education	HS diploma or less	7.1%	11
	Some college or AA degree	9.5%	17
	Bachelors degree or more	14.9%	28
Registered_voter	Registered	11.2%	50
	Not registered	8.4%	6
Commute	Car, truck or van	14.7%	47
	Bus, motorcycle, bicycle, walked or other non-motorized	0.8%	<5
	Did not work or worked at home	6.6%	8

		Q13_9 What factors concern you most about purchasing an electric vehicle for use in the Missoula area?	
		I don't know enough about electric vehicles	Total
		Row Total N %	Count
Gender	Total	24.0%	125
	Male	15.7%	41
	Female	32.6%	84
	Other	0.0%	<5
Age	18-34	17.0%	35
	35-49	25.8%	30
	50-64	25.6%	29
	65+	36.2%	31
Location	City	24.6%	95
	County	22.6%	30
Education	HS diploma or less	29.2%	43
	Some college or AA degree	18.7%	34
	Bachelors degree or more	25.2%	48
Registered_voter	Registered	22.8%	102
	Not registered	31.3%	23
Commute	Car, truck or van	22.6%	72
	Bus, motorcycle, bicycle, walked or other non-motorized	22.2%	16
	Did not work or worked at home	28.9%	37

| | | Q13_10 What factors concern you most about purchasing an electric vehicle for use in the Missoula area? | |
| | | Other (please specify) | Total |
		Row Total N %	Count
Gender	Total	12.2%	64
	Male	17.2%	45
	Female	6.9%	18
	Other	48.3%	<5
Age	18-34	8.8%	18
	35-49	19.2%	22
	50-64	16.4%	19
	65+	5.4%	<5
Location	City	10.1%	39
	County	18.3%	24
Education	HS diploma or less	15.2%	22
	Some college or AA degree	8.9%	16
	Bachelors degree or more	13.1%	25
Registered_voter	Registered	12.8%	57
	Not registered	8.8%	6
Commute	Car, truck or van	12.0%	39
	Bus, motorcycle, bicycle, walked or other non-motorized	13.2%	10
	Did not work or worked at home	12.1%	15

		Q13a What factors concern you most about purchasing an electric vehicle for use in the Missoula area? Environmental impact of battery production or recycling	
		Yes	Total
		Row Total N %	Count
Gender	Total	3.9%	21
	Male	7.1%	18
	Female	0.8%	<5
	Other	0.0%	<5
Age	18-34	2.7%	6
	35-49	1.2%	<5
	50-64	10.4%	12
	65+	1.9%	<5
Location	City	2.9%	11
	County	6.8%	9
Education	HS diploma or less	7.1%	11
	Some college or AA degree	0.2%	<5
	Bachelors degree or more	5.1%	10
Registered_voter	Registered	3.7%	17
	Not registered	5.2%	<5
Commute	Car, truck or van	4.7%	15
	Bus, motorcycle, bicycle, walked or other non-motorized	5.2%	<5
	Did not work or worked at home	1.1%	<5

		Q13b What factors concern you most about purchasing an electric vehicle for use in the Missoula area? Four-wheel drive capacity, bad weather driving capabilities, hauling	
		Yes	Total
		Row Total N %	Count
Gender	Total	2.8%	14
	Male	3.1%	8
	Female	2.4%	6
	Other	0.0%	<5
Age	18-34	0.5%	<5
	35-49	11.1%	13
	50-64	0.2%	<5
	65+	0.1%	<5
Location	City	3.6%	14
	County	0.2%	<5
Education	HS diploma or less	2.4%	<5
	Some college or AA degree	4.4%	8
	Bachelors degree or more	1.5%	<5
Registered_voter	Registered	3.1%	14
	Not registered	0.5%	<5
Commute	Car, truck or van	2.0%	7
	Bus, motorcycle, bicycle, walked or other non-motorized	4.7%	<5
	Did not work or worked at home	3.4%	<5

		Q13c What factors concern you most about purchasing an electric vehicle for use in the Missoula area? Cold weather effects on battery life	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.5%	<5
	Male	0.8%	<5
	Female	0.1%	<5
	Other	0.0%	<5
Age	18-34	0.6%	<5
	35-49	0.5%	<5
	50-64	0.0%	<5
	65+	0.7%	<5
Location	City	0.6%	<5
	County	0.1%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.1%	<5
	Bachelors degree or more	1.1%	<5
Registered_voter	Registered	0.5%	<5
	Not registered	0.5%	<5
Commute	Car, truck or van	0.6%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.2%	<5
	Did not work or worked at home	0.2%	<5

		Q13d What factors concern you most about purchasing an electric vehicle for use in the Missoula area? Bike, ped, bus better options, still use electricity from somewhere	
		Yes	Total
		Row Total N %	Count
Gender	Total	1.0%	5
	Male	1.6%	<5
	Female	0.1%	<5
	Other	48.3%	<5
Age	18-34	2.1%	<5
	35-49	0.7%	<5
	50-64	0.0%	<5
	65+	0.1%	<5
Location	City	1.2%	<5
	County	0.4%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	1.9%	<5
	Bachelors degree or more	0.8%	<5
Registered_voter	Registered	1.1%	5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.2%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	1.0%	<5
	Did not work or worked at home	2.9%	<5

		Q13e What factors concern you most about purchasing an electric vehicle for use in the Missoula area? Prefer gas, love my gas car	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.8%	<5
	Male	1.6%	<5
	Female	0.1%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	3.1%	<5
	50-64	0.7%	<5
	65+	0.0%	<5
Location	City	0.0%	<5
	County	3.3%	<5
Education	HS diploma or less	2.4%	<5
	Some college or AA degree	0.4%	<5
	Bachelors degree or more	0.1%	<5
Registered_voter	Registered	1.0%	<5
	Not registered	0.2%	<5
Commute	Car, truck or van	1.1%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	1.0%	<5
	Did not work or worked at home	0.0%	<5

		Q13f What factors concern you most about purchasing an electric vehicle for use in the Missoula area? No mechanics qualified to repair	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.3%	<5
	Male	0.1%	<5
	Female	0.6%	<5
	Other	0.0%	<5
Age	18-34	0.5%	<5
	35-49	0.5%	<5
	50-64	0.1%	<5
	65+	0.0%	<5
Location	City	0.4%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.3%	<5
	Bachelors degree or more	0.6%	<5
Registered_voter	Registered	0.4%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.0%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.7%	<5
	Did not work or worked at home	0.8%	<5

		Q13g What factors concern you most about purchasing an electric vehicle for use in the Missoula area? Freedom, dont want others to access vehicle remotely	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.4%	<5
	Male	0.9%	<5
	Female	0.0%	<5
	Other	0.0%	<5
Age	18-34	0.9%	<5
	35-49	0.4%	<5
	50-64	0.0%	<5
	65+	0.0%	<5
Location	City	0.1%	<5
	County	1.4%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	1.0%	<5
	Bachelors degree or more	0.2%	<5
Registered_voter	Registered	0.1%	<5
	Not registered	2.5%	<5
Commute	Car, truck or van	0.7%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.0%	<5

		Q13h What factors concern you most about purchasing an electric vehicle for use in the Missoula area? Other	
		Yes	Total
		Row Total N %	Count
Gender	Total	2.6%	13
	Male	2.0%	5
	Female	3.1%	8
	Other	0.0%	<5
Age	18-34	1.5%	<5
	35-49	2.2%	<5
	50-64	5.0%	6
	65+	2.5%	<5
Location	City	1.3%	5
	County	6.3%	8
Education	HS diploma or less	3.3%	<5
	Some college or AA degree	0.8%	<5
	Bachelors degree or more	3.7%	7
Registered_voter	Registered	3.0%	13
	Not registered	0.4%	<5
Commute	Car, truck or van	2.7%	9
	Bus, motorcycle, bicycle, walked or other non-motorized	0.2%	<5
	Did not work or worked at home	3.7%	<5

| | | Q14 Have you ever used a rideshare service such as Uber/Lyft in the Missoula area? Click one button. | | | |
		Yes, I have done this Row N %	I have not done this, but I've heard of it Row N %	I have never heard of this Row N %	Total Count
Gender	Total	41.5%	55.2%	3.3%	519
	Male	35.3%	60.7%	4.0%	259
	Female	47.4%	50.0%	2.7%	259
	Other	98.1%	1.9%	0.0%	<5
Age	18-34	56.4%	43.6%	0.0%	203
	35-49	47.8%	48.8%	3.4%	117
	50-64	32.2%	64.3%	3.4%	114
	65+	9.3%	79.6%	11.1%	84
Location	City	46.7%	50.6%	2.6%	386
	County	26.4%	68.3%	5.4%	134
Education	HS diploma or less	22.3%	71.7%	6.0%	148
	Some college or AA degree	35.6%	62.1%	2.2%	180
	Bachelors degree or more	61.9%	35.8%	2.3%	191
Registered_voter	Registered	44.2%	52.0%	3.8%	445
	Not registered	25.1%	74.6%	0.3%	74
Commute	Car, truck or van	48.5%	49.0%	2.5%	321
	Bus, motorcycle, bicycle, walked or other non-motorized	39.4%	60.3%	0.3%	74
	Did not work or worked at home	24.5%	68.2%	7.3%	124

Q15 How often do you use a rideshare service such as Uber/Lyft to get from place to place in the Missoula area? Click one button.

		Daily Row N %	A few times a week Row N %	A few times a month Row N %	A few times a year Row N %	Never Row N %	Total Count
Gender	Total	0.0%	4.1%	19.5%	76.5%	0.0%	215
	Male	0.0%	8.5%	25.9%	65.6%	0.0%	91
	Female	0.0%	0.8%	15.0%	84.3%	0.0%	122
	Other	0.0%	0.0%	0.0%	100.0%	0.0%	<5
Age	18-34	0.0%	3.7%	24.6%	71.7%	0.0%	115
	35-49	0.0%	8.0%	15.6%	76.4%	0.0%	56
	50-64	0.0%	0.0%	11.6%	88.4%	0.0%	37
	65+	0.0%	0.0%	9.0%	91.0%	0.0%	8
Location	City	0.0%	2.7%	22.3%	75.1%	0.0%	180
	County	0.0%	11.1%	5.2%	83.7%	0.0%	35
Education	HS diploma or less	0.0%	0.0%	10.6%	89.4%	0.0%	33
	Some college or AA degree	0.0%	5.6%	18.0%	76.4%	0.0%	64
	Bachelors degree or more	0.0%	4.3%	22.8%	72.9%	0.0%	118
Registered_voter	Registered	0.0%	4.4%	17.1%	78.5%	0.0%	197
	Not registered	0.0%	0.0%	44.6%	55.4%	0.0%	19
Commute	Car, truck or van	0.0%	2.6%	16.2%	81.2%	0.0%	156
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	4.1%	40.5%	55.4%	0.0%	29
	Did not work or worked at home	0.0%	11.4%	15.9%	72.7%	0.0%	30

		Q16a What are the one or two main reasons you use a rideshare service like Uber/ Lyft in the Missoula area? Airport	
		Yes	Total
		Row Total N %	Count
Gender	Total	13.8%	72
	Male	10.5%	27
	Female	17.2%	45
	Other	0.0%	<5
Age	18-34	17.8%	36
	35-49	15.2%	18
	50-64	13.0%	15
	65+	3.5%	<5
Location	City	15.6%	60
	County	8.6%	12
Education	HS diploma or less	2.4%	<5
	Some college or AA degree	11.6%	21
	Bachelors degree or more	24.8%	47
Registered_voter	Registered	16.0%	71
	Not registered	0.7%	<5
Commute	Car, truck or van	18.8%	60
	Bus, motorcycle, bicycle, walked or other non-motorized	8.2%	6
	Did not work or worked at home	4.3%	5

		Q16b What are the one or two main reasons you use a rideshare service like Uber/ Lyft in the Missoula area? Concert, shows, games	
		Yes	Total
		Row Total N %	Count
Gender	Total	5.9%	31
	Male	7.1%	19
	Female	4.7%	12
	Other	0.0%	<5
Age	18-34	6.8%	14
	35-49	5.9%	7
	50-64	8.4%	10
	65+	0.5%	<5
Location	City	4.8%	19
	County	9.0%	12
Education	HS diploma or less	1.3%	<5
	Some college or AA degree	6.9%	13
	Bachelors degree or more	8.5%	16
Registered_voter	Registered	6.8%	31
	Not registered	0.1%	<5
Commute	Car, truck or van	8.2%	26
	Bus, motorcycle, bicycle, walked or other non-motorized	5.3%	<5
	Did not work or worked at home	0.4%	<5

		Q16c What are the one or two main reasons you use a rideshare service like Uber/ Lyft in the Missoula area? Avoid drinking and driving	
		Yes	Total
		Row Total N %	Count
Gender	Total	16.5%	86
	Male	13.6%	35
	Female	19.2%	50
	Other	51.7%	<5
Age	18-34	25.3%	52
	35-49	21.4%	25
	50-64	5.8%	7
	65+	3.0%	<5
Location	City	19.8%	77
	County	6.7%	9
Education	HS diploma or less	2.4%	<5
	Some college or AA degree	13.1%	24
	Bachelors degree or more	30.7%	58
Registered_voter	Registered	18.1%	81
	Not registered	6.9%	5
Commute	Car, truck or van	19.9%	64
	Bus, motorcycle, bicycle, walked or other non-motorized	19.1%	14
	Did not work or worked at home	6.2%	8

		Q16d What are the one or two main reasons you use a rideshare service like Uber/ Lyft in the Missoula area? Availability, when bus doesnt run, convenient	
		Yes	Total
		Row Total N %	Count
Gender	Total	5.5%	29
	Male	7.4%	19
	Female	3.4%	9
	Other	46.3%	<5
Age	18-34	5.8%	12
	35-49	9.1%	11
	50-64	4.2%	<5
	65+	1.7%	<5
Location	City	5.4%	21
	County	5.9%	8
Education	HS diploma or less	2.4%	<5
	Some college or AA degree	5.7%	10
	Bachelors degree or more	7.9%	15
Registered_voter	Registered	5.4%	24
	Not registered	6.1%	<5
Commute	Car, truck or van	5.1%	17
	Bus, motorcycle, bicycle, walked or other non-motorized	2.5%	<5
	Did not work or worked at home	8.3%	11

		Q16e What are the one or two main reasons you use a rideshare service like Uber/ Lyft in the Missoula area? Parking fees, crowds	
		Yes	Total
		Row Total N %	Count
Gender	Total	2.7%	14
	Male	2.0%	5
	Female	3.5%	9
	Other	0.0%	<5
Age	18-34	0.9%	<5
	35-49	7.7%	9
	50-64	2.2%	<5
	65+	0.9%	<5
Location	City	3.2%	13
	County	1.2%	<5
Education	HS diploma or less	2.3%	<5
	Some college or AA degree	2.5%	<5
	Bachelors degree or more	3.3%	6
Registered_voter	Registered	3.1%	14
	Not registered	0.2%	<5
Commute	Car, truck or van	4.3%	14
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.3%	<5

		Q16f What are the one or two main reasons you use a rideshare service like Uber/ Lyft in the Missoula area? Family transportation needs, big family with only one car	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.5%	<5
	Male	0.0%	<5
	Female	0.9%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	0.0%	<5
	50-64	2.0%	<5
	65+	0.2%	<5
Location	City	0.6%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	1.2%	<5
	Bachelors degree or more	0.1%	<5
Registered_voter	Registered	0.5%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.0%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.1%	<5
	Did not work or worked at home	1.8%	<5

		Q16g What are the one or two main reasons you use a rideshare service like Uber/ Lyft in the Missoula area? Had no car at time	
		Yes	Total
		Row Total N %	Count
Gender	Total	5.6%	29
	Male	3.3%	9
	Female	7.6%	20
	Other	46.3%	<5
Age	18-34	5.5%	11
	35-49	12.0%	14
	50-64	1.9%	<5
	65+	2.0%	<5
Location	City	5.3%	20
	County	6.5%	9
Education	HS diploma or less	9.3%	14
	Some college or AA degree	4.7%	9
	Bachelors degree or more	3.5%	7
Registered_voter	Registered	5.4%	24
	Not registered	6.4%	<5
Commute	Car, truck or van	6.3%	20
	Bus, motorcycle, bicycle, walked or other non-motorized	5.7%	<5
	Did not work or worked at home	3.6%	<5

		Q16h What are the one or two main reasons you use a rideshare service like Uber/ Lyft in the Missoula area? Cost, cheaper than cab	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.3%	<5
	Male	0.5%	<5
	Female	0.0%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	0.2%	<5
	50-64	0.0%	<5
	65+	1.3%	<5
Location	City	0.4%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.2%	<5
	Bachelors degree or more	0.6%	<5
Registered_voter	Registered	0.3%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.0%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	1.1%	<5

		Q16i What are the one or two main reasons you use a rideshare service like Uber/ Lyft in the Missoula area? Safe	
		Yes	Total
		Row Total N %	Count
Gender	Total	2.3%	12
	Male	2.3%	6
	Female	2.4%	6
	Other	0.0%	<5
Age	18-34	0.8%	<5
	35-49	5.0%	6
	50-64	4.0%	<5
	65+	0.0%	<5
Location	City	3.0%	12
	County	0.4%	<5
Education	HS diploma or less	4.6%	7
	Some college or AA degree	0.5%	<5
	Bachelors degree or more	2.2%	<5
Registered_voter	Registered	2.4%	11
	Not registered	1.5%	<5
Commute	Car, truck or van	3.8%	12
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.0%	<5

		Q16j What are the one or two main reasons you use a rideshare service like Uber/ Lyft in the Missoula area? Reliable	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.4%	<5
	Male	0.8%	<5
	Female	0.0%	<5
	Other	0.0%	<5
Age	18-34	0.6%	<5
	35-49	0.6%	<5
	50-64	0.0%	<5
	65+	0.0%	<5
Location	City	0.5%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.1%	<5
	Bachelors degree or more	0.9%	<5
Registered_voter	Registered	0.4%	<5
	Not registered	0.4%	<5
Commute	Car, truck or van	0.2%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	1.6%	<5
	Did not work or worked at home	0.0%	<5

		Q16k What are the one or two main reasons you use a rideshare service like Uber/ Lyft in the Missoula area? Fast	
		Yes	Total
		Row Total N %	Count
Gender	Total	3.4%	18
	Male	4.0%	10
	Female	2.8%	7
	Other	0.0%	<5
Age	18-34	8.3%	17
	35-49	0.4%	<5
	50-64	0.2%	<5
	65+	0.0%	<5
Location	City	4.6%	18
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	6.9%	12
	Bachelors degree or more	2.7%	5
Registered_voter	Registered	3.2%	14
	Not registered	4.7%	<5
Commute	Car, truck or van	0.2%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	10.8%	8
	Did not work or worked at home	7.1%	9

		Q16l What are the one or two main reasons you use a rideshare service like Uber/ Lyft in the Missoula area? Weather, hazardous road conditions	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.5%	<5
	Male	0.9%	<5
	Female	0.0%	<5
	Other	0.0%	<5
Age	18-34	1.2%	<5
	35-49	0.0%	<5
	50-64	0.0%	<5
	65+	0.0%	<5
Location	City	0.6%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	1.3%	<5
Registered_voter	Registered	0.5%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.7%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.0%	<5

Q17 How interested are you in participating in a carshare program in the Missoula area? Carshare lets people rent cars for short periods of time, often by the hour.

		Very interested Row N %	Somewhat interested Row N %	Neither interested nor uninterested Row N %	Somewhat uninterested Row N %	Very uninterested Row N %	Total Count
Gender	Total	3.5%	23.1%	18.2%	16.0%	39.2%	517
	Male	2.1%	24.5%	15.6%	14.5%	43.3%	257
	Female	4.9%	21.7%	20.5%	17.5%	35.3%	259
	Other	0.0%	46.3%	53.7%	0.0%	0.0%	<5
Age	18-34	6.0%	33.5%	13.6%	16.6%	30.3%	203
	35-49	4.4%	23.5%	22.6%	17.8%	31.7%	117
	50-64	0.3%	17.4%	18.1%	6.1%	58.1%	111
	65+	0.5%	5.6%	23.1%	24.8%	46.0%	86
Location	City	4.5%	25.8%	17.9%	16.3%	35.5%	387
	County	0.5%	15.3%	19.0%	15.0%	50.1%	130
Education	HS diploma or less	0.0%	17.8%	19.5%	21.9%	40.7%	145
	Some college or AA degree	7.0%	24.1%	13.5%	17.0%	38.3%	182
	Bachelors degree or more	2.8%	26.2%	21.6%	10.5%	38.8%	191
Registered_voter	Registered	4.1%	22.9%	16.2%	16.8%	40.1%	447
	Not registered	0.1%	24.4%	31.1%	10.8%	33.6%	70
Commute	Car, truck or van	1.5%	21.8%	16.7%	18.4%	41.5%	318
	Bus, motorcycle, bicycle, walked or other non-motorized	13.0%	44.2%	17.1%	3.0%	22.6%	73
	Did not work or worked at home	3.0%	14.2%	22.5%	17.4%	42.9%	126

Q18 Current transportation needs in the Missoula area are greater than the amount of money available to address them. Generally speaking, would you support or oppose paying more taxes or fees if the revenues were spent only on transportation system improveme

		Strongly support Row N %	Somewhat support Row N %	Neither support nor oppose Row N %	Somewhat oppose Row N %	Strongly oppose Row N %	Don't know Row N %	Total Count
Gender	Total	12.3%	23.8%	17.8%	16.7%	22.5%	6.9%	516
	Male	9.6%	21.9%	16.9%	15.0%	28.3%	8.3%	256
	Female	14.7%	25.9%	18.8%	18.5%	16.5%	5.6%	259
	Other	46.3%	1.9%	0.0%	0.0%	51.7%	0.0%	<5
Age	18-34	18.1%	26.4%	21.8%	17.4%	12.2%	4.1%	202
	35-49	8.1%	32.4%	23.8%	11.6%	19.2%	5.0%	117
	50-64	11.2%	17.2%	5.0%	21.8%	37.0%	7.8%	111
	65+	5.6%	14.6%	16.8%	15.6%	32.3%	15.0%	86
Location	City	14.7%	26.4%	17.4%	17.6%	16.9%	7.1%	386
	County	5.1%	16.2%	19.2%	14.2%	38.9%	6.4%	130
Education	HS diploma or less	4.1%	19.5%	19.4%	20.4%	22.1%	14.4%	145
	Some college or AA degree	14.8%	23.9%	14.9%	15.1%	25.2%	6.1%	182
	Bachelors degree or more	16.0%	27.0%	19.4%	15.4%	20.1%	2.0%	189
Registered_voter	Registered	12.6%	24.1%	16.5%	18.1%	22.9%	6.0%	446
	Not registered	10.1%	22.3%	26.6%	8.2%	20.0%	12.8%	70
Commute	Car, truck or van	10.1%	21.9%	20.0%	20.7%	23.1%	4.2%	316
	Bus, motorcycle, bicycle, walked or other non-motorized	29.0%	37.4%	18.5%	2.4%	11.4%	1.3%	73
	Did not work or worked at home	7.8%	20.8%	12.1%	14.9%	27.3%	17.1%	126

Q19 If taxes or fees were raised to improve transportation in the Missoula area, what would you want to see the additional revenues used for? Click one button.

		Maintain and repair existing streets and roads	Build new streets and roads	Widen existing streets and roads	Improve public transit (bus)	Improve bicycle facilities, such as trails/paths and lanes	Improve pedestrian facilities, such as sidewalks and crosswalks	Improve safety and reduce crashes
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Row N %
Gender	Total	43.8%	5.3%	10.7%	10.4%	9.8%	6.4%	7.7%
	Male	45.9%	4.0%	10.4%	10.7%	11.1%	6.5%	7.6%
	Female	41.3%	6.7%	11.1%	10.0%	8.6%	6.3%	7.9%
	Other	98.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%
Age	18-34	34.8%	4.3%	9.6%	11.3%	16.9%	8.1%	11.2%
	35-49	50.2%	5.3%	6.8%	8.1%	7.8%	6.6%	2.4%
	50-64	50.6%	3.0%	18.6%	9.8%	2.9%	4.7%	6.5%
	65+	48.5%	10.6%	8.6%	11.6%	4.4%	4.2%	7.7%
Location	City	44.8%	5.9%	6.6%	10.0%	12.5%	7.4%	7.8%
	County	41.0%	3.7%	22.8%	11.4%	2.1%	3.4%	7.4%
Education	HS diploma or less	51.3%	2.8%	11.9%	7.4%	5.9%	7.2%	6.3%
	Some college or AA degree	40.7%	7.7%	9.1%	11.1%	6.6%	9.9%	9.1%
	Bachelors degree or more	40.8%	5.0%	11.3%	12.0%	16.1%	2.3%	7.5%
Registered_voter	Registered	45.8%	5.8%	10.9%	9.9%	7.9%	7.1%	7.5%
	Not registered	29.5%	1.8%	9.2%	13.7%	23.9%	1.3%	9.2%
Commute	Car, truck or van	46.7%	4.1%	15.1%	6.4%	5.6%	8.9%	7.6%
	Bus, motorcycle, bicycle, walked or other non-motorized	10.9%	0.0%	5.0%	24.8%	32.8%	7.2%	10.2%
	Did not work or worked at home	56.2%	11.1%	3.9%	11.0%	6.3%	0.0%	6.4%

		Q19 If taxes or fees were raised to improve transportation in the ...	
		Don't know Row N %	Total Count
Gender	Total	5.9%	486
	Male	3.8%	246
	Female	8.1%	238
	Other	0.0%	<5
Age	18-34	3.9%	195
	35-49	12.8%	106
	50-64	3.8%	102
	65+	4.4%	83
Location	City	5.1%	362
	County	8.2%	124
Education	HS diploma or less	7.2%	141
	Some college or AA degree	5.7%	169
	Bachelors degree or more	5.0%	176
Registered_voter	Registered	5.1%	427
	Not registered	11.3%	60
Commute	Car, truck or van	5.5%	289
	Bus, motorcycle, bicycle, walked or other non-motorized	9.0%	73
	Did not work or worked at home	5.1%	125

Q20 What type of tax would you be most willing to support if the revenues were used only for transportation system improvements locally? Click one button.

		2 cent increase per gallon of fuel (diesel and gasoline), paid by local residents and visitors	1 percent increase to property tax, paid by property owners	3 percent local sales tax on non-essential items, such as items purchased at bars and restaurants, paid by local residents and visitors	3 percent increase to development fees, paid for by new development	None	Don't know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Gender	Total	35.1%	5.0%	8.3%	17.2%	23.1%	11.4%	509
	Male	33.2%	6.0%	4.1%	17.3%	34.7%	4.6%	252
	Female	36.9%	4.0%	12.4%	17.2%	11.4%	18.1%	255
	Other	48.3%	0.0%	0.0%	0.0%	51.7%	0.0%	<5
Age	18-34	35.5%	8.1%	9.2%	26.0%	6.7%	14.4%	200
	35-49	40.5%	3.1%	6.7%	14.0%	22.4%	13.4%	113
	50-64	26.5%	4.3%	8.1%	12.3%	43.4%	5.5%	110
	65+	38.2%	1.1%	8.5%	7.0%	36.2%	9.0%	86
Location	City	35.0%	6.7%	8.5%	21.7%	14.6%	13.6%	380
	County	35.5%	0.0%	7.7%	4.0%	48.0%	4.9%	129
Education	HS diploma or less	24.2%	6.7%	7.8%	9.1%	38.8%	13.4%	145
	Some college or AA degree	33.3%	7.1%	6.4%	18.5%	21.2%	13.4%	177
	Bachelors degree or more	45.2%	1.6%	10.4%	22.1%	12.7%	7.9%	188
Registered_voter	Registered	35.8%	4.1%	9.5%	16.3%	22.8%	11.5%	439
	Not registered	30.8%	10.3%	0.9%	22.5%	25.0%	10.6%	70

Q20 What type of tax would you be most willing to support if the revenues were used only for transportation system improvements locally? Click one button.

		2 cent increase per gallon of fuel (diesel and gasoline), paid by local residents and visitors	1 percent increase to property tax, paid by property owners	3 percent local sales tax on non-essential items, such as items purchased at bars and restaurants, paid by local residents and visitors	3 percent increase to development fees, paid for by new development	None	Don't know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Commute	Car, truck or van	31.1%	4.2%	10.3%	19.1%	22.4%	12.8%	311
	Bus, motorcycle, bicycle, walked or other non-motorized	40.7%	8.6%	0.8%	25.2%	15.2%	9.6%	73
	Did not work or worked at home	41.7%	4.8%	7.7%	7.7%	29.4%	8.7%	125

Q21 How did you usually get to work LAST WEEK? If you usually used more than one method of transportation during the trip, click the button of the one used for most of the distance.

		Car, truck, or van Row N %	Bus Row N %	Taxicab, rideshare Row N %	Motorcycle Row N %	Bicycle Row N %	Walked Row N %	Other non-motorized Row N %
Gender	Total	62.1%	3.2%	0.0%	0.0%	4.3%	6.0%	0.0%
	Male	62.2%	4.4%	0.0%	0.1%	3.9%	4.9%	0.0%
	Female	62.1%	2.1%	0.0%	0.0%	4.5%	7.1%	0.1%
	Other	51.7%	0.0%	0.0%	0.0%	46.3%	1.9%	0.0%
Age	18-34	63.9%	4.0%	0.0%	0.0%	8.6%	12.8%	0.0%
	35-49	77.2%	1.4%	0.0%	0.0%	3.4%	3.1%	0.2%
	50-64	75.0%	3.1%	0.0%	0.1%	0.6%	1.2%	0.0%
	65+	20.0%	4.2%	0.0%	0.0%	0.5%	0.3%	0.0%
Location	City	59.6%	4.4%	0.0%	0.0%	5.8%	7.8%	0.1%
	County	69.5%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%
Education	HS diploma or less	53.9%	2.4%	0.0%	0.0%	2.4%	4.2%	0.0%
	Some college or AA degree	58.2%	4.5%	0.0%	0.0%	0.8%	12.3%	0.0%
	Bachelors degree or more	72.5%	2.6%	0.0%	0.1%	9.4%	1.1%	0.1%
Registered_voter	Registered	63.7%	3.0%	0.0%	0.0%	3.3%	5.2%	0.0%
	Not registered	52.5%	4.7%	0.0%	0.0%	10.5%	10.8%	0.0%
Commute	Car, truck or van	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	23.8%	0.0%	0.2%	31.9%	43.8%	0.3%
	Did not work or worked at home	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

| | | Q21 How did you usually get to work LAST WEEK? If you usually used more than one method of ... | | |
		Worked at home Row N %	Didn't work Row N %	Total Count
Gender	Total	4.6%	19.7%	517
	Male	4.9%	19.7%	257
	Female	4.3%	19.9%	258
	Other	0.0%	0.0%	<5
Age	18-34	2.8%	7.9%	200
	35-49	7.8%	6.9%	117
	50-64	6.1%	13.9%	114
	65+	2.4%	72.6%	86
Location	City	5.7%	16.6%	383
	County	1.3%	28.7%	133
Education	HS diploma or less	0.0%	37.1%	148
	Some college or AA degree	7.3%	16.9%	182
	Bachelors degree or more	5.5%	8.7%	187
Registered_voter	Registered	5.0%	19.7%	443
	Not registered	1.7%	19.7%	74
Commute	Car, truck or van	0.0%	0.0%	321
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	0.0%	70
	Did not work or worked at home	18.8%	81.2%	126

| | | Q22_1 How many people, including you, usually rode to work in the car, truck, or van LAST WEEK? Type the number of people in the box below. - Number of people | |
		Mean	Count
Gender	Total	1.3	521
	Male	1.3	261
	Female	1.3	259
	Other	1.0	<5
Age	18-34	1.3	203
	35-49	1.4	117
	50-64	1.2	114
	65+	1.8	86
Location	City	1.3	387
	County	1.3	134
Education	HS diploma or less	1.5	148
	Some college or AA degree	1.2	182
	Bachelors degree or more	1.4	191
Registered_voter	Registered	1.4	447
	Not registered	1.2	74
Commute	Car, truck or van	1.3	321
	Bus, motorcycle, bicycle, walked or other non-motorized	.	74
	Did not work or worked at home	.	126

		Q23_1 How many minutes did it usually take you to get from home to work LAST WEEK one way? Type the number of minutes in the box below. - Number of minutes	
		Mean	Count
Gender	Total	15.2	521
	Male	15.0	261
	Female	15.4	259
	Other	17.2	<5
Age	18-34	13.0	203
	35-49	18.0	117
	50-64	16.2	114
	65+	16.4	86
Location	City	13.3	387
	County	21.4	134
Education	HS diploma or less	14.7	148
	Some college or AA degree	15.6	182
	Bachelors degree or more	15.2	191
Registered_voter	Registered	15.2	447
	Not registered	15.1	74
Commute	Car, truck or van	15.5	321
	Bus, motorcycle, bicycle, walked or other non-motorized	13.9	74
	Did not work or worked at home	.	126

		Q24_1 How many people currently live or stay at the address on the mailing label? Type the number of people in the box below. - Number of people	
		Mean	Count
Gender	Total	2.2	521
	Male	2.1	261
	Female	2.2	259
	Other	1.9	<5
Age	18-34	2.0	203
	35-49	2.8	117
	50-64	2.0	114
	65+	1.7	86
Location	City	2.1	387
	County	2.4	134
Education	HS diploma or less	1.9	148
	Some college or AA degree	2.1	182
	Bachelors degree or more	2.4	191
Registered_voter	Registered	2.2	447
	Not registered	1.9	74
Commute	Car, truck or van	2.4	321
	Bus, motorcycle, bicycle, walked or other non-motorized	1.8	74
	Did not work or worked at home	1.8	126

Q25 Did you usually use more
than one method of transportation during EACH trip to work LAST WEEK? If Yes, please tell us what the second ...

		No Row N %	Yes – car, truck, or van Row N %	Yes - bus Row N %	Yes – taxicab, rideshare Row N %	Yes - motorcycle Row N %	Yes - bicycle Row N %	Yes – walked Row N %
Gender	Total	84.1%	5.8%	0.7%	0.6%	0.6%	3.5%	4.0%
	Male	82.6%	3.2%	1.2%	1.3%	0.0%	6.2%	4.1%
	Female	85.7%	8.3%	0.2%	0.0%	1.2%	0.9%	3.7%
	Other	53.7%	0.0%	0.0%	0.0%	0.0%	0.0%	46.3%
Age	18-34	79.5%	6.8%	0.6%	1.5%	0.0%	3.8%	6.0%
	35-49	82.5%	8.1%	0.8%	0.0%	0.0%	4.0%	4.7%
	50-64	93.2%	2.0%	1.0%	0.0%	2.8%	0.6%	0.3%
	65+	86.4%	4.4%	0.6%	0.0%	0.0%	6.2%	2.3%
Location	City	80.7%	7.2%	1.0%	0.9%	0.6%	3.6%	5.1%
	County	93.6%	1.7%	0.0%	0.0%	0.5%	3.4%	0.9%
Education	HS diploma or less	93.7%	0.0%	0.0%	0.0%	1.4%	5.0%	0.0%
	Some college or AA degree	78.3%	7.6%	0.2%	1.9%	0.6%	4.1%	5.1%
	Bachelors degree or more	81.7%	8.6%	1.8%	0.0%	0.0%	1.8%	6.1%
Registered_voter	Registered	84.3%	4.9%	0.7%	0.7%	0.7%	3.3%	4.6%
	Not registered	82.9%	10.5%	0.9%	0.0%	0.0%	5.0%	0.7%
Commute	Car, truck or van	91.0%	3.4%	0.9%	0.0%	0.8%	2.9%	1.0%
	Bus, motorcycle, bicycle, walked or other non-motorized	43.6%	23.2%	0.4%	0.0%	0.0%	11.1%	16.6%
	Did not work or worked at home	89.1%	1.7%	0.3%	3.2%	0.3%	0.2%	5.2%

| | | Q25 Did you usually use more than one method of transportation . | |
		Yes – other non-motorized method Row N %	Total Count
Gender	Total	0.7%	483
	Male	1.5%	238
	Female	0.0%	243
	Other	0.0%	<5
Age	18-34	1.8%	198
	35-49	0.0%	117
	50-64	0.0%	101
	65+	0.0%	67
Location	City	1.0%	358
	County	0.0%	124
Education	HS diploma or less	0.0%	141
	Some college or AA degree	2.1%	164
	Bachelors degree or more	0.0%	177
Registered_voter	Registered	0.9%	412
	Not registered	0.0%	71
Commute	Car, truck or van	0.0%	319
	Bus, motorcycle, bicycle, walked or other non-motorized	5.3%	67
	Did not work or worked at home	0.0%	97

		Q26 Do any children under the age of 18 live at the address on the mailing label? Click one button.		
		Yes	No	Total
		Row N %	Row N %	Count
Gender	Total	19.5%	80.5%	509
	Male	18.2%	81.8%	253
	Female	21.0%	79.0%	254
	Other	0.0%	100.0%	<5
Age	18-34	15.0%	85.0%	203
	35-49	53.1%	46.9%	113
	50-64	7.0%	93.0%	107
	65+	1.2%	98.8%	85
Location	City	20.3%	79.7%	376
	County	17.3%	82.7%	133
Education	HS diploma or less	10.0%	90.0%	146
	Some college or AA degree	16.7%	83.3%	172
	Bachelors degree or more	29.3%	70.7%	191
Registered_voter	Registered	20.5%	79.5%	436
	Not registered	13.4%	86.6%	72
Commute	Car, truck or van	25.4%	74.6%	314
	Bus, motorcycle, bicycle, walked or other non-motorized	11.8%	88.2%	70
	Did not work or worked at home	9.1%	90.9%	125

Q27 Over the next two weeks, how likely are any of these children to walk or ride a bicycle to school?
Click one button.

		Very likely Row N %	Somewhat likely Row N %	Neither likely nor unlikely Row N %	Somewhat unlikely Row N %	Very unlikely Row N %	Total Count
Gender	Total	27.6%	5.3%	0.9%	0.6%	65.5%	96
	Male	32.4%	7.9%	1.9%	0.3%	57.4%	46
	Female	23.3%	2.9%	0.0%	0.9%	72.9%	50
	Other	0.0%	0.0%	0.0%	0.0%	0.0%	<5
Age	18-34	34.4%	0.0%	0.0%	0.0%	65.6%	31
	35-49	26.7%	8.7%	1.5%	0.8%	62.3%	57
	50-64	10.0%	0.0%	0.0%	2.1%	88.0%	8
	65+	0.0%	16.0%	0.0%	0.0%	84.0%	<5
Location	City	31.5%	6.9%	0.0%	0.8%	60.7%	73
	County	15.2%	0.0%	3.8%	0.0%	80.9%	23
Education	HS diploma or less	24.1%	0.0%	0.0%	0.0%	75.9%	15
	Some college or AA degree	24.9%	13.7%	0.0%	0.0%	61.4%	26
	Bachelors degree or more	29.8%	2.8%	1.6%	1.1%	64.8%	56
Registered_voter	Registered	27.3%	5.9%	1.0%	0.2%	65.7%	86
	Not registered	30.8%	0.0%	0.0%	4.7%	64.5%	10
Commute	Car, truck or van	22.3%	6.2%	1.1%	0.6%	69.8%	79
	Bus, motorcycle, bicycle, walked or other non-motorized	73.5%	2.2%	0.0%	2.9%	21.3%	5
	Did not work or worked at home	43.8%	0.0%	0.0%	0.0%	56.2%	11

		Q28a What are the one or two main reasons that any of these children might NOT walk or ride a bicycle to school over the next two weeks? Traffic, careless drivers, crossing busy roads	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.6%	<5
	Male	0.9%	<5
	Female	0.3%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	2.7%	<5
	50-64	0.0%	<5
	65+	0.1%	<5
Location	City	0.8%	<5
	County	0.1%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	1.3%	<5
	Bachelors degree or more	0.5%	<5
Registered_voter	Registered	0.6%	<5
	Not registered	0.8%	<5
Commute	Car, truck or van	0.6%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	1.0%	<5

		Q28b What are the one or two main reasons that any of these children might NOT walk or ride a bicycle to school over the next two weeks? Weather	
		Yes	Total
		Row Total N %	Count
Gender	Total	2.8%	15
	Male	3.6%	9
	Female	2.1%	5
	Other	0.0%	<5
Age	18-34	1.7%	<5
	35-49	9.2%	11
	50-64	0.4%	<5
	65+	0.0%	<5
Location	City	3.8%	15
	County	0.0%	<5
Education	HS diploma or less	2.3%	<5
	Some college or AA degree	1.9%	<5
	Bachelors degree or more	4.2%	8
Registered_voter	Registered	3.3%	15
	Not registered	0.0%	<5
Commute	Car, truck or van	3.3%	11
	Bus, motorcycle, bicycle, walked or other non-motorized	5.0%	<5
	Did not work or worked at home	0.4%	<5

		Q28c What are the one or two main reasons that any of these children might NOT walk or ride a bicycle to school over the next two weeks? Too young to go to school, homeschooled	
		Yes	Total
		Row Total N %	Count
Gender	Total	3.6%	19
	Male	4.1%	11
	Female	3.0%	8
	Other	0.0%	<5
Age	18-34	5.0%	10
	35-49	6.8%	8
	50-64	0.2%	<5
	65+	0.1%	<5
Location	City	4.4%	17
	County	1.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	1.9%	<5
	Bachelors degree or more	7.9%	15
Registered_voter	Registered	4.1%	18
	Not registered	0.1%	<5
Commute	Car, truck or van	5.4%	17
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.8%	<5

		Q28d What are the one or two main reasons that any of these children might NOT walk or ride a bicycle to school over the next two weeks? More convenient to drive them	
		Yes	Total
		Row Total N %	Count
Gender	Total	2.1%	11
	Male	3.0%	8
	Female	1.1%	<5
	Other	0.0%	<5
Age	18-34	3.0%	6
	35-49	3.8%	<5
	50-64	0.3%	<5
	65+	0.0%	<5
Location	City	1.7%	6
	County	3.3%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.2%	<5
	Bachelors degree or more	5.5%	10
Registered_voter	Registered	2.4%	11
	Not registered	0.1%	<5
Commute	Car, truck or van	3.3%	10
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.2%	<5

		Q28e What are the one or two main reasons that any of these children might NOT walk or ride a bicycle to school over the next two weeks? Too distant	
		Yes	Total
		Row Total N %	Count
Gender	Total	4.6%	24
	Male	2.8%	7
	Female	6.5%	17
	Other	0.0%	<5
Age	18-34	3.4%	7
	35-49	12.1%	14
	50-64	2.5%	<5
	65+	0.2%	<5
Location	City	4.1%	16
	County	6.0%	8
Education	HS diploma or less	4.7%	7
	Some college or AA degree	5.3%	10
	Bachelors degree or more	3.9%	8
Registered_voter	Registered	4.3%	19
	Not registered	6.7%	<5
Commute	Car, truck or van	6.5%	21
	Bus, motorcycle, bicycle, walked or other non-motorized	0.5%	<5
	Did not work or worked at home	2.2%	<5

		Q28f What are the one or two main reasons that any of these children might NOT walk or ride a bicycle to school over the next two weeks? No sidewalks_bike trail	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.4%	<5
	Male	0.5%	<5
	Female	0.3%	<5
	Other	0.0%	<5
Age	18-34	0.6%	<5
	35-49	0.7%	<5
	50-64	0.0%	<5
	65+	0.0%	<5
Location	City	0.3%	<5
	County	0.6%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	1.1%	<5
Registered_voter	Registered	0.5%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.5%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.3%	<5

		Q28g What are the one or two main reasons that any of these children might NOT walk or ride a bicycle to school over the next two weeks? Too much time to walk	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.1%	<5
	Male	0.1%	<5
	Female	0.1%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	0.3%	<5
	50-64	0.1%	<5
	65+	0.0%	<5
Location	City	0.1%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	0.3%	<5
Registered_voter	Registered	0.1%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.2%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.0%	<5

		Q28h What are the one or two main reasons that any of these children might NOT walk or ride a bicycle to school over the next two weeks? Safety, unspecified	
		Yes	Total
		Row Total N %	Count
Gender	Total	2.3%	12
	Male	4.1%	11
	Female	0.5%	<5
	Other	0.0%	<5
Age	18-34	0.6%	<5
	35-49	8.9%	10
	50-64	0.4%	<5
	65+	0.0%	<5
Location	City	0.8%	<5
	County	6.8%	9
Education	HS diploma or less	2.4%	<5
	Some college or AA degree	2.2%	<5
	Bachelors degree or more	2.4%	<5
Registered_voter	Registered	2.7%	12
	Not registered	0.0%	<5
Commute	Car, truck or van	3.3%	11
	Bus, motorcycle, bicycle, walked or other non-motorized	0.6%	<5
	Did not work or worked at home	0.8%	<5

		Q28i What are the one or two main reasons that any of these children might NOT walk or ride a bicycle to school over the next two weeks? If sick	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.5%	<5
	Male	0.1%	<5
	Female	0.8%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	1.8%	<5
	50-64	0.3%	<5
	65+	0.0%	<5
Location	City	0.6%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	1.2%	<5
	Bachelors degree or more	0.2%	<5
Registered_voter	Registered	0.1%	<5
	Not registered	2.9%	<5
Commute	Car, truck or van	0.7%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.2%	<5

		Q28j What are the one or two main reasons that any of these children might NOT walk or ride a bicycle to school over the next two weeks? After school activities	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.1%	<5
	Male	0.0%	<5
	Female	0.2%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	0.4%	<5
	50-64	0.0%	<5
	65+	0.0%	<5
Location	City	0.1%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	0.2%	<5
Registered_voter	Registered	0.1%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.1%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.0%	<5

		Q28k What are the one or two main reasons that any of these children might NOT walk or ride a bicycle to school over the next two weeks? Ride bus	
		Yes	Total
		Row Total N %	Count
Gender	Total	1.0%	5
	Male	0.1%	<5
	Female	1.9%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	2.3%	<5
	50-64	2.2%	<5
	65+	0.0%	<5
Location	City	0.7%	<5
	County	1.9%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.6%	<5
	Bachelors degree or more	2.2%	<5
Registered_voter	Registered	1.0%	<5
	Not registered	0.8%	<5
Commute	Car, truck or van	0.9%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.2%	<5
	Did not work or worked at home	1.8%	<5

		Q28l What are the one or two main reasons that any of these children might NOT walk or ride a bicycle to school over the next two weeks? Other, unclassifiable	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.7%	<5
	Male	0.5%	<5
	Female	1.0%	<5
	Other	0.0%	<5
Age	18-34	0.8%	<5
	35-49	1.3%	<5
	50-64	0.2%	<5
	65+	0.4%	<5
Location	City	0.9%	<5
	County	0.3%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.4%	<5
	Bachelors degree or more	1.6%	<5
Registered_voter	Registered	0.8%	<5
	Not registered	0.2%	<5
Commute	Car, truck or van	0.9%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.7%	<5
	Did not work or worked at home	0.2%	<5

		Q29_1 How many people who now live or stay at the address on the mailing label have a current and valid drivers' license? Type the number of people in the box below.	
		Mean	Count
Gender	Total	1.7	521
	Male	1.8	261
	Female	1.7	259
	Other	2.0	<5
Age	18-34	1.7	203
	35-49	1.8	117
	50-64	1.9	114
	65+	1.5	86
Location	City	1.6	387
	County	1.9	134
Education	HS diploma or less	1.4	148
	Some college or AA degree	1.8	182
	Bachelors degree or more	1.9	191
Registered_voter	Registered	1.8	447
	Not registered	1.5	74
Commute	Car, truck or van	1.8	321
	Bus, motorcycle, bicycle, walked or other non-motorized	1.6	74
	Did not work or worked at home	1.5	126

		Q30_1 How many drivable (functioning/working) autos, trucks, vans, or motorcycles are currently in the possession of all of the people who live or stay at the address on the mailing label?	
		Mean	Count
Gender	Total	1.9	521
	Male	2.1	261
	Female	1.8	259
	Other	1.0	<5
Age	18-34	1.5	203
	35-49	2.3	117
	50-64	2.4	114
	65+	1.8	86
Location	City	1.7	387
	County	2.7	134
Education	HS diploma or less	1.9	148
	Some college or AA degree	1.8	182
	Bachelors degree or more	2.1	191
Registered_voter	Registered	2.1	447
	Not registered	1.2	74
Commute	Car, truck or van	2.2	321
	Bus, motorcycle, bicycle, walked or other non-motorized	1.1	74
	Did not work or worked at home	1.7	126

		Q31_1 How many ridable (functioning/working) bicycles are currently owned by all of the people who live or stay at the address on the mailing label?	
		Mean	Count
Gender	Total	1.8	521
	Male	2.0	261
	Female	1.7	259
	Other	1.0	<5
Age	18-34	1.7	203
	35-49	2.9	117
	50-64	1.6	114
	65+	1.0	86
Location	City	1.8	387
	County	1.9	134
Education	HS diploma or less	1.2	148
	Some college or AA degree	1.4	182
	Bachelors degree or more	2.7	191
Registered_voter	Registered	1.9	447
	Not registered	1.2	74
Commute	Car, truck or van	2.0	321
	Bus, motorcycle, bicycle, walked or other non-motorized	2.2	74
	Did not work or worked at home	1.3	126

Q32 During the last 30 days, did you ride a bicycle? Click one button.
Please do not include stationary bicycles.

		Yes Row N %	No Row N %	Don't know Row N %	Total Count
Gender	Total	37.9%	62.1%	0.0%	521
	Male	46.8%	53.2%	0.0%	261
	Female	28.8%	71.2%	0.0%	259
	Other	46.3%	53.7%	0.0%	<5
Age	18-34	46.9%	53.1%	0.0%	203
	35-49	47.7%	52.3%	0.0%	117
	50-64	25.9%	74.1%	0.0%	114
	65+	19.2%	80.8%	0.0%	86
Location	City	41.2%	58.8%	0.0%	387
	County	28.3%	71.7%	0.0%	134
Education	HS diploma or less	23.5%	76.5%	0.0%	148
	Some college or AA degree	32.8%	67.2%	0.0%	182
	Bachelors degree or more	53.9%	46.1%	0.0%	191
Registered_voter	Registered	37.5%	62.5%	0.0%	447
	Not registered	40.0%	60.0%	0.0%	74
Commute	Car, truck or van	33.5%	66.5%	0.0%	321
	Bus, motorcycle, bicycle, walked or other non-motorized	74.9%	25.1%	0.0%	74
	Did not work or worked at home	27.4%	72.6%	0.0%	126

		Q33_1 How many days did you ride a bicycle over the last 30 days? Type the number of days in the box below. - Number of days	
		Mean	Count
Gender	Total	10.6	521
	Male	10.8	261
	Female	10.1	259
	Other	30.0	<5
Age	18-34	13.0	203
	35-49	8.2	117
	50-64	6.0	114
	65+	13.1	86
Location	City	11.8	387
	County	5.5	134
Education	HS diploma or less	8.6	148
	Some college or AA degree	13.3	182
	Bachelors degree or more	9.7	191
Registered_voter	Registered	9.6	447
	Not registered	16.2	74
Commute	Car, truck or van	7.7	321
	Bus, motorcycle, bicycle, walked or other non-motorized	18.1	74
	Did not work or worked at home	7.9	126

Q34 What was the primary reason for you to ride a bicycle over the last 30 days? Click one button. - Selected Choice

		Commuting to work or school Row N %	Recreation Row N %	Exercise/for my health Row N %	Personal errands (to the store, post office, and so on) Row N %	Required for my job Row N %	Didn't bicycle Row N %	Some other purpose – Please Specify: Row N %
Gender	Total	12.3%	15.0%	7.7%	5.4%	0.0%	59.3%	0.4%
	Male	14.6%	20.9%	10.9%	3.4%	0.0%	49.6%	0.5%
	Female	9.7%	9.2%	4.6%	7.3%	0.0%	68.9%	0.3%
	Other	46.3%	0.0%	0.0%	0.0%	0.0%	53.7%	0.0%
Age	18-34	25.7%	12.5%	0.6%	8.9%	0.0%	52.4%	0.0%
	35-49	7.6%	28.4%	9.8%	5.5%	0.0%	47.8%	0.8%
	50-64	1.2%	15.2%	13.6%	1.6%	0.0%	67.4%	1.0%
	65+	0.1%	4.0%	14.7%	1.4%	0.0%	79.7%	0.1%
Location	City	16.5%	15.7%	5.2%	6.6%	0.0%	55.6%	0.4%
	County	0.0%	12.9%	15.1%	1.8%	0.0%	69.9%	0.3%
Education	HS diploma or less	2.4%	11.7%	9.5%	2.4%	0.0%	74.1%	0.0%
	Some college or AA degree	13.0%	13.7%	4.7%	6.6%	0.0%	61.6%	0.4%
	Bachelors degree or more	19.6%	19.0%	9.1%	6.6%	0.0%	45.1%	0.7%
Registered_voter	Registered	11.5%	15.2%	7.9%	5.7%	0.0%	59.3%	0.5%
	Not registered	17.0%	14.1%	6.5%	3.3%	0.0%	59.1%	0.0%
Commute	Car, truck or van	6.4%	19.9%	6.8%	3.3%	0.0%	63.4%	0.3%
	Bus, motorcycle, bicycle, walked or other non-motorized	55.0%	4.2%	5.0%	15.3%	0.0%	20.1%	0.4%
	Did not work or worked at home	2.8%	9.1%	11.5%	4.8%	0.0%	71.1%	0.7%

		Q34 What was .
		Total Count
Gender	Total	504
	Male	250
	Female	252
	Other	<5
Age	18-34	203
	35-49	107
	50-64	108
	65+	85
Location	City	374
	County	129
Education	HS diploma or less	148
	Some college or AA degree	173
	Bachelors degree or more	183
Registered_voter	Registered	431
	Not registered	72
Commute	Car, truck or van	309
	Bus, motorcycle, bicycle, walked or other non-motorized	70
	Did not work or worked at home	125

		Q34a What was the primary reason for you to ride a bicycle over the last 30 days? Click one button. - Some other purpose - Environmentally conscious	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.1%	<5
	Male	0.1%	<5
	Female	0.0%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	0.0%	<5
	50-64	0.2%	<5
	65+	0.0%	<5
Location	City	0.1%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	0.1%	<5
Registered_voter	Registered	0.1%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.0%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.2%	<5
	Did not work or worked at home	0.1%	<5

		Q34b What was the primary reason for you to ride a bicycle over the last 30 days? Click one button. - Some other purpose - Other	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.1%	<5
	Male	0.0%	<5
	Female	0.2%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	0.4%	<5
	50-64	0.1%	<5
	65+	0.0%	<5
Location	City	0.0%	<5
	County	0.3%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	0.3%	<5
Registered_voter	Registered	0.1%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.1%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.2%	<5
	Did not work or worked at home	0.0%	<5

Q35 What was a secondary reason for you to ride a bicycle over the last 30 days? Click one button. - Selected Choice

		None Row N %	Commuting to work or school Row N %	Recreation Row N %	Exercise/for my health Row N %	Personal errands (to the store, post office, and so on) Row N %	Required for my job Row N %	Didn't bicycle Row N %	Some other purpose – Please Specify: Row N %
Gender	Total	11.1%	4.4%	11.4%	7.9%	9.1%	0.1%	54.7%	1.4%
	Male	14.3%	4.5%	10.8%	9.4%	12.7%	0.0%	45.5%	2.8%
	Female	8.0%	4.3%	12.0%	6.4%	5.2%	0.1%	64.0%	0.0%
	Other	0.0%	0.0%	0.0%	0.0%	46.3%	0.0%	53.7%	0.0%
Age	18-34	14.5%	6.2%	12.8%	6.0%	12.5%	0.0%	46.2%	1.7%
	35-49	8.9%	3.6%	11.3%	13.4%	13.4%	0.0%	46.2%	3.4%
	50-64	10.8%	1.4%	9.7%	10.3%	4.9%	0.3%	62.7%	0.0%
	65+	6.2%	4.9%	10.1%	2.7%	0.9%	0.0%	75.3%	0.0%
Location	City	11.8%	5.4%	12.2%	8.1%	10.7%	0.1%	50.8%	0.9%
	County	9.1%	1.5%	9.0%	7.4%	4.3%	0.0%	65.9%	2.7%
Education	HS diploma or less	10.7%	4.8%	6.3%	4.7%	5.8%	0.0%	65.3%	2.4%
	Some college or AA degree	13.2%	3.8%	6.9%	6.5%	9.3%	0.2%	58.1%	2.0%
	Bachelors degree or more	9.4%	4.6%	19.6%	11.8%	11.5%	0.0%	43.1%	0.0%
Registered_voter	Registered	10.8%	4.2%	11.8%	8.2%	8.4%	0.1%	54.9%	1.6%
	Not registered	13.1%	5.6%	8.7%	6.3%	12.8%	0.0%	53.6%	0.0%
Commute	Car, truck or van	13.4%	4.0%	8.4%	9.4%	5.0%	0.0%	58.6%	1.2%
	Bus, motorcycle, bicycle, walked or other non-motorized	1.1%	12.7%	25.8%	3.1%	32.3%	0.0%	20.1%	5.0%
	Did not work or worked at home	11.0%	0.7%	10.4%	6.8%	5.9%	0.2%	64.8%	0.0%

| | | Q35 What ... |
		Total Count
Gender	Total	499
	Male	249
	Female	249
	Other	<5
Age	18-34	203
	35-49	103
	50-64	108
	65+	85
Location	City	370
	County	129
Education	HS diploma or less	145
	Some college or AA degree	173
	Bachelors degree or more	181
Registered_voter	Registered	428
	Not registered	72
Commute	Car, truck or van	304
	Bus, motorcycle, bicycle, walked or other non-motorized	70
	Did not work or worked at home	126

Q36 Did you bicycle mostly on? Click one button. - Selected Choice

		Bike lanes on paved roads Row N %	Shoulders of paved roads Row N %	Paved roads, not on shoulders or lined bike lanes (riding in the same lane as cars or other vehicles) Row N %	Bike paths, walking paths or trails (defined as paths where cars are not allowed to drive) Row N %	Unpaved roads (for example dirt, gravel, sand) Row N %	Sidewalks Row N %	Grass Row N %	Didn't bicycle Row N %
Gender	Total	11.2%	4.0%	6.4%	15.5%	1.0%	2.3%	0.0%	59.6%
	Male	11.7%	6.4%	9.3%	18.1%	1.0%	3.4%	0.0%	50.0%
	Female	10.8%	1.7%	3.5%	12.7%	1.0%	1.2%	0.0%	69.1%
	Other	0.0%	0.0%	0.0%	46.3%	0.0%	0.0%	0.0%	53.7%
Age	18-34	19.5%	2.8%	2.5%	15.4%	1.4%	5.3%	0.0%	53.2%
	35-49	6.0%	6.1%	16.6%	22.7%	1.2%	0.4%	0.0%	46.6%
	50-64	7.5%	6.6%	8.3%	9.1%	0.5%	0.0%	0.0%	68.0%
	65+	2.2%	1.3%	1.6%	15.4%	0.2%	0.0%	0.0%	79.2%
Location	City	14.2%	3.8%	4.4%	16.5%	1.2%	3.0%	0.0%	56.7%
	County	2.8%	4.5%	11.8%	12.6%	0.3%	0.1%	0.0%	67.8%
Education	HS diploma or less	5.6%	4.8%	7.3%	8.8%	0.0%	0.0%	0.0%	73.5%
	Some college or AA degree	7.9%	3.4%	5.0%	13.4%	1.3%	4.4%	0.0%	64.7%
	Bachelors degree or more	18.8%	4.0%	7.0%	22.7%	1.4%	2.1%	0.0%	43.8%
Registered_voter	Registered	11.8%	3.9%	6.5%	14.8%	0.9%	2.3%	0.0%	59.7%
	Not registered	7.5%	4.9%	5.8%	19.2%	1.3%	2.1%	0.0%	59.2%
Commute	Car, truck or van	8.1%	4.6%	6.1%	14.6%	1.1%	1.6%	0.0%	63.8%
	Bus, motorcycle, bicycle, walked or other non-motorized	35.7%	6.6%	7.1%	24.5%	0.3%	5.6%	0.0%	20.1%
	Did not work or worked at home	5.1%	1.1%	6.7%	12.5%	1.0%	1.9%	0.0%	71.7%

| | | Q36 Did you bicycle mostly ... | |
		Some other surface – Please Specify: Row N %	Total Count
Gender	Total	0.1%	495
	Male	0.2%	245
	Female	0.0%	249
	Other	0.0%	<5
Age	18-34	0.0%	203
	35-49	0.5%	98
	50-64	0.0%	108
	65+	0.0%	85
Location	City	0.1%	366
	County	0.0%	130
Education	HS diploma or less	0.0%	145
	Some college or AA degree	0.0%	169
	Bachelors degree or more	0.3%	182
Registered_voter	Registered	0.1%	423
	Not registered	0.0%	72
Commute	Car, truck or van	0.2%	300
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	70
	Did not work or worked at home	0.0%	125

| | | Q37_1 What keeps you, if anything, from riding a bicycle more often? Click one or more buttons. Personal health or disability | | Total |
| | | Personal health or disability | | |
		Row Total N %		Count
Gender	Total	9.4%		49
	Male	5.9%		15
	Female	13.0%		34
	Other	0.0%	<5	
Age	18-34	1.9%	<5	
	35-49	7.8%		9
	50-64	8.7%		10
	65+	30.4%		26
Location	City	9.3%		36
	County	9.7%		13
Education	HS diploma or less	20.4%		30
	Some college or AA degree	6.3%		12
	Bachelors degree or more	3.9%		7
Registered_voter	Registered	10.0%		45
	Not registered	5.7%	<5	
Commute	Car, truck or van	4.9%		16
	Bus, motorcycle, bicycle, walked or other non-motorized	1.2%	<5	
	Did not work or worked at home	25.6%		32

		Q37_2 What keeps you, if anything, from riding a bicycle more often? Click one or more buttons. Lack of safe / comfortable bicycle facilities	
		Lack of safe / comfortable bicycle facilities	Total
		Row Total N %	Count
Gender	Total	6.7%	35
	Male	6.0%	16
	Female	7.4%	19
	Other	0.0%	<5
Age	18-34	6.7%	14
	35-49	8.4%	10
	50-64	8.2%	9
	65+	2.5%	<5
Location	City	8.0%	31
	County	3.0%	<5
Education	HS diploma or less	3.3%	<5
	Some college or AA degree	9.3%	17
	Bachelors degree or more	6.8%	13
Registered_voter	Registered	7.2%	32
	Not registered	3.5%	<5
Commute	Car, truck or van	7.0%	23
	Bus, motorcycle, bicycle, walked or other non-motorized	3.1%	<5
	Did not work or worked at home	7.9%	10

		Q37_3 What keeps you, if anything, from riding a bicycle more often? Click one or more buttons. Weather	
		Weather	Total
		Row Total N %	Count
Gender	Total	27.5%	143
	Male	23.7%	62
	Female	31.2%	81
	Other	46.3%	<5
Age	18-34	40.2%	82
	35-49	18.4%	22
	50-64	25.9%	30
	65+	12.0%	10
Location	City	30.2%	117
	County	19.6%	26
Education	HS diploma or less	15.6%	23
	Some college or AA degree	21.1%	38
	Bachelors degree or more	42.8%	82
Registered_voter	Registered	28.0%	125
	Not registered	24.6%	18
Commute	Car, truck or van	29.8%	96
	Bus, motorcycle, bicycle, walked or other non-motorized	39.8%	29
	Did not work or worked at home	14.4%	18

| | | Q37_4 What keeps you, if anything, from riding a bicycle more often? Click one or more buttons. Safety while biking next to / with cars | |
| | | Safety while biking next to / with cars | Total |
		Row Total N %	Count
Gender	Total	19.6%	102
	Male	19.4%	51
	Female	19.8%	51
	Other	1.9%	<5
Age	18-34	24.2%	49
	35-49	22.4%	26
	50-64	16.4%	19
	65+	9.0%	8
Location	City	20.0%	77
	County	18.3%	24
Education	HS diploma or less	10.7%	16
	Some college or AA degree	19.9%	36
	Bachelors degree or more	26.1%	50
Registered_voter	Registered	18.9%	84
	Not registered	23.8%	18
Commute	Car, truck or van	19.0%	61
	Bus, motorcycle, bicycle, walked or other non-motorized	22.3%	16
	Did not work or worked at home	19.4%	25

		Q37_5 What keeps you, if anything, from riding a bicycle more often? Click one or more buttons. Safety while biking through intersections	
		Safety while biking through intersections	Total
		Row Total N %	Count
Gender	Total	10.7%	56
	Male	9.5%	25
	Female	11.9%	31
	Other	1.9%	<5
Age	18-34	19.8%	40
	35-49	4.1%	<5
	50-64	8.1%	9
	65+	1.3%	<5
Location	City	12.0%	47
	County	6.8%	9
Education	HS diploma or less	2.4%	<5
	Some college or AA degree	13.2%	24
	Bachelors degree or more	14.7%	28
Registered_voter	Registered	10.6%	48
	Not registered	10.9%	8
Commute	Car, truck or van	11.0%	35
	Bus, motorcycle, bicycle, walked or other non-motorized	11.6%	9
	Did not work or worked at home	9.2%	12

		Q37_6 What keeps you, if anything, from riding a bicycle more often? Click one or more buttons. Work schedule, family obligations	
		Work schedule, family obligations	Total
		Row Total N %	Count
Gender	Total	15.3%	80
	Male	12.7%	33
	Female	18.0%	47
	Other	0.0%	<5
Age	18-34	14.2%	29
	35-49	30.8%	36
	50-64	11.6%	13
	65+	1.8%	<5
Location	City	15.9%	61
	County	13.6%	18
Education	HS diploma or less	7.9%	12
	Some college or AA degree	12.1%	22
	Bachelors degree or more	24.1%	46
Registered_voter	Registered	15.5%	69
	Not registered	13.9%	10
Commute	Car, truck or van	22.3%	72
	Bus, motorcycle, bicycle, walked or other non-motorized	0.7%	<5
	Did not work or worked at home	6.0%	8

		Q37_7 What keeps you, if anything, from riding a bicycle more often? Click one or more buttons. Distance to destination is too far	
		Distance to destination is too far	Total
		Row Total N %	Count
Gender	Total	14.5%	75
	Male	9.2%	24
	Female	19.9%	51
	Other	0.0%	<5
Age	18-34	16.7%	34
	35-49	16.6%	19
	50-64	17.2%	20
	65+	2.8%	<5
Location	City	10.3%	40
	County	26.7%	36
Education	HS diploma or less	7.4%	11
	Some college or AA degree	14.6%	27
	Bachelors degree or more	19.8%	38
Registered_voter	Registered	14.8%	66
	Not registered	12.7%	9
Commute	Car, truck or van	20.4%	66
	Bus, motorcycle, bicycle, walked or other non-motorized	4.6%	<5
	Did not work or worked at home	5.1%	6

| | | Q37_8 What keeps you, if anything, from riding a bicycle more often? Click one or more buttons. Needing to carry bulky items | |
| | | Needing to carry bulky items | Total |
		Row Total N %	Count
Gender	Total	17.1%	89
	Male	13.2%	34
	Female	21.0%	54
	Other	0.0%	<5
Age	18-34	20.1%	41
	35-49	22.9%	27
	50-64	17.3%	20
	65+	1.6%	<5
Location	City	19.0%	74
	County	11.5%	15
Education	HS diploma or less	10.6%	16
	Some college or AA degree	14.6%	27
	Bachelors degree or more	24.5%	47
Registered_voter	Registered	17.2%	77
	Not registered	16.4%	12
Commute	Car, truck or van	19.5%	63
	Bus, motorcycle, bicycle, walked or other non-motorized	28.2%	21
	Did not work or worked at home	4.4%	6

		Q37_9 What keeps you, if anything, from riding a bicycle more often? Click one or more buttons. Not interested in bicycling	
		Not interested in bicycling	Total
		Row Total N %	Count
Gender	Total	13.3%	69
	Male	15.9%	41
	Female	10.7%	28
	Other	0.0%	<5
Age	18-34	10.2%	21
	35-49	4.2%	<5
	50-64	13.2%	15
	65+	33.0%	28
Location	City	9.7%	38
	County	23.6%	32
Education	HS diploma or less	17.4%	26
	Some college or AA degree	16.0%	29
	Bachelors degree or more	7.5%	14
Registered_voter	Registered	12.1%	54
	Not registered	20.6%	15
Commute	Car, truck or van	12.5%	40
	Bus, motorcycle, bicycle, walked or other non-motorized	5.4%	<5
	Did not work or worked at home	20.0%	25

| | | Q37_10 What keeps you, if anything, from riding a bicycle more often? Click one or more buttons. Nothing keeps me from riding more often | |
| | | Nothing keeps me from riding more often | Total |
		Row Total N %	Count
Gender	Total	7.8%	41
	Male	10.8%	28
	Female	4.5%	12
	Other	46.3%	<5
Age	18-34	5.2%	11
	35-49	6.0%	7
	50-64	9.3%	11
	65+	14.3%	12
Location	City	6.7%	26
	County	11.0%	15
Education	HS diploma or less	11.7%	17
	Some college or AA degree	5.8%	11
	Bachelors degree or more	6.7%	13
Registered_voter	Registered	6.9%	31
	Not registered	13.2%	10
Commute	Car, truck or van	6.5%	21
	Bus, motorcycle, bicycle, walked or other non-motorized	17.5%	13
	Did not work or worked at home	5.3%	7

		Q37_11 What keeps you, if anything, from riding a bicycle more often? Click one or more buttons. No bicycle available	
		No bicycle available	Total
		Row Total N %	Count
Gender	Total	13.7%	71
	Male	10.4%	27
	Female	16.7%	43
	Other	51.7%	<5
Age	18-34	17.6%	36
	35-49	12.3%	14
	50-64	11.8%	14
	65+	8.6%	7
Location	City	16.6%	64
	County	5.2%	7
Education	HS diploma or less	13.2%	20
	Some college or AA degree	22.2%	41
	Bachelors degree or more	5.8%	11
Registered_voter	Registered	13.8%	62
	Not registered	13.0%	10
Commute	Car, truck or van	13.6%	44
	Bus, motorcycle, bicycle, walked or other non-motorized	11.7%	9
	Did not work or worked at home	14.9%	19

		Q37_12 What keeps you, if anything, from riding a bicycle more often? Click one or more buttons. Some other purpose – Please Specify:	
		Some other purpose – Please Specify:	Total
		Row Total N %	Count
Gender	Total	7.2%	38
	Male	8.5%	22
	Female	5.9%	15
	Other	1.9%	<5
Age	18-34	10.2%	21
	35-49	5.8%	7
	50-64	5.3%	6
	65+	4.9%	<5
Location	City	7.6%	30
	County	6.1%	8
Education	HS diploma or less	7.6%	11
	Some college or AA degree	7.7%	14
	Bachelors degree or more	6.5%	12
Registered_voter	Registered	7.2%	32
	Not registered	7.2%	5
Commute	Car, truck or van	7.8%	25
	Bus, motorcycle, bicycle, walked or other non-motorized	9.5%	7
	Did not work or worked at home	4.4%	6

		Q37a What keeps you, if anything, from riding a bicycle more often? Bicyclists dont follow laws, are rude	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.2%	<5
	Male	0.5%	<5
	Female	0.0%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	0.0%	<5
	50-64	0.0%	<5
	65+	1.5%	<5
Location	City	0.1%	<5
	County	0.7%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.7%	<5
	Bachelors degree or more	0.0%	<5
Registered_voter	Registered	0.3%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.0%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	1.0%	<5

		Q37b What keeps you, if anything, from riding a bicycle more often? Theft threat	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.1%	<5
	Male	0.2%	<5
	Female	0.0%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	0.0%	<5
	50-64	0.3%	<5
	65+	0.0%	<5
Location	City	0.1%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.2%	<5
	Bachelors degree or more	0.0%	<5
Registered_voter	Registered	0.1%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.1%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.0%	<5

| | | Q37c What keeps you, if anything, from riding a bicycle more often? Uncomfortable | |
| | | Yes | Total |
		Row Total N %	Count
Gender	Total	0.3%	<5
	Male	0.0%	<5
	Female	0.7%	<5
	Other	0.0%	<5
Age	18-34	0.8%	<5
	35-49	0.2%	<5
	50-64	0.0%	<5
	65+	0.0%	<5
Location	City	0.5%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	1.0%	<5
Registered_voter	Registered	0.4%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.6%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.0%	<5

| | | Q37d What keeps you, if anything, from riding a bicycle more often? Not good at it | |
| | | Yes | Total |
		Row Total N %	Count
Gender	Total	0.0%	<5
	Male	0.0%	<5
	Female	0.1%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	0.0%	<5
	50-64	0.2%	<5
	65+	0.0%	<5
Location	City	0.1%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	0.1%	<5
Registered_voter	Registered	0.0%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.1%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.0%	<5

		Q37e What keeps you, if anything, from riding a bicycle more often? Lazy	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.8%	<5
	Male	1.5%	<5
	Female	0.0%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	3.4%	<5
	50-64	0.0%	<5
	65+	0.0%	<5
Location	City	0.1%	<5
	County	2.6%	<5
Education	HS diploma or less	2.4%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	0.2%	<5
Registered_voter	Registered	0.9%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	1.2%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.0%	<5

		Q37f What keeps you, if anything, from riding a bicycle more often? Dont know how	
		Yes	Total
		Row Total N %	Count
Gender	Total	1.0%	5
	Male	0.0%	<5
	Female	2.0%	5
	Other	0.0%	<5
Age	18-34	2.5%	5
	35-49	0.0%	<5
	50-64	0.0%	<5
	65+	0.0%	<5
Location	City	1.3%	5
	County	0.0%	<5
Education	HS diploma or less	1.9%	<5
	Some college or AA degree	1.3%	<5
	Bachelors degree or more	0.0%	<5
Registered_voter	Registered	0.5%	<5
	Not registered	3.7%	<5
Commute	Car, truck or van	0.8%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	3.7%	<5
	Did not work or worked at home	0.0%	<5

		Q37g What keeps you, if anything, from riding a bicycle more often? Lack of bike routes, poor trails, not maintained	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.1%	<5
	Male	0.0%	<5
	Female	0.1%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	0.3%	<5
	50-64	0.0%	<5
	65+	0.0%	<5
Location	City	0.1%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	0.2%	<5
Registered_voter	Registered	0.1%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.0%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.5%	<5
	Did not work or worked at home	0.0%	<5

| | | Q37h What keeps you, if anything, from riding a bicycle more often? Distance, time, steep hill | |
| | | Yes | Total |
		Row Total N %	Count
Gender	Total	1.6%	8
	Male	2.6%	7
	Female	0.5%	<5
	Other	0.0%	<5
Age	18-34	0.9%	<5
	35-49	1.3%	<5
	50-64	4.1%	<5
	65+	0.0%	<5
Location	City	1.5%	6
	County	1.8%	<5
Education	HS diploma or less	2.4%	<5
	Some college or AA degree	1.2%	<5
	Bachelors degree or more	1.3%	<5
Registered_voter	Registered	1.3%	6
	Not registered	3.1%	<5
Commute	Car, truck or van	2.0%	7
	Bus, motorcycle, bicycle, walked or other non-motorized	0.5%	<5
	Did not work or worked at home	0.9%	<5

		Q37i What keeps you, if anything, from riding a bicycle more often? Bike is wrong size, broken	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.1%	<5
	Male	0.0%	<5
	Female	0.1%	<5
	Other	1.9%	<5
Age	18-34	0.0%	<5
	35-49	0.0%	<5
	50-64	0.3%	<5
	65+	0.0%	<5
Location	City	0.1%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.2%	<5
	Bachelors degree or more	0.0%	<5
Registered_voter	Registered	0.1%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.0%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.2%	<5

		Q37j What keeps you, if anything, from riding a bicycle more often? Need to transport small children	
		Yes	Total
		Row Total N %	Count
Gender	Total	1.1%	6
	Male	0.8%	<5
	Female	1.5%	<5
	Other	0.0%	<5
Age	18-34	2.7%	6
	35-49	0.4%	<5
	50-64	0.0%	<5
	65+	0.0%	<5
Location	City	1.4%	6
	County	0.3%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	3.1%	6
Registered_voter	Registered	1.3%	6
	Not registered	0.0%	<5
Commute	Car, truck or van	1.8%	6
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.0%	<5

		Q37k What keeps you, if anything, from riding a bicycle more often? Need vehicle for work	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.1%	<5
	Male	0.1%	<5
	Female	0.2%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	0.4%	<5
	50-64	0.2%	<5
	65+	0.0%	<5
Location	City	0.2%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	0.4%	<5
Registered_voter	Registered	0.1%	<5
	Not registered	0.6%	<5
Commute	Car, truck or van	0.2%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.0%	<5

| | | Q37I What keeps you, if anything, from riding a bicycle more often? Other | |
| | | Yes | Total |
		Row Total N %	Count
Gender	Total	1.9%	10
	Male	2.9%	8
	Female	0.9%	<5
	Other	0.0%	<5
Age	18-34	3.2%	7
	35-49	0.2%	<5
	50-64	0.1%	<5
	65+	3.4%	<5
Location	City	2.3%	9
	County	0.7%	<5
Education	HS diploma or less	1.0%	<5
	Some college or AA degree	4.1%	7
	Bachelors degree or more	0.5%	<5
Registered_voter	Registered	2.2%	10
	Not registered	0.3%	<5
Commute	Car, truck or van	1.1%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	4.8%	<5
	Did not work or worked at home	2.2%	<5

		Q38 During the last 30 days, did you walk, run, or jog at least one time outside for 5 minutes or more? For example, did you walk or run to work, to a store or to a park?			
		Yes Row N %	No Row N %	Don't know Row N %	Total Count
Gender	Total	78.8%	21.2%	0.0%	508
	Male	76.6%	23.4%	0.0%	251
	Female	80.8%	19.1%	0.1%	255
	Other	100.0%	0.0%	0.0%	<5
Age	18-34	87.5%	12.5%	0.0%	203
	35-49	73.6%	26.4%	0.0%	110
	50-64	77.0%	23.0%	0.0%	109
	65+	66.9%	32.9%	0.2%	86
Location	City	83.1%	16.9%	0.0%	378
	County	66.2%	33.7%	0.1%	130
Education	HS diploma or less	63.9%	36.1%	0.0%	148
	Some college or AA degree	81.3%	18.7%	0.0%	173
	Bachelors degree or more	88.2%	11.8%	0.1%	187
Registered_voter	Registered	78.9%	21.0%	0.0%	436
	Not registered	77.9%	22.1%	0.0%	72
Commute	Car, truck or van	78.8%	21.2%	0.0%	313
	Bus, motorcycle, bicycle, walked or other non-motorized	99.7%	0.3%	0.0%	70
	Did not work or worked at home	67.0%	32.8%	0.1%	125

		Q39_1 How many days did you walk, run or jog for 5 minutes or more over the last 30 days?	
		Mean	Count
Gender	Total	17.1	521
	Male	16.7	261
	Female	17.5	259
	Other	6.4	<5
Age	18-34	17.6	203
	35-49	17.9	117
	50-64	17.4	114
	65+	13.8	86
Location	City	17.6	387
	County	15.2	134
Education	HS diploma or less	16.0	148
	Some college or AA degree	18.7	182
	Bachelors degree or more	16.4	191
Registered_voter	Registered	16.7	447
	Not registered	19.1	74
Commute	Car, truck or van	16.1	321
	Bus, motorcycle, bicycle, walked or other non-motorized	20.9	74
	Did not work or worked at home	16.9	126

Q40 What was the primary reason for you to walk, run, or jog over the last 30 days? Click one button. - Selected Choice

		Commuting to work or school Row N %	Recreation Row N %	Exercise/for my health Row N %	Personal errands (to the store, post office, and so on) Row N %	Required for my job Row N %	Didn't walk Row N %	Some other purpose – Please Specify: Row N %	Total Count
Gender	Total	13.4%	16.8%	37.4%	5.8%	4.3%	18.3%	4.0%	503
	Male	10.4%	20.8%	35.6%	3.9%	4.4%	21.9%	3.0%	251
	Female	16.4%	12.6%	39.0%	7.8%	4.4%	14.8%	5.0%	251
	Other	0.0%	46.3%	51.7%	0.0%	0.0%	0.0%	1.9%	<5
Age	18-34	30.7%	18.0%	31.6%	4.5%	2.2%	10.7%	2.3%	203
	35-49	3.7%	25.9%	38.7%	5.6%	4.1%	17.4%	4.7%	106
	50-64	0.9%	14.0%	37.4%	5.2%	11.7%	22.4%	8.3%	108
	65+	0.0%	6.0%	49.5%	10.1%	0.5%	32.3%	1.7%	85
Location	City	17.6%	15.9%	38.7%	4.3%	3.5%	14.8%	5.3%	374
	County	1.3%	19.3%	33.6%	10.3%	6.9%	28.4%	0.3%	129
Education	HS diploma or less	6.8%	8.3%	37.3%	6.9%	4.9%	29.7%	6.2%	144
	Some college or AA degree	24.2%	19.1%	26.8%	4.6%	5.8%	16.4%	3.0%	172
	Bachelors degree or more	8.6%	21.2%	47.1%	6.2%	2.6%	11.2%	3.2%	187
Registered_voter	Registered	11.9%	17.8%	38.1%	5.9%	4.8%	17.0%	4.6%	431
	Not registered	22.5%	10.3%	33.0%	5.7%	1.8%	26.4%	0.4%	72
Commute	Car, truck or van	8.3%	20.3%	38.9%	5.0%	6.0%	17.7%	3.7%	308
	Bus, motorcycle, bicycle, walked or other non-motorized	47.1%	16.9%	18.1%	7.6%	0.3%	5.3%	4.7%	70
	Did not work or worked at home	7.2%	8.0%	44.2%	7.0%	2.4%	27.0%	4.3%	125

| | | Q40a What was the primary reason for you to walk, run, or jog over the last 30 days? Walking a dog(s) | |
| | | Yes | Total |
		Row Total N %	Count
Gender	Total	3.8%	20
	Male	2.8%	7
	Female	4.8%	12
	Other	0.0%	<5
Age	18-34	2.3%	<5
	35-49	4.2%	<5
	50-64	7.7%	9
	65+	1.7%	<5
Location	City	5.0%	19
	County	0.3%	<5
Education	HS diploma or less	6.0%	9
	Some college or AA degree	2.8%	5
	Bachelors degree or more	3.0%	6
Registered_voter	Registered	4.4%	20
	Not registered	0.3%	<5
Commute	Car, truck or van	3.6%	11
	Bus, motorcycle, bicycle, walked or other non-motorized	4.2%	<5
	Did not work or worked at home	4.3%	5

		Q40b What was the primary reason for you to walk, run, or jog over the last 30 days? Other	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.0%	<5
	Male	0.1%	<5
	Female	0.0%	<5
	Other	1.9%	<5
Age	18-34	0.0%	<5
	35-49	0.0%	<5
	50-64	0.1%	<5
	65+	0.0%	<5
Location	City	0.0%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	0.1%	<5
Registered_voter	Registered	0.0%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.0%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.3%	<5
	Did not work or worked at home	0.0%	<5

Q41 What was a secondary reason for you to walk, run, or jog over the last 30 days? Click one button. - Selected ...

		Commuting to work or school Row N %	Recreation Row N %	Exercise/for my health Row N %	Personal errands (to the store, post office, and so on) Row N %	Required for my job Row N %	Didn't walk Row N %	Some other purpose – Please Specify: Row N %
Gender	Total	4.1%	32.1%	24.5%	13.2%	2.8%	20.6%	2.6%
	Male	5.6%	27.8%	26.1%	12.5%	3.0%	23.7%	1.2%
	Female	2.8%	36.3%	23.2%	13.7%	2.6%	17.5%	3.9%
	Other	0.0%	0.0%	0.0%	47.3%	0.0%	52.7%	0.0%
Age	18-34	6.0%	35.2%	24.5%	14.0%	5.7%	13.6%	1.0%
	35-49	6.8%	20.5%	28.7%	18.5%	1.1%	18.8%	5.5%
	50-64	0.4%	36.7%	30.8%	6.1%	0.2%	25.1%	0.8%
	65+	0.5%	33.8%	10.9%	13.2%	1.1%	35.6%	4.8%
Location	City	5.5%	31.7%	24.8%	15.1%	2.5%	17.0%	3.4%
	County	0.2%	33.3%	23.6%	7.6%	3.9%	31.5%	0.0%
Education	HS diploma or less	2.6%	36.8%	17.0%	7.9%	0.0%	32.1%	3.6%
	Some college or AA degree	6.0%	18.0%	28.8%	19.0%	5.8%	20.5%	1.9%
	Bachelors degree or more	3.7%	40.8%	26.3%	12.2%	2.3%	12.3%	2.4%
Registered_voter	Registered	3.6%	33.1%	25.0%	13.2%	2.9%	19.4%	2.7%
	Not registered	7.3%	26.0%	21.3%	13.5%	2.3%	28.0%	1.6%
Commute	Car, truck or van	3.6%	34.2%	27.0%	8.8%	3.8%	20.9%	1.8%
	Bus, motorcycle, bicycle, walked or other non-motorized	0.6%	20.7%	34.2%	34.6%	3.3%	5.7%	0.9%
	Did not work or worked at home	7.5%	33.2%	13.2%	12.4%	0.2%	28.0%	5.5%

		Q41 What was .
		Total Count
Gender	Total	475
	Male	230
	Female	243
	Other	<5
Age	18-34	198
	35-49	103
	50-64	97
	65+	77
Location	City	357
	County	118
Education	HS diploma or less	134
	Some college or AA degree	159
	Bachelors degree or more	183
Registered_voter	Registered	408
	Not registered	68
Commute	Car, truck or van	289
	Bus, motorcycle, bicycle, walked or other non-motorized	66
	Did not work or worked at home	120

		Q41a What was a secondary reason for you to walk, run, or jog over the last 30 days? Walking a dog(s)	
		Yes	Total
		Row Total N %	Count
Gender	Total	1.8%	9
	Male	0.9%	<5
	Female	2.8%	7
	Other	0.0%	<5
Age	18-34	0.6%	<5
	35-49	4.9%	6
	50-64	0.7%	<5
	65+	1.9%	<5
Location	City	2.4%	9
	County	0.0%	<5
Education	HS diploma or less	2.3%	<5
	Some college or AA degree	1.1%	<5
	Bachelors degree or more	2.1%	<5
Registered_voter	Registered	2.0%	9
	Not registered	0.4%	<5
Commute	Car, truck or van	1.5%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.8%	<5
	Did not work or worked at home	3.1%	<5

		Q41b What was a secondary reason for you to walk, run, or jog over the last 30 days? Other	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.6%	<5
	Male	0.2%	<5
	Female	0.9%	<5
	Other	0.0%	<5
Age	18-34	0.4%	<5
	35-49	0.0%	<5
	50-64	0.0%	<5
	65+	2.4%	<5
Location	City	0.7%	<5
	County	0.0%	<5
Education	HS diploma or less	1.0%	<5
	Some college or AA degree	0.6%	<5
	Bachelors degree or more	0.2%	<5
Registered_voter	Registered	0.5%	<5
	Not registered	1.0%	<5
Commute	Car, truck or van	0.1%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	2.1%	<5

Q42 Did you walk, run, or jog mostly on? Click one button. - Selected Choice

		Bike lanes on paved roads Row N %	Shoulders of paved roads Row N %	Paved roads, not on shoulders or lined bike lanes (walking in the same lanes as cars or other vehicles) Row N %	Bike paths, walking paths or trails (defined as paths where cars are not allowed to drive) Row N %	Unpaved roads (for example dirt, gravel, sand) Row N %	Sidewalks Row N %	Grass Row N %	Didn't walk Row N %
Gender	Total	1.3%	4.9%	3.3%	28.2%	4.3%	36.0%	0.9%	18.7%
	Male	2.5%	7.6%	5.7%	24.2%	5.6%	27.8%	0.9%	22.2%
	Female	0.0%	2.3%	1.0%	32.3%	3.1%	43.9%	0.8%	14.9%
	Other	0.0%	0.0%	0.0%	0.0%	0.0%	48.3%	0.0%	51.7%
Age	18-34	2.0%	2.7%	3.9%	29.4%	3.7%	47.6%	0.0%	10.7%
	35-49	0.8%	9.4%	4.9%	31.1%	1.6%	31.3%	1.7%	18.4%
	50-64	0.9%	4.8%	0.9%	31.4%	8.4%	23.6%	0.2%	23.0%
	65+	0.4%	4.8%	2.9%	17.1%	4.2%	29.0%	2.9%	33.2%
Location	City	1.4%	3.0%	2.7%	29.8%	3.2%	42.6%	0.9%	15.0%
	County	0.7%	10.5%	5.0%	23.3%	7.7%	16.6%	0.7%	29.4%
Education	HS diploma or less	0.0%	5.0%	2.5%	21.6%	6.3%	28.2%	1.0%	30.5%
	Some college or AA degree	2.6%	1.6%	1.7%	28.4%	4.8%	40.3%	1.0%	17.1%
	Bachelors degree or more	0.9%	7.9%	5.4%	32.9%	2.5%	37.9%	0.6%	11.1%
Registered_voter	Registered	1.1%	4.9%	3.9%	30.1%	5.0%	33.8%	1.0%	17.4%
	Not registered	2.4%	5.0%	0.0%	16.8%	0.6%	48.5%	0.2%	26.5%
Commute	Car, truck or van	0.9%	6.9%	4.0%	29.2%	5.8%	31.0%	0.6%	18.1%
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	0.3%	0.2%	24.5%	0.2%	69.5%	0.0%	5.3%
	Did not work or worked at home	2.9%	2.7%	3.4%	27.6%	3.0%	29.1%	2.0%	27.7%

| | | Q42 Did you walk, run, or jog .. | |
		Other – Please Specify: Row N %	Total Count
Gender	Total	2.5%	495
	Male	3.5%	245
	Female	1.6%	249
	Other	0.0%	<5
Age	18-34	0.0%	203
	35-49	0.8%	105
	50-64	6.8%	106
	65+	5.4%	82
Location	City	1.3%	369
	County	6.1%	126
Education	HS diploma or less	5.0%	141
	Some college or AA degree	2.4%	170
	Bachelors degree or more	0.7%	185
Registered_voter	Registered	3.0%	424
	Not registered	0.0%	72
Commute	Car, truck or van	3.5%	304
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	70
	Did not work or worked at home	1.6%	122

| | | Q42a Did you walk, run, or jog mostly on? In the forest or on a mountain | |
| | | Yes | Total |
		Row Total N %	Count
Gender	Total	1.6%	9
	Male	3.2%	8
	Female	0.1%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	0.8%	<5
	50-64	3.1%	<5
	65+	4.8%	<5
Location	City	1.1%	<5
	County	3.3%	<5
Education	HS diploma or less	4.7%	7
	Some college or AA degree	0.3%	<5
	Bachelors degree or more	0.5%	<5
Registered_voter	Registered	1.9%	9
	Not registered	0.0%	<5
Commute	Car, truck or van	2.2%	7
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	1.2%	<5

		Q42b Did you walk, run, or jog mostly on? Other	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.8%	<5
	Male	0.1%	<5
	Female	1.5%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	0.0%	<5
	50-64	3.3%	<5
	65+	0.3%	<5
Location	City	0.2%	<5
	County	2.5%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	2.0%	<5
	Bachelors degree or more	0.2%	<5
Registered_voter	Registered	0.9%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	1.1%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.3%	<5

		Q43_1 What keeps you, if anything, from walking or jogging more often? Check one or more boxes. Personal safety (harassment, crime, etc.)	
		Personal safety (harassment, crime, etc.)	Total
		Row Total N %	Count
Gender	Total	6.1%	32
	Male	1.4%	<5
	Female	10.2%	26
	Other	98.1%	<5
Age	18-34	8.9%	18
	35-49	2.8%	<5
	50-64	5.1%	6
	65+	5.3%	<5
Location	City	6.5%	25
	County	5.0%	7
Education	HS diploma or less	2.4%	<5
	Some college or AA degree	10.3%	19
	Bachelors degree or more	4.9%	9
Registered_voter	Registered	5.7%	26
	Not registered	8.3%	6
Commute	Car, truck or van	7.1%	23
	Bus, motorcycle, bicycle, walked or other non-motorized	7.9%	6
	Did not work or worked at home	2.6%	<5

		Q43_2 What keeps you, if anything, from walking or jogging more often? Check one or more boxes. Lack of sidewalks	
		Lack of sidewalks	Total
		Row Total N %	Count
Gender	Total	4.8%	25
	Male	4.8%	13
	Female	4.7%	12
	Other	1.9%	<5
Age	18-34	4.1%	8
	35-49	8.1%	9
	50-64	2.0%	<5
	65+	5.6%	<5
Location	City	5.0%	19
	County	4.3%	6
Education	HS diploma or less	4.7%	7
	Some college or AA degree	2.8%	5
	Bachelors degree or more	6.7%	13
Registered_voter	Registered	5.2%	23
	Not registered	2.5%	<5
Commute	Car, truck or van	5.6%	18
	Bus, motorcycle, bicycle, walked or other non-motorized	5.4%	<5
	Did not work or worked at home	2.3%	<5

		Q43_3 What keeps you, if anything, from walking or jogging more often? Check one or more boxes. Sidewalks poorly maintained or inaccessible	
		Sidewalks poorly maintained or inaccessible	Total
		Row Total N %	Count
Gender	Total	5.9%	31
	Male	3.8%	10
	Female	8.1%	21
	Other	1.9%	<5
Age	18-34	6.4%	13
	35-49	5.0%	6
	50-64	5.6%	6
	65+	6.5%	6
Location	City	6.7%	26
	County	3.6%	<5
Education	HS diploma or less	2.4%	<5
	Some college or AA degree	4.7%	9
	Bachelors degree or more	9.9%	19
Registered_voter	Registered	5.8%	26
	Not registered	6.5%	<5
Commute	Car, truck or van	6.6%	21
	Bus, motorcycle, bicycle, walked or other non-motorized	6.4%	<5
	Did not work or worked at home	4.1%	5

| | | Q43_4 What keeps you, if anything, from walking or jogging more often? Check one or more boxes. Trails, either a lack of trails or poor trail maintenance | |
| | | Trails, either a lack of trails or poor trail maintenance | Total |
		Row Total N %	Count
Gender	Total	2.3%	12
	Male	3.2%	8
	Female	1.4%	<5
	Other	0.0%	<5
Age	18-34	0.1%	<5
	35-49	5.2%	6
	50-64	2.1%	<5
	65+	3.6%	<5
Location	City	1.6%	6
	County	4.3%	6
Education	HS diploma or less	3.6%	5
	Some college or AA degree	0.9%	<5
	Bachelors degree or more	2.6%	<5
Registered_voter	Registered	2.6%	12
	Not registered	0.5%	<5
Commute	Car, truck or van	2.9%	9
	Bus, motorcycle, bicycle, walked or other non-motorized	0.4%	<5
	Did not work or worked at home	1.7%	<5

		Q43_5 What keeps you, if anything, from walking or jogging more often? Check one or more boxes. Work schedule, family obligations	
		Work schedule, family obligations	Total
		Row Total N %	Count
Gender	Total	27.8%	145
	Male	21.9%	57
	Female	33.9%	88
	Other	0.0%	<5
Age	18-34	43.8%	89
	35-49	27.4%	32
	50-64	18.3%	21
	65+	3.1%	<5
Location	City	31.6%	122
	County	16.7%	22
Education	HS diploma or less	17.8%	26
	Some college or AA degree	29.2%	53
	Bachelors degree or more	34.1%	65
Registered_voter	Registered	28.1%	125
	Not registered	26.1%	19
Commute	Car, truck or van	34.5%	111
	Bus, motorcycle, bicycle, walked or other non-motorized	24.6%	18
	Did not work or worked at home	12.4%	16

| | | Q43_6 What keeps you, if anything, from walking or jogging more often? Check one or more boxes. Personal health or disability | Total |
| | | Personal health or disability | |
		Row Total N %	Count
Gender	Total	14.6%	76
	Male	11.5%	30
	Female	17.7%	46
	Other	0.0%	<5
Age	18-34	6.8%	14
	35-49	6.8%	8
	50-64	17.4%	20
	65+	39.5%	34
Location	City	12.8%	49
	County	19.8%	26
Education	HS diploma or less	32.3%	48
	Some college or AA degree	10.5%	19
	Bachelors degree or more	4.7%	9
Registered_voter	Registered	12.6%	56
	Not registered	26.3%	19
Commute	Car, truck or van	7.8%	25
	Bus, motorcycle, bicycle, walked or other non-motorized	5.5%	<5
	Did not work or worked at home	37.1%	47

		Q43_7 What keeps you, if anything, from walking or jogging more often? Check one or more boxes. Weather	
		Weather	Total
		Row Total N %	Count
Gender	Total	19.7%	103
	Male	13.9%	36
	Female	25.7%	67
	Other	0.0%	<5
Age	18-34	25.2%	51
	35-49	13.4%	16
	50-64	16.7%	19
	65+	19.3%	17
Location	City	21.8%	85
	County	13.6%	18
Education	HS diploma or less	11.9%	18
	Some college or AA degree	17.1%	31
	Bachelors degree or more	28.3%	54
Registered_voter	Registered	20.7%	92
	Not registered	14.0%	10
Commute	Car, truck or van	22.7%	73
	Bus, motorcycle, bicycle, walked or other non-motorized	16.3%	12
	Did not work or worked at home	14.0%	18

| | | Q43_8 What keeps you, if anything, from walking or jogging more often? Check one or more boxes. Facility safety (street crossings, lighting, etc.) | |
| | | Facility safety (street crossings, lighting, etc.) | Total |
		Row Total N %	Count
Gender	Total	1.4%	8
	Male	0.1%	<5
	Female	2.8%	7
	Other	0.0%	<5
Age	18-34	2.8%	6
	35-49	0.8%	<5
	50-64	0.5%	<5
	65+	0.6%	<5
Location	City	1.9%	7
	County	0.2%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	2.2%	<5
	Bachelors degree or more	1.8%	<5
Registered_voter	Registered	1.5%	7
	Not registered	0.9%	<5
Commute	Car, truck or van	1.7%	5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.6%	<5
	Did not work or worked at home	1.3%	<5

		Q43_9 What keeps you, if anything, from walking or jogging more often? Check one or more boxes. Distance to destination is too far	
		Distance to destination is too far	Total
		Row Total N %	Count
Gender	Total	12.7%	66
	Male	14.9%	39
	Female	10.4%	27
	Other	0.0%	<5
Age	18-34	14.5%	29
	35-49	16.2%	19
	50-64	10.1%	12
	65+	6.9%	6
Location	City	11.9%	46
	County	14.8%	20
Education	HS diploma or less	7.6%	11
	Some college or AA degree	17.0%	31
	Bachelors degree or more	12.5%	24
Registered_voter	Registered	13.5%	61
	Not registered	7.3%	5
Commute	Car, truck or van	12.6%	40
	Bus, motorcycle, bicycle, walked or other non-motorized	15.7%	12
	Did not work or worked at home	11.1%	14

		Q43_10 What keeps you, if anything, from walking or jogging more often? Check one or more boxes. Needing to carry bulky items		
		Needing to carry bulky items		Total
		Row Total N %		Count
Gender	Total	8.5%		44
	Male	8.0%		21
	Female	8.6%		22
	Other	46.3%	<5	
Age	18-34	11.1%		23
	35-49	7.1%		8
	50-64	10.0%		11
	65+	1.9%	<5	
Location	City	9.7%		38
	County	4.8%		6
Education	HS diploma or less	5.5%		8
	Some college or AA degree	11.2%		20
	Bachelors degree or more	8.1%		16
Registered_voter	Registered	8.9%		40
	Not registered	5.7%	<5	
Commute	Car, truck or van	9.9%		32
	Bus, motorcycle, bicycle, walked or other non-motorized	12.0%		9
	Did not work or worked at home	2.6%	<5	

		Q43_11 What keeps you, if anything, from walking or jogging more often? Check one or more boxes. Nothing stops me from walking or jogging more often	
		Nothing stops me from walking or jogging more often	Total
		Row Total N %	Count
Gender	Total	20.2%	105
	Male	25.6%	67
	Female	14.8%	38
	Other	0.0%	<5
Age	18-34	18.9%	39
	35-49	20.8%	24
	50-64	22.2%	25
	65+	19.6%	17
Location	City	18.8%	73
	County	24.1%	32
Education	HS diploma or less	20.5%	30
	Some college or AA degree	17.0%	31
	Bachelors degree or more	22.9%	44
Registered_voter	Registered	19.8%	89
	Not registered	22.3%	16
Commute	Car, truck or van	20.5%	66
	Bus, motorcycle, bicycle, walked or other non-motorized	20.3%	15
	Did not work or worked at home	19.1%	24

| | | Q43_12 What keeps you, if anything, from walking or jogging more often? Check one or more boxes. Not interested in walking or jogging more often | |
| | | Not interested in walking or jogging more often | Total |
		Row Total N %	Count
Gender	Total	15.7%	82
	Male	16.0%	42
	Female	15.3%	40
	Other	46.3%	<5
Age	18-34	20.0%	41
	35-49	11.7%	14
	50-64	10.9%	13
	65+	17.3%	15
Location	City	16.1%	63
	County	14.5%	19
Education	HS diploma or less	14.2%	21
	Some college or AA degree	21.0%	38
	Bachelors degree or more	11.8%	23
Registered_voter	Registered	15.5%	69
	Not registered	17.1%	13
Commute	Car, truck or van	14.1%	45
	Bus, motorcycle, bicycle, walked or other non-motorized	20.6%	15
	Did not work or worked at home	17.1%	22

| | | Q43_13 What keeps you, if anything, from walking or jogging more often? Check one or more boxes. Other – Please Specify: | |
| | | Other – Please Specify: | Total |
		Row Total N %	Count
Gender	Total	3.5%	18
	Male	4.6%	12
	Female	2.5%	6
	Other	0.0%	<5
Age	18-34	2.5%	5
	35-49	9.6%	11
	50-64	1.3%	<5
	65+	0.7%	<5
Location	City	2.5%	10
	County	6.4%	9
Education	HS diploma or less	4.7%	7
	Some college or AA degree	2.6%	<5
	Bachelors degree or more	3.5%	7
Registered_voter	Registered	3.9%	17
	Not registered	1.3%	<5
Commute	Car, truck or van	4.5%	14
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	3.1%	<5

| | | Q43a What keeps you, if anything, from walking or jogging more often? Not motivated | |
| | | Yes | Total |
		Row Total N %	Count
Gender	Total	2.1%	11
	Male	2.5%	7
	Female	1.6%	<5
	Other	0.0%	<5
Age	18-34	1.5%	<5
	35-49	6.3%	7
	50-64	0.0%	<5
	65+	0.4%	<5
Location	City	1.8%	7
	County	2.9%	<5
Education	HS diploma or less	2.4%	<5
	Some college or AA degree	1.7%	<5
	Bachelors degree or more	2.2%	<5
Registered_voter	Registered	2.4%	11
	Not registered	0.0%	<5
Commute	Car, truck or van	2.5%	8
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	2.2%	<5

		Q43b What keeps you, if anything, from walking or jogging more often? Takes too much time or the distance is too long	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.1%	<5
	Male	0.2%	<5
	Female	0.1%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	0.2%	<5
	50-64	0.3%	<5
	65+	0.3%	<5
Location	City	0.1%	<5
	County	0.2%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	0.4%	<5
Registered_voter	Registered	0.2%	<5
	Not registered	0.1%	<5
Commute	Car, truck or van	0.1%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.3%	<5

		Q43c What keeps you, if anything, from walking or jogging more often? I don't feel safe enough	
		Yes	Total
		Row Total N %	Count
Gender	Total	1.1%	5
	Male	1.9%	<5
	Female	0.2%	<5
	Other	0.0%	<5
Age	18-34	0.6%	<5
	35-49	3.1%	<5
	50-64	0.5%	<5
	65+	0.0%	<5
Location	City	0.3%	<5
	County	3.2%	<5
Education	HS diploma or less	2.4%	<5
	Some college or AA degree	0.3%	<5
	Bachelors degree or more	0.7%	<5
Registered_voter	Registered	1.2%	5
	Not registered	0.2%	<5
Commute	Car, truck or van	1.7%	5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.0%	<5

		Q43d What keeps you, if anything, from walking or jogging more often? Other	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.3%	<5
	Male	0.0%	<5
	Female	0.5%	<5
	Other	0.0%	<5
Age	18-34	0.4%	<5
	35-49	0.0%	<5
	50-64	0.5%	<5
	65+	0.1%	<5
Location	City	0.3%	<5
	County	0.2%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.6%	<5
	Bachelors degree or more	0.2%	<5
Registered_voter	Registered	0.1%	<5
	Not registered	1.0%	<5
Commute	Car, truck or van	0.2%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.6%	<5

		Q44 During the last 30 days, did you ride on any public transit within the Missoula area? Examples of public transit include a Mountain Line or a University of Montana bus.			
		Yes Row N %	No Row N %	Don't know Row N %	Total Count
Gender	Total	15.4%	84.6%	0.0%	507
	Male	15.1%	84.9%	0.0%	252
	Female	15.5%	84.5%	0.0%	254
	Other	48.3%	51.7%	0.0%	<5
Age	18-34	22.1%	77.9%	0.0%	203
	35-49	17.4%	82.6%	0.0%	110
	50-64	5.2%	94.8%	0.0%	109
	65+	9.9%	90.1%	0.0%	85
Location	City	18.5%	81.5%	0.0%	377
	County	6.4%	93.6%	0.0%	130
Education	HS diploma or less	11.5%	88.5%	0.0%	147
	Some college or AA degree	15.4%	84.6%	0.0%	174
	Bachelors degree or more	18.4%	81.6%	0.0%	187
Registered_voter	Registered	14.3%	85.7%	0.0%	435
	Not registered	21.9%	78.1%	0.0%	72
Commute	Car, truck or van	12.3%	87.7%	0.0%	312
	Bus, motorcycle, bicycle, walked or other non-motorized	34.8%	65.2%	0.0%	70
	Did not work or worked at home	12.3%	87.7%	0.0%	125

| | | Q45_1 How many of the last 30 days did you use public transit? Type the number of days in the box below. | |
		Mean	Count
Gender	Total	1.2	521
	Male	1.6	261
	Female	.7	259
	Other	4.8	<5
Age	18-34	1.8	203
	35-49	.8	117
	50-64	.1	114
	65+	1.6	86
Location	City	1.5	387
	County	.1	134
Education	HS diploma or less	1.0	148
	Some college or AA degree	1.1	182
	Bachelors degree or more	1.4	191
Registered_voter	Registered	1.0	447
	Not registered	2.1	74
Commute	Car, truck or van	.5	321
	Bus, motorcycle, bicycle, walked or other non-motorized	5.7	74
	Did not work or worked at home	.4	126

Q46 What was the main reason for you to use public transit over the last 30 days?

		Didn't use public transit in the last 30 days Row N %	Commuting to work or school Row N %	Personal errands (to the store, post office, and so on) Row N %	Medical services Row N %	Social, personal business Row N %	Other -Please Specify Row N %	Total Count
Gender	Total	83.0%	4.9%	7.6%	0.3%	1.6%	2.6%	493
	Male	83.0%	4.2%	10.7%	0.0%	0.2%	2.0%	245
	Female	83.1%	5.7%	4.3%	0.7%	3.0%	3.2%	247
	Other	51.7%	0.0%	48.3%	0.0%	0.0%	0.0%	<5
Age	18-34	76.5%	9.9%	8.4%	0.0%	2.9%	2.3%	201
	35-49	81.7%	2.2%	12.1%	0.0%	0.4%	3.6%	105
	50-64	91.2%	1.2%	3.8%	0.0%	0.0%	3.8%	105
	65+	89.9%	0.9%	5.1%	2.0%	1.8%	0.4%	83
Location	City	80.2%	6.0%	8.6%	0.5%	2.1%	2.5%	365
	County	90.8%	1.7%	4.8%	0.0%	0.0%	2.7%	129
Education	HS diploma or less	85.4%	0.0%	10.0%	1.0%	1.0%	2.5%	140
	Some college or AA degree	83.1%	6.2%	5.6%	0.1%	1.4%	3.6%	173
	Bachelors degree or more	80.9%	7.4%	7.7%	0.0%	2.2%	1.7%	181
Registered_voter	Registered	83.8%	5.2%	7.0%	0.4%	1.0%	2.5%	421
	Not registered	78.0%	3.1%	11.0%	0.0%	4.9%	3.0%	72
Commute	Car, truck or van	85.3%	4.5%	6.0%	0.0%	0.2%	4.1%	301
	Bus, motorcycle, bicycle, walked or other non-motorized	65.0%	14.3%	15.4%	0.0%	5.0%	0.2%	70
	Did not work or worked at home	87.5%	0.6%	7.1%	1.4%	3.2%	0.3%	123

		Q46a What was the main reason for you to use public transit over the last 30 days? To go to an event like a game or concert	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.8%	<5
	Male	0.0%	<5
	Female	1.7%	<5
	Other	0.0%	<5
Age	18-34	1.7%	<5
	35-49	0.2%	<5
	50-64	0.3%	<5
	65+	0.4%	<5
Location	City	1.1%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	2.2%	<5
	Bachelors degree or more	0.2%	<5
Registered_voter	Registered	1.0%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	1.3%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.3%	<5

		Q46b What was the main reason for you to use public transit over the last 30 days? My car is in the shop	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.6%	<5
	Male	0.0%	<5
	Female	1.3%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	2.9%	<5
	50-64	0.0%	<5
	65+	0.0%	<5
Location	City	0.9%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	1.2%	<5
	Bachelors degree or more	0.6%	<5
Registered_voter	Registered	0.3%	<5
	Not registered	2.9%	<5
Commute	Car, truck or van	1.0%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.0%	<5

		Q46c What was the main reason for you to use public transit over the last 30 days? Other	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.3%	<5
	Male	0.5%	<5
	Female	0.1%	<5
	Other	0.0%	<5
Age	18-34	0.6%	<5
	35-49	0.2%	<5
	50-64	0.1%	<5
	65+	0.0%	<5
Location	City	0.4%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	0.8%	<5
Registered_voter	Registered	0.4%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.4%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.2%	<5
	Did not work or worked at home	0.0%	<5

Q47 What was a secondary reason for you to use public transit over the last 30 days? Click one button.

		None Row N %	Commuting to work or school Row N %	Personal errands (to the store, post office, and so on) Row N %	Medical services Row N %	Social, personal business Row N %	Other - Please Specify Row N %	Total Count
Gender	Total	91.2%	0.3%	4.3%	1.8%	0.6%	1.8%	466
	Male	87.5%	0.2%	4.6%	3.4%	0.9%	3.4%	234
	Female	94.8%	0.4%	4.2%	0.2%	0.3%	0.1%	231
	Other	98.1%	1.9%	0.0%	0.0%	0.0%	0.0%	<5
Age	18-34	90.2%	0.2%	8.6%	0.0%	0.9%	0.0%	181
	35-49	89.1%	0.7%	1.6%	3.6%	1.1%	4.0%	104
	50-64	94.3%	0.2%	0.7%	0.9%	0.0%	3.9%	101
	65+	92.1%	0.0%	2.9%	4.6%	0.0%	0.4%	81
Location	City	90.3%	0.4%	6.0%	2.4%	0.5%	0.3%	340
	County	93.6%	0.0%	0.0%	0.0%	0.7%	5.7%	126
Education	HS diploma or less	89.1%	0.0%	1.0%	4.9%	0.0%	4.9%	142
	Some college or AA degree	93.4%	0.3%	5.5%	0.2%	0.3%	0.4%	156
	Bachelors degree or more	90.9%	0.5%	6.1%	0.6%	1.4%	0.4%	168
Registered_voter	Registered	92.0%	0.2%	3.9%	1.2%	0.6%	2.1%	396
	Not registered	86.5%	0.7%	7.1%	5.0%	0.6%	0.0%	70
Commute	Car, truck or van	94.5%	0.3%	2.0%	0.3%	0.4%	2.5%	285
	Bus, motorcycle, bicycle, walked or other non-motorized	73.7%	0.8%	15.5%	6.6%	2.0%	1.4%	60
	Did not work or worked at home	92.1%	0.0%	4.4%	2.9%	0.4%	0.2%	121

| | | Q48 Is public transit available in the area around where you currently live or stay? | | | |
		Yes Row N %	No Row N %	Don't know Row N %	Total Count
Gender	Total	74.1%	21.1%	4.7%	499
	Male	71.5%	22.4%	6.2%	244
	Female	76.9%	19.8%	3.4%	253
	Other	48.3%	51.7%	0.0%	<5
Age	18-34	88.2%	8.1%	3.6%	203
	35-49	66.3%	24.3%	9.4%	110
	50-64	63.0%	32.2%	4.8%	100
	65+	63.8%	35.1%	1.1%	86
Location	City	83.8%	11.0%	5.2%	374
	County	45.3%	51.5%	3.2%	125
Education	HS diploma or less	64.1%	31.0%	4.9%	144
	Some college or AA degree	80.4%	14.0%	5.6%	170
	Bachelors degree or more	76.2%	20.0%	3.8%	185
Registered_voter	Registered	71.9%	22.6%	5.5%	427
	Not registered	87.3%	12.5%	0.2%	72
Commute	Car, truck or van	71.5%	22.5%	5.9%	303
	Bus, motorcycle, bicycle, walked or other non-motorized	98.1%	0.2%	1.7%	70
	Did not work or worked at home	67.1%	29.5%	3.5%	126

		Q49_1 What keeps you, if anything, from using public transit more often? Check one or more boxes. Bus doesn't go where I need it to go	
		Bus doesn't go where I need it to go	Total
		Row Total N %	Count
Gender	Total	19.6%	102
	Male	18.7%	49
	Female	20.6%	53
	Other	1.9%	<5
Age	18-34	22.2%	45
	35-49	24.0%	28
	50-64	16.9%	19
	65+	10.9%	9
Location	City	21.6%	84
	County	13.7%	18
Education	HS diploma or less	16.7%	25
	Some college or AA degree	20.2%	37
	Bachelors degree or more	21.3%	41
Registered_voter	Registered	18.8%	84
	Not registered	24.5%	18
Commute	Car, truck or van	20.8%	67
	Bus, motorcycle, bicycle, walked or other non-motorized	21.2%	16
	Did not work or worked at home	15.7%	20

		Q49_2 What keeps you, if anything, from using public transit more often? Check one or more boxes. Bus doesn't run when I need it to	
		Bus doesn't run when I need it to	Total
		Row Total N %	Count
Gender	Total	22.5%	117
	Male	21.3%	56
	Female	23.9%	62
	Other	1.9%	<5
Age	18-34	28.9%	59
	35-49	17.5%	21
	50-64	19.3%	22
	65+	18.5%	16
Location	City	24.6%	95
	County	16.7%	22
Education	HS diploma or less	17.7%	26
	Some college or AA degree	19.7%	36
	Bachelors degree or more	29.0%	55
Registered_voter	Registered	19.6%	88
	Not registered	40.1%	30
Commute	Car, truck or van	25.1%	80
	Bus, motorcycle, bicycle, walked or other non-motorized	32.4%	24
	Did not work or worked at home	10.4%	13

		Q49_3 What keeps you, if anything, from using public transit more often? Check one or more boxes. Work schedule, family obligations		
		Work schedule, family obligations		Total
		Row Total N %		Count
Gender	Total	20.9%		109
	Male	17.4%		45
	Female	24.7%		64
	Other	0.0%	<5	
Age	18-34	24.8%		50
	35-49	23.6%		28
	50-64	22.1%		25
	65+	6.6%		6
Location	City	23.1%		89
	County	14.7%		20
Education	HS diploma or less	9.8%		15
	Some college or AA degree	25.8%		47
	Bachelors degree or more	24.9%		47
Registered_voter	Registered	22.9%		102
	Not registered	8.9%		7
Commute	Car, truck or van	29.8%		96
	Bus, motorcycle, bicycle, walked or other non-motorized	0.6%	<5	
	Did not work or worked at home	10.1%		13

		Q49_4 What keeps you, if anything, from using public transit more often? Check one or more boxes. Personal health or disability		
		Personal health or disability		Total
		Row Total N %		Count
Gender	Total	5.4%		28
	Male	2.9%		7
	Female	7.9%		20
	Other	0.0%	<5	
Age	18-34	1.2%	<5	
	35-49	6.3%		7
	50-64	4.8%		5
	65+	14.7%		13
Location	City	5.3%		21
	County	5.4%		7
Education	HS diploma or less	12.6%		19
	Some college or AA degree	4.2%		8
	Bachelors degree or more	0.8%	<5	
Registered_voter	Registered	6.2%		28
	Not registered	0.4%	<5	
Commute	Car, truck or van	2.2%		7
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5	
	Did not work or worked at home	16.5%		21

		Q49_5 What keeps you, if anything, from using public transit more often? Check one or more boxes. Weather	
		Weather	Total
		Row Total N %	Count
Gender	Total	2.9%	15
	Male	1.1%	<5
	Female	4.7%	12
	Other	0.0%	<5
Age	18-34	1.3%	<5
	35-49	0.7%	<5
	50-64	6.0%	7
	65+	5.4%	<5
Location	City	2.3%	9
	County	4.5%	6
Education	HS diploma or less	4.5%	7
	Some college or AA degree	3.8%	7
	Bachelors degree or more	0.7%	<5
Registered_voter	Registered	2.7%	12
	Not registered	3.6%	<5
Commute	Car, truck or van	4.0%	13
	Bus, motorcycle, bicycle, walked or other non-motorized	1.3%	<5
	Did not work or worked at home	0.8%	<5

		Q49_6 What keeps you, if anything, from using public transit more often? Check one or more boxes. Choice Safety	
		Safety	Total
		Row Total N %	Count
Gender	Total	4.0%	21
	Male	3.9%	10
	Female	4.3%	11
	Other	0.0%	<5
Age	18-34	5.9%	12
	35-49	6.4%	7
	50-64	0.6%	<5
	65+	1.1%	<5
Location	City	3.5%	14
	County	5.6%	7
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	3.7%	7
	Bachelors degree or more	7.5%	14
Registered_voter	Registered	4.3%	19
	Not registered	2.8%	<5
Commute	Car, truck or van	3.8%	12
	Bus, motorcycle, bicycle, walked or other non-motorized	7.0%	5
	Did not work or worked at home	3.1%	<5

		Q49_7 What keeps you, if anything, from using public transit more often? Check one or more boxes. Distance to bus stop is too far	
		Distance to bus stop is too far	Total
		Row Total N %	Count
Gender	Total	12.7%	66
	Male	13.4%	35
	Female	12.1%	31
	Other	0.0%	<5
Age	18-34	8.7%	18
	35-49	11.3%	13
	50-64	14.1%	16
	65+	22.2%	19
Location	City	6.5%	25
	County	30.7%	41
Education	HS diploma or less	14.6%	22
	Some college or AA degree	10.3%	19
	Bachelors degree or more	13.5%	26
Registered_voter	Registered	13.8%	62
	Not registered	6.3%	<5
Commute	Car, truck or van	13.1%	42
	Bus, motorcycle, bicycle, walked or other non-motorized	3.0%	<5
	Did not work or worked at home	17.4%	22

| | | Q49_8 What keeps you, if anything, from using public transit more often? Check one or more boxes. Needing to carry bulky items | |
| | | Needing to carry bulky items | Total |
		Row Total N %	Count
Gender	Total	8.8%	46
	Male	8.0%	21
	Female	9.3%	24
	Other	46.3%	<5
Age	18-34	7.1%	14
	35-49	11.1%	13
	50-64	10.6%	12
	65+	7.1%	6
Location	City	8.9%	35
	County	8.3%	11
Education	HS diploma or less	12.6%	19
	Some college or AA degree	7.0%	13
	Bachelors degree or more	7.4%	14
Registered_voter	Registered	9.8%	44
	Not registered	2.1%	<5
Commute	Car, truck or van	9.6%	31
	Bus, motorcycle, bicycle, walked or other non-motorized	7.4%	5
	Did not work or worked at home	7.4%	9

		Q49_9 What keeps you, if anything, from using public transit more often? Check one or more boxes. Nothing keeps me from using public transit more often	
		Nothing keeps me from using public transit more often	Total
		Row Total N %	Count
Gender	Total	20.9%	109
	Male	24.1%	63
	Female	17.8%	46
	Other	0.0%	<5
Age	18-34	24.4%	50
	35-49	12.2%	14
	50-64	23.3%	27
	65+	21.3%	18
Location	City	21.7%	84
	County	18.5%	25
Education	HS diploma or less	24.3%	36
	Some college or AA degree	24.7%	45
	Bachelors degree or more	14.6%	28
Registered_voter	Registered	19.6%	88
	Not registered	28.8%	21
Commute	Car, truck or van	17.1%	55
	Bus, motorcycle, bicycle, walked or other non-motorized	23.4%	17
	Did not work or worked at home	29.1%	37

		Q49_10 What keeps you, if anything, from using public transit more often? Check one or more boxes. Other – Please Specify:	
		Other – Please Specify:	Total
		Row Total N %	Count
Gender	Total	18.0%	94
	Male	18.2%	47
	Female	17.5%	45
	Other	51.7%	<5
Age	18-34	22.3%	45
	35-49	19.0%	22
	50-64	11.5%	13
	65+	14.8%	13
Location	City	19.0%	74
	County	14.9%	20
Education	HS diploma or less	13.9%	21
	Some college or AA degree	17.7%	32
	Bachelors degree or more	21.3%	41
Registered_voter	Registered	18.5%	83
	Not registered	14.7%	11
Commute	Car, truck or van	15.3%	49
	Bus, motorcycle, bicycle, walked or other non-motorized	31.5%	23
	Did not work or worked at home	16.7%	21

		Q49a What keeps you, if anything, from using public transit more often? Other modes are more convenient	
		Yes	Total
		Row Total N %	Count
Gender	Total	7.8%	41
	Male	8.4%	22
	Female	7.2%	19
	Other	0.0%	<5
Age	18-34	11.3%	23
	35-49	5.3%	6
	50-64	4.6%	5
	65+	7.1%	6
Location	City	8.2%	32
	County	6.6%	9
Education	HS diploma or less	4.7%	7
	Some college or AA degree	11.2%	20
	Bachelors degree or more	6.9%	13
Registered_voter	Registered	8.0%	36
	Not registered	6.6%	<5
Commute	Car, truck or van	7.6%	25
	Bus, motorcycle, bicycle, walked or other non-motorized	14.5%	11
	Did not work or worked at home	4.2%	5

		Q49b What keeps you, if anything, from using public transit more often? The buses or bus stops are dirty	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.9%	<5
	Male	0.4%	<5
	Female	1.3%	<5
	Other	0.0%	<5
Age	18-34	1.5%	<5
	35-49	1.0%	<5
	50-64	0.2%	<5
	65+	0.0%	<5
Location	City	0.4%	<5
	County	2.3%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.6%	<5
	Bachelors degree or more	1.7%	<5
Registered_voter	Registered	1.0%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	1.0%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.9%	<5

		Q49c What keeps you, if anything, from using public transit more often? Afraid of people who ride the bus	
		Yes	Total
		Row Total N %	Count
Gender	Total	2.8%	15
	Male	2.5%	7
	Female	2.8%	7
	Other	51.7%	<5
Age	18-34	4.9%	10
	35-49	2.5%	<5
	50-64	1.4%	<5
	65+	0.0%	<5
Location	City	1.9%	7
	County	5.4%	7
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	1.5%	<5
	Bachelors degree or more	6.3%	12
Registered_voter	Registered	2.7%	12
	Not registered	3.2%	<5
Commute	Car, truck or van	2.7%	9
	Bus, motorcycle, bicycle, walked or other non-motorized	6.4%	<5
	Did not work or worked at home	1.1%	<5

		Q49d What keeps you, if anything, from using public transit more often? Not familiar with the routes	
		Yes	Total
		Row Total N %	Count
Gender	Total	1.4%	7
	Male	1.4%	<5
	Female	1.4%	<5
	Other	0.0%	<5
Age	18-34	3.1%	6
	35-49	0.5%	<5
	50-64	0.1%	<5
	65+	0.3%	<5
Location	City	1.9%	7
	County	0.0%	<5
Education	HS diploma or less	1.9%	<5
	Some college or AA degree	2.4%	<5
	Bachelors degree or more	0.1%	<5
Registered_voter	Registered	1.0%	<5
	Not registered	3.7%	<5
Commute	Car, truck or van	0.2%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	8.5%	6
	Did not work or worked at home	0.2%	<5

| | | Q49e What keeps you, if anything, from using public transit more often? Not efficient or not flexible enough | |
| | | Yes | Total |
		Row Total N %	Count
Gender	Total	3.7%	19
	Male	3.7%	10
	Female	3.8%	10
	Other	0.0%	<5
Age	18-34	2.4%	<5
	35-49	7.6%	9
	50-64	1.4%	<5
	65+	4.5%	<5
Location	City	3.7%	14
	County	3.8%	5
Education	HS diploma or less	4.7%	7
	Some college or AA degree	1.1%	<5
	Bachelors degree or more	5.5%	10
Registered_voter	Registered	4.1%	19
	Not registered	1.1%	<5
Commute	Car, truck or van	3.3%	11
	Bus, motorcycle, bicycle, walked or other non-motorized	2.1%	<5
	Did not work or worked at home	5.7%	7

		Q49f What keeps you, if anything, from using public transit more often? No bus available	
		Yes	Total
		Row Total N %	Count
Gender	Total	0.6%	<5
	Male	0.5%	<5
	Female	0.6%	<5
	Other	0.0%	<5
Age	18-34	0.6%	<5
	35-49	1.0%	<5
	50-64	0.2%	<5
	65+	0.5%	<5
Location	City	0.6%	<5
	County	0.5%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	1.6%	<5
Registered_voter	Registered	0.7%	<5
	Not registered	0.0%	<5
Commute	Car, truck or van	0.9%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.2%	<5

| | | Q49g What keeps you, if anything, from using public transit more often? Other | |
| | | Yes | Total |
		Row Total N %	Count
Gender	Total	2.3%	12
	Male	2.5%	7
	Female	2.1%	5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	2.2%	<5
	50-64	3.3%	<5
	65+	6.4%	6
Location	City	2.7%	10
	County	1.3%	<5
Education	HS diploma or less	5.0%	7
	Some college or AA degree	0.8%	<5
	Bachelors degree or more	1.6%	<5
Registered_voter	Registered	2.7%	12
	Not registered	0.0%	<5
Commute	Car, truck or van	2.0%	6
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	4.4%	6

| | | Q50_I Are you currently registered to vote? Click one button. | | |
		Registered Row N %	Not registered Row N %	Total Count
Gender	Total	85.5%	14.5%	497
	Male	85.8%	14.2%	243
	Female	85.1%	14.9%	253
	Other	98.1%	1.9%	<5
Age	18-34	77.7%	22.3%	203
	35-49	89.3%	10.7%	110
	50-64	93.4%	6.6%	98
	65+	89.9%	10.1%	86
Location	City	83.9%	16.1%	373
	County	90.3%	9.7%	125
Education	HS diploma or less	76.4%	23.6%	144
	Some college or AA degree	87.0%	13.0%	169
	Bachelors degree or more	91.2%	8.8%	185
Registered_voter	Registered	100.0%	0.0%	425
	Not registered	0.0%	100.0%	72
Commute	Car, truck or van	87.7%	12.3%	303
	Bus, motorcycle, bicycle, walked or other non-motorized	72.6%	27.4%	70
	Did not work or worked at home	87.3%	12.7%	125

| | | Q51_1 What is your age? Type the number of years in the box below. - Age in years | |
		Mean	Count
Gender	Total	43.6	521
	Male	45.1	261
	Female	42.1	259
	Other	32.1	<5
Age	18-34	25.4	203
	35-49	41.1	117
	50-64	58.3	114
	65+	73.6	86
Location	City	39.3	387
	County	56.3	134
Education	HS diploma or less	52.6	148
	Some college or AA degree	39.3	182
	Bachelors degree or more	40.3	191
Registered_voter	Registered	45.0	447
	Not registered	34.9	74
Commute	Car, truck or van	40.6	321
	Bus, motorcycle, bicycle, walked or other non-motorized	29.7	74
	Did not work or worked at home	58.8	126

Q52 What is your sex? Click one button.

		Male	Female	Non-binary, other	Total
		Row N %	Row N %	Row N %	Count
Gender	Total	48.9%	50.8%	0.3%	496
	Male	100.0%	0.0%	0.0%	242
	Female	0.0%	100.0%	0.0%	252
	Other	0.0%	0.0%	100.0%	<5
Age	18-34	44.8%	54.9%	0.4%	203
	35-49	51.9%	47.4%	0.8%	110
	50-64	50.0%	50.0%	0.0%	97
	65+	53.5%	46.5%	0.0%	86
Location	City	45.3%	54.5%	0.2%	372
	County	59.7%	39.7%	0.7%	124
Education	HS diploma or less	48.1%	51.9%	0.0%	144
	Some college or AA degree	52.5%	47.0%	0.5%	168
	Bachelors degree or more	46.1%	53.5%	0.4%	184
Registered_voter	Registered	49.0%	50.6%	0.4%	424
	Not registered	47.8%	52.2%	0.0%	72
Commute	Car, truck or van	47.4%	52.3%	0.3%	302
	Bus, motorcycle, bicycle, walked or other non-motorized	53.3%	45.6%	1.1%	70
	Did not work or worked at home	49.8%	50.2%	0.0%	124

Q53 Which of the following categories best describes your current employment status? Click one button.

		Employed Row N %	Not employed, looking for work Row N %	Not employed, NOT looking for work Row N %	Student or enrolled in a job training program Row N %	Retired Row N %	Disabled, not able to work Row N %	Total Count
Gender	Total	64.6%	4.1%	2.1%	9.4%	17.6%	2.2%	499
	Male	62.9%	6.0%	2.9%	6.6%	20.1%	1.5%	244
	Female	66.0%	2.4%	1.3%	12.2%	15.3%	2.8%	253
	Other	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	<5
Age	18-34	66.6%	6.3%	4.3%	22.8%	0.0%	0.0%	203
	35-49	87.8%	3.8%	1.3%	0.6%	0.0%	6.5%	110
	50-64	77.4%	0.0%	0.0%	0.0%	19.4%	3.3%	99
	65+	15.6%	4.2%	0.3%	0.0%	79.6%	0.4%	86
Location	City	65.9%	4.6%	2.8%	12.6%	11.5%	2.6%	374
	County	60.7%	2.8%	0.0%	0.0%	35.7%	0.8%	125
Education	HS diploma or less	50.1%	4.9%	0.0%	9.2%	29.7%	6.1%	144
	Some college or AA degree	59.2%	2.9%	4.5%	18.7%	13.9%	0.8%	170
	Bachelors degree or more	80.9%	4.7%	1.4%	1.1%	11.5%	0.4%	185
Registered_voter	Registered	66.6%	2.2%	2.3%	7.2%	19.3%	2.5%	426
	Not registered	53.1%	15.6%	1.0%	22.4%	7.5%	0.3%	72
Commute	Car, truck or van	90.1%	2.8%	0.2%	3.1%	3.5%	0.2%	303
	Bus, motorcycle, bicycle, walked or other non-motorized	40.3%	11.0%	5.0%	43.4%	0.4%	0.0%	70
	Did not work or worked at home	16.7%	3.5%	4.9%	5.7%	61.2%	8.0%	125

		Excellent Row N %	Very good Row N %	Good Row N %	Fair Row N %	Poor Row N %	Total Count
Q54 Would you say your health in general is excellent, very good, good, fair, or poor? Click one button.							
Gender	Total	22.6%	38.4%	26.8%	10.6%	1.6%	499
	Male	26.3%	40.7%	26.0%	5.5%	1.5%	244
	Female	19.1%	36.2%	27.4%	15.4%	1.8%	253
	Other	0.0%	46.3%	51.7%	1.9%	0.0%	<5
Age	18-34	25.5%	41.4%	26.3%	6.8%	0.0%	203
	35-49	26.7%	37.5%	21.7%	10.9%	3.2%	110
	50-64	19.9%	43.0%	22.6%	12.6%	1.9%	99
	65+	13.5%	27.3%	39.4%	16.6%	3.3%	86
Location	City	20.0%	40.4%	27.4%	10.0%	2.2%	374
	County	30.2%	32.4%	25.2%	12.2%	0.0%	125
Education	HS diploma or less	17.0%	22.4%	33.0%	22.1%	5.5%	144
	Some college or AA degree	24.9%	37.3%	27.5%	10.2%	0.1%	170
	Bachelors degree or more	24.7%	51.9%	21.4%	2.0%	0.1%	185
Registered_voter	Registered	24.1%	38.4%	24.7%	10.9%	1.9%	426
	Not registered	13.2%	38.6%	39.4%	8.7%	0.0%	72
Commute	Car, truck or van	25.9%	37.9%	23.4%	12.7%	0.0%	303
	Bus, motorcycle, bicycle, walked or other non-motorized	17.8%	46.5%	35.4%	0.2%	0.0%	70
	Did not work or worked at home	17.1%	35.0%	30.1%	11.2%	6.5%	125

Q55 What is the highest degree or level of school you have COMPLETED? Click one button. If currently enrolled, click the ...

		No schooling completed Row N %	Nursery school or kindergarten to Grade 1 through 11 Row N %	12th grade – NO DIPLOMA Row N %	Regular high school diploma GED or alternative credential Row N %	Some college credit, but less than 1 year of college credit Row N %	1 or more years of college credit, no degree Row N %	Associate's degree (for example: AA, AS) Row N %
Gender	Total	0.7%	0.7%	0.3%	27.8%	11.3%	16.0%	5.2%
	Male	1.4%	1.4%	0.0%	25.1%	12.3%	15.0%	9.0%
	Female	0.0%	0.0%	0.6%	30.8%	10.1%	17.2%	1.4%
	Other	0.0%	0.0%	0.0%	0.0%	51.7%	0.0%	0.0%
Age	18-34	0.0%	0.0%	0.0%	15.6%	15.3%	17.2%	5.0%
	35-49	0.0%	3.3%	0.0%	23.8%	16.6%	7.0%	5.2%
	50-64	0.0%	0.0%	0.0%	40.9%	3.9%	24.5%	5.1%
	65+	4.3%	0.0%	1.8%	46.2%	4.3%	14.2%	6.0%
Location	City	1.0%	0.0%	0.4%	25.6%	13.4%	13.6%	5.8%
	County	0.0%	2.9%	0.0%	34.7%	5.1%	23.4%	3.5%
Education	HS diploma or less	2.4%	2.4%	1.0%	94.2%	0.0%	0.0%	0.0%
	Some college or AA degree	0.0%	0.0%	0.0%	0.0%	34.8%	49.2%	16.0%
	Bachelors degree or more	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Registered_voter	Registered	0.0%	0.8%	0.3%	25.1%	12.1%	16.9%	4.5%
	Not registered	5.1%	0.0%	0.0%	44.5%	6.8%	10.6%	9.4%
Commute	Car, truck or van	0.0%	1.2%	0.0%	25.1%	9.7%	15.3%	5.9%
	Bus, motorcycle, bicycle, walked or other non-motorized	5.3%	0.0%	0.0%	14.6%	18.7%	17.5%	1.4%
	Did not work or worked at home	0.0%	0.0%	1.2%	42.3%	11.3%	17.2%	5.5%

Q55 What is the highest degree or level of school you have COMPLETED? Click one ..

		Bachelor's degree (for example: BA, BS)	Master's degree (for example: MA, MS, MEng, MEd, MSW, MBA)	Professional degree beyond a bachelor's degree (for example: MD, DDS, DVM, LLB, JD)	Doctorate degree (for example: PhD, EdD)	Total
		Row N %	Row N %	Row N %	Row N %	Count
Gender	Total	25.6%	7.9%	3.1%	1.2%	489
	Male	21.5%	9.0%	3.9%	1.4%	244
	Female	29.7%	6.7%	2.4%	1.1%	244
	Other	46.3%	1.9%	0.0%	0.0%	<5
Age	18-34	37.5%	7.1%	1.8%	0.6%	198
	35-49	25.7%	10.2%	6.7%	1.5%	107
	50-64	15.3%	6.5%	1.8%	1.9%	103
	65+	10.0%	8.4%	3.3%	1.5%	82
Location	City	28.6%	8.1%	2.3%	1.4%	368
	County	16.8%	7.1%	5.7%	0.8%	122
Education	HS diploma or less	0.0%	0.0%	0.0%	0.0%	145
	Some college or AA degree	0.0%	0.0%	0.0%	0.0%	159
	Bachelors degree or more	67.7%	20.8%	8.2%	3.2%	185
Registered_voter	Registered	26.5%	8.7%	3.5%	1.4%	421
	Not registered	20.2%	2.6%	0.8%	0.0%	68
Commute	Car, truck or van	29.5%	8.4%	4.6%	0.4%	304
	Bus, motorcycle, bicycle, walked or other non-motorized	30.5%	7.6%	0.5%	3.8%	67
	Did not work or worked at home	13.0%	6.6%	0.8%	2.0%	118

		Q56_1 What was your total household income in calendar year 2018? Please include income from all household earners and from all sources.	
		Mean	Count
Gender	Total	61,161.7	521
	Male	67,142.9	261
	Female	55,465.3	259
	Other	16,570.2	<5
Age	18-34	47,985.6	203
	35-49	75,819.1	117
	50-64	77,590.2	114
	65+	49,978.3	86
Location	City	55,524.9	387
	County	76,679.9	134
Education	HS diploma or less	42,522.7	148
	Some college or AA degree	57,481.9	182
	Bachelors degree or more	76,884.8	191
Registered_voter	Registered	64,182.2	447
	Not registered	39,876.1	74
Commute	Car, truck or van	63,150.2	321
	Bus, motorcycle, bicycle, walked or other non-motorized	46,328.4	74
	Did not work or worked at home	62,900.8	126

| | | Q57 Are you of Hispanic, Latino, or Spanish origin? Click one button. | | |
		Yes Row N %	No Row N %	Total Count
Gender	Total	2.7%	97.3%	477
	Male	5.3%	94.7%	236
	Female	0.2%	99.8%	239
	Other	0.0%	100.0%	<5
Age	18-34	1.8%	98.2%	198
	35-49	3.3%	96.7%	106
	50-64	5.3%	94.7%	100
	65+	0.7%	99.3%	74
Location	City	1.2%	98.8%	358
	County	7.3%	92.7%	119
Education	HS diploma or less	2.5%	97.5%	139
	Some college or AA degree	4.9%	95.1%	155
	Bachelors degree or more	1.0%	99.0%	182
Registered_voter	Registered	3.1%	96.9%	412
	Not registered	0.0%	100.0%	65
Commute	Car, truck or van	2.9%	97.1%	301
	Bus, motorcycle, bicycle, walked or other non-motorized	5.4%	94.6%	65
	Did not work or worked at home	0.6%	99.4%	111

		Q58_1 What is your race? Check one or more boxes. White	
		White	Total
		Row Total N %	Count
Gender	Total	88.1%	459
	Male	86.3%	225
	Female	89.9%	233
	Other	100.0%	<5
Age	18-34	93.1%	189
	35-49	89.9%	105
	50-64	83.5%	95
	65+	80.1%	69
Location	City	90.3%	350
	County	81.7%	109
Education	HS diploma or less	90.5%	134
	Some college or AA degree	82.6%	151
	Bachelors degree or more	91.4%	174
Registered_voter	Registered	89.0%	398
	Not registered	82.5%	61
Commute	Car, truck or van	90.9%	292
	Bus, motorcycle, bicycle, walked or other non-motorized	83.1%	61
	Did not work or worked at home	83.8%	106

		Q58_2 What is your race? Check one or more boxes. Black or African American	
		Black or African American	Total
		Row Total N %	Count
Gender	Total	0.2%	<5
	Male	0.4%	<5
	Female	0.0%	<5
	Other	0.0%	<5
Age	18-34	0.0%	<5
	35-49	0.4%	<5
	50-64	0.5%	<5
	65+	0.0%	<5
Location	City	0.3%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.0%	<5
	Bachelors degree or more	0.6%	<5
Registered_voter	Registered	0.1%	<5
	Not registered	0.8%	<5
Commute	Car, truck or van	0.3%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.0%	<5

		Q58_3 What is your race? Check one or more boxes. American Indian or Alaska Native	
		American Indian or Alaska Native	Total
		Row Total N %	Count
Gender	Total	4.3%	23
	Male	5.1%	13
	Female	3.5%	9
	Other	0.0%	<5
Age	18-34	5.2%	11
	35-49	2.8%	<5
	50-64	1.8%	<5
	65+	7.8%	7
Location	City	3.4%	13
	County	7.0%	9
Education	HS diploma or less	5.7%	8
	Some college or AA degree	5.3%	10
	Bachelors degree or more	2.3%	<5
Registered_voter	Registered	4.2%	19
	Not registered	4.8%	<5
Commute	Car, truck or van	2.4%	8
	Bus, motorcycle, bicycle, walked or other non-motorized	11.6%	9
	Did not work or worked at home	4.9%	6

		Q58_4 What is your race? Check one or more boxes. Asian	
		Asian	Total
		Row Total N %	Count
Gender	Total	1.5%	8
	Male	0.7%	<5
	Female	2.4%	6
	Other	0.0%	<5
Age	18-34	3.5%	7
	35-49	0.4%	<5
	50-64	0.2%	<5
	65+	0.1%	<5
Location	City	2.0%	8
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	1.3%	<5
	Bachelors degree or more	2.9%	5
Registered_voter	Registered	1.8%	8
	Not registered	0.0%	<5
Commute	Car, truck or van	2.1%	7
	Bus, motorcycle, bicycle, walked or other non-motorized	1.6%	<5
	Did not work or worked at home	0.0%	<5

		Q58_5 What is your race? Check one or more boxes. Native Hawaiian, Guamanian or Chamorro Samoan, or other Pacific Islander	
		Native Hawaiian, Guamanian or Chamorro Samoan, or Other Pacific Islander	Total
		Row Total N %	Count
Gender	Total	0.2%	<5
	Male	0.4%	<5
	Female	0.0%	<5
	Other	0.0%	<5
Age	18-34	0.5%	<5
	35-49	0.0%	<5
	50-64	0.0%	<5
	65+	0.0%	<5
Location	City	0.2%	<5
	County	0.0%	<5
Education	HS diploma or less	0.0%	<5
	Some college or AA degree	0.5%	<5
	Bachelors degree or more	0.0%	<5
Registered_voter	Registered	0.0%	<5
	Not registered	1.3%	<5
Commute	Car, truck or van	0.3%	<5
	Bus, motorcycle, bicycle, walked or other non-motorized	0.0%	<5
	Did not work or worked at home	0.0%	<5