EXHIBIT NO. 1

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2010 Travel Survey
City of Alexandria

SURVEY REPORT

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City of Alexandria, VA

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Executive Summary

This report presents the results of a web-based survey of persons who live and/or work in the City of Alexandria, Virginia. The travel survey collected information to define commuting behavior characteristics, such as commute mode shares and distance traveled, examine factors that are important to residents and employees in their choice of travel mode, and assess potential users' awareness and use of travel assistance services. The survey was administered between July and October 2010.

It is important to note that these results might not be representative of the City's actual results. The distribution method for the survey sought to involve a broad sample of travelers, but a significant portion of the distribution was targeted to employers that participated in programs sponsored by Local Motion. These employers likely are more engaged than the average employer in commute programs and promote alternative modes to employees at a higher rate than do employers City-wide. For this reason, the survey results likely are not representative of the City in numerous respects, such as commute mode split and awareness and use of commute services.

Current Commute Patterns

Primary Commute Mode – Four in ten (43%) employed respondents said they primarily drive alone to work. Another 40% primarily use public transit (26% train, 14% bus) and four percent said they carpool or vanpool most days. Eleven percent of respondents said they bicycle to work and two percent walk. These results almost certainly over-represent use of alternative modes in the City. The 2010 regional State of Commute survey conducted by the Metropolitan Washington Council of Governments in March 2010 estimated a drive alone mode share of 58% for Alexandria residents, a 31% transit share and four percent for bicycle / walk combined. The Alexandria survey mode split likely reflects an over sampling of employers that participate in commute assistance programs.

Respondents who live in Alexandria and work outside the City had the lowest drive alone rate; only 30% drive alone to work and more than half ride transit (53%). Most of these residents work in Washington, DC, so their high use of transit is understandable. The drive alone rate for Alexandria residents who also work in Alexandria was higher, at 48%. Respondents who work in Alexandria but live outside the City had the highest drive alone rate; 60% of these respondents drive alone.

Commute Distance – Commuters in the survey sample traveled an average of 10.30 miles one-way to work. A quarter of respondents commute less than 5 miles and nearly two-thirds travel less than 10 miles. Thirteen percent travel 20 miles or minutes or less.

Duration of Mode Use – Commuters who drove to work had used this mode an average of 10.1 years. Only 22% of drive alone commuters started driving alone within the past three years; 44% had used the mode for 10 years or more. By contrast, transit riders had used this mode an average of 6.8 years and walk commuters used these modes an average of 4.8 years. Commuters who carpooled or vanpooled had used these modes only 2.9 years on average; 73% of carpoolers/vanpoolers started using this mode within the past three years.

Non-Work Travel and Travel Changes

Four in Ten Respondents Used Transit for a Non-work Trip – Respondents who had not used transit for non-work trips primarily mentioned as their reason that the trip would have taken too long by transit. Other reasons focused on characteristics of the trip purpose or trip location that made it difficult to travel by

means other than a personal vehicle. About half reported that they needed to carry bags or packages and 20% said they needed to travel with others or transport passengers. A third said a vehicle was the only option for this destination, because public transit did not serve the destination.

Seven in Ten Respondents Cited Bicycle Services or Facilities that Would Make it Easier or Encourage them to Make More Trips by Bicycle – About a quarter of respondents said they made at least one bicycling trip in the past week for a non-work trip. The survey included a question in which respondents selected up to three bicycle facilities and services that would make it easier for them to make trips by bicycle. About 16% of respondents said they would never ride a bicycle and 10% said they could not ride due to physical limitations. But 70% of all respondents named at least one bicycle service that they would find useful. Half identified bike lanes on streets or bike trails / connectors to bike trails as services that would make it easier to bicycle. About two in ten indicated bike lockers or racks (21%), lighting on bike paths (20%), or bike sharing / bike rentals (16%). One in ten said bicycling would be easier if they had information on safe bicycling routes (12%).

In the Past Year, 80% of Respondents Made a Travel Change that Would Reduce their Driving – Half of respondents combined multiple stops into one trip ("trip chaining") and 51% reported shopping or conducting other person business at locations that were closer to their homes. Three in ten reduced the number of trips they make in a week. Respondents also increased their use of non-drive alone modes for non-work trips; 35% made more non-work trips by walking; 31% increased the frequency of trips made by transit, and 20% said they used a bicycle more often for non-work trips. Since the survey appeared to oversample respondents who use these modes for commuting, the increased use of these modes for non-work travel likely overstates the actual increases reported.

Attitudes Toward Transportation Options

Six in Ten Respondents Said they were "Satisfied" or "Very Satisfied" with their Commute – Sixteen percent of respondents said they were not satisfied with their trip to work. Commute satisfaction differed by several respondent characteristics. Alexandria residents were more satisfied than were respondents who worked in Alexandria but lived outside the City and Alexandria residents who also worked in the City reported higher satisfaction than did residents who worked outside Alexandria. Respondents who used transit or walked or bicycled to work reported higher commute satisfaction than did respondents who drove alone and commute satisfaction was highest for respondents who had short-distance commutes.

Sixty-two Percent of Respondents Said they were "Satisfied" or "Very Satisfied" with the Transportation System in Alexandria – Fourteen percent of respondents said they were not satisfied with the transportation system. Ratings for transportation satisfaction did not differ as greatly as did commute satisfaction ratings. There were no statistically-significant differences in ratings by respondents' home or work location or by their commute travel distance. The only notable difference was related to commute mode; 78% of respondents who used transit to get to work were satisfied with the transportation system, compared with 60% of walkers/bikers and 54% of respondents who drove alone.

Three-quarters of Respondents Thought it was Easy to Get Around Alexandria with a Personal Vehicle, but Only 38% Said it Was Easy to Get Around Without a Vehicle - About half of respondents said it was easy to get around by public transit or by walking and 38% said it was easy to get around by bicycle. Respondents who used transit to get to work were more likely than were other respondents to rate it easy to get around without a vehicle and by public transit. Transit riders and respondents who bicycled or walked to work also rated it easier to get around by bicycling and walking.

Dependability, Time, and Convenience were Rated as the Most Important Characteristic to Respondents' Transportation Choice – Respondents were asked to rate how important each of six travel characteristics was to their choice of travel mode. Dependability, time, and convenience were rated the most important characteristics, with at least nine in ten respondents saying these factors were important (rating of 4) or very important (rating of 5) and at least seven in ten saying they were very important. On average, these characteristics received average scores of 4.7, 4.7, and 4.6, respectively.

Safety also was rated important/very important by almost nine in ten respondents, but the average rating was slightly lower, because fewer respondents rated it as being "very' important. This factor received average score of 4.4. Cost and comfort received the lowest scores overall of the six characteristics, 3.9 and 3.7, respectively. About seven in ten respondents said cost was important, with 39% saying it was very important. Six in ten respondents said comfort was important, with a quarter saying it was very important.

Respondents who drove alone to work and those who carpooled had similar opinions on what travel characteristics were important. These two groups of respondents also cited nearly all of the six characteristics examined as either important or very important. Respondents who used transit to get to work and those who bicycled were less likely to be concerned about the time the trip would take and the comfort of travel.

Respondents who drove alone to work and those who used alternative modes had similar opinions on the importance of dependability, time, convenience, and safety. Respondents who bicycled or walked to work were less likely to be concerned about travel cost or comfort. Transit riders also were slightly less concerned about travel comfort than were respondents who drove alone to work.

Nine in Ten Respondents Thought it was Important to Invest in Alternative Mode Support Programs – The survey explored respondents' views on how important it is for Alexandria to invest in programs that support carpool, public transit, bicycling, and walking. Seventy-one percent said it was "very important" and another 19% said it was "important." Respondents who rode transit or bicycled or walked to work felt it was more important to invest in alternative mode support programs than did commuters who drove alone; 98% of bicyclists/walkers and 95% of transit riders rated investment importance a 4 or 5. But 81% of drive alone commuters also thought it was important to make these investments.

Awareness and Use of Commuter Assistance Services

More than Eight in Ten Respondents Sought Assistance or Information on Alternative Modes in the Past Year – Eighty-one percent of respondents said they sought some type of information to help with their travel around Alexandria or around the Washington metropolitan region.

Respondents Cited a Variety of Reasons for Seeking Information – Four in ten respondents said they wanted to obtain information to plan a specific route or trip. Two in ten wanted information on mode options or alternatives and 19% wanted information on transit. About a quarter cited a reason related to a benefit they would receive from avoiding driving, such as leave a car at home, save time, save money, or reduce carbon footprint.

Awareness of Local and Regional Transportation Assistance Services was Very High – Ninety-nine percent of respondents said they knew of at least one regional or local transportation assistance organization that provided services in Alexandria. Metro / Washington Metropolitan Area Transit Authority and DASH were the best known organizations, known to essentially all respondents. Nine in ten respondents knew Carshare Alexandria / Zipcar and three-quarters knew of the regional Commuter Connections commuter

assistance program. Six in ten had heard of the Old Town Transit Shop and 48% were aware of Local Motion. These levels of awareness probably overstate awareness by the general Alexandria public. As previously noted, the survey respondents did not represent a random sample of residents/employees and are probably skewed towards a more informed commuter population. The 2010 regional State of Commute survey found that about 13% of employed Alexandria residents had heard of Local Motion.

Most Respondents Had Used a Local or Regional Service in the Past Year – Ninety-two percent of respondents had used Metro and almost two-thirds said they had ridden a DASH bus. Two in ten respondents said they had used the Old Town Transit Shop, Commuter Connections, or Local Motion. One in ten had used Carshare Alexandria / Zipcar.

Referral Sources for Local Motion and Old Town Transit Shop Differed – Respondents who knew of Local Motion primarily learned of the organization from the Internet (31%), a transportation fair or event (22%), from their employer or school (18%), or from a postcard or brochure they received in the mail (18%). More than four in ten respondents who knew of the Old Town Transit Shop learned about this organization because they lived near the Shop or had walked past it. Nineteen percent heard about the Shop from the Internet.

Local Motion Users Primarily Sought Information on Bicycling and Walking or Transit – Half of Local Motion users wanted information on bicycling/walking (54%) or transit schedules or routes (51%). Three in ten asked for transit fare information and 15% sought GRH information. Seven percent wanted help finding a carpool or vanpool partner and seven percent wanted telework information. But 41% said they wanted information on City projects or plans and 12% were looking for information on road construction.

Transit Fare Information was the Overwhelming Request for Old Town Transit Shop Users – Eighty-four percent of Old Town Transit Shop users sought transit fare information. About half (47%) wanted information on transit schedules or routes and one in ten (12%) were looking for bicycle / waking information.

Six in Ten Local Motion Users Made a Travel Change After Receiving Local Motion Assistance – More than half of Local Motion users said they started using or increased use of an alternative mode: bicycling (31%), transit (18%), and walking (18%). Other respondents said they sought more travel service information from their employer (16%), from a transit operator (11%) or other commute organization (11%), or that they asked a friend, family member, or co-worker for information (10%).

Four in Ten Old Town Transit Shop Users Made a Travel Change After Receiving Assistance – About a quarter started riding transit or started riding more often, 10% increased use of bicycling, and eight percent increased use of walking. Smaller percentages of respondents sought more travel information.

A Small Share of Respondents who Made Changes were Directly Influenced by the Service – Fifteen percent of the respondents who made a change after using a Local Motion service and seven percent who made a change after using the Old Town Transit Shop said they would not have been likely to take this action if they had not received the service. Other service users said they were somewhat likely or very likely to have taken the action even if they had not received the service.

Eighty-three Percent of Respondents Expressed Interest in Using a Travel-Assistance Services they Were Not Currently Using - All respondents were asked to rate their interest in using various transportation information and assistance services that could be offered by Alexandria or by an employer. Overall, 83% of

respondents expressed interest in at least one service. Respondents who drove alone to work were slightly less likely to be interested; 73% of these respondents reported interest in one or more services, compared with 90% of respondent who were using alternative modes to commute.

The services that were of most interest to drive alone respondents included: transit financial benefit (69%), transit route and schedule information (61%), Guaranteed Ride Home (52%), and bicycle financial benefit (44%). Interest in other services included: carpool/vanpool financial benefit (35%), bikesharing (27%), and carsharing (24%). Forty percent of respondents said they were interested in a program that would offer a one-time financial incentive of $500 for the respondent to choose a residence in Alexandria that was close to a transit stop or closer to where he or she worked.

Worksite Commute Services

Finally, the survey inquired about charges employees paid to park at work and the availability of commute assistance services at respondents' workplace. It's important to reiterate that the results presented for these questions probably are not representative of results for the City overall. One component of the survey invitation outreach targeted employers that participated in programs sponsored by Local Motion. These employers likely are more engaged than the average employer in commute programs and promote alternative modes to employees at a higher rate than do employers City-wide.

Half of Employed Respondents had Free Parking at Work – Forty-nine percent of employed respondents said they paid or would have to pay to park at work. Nine percent of employees paid between $1 and $49 per month, eight percent paid $50 to $99 per month. Fourteen percent paid between $100 and $149 and eighteen percent paid $150 or more per month.

Nine in Ten Respondents Reported Access to Worksite Commute Services – Respondents who were employed were shown a list of alternative mode assistance services and were asked which services were available at their worksites and which services they had used. Nine in ten respondents said their employer offered one or more incentives or support services.

The most commonly offered services were transit subsidy, transit route/schedule/fare information, and telework available. Bike services also were common, including secure bicycle parking, bicycle/walking information, and lockers / showers for employees who bicycle to work. Each of these services was cited as available by at least four in ten respondents. Half of the respondents said Carshare Alexandria / Zipcar was available.

Eight in Ten Respondents had Used a Commute Services – In general, the most used services also were the most available services. About four in ten respondents had used transit subsidies, transit information, and telework. Bicycle services also were popular, with about two in ten respondents citing having used one of these services.

Respondents who worked in Alexandria and those who worked outside Alexandria were about equally likely to say they had services available, but respondents who worked outside the City were more likely to have used services (86%) than were respondents who worked in Alexandria (76%).

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF FIGURES (cont)

SECTION 1 – INTRODUCTION AND SURVEY METHODOLOGY

Overview

This report presents the results of a survey of persons who live and/or work in the City of Alexandria, Virginia. The survey was conducted for the City of Alexandria, in support of an effort to develop a strategic plan for Transportation Demand Management (TDM) activities in the City. Alexandria's Local Motion program provides a range of transportation information and assistance services in the City to inform commuters of the availability and benefits of alternatives to driving alone and to assist them to find alternatives that fit their commute needs. Local Motion administers these services in an effort to reduce vehicle trips, vehicle miles of travel, and emissions resulting from vehicle travel.

The travel survey collected information to define commuting behavior characteristics, such as commute mode shares and distance traveled, examine factors that are important to residents and employees in their choice of travel mode, and assess potential users' awareness and use of travel assistance services.

Methodology

Questionnaire Design

The survey questionnaire was developed to collect data on travel patterns, opinions on travel options in Alexandria, and awareness and use of travel assistance services provided by employers and local and regional organizations. A draft survey was provided to City staff for review and comment. The survey was programmed for on-line self-administration. The consultants conducted extensive testing of the on-line survey to ensure readability, consistency, and ease of use. The survey was administered between July and October 2010.

Sample and Survey Administration

The potential sample for the survey included all City residents who were 18 years or older and non-residents who worked in the City. City staff distributed the survey website link to organizations that would be likely to reach residents of the City and employees who worked in the City. The distribution list included residential associations, multi-tenant building property managers, business associations, government agencies, and employers known to Local Motion staff. The City also posted a link to the survey website on the Local Motion website. Each of these organizational recipients was asked to re-distribute the survey link to travelers with which they had direct contact and to publicize the survey as widely as possible to their constituencies.

The distribution method for the survey sought to involve a broad sample of travelers, but a significant portion of the distribution was targeted to employers that participated in programs sponsored by Local Motion. These employers likely are more engaged than the average employer in commute programs and promote alternative modes to employees at a higher rate than do employers City-wide. For this reason, the survey results likely are not representative of the City in numerous respects, such as commute mode split and awareness and use of commute services.

Several weeks after the initial invitations were distributed, City staff sent a reminder email to the original invitation recipients, to encourage a higher response. A total of 453 respondents completed the survey.

SECTION 2 SURVEY RESULTS

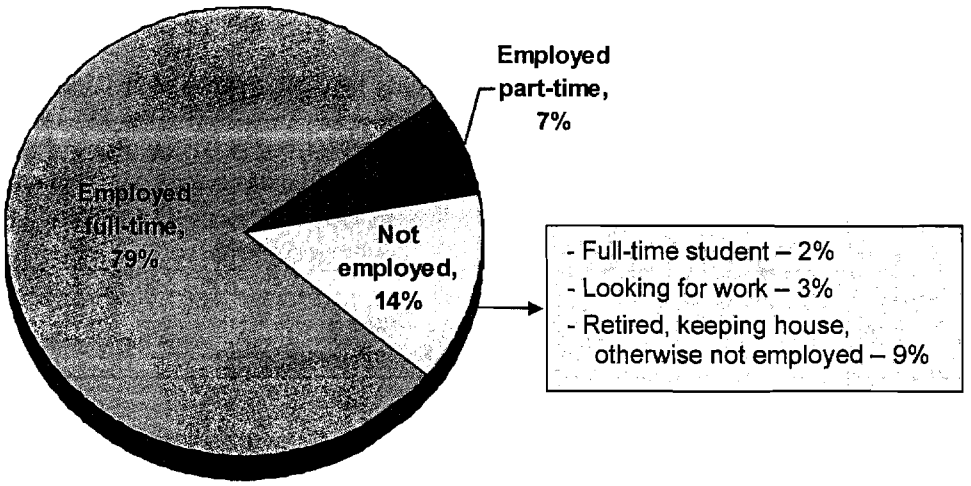
CHARACTERISTICS AND DEMOGRAPHICS OF THE SAMPLE

At the end of the survey interview, respondents were asked a series of questions about themselves, including: employment status, home and work location, age, race/ethnicity, sex, household income, household size, and vehicle ownership. These results are presented first, to define characteristics of the sample.

Employment Status

All adults who lived or worked in Alexandria were eligible for the survey, but many questions inquired about commuting patterns. So an early screening question defined respondents' employment status. Eighty-six percent of respondents said they were employed, either full-time (79%) or part-time (7%) (Figure 1). The remaining 14% were not employed. Not-employed respondents were not included in questions about commute patterns or work services, but were included in questions that were not commute-specific.

Figure 1
Employment Status
(n = 446)



Home and Work Location

As shown in Table 1, 77% of respondents lived in Alexandria. Most of the remaining respondents lived in other Virginia counties: Fairfax (10%), Prince William (3%), or Arlington (2%). About eight percent lived outside Virginia. The distribution was similar for employed respondents. A slightly smaller share (73%) of employed residents lived in Alexandria.

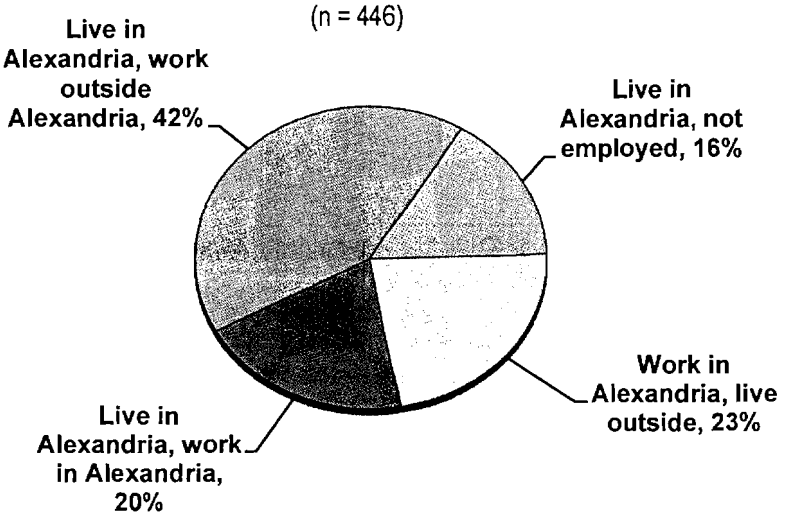
Table 1 also presents work locations of employed respondents. Half (51%) of employed respondents worked in Alexandria. Most other employed respondents worked in one of two neighboring jurisdictions; 29% worked in Washington DC, and 11% worked in Arlington County.

Table 1
Home and Work Locations

Jurisdiction	Home Location		Work Location (n = 382)
	All Respondents (n = 451)	Employed Respondents (n = 380)	
Alexandria	**77%**	**73%**	**51%**
Outside Alexandria	**23%**	**27%**	**49%**
Fairfax Co (VA)	10%	13%	6%
Prince William Co (VA)	3%	3%	0%
Arlington Co (VA)	2%	2%	11%
Washington, DC	2%	2%	29%
Maryland	4%	5%	2%
Other	2%	2%	3%

Because some survey questions were applicable only to respondents who lived in Alexandria, the survey classified respondents by a combination of home and work location (Figure 2). Two in ten (20%) respondents both lived and worked in Alexandria. Another 42% lived in Alexandria and worked outside the City. Twenty-three percent worked in Alexandria but lived outside the City. The remaining 16% of respondents lived in Alexandria but were not employed. These respondents were asked questions directed to City residents, but skipped questions related to commuting patterns.

Figure 2
Work and Home Designation
(n = 446)



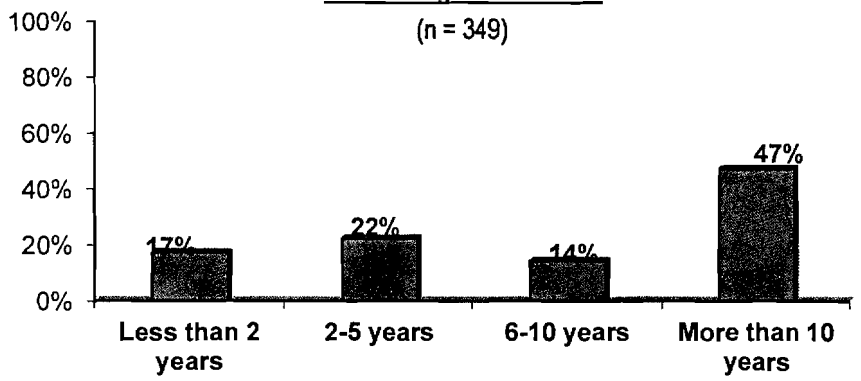
Alexandria Neighborhoods – Alexandria residents were asked to specify the neighborhood in which they lived (Table 2). Three in ten respondents lived in Old Town / North Old Town / Alexandria East. About two in ten lived in each of three areas: Park Fairfax (20%), Seminary East / Landmark (19%), and Del Ray / Rosemont / Potomac Park (16%). The remaining residents were equally divided between the Beverly Hills / Arlandria / Lynhaven and Seminary West areas.

Table 2
Sample Distribution by Alexandria Home Neighborhoods

Neighborhood	Percentage (n = 331)
Beverly Hills / Arlandria / Lynhaven	8%
Del Ray / Rosemont / Potomac Park	16%
Old Town / North Old Town / Alexandria East	31%
Park Fairfax	20%
Seminary East / Landmark	19%
Seminary West	7%

Time Living in Alexandria – Four in ten of the respondents who lived in Alexandria had moved to the City within the past five years. Almost half were long-time residents of the City; 47% had lived in Alexandria for 10 year or more (Figure 3).

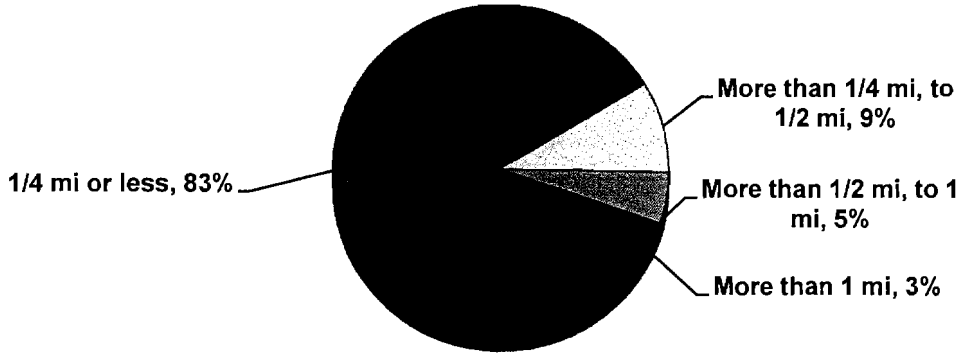
Figure 3
Time Living in Alexandria
(n = 349)



Respondents who moved to Alexandria within the past five years were similar to longer-term residents in terms of their gender, income, and ethnicity/race. There were no statistical differences in these demographic characteristics. But new residents were much younger; 78% of respondents who had lived in Alexandria for five year or less were under 45 years old, compared to only 26% of residents who had lived in Alexandria for six years or more.

Distance from Home to Bus Stop – Respondents reported a very high level of transit access; 81% lived within a quarter mile of a bus stop and 89% lived within one-half mile (Figure 4).

Figure 4
Distance from Home to Bus Stop
(Home to Bus stop n = 438)

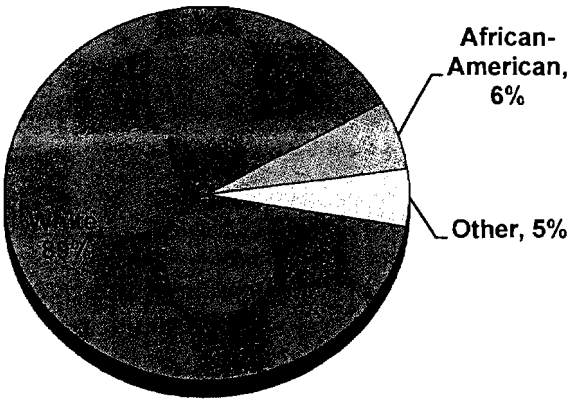


Demographics

The survey asked respondents several demographic questions, including: gender, income, age, and ethnic group. A higher proportion of respondents were female (61%) than male (39%). Details of other characteristics are presented below.

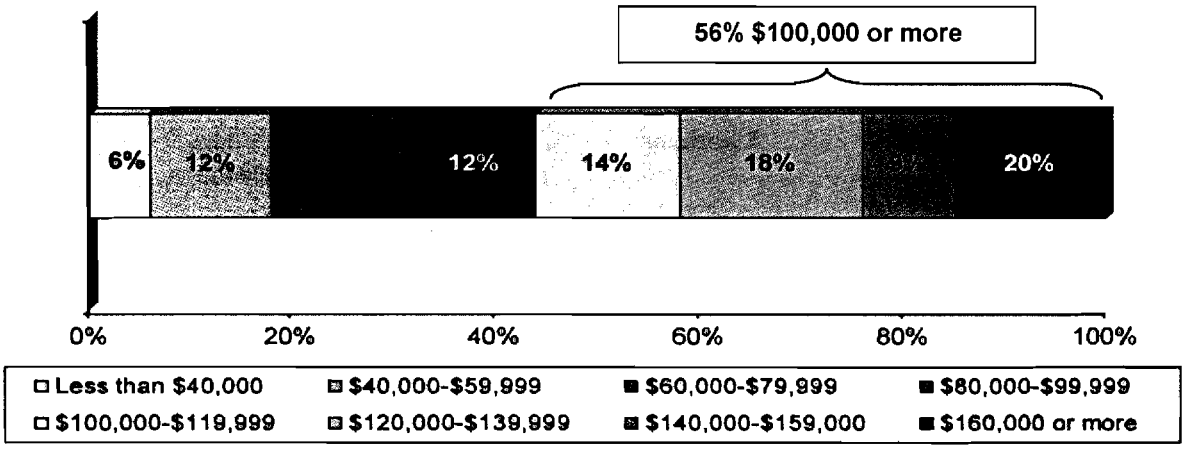
Racial / Ethnic Background – As illustrated in Figure 5, White respondents represented the largest ethnic group by far; 89% of respondents self-classified as White, non-Hispanic. About six percent were African-American. The remaining five percent of respondents included three percent Hispanic and two percent Asian.

Figure 5
Race / Ethnicity
(n = 407)



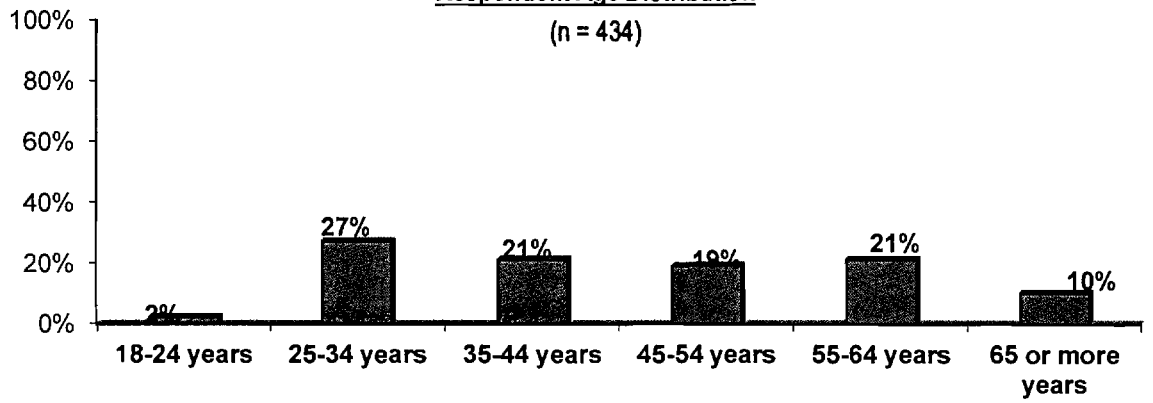
Income – Figure 6 presents the distribution of respondents' annual household income. More than half (56%) reported incomes of $100,000 or more and 20% had incomes of $160,000 or more.

Figure 6
Annual Household Income
(n = 354)



Age – About half of respondents were younger than 45 years old and three in ten were younger than 35 years old (Figure 7). Three in ten were 55 years of age or older.

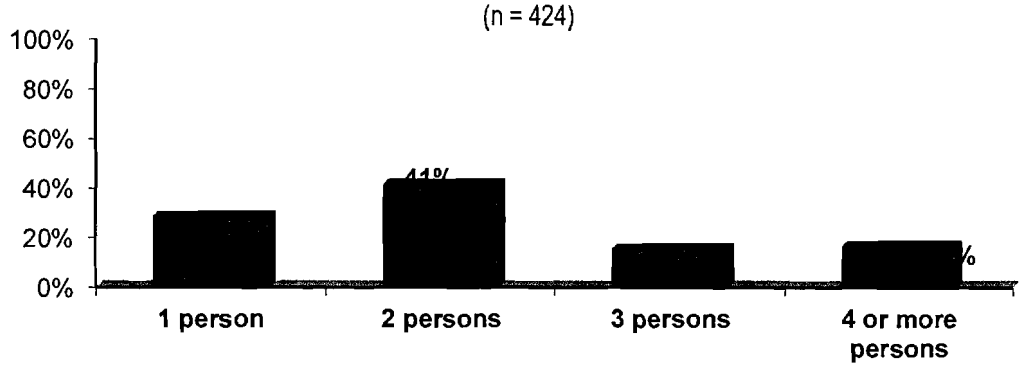
Figure 7
Respondent Age Distribution
(n = 434)



Household Size and Composition

Twenty-eight percent of respondents said they were the only member of their household and about four in ten (41%) lived with one other person (Figure 8). The remaining respondents lived in households with at least three household members.

Figure 8
Household Size
(n = 424)



The majority of households were comprised solely of adults and/or children older than 16 years of age. Only 21% of respondents said their households included one or more children under the age of 16; 11% had one child under 16 and 10% had or more young children.

Household Vehicle Ownership

Respondents were asked if they had a "personal vehicle available on a regular basis" for their travel. Eighty-seven percent said they did have a personal vehicle available all or most days; 12% said they did not have a vehicle.

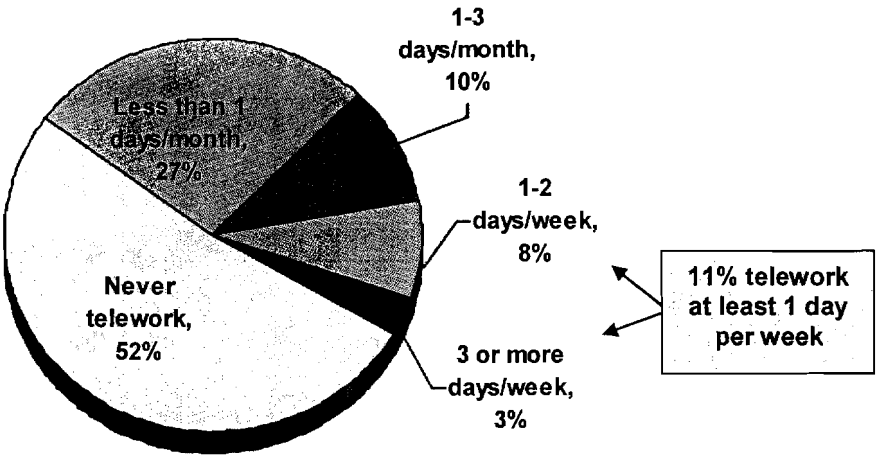
Current Commute Patterns

An important section of the survey examined characteristics of respondents' commuting behavior. All respondents who were employed and who traveled outside their home one or more days per week for work were asked questions on the number of days they worked, current modes used, and commute distance and time.

Work Schedule and Telework

A large majority (81%) of employed respondents commuted to a work location outside their homes five or more days per week. The remaining respondents commuted fewer than five days. This included respondents who worked part-time and those who teleworked (worked at home) some day or worked a compressed work schedule and had a compressed schedule day off in addition to any days they would not typically be assigned to work. Nearly half (48%) of respondents said they telework (Figure 9); 11% telework one or more days per week and an additional 37% telework less than one day per month

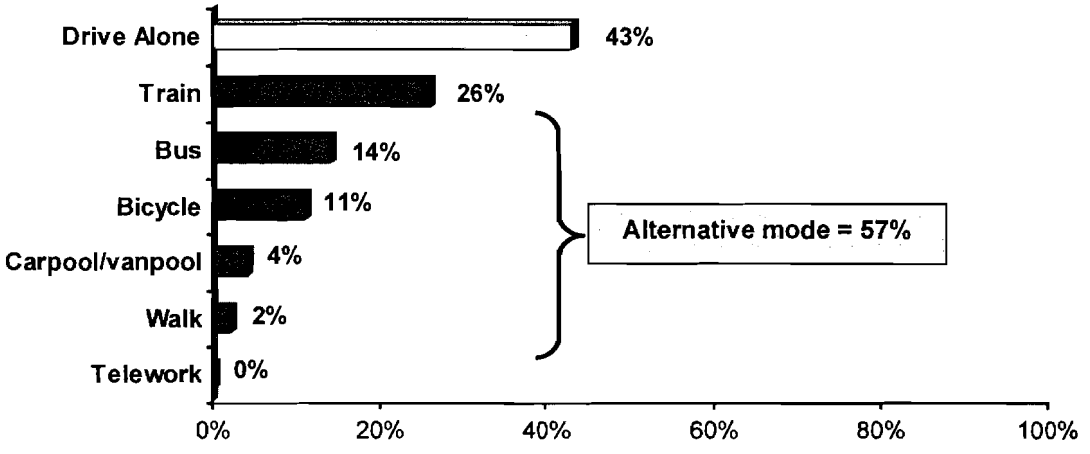
Figure 9
Telework Frequency
(n = 375)



Primary Commute Mode

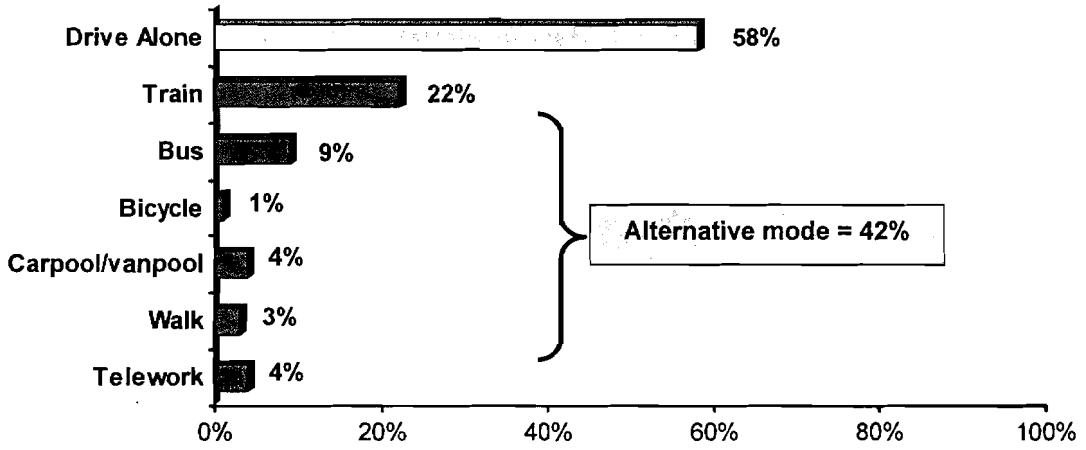
Modes of Alexandria Residents – Employed respondents were asked how they travel to work in a typical week. Figure 10 shows the percentage of respondents who use each mode as their "primary" mode, that is, the mode they use most days during the week. Four in ten (43%) respondents said they drive alone most days in a typical week and a similar share (40%) primarily rides public transit. One in ten (11%) bicycles to work, three percent carpool or vanpool, and three percent said they walk to work.

Figure 10
Primary Commute Modes – All Employed Respondents
(n = 382)



Note that these results almost certainly are not representative of the City's actual commute mode split. The 2010 regional State of Commute survey conducted by the Metropolitan Washington Council of Governments in March 2010 estimated the commute mode shares shown in Figure 11 for Alexandria residents[1]:

Figure 11
Primary Commute Modes – Employed Residents
MWCOG State of Commute Survey
(n = 600)



A comparison of these results against those presented in Figure 10 suggests that the Alexandria Travel Survey included a disproportionate share of transit riders and bicyclists and underrepresented drive alone commuters. The distribution method for the Alexandria Travel Survey sought to involve a broad sample of travelers, but it relied on employers, home owners' associations, business associations, and other organizations to assist with survey invitations. The distribution also was targeted to commuters who have used Local Motion services and employers that participated in programs sponsored by Local Motion. These commuters and employers likely are more engaged than average in commute programs.

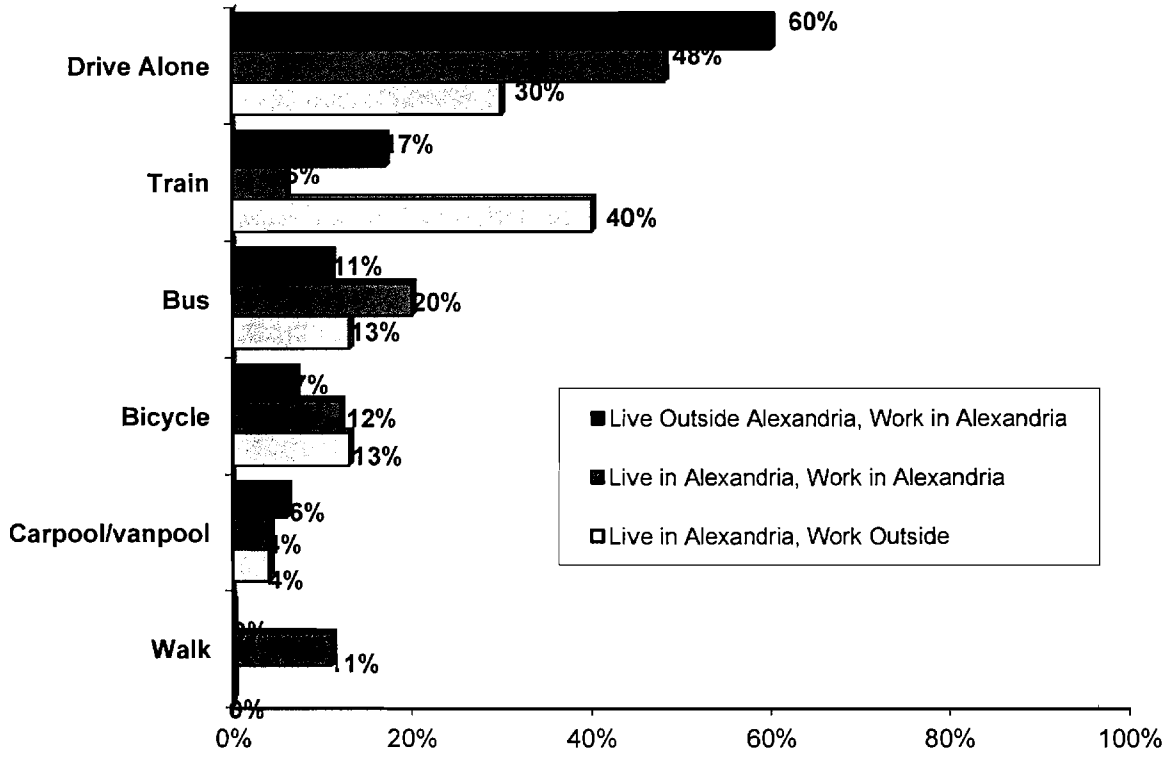
Modes of Alexandria Residents and Alexandria Workers – Figure 12 displays the mode use percentage for three groups of respondents, those who:

- Live in Alexandria and work in Alexandria
- Live in Alexandria and work outside Alexandria
- Work in Alexandria and work outside Alexandria

Respondents who live in Alexandria and work outside the City have the lowest drive alone rate; only 30% drive alone to work and more than half ride either a train (40%) or bus (13%). Most of these residents work in Washington, DC, so their high use of transit is understandable. The drive alone rate for Alexandria residents who also work in Alexandria was higher, at 48%. Train use was much lower (6%) than for residents who work outside the City, but bus use was higher. Respondents who work in Alexandria but live outside the City had the highest drive alone rate; six in ten of these respondents drive alone.

1 2010 MWCOG State of Commute Survey interviewed 600 randomly-selected residents in each of 11 jurisdictions in the MWCOG region, including 600 residents of Alexandria City.

Figure 12
Primary Commute Modes of Alexandria Residents and Workers
(Live Outside Alexandria, Work in Alexandria n = 104)
(Live in Alexandria, Work in Alexandria n = 85)
(Live in Alexandria, Work Outside n = 188)

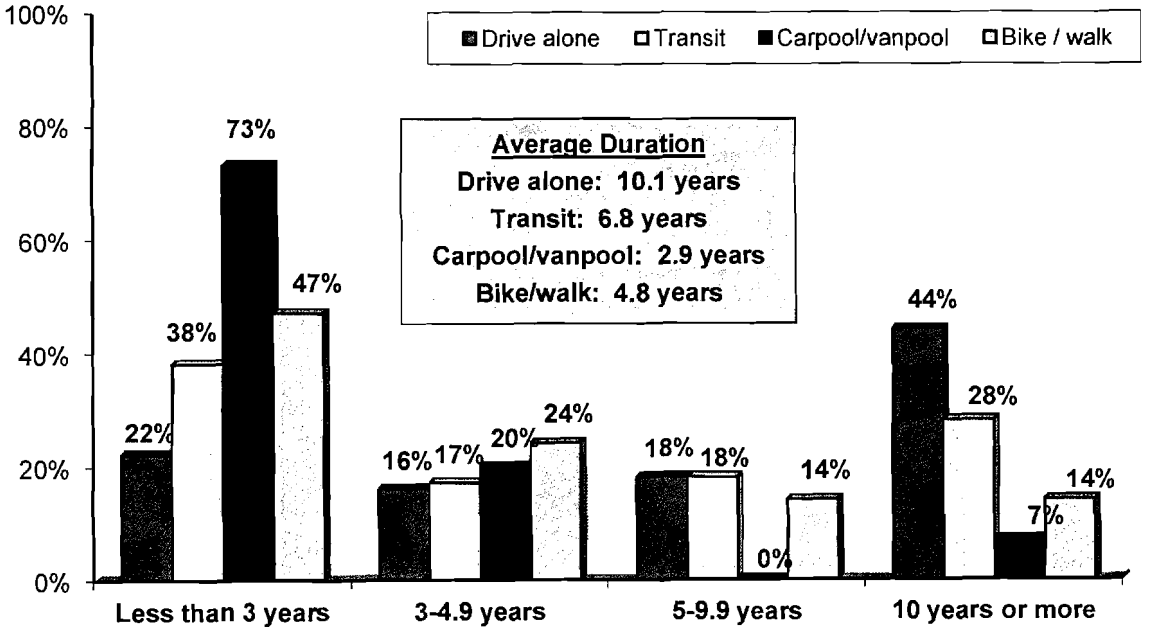


Duration of Mode Use – Respondents were asked how long they had been using their primary modes. Results are shown in Figure 13 for commuters who drove alone, used transit, carpooled/vanpooled, and used bike/walk. Commuters who drove to work had used this mode an average of 10.1 years, considerably longer on average than had commuters who used alternative modes. Only 22% of drive alone commuters said they started using this mode within the past three years; 44% had used the mode for 10 years or more and almost two-thirds had driven alone for five or more years. The long drive alone duration is likely related to some commuters having no option other than driving for their commute.

Alternative mode users had used these modes for shorter times on average, but a substantial portion of alternative mode users still were long-term users. A quarter of transit riders and 14% of bike/walk commuters used these modes for 10 or more years.

Carpoolers/vanpoolers were most likely to have started using this mode recently; 73% of commuters who carpool/vanpool started using this mode within the past three years. But the sample of respondents who use these modes was quite small. About a third of respondents who used transit and nearly half of bike/walk commuters started these modes within the past three years.

Figure 13
Duration of Mode Use by Primary Mode
(Drive alone n = 156, Transit n = 143, Carpool/Vanpool n = 15, Bike/walk n = 49)

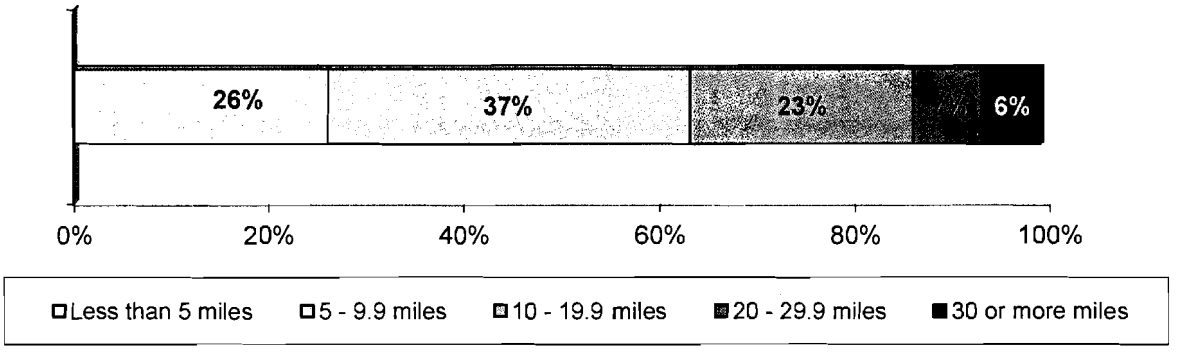


The analysis explored the possibility of differences in choice of primary mode among various demographic groups, but only a few statistical differences were found. A higher share of men (21%) bicycled than did women (10%). The drive alone rate also generally appeared to increase and the transit rate dropped as income increased, but the differences were small. The only other notable difference in primary mode was related to respondents' age. The drive alone percentage increased as respondents' age increased; 32% of respondents 18-34 drove alone, compared with 49% of respondents who were 55 years or older.

Commute Length

Commute Miles – Commuters in the survey sample had a wide range of commute distances, from less than one mile to 70 miles. Figure 14 shows results for this travel characteristic. The average one-way distance was 10.3 miles. A quarter of respondents commute less than 5 miles and nearly two-thirds travel less than 10 miles. Thirteen percent travel 20 miles or more.

Figure 14
Commute Distance (miles)
(n = 388)

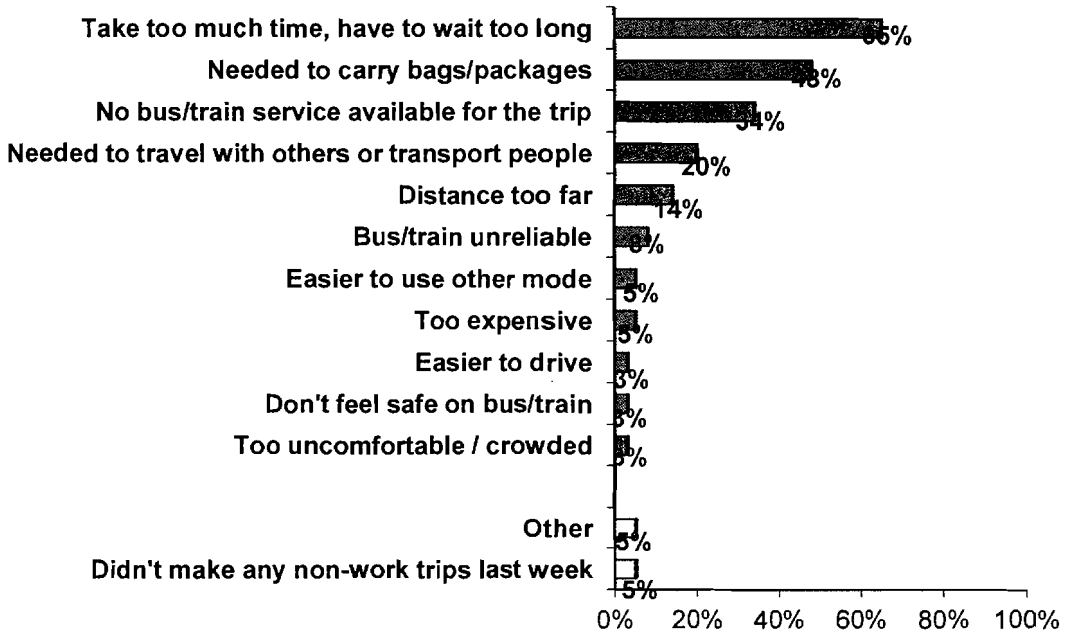


Non-Work Travel and Travel Changes

Use of Bus and Train for Non-Work Trips

The survey asked Alexandria residents if they had made any non-work trips by transit in the past week. Four in ten (42%) respondents said they used transit for a non-work trip. Respondents who had not used transit were asked why they had not done so. Figure 15 presents the primary reasons mentioned.

Figure 15
Reasons for Not Using Bus or Train for Non-work Trips
(n = 200, multiple responses permitted)



The most common reason, cited by 65% of respondents, was that transit would have taken too long or the respondent would have had to wait too long. Other primary reasons focused on characteristics of the trip purpose or trip location that made it difficult to travel by means other than a personal vehicle. About half (48%) reported that they needed to carry bags or packages and 20% said they needed to travel with others or transport passengers. A third said a vehicle was the only option for this destination, because public transit did not serve the destination (34%). Fourteen percent said the trip distance was too far.

Smaller percentages of respondents cited unfavorable characteristics of transit, such as bus/train was unreliable (8%), too expensive (5%), don't feel safe on buses or trains (3%), or that buses and trains were too uncomfortable or crowded (3%). Six percent said it was easier to drive or easier to use another mode.

Use of Bicycle for Non-Work Trips and Interest in Bicycle Services

The survey also asked Alexandria residents if they had made any non-work trips by bicycle in the past week. About a quarter (28%) of respondents said they made at least one bicycling trip.

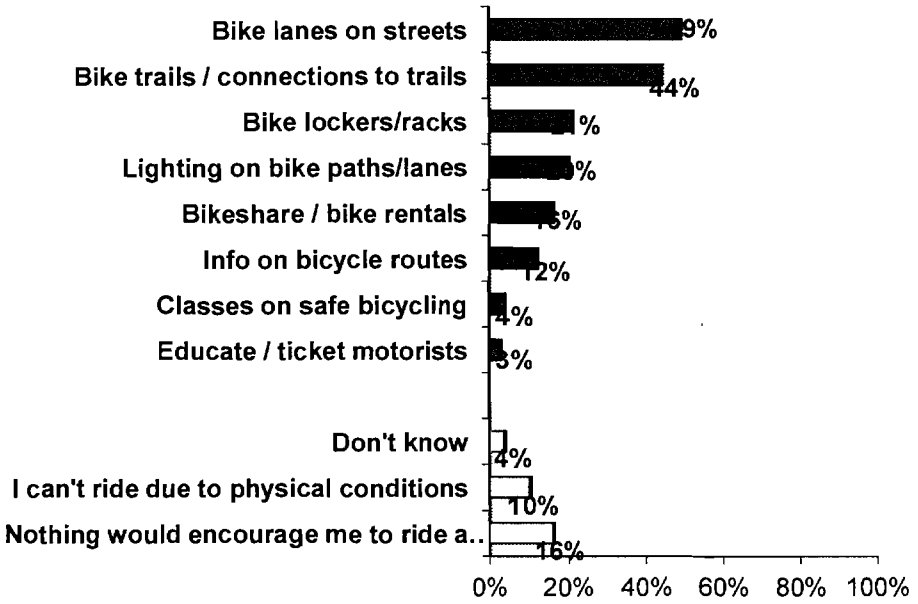
To identify actions that could facilitate and expand bicycle use, the survey included a question asking respondents to indicate which of various bicycle facilities and services would encourage them to bicycle or make it easier for them to bicycle for non-work trips. About 16% of respondents said nothing would encourage them to ride a bicycle and 10% percent said they could not ride due to physical limitations. But 70% of all Alexandria resident respondents named at least one bicycle service that they would find useful.

Some respondent groups appeared more interested than others in bicycle services/facilities:

- 81% of men vs 63% of women
- 97% of commuters who bicycle to work and 89% of commuters who walk vs 63% of commuters who drive alone and 54% of commuters who ride transit to work
- 83% of respondents who are younger than 35 years old vs 62% of respondents 45-64 and 46% of respondents 65 and older.

Figure 16 shows the percentages of respondents who checked each service / facility. Half identified bike lanes on streets (49%) or bike trails / connectors to bike trails (44%) as services that would make it easier for them to bicycle. About two in ten indicated bike lockers or racks (21%), lighting on bike paths (20%), or bike sharing / bike rentals (16%). One in ten said bicycling would be easier if they had information on safe bicycling routes (12%).

Figure 16
Bicycle Facilities/Services that Would Encourage or Make it Easier for Residents to Make Trips by Bicycle
(n = 347)



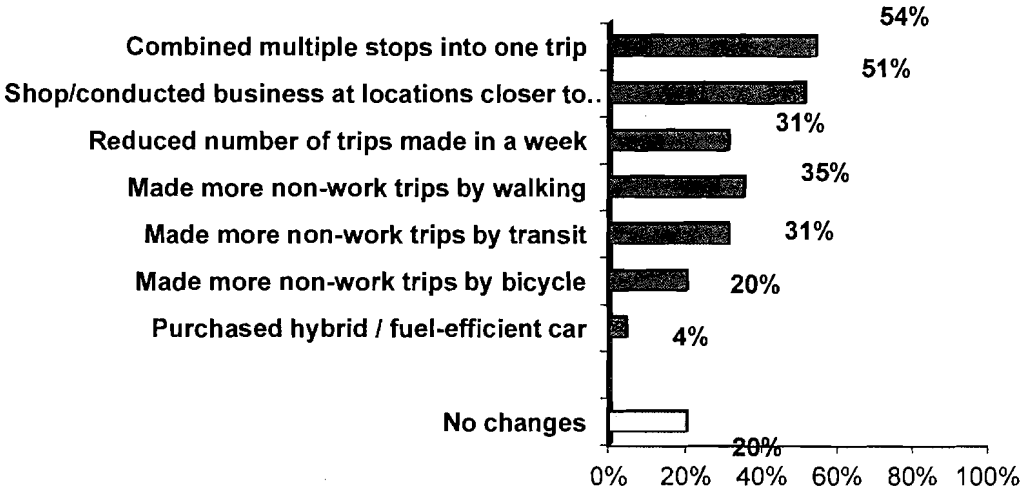
Travel Changes

Both Alexandria residents and non-residents were asked if they had made any of seven travel-related changes that could reduce their drive-alone travel. As noted in Figure 17, 80% of respondents said they made at least one of the changes. The most common change, reported by 54% of respondents, was "trip chaining" by combining multiple stops into one trip. About half (51%) reported shopping or conducting other person business at locations that were closer to their homes, thus reducing the miles they needed to travel. And 31% said they had reduced the number of trips they make in a week.

Respondents also said they increased their use of non-drive alone modes for non-work trips; 35% made more non-work trips by walking; 31% increased the frequency of trips made by transit, and 20% said they used a bicycle more often for non-work trips. The increased use of these modes likely overstates the actual increases for Alexandria residents overall. As noted earlier in the report, the survey sample included considerably higher percentages of respondents who use these modes for commuting, when compared to the results of the regional State of Commute survey. These respondents likely would be more receptive to using alternative modes also for non-work trips than would all residents overall.

Actions taken generally were consistent also across most demographic groups. There were no statistical differences in the likelihood to take an action by ethnicity, by income, by age, or by gender. The likelihood to take action also was statistically the same regardless of respondents' commute mode. These characteristics did not appear to influence the likelihood to take action.

Figure 17
Travel-Related Changes Made in the Past Year
(n = 404, multiple responses permitted)



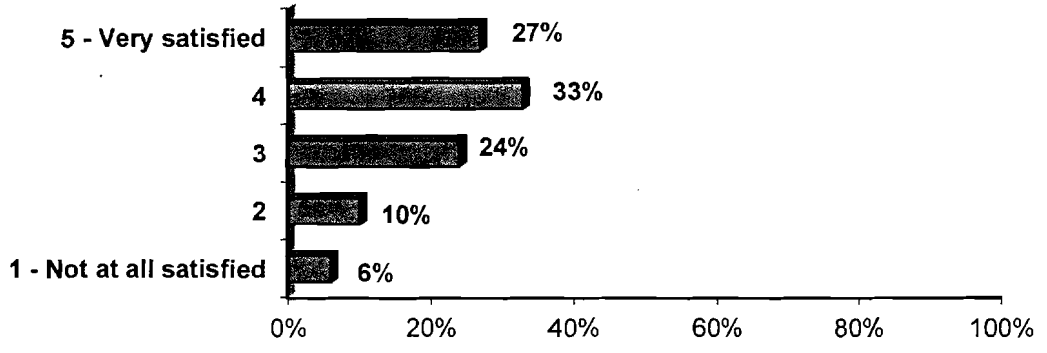
Attitudes Toward Transportation Options

One purpose of the survey was to assess travelers' impressions of the transportation system in Alexandria and to identify factors that were important to travelers when they were choosing how to travel. The survey included a series of questions related to these topics.

Commute and Transportation Satisfaction

Commute Satisfaction – Employed respondents were asked to rate how satisfied they were with their trip to work. As shown in Figure 18, 60% rated their commute satisfaction as a 4 or 5 on a 5-point scale, where 5 meant "very satisfied" and 1 meant "not at all satisfied." A quarter gave a rating of 3. Sixteen percent rated their satisfaction as either a 1 or 2.

Figure 18
Satisfaction with Commute – All Employed Respondents
(n = 375)

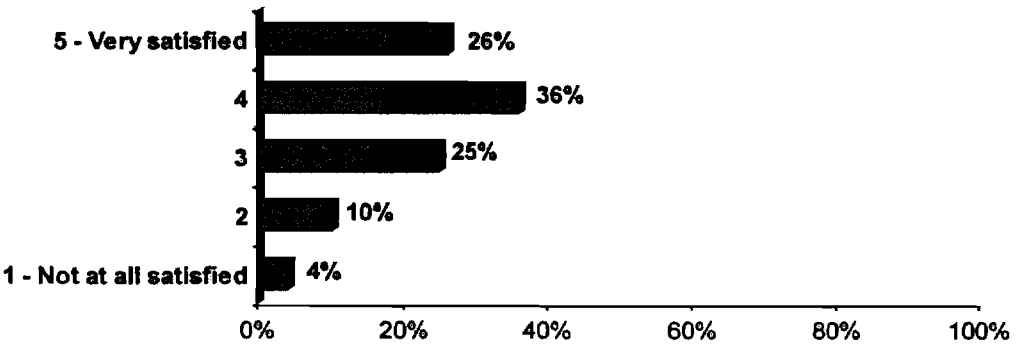


Ratings for commute satisfaction differed substantially by several respondent characteristics:

- Residence location – More than two-thirds (68%) of Alexandria residents were satisfied with their commute, compared with 38% of respondents who worked in Alexandria but lived outside the City.
- Work location – Alexandria residents who also worked in the City reported higher satisfaction (77% satisfied) than did residents who worked outside Alexandria (64% satisfied).
- Commute mode – Respondents who used transit or who walked or bicycled to work reported higher commute satisfaction than did respondents who drove alone; 84% of walkers/bikers and 63% of transit riders rated their commutes as a 4 or 5, compared with 48% of respondents who drove alone.
- Commute distance – Commute satisfaction declined as commute distance increased. Three-quarters (77%) of respondents who traveled fewer than five miles to work were satisfied, compared with 60% who traveled 5 miles to 14.9 miles, 50% who traveled 15 miles to 29.9 miles, and 15% of respondents who traveled 30 miles or more.

Transportation Satisfaction – All respondents were asked to rate how satisfied they were overall with the transportation system in Alexandria. These results are displayed in Figure 19. The results for this measure were similar to those for commute satisfaction. Sixty-two percent reported being satisfied (rating of 4 or 5). A quarter gave a rating of 3 and 14% were not satisfied (rating of 1 or 2).

Figure 19
Satisfaction with Transportation System in Alexandria – All Respondents
(n = 375)

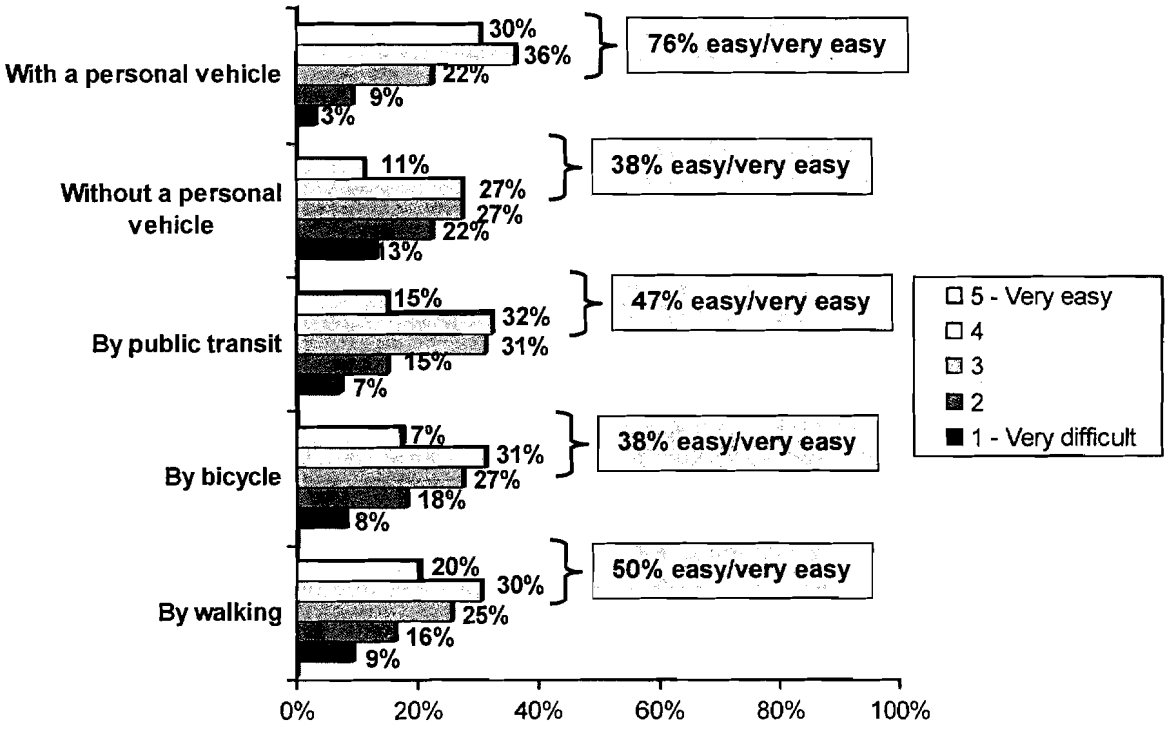


Ratings for transportation satisfaction did not differ as greatly as did commute satisfaction ratings: There were no statistically-significant differences in ratings by respondents who lived in Alexandria and those who lived outside, by respondents who worked within or outside Alexandria, or by respondents who commuted longer or shorter distances. The only notable difference was related to commute mode; 78% of respondents who used transit to get to work were satisfied with the transportation system, compared with 60% of walkers/bikers and 54% of respondents who drove alone.

Ease of Getting Around Alexandria

Another set of questions asked respondents to rate how easy or difficult it was to get around Alexandria by five different mode scenarios: with a personal vehicle, without a personal vehicle, by public transit, by bicycle, and by walking (Figure 20). Three quarters of respondents said it was easy or very easy (rating of 4 or 5 on a 5-point scale) to get around with a personal vehicle. The results for "without a personal vehicle" were considerably different; only 38% said it was easy to get around without a vehicle.

Figure 20
Ease of Getting Around Alexandria by Various Mode Scenarios
(With a personal vehicle n = 430; Without a personal vehicle n = 386; By public transit n = 410; By bicycle n = 304; By walking n = 427)



About half of respondents said it was easy to get around by public transit (47%) or by walking (50%) and 38% said it was easy to get around by bicycle. Note that while most respondents answered the questions about getting around with a vehicle, without a vehicle, by walking, and by transit, a third of respondents said they could not give a rating for getting around by bicycle. These respondents were excluded from the base for the percentages shown above. This is noted because we can't conclude that the results for these questions would have been the same if all respondents had given a rating.

Ease of Getting Around by Primary Commute Mode – Respondents who drove alone to work and those who used alternative modes gave quite similar ratings for getting around "with a personal vehicle" (Table 3). But respondents who used transit to get to work were more likely than were other respondents to rate it

easy to get around without a vehicle and by public transit. Transit riders and respondents who bicycled or walked to work also rated it easier to get around by bicycling and walking.

Table 3
Ease of Getting Around Alexandria by Various Mode Scenarios By Primary Commute Mode
Percentage of Respondents who Rate Scenario as Easy or Very Easy
(With vehicle: Drive alone n = 158; Transit n = 137; Bike/walk n = 49)
(Without vehicle: Drive alone n = 132; Transit n = 129; Bike/walk n = 49)
(By transit: Drive alone n = 137; Transit n = 145; Bike/walk n = 48)
(By bicycle: Drive alone n = 106; Transit n = 91; Bike/walk n = 46)
(By walking: Drive alone n = 150; Transit n = 143; Bike/walk n = 50)

Easy or very easy to get around Alexandria ...	Primary Commute Mode		
	Drive Alone	Transit	Bike/Walk*
With a personal vehicle	63%	69%	73%
Without a personal vehicle	34%	**48%**	41%
By public transit	38%	**66%**	40%
By bicycle	40%	**56%**	**57%**
By walking	47%	55%	**64%**

* Note – Small sample size

Factors Important in Choice of Transportation

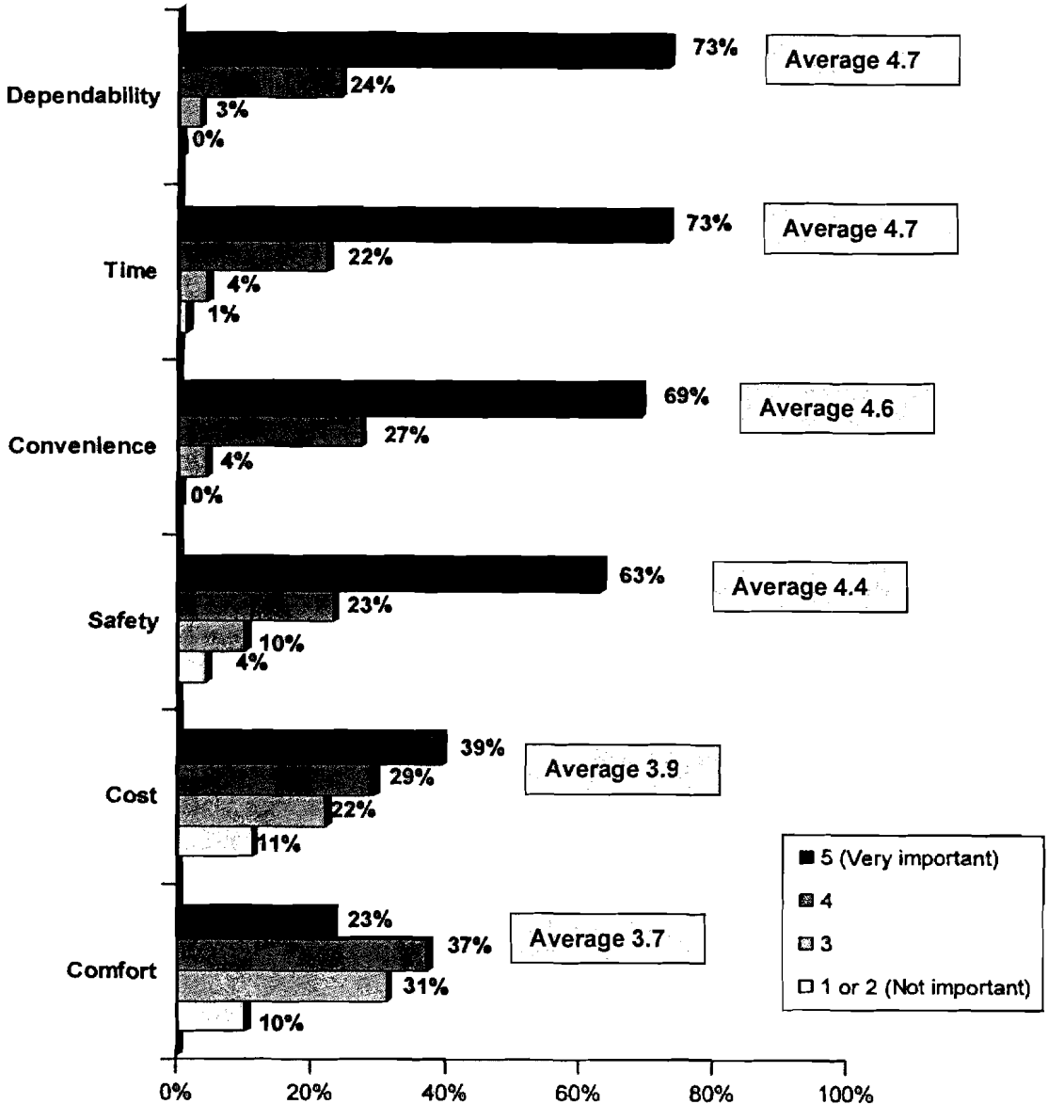
The survey also included questions regarding how important six factors were in respondents' choice of transportation mode: safety, cost, time, convenience, dependability, and comfort. Figure 21 presents respondents' ratings for importance of each characteristic to their transportation choice. The six characteristics are ordered from highest to lowest average ratings for importance. All of the characteristics appear to be important – five were rated as important or very important by at least two-thirds of respondents and four factors received an average score of at least 4.0.

Dependability, time, and convenience were rated the most important characteristics, with at least nine in ten respondents saying these factors were important (rating of 4) or very important (rating of 5) and about even in ten saying they were very important. On average, these characteristics received average scores of 4.7, 4.7, and 4.6, respectively.

Safety also was rated important/very important by almost nine in ten respondents, but the average rating was slightly lower, because fewer respondents rated it as being "very' important. This factor received average score of 4.4.

Cost and comfort received the lowest scores overall of the six characteristics, 3.9 and 3.7, respectively. About seven in ten respondents said cost was important, with 39% saying it was very important. Six in ten respondents said comfort was important, with a quarter saying it was very important.

Figure 21
Importance of Travel Characteristics to Respondents' Mode Choice
(n = 443)



Importance of Travel Characteristics by Respondents' Primary Commute Mode – Respondents who drove alone to work and those who used alternative modes had similar opinions on what travel characteristics were important in their choice of travel mode (Table 4). Nearly all respondents, in all mode groups, cited dependability, time, convenience, and safety as either important or very important. Respondents who bicycled or walked to work were less likely to be concerned about travel cost or comfort. Transit riders also were slightly less concerned about travel comfort than were respondents who drove alone to work.

Table 4
Importance of Travel Characteristics to Respondents' Mode Choice
By Primary Commute Mode
Percentage of Respondents who Rate Characteristic as Important or Very Important
(Drive alone n = 157; Transit n = 148; Bike/walk n = 51)

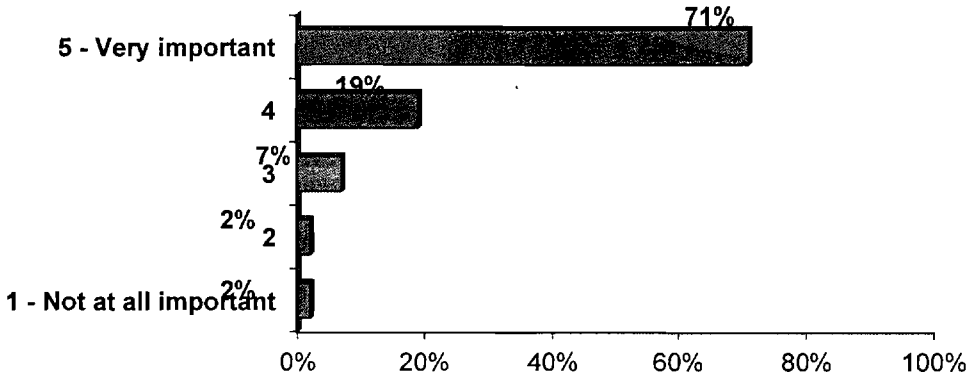
Characteristic is important in choice of travel mode	Primary Commute Mode		
	Drive Alone	Transit	Bike/Walk*
Dependability	98%	97%	90%
Time	97%	94%	88%
Convenience	98%	94%	96%
Safety	87%	91%	80%
Cost	72%	71%	**55%**
Comfort	64%	57%	**49%**

* Note – Small sample size

Investment in Alternative Mode Support Programs

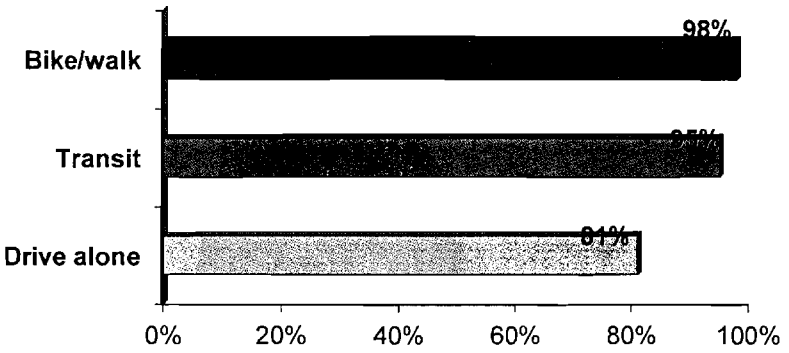
The survey explored respondents' views on how important it is for Alexandria to invest in programs that support use of carpooling, bus, train, bicycling, and walking. Respondents rated the importance of investment on a 1 to 5 scale, where 1 meant "not at all important" and 5 meant "very important (Figure 22). Seventy-one percent said it was "very important" and another 19% said it was "important." Only four percent said it was not important.

Figure 22
Importance for Alexandria to Invest in Alternative Mode Support Programs
(n = 453)



Importance of Investment by Respondents' Primary Commute Mode – Respondents who rode transit or bicycled or walked to work felt it was more important to invest in alternative mode support programs than did commuters who drove alone. As shown in Figure 23, 98% of bicyclists/walkers and 95% of transit riders rated investment importance a 4 or 5. But 81% of drive alone commuters also thought it was important to make these investments.

Figure 23
Importance for Alexandria to Invest in Alternative Mode Support Programs
By Respondents' Primary Mode (Employed Respondents Only)
Percentage Rating as Important or Very Important
(Drive alone n = 158; Transit n = 150; Bike/walk n = 51)



Importance of Investment by Respondents' Home and Work Location – As shown below, respondents were equally supportive of alternative mode support investment, regardless of their home and work location or their employment status.

Employment Status / Location Classification	Percent Rating Importance as 4 or 5
• Live in Alexandria, work in Alexandria (n = 89)	88%
• Live in Alexandria, work outside Alexandria (n = 187)	91%
• Live in Alexandria, not employed (n = 69)	88%
• Live outside Alexandria, work in Alexandria (n = 103)	88%

Awareness and Use of Commuter Assistance Services

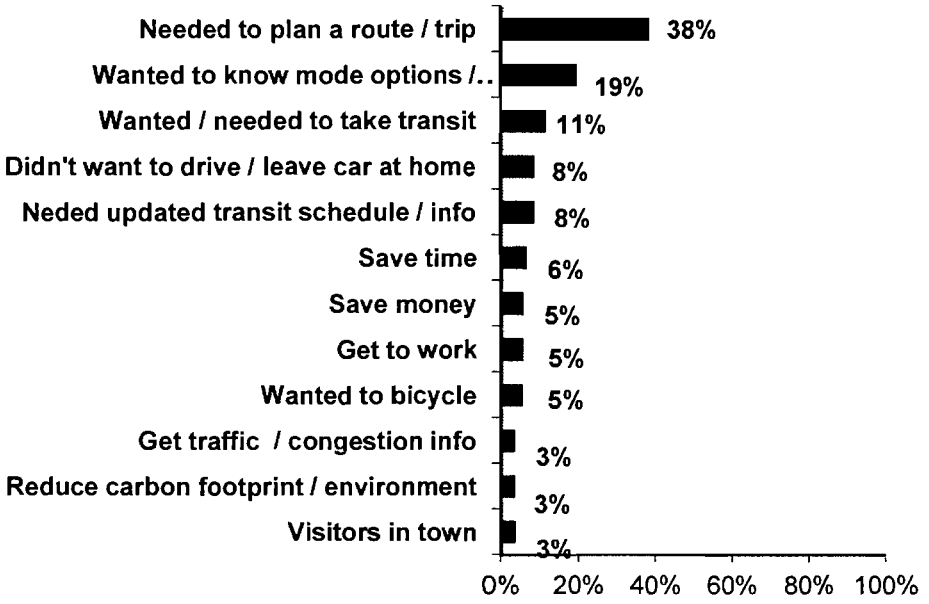
Sought Travel Information and Assistance

The next set of questions in the survey investigated commuters' knowledge and use of local and regional commute assistance services. First, respondents were asked if they had sought any of various types of information for their travel around the Washington metropolitan region in the past year. Overall, 85% of respondents said they did seek information.

Respondents cited a wide variety of reasons for seeking information at that time. As shown in Figure 24, the primary reason was to obtain information to plan a specific route or trip, cited by 38%. Two in ten

(19%) wanted information on mode options or alternatives. Eleven percent wanted or needed to take transit and another eight percent were looking for updated transit schedule information. About a quarter cited a reason related to a benefit they would receive from avoiding driving, such as leave a car at home, save time, save money, or reduce carbon footprint.

Figure 24
Reasons for Seeking Transportation Information
(n = 351, multiple responses permitted)



Know of Regional or Local Transportation Information Services

Awareness of Any Services – Next, the survey presented respondents with a list of six organizations that provide transportation information and assistance in Alexandria. For each organization, respondents were asked to indicate if

- they have heard of this service and used it at any time,
- they have heard of it, but have not used it, or
- they have not heard of it

Ninety-nine percent of respondents said they knew of at least one of the organizations named (Figure 25). Metro / Washington Metropolitan Area Transit Authority and DASH were the best known organizations, known to essentially all respondents. Nine in ten respondents knew Carshare Alexandria / Zipcar and three-quarters knew of the regional Commuter Connections commuter assistance program. Six in ten had heard of the Old Town Transit Shop and nearly half (48%) were aware of Local Motion.

As was noted earlier in the report, the survey respondents did not represent a random sample of residents/employees and are probably skewed towards a more informed commuter population. The 2010 regional State of Commute survey found that about 13% of employed Alexandria residents had heard of

Local Motion. Thus, the levels of awareness shown in Figure 25 probably overstate awareness by the general Alexandria public.

Figure 25
Awareness and Use of Local and Regional Transportation Assistance Organizations
(n = 453)

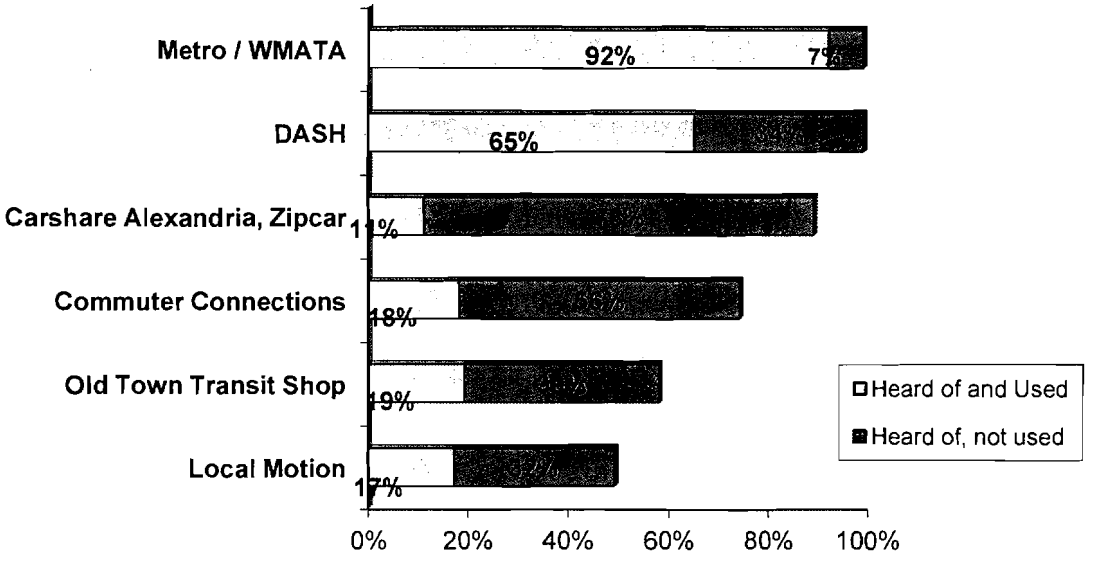


Figure 24 also shows the percentages of respondents who used each service. Ninety-two percent of respondents had used Metro and almost two-thirds said they had ridden a DASH bus. Two in ten respondents said they had used the Old Town Transit Shop (19%), Commuter Connections (18%), or Local Motion (17%). One in ten had used Carshare Alexandria / Zipcar.

Use of Local Motion and Old Town Transit Shop

Respondents who knew about Local Motion and / or the Old Town Transit Shop were asked how they had learned of these services and, if they had used the services, what were they seeking and how satisfied were they with the information or assistance they received.

Referral Sources – Respondents who knew of Local Motion primarily learned of the organization through one of four sources (Table 5). Three in ten heard about Local Motion from the Internet. Two in ten learned of the program through a transportation fair or event (22%), from their employer or school (18%), or from a postcard or brochure they received in the mail (18%). One in ten said a friend, family member or co-worker had referred them (12%), and 10% said they saw an advertisement or article in a newspaper.

More than four in ten respondents who knew of the Old Town Transit Shop learned about this organization because they lived near the Shop or had walked past it. Nineteen percent heard about the Shop from the Internet. One in ten said they saw a sign or billboard (13%), had a word of mouth referral (11%) or saw an advertisement or article in a newspaper (10%).

Table 5
Sources of Referral to Local Motion and Old Town Transit Shop

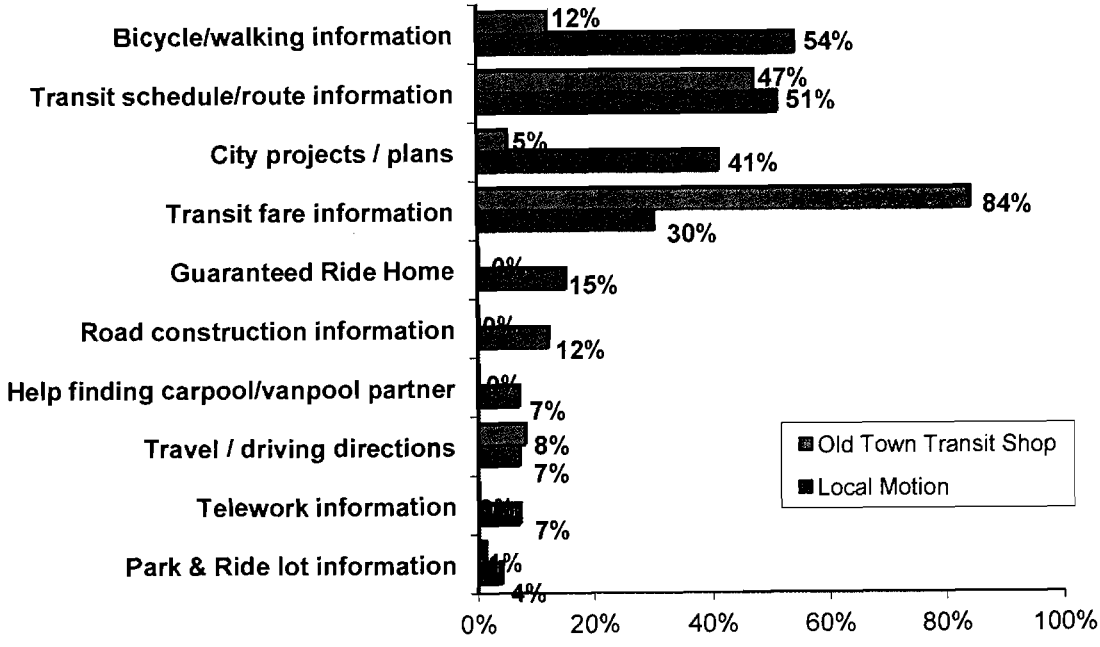
Referral Source	Local Motion (n = 217)	Old Town Transit Shop (n = 256)
Live near it / walked past it	----	41%
Internet / website	31%	19%
Transportation fair / event	22%	8%
From employer / school	18%	7%
Postcard or brochure in mail	18%	3%
Word of mouth / referral	12%	11%
Newspaper advertisement / article	10%	10%
Old Town Transit Shop	5%	----
Sign / billboard	4%	13%
Email / e-newsletter	3%	----
Other	7%	5%

Information Sought – Figure 26 presents the information or services that respondents said they were seeking from Local Motion and the Old Town Transit Shop. This was a prompted question; respondents who said they had used the programs were given a list of possible services and asked to check those they had used.

Local Motion users primarily wanted information on four travel services: bicycling and walking (54%), transit schedules or routes (51%), transit fare information (30%), or Guaranteed Ride Home (15%). But 41% said they wanted information on City projects or plans and 12% were looking for information on road construction. Seven percent wanted help finding a carpool or vanpool partner and seven percent wanted telework information.

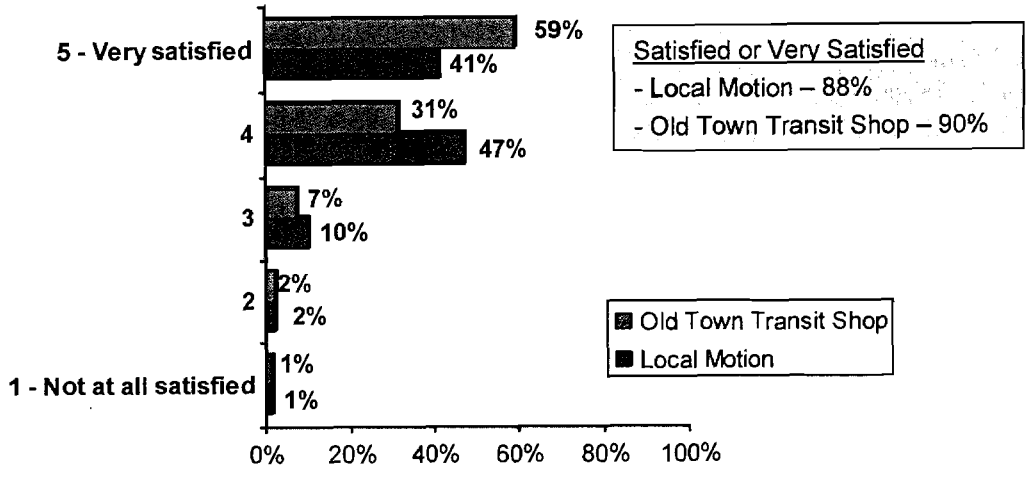
By far the primary service from the Old Town Transit Shop was transit fare information, sought by 84% of these users. About half (47%) wanted information on transit schedules or routes and one in ten (12%) were looking for bicycle / waking information.

Figure 26
Services Sought from Local Motion and Old Town Transit Shop
Based on Percentage of Respondents who Used the Organizations
(Local Motion n = 74; Old Town Transit Shop n = 85, multiple responses permitted)



Satisfaction with Services – Respondents who used Local Motion and the Old Town Transit Shop services were generally satisfied with those services (Figure 27). Eighty-eight percent were satisfied with Local Motion services (rated as a 4 or 5) and 90% were satisfied with the Old Town Transit Shop services.

Figure 27
Satisfaction with Local Motion and Old Town Transit Shop Services
(Local Motion n = 73; Old Town Transit Shop n = 86)



Actions Taken After Receiving Services from Local Motion / Old Town Transit Shop

Respondents who had used services from Local Motion or the Old Town Transit Shop were asked if they had made any changes in how they travel around Alexandria or the Washington metropolitan region after receiving the assistance. Six in ten (59%) Local Motion users and 40% of Old Town Transit Shop users said they did make a change. Specific actions noted are presented in Table 6.

Table 6
Actions Taken to Change Travel After Contacting Local Motion and Old Town Transit Shop
(Multiple responses permitted)

Action Taken	Local Motion (n = 71)	Old Town Transit Shop (n = 84)
Started bicycling, bicycle more often	31%	10%
Started riding transit, ride transit more often	18%	27%
Started walking, walk more often	18%	8%
Asked employer about travel benefits/telework	16%	8%
Contacted a transit operator	11%	5%
Contacted other commute organization	10%	1%
Asked family, friend, co-worker for information	3%	4%
No action	41%	60%

More than half of Local Motion users said they started using or increased use of an alternative mode: bicycling (31%), transit (18%), and walking (18%). Other respondents said they sought more travel service information from their employer (16%), from a transit operator (11%) or other commute organization (11%), or that they asked a friend, family member, or co-worker for information (10%).

Old Town Transit Shop users were less likely to have made changes. About a quarter started riding transit or started riding more often, 10% increased use of bicycling, and eight percent increased use of walking. Smaller percentages of respondents sought more travel information.

Likely to Make Changes Without Services – Fifteen percent of the respondents who made a change after using a Local Motion service and seven percent who made a change after using the Old Town Transit Shop said they would not have been likely to take this action if they had not received the service (Table 7). Other service users said they were somewhat likely or very likely to have taken the action even if they had not received the service. Thus, while the services were useful to all the respondents, a small share of respondents who made changes were directly influenced by the service.

Table 7
Likely to Make Travel Change if Respondent had Not Received Services
Local Motion and Old Town Transit Shop Services
(Multiple responses permitted)

Likely to Make Change without Service	Local Motion (n = 40)	Old Town Transit Shop (n = 31)
Very likely	28%	450%
Somewhat likely	57%	48%
Not at all likely	**15%**	**7%**

Interest in New Transportation Information / Assistance Services

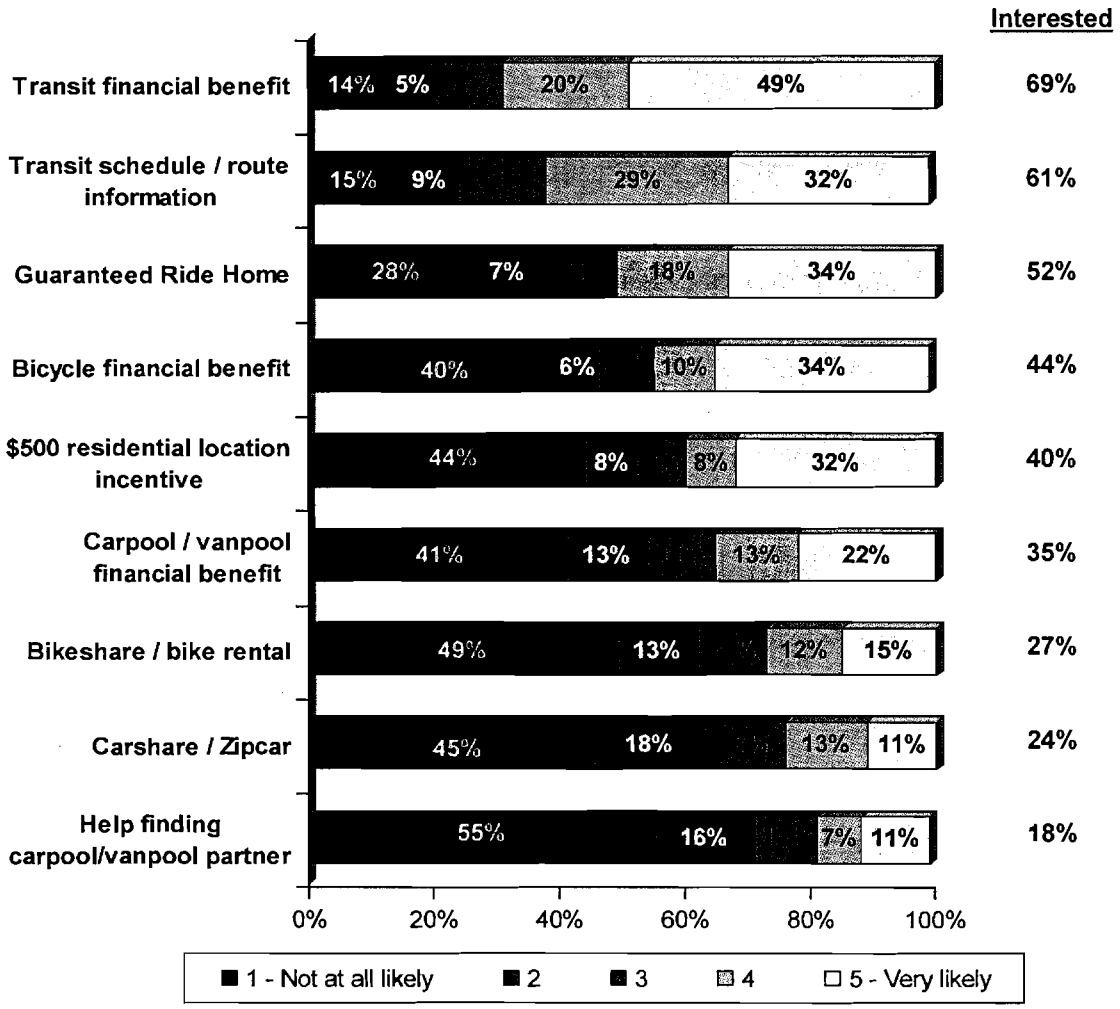
Finally, all respondents were shown a list of transportation information and assistance services that could be offered by Alexandria or by an employer and were asked to rate how interested they would be in using each of the services, if the services were offered. The rating scale ranged from 1 – not at all interested to 5 – very interested. Overall, 83% of respondents expressed interest in at least one service. Respondents who drove alone to work were slightly less likely to be interested; 73% of these respondents reported interest in one or more services, compared with 90% of respondent who were using alternative modes to commute.

Figure 28 shows the rating percentages for respondents who said they did not currently use the services. Transit services, financial benefits, and bicycle/walking services topped the list. Seven in ten (69%) respondents who were not using a transit financial benefit would be interested in receiving one and six in ten said they would be interested in transit route and schedule information. Bicycle financial benefit and carpool/vanpool financial benefit were noted by 44% and 35%, respectively, as services that interested them. Just over half (51%) of respondents expressed interest in Guaranteed Ride Home. A quarter said they were interested in bikesharing (27%) or carsharing (24%).

One additional financial incentive was tested with all respondents to test residents' and employees' interest in a program that would offer a one-time financial incentive of $500 for the respondent to choose a residence in Alexandria that was close to a transit stop or closer to where he or she worked. Forty percent of respondents rated their interest in this service as a 4 or 5.

Figure 28
Interest in Transportation Information and Assistance Services

(Transit info n = 291; Transit benefit n = 376; GRH n = 360; Bicycle benefit n = 370; Residential incentive n = 406; Carpool/vanpool benefit n = 366; Carshare n = 391; Bikeshare/bike rental n = 416; Ridematch n = 376)

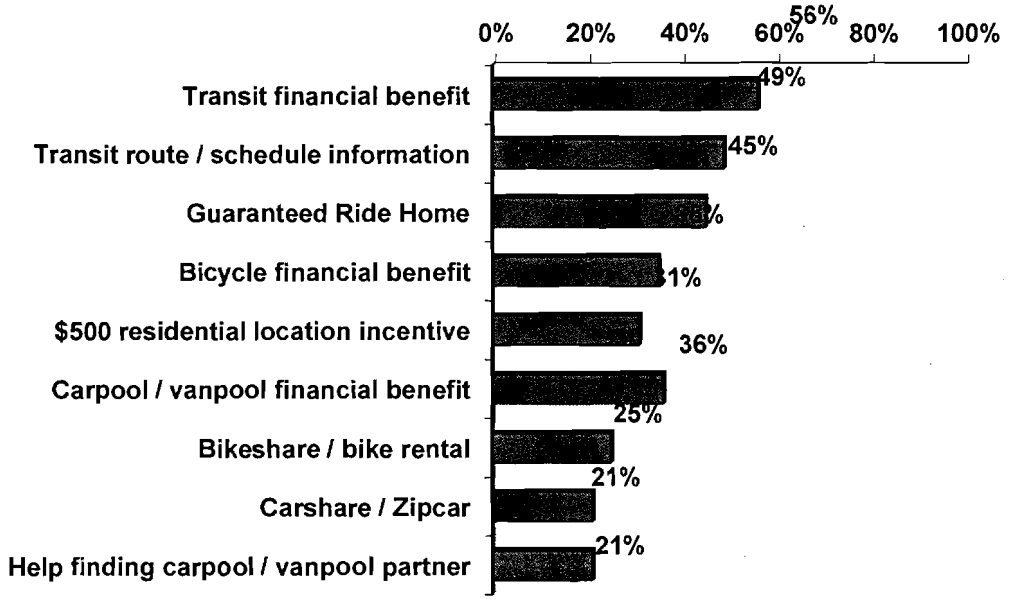


Primary Mode is Drive Alone – The analysis also examined whether respondents who drove alone to work were more or less likely than others to be interested in travel assistance services. Figure 29 shows interest in worksite services for respondents whose primary mode to work was driving alone.

The services in Figure 29 are presented in the same order as for Figure 28, from highest overall interest to lowest. For most of the services, the percentage of respondents who said the service would encourage them to try an alternative mode was lower than was presented in Figure 28, indicating that drive alone respondents were less likely to be motivated by the services than were respondents who were already using an alternative mode. Even so, a third or more drive alone respondents expressed interest in financial benefits, Guaranteed Ride Home, and transit information. About two in ten would be interested in bikeshare, Carshare, and ridematching.

Figure 29
Interest in Transportation Information and Assistance Services
Respondents who Drive Alone as Primary Commute Mode
Percentage Giving Rating of 4 or 5 (Very interested)

(Carpool/vanpool benefit n = 151; Transit benefit = 152; Bicycle benefit n = 149; Ridematching n = 149; Transit schedule / route info n = 131; Carsharing n = 146; Bikesharing rental bikes n = 146; GRH n = 149)



Work Location in Alexandria vs Outside Alexandria – For a few services, respondents who worked in Alexandria and those who worked outside Alexandria noted different levels of interest in transportation information services (Table 8). Respondents who work in Alexandria expressed greater interest in Carshare / Zipcar, carpool financial benefit, and help finding a carpool / vanpool partner. By contrast, respondents who worked outside Alexandria reported greater interest in a bicycle financial incentive and in a $500 residential location incentive. Differences in other services were not statistically significant.

Table 8
Interest in Transportation Information and Assistance Services
Respondents who Work in Alexandria and Respondents who Work Outside Alexandria

Transportation Service	Work in Alexandria (n = 183)	Work Outside Alexandria (n = 162)
Transit schedule / route information	59%	64%
Transit financial benefit	65%	74%
Carsharing / Zipcar	28%	19%
Carpool/vanpool financial benefit	41%	28%
Bicycle financial benefit	20%	47%
Guaranteed Ride Home	54%	48%
Bikeshare / bicycle rental	25%	31%
$500 residential location incentive	20%	32%
Help finding carpool/vanpool partner	22%	14%

Worksite Services

The survey inquired about the availability of commute assistance services at respondents' workplace and charges employees paid to park at work. It's important to reiterate that the results presented for these questions probably are not representative of results for the region overall. The distribution method for the survey sought to involve a broad sample of travelers, but the survey invitation outreach targeted commuters at worksites of employers that participate in programs sponsored by Local Motion. These employers likely are more engaged than the average employer in commute programs and promote alternative modes to employees at a higher rate than do employers region-wide.

Worksite Parking Charges

About half (49%) of employed respondents said they paid or would have to pay to park at work. As shown in Table 9, nine percent of employees paid between $1 and $49 per month, eight percent paid $50 to $99 per month. Fourteen percent paid between $100 and $149 and eighteen percent paid $150 or more per month.

Table 9
Worksite Parking Charge
All Employed Respondents, Work in Alexandria, Work Outside Alexandria

Monthly Parking Charge	All Employed Respondents (n = 333)	Work in Alexandria (n = 163)	Work Outside Alexandria (n = 170)
$0 per month – free parking	51%	67%	35%
$1 to $49 per month	9%	8%	11%
$50 to $99 per month	8%	8%	7%
$100 to $149 per month	14%	9%	19%
$150 or more per month	18%	8%	28%

As the table shows, a much larger percentage of respondents who work in Alexandria (67%) have free parking than do respondents who work outside of Alexandria (35%). As was presented earlier in the report, a large share of the "work outside Alexandria" respondents work in Washington, DC. Parking charges are much more common in Washington than in other jurisdictions of the region.

Worksite Commute Services / Benefits Available and Used

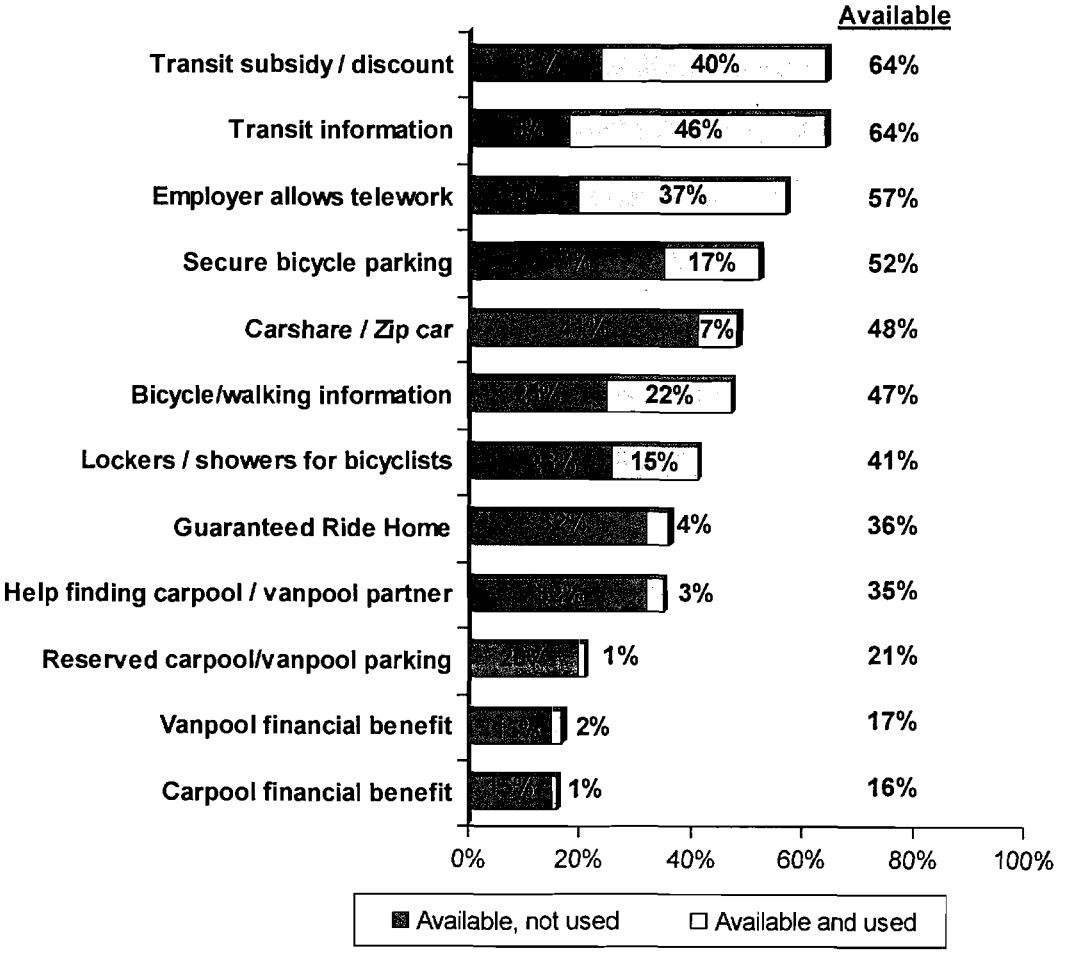
Respondents who were employed were shown a list of alternative mode assistance services and were asked which services were available at their worksites and which services they had used. Nine in ten respondents said their employer offered one or more incentives or support services. Again, we reiterate that this result very likely overstates the general availability of services among Alexandria residents and workers. In the 2010 regional State of the Commute survey, 53% of Alexandria residents reported having a commute benefit, although the SOC list did not include telework or Carshare. The percentages of individual services available are shown in Figure 30.

The most commonly offered services were transit subsidy, transit route/schedule/fare information, and telework available. Bike services also were common, including secure bicycle parking, bicycle/walking information, and lockers / showers for employees who bicycle to work. Each of these services was cited as available by at least four in ten respondents. Half of the respondents said Carshare Alexandria / Zipcar was available. A third mentioned Guaranteed Ride Home and help finding a carpool or vanpool partner (matchlist). Two in ten said they had access to reserved carpool / vanpool parking.

Figure 27 also shows the percentage of employees who used each service. Eight in ten respondents had used one or more of the services. In general, the most used services also were the most available services. About four in ten respondents had used transit subsidies, transit information, and telework. Bicycle services also were popular, with about two in ten respondents citing having used one of these services.

Respondents who worked in Alexandria and those who worked outside Alexandria were about equally likely to say they had services available, but respondents who worked outside the City were more likely to have used services (86%) than were respondents who worked in Alexandria (76%).

Figure 30
Availability and Use of Commute Services / Benefits at Worksite
(n = 363)



Appendix 1 – Survey Questionnaire

Alexandria Resident/Employee Travel Survey - 2010

INTRODUCTION
The City of Alexandria is conducting this online survey about transportation issues and services in the City. The results of the survey will be used to identify residents' and employees' travel needs and to develop new travel services. The survey will take about __ minutes. Your answers will be completely confidential. Thank you for participating.

SCREENING QUESTIONS

1 Are you 18 years or older?

1 Yes (**CONTINUE**)
2 No (**THANK AND TERMINATE**)

2 Where do you live?

1 Alexandria City, VA **(CONTINUE TO Q2a)**
2 Other Virginia City/County _____ **(SKIP TO Q3)**
3 Washington, DC **(SKIP TO Q3)**
4 Maryland **(SKIP TO Q3)**
5 Other state **(SKIP TO Q3)**
99 Prefer not to answer **(SKIP TO Q3)**

2a About how long have you lived in Alexandria?

1 Less than 2 years
2 2-5 years
3 6-10 years
4 More than 10 years
9 Prefer not to answer

2b In which Alexandria neighborhood or area do you live?

OPEN ENDED _____

2c What is your home zip code? _____

3 Which of the following best describes your current employment status?

1 Employed full-time (32 hours or more per week)
2 Employed part-time (less than 32 hours per week)
3 Full-time student **(SKIP TO Q3b)**
4 Looking for work, but not currently employed **(SKIP TO Q3b)**
5 Retired, keeping house, otherwise not employed **(SKIP TO Q3b)**
6 Other **(SPECIFY)** _____ **(SKIP TO Q3b)**
99 Prefer not to answer **(SKIP TO Q3b)**

3a Where is your workplace located? If you work in multiple locations, check the location where you work most often.

1 Alexandria City, VA
2 Other Virginia City/County _____
3 Washington, DC
4 Maryland
5 Other state
99 Prefer not to answer

3b CHECK HOME/WORK LOCATION
DO NOT SHOW ON SCREEN – CLASSIFICATION ONLY

IF Q2 = 1 AND Q3a = 1, SET Q3b = 1
IF Q2 = 1 AND Q3a = 2, 3, 4, 5, OR 99, SET Q3b = 2
IF Q2 = 1 AND Q3 = 3, 4, 5, 6, OR 99, SET Q3b = 3
IF Q2 = 2, 3, 4, 5, OR 99 AND Q3a = 1, SET Q3b = 4
IF Q2 = 2, 3, 4, 5, OR 99 AND Q3a = 2, 3, 4, 5, OR 99, SET Q3b = 5
IF Q2 = 2, 3, 4, 5, OR 99 AND Q3 = 3, 4, 5, 6, OR 99, SET Q3b = 6

1. Live in Alexandria, Work in Alexandria
2. Live in Alexandria, Work outside Alexandria
3. Live in Alexandria, Not employed
4. Live outside Alexandria, Work in Alexandria
5. Live outside Alexandria, Work outside Alexandria **(THANK AND TERMINATE)**
6 Live outside Alexandria, Not employed **(THANK AND TERMINATE)**

TRANSPORTATION SATISFACTION

The next few questions ask about your opinions of the transportation system in Alexandria. "Transportation system" means all the services available to travel around Alexandria, including roads, buses and trains, and services for bicycling, walking and carpooling.

4 How satisfied are you overall with the transportation system in Alexandria?

Satisfaction with Alexandria's transportation system					
Not satisfied at all				**Very satisfied**	**Don't know**
1	2	3	4	5	9

5 How difficult or easy is it to get around Alexandria using each of the five options shown below?

ALLOW RESPONDENTS TO SKIP INDIVIDUAL RESPONSES

How easy or difficult is it to get around Alexandria...	**Very difficult 1**	**2**	**3**	**4**	**Very easy 5**	**Don't know 9**
1 With a personal vehicle (e.g., car, SUV)	1	2	3	4	5	9
2 Without a personal vehicle	1	2	3	4	5	9
3 By walking	1	2	3	4	5	9
4 By public transit	1	2	3	4	5	9
5 By bicycle	1	2	3	4	5	9

6 How important is each of the following features to you when choosing transportation options to travel around Alexandria?

ALLOW RESPONDENTS TO SKIP INDIVIDUAL RESPONSES
(ROTATE FACTORS)

Transportation system features	Importance to you					
	Not at all important 1	2	3	4	Very important 5	Don't know 9
1 Safety	1	2	3	4	5	9
2 Cost	1	2	3	4	5	9
3 Time required to make trips	1	2	3	4	5	9
4 Convenience	1	2	3	4	5	9
5 Dependability	1	2	3	4	5	9
6 Comfort	1	2	3	4	5	9

8 How important is it to you that Alexandria invests in programs to make carpooling, bus, train, bicycling, and walking more available to people who live or work in the City?

Importance that Alexandria invests					
Not at all important				Very important	Don't know
1	2	3	4	5	9

IF Q3b = 1, 2, OR 4, CONTINUE
IF Q3b = 3 (not employed), SKIP TO Q20

CURRENT COMMUTE PATTERNS

Next, please answer the following questions about your travel to and from work. If you have more than one job, answer for your primary job.

10 In a typical week, how many days do you travel to a work location outside your home, for all or part of the day? If the number of days varies from one week to another, indicate the number that is most typical.

_____ Days per week

IF Q10 = 0, ASK Q10a
IF Q10 > 0, SKIP TO Q11
IF Q10 = BLANK, SKIP TO Q11

10a Which of the following best describes your work situation?

1 I telework from home every day that I work
2 I'm self-employed with my primary work location at home
3 Some other situation _____
9 Don't know

IF Q10a = 1, AUTOCODE Q11 = 10, DO NOT ASK Q11
IF Q10a = 2, AUTOCODE Q11 = 11, DO NOT ASK Q11

11 Which of the following types of transportation do you use most often for your trip to work? If you use more than one type of transportation on a single day, please count the type you use for the longest portion of your trip.

SHOW ONLY RESPONSES 1-9 ON SCREEN

1 Drive alone in a car, truck, motorcycle OR ride in a taxi **(ASK Q11a)**
2 Ride Metrorail or a commuter train (e.g., VRE, MARC)
3 Ride a bus
4 Carpool, dropped off, slug
5 Vanpool with co-workers or others who work nearby
6 Walk or run
7 Bicycle
9 Other _____
10 ***Full-time Telework (DO NOT SHOW ON SCREEN, AUTOCODE ONLY)***
11 ***Self-employed work at home (DO NOT SHOW ON SCREEN, AUTOCODE ONLY)***

IF Q11 = 1, ASK Q11a
IF Q11 = 2, 3, 4, 5, 6, 7, 9 OR 10, SKIP TO INSTRUCTIONS BEFORE Q12
IF Q11 = 11, SKIP TO Q13 – DEFINE PRIMARY

11a How often do you use a type of transportation other than driving alone to get to work?

SHOW ONLY RESPONSES 1-9 ON SCREEN

1 Never
2 Occasionally, but less than 1 day per month
3 1 to 3 days per month
4 1 or 2 days per week
5 3 or more days per week
9 Don't know

IF Q11 = 10, AUTOCODE Q12 = 6, THEN SKIP TO Q13 - DEFINE PRIMARY

12 How often do you telework, that is, how often do you work at home for an entire work day, instead of traveling to your regular work place?

SHOW ONLY RESPONSES 1-5 AND 9

1 Never
2 Occasionally, but less than 1 day per month
3 1 to 3 days per month
4 1 or 2 days per week
5 3 or more days per week
6 Full-time, every work day (DO NOT SHOW ON SCREEN, AUTOCODE ONLY)
9 Don't know

Q13 - DEFINE PRIMARY (Primary Mode) – DO NOT READ,

IF Q10 = 1, SET PRIMARY = 1 (Drive alone)
IF Q10 = 2, SET PRIMARY = 2 (Train)
IF Q10 = 3, SET PRIMARY = 3 (Bus)
IF Q10 = 4, SET PRIMARY = 4 (Carpool or vanpool)
IF Q10 = 5, SET PRIMARY = 5 (Walk)
IF Q10 = 6, SET PRIMARY = 6 (Bicycle)
IF Q10 = 7, SET PRIMARY = 7 (Other)
IF Q10 = 9, SET PRIMARY = 9 (Don't know)
IF Q10 = 10, SET PRIMARY = 10 (Telework)
IF Q10 = 11, SET PRIMARY = 11 (SE_WAH)

IF PRIMARY = 10 (TELEWORK), OR 11 (SE_WAH), SKIP TO INSTRUCTIONS BEFORE Q20

IF PRIMARY = 7 (OTHER), OR 9 (DON'T KNOW), SKIP TO Q15

14 How long have you been <**PRIMARY**: driving alone, riding a train, riding a bus, carpooling or vanpooling, walking, bicycling> to work?

Number of months _____ OR Number of years _____
999 Don't know

15 How many miles is it from your home to your usual work location, one way?

Number of miles _____
999 Don't know

16 Overall, how satisfied are you with your trip to work?

Satisfaction with trip to work					
Not satisfied at all				**Very satisfied**	**Don't know**
1	2	3	4	5	9

NON-WORK TRIPS

INSTRUCTIONS BEFORE Q20
IF Q3b = 4 (work in Alexandria, live outside Alexandria), SKIP TO Q24

Next, think about trips you make for purposes other than getting to or from work, for example, trips for shopping, errands, social purposes, personal appointments, or to pick someone up or drop someone off.

20 Did you ride a bus or train for any non-work trips last week?

1 Yes **(SKIP TO Q22)**
2 No
9 Don't know / don't remember

21 Why did you not use a bus or train for any non-work trips? (**ACCEPT MULTIPLES**)

1 I didn't make any non-work trips last week **(SKIP TO Q23)**
2 No bus or train service was available for the trip
3 Needed to carry bags or packages
4 Needed to travel with other people or transport other people
5 Don't feel safe on bus or train
6 Bus / train is unreliable/late
7 Distance was too far
8 Would take too much time, have to wait too long
9 Don't like to ride with strangers
10 Too expensive
11 Too uncomfortable/crowded
12 Other (specify) _____
99 Don't know

22 Did you make any non-work trips by bicycle in the past week?

1 Yes
2 No
9 Don't know / don't remember

23 Which of the following facilities or services would encourage you or make it easier for you to make trips by bicycling? Please check up to three services. **(PERMIT UP TO THREE RESPONSES FOR 1-9. DO NOT ALLOW MULTIPLE RESPONSES FOR 77, 88, 99)**

1 Provide bike sharing or bike rentals
2 More bike trails or connections to bike trails
3 Bike lanes on streets
4 Information on bicycling routes
5 Lighting on bike paths or bike lanes
6 Bike lockers or racks
7 Classes on safe bicycling
8 Help me find "bike buddies" (people to ride with)
9 Other _____

77 Nothing would encourage me to ride a bicycle
88 I can't ride due to physical conditions
99 Don't know/Refused

24 In the past year, have you made any of the following travel-related changes? **(ALLOW MULTIPLES FOR RESPONSES 1-7. DO NOT ALLOW MULTIPLES WITH RESPONSES 8 OR 9)**

1 Reduced the number of trips you make in a week
2 Combined multiple stops into one trip
3 Shopped or conducted personal business at destinations closer to your home
4 Made more non-work trips by walking
5 Made more non-work trips by bicycling
6 Used a bus or Metrorail more for non-work trips
7 Purchased a hybrid or more fuel-efficient car

8 Did not make any of these changes
9 Don't know

25 How interested are you in using each of the following travel assistance services?

ALLOW RESPONDENTS TO SKIP INDIVIDUAL RESPONSES

Service or Benefit	Interest in service						
	1 – Not at all interested	2	3	4	5 – Very interested	Already use this service	Not sure
1 Transit schedule or route information							
2 Carsharing, ZipCar							
3 Discounted transit pass or financial benefit for transit							
4 Bike sharing rental bicycles							

If you are employed, please also rate your interest in these additional services.

Service or Benefit	Interest in service						
	1 – Not at all interested	2	3	4	5 – Very interested	Already use this service	Not sure
5 Help finding carpool / vanpool partners, "carpool matchlist"							
6 Financial benefit for employees who carpool or vanpool to work							
7 Guaranteed Ride Home in case of emergencies at work							
8 Financial benefit for employees who bicycle to work							

26 If the City of Alexandria offered you a one-time financial incentive of $500 to choose a residence in Alexandria that was close to a transit stop or closer to where you work, how interested would you be in using this service?

Interest in service					
1 - Not at all interested	2	3	4	5-Very interested	Don't know
1	2	3	4	5	9

AWARENESS OF MESSAGING AND LOCAL PROGRAMS

29 In the past year, have you sought information about transportation options to get around the Washington metropolitan region?

1 Yes **(SKIP TO Q29b)**
2 No
9 Don't know / don't remember

29a If you wanted to find this type of information, what sources would you try?

OPEN ENDED _____

SKIP TO Q30

29b What prompted you to seek this information at that time?

OPEN ENDED _____

30 Listed below are several organizations and programs that provide transportation information and assistance in Alexandria. For each organization or program, indicate ...

- if you have heard of this service and you have used it at any time,
- if you have heard of it, but have not used it, or
- if you have not heard of it.

ALLOW RESPONDENTS TO SKIP INDIVIDUAL RESPONSES

Organization/Service	Have heard of and used this service	Have heard of but not used this service	Have not heard of this organization or service
1 Local Motion	1	2	3
2 Old Town Transit Shop	1	2	3
3 Carshare Alexandria, Zipcar	1	2	3
4 DASH	1	2	3
5 Metro / Washington Metropolitan Area Transit Authority (WMATA)	1	2	3
6 Commuter Connections	1	2	3

IF Q30_R1 = 1 OR 2 (heard of Local Motion), ASK Q31
IF Q30_R1 = 3 OR BLANK/NOT ANSWERED (don't know Local Motion), SKIP TO INSTRUCTIONS BEFORE Q34

31 How did you learn about Local Motion? **(ACCEPT MULTIPLES)**

1 Newspaper / magazine advertisement or article
2 Sign/billboard
3 Postcard or brochure in the mail
4 Transportation fair / special event
5 From my employer
6 Phonebook, yellow pages
7 Word of mouth (family, friend, co-worker)
8 Internet/Web
9 Old Town Transit Shop
10 Other _____
99 Don't know

IF Q30_R1 = 1 (used Local Motion), ASK Q32
IF Q30_R1 = 2, (know, but didn't use Local Motion), SKIP TO INSTRUCTIONS BEFORE Q34

32 What information or services were you seeking from Local Motion? **(ACCEPT MULTIPLES)**

1 Transit schedule / route information
2 Transit fare information, SmarTrip
3 Help finding carpool/vanpool partners
4 Guaranteed ride home
5 Park & ride lot information, parking information
6 Telework information
7 Bicycle, walking information
8 Road construction information
9 Travel directions, driving directions
10 information on out-of-area travel
11 Other (specify) _____
99 Don't know

32a How satisfied were you with the services or information you received from Local Motion?

Satisfaction with Local Motion					
Not satisfied at all				**Very satisfied**	**Don't know**
1	2	3	4	5	9

IF Q32a = 1 OR 2, ASK Q32b
IF Q32a = 3, 4, 5, OR 9, SKIP TO Q33

32b Why do you give this rating?

OPEN ENDED _____

33 After contacting Local Motion, did you take any of the following actions to try to change how you travel around Alexandria or around the Washington region? **(ALLOW MULTIPLES, EXCEPT DO NOT ALLOW MULTIPLES WITH RESPONSES 88 AND 99.**

1 Asked friend, family member, or co-worker for information
2 Contacted another local or regional commute organization
3 Contacted a transit operator about schedules or routes
4 Asked my employer about travel benefits, services, or telework
5 Started carpooling or vanpooling to work
6 Started riding a bus or train, ride bus or train more often
7 Started bicycling, bicycle more often
8 Started walking, walk more often

88 Didn't take any action (**SKIP TO INSTRUCTIONS BEFORE Q34**)
99 Don't know (**SKIP TO INSTRUCTIONS BEFORE Q34**)

33a If you had not received the information or service from Local Motion, how likely would you have been to take this action?

1 Very likely
2 Somewhat likely
3 Not likely
99 Don't know

INSTRUCTIONS BEFORE Q34
IF Q30_R2 = 1 OR 2 (heard of Transit Shop), ASK Q34
IF Q30_R2 = 3 OR BLANK/NOT ANSWERED (don't know Transit Shop), SKIP TO INSTRUCTIONS BEFORE Q40

34 How did you learn about the Old Town Transit Shop? **(ACCEPT MULTIPLES)**

1 Newspaper / magazine advertisement or article
2 Sign/billboard
3 Postcard or brochure in the mail
4 Transportation fair / special event
5 From my employer
6 Phonebook, yellow pages
7 Word of mouth (family, friend, co-worker)
8 Internet/Web
9 Live or work near it, walked past it, drove/rode past it
10 Other _____
99 Don't know

IF Q30_R2 = 1 (used Transit Shop), ASK Q35
IF Q30_R2 = 2, (know, but didn't use Transit Shop), SKIP TO INSTRUCTIONS BEFORE Q40

35 What information or services were you seeking from the Transit Shop? **(ACCEPT MULTIPLES)**

1 Transit schedule / route information
2 Transit fare information, SmarTrip
3 Help finding carpool/vanpool partners
4 Guaranteed ride home
5 Park & ride lot information, parking information
6 Telework information
7 Bicycle, walking information
8 Road construction information
9 Travel directions, driving directions
10 Information on out-of-area travel
11 Other (specify) _____
99 Don't know

35a How satisfied were you with the services or information you received from the Transit Shop?

Satisfaction with Transit Shop					
Not satisfied at all				**Very satis-fied**	**Don't know**
1	2	3	4	5	9

IF Q35a = 1 OR 2, ASK Q35b
IF Q35a = 3, 4, 5, OR 9, SKIP TO Q36

35b Why do you give this rating?

OPEN ENDED _____

36 After contacting or visiting the Old Town Transit Shop, did you take any of the following actions to try to change how you travel around Alexandria or around the Washington region? **(ALLOW MULTIPLES, EXCEPT DO NOT ALLOW MULTIPLES WITH RESPONSES 88 AND 99.**

1 Asked friend, family member, or co-worker for information
2 Contacted another local or regional commute organization
3 Contacted a transit operator about schedules or routes
4 Asked my employer about travel benefits, services, or telework
5 Started carpooling or vanpooling to work
6 Started riding a bus or train, ride bus or train more often
7 Started bicycling, bicycle more often
8 Started walking, walk more often

88 Didn't take any action **(SKIP TO INSTRUCTIONS BEFORE Q40)**
99 Don't' know **(SKIP TO INSTRUCTIONS BEFORE Q40)**

36a If you had not received the information or service from the Transit Shop, how likely would you have been to take this action?

1 Very likely
2 Somewhat likely
3 Not likely
99 Don't know

EMPLOYER SERVICES

INSTRUCTIONS BEFORE Q40
IF Q3 = 3, 4, 5, 6 OR 99, SKIP TO Q45
IF Q10 = 0 OR IF Q11 = 10, 11, SKIP TO Q45

40 Listed below are services or benefits that might be available at work to help with your trip to work. For each service or benefit, indicate ...

- if the service is available and you have used it,
- if it is available but you have not used it,
- if it is not available, or
- if you're not sure

ROTATE
ALLOW RESPONDENTS TO SKIP INDIVIDUAL RESPONSES

Service or Benefit	1 - Available and I have used it	2 - Available, but I have not used it	3 - Not available	9 - Not sure
1 Help finding carpool / vanpool partners				
2 Transit schedule or route information				
3 Employer allows telework				
4 Bicycle/walking information				
5 Guaranteed Ride Home in case of emergencies				
6 Carsharing, ZipCar				
7 Discounted transit pass or financial benefit for employees who ride trains or buses to work				
8 Financial benefit for employees who carpool				
9 Financial benefit for employees who vanpool				
10 Reserved or priority parking for carpools/vanpools				
11 Secure parking for bicycles				
12 Personal lockers or showers for employees who bicycle				
13 Free parking				

41 How much do you pay to park, per month? If you don't usually drive to work, please check the amount you would pay, if you needed to drive.

1 $0, I can park for free
2 $1 to $49 per month
3 $50 to $99 per month
4 $100 to $149 per month
5 $150 per month or more
9 Don't know

DEMOGRAPHICS

42 About how many employees work at your worksite?

1 1 to 25
2 26 to 50
3 51 to 100
4 101 to 250
5 251 to 999
6 1,000 or more
9 Don't know / prefer not to answer

43 What type of employer do you work for?

1 Federal agency
2 State, or local government agency
3 Non-profit organization/association
4 Private sector employer
5 Other (SPECIFY) _____
9 Don't know / prefer not to answer

44 What is your zip code at work? _____

45 About how far is it from your home to the nearest bus stop?

1 1/4 mile or less (about 3 blocks)
2 More than 1/4 mile to 1/2 mile (about 4-5 blocks)
3 More than 1/2 mile to 3/4 mile (about 6-7 blocks)
4 More than 3/4 mile to 1 mile (about 8-10 blocks)
5 More than 1 mile
9 Don't know

46 Do you have a personal car, SUV, truck, or other vehicle available to you on a regular basis for your travel?

1 Yes
2 No
3 Available on some days
9 Don't know / prefer not to answer

46a Do you own or rent your residence?

1 Own
2 Rent
9 Don't know / prefer not to answer

The following questions are for classification purposes only. They will not be used to identify you in any way.

47 How many persons live in your home? Please count yourself, family and friends, and anyone who may be unrelated to you such as live-in housekeepers or boarders.

_____ persons
99 Prefer not to answer (**SKIP TO Q48**)

IF Q47 = 1, AUTOCODE Q47a = 0, THEN SKIP TO Q48

47a And how many of these household members are under the age of 16?

_____ household members
99 Prefer not to answer

48 Which of the following groups includes your age?

1 18 - 24
2 25 - 34
3 35 - 44
4 45 - 54
5 55 - 64
6 65 or older
9 Prefer not to answer

49 Do you consider yourself to be any of the following: Latino, Hispanic, or Spanish?

1 Yes
2 No
9 Prefer not to answer

49a Which one of the following best describes your racial background. **(DO NOT ALLOW MULTIPLES)**

1 White
2 Black or African-American
3 American Indian or Alaska Native
4 Asian
5 Native Hawaiian or Other Pacific Islander
6 Other
9 Prefer not to answer

50 Which category best represents your household's total annual income?

1 less than $20,000
2 $20,000 - $39,999
3 $40,000 - $59,999
4 $60,000 - $79,999
5 $80,000 - $99,999
6 $80,000 - $99,999
7 $100,000 - $119,999
8 $120,000 - $139,999
9 $140,000 - $159,999
10 $160,000 or more
19 Prefer not to answer

52 Are you male or female?

1 Male
2 Female
9 Prefer not to answer

53 Finally, do you have any recommendations for ways to improve the transportation system in Alexandria?

OPEN ENDED _____

Thank you very much for your time and cooperation!