

Survey of Merrick TOD Residents Final Report

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1 Introduction

The Merrick is a mixed-use, transit-oriented development located at 1231 NE Martin Luther King Jr. Blvd in Portland, in the Lloyd Center/Rose Quarter area. There are 185 rental apartments in the building, along with ground floor commercial space and underground parking. Metro provided the developers of The Merrick with financial assistance through the agency's Transit-Oriented Development (TOD) program. One primary purpose of the TOD program is to create higher density, mixed-use developments near transit stations that will increase transit ridership. Because of their involvement in the project, Metro wanted documentation of the transit use and travel patterns of Merrick residents. In late January 2005, Metro contracted with the Center for Urban Studies at Portland State University to conduct a survey of residents of The Merrick. Professor Jennifer Dill was already starting a separate research project surveying residents at two other TODs in the Portland region and agreed to do this project on a very short timeframe. This report presents the Merrick survey methodology and results. Once the other research project is completed, the Merrick results can be compared to other TODs and to "control" neighborhoods that do not have all of the TOD characteristics.

2 Methodology

The survey instrument is in the appendix. We developed the survey instrument by borrowing (with permission) from two other sets of researchers and previous work by Professor Dill. The first survey that we borrowed from was used by Professors Hollie Lund, Richard Willson, and Robert Cervero in their research on TODs in California, "Travel Characteristics of Transit-Oriented Development in California." The report on that project is available at <http://www.csupomona.edu/%7Erwwillson/tod/Pictures/TOD2.pdf>. That survey focused on collecting commute information and data about three recent trips. The second survey that we borrowed from was developed by Professors Susan Handy and Patricia Mokhtarian at the University of California, Davis. The survey was used in a study of several neighborhoods in California, focusing on people who had recently moved. That survey collected broader information about travel, particularly non-work travel, along with information about travel and housing preferences and decisions. Finally, we used questions from a survey Professor Dill completed in Fairview Village and two neighboring developments. By relying on questions from survey instruments that had been used in other research, we avoided extensive pre-testing. We did pre-test the survey using students in a transportation and land use planning course at PSU and made some adjustments.

The staff at the Merrick provided us with a list of the apartment numbers that were occupied, which totaled 150. There were 34 vacant apartments and one used as a model. Therefore, the apartments were over 80% occupied when we conducted the survey. They were not able to provide the names of the residents.

We distributed the surveys on Friday February 4 by placing one survey packet under each door of each occupied apartment. The large envelope included a letter from Jennifer Dill explaining the survey, a letter from the Merrick manager supporting the survey, two survey forms (one for each adult), a return envelope, a gift card to Starbucks for \$3.00, and a slip with the apartment number (to track responses). There was a box in the leasing office to return surveys. On

Wednesday February 9 we placed reminder postcards under the doors of units that had not returned the surveys. On Thursday February 10 we distributed another survey packet to units that we had not heard from. As of February 21, we received completed surveys back from 65 apartments (of 150), for a 43.3% response rate. There were 76 total completed surveys. This response rate is somewhat higher than two recent comparable surveys in California, which had response rates of 13% and 24%. The high response rate is likely due, in part, to the incentive and the cooperation of the Merrick, which allowed us to place the envelopes under people's doors.

Graduate students at PSU did all of the data entry. The data was checked for potential errors. Overall, it appears that the survey respondents completed the questionnaire with little difficulty. There were very few skipped questions. Anecdotally, the staff at the Merrick mentioned that some residents said that the survey was fun or interesting. We will be sending a thank you letter to the Merrick staff and residents who completed the survey.

3 Findings

3.1 Trip Generation and Mode Split

One of the first questions on the survey asked the person to count the number of trips they made from home to various destinations by mode:¹

In the past week (Saturday January 29 through Friday February 4), how many times did you go to the following places **from your home** in a vehicle, walking, bicycling, riding the bus, or riding MAX light rail? Each time you left your home during the week is a "trip."

- Do not include trips that did not start from your home.
- If a single trip had multiple destinations, use the first place you went.
- If you walked or rode your bike from home to a nearby bus or MAX stop and took transit from there, record those trips under TriMet bus or MAX rail, whichever applies.

Examples: If you walked one day from home to a coffee shop and then went on to work riding MAX, write 1 under "walk" for "a restaurant or coffee place." If you drove or carpooled from home directly to work five days, put a 5 under private vehicle for "to work."

The intent of this question is to generate a "trip generation" rate for each housing unit and person. The results are shown in Table 1. These trip rates capture trips *leaving* the Merrick. Because there were only five bicycle trips recorded (out 1,204 total trips), that mode is not shown.

Table 1: Trip Rates by Mode

	Trips <i>from</i> Merrick per person		Trips <i>from</i> Merrick per apartment unit	
	Per week	Per day	Per week	Per day
Total trips from home	16.72	2.39	18.81	2.69
Trips in private vehicle	8.81	1.26	9.91	1.42
Trips on foot	4.82	0.69	5.42	0.77
Trips on bus	1.10	0.16	1.23	0.18
Trips on MAX	1.93	0.28	2.17	0.31
Trips on transit (bus + MAX)	3.03	0.43	3.41	0.49

¹ The dates of the week changed for the second round of surveys to be the most recent seven days.

Assuming that every resident who leaves the Merrick returns, the numbers can be doubled to approximate total trips to and from the Merrick. This could be compared to the ITE rates or other rates used to estimate vehicle travel generated by a development. The number from the survey will be slightly lower than reality, due to trips generated by non-residents, e.g. non-residents visiting residents and trips made by Merrick employees. However, these are likely to be a small number of trips. If the rate per apartment per day were doubled, the daily trip generation rate is approximately 5.4 per apartment. This is lower than the rate Metro uses from the *ITE Trip Generation* book (about 6.6 trips per apartment). In addition to the undercounting of non-resident trips mentioned above, the lower rate may be due to two factors: (1) people underreporting trips; and (2) smaller household sizes. There is no reason to believe that the respondents would systematically underreport (or over-report) their trips on the survey form, but there is no way to know for sure. The second reason is a likely explanation. The average number of people per apartment for the survey respondents was 1.3, with 73% of the households having only one person. Moreover, only one respondent indicated having a child under 18 in the household. In contrast, in the 2001 National Household Travel Survey (NHTS), the average household size for people living in apartments was just over 1.9 persons per household, with only 26% having only one person. In addition, about 40% have three or more people. Since the ITE rates are based on an average from trip counts taken at apartments all over the U.S., it is likely that the average household size for the apartments measured by ITE is larger than the Merrick. Given this likely difference in household size, the lower total trip rate seems very reasonable.

Because the ITE rates are for *vehicle* trips, a more reasonable comparison would be the trips made by Merrick residents in a private vehicle, approximately 2.8 per apartment per day. This comparison clearly points to the significant use of alternative modes by Merrick residents. From the trips reported, we estimated the mode split for all trips leaving the Merrick (Figure 1). Just under half of all the trips are made on transit or walking, and 53% were made in private vehicles. This is significantly lower than the 2001 NHTS, where 86% of all trips were made in personal vehicles, and the 1994-95 Portland regional activity/travel survey (84% of trips in private vehicles). Residents of apartments are likely to make more trips on transit and walking because of differences in income, but that is unlikely to explain all of the difference. The accessibility of the Merrick to transit and walking destinations likely explains some of the difference.

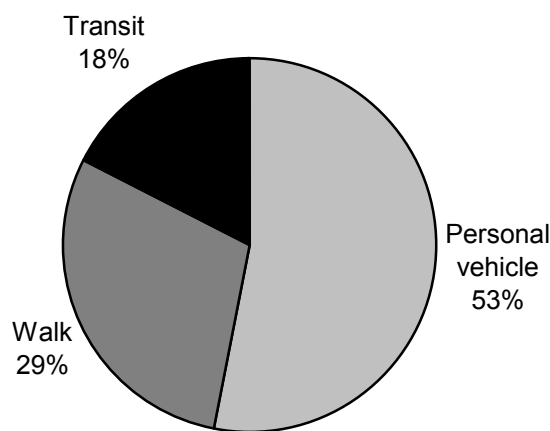


Figure 1: Average Mode Split for Trips from Merrick

The amount of transit use and walking is not because residents do not have vehicles. Only 8% of the households had no vehicle available (Table 2). Three-quarters of the respondents lived in a household with one or more vehicles per adult. This indicates that people are choosing alternatives to a private vehicle even when one is available.

Table 2: Vehicle Availability

	% of households
No vehicles	8%
One vehicle	75%
Two vehicles	14%
Three vehicles	3%

3.2 Commute Mode

3.2.1 Current Commute Mode

Another section of the survey asked specifically about commuting to work or school. At this time of year, 16.1% of the respondents used MAX to get to work or school 4-5 days per week, 6.5% took the bus that often, and another 16.4% walked (Table 3). Less than half of the respondents drove alone or carpooled 4-5 days per week. There are slight differences in commute modes during better weather (Table 4). Of those that use MAX, no one used a private vehicle to get to the station.

Table 3: Use of commute modes at this time of year

	4-5 days per week	2-3 days per week	Once a week	1-3 days a month	Less than once a month	Never	N
Drive alone	37.7%	13.1%	8.3%	6.6%	1.6%	32.8%	61
Carpool	6.6	4.9	3.3	0.0	3.3	82.0	61
MAX light rail	16.1	6.5	6.5	11.3	3.2	56.5	62
Streetcar	0.0	1.7	0.0	0.0	6.7	85.0	60
TriMet bus	6.5	6.5	1.6	1.6	4.8	79.0	62
Walk	16.4	0.0	6.6	8.2	3.3	65.6	61
Bicycle	1.7	0.0	0.0	1.7	5.0	91.7	60

Table 4: Use of commute modes in better weather (“in the summer or when it’s warmer and not raining”)

	4-5 days per week	2-3 days per week	Once a week	1-3 days a month	Less than once a month	Never	N
Drive alone	32.2%	20.3%	10.2%	5.1%	0.0%	32.2%	59
Carpool	5.2	5.2	3.4	0.0	5.2	81.0	58
MAX light rail	16.1	12.9	9.7	6.5	0.0	54.8	62
Streetcar	0.0	1.8	3.5	3.5	3.5	87.7	57
TriMet bus	10.3	6.9	1.7	3.4	5.2	72.4	58
Walk	15.3	5.1	8.5	10.2	3.4	57.6	59
Bicycle	1.8	3.5	1.8	7.0	1.8	84.2	57

The data from the question used to create Table 3 is very consistent with the commute mode split for the trips reported in the past week, as shown in Table 5. This indicates that the questions are resulting in consistent answers.

Table 5: Comparison of commute mode from different questions on survey

	Average commute mode share (from reported trips for the week)	Primary commute mode (from summary question on commute mode)
Private vehicle	51.9%	50.8%
Transit	29.9%	27.9%
Walk	14.9%	16.4%

The price of parking at school or work impacts people’s commute mode choice. Of the respondents that would have to pay for parking at school or work, only 19% usually used a private vehicle to get to work (Table 6). In contract, over 70% of those that do not have to pay to park used a private vehicle. The respondents that would have to pay to park are likely working or going to school downtown or in the Lloyd Center, also very convenient locations to reach on foot or by transit.

Table 6: Commute Mode and Parking Cost

	Would have to pay to park	Would not have to pay to park
Private vehicle	19.0%	70.3%
Transit	52.4%	13.5%
Walk	23.8%	13.5%
Other or combination	4.8%	2.7%
N	21	37

3.2.2 Change in Commute Mode

The survey also asked about the respondent's commute mode at their prior residence. For both the current and prior commute mode, we categorized people according to their most frequent mode. Of the 58 people who reported both commute modes, 29.2% (17) switched from a private vehicle to transit, walking, or cycling for their primary commute mode. Only 3.4% (2) switched from an alternative mode to a private vehicle. The remainder either stayed in a private vehicle (39.7%), stayed in an alternative mode (15.5%), or stayed within or moved to/from the "other" or combinations or modes (12.1%).

3.3 Use of alternative modes for non-work trips

The survey asked people how frequently they walked or biked or used transit to get to various non-commute destinations at this time of year and in better weather ("during the summer or when it's warmer and not raining."). Current habits are shown in Table 7 and Table 8. Table 9 compares the use of the modes now versus in better weather. Weather appears to make a difference in walking and cycling behavior, but not transit use.

Table 7: Frequency of walking or biking to destinations at this time of year

	Never	Less than once per month	Once or twice a month	About once every 2 weeks	About once per week	Two or more times per week	N
A church or civic building (examples: library, post office)	61.4%	11.4%	15.7%	4.3%	2.9%	4.3%	70
A service provider (examples: bank, post-office, hair dresser, dentist)	54.3	11.4	10.0	12.9	8.6	2.9	70
A restaurant, bar, or coffee place	20.0	7.1	11.4	12.9	20.0	28.6	70
A store or place to shop	20.0	6.2	29.2	12.3	23.1	9.2	65
A place to exercise (examples: a gym or a park)	60.3	7.4	10.3	4.4	7.4	10.3	68
Out of the house with no particular destination	40.6	10.1	11.6	10.1	11.6	15.9	69
Visit friends or family at their home	64.7	14.7	4.4	4.4	7.4	4.4	68
Entertainment (examples: movie, museum)	36.8	19.1	29.4	8.8	4.4	1.5	68

Table 8: Frequency of taking transit to destinations at this time of year

	Never	Less than once per month	Once or twice a month	About once every 2 weeks	About once per week	Two or more times per week	N
A church or civic building (examples: library, post office)	64.8%	14.1%	4.2%	4.2%	5.6%	7.0%	71
A service provider (examples bank, post-office, hair dresser, dentist)	48.6	27.1	4.3	4.3	10.0	5.7	70
A restaurant, bar, or coffee place	29.6	16.9	21.1	9.9	12.7	9.9	71
A store or place to shop	28.6	11.4	24.3	14.3	12.9	8.6	70
A place to exercise (examples: a gym or a park)	82.6	10.1	1.4	2.9	0.0	2.9	69
Visit friends or family at their home	76.1	7.0	7.0	4.2	4.2	1.4	71
Entertainment (examples: movie, museum)	36.2	27.5	21.7	5.8	5.8	2.9	69

Table 9: Frequency of walking or biking to destinations at this time of year vs. in better weather

	Walks/bikes to at least once a week this time of year	Walks/bikes to at least once a week in better weather	Takes transit to at least once a week this time of year	Takes transit to at least once a week in better weather
A church or civic building (examples: library, post office)	7.4%	10.6%	12.7%	11.9%
A service provider (examples bank, post-office, hair dresser, dentist)	11.6	16.2	15.7	16.2
A restaurant, bar, or coffee place	49.3	63.8	22.5	25.4
A store or place to shop	32.8	52.9	21.4	23.5
A place to exercise (examples: a gym or a park)	17.9	25.8	2.9	4.5
Out of the house with no particular destination	27.9	42.6	NA	NA
Visit friends or family at their home	11.9	23.5	5.6	8.8
Entertainment (examples: movie, museum)	6.0	16.9	8.7	13.6

Two questions asked about the number of walking trips made in the neighborhood in the past 30 days (Table 10).

Table 10: Walking trips in the past 30 days

	Mean	Median	% reporting zero
How many times in the last 30 days did you take a walk, jog, or stroll around your neighborhood – for example to get exercise or walk the dog?	5.10	2.0	37.7%
How many times in the last 30 days did you take a walk from your home to a business or store in the neighborhood?	6.66	5.0	11.4%

3.4 Overall Changes in Travel Modes

Another question asked about how their daily travel compared to their previous residence:

For this question, please think about your current daily travel and your daily travel when you lived at your previous residence not long before you moved. We would like to know about how your travel has changed, for whatever reason. Please answer for your own travel only.

Overall, Merrick residents claim to be driving less and using transit and walking more than where they used to live (note figures on bold).

Table 11: Use of modes compared to previous residence

	A lot less now	A little less now	About the same	A little more now	A lot more now	N
How much do you drive now, compared to when you lived at your previous residence?	44.6%	23.0%	21.6%	5.4%	5.4%	74
How much do you use public transit (bus or rail) now, compared to when you lived at your previous residence?	6.8	4.1	17.6	28.4	41.9	74
How much do you walk in your neighborhood now, compared to when you lived at your previous residence?	9.5	21.6	21.6	31.1	16.2	74
How much do you ride your bike now, compared to when you lived at your previous residence?	17.2	8.6	60.3	6.9	6.9	58

3.5 Vehicle Ownership and Use

As reported in Table 2, all by 8% of the households had at least one vehicle. Three-quarters of the respondents lived in a household with one or more vehicles per adult. Only one person was a member of Flexcar. To see if there were shifts in vehicle ownership, the survey asked “Did the number of vehicles available for daily travel by your household change *as a result of the characteristics of your current neighborhood?*” For most households (73.3%), moving did not impact the number of vehicles in the household (Table 12). However, 10 households did indicate that they got rid of a vehicle because of the characteristics of the neighborhood and one got a vehicle because of the neighborhood.

Table 12: Change in Vehicle Ownership after Moving

	Percent of households	n
No, but I/we are considering getting rid of a vehicle because of the characteristics of the neighborhood	8.3%	5
No, but I/we are considering getting another vehicle because of the characteristics of the neighborhood	0.0	
No, moving to this place has had no impact on the number of vehicles	73.3	44
Yes, I/we got rid of a vehicle because of the characteristics of the neighborhood	16.7	10
Yes, I/we got an additional vehicle because of the characteristics of the neighborhood	1.7	1
Total	100.0	0

The survey also asked each person about how many miles they drive in a typical week. For the 67 people with a vehicle in their household, the average number of miles driven per week was 90 and the median was 50. Just over 70% of the respondent reported driving 100 or fewer miles per week.

3.6 Residential Preferences

One section of the survey attempted to gauge how important various factors were to the respondents in choosing to live at the Merrick.² The question was:

In this question, we'd like to know **what was important to you** when you were looking for your current residence. Please indicate **how important** each of the factors was **when you were looking for your current residence** on a scale from "not at all important" to "extremely important."

The results are shown in Table 13, ranked from most to least important based on the average score. Living near transit was a priority for most of the residents. Over half (52.7%) indicated that it was "extremely important" in choosing their current residence (The Merrick) and 28.4% indicated that it was "somewhat important." Having shopping areas within walking distance was also of high importance. While walking and transit access were important, so were easy access to a freeway and off-street parking. This is consistent with the level of vehicle ownership.

² This section of the survey came from the instrument developed by Handy and Mokhtarian. The questions are "generic" in nature, in that they can be used in a wide setting of neighborhoods for comparison. Therefore, some questions may not appear that relevant to residents of the Merrick.

Table 13: Importance of factors in looking for current residence

Factor	Mean	Not at all Important 1	2	3	Extremely Important 4	N
High quality living unit	3.46	1.4	0.0	50.0	48.6	74
Easy access to downtown	3.43	2.7	5.4	37.8	54.1	74
Good public transit service (bus or rail)	3.28	5.4	13.5	28.4	52.7	74
Relatively new living unit	3.05	8.0	14.7	41.3	36.0	75
Affordable living unit	2.97	5.5%	15.1%	56.2%	23.3%	73
Close to where I worked	2.93	19.2	12.3	24.7	43.8	73
Importance of shopping areas within walking distance	2.76	10.8	29.7	32.4	27.0	74
High level of upkeep in neighborhood	2.74	13.7	19.2	46.6	20.5	73
Attractive appearance of neighborhood	2.68	10.8	27.0	45.9	16.2	74
Safe neighborhood for walking	2.67	18.7	22.7	32.0	26.7	75
Easy access to the freeway	2.65	17.3	20.0	42.7	20.0	75
Lots of off-street parking (garages or driveways)	2.62	25.7	13.5	33.8	27.0	74
Low crime rate within neighborhood	2.55	13.5	35.1	33.8	17.6	74
Sidewalks throughout the neighborhood	2.47	27.6	18.7	32.0	21.3	75
Easy access to a regional shopping mall	2.47	17.6	33.8	32.4	16.2	74
Good street lighting	2.35	26.7	28.0	28.0	1.3	75
Parks and open spaces nearby	2.26	29.7	29.7	25.7	14.9	74
Lots of people out and about within the neighborhood	2.14	28.4	35.1	31.1	5.4	74
Economic level of neighbors similar to my level	2.12	32.4	28.4	33.8	5.4	74
Diverse neighbors in terms of ethnicity, race, and age	2.11	36.0	32.0	17.3	14.7	75
Other amenities such as a pool or community center available nearby	2.00	41.1	28.8	19.2	11.0	73
Close to friends or family	1.96	41.9	25.7	27.0	5.4	74
Variety in housing styles	1.84	45.2	30.1	20.5	4.1	73
Quiet neighborhood	1.81	41.3	38.7	17.3	2.7	75
Lots of interaction among neighbors	1.77	44.0	36.0	18.7	1.3	75
Good bicycle routes beyond the neighborhood	1.76	58.1	16.2	17.6	8.1	74
Low level of car traffic on neighborhood streets	1.59	57.3	28.0	13.3	1.3	75
Big street trees	1.46	73.0	10.8	13.5	2.7	74
Safe neighborhood for kids to play outdoors	1.45	71.6	17.6	5.4	5.4	74
Living unit on cul-de-sac rather than through street	1.18	86.1	11.1	1.4	1.4	72
Good investment potential	1.15	90.5	5.4	2.6	1.3	74
Large back yard	1.14	89.2	9.5	0.0	1.4	74
Large front yard	1.11	89.0	11.0	0.0	0.0	73
High quality K-12 schools	1.07	94.6	4.1	1.4	0.0	74

3.7 Travel Preferences

Some recent research examining the links between land use, urban form, and travel behavior has found that people’s attitudes and preferences regarding travel can significantly influence decisions. To help examine this further, the survey included a set of questions about travel preferences:

We’d like to ask about your preferences with respect to **daily travel**. Please indicate the extent to which you agree or disagree with each of the following statements on a scale from “strongly disagree” to “strongly agree.” There are no right and wrong answers; we want only your true opinions.

Respondents ranked a series of statements from “strongly disagree” (1) to “strongly agree” (5). The results are shown in Table 14, sorted based on the statements respondents agreed with most strongly. The results show that, overall, while residents do like walking and transit, they also appreciate the positive aspects of car travel. We will use the data from this question in regression models that predict people’s travel decisions. Those results will help explain the relative importance of these travel preferences, in relation to demographic and land use factors.

Table 14: Travel Preferences

Statement	Mean	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	n
I prefer to organize my errands so that I make as few trips as possible	4.23	0.0%	2.7%	6.8%	54.8%	35.6%	73
I need a car to do many of the things I like to do	4.22	4.1	8.1	10.8	44.6	29.7	73
I like walking	4.07	4.1	0.0	17.6	41.9	36.5	74
Traveling by car is safer overall than riding a bicycle	3.70	5.4	2.7	27.0	45.9	18.9	74
Public transit can sometimes be easier for me than driving	3.66	5.4	16.2	9.5	44.6	24.3	74
I often use the telephone or the Internet to avoid having to travel somewhere	3.66	6.8	8.1	17.6	47.3	20.3	74
Fuel efficiency is an important factor for me in choosing a vehicle	3.63	5.6	9.9	19.7	45.1	19.7	71
I like driving	3.59	5.6	8.5	28.2	36.6	21.1	71
Walking can sometimes be easier for me than driving	3.55	16.2	10.8	8.1	31.1	33.8	74
When I need to buy something, I usually prefer to get it at the closest store possible	3.54	4.1	17.6	21.6	35.1	20.3	74
I like taking transit	3.51	8.2	6.8	28.8	38.4	17.8	73
I prefer to walk rather than drive whenever possible	3.43	9.3	20.0	16.0	28.0	26.7	75
Vehicles should be taxed on the basis of the amount of pollution they produce	3.30	14.9	10.8	23.0	32.4	18.9	74

Table 14, continued

Statement	Mean	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	n
The trip to/from work is a useful transition between home and work	3.25	10.1	17.4	21.7	39.1	11.6	69
I prefer to take transit rather than drive whenever possible	3.22	13.7	16.4	24.7	24.7	20.5	73
Getting to work without a car is a hassle	3.16	20.0	17.1	18.6	17.1	25.7	70
I try to limit my driving to help improve air quality	2.97	9.6	23.3	37.0	20.5	9.6	73
Travel time is generally wasted time	2.88	16.0	24.0	24.0	28.0	8.0	75
Air quality is a major problem in this region	2.85	6.8	30.1	39.7	17.8	5.5	73
The region needs to build more highways to reduce traffic congestion	2.84	16.2	23.0	33.8	14.9	12.2	74
I like riding a bike	2.80	22.5	15.5	26.8	29.6	5.6	71
I use my trip to/from work productively	2.80	15.7	22.9	34.3	20.0	7.1	70
The only good thing about traveling is arriving at your destination	2.74	11.0	37.0	27.4	16.4	8.2	73
My household spends too much money on owning and driving our cars	2.69	12.7	39.4	25.4	11.3	11.3	71
Traveling by car is safer overall than walking	2.68	12.2	33.8	36.5	9.5	8.1	74
The prices of gasoline affects the choices I make about my daily travel	2.53	17.8	38.4	21.9	16.4	5.5	73
Traveling by car is safer overall than taking transit	2.51	20.5	35.6	21.9	16.4	5.5	73
I am willing to pay a toll or tax to pay for new highways	2.44	29.2	20.8	29.2	18.1	2.8	72
Biking can sometimes be easier for me than driving	2.38	25.4	29.6	29.6	12.7	2.8	71
I prefer to bike rather than drive whenever possible	2.27	30.0	27.1	30.0	11.4	1.4	70
We could manage pretty well with one fewer car than we have (or no car)	2.23	38.0	28.2	12.7	15.5	5.6	71
I would like to own at least one more car	1.95	50.0	29.7	5.4	5.4	9.5	74

3.8 Demographics

The respondents were evenly split, 50% male and 50% female. The ages of the respondents ranged from 20 to 87. Half of the respondents were under 33 years old and 8.2% were 65 or older. Most (68%) had at least a college degree. Most were white (81.3%) and 12% were Asian. No one indicated that they had a physical or anxiety condition that limited them from walking

outside their home, though five (6.6%) did indicate that such a condition limited their ability to drive a vehicle. The vast majority of respondents (92%) had a drivers license.

The vast majority of respondents were working full- or part-time and/or going to school. Only 6.7% were retired and 4.0% were unemployed, but looking for work. Three-quarters (75.0%) worked full-time. Another 12% were students, worked part-time, or a combination. Only the respondents that worked or were students were included in the commute mode results above. The incomes of the respondents are shown in Table 15.

Table 15: Household Income of Respondents

	% of respondents
Less than \$15,000	5.4%
\$15,000 - \$24,999	8.1
\$25,000 - \$34,999	17.6
\$35,000 - \$49,999	28.4
\$50,000 - \$74,999	20.3
\$75,000 - \$99,999	10.8
\$100,000 - \$149,999	9.5
\$150,000 and over	0.0
Total (n=74)	100.0

4 Conclusions

The survey results indicate that residents of the Merrick are using transit and walking significantly more than Portland residents overall. The difference is likely due to a combination of factors, including the location of the Merrick relative to MAX, downtown, and the Lloyd Center, travel preferences of residents, and parking pricing at work and school locations. The difference can not be attributed to income or the lack of vehicles. Most Merrick residents have a vehicle available and are moderate to high income. In other words, many residents appear to be making a choice to live in a place that allows them to avoid driving, particularly to work or school downtown or in the Lloyd Center. At the same time, many take advantage of the location by walking and taking transit to non-work destinations, leaving their car behind. Again, the cost and availability of parking downtown is one factor, though not the only.

The Merrick development also includes commercial space. Currently, only two spaces are leased – a Subway sandwich shop and a John L. Scott real estate office. A separate survey could be conducted to determine the mode split of customers and employees of these businesses. Given the possibly low volume of customers per hour, we recommend a more passive survey technique. This will work if the businesses cooperate. For example, we could leave a short, postcard-size survey with the Subway shop to give to each customer to complete while they are making their sandwich. This would seem to be the most cost-effective method of surveying. I recommend waiting to do such a survey until the businesses have been open about six months.

5 Appendix: Survey Instrument and Cover Letter

February 4, 2005

Dear Merrick Resident,

My name is Jennifer Dill, and I am a faculty member at Portland State University. I am conducting a study about people's daily travel and choice of neighborhood. Your neighborhood and, in particular, the Merrick, is one of a few neighborhoods in the region selected to participate. This research will be useful in helping plan future neighborhoods and transportation facilities in the region.

If you decide to participate, we ask that each adult in your household complete a copy of the enclosed survey. If there are more than two adults in your household, we can provide another copy. The survey includes questions about your daily travel, your commute, and your choices about where you live and how you travel. It should take about 15-20 minutes to complete. There is a box in the leasing office for you to return your completed questionnaire. *In appreciation of your participation, we have enclosed a Starbucks gift card with \$3.00.*

Your participation in the survey is voluntary. We will protect the confidentiality of your individual survey responses. There is nothing on the survey to identify your individual response. This survey is being sponsored, in part, by Metro (Portland's regional government), in cooperation with the Merrick. We will provide Metro with a summary of the results to help in their planning efforts. Your decision to participate or not will not affect your relationship with PSU or Metro way.

Please return your completed survey to the box in the leasing office by the end of Monday, February 7. If the office is closed, you can slide it under the door. Also, so we can keep track of responses, please include the orange piece of paper with your apartment number. Since there are only a few neighborhoods in the region participating in this study, it is very important that we get as many people to respond as possible.

If you have any questions about the study, contact me at 503-725-5173 or jdill@pdx.edu.

Sincerely,

Jennifer Dill, Ph.D.
Assistant Professor
Center for Urban Studies

Neighborhood and Travel Choice Study

This survey is part of an effort to improve transportation services and options in the Portland region. Please help us by filling out this questionnaire. Your individual responses will be confidential. **Drop completed surveys in the box in the leasing office.** For questions, contact Dr. Jennifer Dill, Portland State University, jdill@pdx.edu or 503-725-5173.

A. Information on your Household

	1	2	3	4	5	if more (specify #)
1. Including yourself, how many people live in your household?	☐	☐	☐	☐	☐	_____
2. How many are 16 yrs or older?	☐	☐	☐	☐	☐	_____
3. How many motorized vehicles are available for use by members of your household (do not include Flexcar)?.....	☐	☐	☐	☐	☐	_____
4. Are you a member of Flexcar?	☐ Yes		☐ No			

B. Your daily travel

1. In the past week (Thursday February 3 through Wednesday February 9), how many times did you go to the following places **from your home** in a vehicle, walking, bicycling, riding the bus, or riding MAX light rail? Each time you left your home during the week is a "trip."

- Do not include trips that did not start from your home.
- If a single trip had multiple destinations, use the first place you went.
- If you walked or rode your bike from home to a nearby bus or MAX stop and took transit from there, record those trips under TriMet bus or MAX rail, whichever applies.

Examples: If you walked one day from home to a coffee shop and then went on to work riding MAX, write 1 under "walk" for "a restaurant or coffee place." If you drove or carpooled from home directly to work five days, put a 5 under private vehicle for "to work."

	Private vehicle	Walk	Bicycle	TriMet bus	MAX rail
To work					
To school (as a student)					
<i>Destinations other than work/school:</i>					
A church or civic building (examples: library, post office)					
A service provider (examples bank, post-office, hair dresser, dentist)					
A restaurant, bar or coffee place					
A store or place to shop					
A place to exercise (examples: a gym or a park)					
Out of the house with no particular destination (examples: a jog, stroll, or walking a dog)					
Visit friends or family at their home					
Entertainment (examples: movie, museum)					
Taking someone else to school or daycare					
To a bus stop or MAX in a private vehicle (driving and parking or being dropped off)					
Other places: (please specify) _____					

2. **At this time of year**, how often do you **walk or bike** from your home to each of the following places for purposes other than work or school?

	Never	Less than once per month	Once or twice a month	About once every 2 weeks	About once per week	Two or more times per week
A church or civic building (examples: library, post office)	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
A service provider (examples bank, post-office, hair dresser, dentist)	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
A restaurant, bar, or coffee place	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
A store or place to shop	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
A place to exercise (examples: a gym or a park)	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Out of the house with no particular destination	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Visit friends or family at their home	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Entertainment (examples: movie, museum)	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Taking someone else to school or daycare	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Other places besides work/school: (please specify) _____	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆

3. **During the summer or when it's warmer and not raining**, how often do you **walk or bike** from your home to each of the following places for purposes other than work or school?

	Never	Less than once per month	Once or twice a month	About once every 2 weeks	About once per week	Two or more times per week
A church or civic building (examples: library, post office)	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
A service provider (examples bank, post-office, hair dresser, dentist)	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
A restaurant, bar, or coffee place	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
A store or place to shop	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
A place to exercise (examples: a gym or a park)	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Out of the house with no particular destination	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Visit friends or family at their home	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Entertainment (examples: movie, museum)	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Taking someone else to school or daycare	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Other places besides work/school: (please specify) _____	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆

4. **At this time of year**, how often do you **take transit** (bus, MAX, or Streetcar) from your home to each of the following places for purposes other than work or school?

	Never	Less than once per month	Once or twice a month	About once every 2 weeks	About once per week	Two or more times per week
A church or civic building (examples: library, post office)	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
A service provider (examples bank, post-office, hair dresser, dentist)	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
A restaurant, bar, or coffee place	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
A store or place to shop	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
A place to exercise (examples: a gym or a park)	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Out of the house with no particular destination	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Visit friends or family at their home	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Entertainment (examples: movie, museum)	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Taking someone else to school or daycare	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Other places besides work/school: (please specify) _____	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆

5. **During the summer or when it's warmer and not raining**, how often do you **take transit** (bus, MAX, or Streetcar) from your home to each of the following places for purposes other than work or school?

	Never	Less than once per month	Once or twice a month	About once every 2 weeks	About once per week	Two or more times per week
A church or civic building (examples: library, post office)	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
A service provider (examples bank, post-office, hair dresser, dentist)	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
A restaurant, bar, or coffee place	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
A store or place to shop	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
A place to exercise (examples: a gym or a park)	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Out of the house with no particular destination	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Visit friends or family at their home	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Entertainment (examples: movie, museum)	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Taking someone else to school or daycare	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
Other places besides work/school: (please specify) _____	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆

6. How many times in the last 30 days did you take a walk, jog, or stroll around your neighborhood – for example to get exercise or walk the dog? _____ times in the last 30 days

7. How many times in the last 30 days did you take a walk from your home to a business or store in the neighborhood? _____ times in the last 30 days

8. For this question, please think about your current daily travel and your daily travel when you lived at your previous residence not long before you moved. We would like to know about how your travel has changed, for whatever reason. Please answer for your own travel only.

	<i>A lot less now</i>	<i>A little less now</i>	<i>About the same</i>	<i>A little more now</i>	<i>A lot more now</i>
a. How much do you drive now, compared to when you lived at your previous residence?	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅
b. How much do you use public transit (bus or rail) now, compared to when you lived at your previous residence?	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅
c. How much do you walk in your neighborhood now, compared to when you lived at your previous residence?	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅
d. How much do you ride your bike now, compared to when you lived at your previous residence?	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅

C. Information on your Place of Work/School and Commuting

If you work and attend school, please provide information on your full-time activity; or, if both are part-time, please provide information on your place of work. Remember that your responses are confidential.

- 1a. Do you work or go to school outside your place of residence?

- 1 ☐ Yes, I work outside of home
 2 ☐ Yes, I attend school outside of home
 3 ☐ No, I work/take courses at home
 4 ☐ No, I am not employed or in school

1b. If yes, where do you work or attend school?

City or town: _____ Zip code: _____

Please skip to Section D.

2. Does your employer/school: (check all that apply)

- 1 ☐ allow you to work flexible hours
 2 ☐ allow you to work from home
 3 ☐ provide a car for use during the day
 4 ☐ provide free parking
 5 ☐ help pay for transit
 6 ☐ help pay for tolls, fuel or other commuting costs

3. If you do drive or if you were to drive to work/school, would you have to pay to park?

- 1 ☐ No
 2 ☐ Yes.

4. On average, how many days per week do you commute to work/school? _____ days per week

5. How often do you stop somewhere on the way to work/school? _____ days per week

6. How often do you stop somewhere on the way home from work/school? _____ days per week

7. How often do you work at home *instead* of making the trip to work? _____ days per month

8. At this time of year, how often do you use each of the following as your **primary** means of transportation to work/school? By "primary" we mean the means of transportation you use for the longest portion of your trip.

	4-5 days per week	2-3 days per week	once a week	1-3 days a month	less than once a month	never
a. Drive alone (including motorcycle)	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
b. Carpool	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
c. MAX light rail	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
d. Streetcar	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
e. TriMet bus	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
f. Walk	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
g. Bicycle	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
h. Other: _____	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆

9. During the summer or when it's warmer and not raining, how often do you use each of the following as your **primary** means of transportation to work/school?

	4-5 days per week	2-3 days per week	once a week	1-3 days a month	less than once a month	never
a. Drive alone (including motorcycle)	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
i. Carpool	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
j. MAX light rail	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
k. Streetcar	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
l. TriMet bus	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
m. Walk	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
n. Bicycle	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
o. Other: _____	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆

10. If you commute by MAX light rail or streetcar at least once a month, how do you normally get

from home to the station? (check one)

- | | |
|--|--|
| 1 ☐ walk | 4 ☐ ride bus |
| 2 ☐ drive vehicle | 5 ☐ bicycle |
| 3 ☐ ride as passenger | 6 ☐ other (_____) |
| 7 ☐ not applicable | |

from station to your workplace/school? (check one)

- | | |
|--|--|
| 1 ☐ walk | 4 ☐ ride bus |
| 2 ☐ drive vehicle | 5 ☐ bicycle |
| 3 ☐ ride as passenger | 6 ☐ other (_____) |
| 7 ☐ not applicable | |

D. Information on Commuting from your Prior Residence

1. Where did you live prior to this location? City or Town: _____ Zip code: _____

2. For your prior residence, did you work (or go to school) at the same place as you do now?

- 1 ☐ Yes
 2 ☐ No
 3 ☐ I did not work or go to school. (Please skip to Section E on the next page.)

3. At your prior residence, how often did you use the following modes to commute to work/school?

	4-5 days per week	2-3 days per week	once a week	1-3 days a month	less than once a month	never
a. Drive alone (including motorcycle)	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
p. Carpool	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
q. MAX light rail	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
r. Streetcar	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
s. TriMet bus	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
t. Walk	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
u. Bicycle	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆
v. Other: _____	☐ ₁	☐ ₂	☐ ₃	☐ ₄	☐ ₅	☐ ₆

4. If you commuted by MAX light rail or streetcar at least once a month from your prior residence, how did you normally get

from home to the station? (check one)

- | | |
|--|--|
| 1 ☐ walk | 4 ☐ ride bus |
| 2 ☐ drive vehicle | 5 ☐ bicycle |
| 3 ☐ ride as passenger | 6 ☐ other (_____) |
| 7 ☐ not applicable | |

from station to your workplace/school? (check one)

- | | |
|--|--|
| 1 ☐ walk | 4 ☐ ride bus |
| 2 ☐ drive vehicle | 5 ☐ bicycle |
| 3 ☐ ride as passenger | 6 ☐ other (_____) |
| 7 ☐ not applicable | |

E. Information on your Current Place of Residence

- When did you move to your current residence? _____ month _____ year (ex: 2004)
- Do you rent or own your residence?

<i>Current residence</i>	<i>Previous residence</i>
☐ ₁ Rent ☐ ₂ Own	☐ ₁ Rent ☐ ₂ Own
- In this question, we'd like to know **what was important to you** when you were looking for your current residence. Please indicate **how important** each of the factors was **when you were looking for your current residence** on a scale from "not at all important" to "extremely important."

	<i>Not at all important</i>			<i>Extremely important</i>
Affordable living unit.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
High quality living unit.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Relatively new living unit.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Good investment potential.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
High quality K-12 schools.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Attractive appearance of neighborhood.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Variety in housing styles.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
High level of upkeep in neighborhood.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Large front yard.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Large back yard.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Big street trees.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Lots of off-street parking (garages or driveways).....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Sidewalks throughout the neighborhood.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Good bicycle routes beyond the neighborhood.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Easy access to the freeway.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Living unit on cul-de-sac rather than through street.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Good public transit service (bus or rail).....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Parks and open spaces nearby.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Shopping areas within walking distance.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Other amenities such as a pool or a community center available nearby.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Easy access to a regional shopping mall.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Easy access to downtown.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Close to where I worked.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Close to friends or family.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Low level of car traffic on neighborhood streets.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Quiet neighborhood.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Good street lighting.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Safe neighborhood for walking.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Safe neighborhood for kids to play outdoors.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Low crime rate within neighborhood.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Lots of interaction among neighbors.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Lots of people out and about within the neighborhood.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Diverse neighbors in terms of ethnicity, race, and age.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Economic level of neighbors similar to my level.....	☐ ₁	☐ ₂	☐ ₃	☐ ₄
Other (please specify): _____	☐ ₁	☐ ₂	☐ ₃	☐ ₄

F. Information on your Travel Preferences

We'd like to ask about your preferences with respect to **daily travel**. Please indicate the extent to which you agree or disagree with each of the following statements on a scale from "strongly disagree" to "strongly agree." There are no right and wrong answers; we want only your true opinions.

	<i>Strongly disagree</i>	<i>Disagree</i>	<i>Neutral</i>	<i>Agree</i>	<i>Strongly agree</i>
Walking can sometimes be easier for me than driving.....	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
I would like to own at least one more car	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Travel time is generally wasted time	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
I prefer to take transit rather than drive whenever possible	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
I like riding a bike	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
I use my trip to/from work productively	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
I like taking transit.....	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Traveling by car is safer overall than walking.....	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Air quality is a major problem in this region.....	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
I need a car to do many of the things I like to do.....	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
I prefer to walk rather than drive whenever possible.....	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
I am willing to pay a toll or tax to pay for new highways	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
I like driving.....	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
I prefer to bike rather than drive whenever possible	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Traveling by car is safer overall than riding a bicycle.....	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Public transit can sometimes be easier for me than driving	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
I try to limit my driving to help improve air quality.....	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Traveling by car is safer overall than taking transit	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Getting to work without a car is a hassle.....	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
I like walking	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Biking can sometimes be easier for me than driving.....	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
The only good thing about traveling is arriving at your destination	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
I prefer to organize my errands so that I make as few trips as possible	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
The prices of gasoline affects the choices I make about my daily travel.....	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
The trip to/from work is a useful transition between home and work	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Fuel efficiency is an important factor for me in choosing a vehicle.....	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
I often use the telephone or the Internet to avoid having to travel somewhere	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
We could manage pretty well with one fewer car than we have (or with no car)	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
Vehicles should be taxed on the basis of the amount of pollution they produce.....	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
When I need to buy something, I usually prefer to get it at the closest store possible	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
The region needs to build more highways to reduce traffic congestion.....	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5
My household spends too much money on owning and driving our cars	☐ 1	☐ 2	☐ 3	☐ 4	☐ 5

1. Approximately how many miles do **you** drive in a typical week (including weekends)? _____ miles
2. Please think about the vehicles you had at your previous residence just before you moved.
 - a. How many vehicles were available to you and members of your household for daily travel just before you moved? _____ vehicles

- ## H. Information about you

1. What is your gender? 1 ☐ Female 2 ☐ Male

2. What is your age? _____ years

3. Ethnicity or race:
(check all that apply)

1 ☐ African American 4 ☐ Hispanic
2 ☐ Native American 5 ☐ White
3 ☐ Pacific Islander 6 ☐ Asian
7 ☐ other: _____

4. Do you currently have a drivers license? 1 ☐ Yes 2 ☐ No

5. Current employment:
(check all that apply)

1 ☐ employed full-time
2 ☐ employed part-time
3 ☐ student
4 ☐ not currently employed, but looking for work
5 ☐ not currently employed outside the home
6 ☐ retired
7 ☐ other: _____

- Is there anything you would like to add or explain?** This questionnaire is part of a larger, ongoing research effort to understand people's travel and decisions about where they live. If you are willing to be contacted again to participate in another questionnaire or interview, please include your name and contact information below or on a separate piece of paper.