

# Travel Choices at Transit-Oriented Developments: Survey Results from Portland's Eastside



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# Table of Contents

Introduction .....	1
Methodology.....	6
Findings.....	9
Trip Generation and Mode Split .....	9
Commute Mode .....	12
Current Commute Mode.....	12
Change in Commute Mode .....	14
Use of alternative modes for non-work trips .....	14
Overall Changes in Travel Modes.....	16
Vehicle Ownership and Use.....	17
Residential Preferences .....	18
Travel Preferences .....	20
Demographics.....	22
Conclusions .....	24
Appendix: Station Areas.....	26
Appendix: Survey Instrument and Cover Letter .....	31



## List of Tables

Table 1: TODs included in study .....	1
Table 2: Response Rate .....	8
Table 3: Number of Trips from Home by Mode over Two Days .....	9
Table 4: Vehicle Availability.....	11
Table 5: Vehicle Availability and Mode Split .....	11
Table 6: Commute Modes, All Eastside TODs.....	12
Table 7: Commute Modes by TOD, Compared to Citywide Data .....	13
Table 8: Commute Mode and Parking Cost.....	13
Table 9: Frequency of taking transit to destinations in good weather.....	15
Table 10: Walking and Biking for Non-commute Purposes.....	16
Table 11: Use of modes compared to previous residence .....	17
Table 12: Change in Vehicle Ownership after Moving.....	18
Table 13: Importance of factors in looking for current residence .....	19
Table 14: Travel Preferences .....	21
Table 15: Respondent Demographics .....	22
Table 16: Household Income and Vehicle Availability, by TOD .....	23
Table 17: Household Income of Respondents, Compared to Citywide Data .....	23

## List of Figures

Figure 1: Center Commons (rental units) .....	2
Figure 2: Gresham Central Apartments.....	2
Figure 3: Central Point.....	3
Figure 4: Russellville Commons and Russellville Park .....	3
Figure 5: Landmark Townhomes.....	3
Figure 6: Oneonta Townhomes.....	4
Figure 7: Bridal Veil Townhomes.....	4
Figure 8: Three Cedars townhomes.....	4
Figure 9: Center Commons Townhomes .....	5



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The contents of this report reflect the views of the author, who is responsible for the facts and the accuracy of the data presented herein.



# Introduction

This report presents results from surveys of residents at several transit-oriented developments (TODs) in the cities of Portland and Gresham, along the MAX blue line between downtown Portland and Gresham. The research complements survey work done in 2005 at sites near three MAX stations in Hillsboro and Beaverton (west of downtown) and the Merrick apartments near the Convention Center in Portland. Results from those surveys are in a May 2006 report, *Travel and Transit Use at Portland Area Transit-Oriented Developments (TODs)* available at <http://www.transnow.org/publication/final-reports/documents/TNW2006-03.pdf>.

The TODs included in this study are shown in Table 1, with pictures following. All of the TODs are within one-quarter mile (straight line) distance, with several being adjacent to the MAX station. Maps of each station area and TOD locations are included in the Appendix. All of the developments are higher density than surrounding residential areas, though they were not high density; the buildings were all 2-4 stories. All of the developments included parking for residents, though at a lower number per dwelling unit than found in many suburban multifamily housing developments.

Table 1: TODs included in the survey

	<b>Affordable units included?</b>	<b># of units</b>	<b>Date built</b>	<b>MAX Station</b>
<b>Rental apartments</b>				
Center Commons	No*	39	2001	NE 60 <sup>th</sup> Ave., Portland
Russellville Commons	Yes	222	1998	NE 102 <sup>nd</sup> Ave., Portland
Russellville Park (senior)	Yes	154	1998	NE 102 <sup>nd</sup> Ave., Portland
Gresham Central	Yes	90	1996	Gresham Central
Central Point	No	22	2000	Gresham Central
<b>For-sale</b>				
Center Commons townhomes		26	2001	NE 60 <sup>th</sup> Ave., Portland
Oneonta	No	20	1995	Gresham Central
Bridal Veil	No	8	2000	Gresham Central
Landmark	No	29		Gresham Central
Burnside Station	No	22	1999**	NE 172 <sup>nd</sup> Ave., Portland
Three Cedars	No	16	2000	Gresham Central

\*Center Commons includes three separate buildings with rental apartments. Only the market-rate building was included in this research due to lack of cooperation from the other building managers.

\*\*Originally built in 1999. Renovated and converted to condominiums in 2005



Figure 1: Center Commons (rental units)



Figure 2: Gresham Central Apartments



Figure 3: Central Point



Figure 4: Russellville Commons and Russellville Park



Source: <http://www.tndwest.com/gresham.html>

Figure 5: Landmark Townhomes



Figure 6: Oneonta Townhomes



Figure 7: Bridal Veil Townhomes



Source: <http://www.tndwest.com/gresham.html>

Figure 8: Three Cedars townhomes



Figure 9: Center Commons Townhomes

## **Methodology**

To allow comparison across the region, the surveys were conducted in the same manner as for the Westside TODs. The main questionnaire was identical to that used in the Westside research. In the Westside research, respondents also filled out a one-day travel/activity diary. For the Eastside, the diary was replaced by a short “trip log” where respondents noted how many trips they made from their home for different purposes and modes. This was done to reduce respondent burden, but still allow us to estimate a trip generation rate for each respondent.

The main questionnaire was originally developed based on previous work by the author and borrowing (with permission) from two other sets of researchers. 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.” 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. The eight-page survey included the following sections:

- Information on your Household. This included questions on household size and number of vehicles.
- Information on your Place of Work/School and Commuting.
- Information on Commuting from your Prior Residence
- Your daily travel. This section focused on non-work travel during different times of the year.
- Information on your Current Place of Residence. This section focused on the importance of various items in selecting their home. Most of the questions came from the Handy and Mokhtarian instrument. Questions on sense of community were also included.
- Information on your Travel Preferences. This section attempts to gauge people’s preferences for various modes and was developed by Handy and Mokhtarian.

- Your household vehicles. This section includes a question from Handy and Mokhtarian about changes in vehicle ownership resulting from characteristics of their current neighborhood.
- Information about you. This section includes standard demographic questions and some questions about mobility impairments.

Each survey packet included one questionnaire and one trip log (included in Appendix). The cover letter explained that any adult who shares in the decision making for the household and who participated in selecting their current residence could complete the survey. Survey respondents were entered into a drawing for a \$300 gift card to Fred Meyer as an incentive for participation. With management cooperation, Russellville Park survey packets were delivered by the apartment manager. There was a box in the office to return the surveys, in addition to postage-paid envelopes. The other surveys were mailed and included postage-paid envelopes for returning the surveys. Each household was also sent a reminder postcard and second mailing to non-respondents. The surveys were distributed in June 2007.

Sample sizes and response rates are in Table 2. For non-rental units, the sampling frame for the survey was the Regional Land Information System (RLIS) database maintained by Metro. In these cases, the owner name was included in the address label. For the rental apartments, we obtained the addresses and unit numbers from the developer/manager or by visiting the units.

The response rates are calculated as follows:

$$\text{Response rate} = \frac{\# \text{ responses}}{(\# \text{ sent}) - (\# \text{ returned as vacant or undeliverable})}$$

The overall response rate was 26% (Table 2). Response rates for individual developments ranged from 0% to 40%. This was slightly lower than for the Westside TOD surveys (29%). That survey included an up-front incentive – a three-dollar Starbucks gift card with each survey packet.

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 questionnaires with little difficulty. There were very few skipped questions. The exception was older respondents living in Russellville Park, who appeared to have a little more difficulty completing the survey, perhaps due to vision or writing problems.

Table 2: Survey response rates

	<b># surveys sent</b>	<b># returned as undeliverable/ vacant</b>	<b>Completed</b>	<b>Response rate</b>
Apartments				
Center Commons	39	1	7	18%
Russellville Commons	279	19	57	22%
Russellville Park (senior)	149	0	60	40%
Gresham Central	90	6	18	21%
Central Point	22	13	0	0%
For-sale				
Center Commons townhomes	26	1	6	24%
Oneonta	20	1	9	47%
Bridal Veil	6	0	2	33%
Landmark	29	3	4	15%
Burnside Station	22	3	4	21%
Three Cedars	12	3	1	8%
	<b>694</b>	<b>50</b>	<b>168</b>	<b>26%</b>

# Findings

## Trip Generation and Mode Split

The one-page trip log asked the person to count the number of trips they made from home to various destinations by mode for two specified weekdays:

To get a more accurate picture of travel from your home, we're interested in knowing how often you left home, what types of places you went to, and how you got there. Because we know this can vary from day to day, we're interested in the two days of **Tuesday June 26 and Wednesday June 27.**

**For those two days, how many times did you leave your home by vehicle, walking, bicycling, or transit?** 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 main purpose of the trip.
- Do not include trips returning to home, only leaving.

The intent of this question is to generate a "trip generation" rate for each person. The results are shown in Table 3. These trip rates capture trips *leaving* the developments.

Table 3: Number of trips from home by mode over two days

	<b>Total trips (median)</b>	<b>Total trips (mean)</b>	<b>Total SOV trips (mean)</b>	<b>Total carpool trips (mean)</b>	<b>Est. vehicle trips per hhld</b>	<b>Total transit trips (mean)</b>	<b>n</b>
Center Commons (rental & townhomes)	5.5	5.8	2.9	1.7	6.4	0.3	10
Russellville Commons	4.0	5.3	2.2	0.7	4.6	0.9	47
Russellville Park	2.0	2.9	0.9	0.8	1.6	0.2	55
Gresham Central	4.0	6.0	2.3	2.2	5.1	1.2	17
Other townhomes/condos	4.0	4.0	2.3	0.6	3.8	0.3	17
All Eastside TODs	4.0	4.4	1.8	0.9	3.6	0.6	146
<b>All Eastside TODs, except Russellville Park</b>	<b>4.0</b>	<b>5.3</b>	<b>2.3</b>	<b>1.0</b>	<b>4.7</b>	<b>0.8</b>	<b>91</b>

Assuming that every resident who leaves returns by the same mode (twice as many trips), the two-day numbers in the table also serve as an estimate of *one* day trip generation per adult. The total number of personal vehicle trips per household was estimated in the following way. For each respondent, all single-occupant vehicle (SOV) trips for all purposes were added to the number of carpool trips for all purposes divided by two. This per person vehicle trip rate was multiplied by the number of people 16 and

older in the household. The results show wide variation between the TODs. This is due to two factors. First, for TODs with small sample sizes (e.g. Center Commons, Gresham Central, and the other townhomes), the means can be influenced by high or low outliers. Second, the residents of Russellville Park make far fewer trips, which is expected because the vast majority of those respondents do not work. Therefore, it is most appropriate to look at the bottom row (“All Eastside TODs, except Russellville Park”) to estimate the vehicle trip generation rate for TODs that are not limited to older adults – 4.7 trips per day.

This rate 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 project employees. However, these are likely to be a small number of trips. The rate of 4.7 trips per unit 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. Respondents might over-report transit trips if they thought that response would be viewed favorably by the researchers or other users of the data. It is not possible to know whether this occurred in this case. In our previous survey of Merrick apartment residents, the second reason was a likely explanation, as most of those households had only one person. However, this is not the case with the Eastside TODs. The average number of people per household for the survey respondents was 1.8 (excluding Russellville Park). 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. Therefore, smaller household size does not fully explain the lower vehicle trip generation rate.

The difference, then, may be due to increased use of alternative modes, compared to the apartments sampled by ITE. From the trips reported, we estimated the mode split for all trips leaving the TODs (Figure 10). About two-thirds of all trips were made in personal 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).

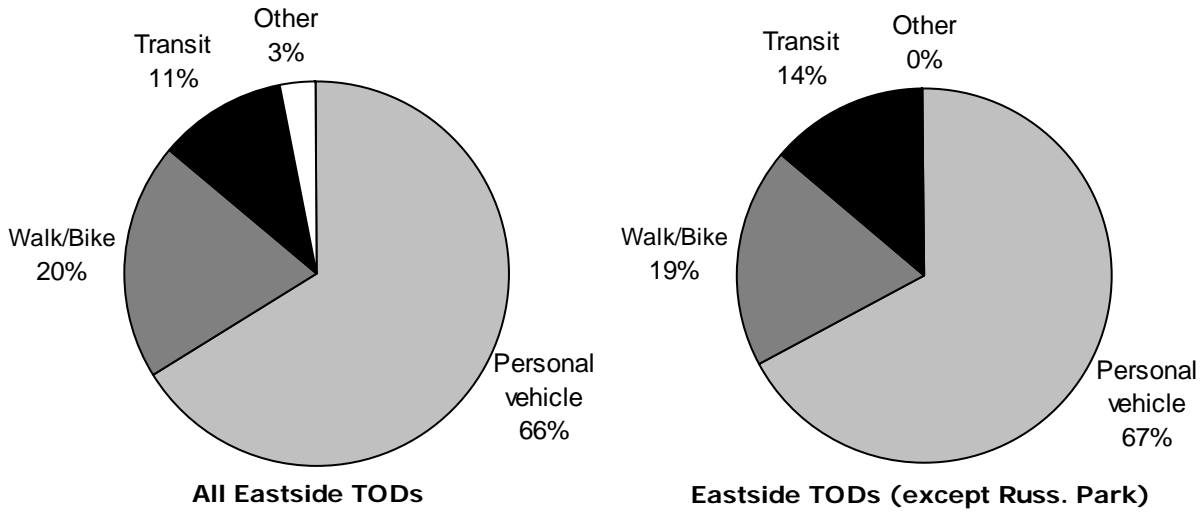


Figure 10: Average Mode Split for Trips to/from Eastside TODs

Vehicle availability appears to influence the level of transit use. Most of the households had at least one vehicle (Table 4). Two-thirds of the respondents lived in a household with one or more vehicles per adult. Adult respondents living in households with one or more vehicles per person of driving age were far less likely to use transit (Table 5). They were, however, almost as equally likely to make trips by foot or bicycle.

Table 4: Vehicle availability

	<b>% of households</b>
No vehicles	8%
One vehicle	61%
Two vehicles	26%
Three vehicles	5%

Table 5: Vehicle availability and mode split

	<b>Less than one vehicle per person 16+</b>	<b>One or more vehicles per person 16+</b>
% trips on transit	27%	6%
% trips by foot/bike	24%	17%
% trips by private vehicles	49%	76%
N	28	59

Note: Includes all Eastside TODs except Russellville Park

## Commute Mode

### Current Commute Mode

Another section of the survey asked specifically about commuting to work or school. Overall, one-quarter of the respondents used MAX to get to work or school 4-5 days per week, 8.6% took the bus that often, and another 16.4% walked (Table 6). Just over half of the respondents drove alone 4-5 days per week. The commute mode splits for the individual TODs are shown in Table 7. However, readers are cautioned that the sample size for most of the TODs was small. The overall rates of transit commuting for the Eastside TODs combined is 22%, much higher than the citywide rates of 7% for Gresham and 12% for Portland. Of those respondents that use MAX, only 4% drove or got a ride to the station.

Table 6: Commute modes, all Eastside TODs

	<b>4-5 days per week</b>	<b>2-3 days per week</b>	<b>Once a week</b>	<b>1-3 days a month</b>	<b>Less than once a month</b>	<b>Never</b>	<b>n</b>
Drive alone	56%	15%	8%	9%	1%	10%	78
Carpool	11%	0%	5%	5%	7%	70%	56
MAX light rail	25%	9%	3%	5%	13%	45%	67
Streetcar	0%	0%	0%	4%	8%	89%	53
TriMet bus	9%	5%	7%	3%	7%	88%	58
Walk	9%	5%	7%	7%	7%	65%	57
Bicycle	2%	6%	4%	6%	4%	80%	55

Table 7: Commute modes by TOD, compared to citywide data

	<b>Commutes by MAX once a week or more</b>	<b>Primary commute mode is transit**</b>	<b>Primary commute mode is drive alone or carpool</b>	<b>Walks to work once a week or more</b>	<b>n</b>
Center Commons (rental & townhomes)	50%	13%	63%	17%	8
Russellville Commons	44%	30%	58%	26%	43
Gresham Central	38%	23%	77%	0%	13
Other townhomes/condos	11%	8%	83%	0%	12
All Eastside TODs	36%	22%	67%	21%	86
All Gresham workers*		7%	85%		
All Portland workers*		13%	71%		

\* 2006 American Community Survey

\*\*Primary commute mode means that that mode is used for a majority of the days commuting each week.

The price of parking at school or work effects people’s commute mode choice. Of the respondents that would have to pay for parking at school or work, only 32% usually used a private vehicle to get to work (Table 8). In contract, 80% 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 District, also very convenient locations to reach by transit from these TODs.

Table 8: Commute mode and parking cost

	<b>Would have to pay to park</b>	<b>Would not have to pay to park</b>
Private vehicle	32%	80%
Transit	63%	8%
Walk/Bike	0%	3%
Other or combination	5%	9%
n	19	64

## 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 79 people who reported both commute modes, 10% (8) switched from a private vehicle to transit, walking, or cycling for their primary commute mode. However, 15% (11) switched from an alternative mode to a private vehicle. The remainder either stayed in a private vehicle (52%), stayed in an alternative mode (13%), or stayed within or moved to/from the "other" or combinations or modes (11%). Overall, it does not appear that moving to the TOD changed respondents' commute modes significantly in favor of transit. Commute trips represented about 26% of the trips noted in the two-day trip log. Because the assigned days were weekdays, the share of all trips made by respondents over an entire week or year that are commute trips is likely a little lower than 26%.

## Use of alternative modes for non-work trips

The survey asked people how frequently they walked or biked or used transit *from home* to get to various non-commute destinations in good weather and in "wetter, colder weather". Weather appeared to make a difference in walking and cycling behavior, but not transit use. A separate question also asked the respondent how many times in the last 30 days they (1) took a walk, jog, or stroll around their neighborhood and (2) took a walk from home to a business or store in their neighborhood. The results from the transit questions (in good weather) are shown in Table 9 for all of the TODs combined. Respondents were more likely to take transit for shopping or entertainment than other non-work purposes. This may reflect the accessibility to downtown Portland from these sites.

Table 9: Frequency of taking transit to destinations in good weather

	<b>Never</b>	<b>Less than once per month</b>	<b>Once or twice a month</b>	<b>About once every 2 weeks</b>	<b>About once per week</b>	<b>Two or more times per week</b>	<b>n</b>
A church or civic building (examples: library, post office)	78%	10%	6%	3%	3%	1%	162
A service provider (examples bank, post-office, hair dresser, dentist)	69%	16%	8%	2%	4%	1%	159
A restaurant, bar, or coffee place	61%	12%	11%	8%	4%	3%	158
A store or place to shop	53%	14%	15%	7%	7%	5%	161
A gym or indoor recreation (ex: bowling alley)	88%	2%	3%	1%	3%	3%	160
A park or natural open space	70%	13%	9%	4%	2%	2%	160
Visit friends or family at their home	84%	6%	3%	3%	3%	1%	157
Entertainment (examples: movie, museum)	52%	23%	15%	6%	3%	2%	159

Some of the results for walking and biking, separated by TOD, are shown in Table 10. About one quarter of the respondents walked or biked from home to a shop or dine once a week or more in good weather. These rates are higher than some of the transit-adjacent developments surveyed on the Westside, but lower than residents of Orenco Station and the Merrick. These differences likely reflect the differences in the number of destinations within walking distance in these neighborhoods.

Table 10: Walking and biking for non-commute purposes

	<b>Walks/bikes to store once a week or more in good weather</b>	<b>Walks/bikes to restaurant/bar/café once a week or more in good weather</b>	<b>Walks/bikes with no destination once a week or more in good weather</b>	<b>Mean # walk, jog, or strolling trips in neighborhood in last 30 days</b>	<b>Mean # walking trips from home to business or store in last 30 days</b>	<b>n</b>
Center Commons	27%	20%	46%	7.5	6.1	11
Russellville Commons	29%	29%	27%	12.1	5.3	59
Russellville Park	18%	8%	38%	10.1	1.9	56
Gresham Central	18%	18%	56%	6.8	5.9	17
Other townhomes/condos	39%	59%	59%	11.8	11.4	18
All Eastside TODs	25%	23%	39%	10.4	4.9	153

### 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, the Eastside TOD residents claim to be driving less and using transit and walking more than where they used to live. This is in contrast to the changes in commute modes noted above. The difference could be due to three factors. First, respondents may overstate their shifts to non-driving modes. Second, they may be making more significant shifts in their non-work travel, which represents a majority of travel. Third, the move to the TOD may have reduced the lengths of their driving trips, i.e. they may make as many driving trips to work, but now those trips are shorter. Without more accurate data about their previous travel patterns, it is impossible to know the magnitude of each of these explanations.

Table 11: Use of modes compared to previous residence

	<b>A lot less now</b>	<b>A little less now</b>	<b>About the same</b>	<b>A little more now</b>	<b>A lot more now</b>	<b>n</b>
How much do you <b>drive</b> now, compared to when you lived at your previous residence?	<b>48%</b>	<b>15%</b>	24%	3%	3%	166
How much do you use <b>public transit</b> (bus or rail) now, compared to when you lived at your previous residence?	18%	4%	31%	<b>26%</b>	<b>22%</b>	160
How much do you <b>walk</b> in your neighborhood now, compared to when you lived at your previous residence?	20%	10%	29%	21%	19%	166
How much do you ride your <b>bike</b> now, compared to when you lived at your previous residence?	35%	6%	40%	7%	13%	110

### Vehicle Ownership and Use

As reported in Table 4, all but 8% of the households had at least one vehicle. Only four respondents were members of Flexcar. To see if there were shifts in vehicle ownership caused by moving to the TOD, 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 two-thirds of the households, moving did not impact the number of vehicles in the household (Table 12). However, 25 households did indicate that they got rid of a vehicle because of the characteristics of the neighborhood and six got an additional vehicle because of the neighborhood.

Table 12: Change in vehicle ownership after moving

	Percent of households		n
	All	Excluding Russellville Park	
No, but I/we are considering getting rid of a vehicle because of the characteristics of the neighborhood	13%	12%	18
No, but I/we are considering getting another vehicle because of the characteristics of the neighborhood	1%	1%	1
No, moving to this place has had no impact on the number of vehicles	65%	66%	91
Yes, I/we got rid of a vehicle because of the characteristics of the neighborhood	18%	16%	25
Yes, I/we got an additional vehicle because of the characteristics of the neighborhood	4%	5%	6
Total	100.0	100.0	141

The survey also asked each person about how many miles they drive in a typical week. For the people with a vehicle in their household, the average number of miles driven per week was 93 and the median was 50. This would equate to about 5,000 miles per year, which is significantly below national averages. Some of the difference is likely due to the higher use of alternative modes. However, research indicates that survey respondents are also very likely to underestimate their mileage.

### 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.<sup>1</sup> 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. About half (49%) indicated that it was "extremely important" in choosing their current residence and 29% indicated that it was "somewhat important." Transit access was most important to residents of Russellville Commons, where 57% of respondents indicated it was extremely important.

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<sup>1</sup> 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.

Table 13: Importance of factors in choosing current residence

<b>Factor</b>	<b>Mean</b>	<b>n</b>
High quality living unit	3.47	163
Affordable living unit	3.43	167
Safe neighborhood for walking	3.26	159
Low crime rate within neighborhood	3.25	155
Attractive appearance of neighborhood	3.22	161
Good public transit service (bus or rail)	3.18	160
Sidewalks throughout the neighborhood	3.17	163
High level of upkeep in neighborhood	3.15	162
Relatively new living unit	3.04	162
Good street lighting	3.02	162
Importance of shopping areas within walking distance	2.93	163
Lots of off-street parking (garages or driveways)	2.88	159
Quiet neighborhood	2.81	160
Easy access to downtown	2.75	157
Easy access to the freeway	2.72	162
Easy access to a regional shopping mall	2.63	163
Parks and open spaces nearby	2.63	158
Low level of car traffic on neighborhood streets	2.46	162
Close to friends or family	2.45	157
Lots of people out and about within the neighborhood	2.40	159
Economic level of neighbors similar to my level	2.38	158
Close to where I worked	2.31	152
Diverse neighbors in terms of ethnicity, race, and age	2.24	156
Safe neighborhood for kids to play outdoors	2.24	153
Other amenities such as a pool or community center available nearby	2.21	160
Lots of interaction among neighbors	2.19	157
Big street trees	2.06	158
Variety in housing styles	2.05	160
Good bicycle routes beyond the neighborhood	1.95	153
Good investment potential	1.68	155
Large back yard	1.39	155
Large front yard	1.39	158
Living unit on cul-de-sac rather than through street	1.36	150
High quality K-12 schools	1.34	157

Note: Mean scores on a scale of 1-4, 1=Not at all important, 4=Extremely important

## 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 these respondents place a high priority on minimizing their travel, by organizing trips and shopping nearby. They like driving more than taking transit. However, many of them agree that taking transit can sometimes be easier than driving. This may reflect the hassles of parking or congestion. 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 of TOD residents

<b>Statement</b>	<b>Mean</b>	<b>n</b>
I prefer to organize my errands so that I make as few trips as possible	4.37	161
It is important for me to get some physical exercise every day	4.22	163
Fuel efficiency is an important factor for me in choosing a vehicle	3.99	149
I like walking	3.90	155
When I need to buy something, I usually prefer to get it at the closest store possible	3.84	156
Traveling by car is safer overall than riding a bicycle	3.79	161
I often use the telephone or the Internet to avoid having to travel somewhere	3.79	154
I need a car to do many of the things I like to do	3.78	157
The prices of gasoline affects the choices I make about my daily travel	3.63	157
I like driving	3.52	157
Vehicles should be taxed on the basis of the amount of pollution they produce	3.41	157
I try to limit my driving to help improve air quality	3.41	150
Getting to work without a car is a hassle	3.37	139
Public transit can sometimes be easier for me than driving	3.34	154
Walking can sometimes be easier for me than driving	3.27	159
I prefer to walk rather than drive whenever possible	3.23	154
The trip to/from work is a useful transition between home and work	3.22	140
I like taking transit	3.17	151
The region needs to build more highways to reduce traffic congestion	3.11	154
Traveling by car is safer overall than walking	3.09	158
Air quality is a major problem in this region	2.96	157
I use my trip to/from work productively	2.93	135
Traveling by car is safer overall than taking transit	2.89	149
I prefer to take transit rather than drive whenever possible	2.88	156
Travel time is generally wasted time	2.88	157
The only good thing about traveling is arriving at your destination	2.87	154
I like riding a bike	2.80	148
I am willing to pay a toll or tax to pay for new highways	2.66	159
My household spends too much money on owning and driving our cars	2.63	150
We could manage pretty well with one fewer car than we have (or no car)	2.50	153
Biking can sometimes be easier for me than driving	2.38	145
I prefer to bike rather than drive whenever possible	2.28	151
I would like to own at least one more car	1.69	153

Note: Mean scores on a scale of 1-5, 1=strongly disagree, 5=strongly agree, 3=neutral.

## Demographics

Some of the demographics of the respondents are summarized in Table 15. A majority of the respondents were women, and few of the households had children. Ninety percent of the Russellville Park residents were white, compared to 80% of the other respondents. Of the non-Russellville Park residents, 56% were employed full-time, 10% part-time, and 16% retired.

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. Respondents from Russellville Park were less educated, with 34% having 12 or fewer years of school, compared to 10% of the other respondents. Very few (two or three) of the non-Russellville Park residents had a physical or anxiety condition that limited their driving or use of transit.

Table 15: Respondent demographics

	<b>Average # people per household</b>	<b>% of homes with people under 16</b>	<b>% of respondents over 64</b>	<b>% female</b>	<b>n</b>
Center Commons (rental & townhomes)	1.6	9%	0%	55%	11
Russellville Commons	1.8	4%	12%	70%	52
Russellville Park	1.3	0%	97%	74%	62
Gresham Central	1.7	11%	18%	72%	18
Other townhomes/condos	1.8	22%	33%	44%	18

The economic characteristics of the respondents and their households are shown in Table 16 and Table 17. The respondents are generally of moderate income, with few respondents falling into the lower or upper income categories. On average, the households have less than one vehicle per person of driving age.

Table 16: Household income and vehicle availability, by TOD

	<b>Median Income (category)</b>	<b>Average number of vehicles per person 16 or older</b>	<b>n</b>
Center Commons (rental & townhomes)	35,000-49,999	0.82	11
Russellville Commons	35,000-49,999	0.88	54
Russellville Park	25,000-34,999	0.76	62
Gresham Central	35,000-49,999	0.83	18
Other townhomes/condos	50,000-74,999	0.82	18

Table 17: Household income of respondents, compared to citywide data

	<b>% of respondents</b>	<b>Gresham*</b>	<b>Portland*</b>
Less than \$15,000	8%	14%	17%
\$15,000 - \$24,999	8%	12%	12%
\$25,000 - \$34,999	26%	11%	12%
\$35,000 - \$49,999	23%	18%	14%
\$50,000 - \$74,999	22%	19%	19%
\$75,000 - \$99,999	8%	13%	11%
\$100,000 - \$149,999	4%	11%	9%
\$150,000 and over	1%	2%	7%
<b>n</b>	<b>161</b>		

\*Gresham and Portland data from 2006 American Community Survey.

## Conclusions

The survey results indicate that Eastside TOD residents are probably using transit and walking significantly more than Portland and Gresham residents overall. The difference is likely due to a combination of factors, including the location of sites near to MAX, proximity to downtown, income and vehicle ownership, travel preferences of residents, and parking pricing at work and school locations. There is also a possibility of response bias. People who are “pro-transit” or active walkers may have been more likely to respond. People with very busy and complicated schedules, which may also include fewer transit riders, may have been less likely to respond. These types of biases are inherent in most survey research and must be acknowledged when interpreting results. However, if any response bias is consistent across the TODs, comparisons between the TODs should not be significantly affected.

This report presents a “first cut” analysis of the data. Further analysis, along with comparisons to the Westside TOD survey data, can enlighten these findings and explanations. A few key findings have emerged from the analysis done so far:

- Travel patterns of Russellville Park residents are significantly different from those of other TOD residents. In particular, the Russellville Park residents made far fewer trips and a smaller share of their trips on transit. The lower trip generation rate is expected, since the development is for seniors, who are not likely to work. It does mean that when analyzing the potential benefits of future TODs, analysts must consider whether the development is targeted for a certain population.
- Each household appears to generate fewer vehicle trips than assumed by the ITE *Trip Generation* manual. This may largely be due to higher rates of transit use and walking, along with slightly smaller household sizes and more limited vehicle availability.
- Vehicle availability helps explain transit use. TOD residents in households with less than one vehicle per driver were far more likely to use transit. However, the relationship may not be as simple as it appears. Eighteen percent of the respondents indicated that they got rid of a vehicle because of the characteristics of the neighborhood. Therefore, a share of the households with limited vehicle availability may have consciously chosen to have fewer vehicles (even if they could afford otherwise) because they could use transit or walk instead.
- Surveyed workers at the TODs are commuting regularly on transit at a higher rate (22%) than for all workers living in the City of Portland (13%) and Gresham (7%). This

finding reflects, in part, the proximity of the TODs to high-quality transit service (MAX).

- Parking pricing influences commute mode split. Respondents who did not have to pay to park at work or school were far more likely to drive to work.
- Moving to the TOD did not appear to result in a shift to increased transit commuting. While many respondents did change modes after moving to the TOD, there was no net change towards transit commuting.
- Respondents indicated that they are driving less and using transit more now compared to their previous residence. This may be due to shifts toward transit for non-commute trips and a shortening of trip distances for both commuting and other purposes.
- Residents placed a high priority on transit accessibility in choosing their current home. However, they do not necessarily enjoy riding transit more than driving. The role of preferences and attitudes in travel and location decisions of the TOD residents will be examined more closely in further analysis.

# **Appendix: Station Areas**

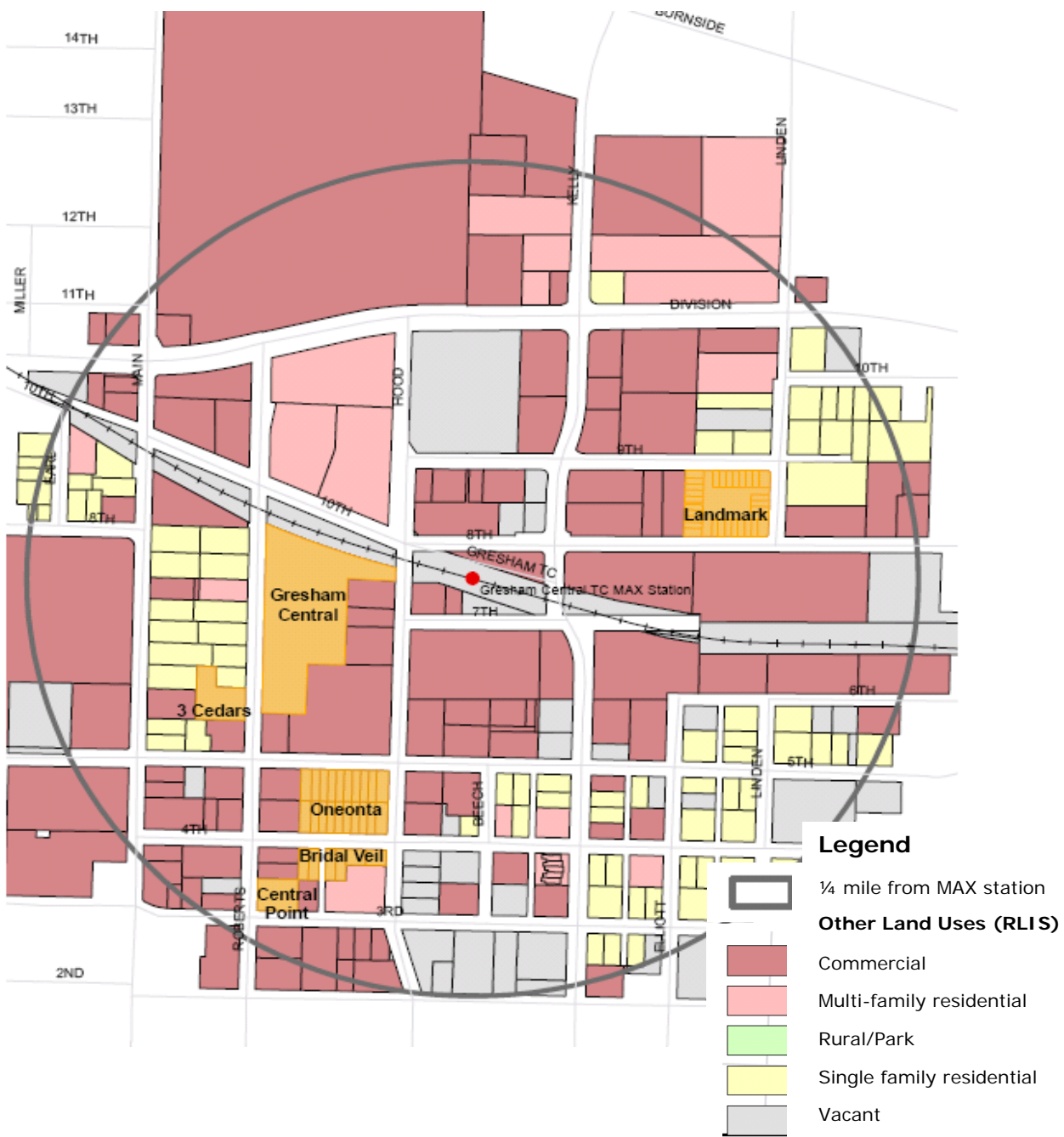


Figure 11: Surveyed TODs near Gresham Central MAX Station



Figure 12: Surveyed TODs near 102nd Ave. MAX station

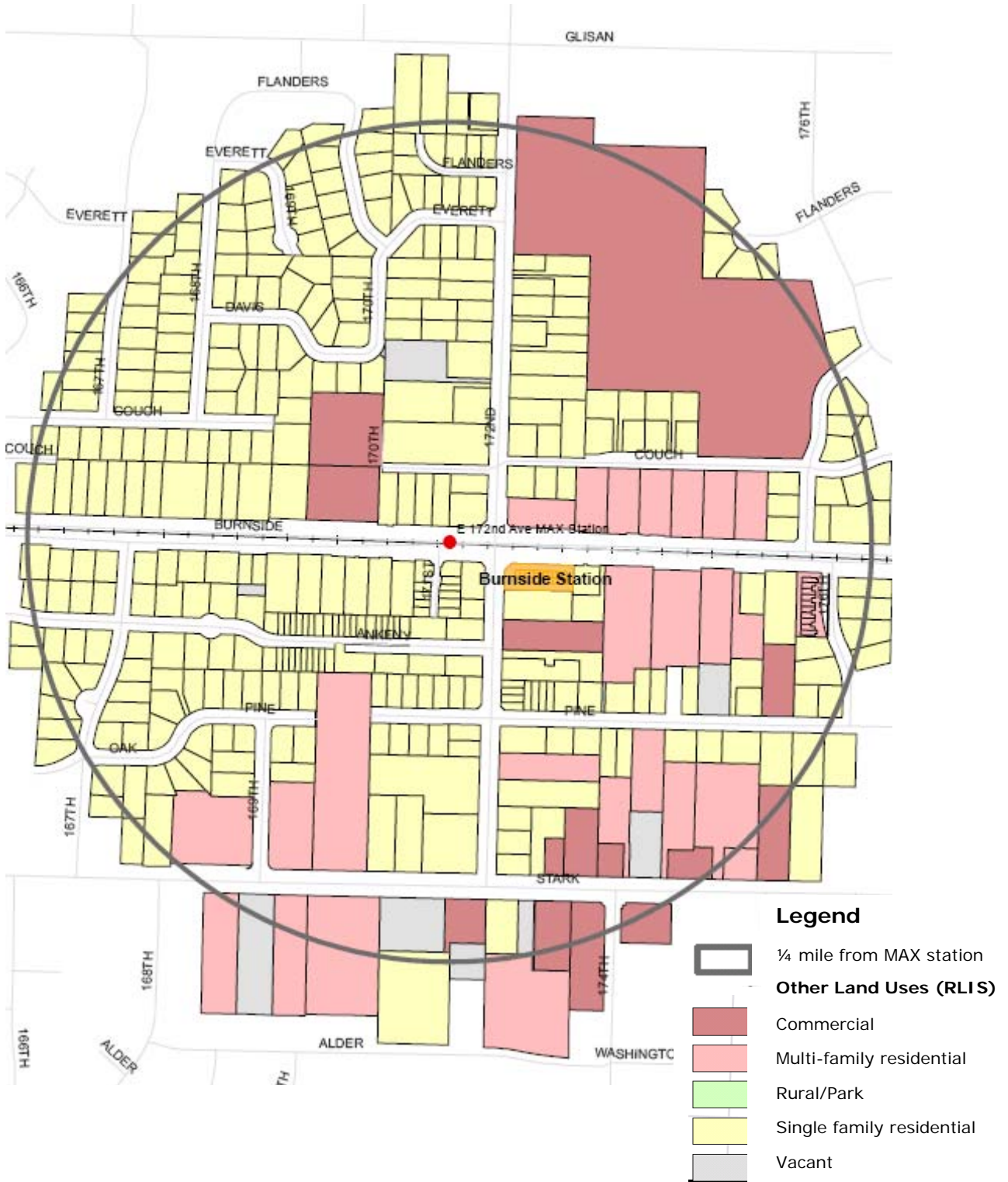


Figure 13: Surveyed TODs near 172nd Ave. MAX station



Figure 14: Surveyed TODs near NE 60th Ave. MAX station

# **Appendix: Survey Instrument and Cover Letter**



# Neighborhood and Travel Choice Study

This survey is part of an effort to improve neighborhoods and transportation options in the Portland region. Please help us by filling out this questionnaire. Your individual responses will be confidential. **Please mail your completed survey using the enclosed, postage-paid envelope.** 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? .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
2. Of these, how many are 16 yrs or older? .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
3. How many motorized vehicles are available for use by members of your household (do not include Flexcar)?.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
4. How many working bicycles are available to you in your household?.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
5. Are you a member of Flexcar? .....	<input type="checkbox"/> Yes		<input type="checkbox"/> No			
6. Does your household have a pet that needs regular walks? .....	<input type="checkbox"/> Yes		<input type="checkbox"/> No			

**B. Information on your Place of Work/School and Commuting**

If you work and attend school, please provide information on your full-time activity. 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?

Address or cross streets: \_\_\_\_\_

City: \_\_\_\_\_ Zip code: \_\_\_\_\_

*Please skip to Section C.*

2. Does your employer/school: *(check all that apply)*
- |   |  |
|---|--|
| <input type="checkbox"/> 1 allow you to work flexible hours     | <input type="checkbox"/> 4 provide free parking                              |
| <input type="checkbox"/> 2 allow you to work from home          | <input type="checkbox"/> 5 help pay for transit                              |
| <input type="checkbox"/> 3 provide a car for use during the day | <input type="checkbox"/> 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. About how long would it take you to walk from work/school to the closest MAX light rail station? \_\_\_\_\_ minutes or  Don't know
5. On average, how many days per week do you commute to work/school? \_\_\_\_\_ days per week
6. How often do you stop somewhere on the way to work/school? \_\_\_\_\_ days per week
7. How often do you stop somewhere on the way home from work/school? \_\_\_\_\_ days per week
8. How often do you work at home *instead* of making the trip to work? \_\_\_\_\_ days per month

9. 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)	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
b. Carpool	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
c. MAX light rail	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
d. Streetcar	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
e. TriMet bus	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
f. Walk	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
g. Bicycle	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
h. Other: _____	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>

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

<u>from home to the station? (check one)</u>	
1 <input type="checkbox"/> walk	4 <input type="checkbox"/> ride bus
2 <input type="checkbox"/> drive vehicle	5 <input type="checkbox"/> bicycle
3 <input type="checkbox"/> ride as passenger	6 <input type="checkbox"/> other (_____)
7 <input type="checkbox"/> I do not commute by MAX or streetcar	

<u>from station to your workplace/school? (check one)</u>	
1 <input type="checkbox"/> walk	4 <input type="checkbox"/> ride bus
2 <input type="checkbox"/> drive vehicle	5 <input type="checkbox"/> bicycle
3 <input type="checkbox"/> ride as passenger	6 <input type="checkbox"/> other (_____)
7 <input type="checkbox"/> I do not commute by MAX or streetcar	

### C. Information on Commuting from your Prior Residence

1. Where did you live prior to this location?

Street and nearest cross street: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ 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 D on the next page.)

3. At your prior residence, how often did you usually 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)	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
b. Carpool	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
c. Rail transit (ex: subway or light rail)	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
d. Bus	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
e. Walk	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
f. Bicycle	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
g. Other: _____	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>

4. If you previously commuted by rail transit (ex: subway, light rail, street car) once a month from your prior residence, how did you normally get

<u>from home to the station? (check one)</u>	
1 <input type="checkbox"/> walk	4 <input type="checkbox"/> ride bus
2 <input type="checkbox"/> drive vehicle	5 <input type="checkbox"/> bicycle
3 <input type="checkbox"/> ride as passenger	6 <input type="checkbox"/> other (_____)
7 <input type="checkbox"/> I did not commute by rail transit	

<u>from station to your workplace/school? (check one)</u>	
1 <input type="checkbox"/> walk	4 <input type="checkbox"/> ride bus
2 <input type="checkbox"/> drive vehicle	5 <input type="checkbox"/> bicycle
3 <input type="checkbox"/> ride as passenger	6 <input type="checkbox"/> other (_____)
7 <input type="checkbox"/> I did not commute by rail transit	

## D. Your daily travel

1. In a typical month with good weather, 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)	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A service provider (examples: bank, hair dresser, dentist)	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A restaurant, bar, or coffee place	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A store or place to shop	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A gym or indoor recreation (ex: bowling alley)	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A park or natural open space	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
Out of the house with no particular destination	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
Visit friends or family at their home	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
Entertainment (examples: movie, museum)	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
Taking someone else to school or daycare	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
Other places besides work/school: (please specify) _____	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>

2. During wetter, colder weather, 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)	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A service provider (examples: bank, hair dresser, dentist)	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A restaurant, bar, or coffee place	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A store or place to shop	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A gym or indoor recreation (ex: bowling alley)	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A park or natural open space	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
Out of the house with no particular destination	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
Visit friends or family at their home	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
Entertainment (examples: movie, museum)	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
Taking someone else to school or daycare	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
Other places besides work/school: (please specify) _____	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>

3. In a typical month with good weather, how often do you take transit (bus or MAX) 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)	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A service provider (examples: bank, hair dresser, dentist)	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A restaurant, bar, or coffee place	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A store or place to shop	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A gym or indoor recreation (ex: bowling alley)	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A park or natural open space	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
Visit friends or family at their home	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
Entertainment (examples: movie, museum)	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
Taking someone else to school or daycare	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
Other places besides work/school: (please specify) _____	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>

4. During wetter, colder weather, how often do you take transit (bus or MAX) 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)	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A service provider (examples: bank, hair dresser, dentist)	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A restaurant, bar, or coffee place	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A store or place to shop	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A gym or indoor recreation (ex: bowling alley)	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
A park or natural open space	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
Visit friends or family at their home	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
Entertainment (examples: movie, museum)	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
Taking someone else to school or daycare	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>
Other places besides work/school: (please specify) _____	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>	<input type="checkbox"/> <sub>6</sub>

5. 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

6. 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

7. 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 <b>drive</b> now, compared to when you lived at your previous residence?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
b. How much do you use public transit (bus or rail) now, compared to when you lived at your previous residence?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
c. How much do you walk in your neighborhood now, compared to when you lived at your previous residence?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
d. How much do you ride your bike now, compared to when you lived at your previous residence?	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

**E. Information on your Current Place of Residence**

1. When did you move to your current residence? \_\_\_\_\_month \_\_\_\_\_ year (ex: 2004)

2. Do you rent or own your residence?      *Current residence*                      *Previous residence*  
<sub>1</sub> Rent    <sub>2</sub> Own                      <sub>1</sub> Rent    <sub>2</sub> Own

3. About how long would it take you to walk from home to the closest MAX light rail station? \_\_\_\_\_ minutes or  Don't know

4. How well do you think your residence and its location meet the **current needs** of your household?

	<i>Very poorly</i>	<i>Poorly</i>	<i>About right</i>	<i>Well</i>	<i>Very well</i>
Location of your neighborhood in the region .....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
Characteristics of the neighborhood itself.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
Location of your residence within your neighborhood .....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
Characteristics of the residence itself .....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

5. 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>
I think my neighborhood is a good place for me to live.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
People in this neighborhood do not share the same values .....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
My neighbors and I want the same thing from this neighborhood .....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
I feel at home in this neighborhood.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
Very few of my neighbors know me .....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
I care about what my neighbors think about my actions.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
I have almost no influence over what this neighborhood is like.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
If there is a problem in this neighborhood people who live here can get it solved.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
It is important to me to live in this particular neighborhood.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
The people who live in this neighborhood get along well .....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>
I can recognize most of the people who live on my block.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>	<input type="checkbox"/> <sub>5</sub>

6. 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.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
High quality living unit.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Relatively new living unit.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Good investment potential.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
High quality K-12 schools.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Attractive appearance of neighborhood.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Variety in housing styles.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
High level of upkeep in neighborhood.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Large front yard.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Large back yard.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Big street trees.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Lots of off-street parking (garages or driveways).....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Sidewalks throughout the neighborhood.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Good bicycle routes beyond the neighborhood.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Easy access to the freeway.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Living unit on cul-de-sac rather than through street.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Good public transit service (bus or rail).....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Parks and open spaces nearby.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Shopping areas within walking distance.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Other amenities such as a pool or a community center available nearby.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Easy access to a regional shopping mall.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Easy access to downtown.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Close to where I worked.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Close to friends or family.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Low level of car traffic on neighborhood streets.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Quiet neighborhood.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Good street lighting.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Safe neighborhood for walking.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Safe neighborhood for kids to play outdoors.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Low crime rate within neighborhood.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Lots of interaction among neighbors.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Lots of people out and about within the neighborhood.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Diverse neighbors in terms of ethnicity, race, and age.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Economic level of neighbors similar to my level.....	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>
Other (please specify): _____	<input type="checkbox"/> <sub>1</sub>	<input type="checkbox"/> <sub>2</sub>	<input type="checkbox"/> <sub>3</sub>	<input type="checkbox"/> <sub>4</sub>

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





## Your travel from home June 7-8 (Thursday-Friday)

To get a more accurate picture of travel from your home, we're interested in knowing how often you left home, what types of places you went to, and how you got there. Because we know this can vary from day to day, we're interested in the two days of **Thursday June 7 and Friday June 8.**

**For those two days, how many times did you leave your home by vehicle, walking, bicycling, or transit?**  
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 main purpose of the trip.
- Do not include trips returning to home, only leaving.

*Examples:*

If you took the MAX to work on Thursday, but stopped at a coffee shop on the way, write 1 under MAX for "Work."

If you drove to the gym by yourself from home both days, put a 2 under *Personal Vehicle (Alone)* for "Shopping, errands, eating out, entertainment, social, recreation."

If you took a walk on Friday evening around your neighborhood to get some fresh air and exercise, without a particular destination, put a 1 under *Walk* for "No particular destination."

### *Number of times I left home by ....*

<i>... to go to...</i>	Personal Vehicle (alone)	Personal Vehicle (w/ others)	Walk	Bicycle	TriMet Bus	MAX light rail	Taxi or Specially equipped transit
Work							
School (as a student)							
Shopping, errands, eating out, entertainment, social, recreation							
Give someone a ride or pick someone up							
No particular destination (examples: a jog, walking dog)							
Other places: (please specify) _____							
<b>Total # of trips by mode</b>							

If you did not make any trips from home on June 7 and 8, please check the appropriate box below:

- I did not leave home on June 7 and 8  
 I was out of town on June 7 and 8

Notes:

- 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.
- **Personal Vehicle (alone)** would include driving alone in a car, truck, SUV, or motorcycle, including Flexcar.
- **Personal Vehicle (w/ others)** would apply if you are a passenger or driver of vehicle with other people, including kids.
- **Specially equipped transit** is a public or private bus service equipped for seniors or persons with disabilities (example: LIFT).

June 4, 2007

Dear 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 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.

Any adult in your household who shares in the decision making for your household and who participated in selecting your current residence can complete the survey. There are two parts to this study:

1. A survey booklet that includes general 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. Many people who have completed the survey before found it interesting. We hope you will, too.
2. A travel log to record your trips from home on Thursday, June 7 and Friday, June 8. The one-page blue form includes the instructions.

We have enclosed a postage-paid envelope in which to return both forms. If you prefer to complete the survey on the web, please go to: <http://survey.oit.pdx.edu/ss/wsb.dll/157/TRAVELSURVEY.htm>

In appreciation of your participation, everyone who completes the survey can enter a random drawing for a \$300 Fred Meyer gift card. There is a separate form to enter the drawing. **Please return your completed survey and travel log by Monday June 11.**

Your participation in the survey is voluntary. We will protect the confidentiality of your individual survey responses. Each survey does have a unique number. We need that number to keep track of who has responded and to know which neighborhood you live in. We will use your individual responses only for the purposes of this study and they will not be linked to your name. Completing and submitting the survey and/or log indicates your consent to participate in this study.

If you have concerns or problems about your participation in this study or your rights as a participant, please contact the Human Subjects Research Review Committee, Office of Research and Sponsored Projects, 111 Cramer Hall, Portland State University, 503-725-4288. If you have any questions about the study, contact me at 503-725-5173 or [jdill@pdx.edu](mailto:jdill@pdx.edu). If you are interested in learning more about me and the kind of research I do, please visit my web site at <http://web.pdx.edu/~jdill/>.

Sincerely,

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