



# Chittenden County Metropolitan Planning Organization

*Transportation Survey*

**Report of Results**

July 2006

Prepared by:



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## Executive Summary

### ***Survey Background and Purpose***

- The Chittenden County Metropolitan Planning Organization contracted with National Research Center, Inc. to conduct a region wide transportation survey. The 2006 Chittenden County Transportation Survey provided residents and employees working in the County the opportunity to rate the quality of life as it relates to transportation, as well as service delivery and their satisfaction with travel and public transportation in the County. The survey also permitted residents to share their priorities for transportation planning and resource allocation.
- This is the second iteration of the Chittenden County Transportation Survey since the baseline study was conducted in 2000. This is the first time the study has been conducted by National Research Center, Inc.

### ***Methods***

- The study consisted of two parts. The first part was a mailed survey to residents in Chittenden County. The second part of the study recruited businesses around Chittenden County and asked them to let their employees participate in the survey online. The same survey was used for both groups.
- For the first part of the survey, 2,000 randomly selected Chittenden County households were mailed the 2006 Chittenden County Transportation Survey. Of the 1,893 eligible households who received the survey, 455 responded to the mailed questionnaire, giving a response rate of 24%.
- The second part of the 2006 Chittenden County Transportation Survey was administered via the Web to employees working for businesses in Chittenden County. A total of 138 businesses were invited to have their employees participate in the survey; a total of 209 surveys were completed online.
- Only survey results for the mailed survey were weighted so that respondent age, gender and tenure were represented in the proportions reflective of the entire County. Web survey responses were not weighted, as respondents for the Web survey were neither intended to represent a larger population, nor was there a profile of such a population to which the Web respondents could be compared. The margin of error is plus or minus five percentage points around any given percentage point for the mailed survey and plus or minus seven percentage points for the Web survey. When comparing results from the mailed survey to the Web survey the margin of error is plus or minus seven percentage points around any given percentage point.
- Due to changes in the scale and survey methodology between the first iteration of the survey in 2000 and the second iteration in 2006, comparisons between survey years should be made with caution. When comparing survey results from 2000 to 2006 a conservative margin of error of plus or minus 10 percentage points around any given percentage point was used.

## **Survey Results**

The executive summary includes the results from the random sample of general residents. The survey methods make this group representative of the County as a whole, while the employees are a specialized sub-group of the population from which results cannot be generalized. Results from the general residents can be generalized to the rest of the Chittenden County population.

## **Ratings of the Transportation System**

### **Travel and Transportation Planning**

#### ***Ratings of Transportation Impacts on the Community***

Two-thirds of respondents at least “somewhat” agreed that “overall, Chittenden County’s transportation system enhances the quality of my life by allowing me to travel to work and other daily activities in a safe and efficient manner.”

More than 80% of residents participating in the survey were in agreement that “noise and emissions from cars, buses and trucks seem to be getting worse each year” and “noise and emissions from cars, buses and trucks are an environmental problem.”

Seven in 10 respondents in 2006 agreed that “the transportation system would be considered an asset to a business wishing to expand or locate in Chittenden County” compared to one-half in 2000.

### **Ratings of Highway and Auto Travel**

Respondents were asked to what extent they agreed or disagreed with a list of statements related to traveling by car or other general travel experiences in Chittenden County. Resident respondents agreed most with the following statements: “traveling by car is safe in Chittenden County” (81%) and “traffic congestion gets noticeably worse every year” (81%).

In 2006, fewer respondents agreed with the statement, “the streets in my neighborhood are in good condition,” than in 2000 (57% versus 76%, respectively). Additionally, “traffic congestion affects the majority of trips I make,” and “the major roads and bridges throughout Chittenden County are in good condition” were agreed upon by fewer respondents in 2006 than in 2000. More respondents in 2006 (58%) agreed with, “I don’t know where to find information on traffic conditions and highway construction,” than respondents in 2000 (38%), and more respondents agreed that “there are enough park and ride lots in Chittenden County” in 2006 (41%) than in 2000 (27%).

#### ***Resident Ratings of Auto/Highway Travel Compared to Other Jurisdictions***

National Research Center (NRC) maintains a large national database that includes the results from citizen surveys conducted in approximately 400 jurisdictions throughout the United States. Responses to thousands of survey questions dealing with resident perceptions about the quality of community life and services provided by local government are included. Although each jurisdiction may ask questions in a slightly different manner, NRC has created a statistical algorithm to allow comparison of ratings of similar items across jurisdictions. Comparisons are provided when similar questions are included in the database and there are at least five other jurisdictions in which the question was asked.

For Chittenden County, residents’ ratings could be compared to ratings in other jurisdictions across the country for the following areas: “condition of major roads and bridges in Chittenden

County,” “traveling by cars is safe in Chittenden County” and “traffic congestion affects the majority of trips I make.” “Traveling by cars is safe in Chittenden County” and “traffic congestion affects the majority of trips I make” both received higher ratings than other jurisdictions around the nation. “Condition of major roads and bridges in Chittenden County” received ratings lower than those of other jurisdictions asking a similar question.

## Ratings of Public Transportation System

To assess the Chittenden County Transportation Authority (CCTA) bus system, respondents were asked the extent to which they agreed with nine statements about the bus routes, schedules and operators, etc. A notable percent of respondents, did not feel that they could provide ratings for these questions and “don’t know” responses ranged from 25% to 54% for some of these items.

Of those who had an opinion ratings were highest for “the bus operators are always courteous towards the passengers,” “I feel safe riding the bus,” “the buses are always clean” and “bus route and schedule information is accessible.” At least three-quarters of general residents “somewhat” or “strongly” agreed with these statements.

The percent of respondents agreeing with, “the buses are always clean” and “bus route and schedule information is accessible” was higher in 2006 than in 2000 (80% versus 67% and 80% versus 65%, respectively). In 2006, a higher proportion of respondents (63%) agreed that “overall, I am very satisfied with the CCTA bus system” than in 2000 (46%).

### *Ratings of the Bus System Compared to Other Jurisdictions*

Ratings made by general residents for the CCTA bus system were compared to ratings given to bus systems in other jurisdictions across the nation. Ratings for the CCTA bus system were higher than the average ratings received by bus systems in other jurisdictions.

## Ratings of Bicycling and Walking

Those completing the survey evaluated various aspects of bicycling and walking such as safety and accessibility to bike paths or sidewalks. Three-quarters of general residents “somewhat” or “strongly” agreed that, “overall, walking is a pleasant experience in Chittenden County,” and almost two-thirds agreed that “overall, traveling by bicycle is a pleasant experience in Chittenden County.” While around 46% of respondents agreed that traveling by bicycle was safe for teenagers and adults, only 23% agreed that it was safe for children to travel by bicycle.

Respondents in 2000 had similar perceptions of the bike and pedestrian system as respondents in 2006 except for the statements “there are enough separated bike paths and/or bike lanes along roads in my city or town” and “I live close enough to walk to work, schools, shopping, services or recreation/entertainment opportunities”. In 2006, 3 in 10 respondents felt it was true that “there are enough separated bike paths and/or bike lanes along roads in my city or town” compared to just 2 in 10 in 2000. While 4 in 10 in 2006 felt they lived close enough to walk to work, school and other activities compared to 3 in 10 in 2006.

## Perceived Influences on Transportation Behavior

The questionnaire included items used to gauge transportation behaviors and what might influence respondents to change their current behaviors. A strong majority, approximately 9 in 10, of residents agreed (“strongly” or “somewhat”) that they would walk to work, school, shopping or other activities if they were close enough.

While two-thirds of surveyed respondents “somewhat” or “strongly” agreed that nothing would replace their car as their main mode of transportation, two-thirds also agreed they would walk more if there were more sidewalks, they would take the bus if the routes and schedules were convenient, and they would make fewer trips if it cost more to drive their car.

When comparing reports of transportation behavior in 2006 to that of 2000, most reported behaviors did not change. However, respondents in 2006 showed a higher percent of agreement with “if it cost more to drive my car, I would make fewer trips” than respondents in 2000 (58% in 2006 versus 48% in 2000). Also, more 2006 respondents (58%) agreed that they had “reduced the number of trips I make by using the internet for shopping, to pay bills, to take courses or for work,” than 2000 respondents (44%).

### ***Working from Home***

Respondents were asked if they had the type of job that could be done from home. Those who felt they could do their job from home were asked if they would like to work from home some of the time or all of the time, if given the opportunity. Seventy-one percent of residents reported that they did not have the type of job that could be done from home. Of those that reported they did have the type of job that could be done from home, at least 9 in 10 agreed that they would like to do so at least some of the time.

## **Transportation Planning Activities**

Respondents rated their agreement with statements about their knowledge of transportation planning and its quality. One-third of respondents “somewhat” or “strongly” agreed that transportation planning is done well in Chittenden County. About one-half were aware that Chittenden County had a long-range plan and 21% reported they knew how transportation projects were selected.

More respondents agreed with the statement “I am aware of how transportation projects are selected” in 2006 (39%) than in 2000 (21%).

## ***Priorities for the Transportation System***

Respondents were asked to rate the importance of various aspects of seven transportation topics: highway initiatives; expanded public transportation services; improved bike/walk facilities; incentives to use transportation alternatives; preserving existing roads, pathways and public transportation services; improved safety and minor highway efficiency projects. They then indicated how important each of these topics were and ranked the three they felt were most important.

### **Highway Initiatives**

Of the four proposed highway initiatives, “adding more travel lanes to congested roads” was rated as the most important with approximately half of respondents rating this as “essential” or “very important.”

In 2006, “building more freeways” was rated as important by more respondents than in 2000, 71% in 2006 compared to 59% in 2000.

## Expanded Public Transportation Services

When evaluating the importance of expanding public transportation services two-thirds of general residents felt “encouraging development that provides housing, employment and services within walking distance of transit stops” was “essential” or “very important.” The next most important topic to respondents was “expanding transit to and between all suburban towns in the County,” with 59% reporting it as “essential” or “very important.”

In 2000, “making buses more attractive and comfortable” was rated as important by more survey participants (81%) than in 2006 (66%). All other items remained consistent between 2000 and 2006.

## Improved Bike/Walk Facilities

Five of the seven aspects of improving bike/walk facilities were rated as “essential” or “very important” by two-thirds or more of respondents. “Fixing existing sidewalks that are in poor condition” received the highest ratings with 78% rating it as “essential” or “very important.”

In 2006, “providing bike paths separate from roadways” was rated as the second most important aspect of improved bike/walk facilities; however, in 2000 this was the fifth most important. In addition, “providing new sidewalks” was third in importance in 2000, but was the sixth in importance in 2006.

## Incentives to Use Transportation Alternatives

The alternative transportation incentives that were rated as “essential” or “very important” by the highest percent of respondents were “providing guaranteed ride home programs for carpoolers who have to work late or leave work early” and “encouraging employers to pay employees subsidies to carpool/vanpool/take the bus,” with just over one-half to two-thirds rating these as at least “very important.”

## Preservation of Existing Roads, Pathways and Public Transportation Services

General residents were given a list of various aspects of preservation of the existing transportation infrastructure and asked to indicate how important each of these aspects were. Almost 9 in 10 respondents felt that fixing bridges in poor condition was “essential” or “very important,” and almost 8 in 10 felt that repaving existing roads was “essential” or “very important.”

When comparing survey results in 2000 to those in 2006, “upgrading existing sidewalks” was the second most important in 2000 compared to fourth in 2006. “Repaving existing roads” was considered second most important in 2006.

## Improved Safety

Fixing dangerous intersections and fixing poor bridges received “essential” or “very important” ratings from 80% of general residents, with about half rating them as “essential.” “Slowing traffic using calming devices such as speed humps, bump outs or narrow streets with green belts and trees” was rated the least important, but over one-third still felt this was “essential” or “very important.”

## Minor Highway Efficiency Projects

Respondents were asked to rate the importance of five different minor highway efficiency projects. "Improving traffic signal timing and better coordination of traffic signal in close proximity to each other" and "adding turning lanes at intersections" were rated as "essential" or "very important" by two-thirds of both general residents and employees.

"Installing roundabouts" and "reducing the number of access driveways along major roadways" was considered less important in 2006 (60% and 78%, respectively) than in 2000 (73% and 78%, respectively).

## Importance Rankings

Respondents indicated the importance of each topic area by rating them as either "essential," "very important," "somewhat important" or "not at all important." They then ranked the three that they felt should be given the highest priority with a "1" indicating the most important, a "2" the next most important and a "3" the most important after that. Each topic was rated as "essential" or "very important" by at least 50% or more of all respondents. "Preservation of existing roads, pathways and public transportation services" was rated as "essential" or "very important" by the highest proportion of respondents from both groups.

The three transportation areas rated as most important in 2000 were also considered the three most important in 2006:

1. Preservation of existing roads, pathways and public transportation services
2. Improved safety
3. Improved bike/walk facilities

## Concluding Observations

### *Residents Gave Favorable Ratings to Transportation Services Provided by Chittenden County*

Overall, Chittenden County received favorable ratings related to most aspect of transportation. For example, over half of all respondents agreed that driving and bicycling in Chittenden County is generally a pleasant experience. And nearly two-thirds agreed that Chittenden County's transportation system enhances their quality of life by allowing them to travel to work and other daily activities in a safe and efficient manner.

### *Preservation of Existing Infrastructure and Improving Safety are Residents' Top Transportation Priorities*

Residents were most concerned with the preservation of existing roads, pathways and public transportation services. Nine in 10 respondents felt this transportation area was "essential" or "very important" and one-third of respondents selected this area as one their top three priorities. Improved safety and improved bike/walk facilities were also high in importance to respondents. Two-thirds or more of respondents felt these areas were "essential" or "very important."

### *Respondents Unfamiliar with Public Transportation*

The percent of respondent's feeling they could not form an opinion on a topic or did not know their opinion varied from question to question. However, questions regarding public transportation received especially high "don't know" responses compared to other topic areas. For some of these items "don't know" responses were in the 40% to 60% range. It is not

uncommon, however, to find that a large percent of respondents are unfamiliar with the public transportation in their area.

***Support for the Circumferential Highway***

When given the opportunity for written comments on transportation items that were on their minds, the Circumferential Highway came up frequently, and nearly all voiced their support for the completion of this highway. Also important were various safety concerns, the bus system (safety, additional routes, etc.), bicyclist issues (bike lanes, bicyclist behavior, etc.) and specific road/highway issues such as maintenance and repair respondents would like to see.

# Report of Results

## Survey Background

### Survey Purpose

The Chittenden County Metropolitan Planning Organization (CCMPO) contracted with National Research Center, Inc. (NRC) to conduct a region wide transportation survey. The 2006 Chittenden County Transportation Survey provided residents and employees working in the County the opportunity to rate the quality of life in the County as it relates to transportation, as well as service delivery and their satisfaction with travel and public transportation. The survey also permitted respondents to share their priorities for transportation planning and resource allocation.

The focus on the quality of service delivery and the importance of services as it relates to transportation helps the CCMPO set planning and project priorities for budget decisions and lays the groundwork for tracking regional opinions about core transportation needs, helping to assure maximum service quality over time.

This is the second iteration of the Chittenden County Transportation Survey since the baseline study conducted in 2000. This is the first time the study has been conducted by NRC.

### Methods

The study consisted of two parts. The first part was a mailed survey to residents in Chittenden County. The second part of the study recruited businesses around Chittenden County and asked them to let their employees participate in the survey online. The same survey was used for both groups. The survey instrument itself appears in Appendix G: Survey Instrument.

### *Sample Selection*

Approximately 2,000 households within the limits of Chittenden County were selected to participate in the survey using a stratified, systematic sampling method on addresses within carrier routes. An individual within each household was randomly selected to complete the survey using the birthday method. (The birthday method selects a person within the household by asking the "person whose birthday has most recently passed" to complete the questionnaire. The underlying assumption in this method is that day of birth has no relationship to the way people respond to surveys.)

Additionally, approximately 138 businesses in Chittenden County were invited to let their employees participate in a Web-based version of the survey. The sampling process was not random; NRC telephoned businesses from a set of compiled lists of businesses in the County, seeking their participation. Strata were defined, using ranges of the number of employees, and a quota system was employed to ensure the desired number of businesses within each size. All employees for each company who had access to the Web were eligible for participation in the survey. This was a non-random process that relied heavily on company agreement, employee willingness to participate in the survey and limited to workers with Internet access. It is possible that this sampling strategy may have yielded a group of employee-respondents who are different in some way than a random sample of employees from County-wide businesses.

## ***Survey Administration and Response Rate***

### **Mail Survey**

Households received three mailings each beginning in late March. Completed surveys were collected over the following six weeks. The first mailing was a prenotification postcard announcing the upcoming survey. A week after the prenotification postcard was sent the first wave of the survey was mailed. The second wave was sent one week after the first. The survey mailings contained a letter from the executive director of the CCMPO inviting the household to participate in the 2006 Chittenden County Transportation Survey, a questionnaire and self-mailing envelope.

About 5% of the surveys were returned because they either had incorrect addresses or were received by households outside of Chittenden city limits. Of the 1,893 remaining eligible households, 455 completed the survey, providing a response rate of 24%.

### **Web Survey**

A cover letter from the executive director of the CCMPO that contained the Web address of the survey was either e-mailed or faxed to a designated contact at that business. They were asked to forward or hand out the cover letter to any employee in the company that had access to the Internet at work. Again, this was a non-random process that relied heavily on company agreement and employee willingness to participate in the survey. It is possible that this sampling strategy may have yielded a group of employee-respondents who are different in some way than a random sample of employees from County-wide businesses.

## **Understanding the Results**

### ***“Don’t Know” Responses and Rounding***

On many of the questions in the survey, respondents could answer “don’t know.” The proportion of respondents giving this reply is shown in the full set of responses included in Appendix B: Complete Set of Responses to Survey Questions. However, these responses have been removed from the analyses presented in the body of the report. In other words, the tables and graphs display the responses from respondents who had an opinion about a specific item. In cases where “don’t know” responses were 30% or higher it is noted in the body of the report.

For some questions, respondents were permitted to select multiple responses. When the total exceeds 100% in a table for a multiple response question, it is because some respondents are counted in multiple categories. When a table for a question that only permitted a single response does not total to exactly 100%, it is due to the customary practice of percentages being rounded to the nearest whole number.

### ***Confidence Intervals***

It is customary to describe the precision of estimates made from surveys by a “level of confidence” (or margin of error). The 95 percent confidence level for the survey is generally no greater than plus or minus five percentage points around any given percentage point for the mailed survey (455 completes) and plus or minus seven percentage points (209 completes) for the Web survey. When comparing results from the mailed survey to the Web survey the margin of error around the difference is plus or minus seven percentage points around any given percentage point.

The margin of error for any subsets of the population increases as the size of that sub-population decreases. For example, comparisons of the survey results by zip code would yield a 95 percent confidence level of plus or minus 16 percentage points around any given percentage

point when comparing Milton to Burlington. The margin of error would increase as the number of respondents in a jurisdiction decreased (as would be the case for Hinesburg or Richmond).

### ***Comparing Survey Results***

Because this survey was the second in a series of transportation surveys, the results are presented along with earlier data. National norms have also been included when comparisons were available. These comparisons were made using results from the general residents only.

The aforementioned norms comparisons are provided when similar questions are included in NRC's database and there are at least five other jurisdictions in which the question was asked. Where comparisons are available, two numbers are provided in the table. The first is the number of jurisdictions that asked a similar question. Second, the rank is expressed as a percentile to indicate its distance from the top score. This rank (5th highest out of 25 jurisdictions' results, for example) translates to a percentile (the 80th percentile in this example). A percentile indicates the percent of jurisdictions with identical or lower ratings. Therefore, a rating at the 80th percentile would mean that Chittenden's rating is equal to or better than 80% of the ratings from other jurisdictions. Conversely, 20% of the jurisdictions where a similar question was asked had higher ratings.

Alongside the rank and percentile appears a comparison: "above the norm," "below the norm," or "similar to the norm." This evaluation of "above," "below" or "similar to" comes from a statistical comparison of Chittenden's rating to ratings of all the comparison jurisdictions where a similar question was asked. The national data are represented visually in a chart that accompanies each table. Chittenden's percentile for each compared item is marked with a dark line on the chart.

## Ratings of the Transportation System

### Travel and Transportation Planning

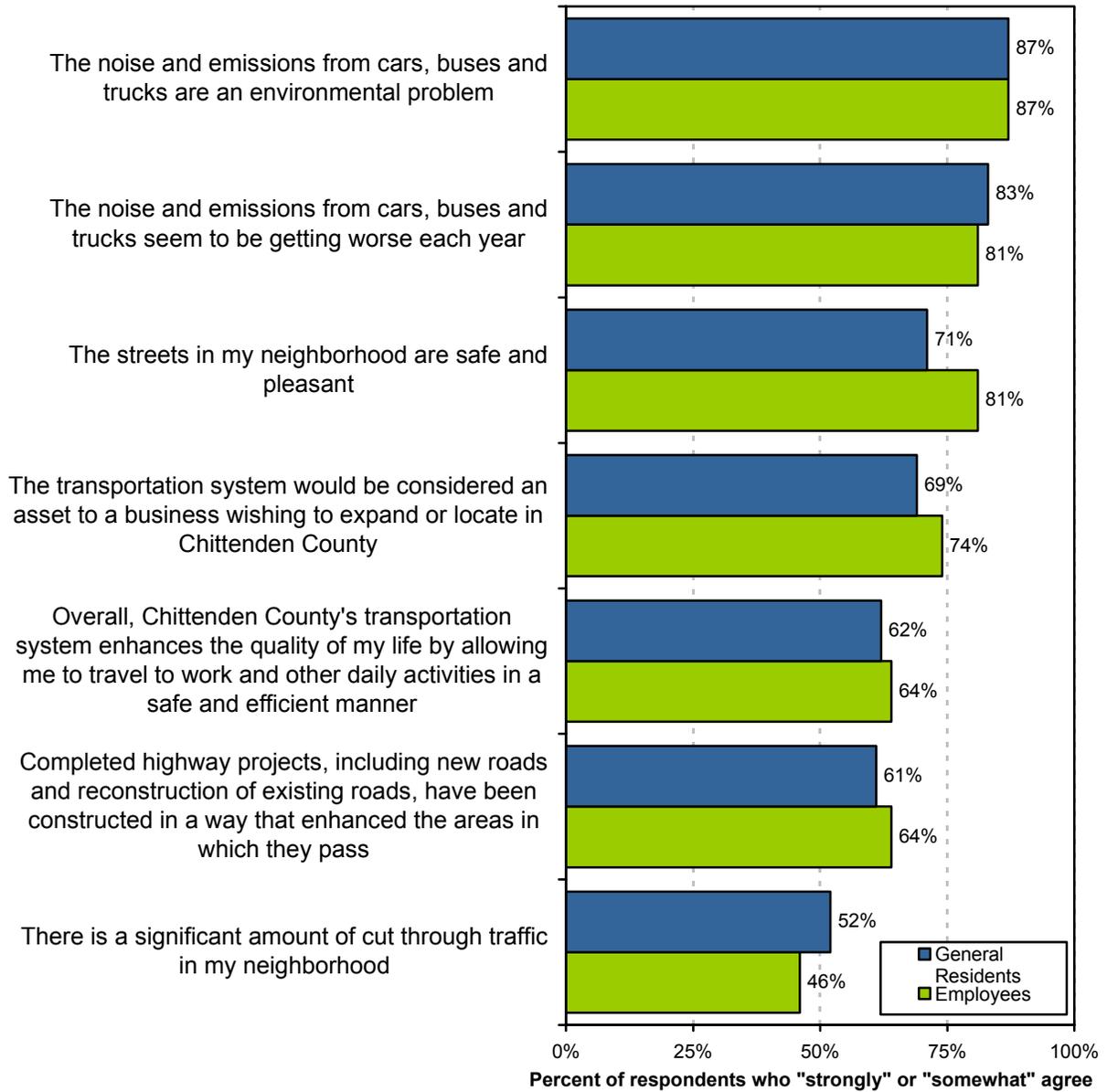
#### *Ratings of Transportation Impacts on the Community*

Two-thirds of respondents reported they at least “somewhat” agreed that “overall, Chittenden County’s transportation system enhances the quality of my life by allowing me to travel to work and other daily activities in a safe and efficient manner.” More than 80% of general residents and employees were both in agreement that “noise and emissions from cars, buses and trucks seem to be getting worse each year” and “noise and emissions from cars, buses and trucks are an environmental problem.”

When asked if the streets in their neighborhood were safe and pleasant, general residents and employees had different opinions; 8 in 10 employees agreed with this statement and 7 in 10 general residents agreed with this statement.

The scales in 2000 were altered slightly in 2006; for statements on agreement the percent of respondents reporting “strongly agree” or “agree” in 2000 were compared to those that reported “strongly” or “somewhat” agree in 2006. For more about the changes in the scale and a complete set of all comparisons please see Appendix D: Responses to Selected Survey Questions by Survey Year. Seven in 10 respondents in 2006 agreed that “the transportation system would be considered an asset to a business wishing to expand or locate in Chittenden County” compared to one-half in 2000.

Agreement with Transportation Impacts on the Community by Constituent Group



<b>Agreement or Disagreement with Statements about Transportation Impacts on the Community</b>			
<b>Please rate the extent to which you agree or disagree with the following statements:</b>	<b>Constituent Group</b>		
	<b>General Residents</b>	<b>Employees</b>	
The noise and emissions from cars, buses and trucks are an environmental problem	Strongly agree	54%	52%
	Somewhat agree	33%	34%
	Somewhat disagree	9%	11%
	Strongly disagree	4%	2%
	Total	100%	100%
The noise and emissions from cars, buses and trucks seem to be getting worse each year*	Strongly agree	49%	44%
	Somewhat agree	34%	36%
	Somewhat disagree	12%	18%
	Strongly disagree	5%	2%
	Total	100%	100%
The streets in my neighborhood are safe and pleasant	Strongly agree	25%	26%
	Somewhat agree	46%	56%
	Somewhat disagree	21%	15%
	Strongly disagree	8%	4%
	Total	100%	100%
The transportation system would be considered an asset to a business wishing to expand or locate in Chittenden County*	Strongly agree	33%	28%
	Somewhat agree	36%	46%
	Somewhat disagree	19%	19%
	Strongly disagree	12%	7%
	Total	100%	100%
Overall, Chittenden County's transportation system enhances the quality of my life by allowing me to travel to work and other daily activities in a safe and efficient manner*	Strongly agree	14%	13%
	Somewhat agree	48%	51%
	Somewhat disagree	24%	28%
	Strongly disagree	14%	8%
	Total	100%	100%
Completed highway projects, including new roads and reconstruction of existing roads, have been constructed in a way that enhanced the areas in which they pass*	Strongly agree	14%	13%
	Somewhat agree	47%	51%
	Somewhat disagree	27%	26%
	Strongly disagree	12%	10%
	Total	100%	100%
There is a significant amount of cut through traffic in my neighborhood*	Strongly agree	28%	24%
	Somewhat agree	24%	22%
	Somewhat disagree	20%	27%
	Strongly disagree	28%	27%
	Total	100%	100%

*\*Note: A large percentage of respondents answered "don't know" to the majority of these statements. The percentages reported in the table are for those who had an opinion. See Appendix B: Complete Set of Responses to Survey Questions*

### ***Ratings of Highway and Auto Travel***

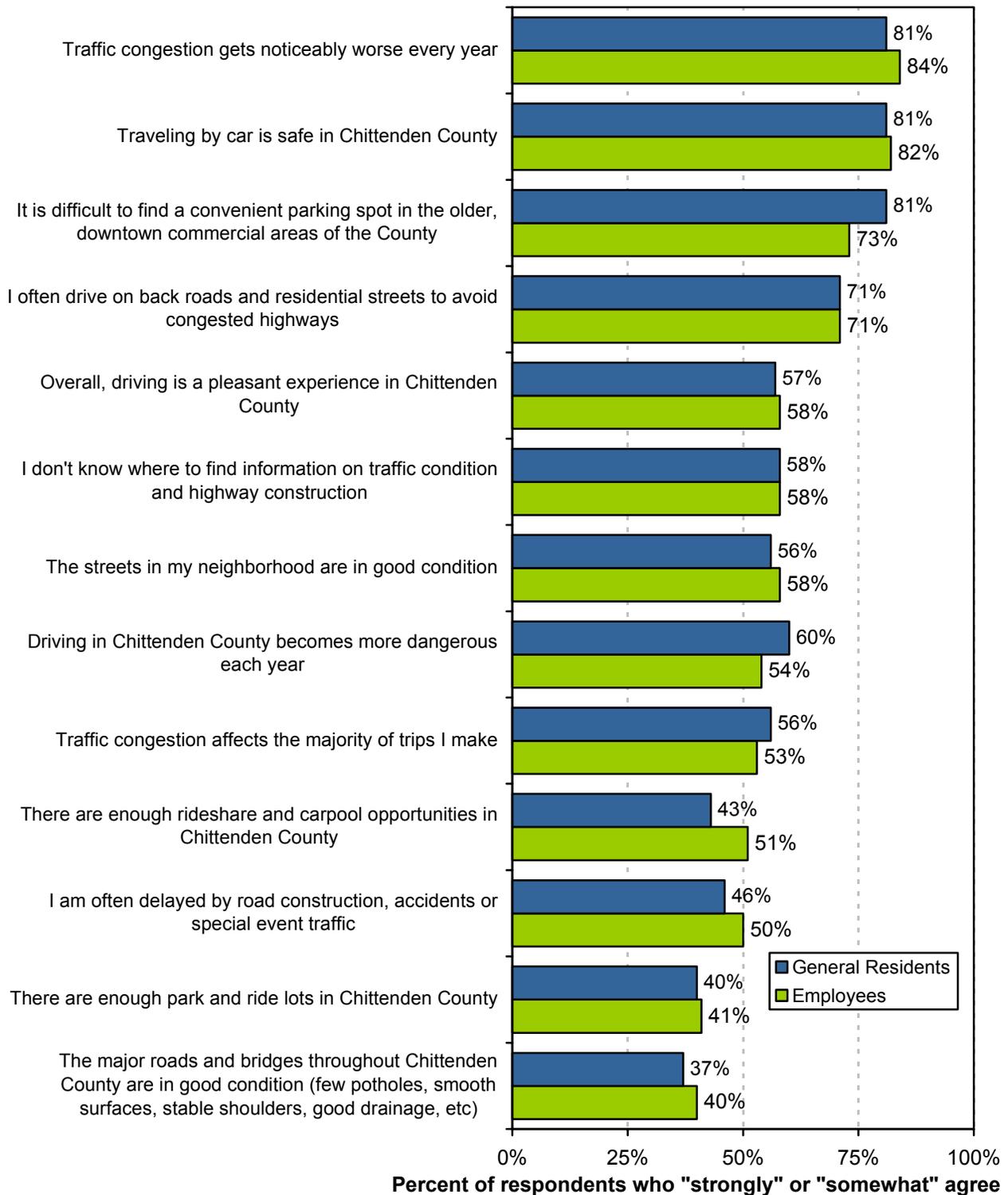
Respondents were asked to what extent they agreed or disagreed with a list of statements relating to traveling by car or other general travel experiences in Chittenden County. General residents and employees agreed the most with the following statements: “traveling by car is safe in Chittenden County” and “traffic congestion gets noticeably worse every year.” At least 81% of general residents and employees reported they at least “somewhat” agreed with these statements. “The major roads and bridges throughout Chittenden County are in good condition” was the least agreed upon statement across both groups with 37% of general residents and 40% of employees reporting that they at least “somewhat” agreed with this statement.

While the majority of both general residents and employees agreed that “it is difficult to find a convenient parking spot in the older, downtown commercial areas of the County,” a higher percentage of general residents agreed with this statement than employees (general residents, 81% versus employees, 73%). Forty-three percent of general residents with an opinion agreed that there “are enough rideshare and carpool opportunities in Chittenden County” while more employees with an opinion agreed with this same statement (51%). However, approximately 4 in 10 general residents and employees reported “don’t know” to this question. About one-third of both general residents and employees also reported “don’t know” when asked to evaluate the statement “there are enough park and ride lots in Chittenden County.”

In 2006, fewer respondents agreed with the statement, “the streets in my neighborhood are in good condition,” than in 2000 (57% versus 76%, respectively). Additionally, “traffic congestion affects the majority of trips I make,” and “the major roads and bridges throughout Chittenden County are in good condition” were agreed upon by fewer respondents in 2006 than in 2000. More respondents in 2006 (58%) agreed with, “I don’t know where to find information on traffic conditions and highway construction,” than respondents in 2000 (38%), and more respondents agreed that “there are enough park and ride lots in Chittenden County” in 2006 (41%) than in 2000 (27%).

The following table has been sorted on the percent “strongly” agree from highest to lowest for general residents. This sorting method was used for tables and charts throughout the report.

**Agreement with Highway and Auto Travel Statements  
Compared by Consituent Group**



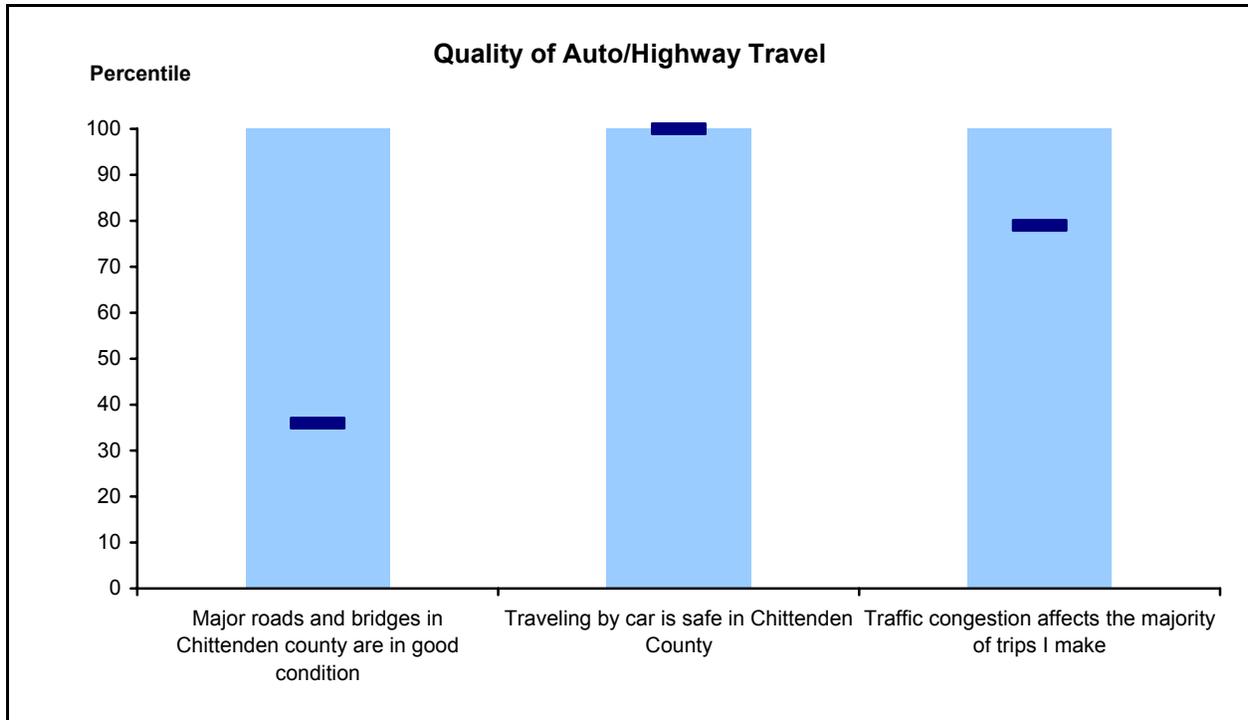
<b>Agreement or Disagreement with Statements About Highway and Auto Travel</b>			
<b>Please rate the extent to which you agree or disagree with the following statements:</b>		<b>Constituent Group</b>	
		<b>General Residents</b>	<b>Employees</b>
Traffic congestion gets noticeably worse every year	Strongly agree	37%	37%
	Somewhat agree	44%	47%
	Somewhat disagree	15%	13%
	Strongly disagree	4%	3%
	Total	100%	100%
Traveling by car is safe in Chittenden County	Strongly agree	26%	24%
	Somewhat agree	55%	58%
	Somewhat disagree	14%	13%
	Strongly disagree	5%	4%
	Total	100%	100%
It is difficult to find a convenient parking spot in the older, downtown commercial areas of the County	Strongly agree	47%	40%
	Somewhat agree	34%	33%
	Somewhat disagree	14%	20%
	Strongly disagree	5%	7%
	Total	100%	100%
I often drive on back roads and residential streets to avoid congested highways	Strongly agree	31%	32%
	Somewhat agree	40%	39%
	Somewhat disagree	17%	17%
	Strongly disagree	11%	12%
	Total	100%	100%
Overall, driving is a pleasant experience in Chittenden County	Strongly agree	10%	7%
	Somewhat agree	47%	51%
	Somewhat disagree	31%	32%
	Strongly disagree	11%	10%
	Total	100%	100%
I don't know where to find information on traffic condition and highway construction	Strongly agree	21%	23%
	Somewhat agree	36%	35%
	Somewhat disagree	22%	24%
	Strongly disagree	20%	19%
	Total	100%	100%
The streets in my neighborhood are in good condition	Strongly agree	14%	18%
	Somewhat agree	42%	40%
	Somewhat disagree	25%	22%
	Strongly disagree	19%	20%
	Total	100%	100%
Driving in Chittenden County becomes more dangerous each year*	Strongly agree	16%	13%
	Somewhat agree	45%	41%
	Somewhat disagree	29%	31%
	Strongly disagree	10%	14%
	Total	100%	100%

<b>Agreement or Disagreement with Statements About Highway and Auto Travel</b>			
<b>Please rate the extent to which you agree or disagree with the following statements:</b>		<b>Constituent Group</b>	
		<b>General Residents</b>	<b>Employees</b>
Traffic congestion affects the majority of trips I make	Strongly agree	22%	20%
	Somewhat agree	35%	33%
	Somewhat disagree	27%	34%
	Strongly disagree	16%	13%
	Total	100%	100%
There are enough rideshare and carpool opportunities in Chittenden County*	Strongly agree	10%	13%
	Somewhat agree	33%	38%
	Somewhat disagree	37%	26%
	Strongly disagree	20%	23%
	Total	100%	100%
I am often delayed by road construction, accidents or special event traffic	Strongly agree	15%	13%
	Somewhat agree	31%	37%
	Somewhat disagree	36%	37%
	Strongly disagree	18%	13%
	Total	100%	100%
There are enough park and ride lots in Chittenden County*	Strongly agree	9%	9%
	Somewhat agree	32%	32%
	Somewhat disagree	37%	28%
	Strongly disagree	22%	31%
	Total	100%	100%
The major roads and bridges throughout Chittenden County are in good condition (few potholes, smooth surfaces, stable shoulders, good drainage, etc)	Strongly agree	5%	3%
	Somewhat agree	32%	37%
	Somewhat disagree	33%	40%
	Strongly disagree	29%	20%
	Total	100%	100%

*\*Note: A large percentage of respondents (17% to 34%) answered "don't know" to these questions. The percentages reported in the table are for those who had an opinion. See Appendix B: Complete Set of Responses to Survey Questions)*

**Ratings of Auto/Highway Travel Compared to Other Jurisdictions**

The ratings for Chittenden County made by the general residents were compared to ratings for surveys conducted in other jurisdictions across the country on “major roads and bridges in Chittenden County,” “traveling by cars is safe in Chittenden County” and “traffic congestion affects the majority of trips I make.” For “traveling by car is safe in Chittenden County” and “traffic congestion affects the majority of the trips I make,” Chittenden County was rated higher than other jurisdictions around the nation. “Major roads and bridges in Chittenden County are in good condition” received below average ratings when compared to ratings for other jurisdictions around the nation. Comparisons for other questions were unavailable.



Quality of Highway/Auto Travel				
	Rank	Number of Jurisdictions for Comparison	County of Chittenden Percentile	Comparison of Chittenden Rating to Norm
Major roads and bridges in Chittenden County are in good condition	134	207	36%	Below the norm
Traveling by car is safe in Chittenden County	1	5	100%	Above the norm
Traffic congestion affects the majority of trips I make	11	47	79%	Above the norm

### ***Ratings of Public Transportation System***

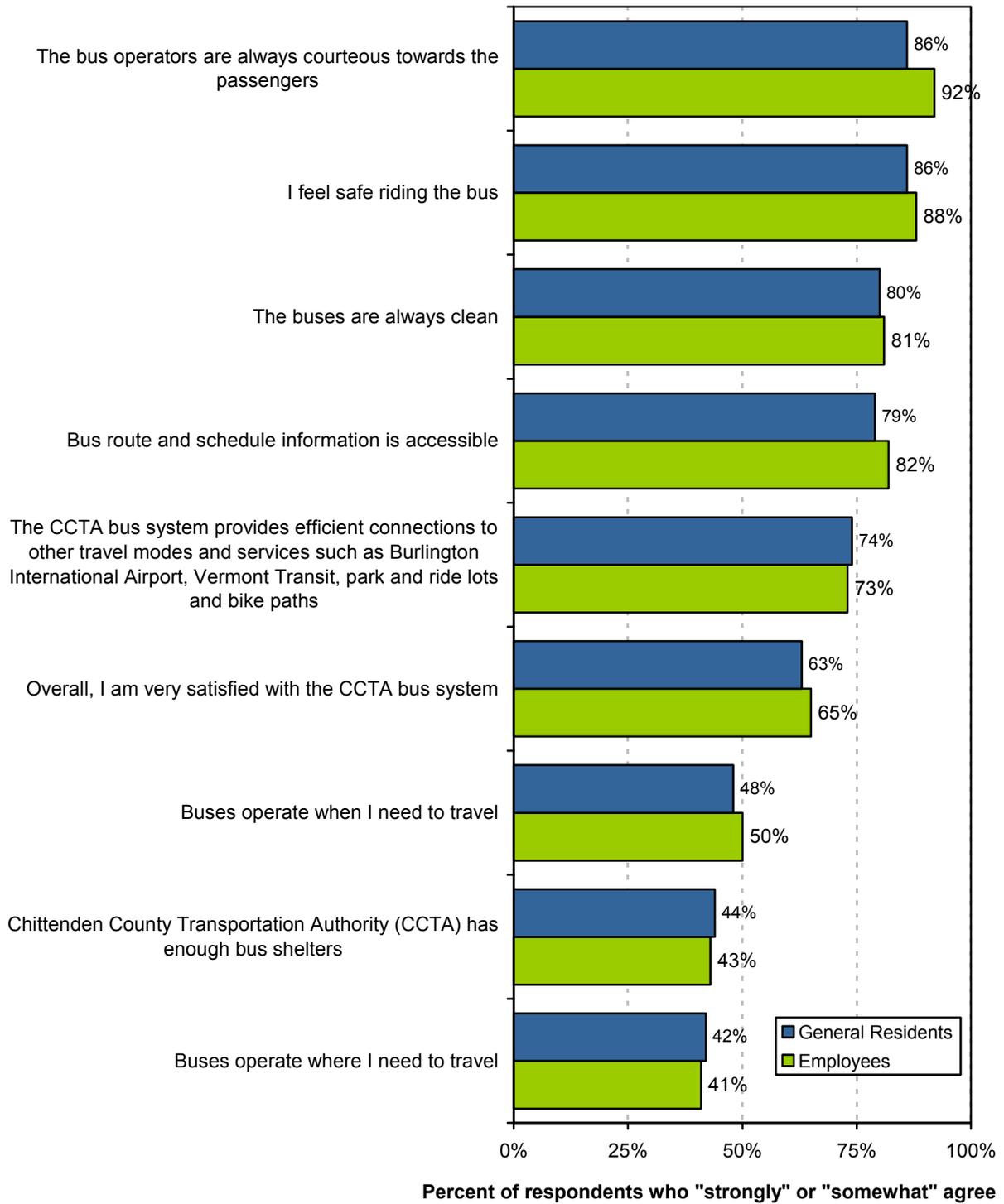
To assess the Chittenden County Transportation Authority (CCTA) bus system, respondents rated the extent to which they agreed with nine statements about the bus routes, schedules and operators, etc. A notable percent of respondents, both general residents and employees, did not feel that they could provide ratings for these questions and “don’t know” responses ranged from 25% to 61% for some of the questions (see Appendix B: Complete Set of Responses to Survey Questions for a complete set of frequencies).

General residents and employees responding to the survey gave similar ratings. Ratings were highest for “the bus operators are always courteous towards the passengers,” “I feel safe riding the bus,” “the buses are always clean” and “bus route and schedule information is accessible.” At least three-quarters of general residents and employees at least “somewhat” agreed with these statements. About 4 in 10 of those responding “strongly” agreed with the statement, “I feel safe riding the bus.”

“CCTA has enough bus shelters,” “buses operate where I need to travel” and “buses operate when I need to travel” received the lowest ratings, but at least 41% of all respondents agreed with these statements. When given the chance to rate the CCTA bus system overall, two-thirds of general residents and employees agreed with the statement, “Overall, I am very satisfied with the CCTA bus system.”

The percent of respondents agreeing with, “the buses are always clean” and “bus route and schedule information is accessible” was higher in 2006 than in 2000 (80% versus 67% and 80% versus 65%, respectively). In 2006, a higher proportion of respondents (63%) agreed that “overall, I am very satisfied with the CCTA bus system” than in 2000 (46%).

**Agreement with Public Transportation System Statements  
Compared by Constituent Group**

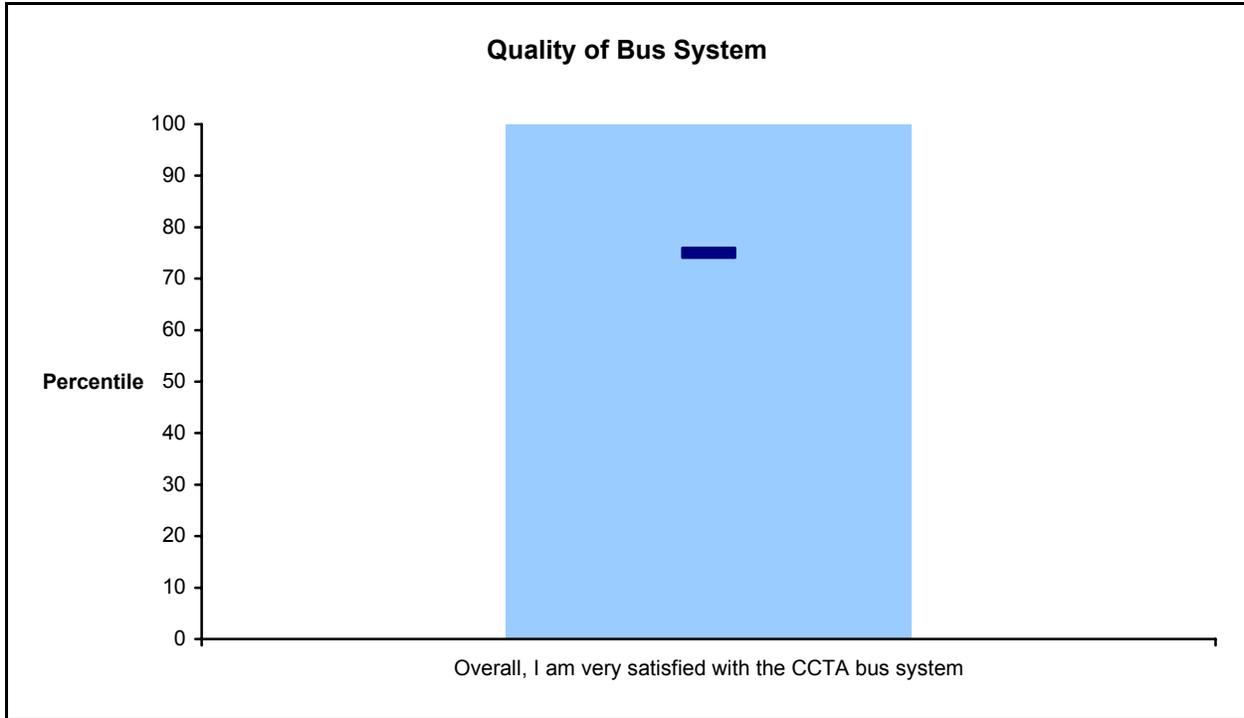


<b>Agreement or Disagreement with Statements about the Public Transportation System</b>			
<b>Please rate the extent to which you agree or disagree with the following statements:</b>		<b>Constituent Group</b>	
		<b>General Residents</b>	<b>Employees</b>
The bus operators are always courteous towards the passengers*	Strongly agree	40%	25%
	Somewhat agree	46%	66%
	Somewhat disagree	12%	6%
	Strongly disagree	1%	2%
	Total	100%	100%
I feel safe riding the bus*	Strongly agree	42%	45%
	Somewhat agree	44%	43%
	Somewhat disagree	10%	6%
	Strongly disagree	4%	5%
	Total	100%	100%
The buses are always clean*	Strongly agree	25%	20%
	Somewhat agree	55%	61%
	Somewhat disagree	14%	13%
	Strongly disagree	6%	6%
	Total	100%	100%
Bus route and schedule information is accessible*	Strongly agree	36%	39%
	Somewhat agree	44%	43%
	Somewhat disagree	16%	13%
	Strongly disagree	5%	5%
	Total	100%	100%
The CCTA bus system provides efficient connections to other travel modes and services such as Burlington International Airport, Vermont Transit, park and ride lots and bike paths*	Strongly agree	29%	17%
	Somewhat agree	45%	56%
	Somewhat disagree	17%	18%
	Strongly disagree	10%	9%
	Total	100%	100%
Overall, I am very satisfied with the CCTA bus system*	Strongly agree	15%	16%
	Somewhat agree	47%	48%
	Somewhat disagree	28%	26%
	Strongly disagree	9%	9%
	Total	100%	100%
Buses operate when I need to travel*	Strongly agree	14%	14%
	Somewhat agree	34%	35%
	Somewhat disagree	30%	24%
	Strongly disagree	22%	27%
	Total	100%	100%
Chittenden County Transportation Authority (CCTA) has enough bus shelters*	Strongly agree	10%	8%
	Somewhat agree	34%	35%
	Somewhat disagree	37%	29%
	Strongly disagree	19%	28%
	Total	100%	100%
Buses operate where I need to travel*	Strongly agree	12%	12%
	Somewhat agree	30%	29%
	Somewhat disagree	25%	19%
	Strongly disagree	33%	41%
	Total	100%	100%

*\*Note: A large percentage of respondents answered "don't know" to the following statements: "driving in Chittenden County becomes more dangerous each year," "there are enough park and ride lots in Chittenden County" and "there are enough rideshares and carpool opportunities in Chittenden County." The percentages reported in the table are for those who had an opinion. As the percent of "don't know" increases for an item, so does its corresponding margin of error. See Appendix B: Complete Set of Responses to Survey Questions*

**Ratings of Bus System Compared to Other Jurisdictions**

Ratings made by general residents for the CCTA bus system were compared to ratings given to bus systems in other jurisdictions across the nation. Ratings for the CCTA bus system were higher than the average ratings received by bus systems in other jurisdictions.



**Quality of the Public Transportation System**

	Rank	Number of Jurisdictions for Comparison	County of Chittenden Percentile	Comparison of Chittenden Rating to Norm
Overall, I am very satisfied with the CCTA bus system	23	88	75%	Above the norm

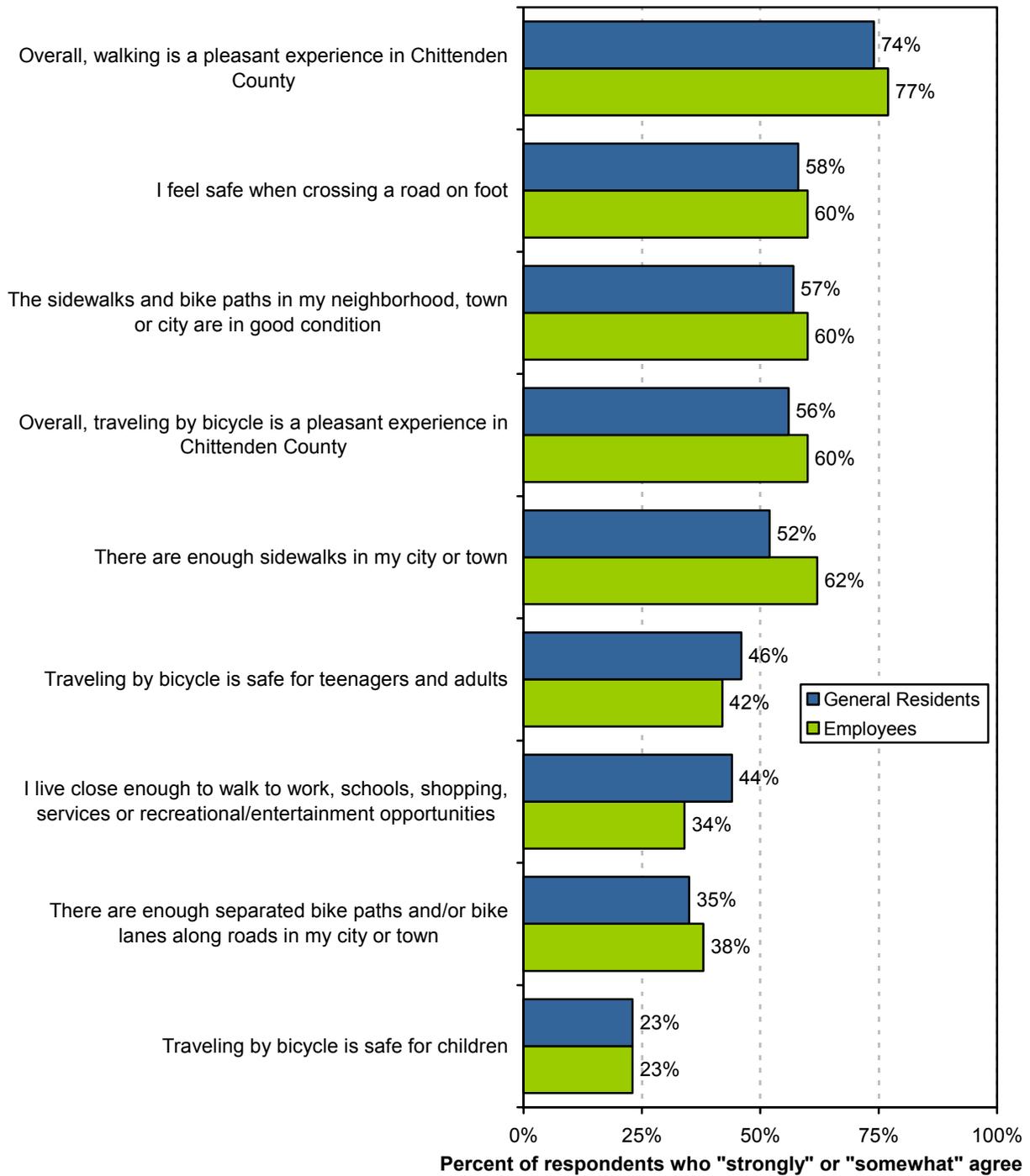
### ***Ratings of Bicycling and Walking***

Those completing the survey evaluated various aspects of bicycling and walking such as safety and accessibility to bike paths or sidewalks. Three-quarters of general residents and employees “somewhat” or “strongly” agreed that, “overall, walking is a pleasant experience in Chittenden County,” and almost two-thirds agreed that “overall, traveling by bicycle is a pleasant experience in Chittenden County.” While around 46% of respondents agreed that traveling by bicycle was safe for teenagers and adults, 23% agreed that it was safe for children to travel by bicycle.

General residents and employees had varying opinions about the statements “I live close enough to walk to work, schools, shopping, services or recreational/entertainment opportunities” and “there are enough sidewalks in my city or town.” More general residents (44%) than employees (34%) reported that they at least “somewhat” agreed that they lived “close enough to walk to work, schools, shopping, services or recreational/entertainment opportunities.” More employees (62%) felt that there were “enough sidewalks in my city or town” than did general residents (52%). Employees taking the survey only needed to work in Chittenden County and did not need to live there in order to participate in the survey. This fact could account for the differences in these questions.

Respondents in 2000 had similar perceptions of the bike and pedestrian system as respondents in 2006 except for the statements “there are enough separated bike paths and/or bike lanes along roads in my city or town” and “I live close enough to walk to work, schools, shopping, services or recreation/entertainment opportunities”. In 2006, 3 in 10 respondents felt it was true that “there are enough separated bike paths and/or bike lanes along roads in my city or town” compared to just 2 in 10 in 2000. While 4 in 10 in 2006 felt they lived close enough to walk to work, school and other activities compared to 3 in 10 in 2006.

**Agreement with Bicycling and Walking Statements  
Compared by Constituent Group**



Agreement or Disagreement with Statements about Bicycling and Walking			
Please rate the extent to which you agree or disagree with the following statements:		Constituent Group	
		General Residents	Employees
Overall, walking is a pleasant experience in Chittenden County	Strongly agree	20%	21%
	Somewhat agree	54%	56%
	Somewhat disagree	20%	16%
	Strongly disagree	6%	7%
	Total	100%	100%
I feel safe when crossing a road on foot	Strongly agree	19%	19%
	Somewhat agree	39%	41%
	Somewhat disagree	24%	25%
	Strongly disagree	18%	15%
	Total	100%	100%
The sidewalks and bike paths in my neighborhood, town or city are in good condition	Strongly agree	18%	20%
	Somewhat agree	39%	40%
	Somewhat disagree	22%	26%
	Strongly disagree	21%	14%
	Total	100%	100%
Overall, traveling by bicycle is a pleasant experience in Chittenden County*	Strongly agree	12%	15%
	Somewhat agree	44%	45%
	Somewhat disagree	30%	24%
	Strongly disagree	14%	16%
	Total	100%	100%
There are enough sidewalks in my city or town	Strongly agree	18%	20%
	Somewhat agree	33%	42%
	Somewhat disagree	22%	20%
	Strongly disagree	26%	18%
	Total	100%	100%
Traveling by bicycle is safe for teenagers and adults	Strongly agree	10%	9%
	Somewhat agree	36%	34%
	Somewhat disagree	30%	36%
	Strongly disagree	24%	22%
	Total	100%	100%
I live close enough to walk to work, schools, shopping, services or recreational/entertainment opportunities	Strongly agree	21%	15%
	Somewhat agree	23%	19%
	Somewhat disagree	18%	24%
	Strongly disagree	38%	42%
	Total	100%	100%
There are enough separated bike paths and/or bike lanes along roads in my city or town	Strongly agree	11%	13%
	Somewhat agree	23%	26%
	Somewhat disagree	25%	32%
	Strongly disagree	40%	30%
	Total	100%	100%
Traveling by bicycle is safe for children	Strongly agree	6%	5%
	Somewhat agree	17%	18%
	Somewhat disagree	32%	33%
	Strongly disagree	46%	44%
	Total	100%	100%

\*Note: A large percentage of respondents answered "don't know" to this statement. The percentages reported in the table are for those who had an opinion. See Appendix B: Complete Set of Responses to Survey Questions.

### ***Perceived Influences on Transportation Behavior***

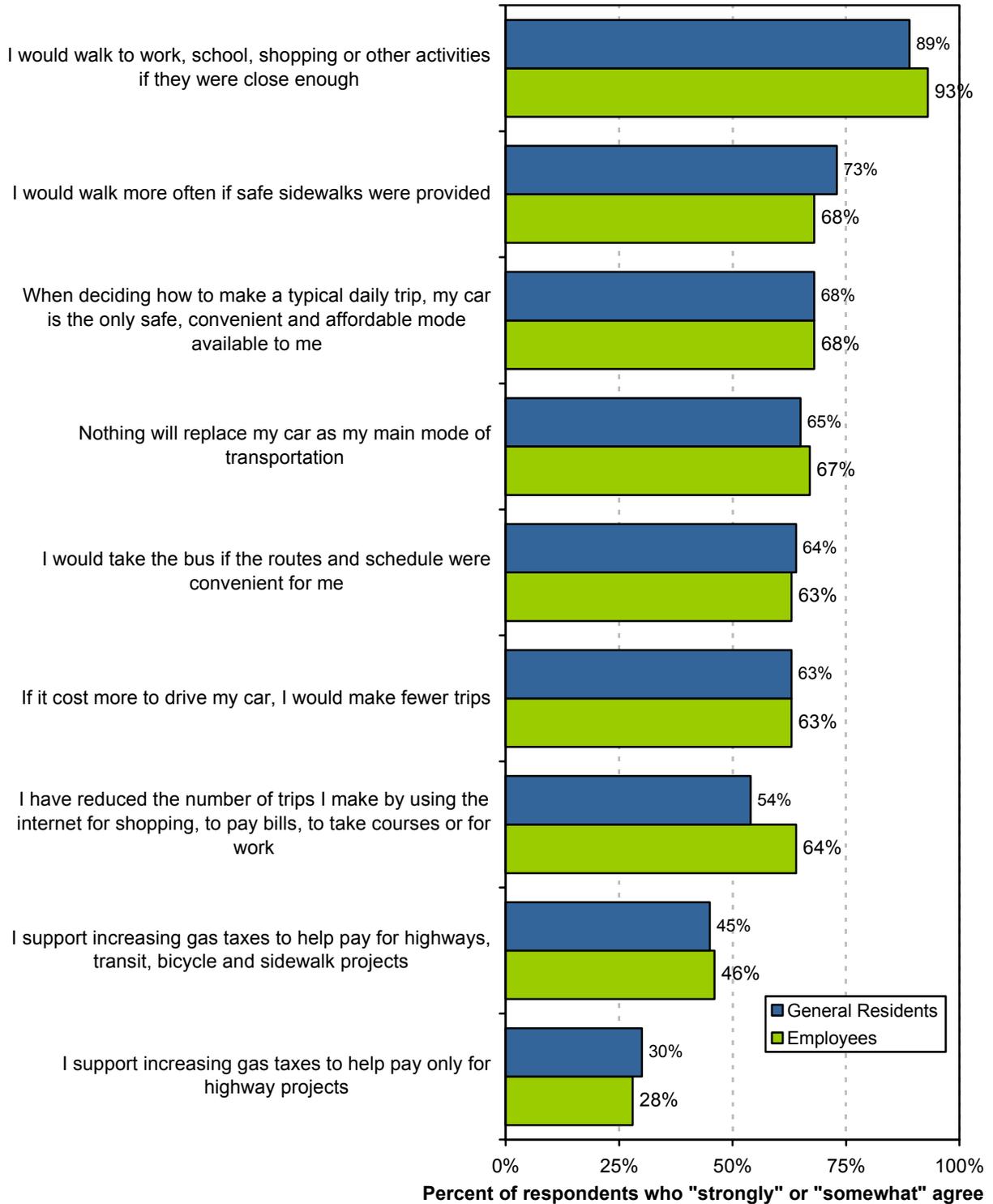
The questionnaire included items used to gauge transportation behaviors and what might influence respondents to change their current behaviors. A strong majority, approximately 9 in 10, of both general residents and employees agreed that they would walk to work, school, shopping or other activities if they were close enough. More employees (64%) than general residents (54%) agreed that they had reduced the number of trips they make by using the Internet.

While two-thirds of surveyed respondents, regardless of constituent group, “somewhat” or “strongly” agreed that nothing would replace their car as their main mode of transportation, two-thirds also agreed they would walk more if there were more sidewalks, they would take the bus if the routes and schedules were convenient and if it cost more to drive their car they would make fewer trips. Two-thirds also felt that their car was the only safe, convenient and affordable mode available to them.

Nearly half of general residents (45%) and employees (46%) at least “somewhat” agreed that they support increasing gas taxes to help pay for “highways, transit, bicycle and sidewalk projects.” Incidentally, support for increasing gas taxes dropped to less than one-third when it would be used only to pay for highway projects.

When comparing reports of transportation behavior in 2006 to that of 2000, most reported behaviors did not change. However, respondents in 2006 showed a higher percent of agreement with “if it cost more to drive my car, I would make fewer trips” than respondents in 2000 (58% in 2006 versus 48% in 2000). Also, more 2006 respondents (58%) agreed that they had “reduced the number of trips I make by using the internet for shopping, to pay bills, to take courses or for work,” than 2000 respondents (44%).

**Agreement with Transportation Behavior Statements  
Compared by Constituent Group**



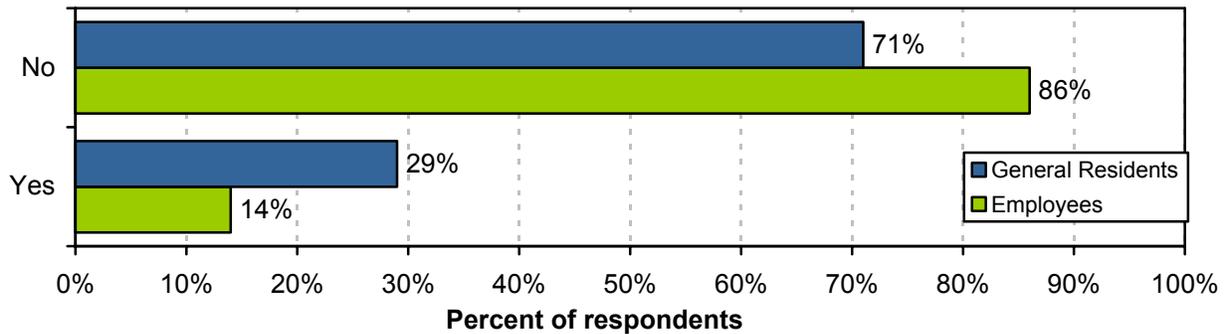
Agreement or Disagreement with Statements about Transportation Behavior			
Please rate the extent to which you agree or disagree with the following statements:		Constituent Group	
		General Residents	Employees
I would walk to work, school, shopping or other activities if they were close enough	Strongly agree	59%	59%
	Somewhat agree	30%	35%
	Somewhat disagree	6%	6%
	Strongly disagree	5%	1%
	Total	100%	100%
I would walk more often if safe sidewalks were provided	Strongly agree	40%	30%
	Somewhat agree	33%	38%
	Somewhat disagree	18%	21%
	Strongly disagree	9%	11%
	Total	100%	100%
When deciding how to make a typical daily trip, my car is the only safe, convenient and affordable mode available to me	Strongly agree	38%	38%
	Somewhat agree	30%	30%
	Somewhat disagree	16%	17%
	Strongly disagree	16%	15%
	Total	100%	100%
Nothing will replace my car as my main mode of transportation	Strongly agree	38%	36%
	Somewhat agree	28%	31%
	Somewhat disagree	23%	17%
	Strongly disagree	12%	17%
	Total	100%	100%
I would take the bus if the routes and schedule were convenient for me	Strongly agree	32%	28%
	Somewhat agree	32%	35%
	Somewhat disagree	16%	18%
	Strongly disagree	20%	19%
	Total	100%	100%
If it cost more to drive my car, I would make fewer trips	Strongly agree	26%	21%
	Somewhat agree	37%	42%
	Somewhat disagree	22%	22%
	Strongly disagree	15%	15%
	Total	100%	100%
I have reduced the number of trips I make by using the internet for shopping, to pay bills, to take courses or for work	Strongly agree	25%	22%
	Somewhat agree	29%	42%
	Somewhat disagree	16%	18%
	Strongly disagree	30%	18%
	Total	100%	100%
I support increasing gas taxes to help pay for highways, transit, bicycle and sidewalk projects	Strongly agree	21%	18%
	Somewhat agree	24%	28%
	Somewhat disagree	16%	16%
	Strongly disagree	39%	38%
	Total	100%	100%
I support increasing gas taxes to help pay only for highway projects	Strongly agree	11%	9%
	Somewhat agree	19%	20%
	Somewhat disagree	28%	29%
	Strongly disagree	42%	43%
	Total	100%	100%

**Working from Home**

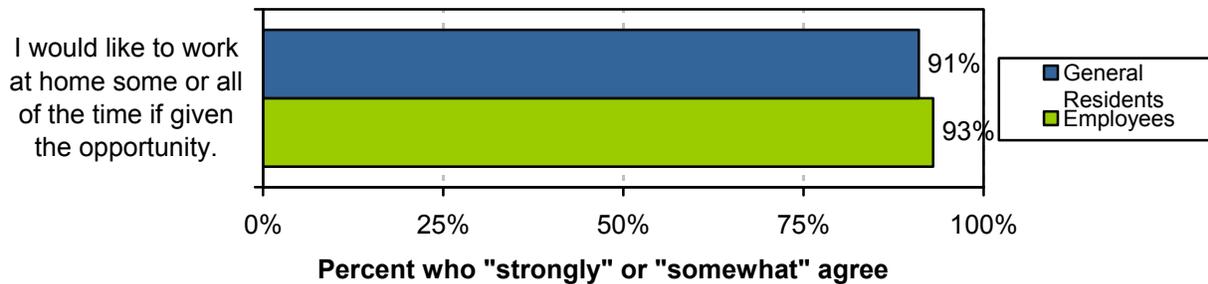
Respondents were asked if they had the type of job that could be done from home. Those respondents who felt they could do their job from home were asked if they would like to work from home some of the time or all of the time, if given the opportunity.

More employees (86%) than general residents (71%) reported that they did not have the type of job that could be done from home. Of those that reported they did have the type of job that could be done from home at least 9 in 10 from each constituent group agreed that they would like to do so at least some of the time.

**Do you have the type of job that can be done at home?**



**Desire to Work from Home Compared by Constituent Group**



**Desire to Work from Home**

I would like to work at home some or all of the time if given the opportunity.	Constituent Group	
	General Residents*	Employees*
Strongly agree	54%	45%
Somewhat agree	37%	48%
Somewhat disagree	6%	7%
Strongly disagree	3%	0%
Total	100%	100%

\*Responses are only from those who answered they had the type of job they could do at home.

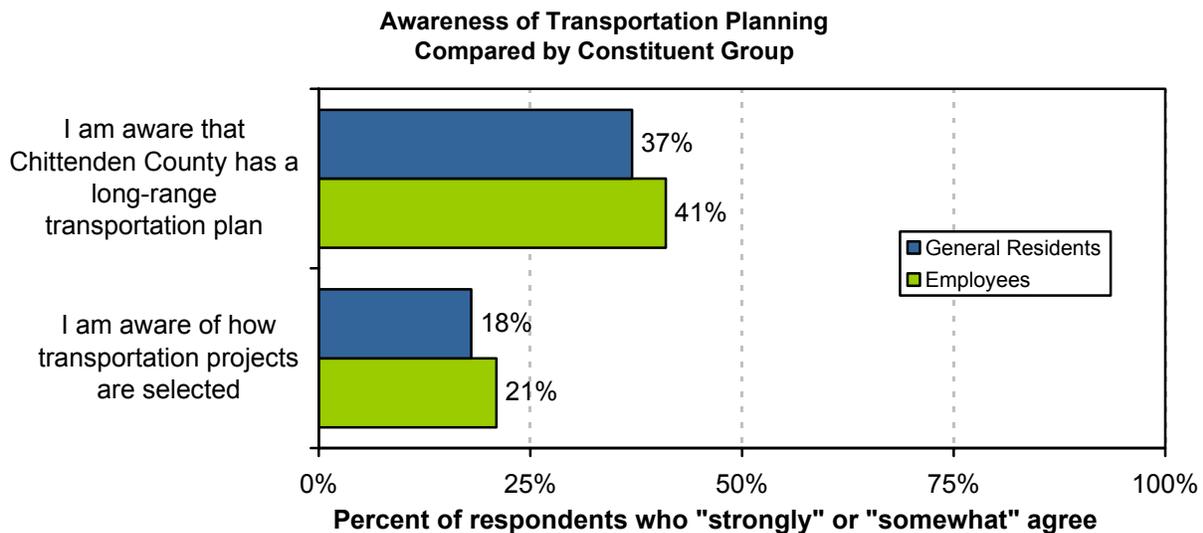
**Awareness and Ratings of Transportation Planning and Services**

About 4 in 10 respondents, regardless of constituent group, agreed that they were aware that Chittenden County has a long-range transportation plan; however, only 2 in 10 agreed they were aware of how transportation projects were selected (for these two questions “don’t know” responses were not removed from the percentages as an answer of “don’t know” indicates a lack of awareness).

One-third of respondents reported “don’t know” to the statement “transportation planning is done well in Chittenden County;” however, of those respondents that felt they could give an opinion, only about one-third agreed with this statement.

When considering if enough was being done to address the transportation needs of “the low-income population,” “the disabled,” “the elderly” and “children” general residents were more likely to agree than employees. However, a large percent of respondents (37% to 46%) across both groups did not feel they could give an opinion on these questions (see Appendix B: Complete Set of Responses to Survey Questions). Of those that felt they could give an opinion, approximately one-third from both groups indicated that they thought enough was being done to meet the transportation needs of these populations.

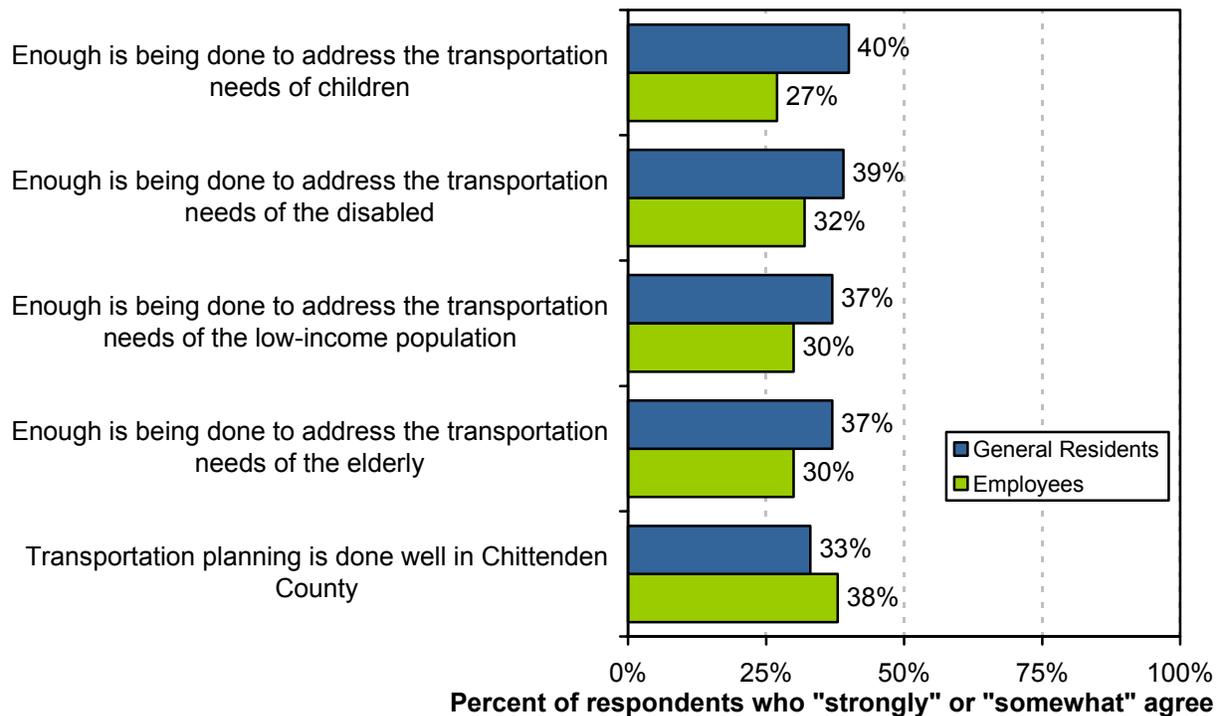
More respondents agreed with the statement, “I am aware of how transportation projects are selected,” in 2006 (39%) than in 2000 (21%).



**Awareness of Transportation Planning**

Please rate the extent to which you agree or disagree with the following statements:		Constituent Type	
		General Residents	Employees
I am aware of how transportation projects are selected	Strongly agree	4%	5%
	Somewhat agree	14%	16%
	Somewhat disagree	21%	23%
	Strongly disagree	42%	39%
	Don't know	19%	17%
	Total	100%	100%
I am aware that Chittenden County has a long-range transportation plan	Strongly agree	9%	13%
	Somewhat agree	28%	28%
	Somewhat disagree	15%	18%
	Strongly disagree	28%	22%
	Don't know	21%	20%
	Total	100%	100%

**Agreement with Transportation Planning and Service Statements Compared by Constituent Group**



<b>Agreement or Disagreement with Statements about Transportation Planning Activities</b>			
<b>Please rate the extent to which you agree or disagree with the following statements:</b>		<b>Constituent Group</b>	
		<b>General Residents</b>	<b>Employees</b>
Enough is being done to address the transportation needs of children*	Strongly agree	10%	5%
	Somewhat agree	31%	22%
	Somewhat disagree	32%	43%
	Strongly disagree	27%	29%
	Total	100%	100%
Enough is being done to address the transportation needs of the disabled*	Strongly agree	13%	7%
	Somewhat agree	25%	25%
	Somewhat disagree	33%	38%
	Strongly disagree	29%	30%
	Total	100%	100%
Enough is being done to address the transportation needs of the low-income population*	Strongly agree	13%	10%
	Somewhat agree	24%	20%
	Somewhat disagree	31%	38%
	Strongly disagree	32%	32%
	Total	100%	100%
Enough is being done to address the transportation needs of the elderly*	Strongly agree	11%	6%
	Somewhat agree	26%	24%
	Somewhat disagree	31%	39%
	Strongly disagree	31%	32%
	Total	100%	100%
Transportation planning is done well in Chittenden County*	Strongly agree	3%	3%
	Somewhat agree	30%	35%
	Somewhat disagree	41%	37%
	Strongly disagree	26%	25%
	Total	100%	100%

*\*Note: A large percentage of respondents (17% to 34%) answered "don't know" to these questions. The percentages reported in the table are for those who had an opinion. See Appendix B: Complete Set of Responses to Survey Questions*

## Priorities of the Transportation System

Respondents were asked to rate the importance of various aspects of seven transportation topics: highway initiatives; expanded public transportation services; improved bike/walk facilities; incentives to use transportation alternatives; preserving existing roads, pathways and public transportation services; improved safety and minor highway efficiency projects. They then indicated how important each of these topics were and ranked the three they felt were most important.

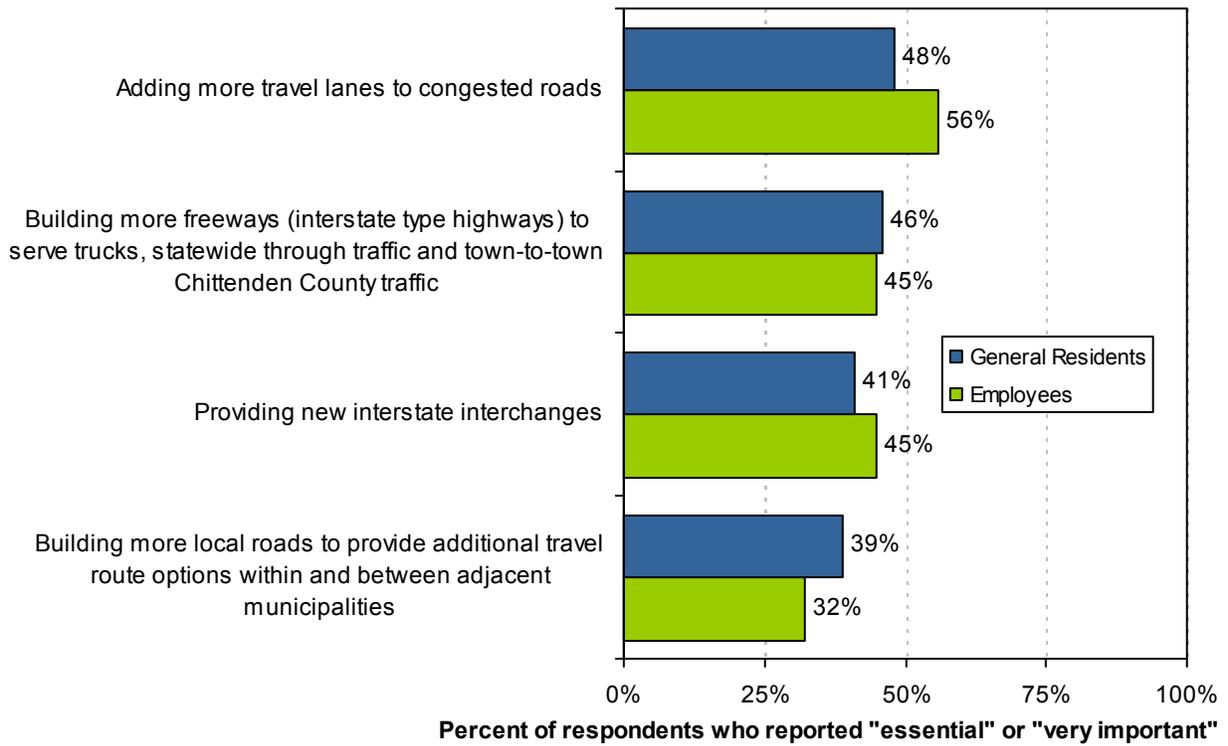
### Highway Initiatives

Of the four proposed highway initiatives, “adding more travel lanes to congested roads” was rated as the most important with approximately half of respondents rating this as “essential” or “very important.” This was rated as “essential” or “very important” by a higher proportion of employees (56%) than general residents (48%), possibly related to employees commuting more for work than general residents.

Approximately 4 in 10 respondents, regardless of constituent group, rated “building more freeways to serve trucks, statewide through traffic and town-to-town Chittenden County traffic” as “essential” or “very important” and one-quarter felt it was “essential.”

Comparisons for statements measured on importance scales between 2000 and 2006 were done by comparing the percent of respondents that indicated the items was in one of the top three tiers. For a complete set of comparisons and additional information on scale differences between the two years please see Appendix D: Responses to Selected Survey Questions by Survey Year. In 2006 “building more freeways” was rated as important by more respondents than in 2000, 71% in 2006 compared to 59% in 2000.

Importance of Highway Initiatives Compared by Constituent Group



Importance of Highway Initiatives			
Please rate the importance of each of the following:		Constituent Group	
		General Residents	Employees
Adding more travel lanes to congested roads	Essential	23%	20%
	Very Important	26%	36%
	Somewhat important	32%	30%
	Not at all important	19%	14%
	Total	100%	100%
Building more freeways (interstate type highways) to serve trucks, statewide through traffic and town-to-town Chittenden County traffic	Essential	25%	26%
	Very Important	21%	18%
	Somewhat important	25%	26%
	Not at all important	29%	30%
	Total	100%	100%
Providing new interstate interchanges*	Essential	18%	22%
	Very Important	23%	23%
	Somewhat important	30%	25%
	Not at all important	30%	30%
	Total	100%	100%
Building more local roads to provide additional travel route options within and between adjacent municipalities	Essential	17%	13%
	Very Important	22%	18%
	Somewhat important	30%	39%
	Not at all important	31%	29%
	Total	100%	100%

*\*Note: A large percent of general residents (12%) reported "don't know" to providing new interstate interchanges. The percentages reported in the table are for those who had an opinion. See Appendix B: Complete Set of Responses to Survey Questions.*

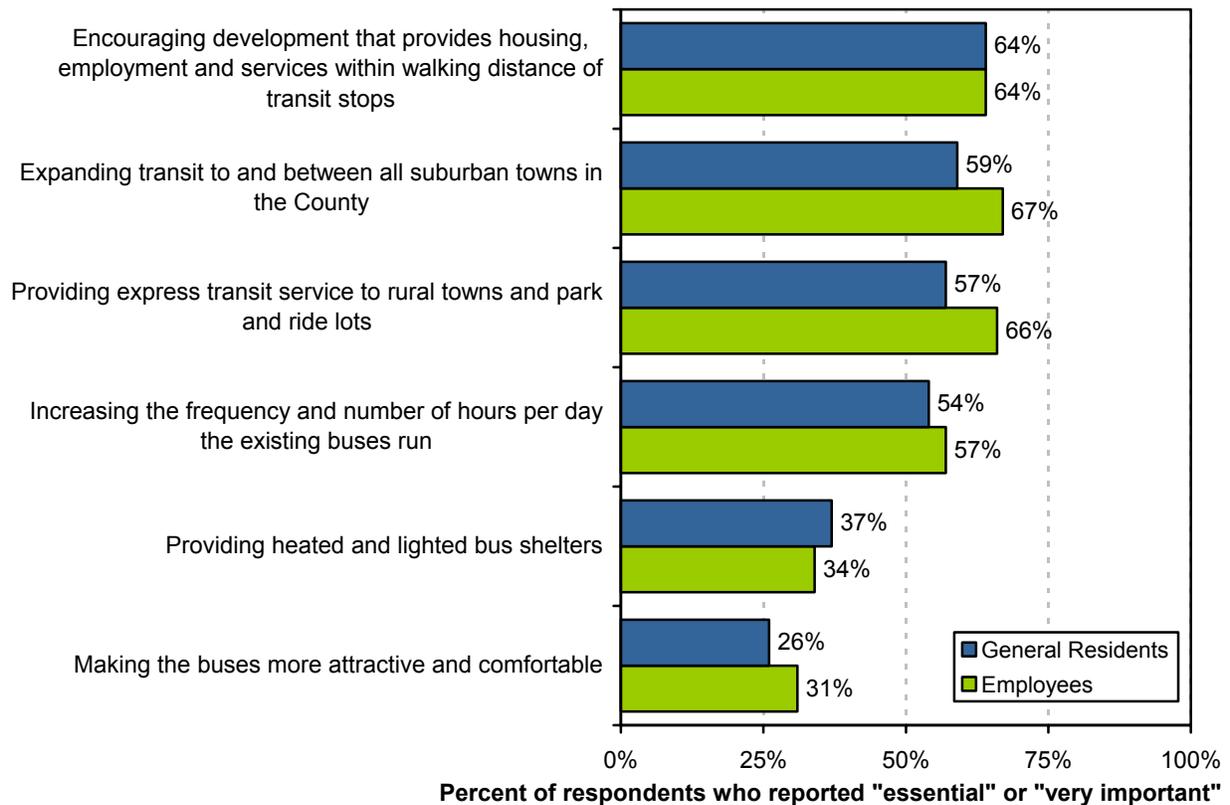
## Expanded Public Transportation Services

When evaluating the importance of expanding public transportation services a higher proportion of employees felt “providing express transit service to rural towns and park and ride lots” and “expanding transit to and between all suburban towns in the County” were “essential” or “very important” than general residents. Roughly 66% of employees felt this was “essential” or “very important” and around 58% of general residents felt this way, suggesting that these services are more important to those respondents who commute more. Two-thirds of respondents in both groups felt that “encouraging development that provides housing, employment and services within walking distance of transit stops” was “essential” or “very important,” with one-third indicating it was “essential.”

One-third or fewer respondents from both groups reported that “providing heated and lighted bus shelters” and “making the buses more attractive and comfortable” were “essential” or “very important.”

In 2000, “making buses more attractive and comfortable” was rated as important by more survey participants (81%) than in 2006 (66%). All other items remained consistent between 2000 and 2006.

**Importance of Expanding Public Transportation Services  
Compared by Constituent Group**



<b>Importance of Expanding Public Transportation Services</b>			
<b>Please rate the importance of each of the following:</b>		<b>Constituent Group</b>	
		<b>General Residents</b>	<b>Employees</b>
Encouraging development that provides housing, employment and services within walking distance of transit stops*	Essential	34%	39%
	Very Important	31%	26%
	Somewhat important	27%	29%
	Not at all important	8%	7%
	Total	100%	100%
Expanding transit to and between all suburban towns in the County*	Essential	28%	31%
	Very Important	31%	36%
	Somewhat important	28%	26%
	Not at all important	13%	7%
	Total	100%	100%
Providing express transit service to rural towns and park and ride lots*	Essential	26%	32%
	Very Important	32%	34%
	Somewhat important	28%	26%
	Not at all important	14%	8%
	Total	100%	100%
Increasing the frequency and number of hours per day the existing buses run*	Essential	25%	25%
	Very Important	29%	32%
	Somewhat important	25%	29%
	Not at all important	21%	13%
	Total	100%	100%
Providing heated and lighted bus shelters*	Essential	13%	10%
	Very Important	24%	25%
	Somewhat important	41%	45%
	Not at all important	22%	20%
	Total	100%	100%
Making the buses more attractive and comfortable*	Essential	9%	11%
	Very Important	17%	19%
	Somewhat important	36%	41%
	Not at all important	37%	28%
	Total	100%	100%

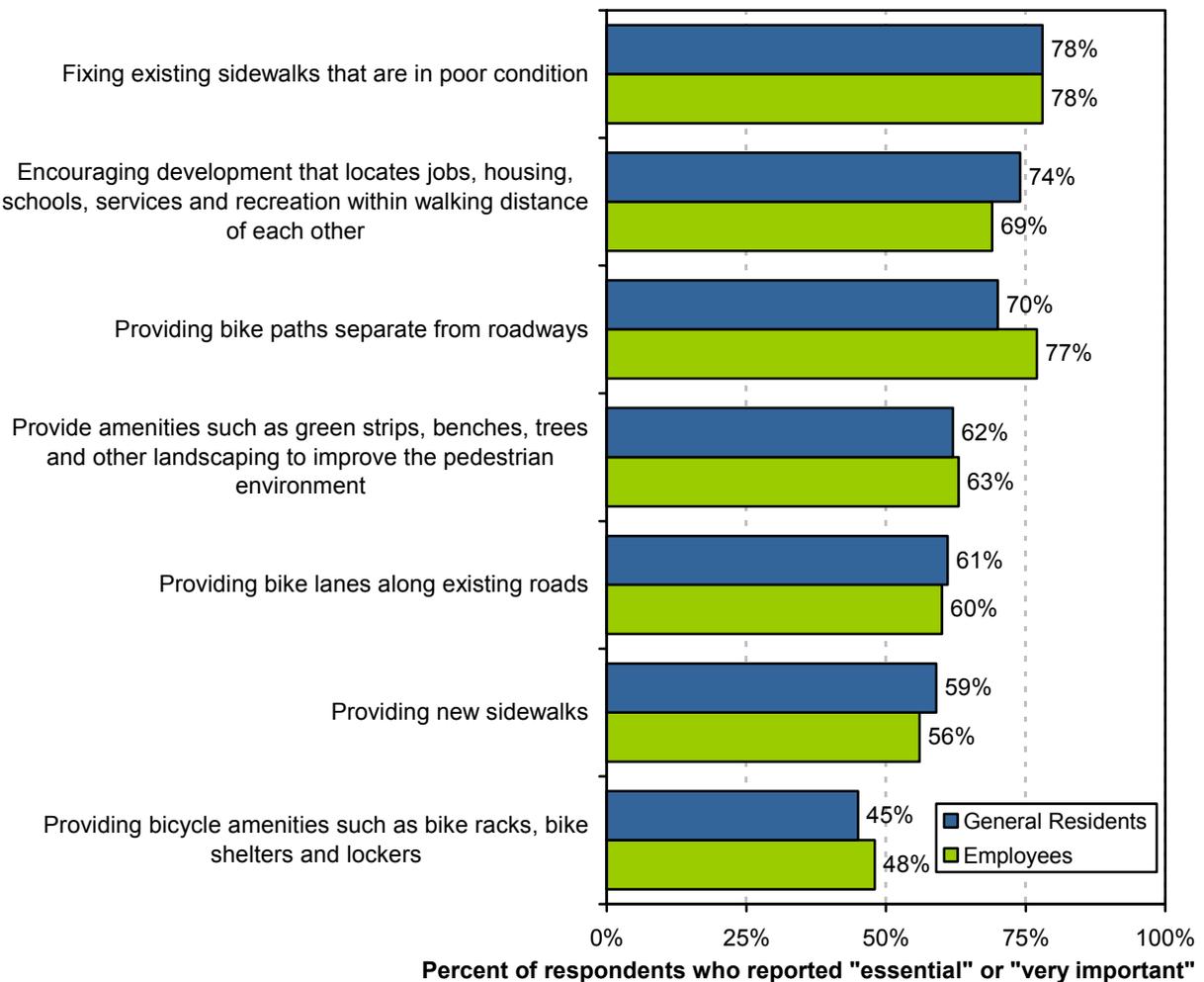
\*Note: A large percent of respondents (11% to 26%) reported "don't know" to these services. The percentages reported in the table are for those who had an opinion. See Appendix B: Complete Set of Responses to Survey Questions

## Improved Bike/Walk Facilities

Five of the seven aspects of improving bike/walk facilities were rated as “essential” or “very important” by two-thirds or more of respondents from both groups. “Fixing existing sidewalks that are in poor condition” was rated as at least “very important” by about 8 in 10 general residents (78%) and employees (78%). While “providing bike paths separate from roadways” was rated as very important by both groups, a higher proportion of employees (77%) rated it as “essential” or “very important” than general residents (70%).

“Providing bicycle amenities such as bike racks, bike shelters and lockers” received the lowest importance ratings in this category, but was considered “essential” or “very important” by more than 4 in 10 respondents from both groups. At least 2 in 10 of those felt it was “essential.”

**Importance of Improving Biking and Walking Facilities  
Compared by Constituent Group**

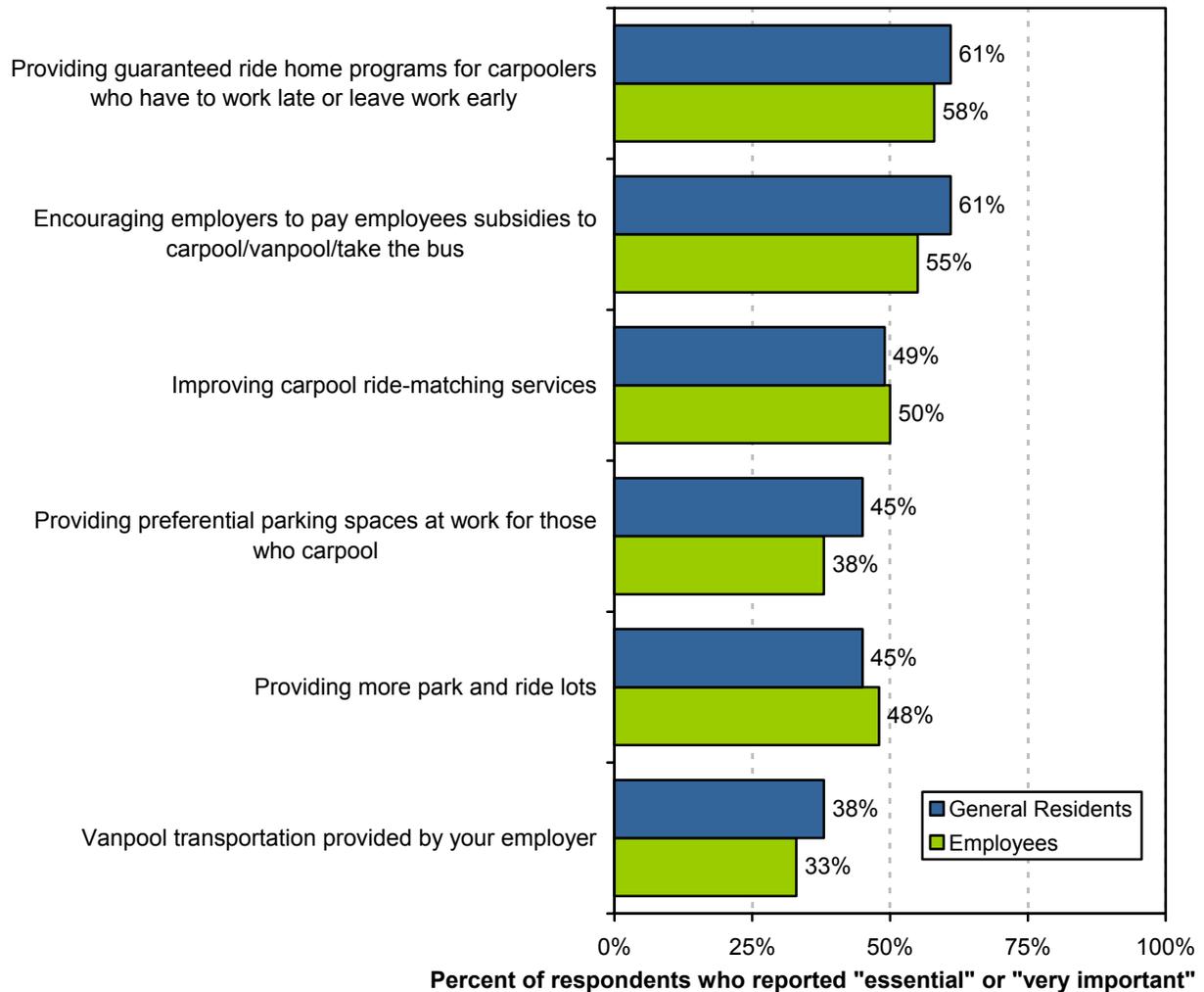


<b>Importance of Improving Biking and Walking Facilities</b>			
<b>Please rate the importance of each of the following:</b>		<b>Constituent Group</b>	
		<b>General Residents</b>	<b>Employees</b>
Fixing existing sidewalks that are in poor condition	Essential	38%	37%
	Very Important	40%	41%
	Somewhat important	18%	21%
	Not at all important	4%	2%
	Total	100%	100%
Encouraging development that locates jobs, housing, schools, services and recreation within walking distance of each other	Essential	40%	37%
	Very Important	34%	32%
	Somewhat important	19%	26%
	Not at all important	7%	6%
	Total	100%	100%
Providing bike paths separate from roadways	Essential	38%	37%
	Very Important	32%	40%
	Somewhat important	22%	19%
	Not at all important	7%	4%
	Total	100%	100%
Provide amenities such as green strips, benches, trees and other landscaping to improve the pedestrian environment	Essential	35%	32%
	Very Important	27%	31%
	Somewhat important	27%	29%
	Not at all important	12%	7%
	Total	100%	100%
Providing bike lanes along existing roads	Essential	30%	31%
	Very Important	31%	29%
	Somewhat important	27%	31%
	Not at all important	12%	9%
	Total	100%	100%
Providing new sidewalks	Essential	31%	28%
	Very Important	28%	28%
	Somewhat important	32%	38%
	Not at all important	8%	6%
	Total	100%	100%
Providing bicycle amenities such as bike racks, bike shelters and lockers	Essential	22%	24%
	Very Important	22%	24%
	Somewhat important	35%	37%
	Not at all important	21%	15%
	Total	100%	100%

## Incentives to Use Transportation Alternatives

The alternative transportation incentives that were rated as “essential” or “very important” by the highest percent of respondents were “providing guaranteed ride home programs for carpoolers who have to work late or leave work early” and “encouraging employers to pay employees subsidies to carpool/vanpool/take the bus,” with just over one-half to two-thirds rating these as at least “very important.” A higher percentage of general residents (45%) felt that “providing preferential parking spaces at work for those who carpool” was “essential” or “very important” than employees (38%).

**Importance of Incentives to Use Transportation Alternatives  
Compared by Constituent Group**



Importance of Incentives to Use Transportation Alternatives			
Please rate the importance of each of the following:		Constituent Group	
		General Residents	Employees
Providing guaranteed ride home programs for carpoolers who have to work late or leave work early*	Essential	23%	24%
	Very Important	38%	34%
	Somewhat important	26%	29%
	Not at all important	14%	13%
	Total	100%	100%
Encouraging employers to pay employees subsidies to carpool/vanpool/take the bus	Essential	27%	23%
	Very Important	34%	31%
	Somewhat important	22%	29%
	Not at all important	17%	16%
	Total	100%	100%
Improving carpool ride-matching services*	Essential	15%	15%
	Very Important	34%	35%
	Somewhat important	35%	33%
	Not at all important	16%	17%
	Total	100%	100%
Providing preferential parking spaces at work for those who carpool	Essential	19%	14%
	Very Important	27%	24%
	Somewhat important	31%	26%
	Not at all important	24%	36%
	Total	100%	100%
Providing more park and ride lots*	Essential	16%	18%
	Very Important	29%	30%
	Somewhat important	39%	38%
	Not at all important	16%	14%
	Total	100%	100%
Vanpool transportation provided by your employer*	Essential	13%	10%
	Very Important	26%	23%
	Somewhat important	34%	33%
	Not at all important	27%	34%
	Total	100%	100%

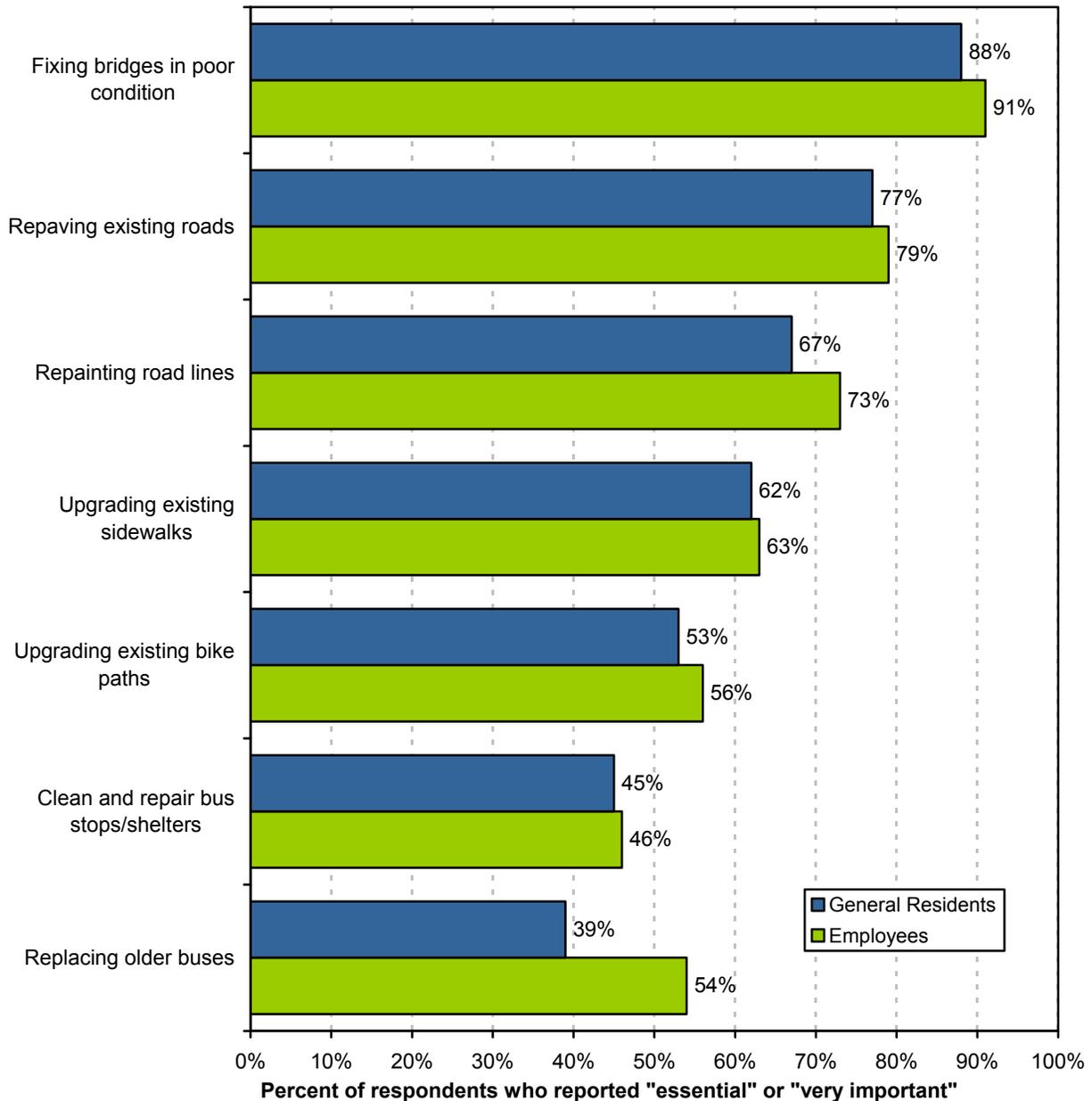
*\*Note: A large percent of respondents reported "don't know" to the following transportation alternatives: providing more park and ride lots, improving carpool ride-matching services and providing guaranteed ride home programs. The percentages reported in the table are for those who had an opinion. See Appendix B: Complete Set of Responses to Survey Questions*

**Preservation of Existing Roads, Pathways and Public Transportation Services**

General residents and employees were given a list of various aspects of preservation and asked to indicate how important each of these aspects were. Almost 9 in 10 respondents from both groups felt that fixing bridges in poor condition was “essential” or “very important,” and almost 8 in 10 felt that repaving existing roads was “essential” or “very important.” Repainting road lines and upgrading existing sidewalks were considered “essential” or “very important” by about two-thirds of respondents from both groups.

Replacing older buses was rated as “essential” or “very important” by more employees (54%) than general residents (39%).

**Importance of Preserving Existing Roads, Pathways and Public Transportation Services Compared by Constituent Group**



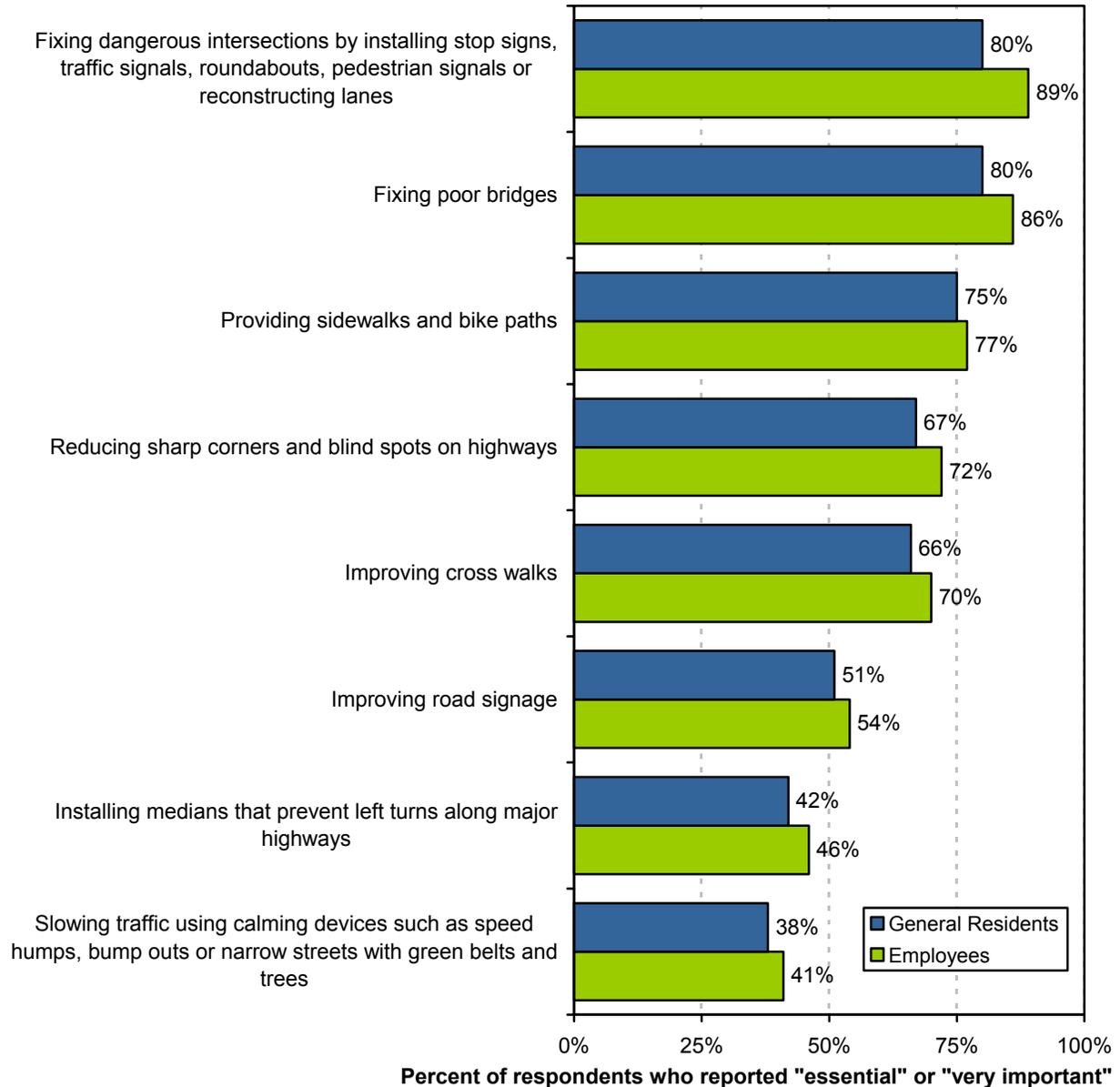
<b>Importance of Preserving Existing Roads, Pathways and Public Transportation Services</b>			
<b>Please rate the importance of each of the following:</b>		<b>Constituent Group</b>	
		<b>General Residents</b>	<b>Employees</b>
Fixing bridges in poor condition	Essential	53%	48%
	Very Important	35%	43%
	Somewhat important	12%	7%
	Not at all important	0%	1%
	Total	100%	100%
Repaving existing roads	Essential	38%	33%
	Very Important	38%	46%
	Somewhat important	22%	19%
	Not at all important	2%	2%
	Total	100%	100%
Repainting road lines	Essential	37%	33%
	Very Important	31%	40%
	Somewhat important	29%	24%
	Not at all important	3%	3%
	Total	100%	100%
Upgrading existing sidewalks	Essential	26%	24%
	Very Important	36%	40%
	Somewhat important	31%	33%
	Not at all important	7%	4%
	Total	100%	100%
Upgrading existing bike paths	Essential	23%	18%
	Very Important	29%	38%
	Somewhat important	33%	35%
	Not at all important	14%	10%
	Total	100%	100%
Clean and repair bus stops/shelters*	Essential	14%	11%
	Very Important	31%	35%
	Somewhat important	38%	44%
	Not at all important	16%	11%
	Total	100%	100%
Replacing older buses*	Essential	16%	15%
	Very Important	24%	39%
	Somewhat important	43%	37%
	Not at all important	18%	10%
	Total	100%	100%

*\*Note: A large percent of respondents (11% to 16%) reported “don’t know” to preservation items: clean and repair bus stops/shelters and replacing older buses. The percentages reported in the table are for those who had an opinion. See Appendix B: Complete Set of Responses to Survey Questions*

**Improved Safety**

Fixing dangerous intersections received “essential” or “very important” ratings from a higher proportion of employees (89%) than general residents (80%). However, “fixing dangerous intersections” and “fixing poor bridges” received “essential” or “very important” ratings by a strong majority of both general residents and employees. Slowing traffic using calming devices was considered “essential” or “very important” by only 4 in 10 general residents and employees.

**Importance of Improving Safety for Roads, Sidewalks and Bike Paths  
Compared by Constituent Group**



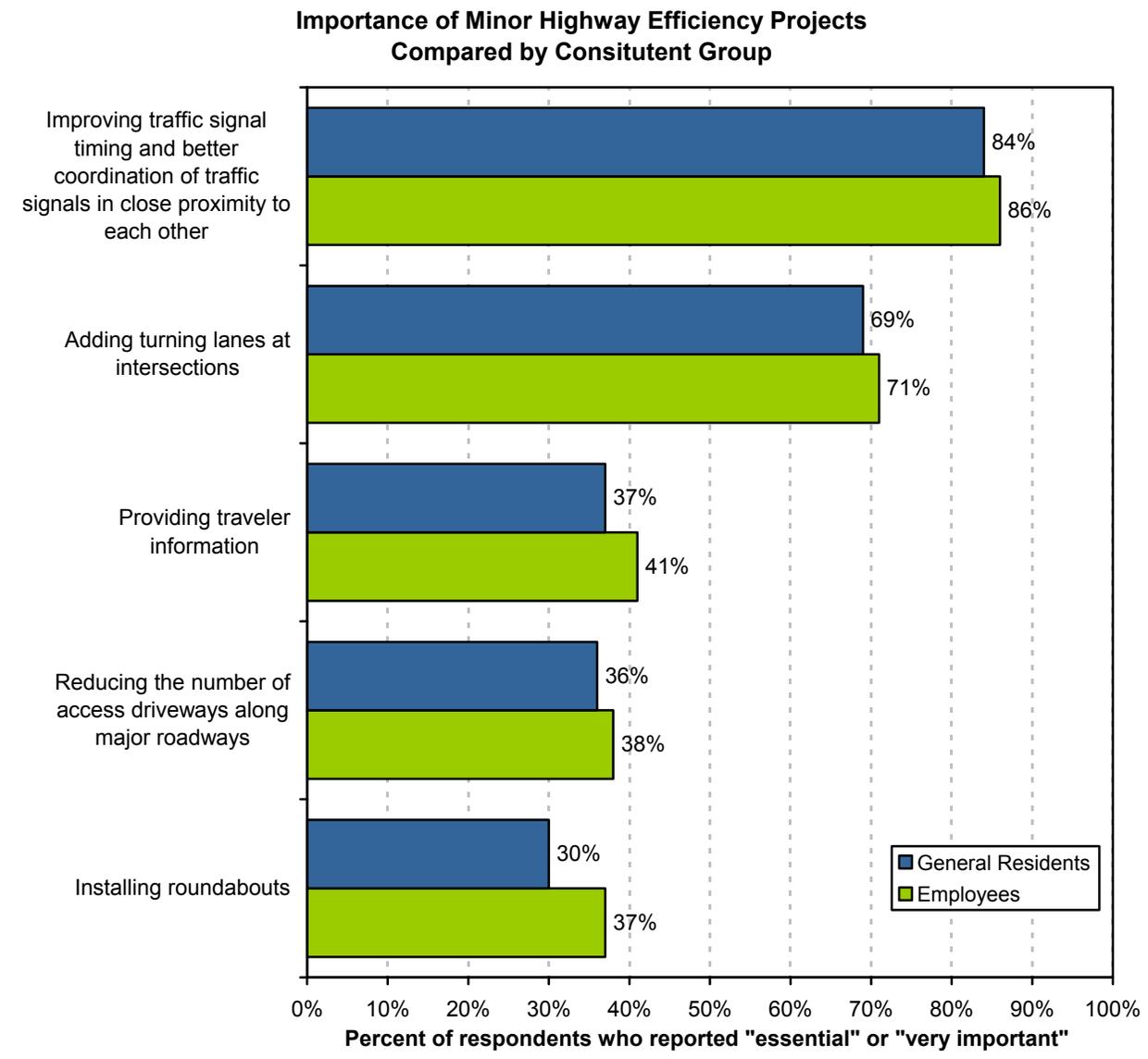
<b>Importance of Improving Safety for Roads, Sidewalks and Bike Paths</b>			
<b>Please rate the importance of each of the following:</b>		<b>Constituent Group</b>	
		<b>General Residents</b>	<b>Employees</b>
Fixing dangerous intersections by installing stop signs, traffic signals, roundabouts, pedestrian signals or reconstructing lanes	Essential	50%	46%
	Very Important	30%	43%
	Somewhat important	17%	10%
	Not at all important	3%	1%
	Total	100%	100%
Fixing poor bridges	Essential	48%	42%
	Very Important	33%	44%
	Somewhat important	18%	13%
	Not at all important	2%	2%
	Total	100%	100%
Providing sidewalks and bike paths	Essential	42%	42%
	Very Important	34%	36%
	Somewhat important	20%	20%
	Not at all important	4%	3%
	Total	100%	100%
Reducing sharp corners and blind spots on highways	Essential	30%	30%
	Very Important	37%	43%
	Somewhat important	27%	23%
	Not at all important	6%	5%
	Total	100%	100%
Improving cross walks	Essential	30%	30%
	Very Important	36%	40%
	Somewhat important	26%	24%
	Not at all important	8%	7%
	Total	100%	100%
Improving road signage	Essential	18%	20%
	Very Important	34%	34%
	Somewhat important	35%	37%
	Not at all important	13%	10%
	Total	100%	100%
Installing medians that prevent left turns along major highways	Essential	15%	19%
	Very Important	27%	28%
	Somewhat important	32%	37%
	Not at all important	26%	17%
	Total	100%	100%
Slowing traffic using calming devices such as speed humps, bump outs or narrow streets with green belts and trees	Essential	15%	18%
	Very Important	23%	22%
	Somewhat important	34%	33%
	Not at all important	28%	26%
	Total	100%	100%

**Minor Highway Efficiency Projects**

Respondents were asked to rate the importance of five different minor highway efficiency projects. "Improving traffic signal timing and better coordination of traffic signals in close proximity to each other" and "adding turning lanes at intersections" were rated as "essential" or "very important" by two-thirds of both general residents and employees.

Installing roundabouts was rated as "essential" or "very important" by more employees (37%) than general residents (30%). Installing roundabout was also rated the least important minor highway efficiency project, with roughly 4 in 10 rating it as "not at all important."

"Installing roundabouts" and "reducing the number of access driveways along major roadways" was considered less important in 2006 (60% and 78%, respectively) than in 2000 (73% and 91%, respectively).



Importance of Minor Highway Efficiency Projects			
Please rate the importance of each of the following:		Constituent Group	
		General Residents	Employees
Improving traffic signal timing and better coordination of traffic signals in close proximity to each other	Essential	44%	49%
	Very Important	40%	37%
	Somewhat important	13%	13%
	Not at all important	2%	2%
	Total	100%	100%
Adding turning lanes at intersections	Essential	28%	27%
	Very Important	42%	44%
	Somewhat important	25%	25%
	Not at all important	5%	4%
	Total	100%	100%
Providing traveler information*	Essential	10%	10%
	Very Important	27%	31%
	Somewhat important	44%	46%
	Not at all important	19%	13%
	Total	100%	100%
Reducing the number of access driveways along major roadways*	Essential	10%	13%
	Very Important	26%	25%
	Somewhat important	40%	44%
	Not at all important	25%	18%
	Total	100%	100%
Installing roundabouts*	Essential	11%	15%
	Very Important	19%	22%
	Somewhat important	28%	27%
	Not at all important	42%	36%
	Total	100%	100%

\*Note: A large percent of general residents reported "don't know" to installing roundabouts (10%) and providing traveler information (11%). A large percent of general residents (16%) and employees (10%) reported "don't know" to reducing the number of access driveways along major roadways. The percentages reported in the table are for those who had an opinion. See Appendix B: Complete Set of Responses to Survey Questions

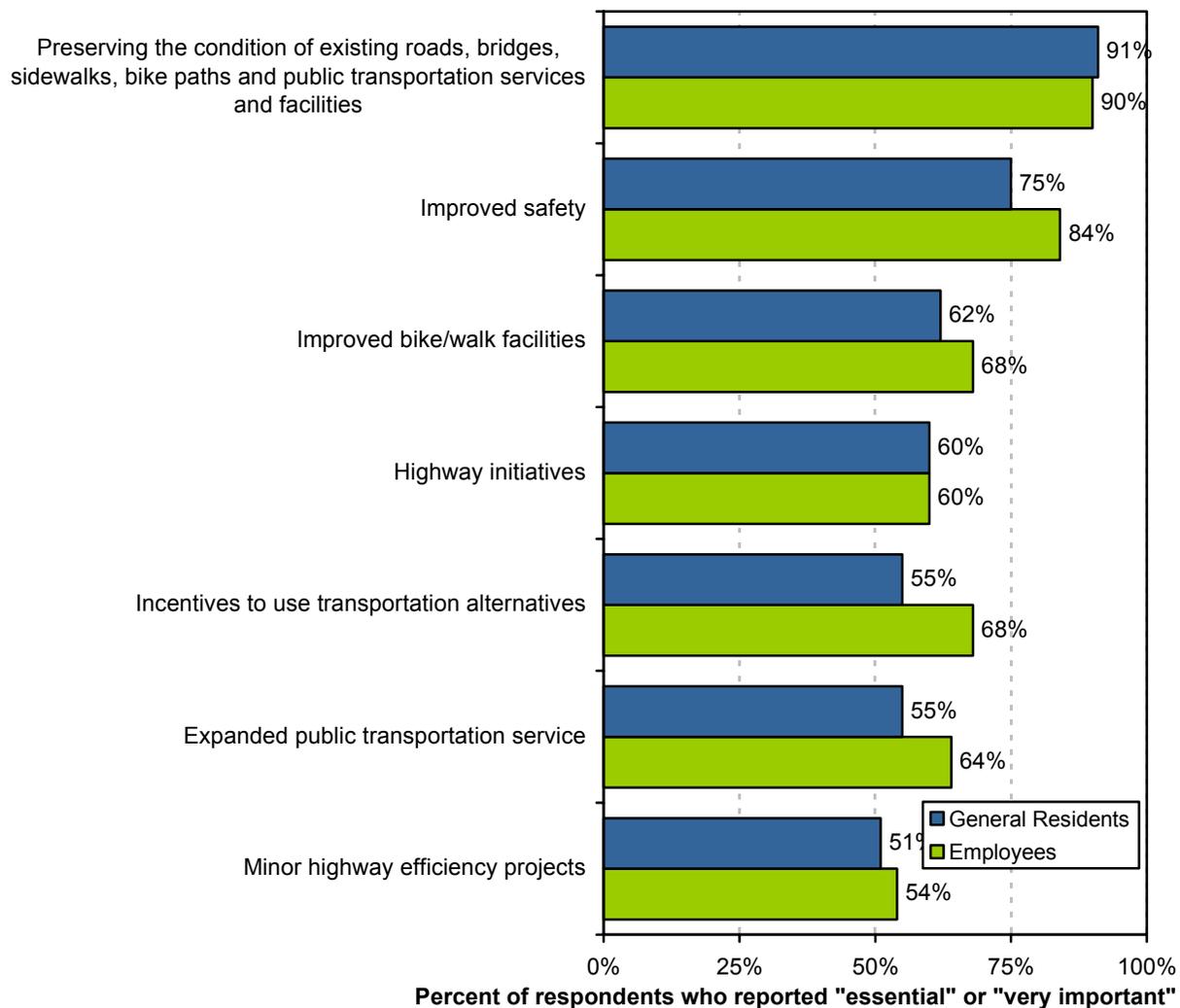
## Importance Rankings

Respondents indicated the importance of each topic by rating them as either “essential,” “very important,” “somewhat important” or “not at all important.” They then ranked the three that they felt should be given the highest priority with a “1” indicating the most important, a “2” the next most important and a “3” the most important after that. Each topic was rated as “essential” or “very important” by at least 50% or more of all respondents. “Preservation of existing roads, pathways and public transportation services” was rated as “essential” or “very important” by the highest proportion of respondents from both groups.

According to the 2000 Report of Results, the top three transportation areas rated as most important in 2000 had not changed in 2006:

1. Preservation of existing roads
2. Pathways and public transportation services
3. Improved safety and improved bike/walk facilities

**Importance of Transportation Area  
Compared by Constituent Group**

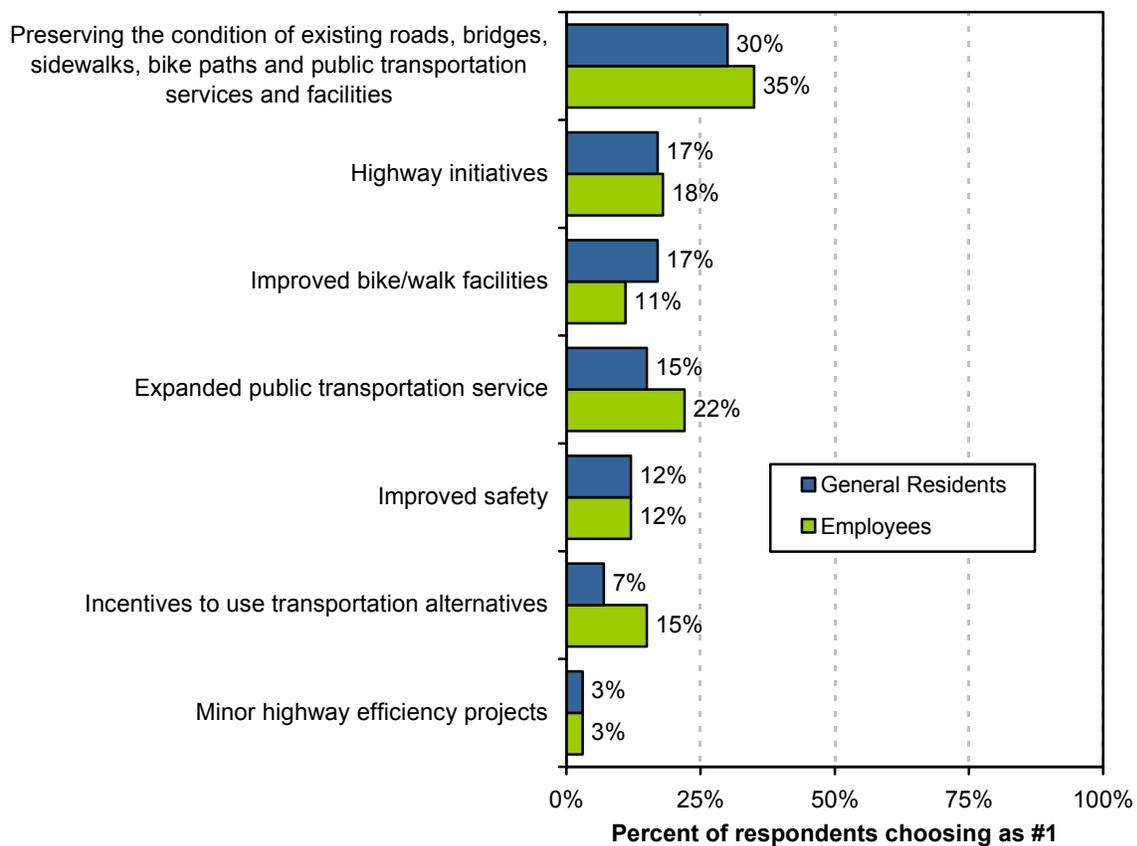


<b>Importance and Rankings of Transportation Area</b>			
<b>Please rate the importance of each of the following:</b>		<b>Constituent Group</b>	
		<b>General Residents</b>	<b>Employees</b>
Preservation of existing roads, pathways and public transportation services	Essential	50%	45%
	Very Important	41%	44%
	Somewhat important	9%	9%
	Not at all important	0%	1%
	Total	100%	100%
Improved safety	Essential	32%	40%
	Very Important	43%	43%
	Somewhat important	22%	15%
	Not at all important	3%	2%
	Total	100%	100%
Improved bike/walk facilities	Essential	33%	31%
	Very Important	29%	37%
	Somewhat important	29%	26%
	Not at all important	9%	6%
	Total	100%	100%
Highway initiatives	Essential	24%	15%
	Very Important	36%	45%
	Somewhat important	30%	33%
	Not at all important	10%	7%
	Total	100%	100%
Incentives to use transportation alternatives	Essential	26%	41%
	Very Important	29%	28%
	Somewhat important	32%	26%
	Not at all important	12%	6%
	Total	100%	100%
Expanded public transportation service	Essential	28%	31%
	Very Important	27%	33%
	Somewhat important	34%	28%
	Not at all important	11%	8%
	Total	100%	100%
Minor highway efficiency projects	Essential	14%	17%
	Very Important	37%	37%
	Somewhat important	44%	41%
	Not at all important	5%	5%
	Total	100%	100%

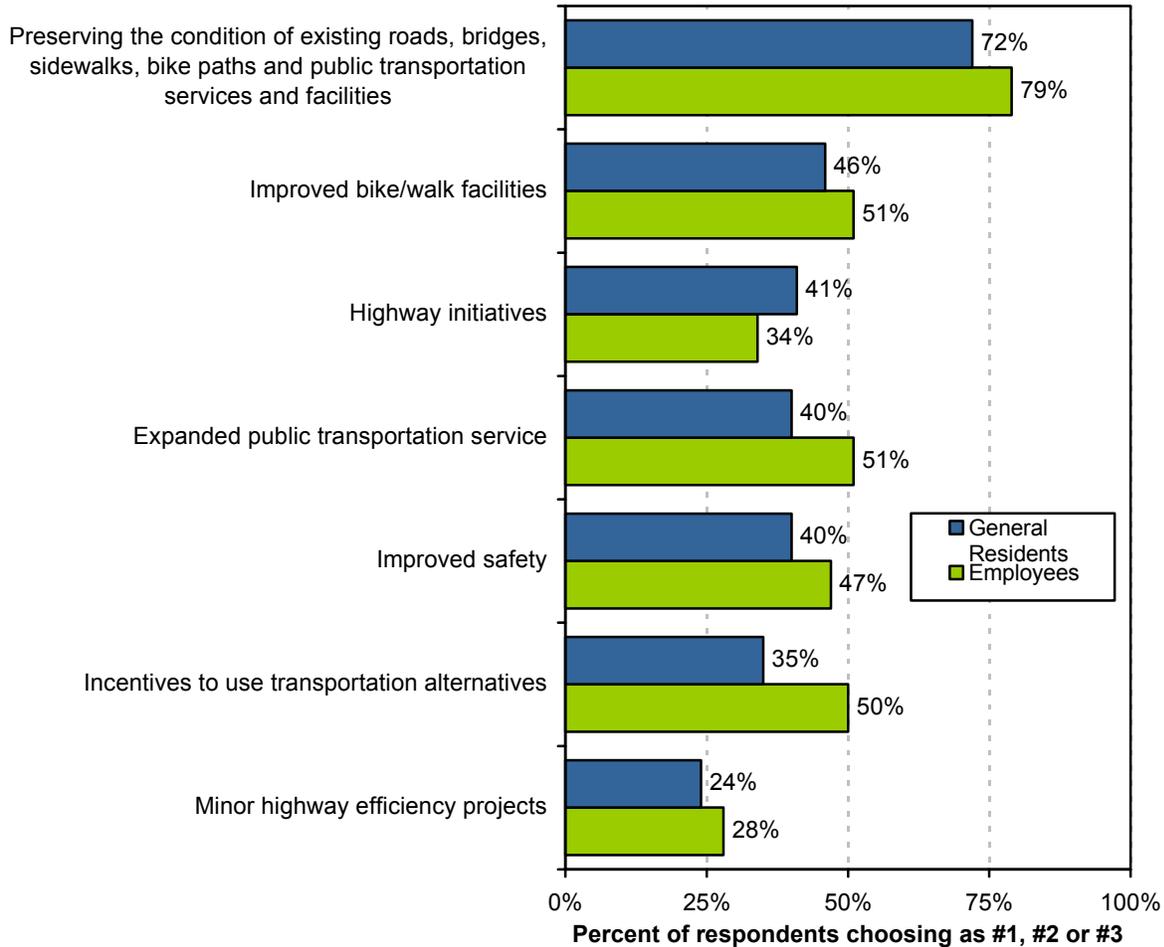
More respondents, one-third, selected “preserving the condition of existing roads, bridges, sidewalks, bike paths and public transportation services facilities” as their first priority than any other transportation area. “Improved bike/walk facilities” and “highway initiatives” were chosen as second most important by general residents with 17% selecting them as their first priority. Employees rated expanded public transportation services as their second most important area (22% selected it as their first priority), followed by highway initiatives (18%).

Seventy-two percent of general residents and 79% of employees indicated that “Preserving the condition of existing roads, bridges, sidewalks, bike paths and public transportation services and facilities” was their first, second or third transportation area priority. “Minor highway efficiency projects” was selected the least as a first, second or third priority by both general residents (24%) and employees (28%).

**Importance Ranking of Transportation Area by Those Choosing as #1 Priority**



**Importance Ranking of Transportation Area by Those Choosing as #1, #2 or #3 Priority**



**Importance Ranking of Transportation Area**

Please rank which three you think should be given the highest priority with a "1" indicating the most important.	Constituent Group			
	General Residents		Employees	
	Percent Choosing as #1	Percent Choosing as #1, #2 or #3	Percent Choosing as #1	Percent Choosing as #1, #2 or #3
Preserving the condition of existing roads, bridges, sidewalks, bike paths and public transportation services and facilities	30%	72%	35%	79%
Improved bike/walk facilities	17%	46%	11%	51%
Highway initiatives	17%	41%	18%	34%
Expanded public transportation service	15%	40%	22%	51%
Improved safety	12%	40%	12%	47%
Incentives to use transportation alternatives	7%	35%	15%	50%
Minor highway efficiency projects	3%	24%	3%	28%

## Additional Transportation Comments

Near the end of the questionnaire respondents were given the opportunity to write in any additional transportation related comments they had. Approximately 43% of general residents and 36% of employees provided additional comments. Responses were broken into subject areas and analyzed to see which topic areas were most often brought up by those taking the survey. For general residents, safety concerns, support for the completion of the Circumferential Highway, the bus system and bicyclist issues were the topics brought up the most. Employees mentioned specific road/highway issues, bicyclist issues, the bus system and support for the completion of the Circumferential Highway more than any other topics. All comments can be seen in Appendix C: Verbatim Responses to Open-ended Survey Questions.

<b>Subject Area of Additional Transportation Comments</b>		
<b>If you have any additional transportation related comments, please list them here:</b>	<b>Constituent Group</b>	
	<b>General Residents</b>	<b>Employees</b>
Specific road/highway issues (maintenance, repair, etc.)	11%	17%
Support for the completion of the Circumferential Highway	18%	15%
Bicyclist issues (bike lanes, bicyclist behavior, etc.)	17%	15%
Bus system (safety, additional routes, etc.)	18%	15%
Safety concerns	20%	12%
Rail system (expansion, revitalization, etc.)	7%	9%
Concerns related to traffic congestion	10%	9%
Concerns regarding roundabouts	6%	6%
Support for environmental issues and alternative transportation	6%	4%
Tax-related concerns	7%	1%
Other	16%	27%

*\*Totals may exceed 100% as respondents could provide more than one comment.*

## **Concluding Observations**

### ***Residents Gave Favorable Ratings to Transportation Services Provided by Chittenden County***

Overall, Chittenden County received favorable ratings related to most aspect of transportation. For example, over half of all respondents agreed that driving and bicycling in Chittenden County is generally a pleasant experience. And nearly two-thirds agreed that Chittenden County's transportation system enhances their quality of life by allowing them to travel to work and other daily activities in a safe and efficient manner.

### ***Preservation of Existing Infrastructure and Improving Safety are Residents' Top Transportation Priorities***

Residents were most concerned with the preservation of existing roads, pathways and public transportation services. Nine in 10 respondents felt this transportation area was "essential" or "very important" and one-third of respondents selected this area as one their top three priorities. Improved safety and improved bike/walk facilities were also high in importance to respondents. Two-thirds or more of respondents felt these areas were "essential" or "very important."

### ***Respondents Unfamiliar with Public Transportation***

The percent of respondent's feeling they could not form an opinion on a topic or did not know their opinion varied from question to question. However, questions regarding public transportation received especially high "don't know" responses compared to other topic areas. For some of these items "don't know" responses were in the 40% to 60% range. It is not uncommon, however, to find that a large percent of respondents are unfamiliar with the public transportation in their area.

### ***Support for the Circumferential Highway***

When given the opportunity for written comments on transportation items that were on their minds, the Circumferential Highway came up frequently, and nearly all voiced their support for the completion of this highway. Also important were various safety concerns, the bus system (safety, additional routes, etc.), bicyclist issues (bike lanes, bicyclist behavior, etc.) and specific road/highway issues such as maintenance and repair respondents would like to see.

## Appendix A: Respondent Demographics

Characteristics of the survey respondents are displayed in the tables and charts on the following pages of this appendix.

### Number of Motorized Vehicles in Respondent's Household

How many motor vehicles does your household operate?	Constituent Group	
	General Residents	Employees
None	4%	2%
One	35%	24%
Two	41%	50%
Three or more	20%	23%
Total	100%	100%

### Availability of Motorized Vehicles

Is a car or other motorized vehicle usually available to you for your transportation needs?	Constituent Group	
	General Residents	Employees
Yes	91%	94%
No	9%	6%
Total	100%	100%

### Availability of Bicycles

Is a bicycle usually available to you for your transportation needs?	Constituent Group	
	General Residents	Employees
Yes	63%	69%
No	37%	31%
Total	100%	100%

### Respondent's Access to Internet

Do you have Internet access at home and/or work?	Constituent Group	
	General Residents	Employees
Yes	87%	96%
No	13%	4%
Total	100%	100%

**Respondent's Employment Status**

What is your employment status?	Constituent Group	
	General Residents	Employees
Full-time worker	65%	97%
Part-time worker	11%	3%
Unemployed	2%	0%
Student	5%	0%
Homemaker	4%	0%
Retired	13%	0%
Total	100%	100%

**People in Household 16 and Older**

How many people 16 and older live in your household? Please include yourself:	Constituent Group	
	General Residents	Employees
One	29%	16%
Two	55%	60%
Three or More	16%	23%
Total	100%	100%

**People in Household Under 16**

How many people under 16 live in your household? Please include yourself:	Constituent Group	
	General Residents	Employees
None	45%	42%
One	22%	27%
Two	26%	26%
Three or more	7%	6%
Total	100%	100%

**Total Number of People in Household**

How many people live in your household total? Please include yourself:	Constituent Group	
	General Residents	Employees
One	27%	13%
Two	34%	35%
Three	17%	17%
Four or more	22%	35%
Total	100%	100%

What is your home zip code?	Respondent's City	
	Constituent Group	
	General Residents	Employees
05043 East Thetford	<1%	<1%
05401 Burlington	28%	32%
05403 South Burlington	12%	11%
05404 Winooski	3%	2%
05444 Cambridge	<1%	<1%
05445 Charlotte	2%	4%
05446 Colchester	11%	9%
05450 Enosburg Falls	<1%	<1%
05451 Essex	1%	<1%
05452, 05453 Essex Junction	10%	7%
05454 Fairfax	<1%	1%
05461 Hinesburg	4%	2%
05462 Huntington	1%	1%
05463 Isle La Motte	<1%	<1%
05465 Jericho	4%	1%
05468 Milton	6%	6%
05472 New Haven	<1%	1%
05477 Richmond	2%	2%
05478 Saint Albans	<1%	<1%
05482 Shelburne	5%	1%
05487 Starksboro	<1%	1%
05489 Underhill	2%	<1%
05490 Underhill Center	<1%	<1%
05491 Vergennes	<1%	3%
05494 Westford	1%	<1%
05495 Williston	6%	5%
05641 Barre	<1%	1%
05654 Graniteville	<1%	<1%
05658 Marshfield	<1%	<1%
05660 Moretown	<1%	<1%
05672 Stowe	<1%	<1%
05753 Middlebury	<1%	<1%
05760 Orwell	<1%	<1%
05901 Averill	<1%	<1%

**Respondent's Household Income**

How much do you anticipate your household's total income before taxes will be for 2005?	Constituent Group	
	General Residents	Employees
Less than \$10,000	4%	1%
\$10,000 to \$19,999	7%	1%
\$20,000 to \$29,999	14%	5%
\$30,000 to \$39,999	12%	8%
\$40,000 to \$49,999	10%	8%
\$50,000 to \$74,999	20%	28%
\$75,000 to \$99,999	14%	30%
\$100,000 to \$149,999	12%	12%
\$150,000 or more	7%	8%
Total	100%	100%

**Respondent's Education Level**

What is the highest level of education you have completed?	Constituent Group	
	General Residents	Employees
0-11 years, no diploma	2%	0%
High school graduate or GED	13%	7%
Some college, no degree	13%	16%
Associate's degree	12%	10%
Bachelor's degree	36%	46%
Graduate degree	24%	21%
Total	100%	100%

**Respondent's Age**

In which category is your age?	Constituent Group	
	General Residents	Employees
Under 18	0%	0%
18-24 years	8%	7%
25-34 years	28%	23%
35-44 years	20%	29%
45-54 years	21%	27%
55-64 years	11%	13%
65 years or older	12%	1%
Total	100%	100%

**Respondent's Gender**

What is your gender?	Constituent Group	
	General Residents	Employees
Female	52%	53%
Male	48%	47%
Total	100%	100%

## Appendix B: Complete Set of Responses to Survey Questions

The following pages contain a complete set of responses to each question on the survey.

Question 1			
Please rate the extent to which you agree or disagree with the following statements:		Constituent Type	
		General Residents	Employees
The major roads and bridges throughout Chittenden County are in good condition (few potholes, smooth surfaces, stable shoulders, good drainage, etc)	Strongly agree	5%	3%
	Somewhat agree	32%	36%
	Somewhat disagree	33%	40%
	Strongly disagree	29%	20%
	Don't know	2%	1%
	Total	100%	100%
The streets in my neighborhood are in good condition	Strongly agree	14%	17%
	Somewhat agree	42%	39%
	Somewhat disagree	25%	22%
	Strongly disagree	19%	19%
	Don't know	1%	2%
	Total	100%	100%
Traffic congestion affects the majority of trips I make	Strongly agree	22%	20%
	Somewhat agree	34%	33%
	Somewhat disagree	27%	34%
	Strongly disagree	16%	13%
	Don't know	1%	0%
	Total	100%	100%
Traffic congestion gets noticeably worse every year	Strongly agree	34%	34%
	Somewhat agree	41%	44%
	Somewhat disagree	14%	12%
	Strongly disagree	4%	3%
	Don't know	8%	8%
	Total	100%	100%
I don't know where to find information on traffic condition and highway construction	Strongly agree	20%	22%
	Somewhat agree	34%	33%
	Somewhat disagree	21%	23%
	Strongly disagree	18%	18%
	Don't know	8%	5%
	Total	100%	100%
I often drive on back roads and residential streets to avoid congested highways	Strongly agree	30%	32%
	Somewhat agree	40%	39%
	Somewhat disagree	17%	17%
	Strongly disagree	11%	12%
	Don't know	1%	0%
	Total	100%	100%
I am often delayed by road construction, accidents or special event traffic	Strongly agree	15%	13%
	Somewhat agree	30%	37%
	Somewhat disagree	35%	37%
	Strongly disagree	18%	13%
	Don't know	1%	0%
	Total	100%	100%

**Question 1**

Please rate the extent to which you agree or disagree with the following statements:	Constituent Type		
	General Residents	Employees	
Traveling by car is safe in Chittenden County	Strongly agree	26%	24%
	Somewhat agree	54%	58%
	Somewhat disagree	13%	13%
	Strongly disagree	5%	4%
	Don't know	2%	0%
	Total	100%	100%
Driving in Chittenden County becomes more dangerous each year	Strongly agree	14%	12%
	Somewhat agree	39%	38%
	Somewhat disagree	26%	29%
	Strongly disagree	9%	13%
	Don't know	13%	7%
	Total	100%	100%
It is difficult to find a convenient parking spot in the older, downtown commercial areas of the County	Strongly agree	44%	39%
	Somewhat agree	32%	33%
	Somewhat disagree	14%	19%
	Strongly disagree	5%	7%
	Don't know	6%	2%
	Total	100%	100%
There are enough park and ride lots in Chittenden County	Strongly agree	6%	6%
	Somewhat agree	21%	22%
	Somewhat disagree	25%	19%
	Strongly disagree	15%	21%
	Don't know	32%	31%
	Total	100%	100%
There are enough rideshare and carpool opportunities in Chittenden County	Strongly agree	5%	8%
	Somewhat agree	18%	23%
	Somewhat disagree	20%	16%
	Strongly disagree	11%	14%
	Don't know	45%	40%
	Total	100%	100%
Overall, driving is a pleasant experience in Chittenden County	Strongly agree	10%	6%
	Somewhat agree	46%	50%
	Somewhat disagree	31%	32%
	Strongly disagree	11%	10%
	Don't know	2%	1%
	Total	100%	100%

**Question 2**

Do you have the type of job that could be done at home?	Constituent Type	
	General Residents	Employees
Yes	29%	14%
No	71%	86%
Total	100%	100%

Question 2a		
I would like to work at home some or all of the time if given the opportunity.	Constituent Type	
	General Residents	Employees
Strongly agree	52%	45%
Somewhat agree	36%	48%
Somewhat disagree	6%	7%
Strongly disagree	3%	0%
Don't know	4%	0%
Total	100%	100%

Responses are from those who answered yes to Question 2

Question 3			
Please rate the extent to which you agree or disagree with the following statements:		Constituent Type	
		General Residents	Employees
I am aware of how transportation projects are selected	Strongly agree	4%	5%
	Somewhat agree	14%	16%
	Somewhat disagree	21%	23%
	Strongly disagree	42%	39%
	Don't know	19%	17%
	Total	100%	100%
I am aware that Chittenden County has a long-range transportation plan	Strongly agree	9%	13%
	Somewhat agree	28%	28%
	Somewhat disagree	15%	18%
	Strongly disagree	28%	22%
	Don't know	21%	20%
	Total	100%	100%
Transportation planning is done well in Chittenden County	Strongly agree	2%	2%
	Somewhat agree	20%	24%
	Somewhat disagree	27%	25%
	Strongly disagree	17%	17%
	Don't know	34%	33%
	Total	100%	100%

<b>Question 4</b>		<b>Constituent Type</b>	
<b>Please rate the extent to which you agree or disagree with the following statements:</b>		<b>General Residents</b>	<b>Employees</b>
Bus route and schedule information is accessible	Strongly agree	27%	29%
	Somewhat agree	33%	32%
	Somewhat disagree	12%	10%
	Strongly disagree	4%	3%
	Don't know	25%	26%
	Total	100%	100%
Buses operate when I need to travel	Strongly agree	9%	9%
	Somewhat agree	22%	22%
	Somewhat disagree	19%	14%
	Strongly disagree	14%	16%
	Don't know	36%	39%
	Total	100%	100%
Buses operate where I need to travel	Strongly agree	8%	8%
	Somewhat agree	21%	20%
	Somewhat disagree	17%	13%
	Strongly disagree	23%	29%
	Don't know	31%	29%
	Total	100%	100%
Chittenden County Transportation Authority (CCTA) has enough bus shelters	Strongly agree	5%	4%
	Somewhat agree	18%	17%
	Somewhat disagree	20%	14%
	Strongly disagree	10%	13%
	Don't know	47%	52%
	Total	100%	100%
The buses are always clean	Strongly agree	11%	8%
	Somewhat agree	23%	24%
	Somewhat disagree	6%	5%
	Strongly disagree	3%	2%
	Don't know	58%	61%
	Total	100%	100%
I feel safe riding the bus	Strongly agree	22%	22%
	Somewhat agree	23%	21%
	Somewhat disagree	5%	3%
	Strongly disagree	2%	3%
	Don't know	48%	52%
	Total	100%	100%
The bus operators are always courteous towards the passengers	Strongly agree	19%	10%
	Somewhat agree	22%	27%
	Somewhat disagree	6%	2%
	Strongly disagree	1%	1%
	Don't know	52%	59%
	Total	100%	100%
The CCTA bus system provides efficient connections to other travel modes and services such as Burlington International Airport, Vermont Transit, park and ride lots and bike paths	Strongly agree	13%	7%
	Somewhat agree	21%	23%
	Somewhat disagree	8%	8%
	Strongly disagree	4%	4%
	Don't know	54%	58%
	Total	100%	100%

**Question 4**

Please rate the extent to which you agree or disagree with the following statements:		Constituent Type	
		General Residents	Employees
Overall, I am very satisfied with the CCTA bus system	Strongly agree	8%	8%
	Somewhat agree	26%	23%
	Somewhat disagree	15%	12%
	Strongly disagree	5%	4%
	Don't know	45%	52%
	Total	100%	100%

<b>Question 5</b>			
<b>Please rate the extent to which you agree or disagree with the following statements:</b>		<b>Constituent Type</b>	
		<b>General Residents</b>	<b>Employees</b>
The sidewalks and bike paths in my neighborhood, town or city are in good condition	Strongly agree	18%	19%
	Somewhat agree	37%	38%
	Somewhat disagree	21%	25%
	Strongly disagree	21%	13%
	Don't know	4%	5%
	Total	100%	100%
There are enough sidewalks in my city or town	Strongly agree	18%	20%
	Somewhat agree	32%	42%
	Somewhat disagree	21%	20%
	Strongly disagree	25%	18%
	Don't know	3%	2%
	Total	100%	100%
There are enough separated bike paths and/or bike lanes along roads in my city or town	Strongly agree	11%	12%
	Somewhat agree	22%	25%
	Somewhat disagree	24%	30%
	Strongly disagree	38%	29%
	Don't know	5%	5%
	Total	100%	100%
I live close enough to walk to work, schools, shopping, services or recreational/entertainment opportunities	Strongly agree	20%	15%
	Somewhat agree	23%	19%
	Somewhat disagree	17%	24%
	Strongly disagree	38%	42%
	Don't know	2%	1%
	Total	100%	100%
I feel safe when crossing a road on foot	Strongly agree	19%	19%
	Somewhat agree	38%	41%
	Somewhat disagree	24%	25%
	Strongly disagree	18%	15%
	Don't know	1%	0%
	Total	100%	100%
Traveling by bicycle is safe for teenagers and adults	Strongly agree	9%	8%
	Somewhat agree	33%	32%
	Somewhat disagree	28%	34%
	Strongly disagree	22%	21%
	Don't know	8%	6%
	Total	100%	100%
Traveling by bicycle is safe for children	Strongly agree	5%	5%
	Somewhat agree	15%	17%
	Somewhat disagree	29%	31%
	Strongly disagree	42%	41%
	Don't know	9%	6%
	Total	100%	100%

**Question 5**

Please rate the extent to which you agree or disagree with the following statements:		Constituent Type	
		General Residents	Employees
Overall, walking is a pleasant experience in Chittenden County	Strongly agree	19%	21%
	Somewhat agree	52%	54%
	Somewhat disagree	20%	16%
	Strongly disagree	6%	7%
	Don't know	3%	2%
	Total	100%	100%
Overall, traveling by bicycle is a pleasant experience in Chittenden County	Strongly agree	11%	13%
	Somewhat agree	37%	38%
	Somewhat disagree	25%	21%
	Strongly disagree	12%	14%
	Don't know	15%	14%
	Total	100%	100%

**Question 6**

Please rate the extent to which you agree or disagree with the following statements:		Constituent Type	
		General Residents	Employees
If it cost more to drive my car, I would make fewer trips	Strongly agree	25%	21%
	Somewhat agree	36%	41%
	Somewhat disagree	22%	21%
	Strongly disagree	14%	15%
	Don't know	3%	1%
	Total	100%	100%
Nothing will replace my car as my main mode of transportation	Strongly agree	37%	36%
	Somewhat agree	27%	31%
	Somewhat disagree	22%	16%
	Strongly disagree	12%	16%
	Don't know	2%	1%
	Total	100%	100%
I support increasing gas taxes to help pay for highways, transit, bicycle and sidewalk projects	Strongly agree	21%	18%
	Somewhat agree	23%	28%
	Somewhat disagree	16%	15%
	Strongly disagree	38%	37%
	Don't know	2%	1%
	Total	100%	100%
I support increasing gas taxes to help pay only for highway projects	Strongly agree	11%	8%
	Somewhat agree	18%	19%
	Somewhat disagree	27%	28%
	Strongly disagree	40%	42%
	Don't know	3%	1%
	Total	100%	100%

## Question 6

Please rate the extent to which you agree or disagree with the following statements:		Constituent Type	
		General Residents	Employees
I would take the bus if the routes and schedule were convenient for me	Strongly agree	29%	26%
	Somewhat agree	29%	33%
	Somewhat disagree	14%	17%
	Strongly disagree	18%	18%
	Don't know	10%	6%
	Total	100%	100%
I would walk to work, school, shopping or other activities if they were close enough	Strongly agree	57%	58%
	Somewhat agree	29%	34%
	Somewhat disagree	6%	5%
	Strongly disagree	5%	1%
	Don't know	3%	2%
	Total	100%	100%
I would walk more often if safe sidewalks were provided	Strongly agree	36%	28%
	Somewhat agree	30%	35%
	Somewhat disagree	16%	19%
	Strongly disagree	8%	10%
	Don't know	9%	7%
	Total	100%	100%
I have reduced the number of trips I make by using the internet for shopping, to pay bills, to take courses or for work	Strongly agree	24%	22%
	Somewhat agree	27%	41%
	Somewhat disagree	15%	17%
	Strongly disagree	29%	17%
	Don't know	5%	3%
	Total	100%	100%

<b>Question 7</b>		<b>Constituent Type</b>	
<b>Please rate the extent to which you agree or disagree with the following statements:</b>		<b>General Residents</b>	<b>Employees</b>
The noise and emissions from cars, buses and trucks are an environmental problem	Strongly agree	53%	52%
	Somewhat agree	32%	34%
	Somewhat disagree	9%	11%
	Strongly disagree	4%	2%
	Don't know	3%	1%
	Total	100%	100%
The noise and emissions from cars, buses and trucks seem to be getting worse each year	Strongly agree	44%	41%
	Somewhat agree	30%	33%
	Somewhat disagree	11%	16%
	Strongly disagree	4%	1%
	Don't know	11%	8%
	Total	100%	100%
There is a significant amount of cut through traffic in my neighborhood	Strongly agree	25%	22%
	Somewhat agree	21%	20%
	Somewhat disagree	18%	25%
	Strongly disagree	25%	24%
	Don't know	11%	9%
	Total	100%	100%
Completed highway projects, including new roads and reconstruction of existing roads, have been constructed in a way that enhanced the areas in which they pass	Strongly agree	11%	11%
	Somewhat agree	40%	44%
	Somewhat disagree	22%	22%
	Strongly disagree	10%	9%
	Don't know	16%	14%
	Total	100%	100%
The transportation system would be considered an asset to a business wishing to expand or locate in Chittenden County	Strongly agree	27%	24%
	Somewhat agree	30%	40%
	Somewhat disagree	16%	16%
	Strongly disagree	10%	6%
	Don't know	17%	14%
	Total	100%	100%
The streets in my neighborhood are safe and pleasant	Strongly agree	25%	25%
	Somewhat agree	45%	54%
	Somewhat disagree	21%	15%
	Strongly disagree	8%	3%
	Don't know	1%	2%
	Total	100%	100%
Overall, Chittenden County's transportation system enhances the quality of my life by allowing me to travel to work and other daily activities in a safe and efficient manner	Strongly agree	12%	11%
	Somewhat agree	42%	46%
	Somewhat disagree	21%	25%
	Strongly disagree	12%	7%
	Don't know	13%	11%
	Total	100%	100%
When deciding how to make a typical daily trip, my car is the only safe, convenient and affordable mode available to me	Strongly agree	36%	37%
	Somewhat agree	29%	30%
	Somewhat disagree	15%	17%
	Strongly disagree	16%	15%
	Don't know	4%	1%
	Total	100%	100%

<b>Question 7</b>		<b>Constituent Type</b>	
<b>Please rate the extent to which you agree or disagree with the following statements:</b>		<b>General Residents</b>	<b>Employees</b>
Enough is being done to address the transportation needs of children	Strongly agree	6%	3%
	Somewhat agree	19%	14%
	Somewhat disagree	20%	27%
	Strongly disagree	17%	19%
	Don't know	38%	37%
	Total	100%	100%
Enough is being done to address the transportation needs of the elderly	Strongly agree	7%	3%
	Somewhat agree	16%	14%
	Somewhat disagree	19%	23%
	Strongly disagree	19%	19%
	Don't know	40%	40%
	Total	100%	100%
Enough is being done to address the transportation needs of the disabled	Strongly agree	8%	4%
	Somewhat agree	14%	13%
	Somewhat disagree	19%	20%
	Strongly disagree	16%	16%
	Don't know	43%	46%
	Total	100%	100%
Enough is being done to address the transportation needs of the low-income population	Strongly agree	8%	5%
	Somewhat agree	15%	11%
	Somewhat disagree	19%	21%
	Strongly disagree	19%	18%
	Don't know	39%	45%
	Total	100%	100%

**Question 8**

Please rate the extent to which you agree or disagree with the following statements:		Constituent Type	
		General Residents	Employees
Adding more travel lanes to congested roads	Essential	21%	20%
	Very Important	25%	35%
	Somewhat important	31%	29%
	Not at all important	19%	14%
	Don't know	5%	2%
	Total	100%	100%
Building more freeways (interstate type highways) to serve trucks, statewide through traffic and town-to-town Chittenden County traffic	Essential	23%	25%
	Very Important	20%	17%
	Somewhat important	24%	24%
	Not at all important	27%	28%
	Don't know	7%	5%
	Total	100%	100%
Building more local roads to provide additional travel route options within and between adjacent municipalities	Essential	15%	12%
	Very Important	20%	17%
	Somewhat important	27%	37%
	Not at all important	29%	28%
	Don't know	8%	5%
	Total	100%	100%
Providing new interstate interchanges	Essential	16%	20%
	Very Important	20%	21%
	Somewhat important	26%	23%
	Not at all important	26%	27%
	Don't know	12%	9%
	Total	100%	100%

**Question 9**

Please rate the importance of each of the following:	Constituent Type		
	General Residents	Employees	
Increasing the frequency and number of hours per day the existing buses run	Essential	18%	19%
	Very Important	21%	25%
	Somewhat important	18%	23%
	Not at all important	16%	10%
	Don't know	26%	23%
	Total	100%	100%
Making the buses more attractive and comfortable	Essential	7%	9%
	Very Important	13%	15%
	Somewhat important	28%	33%
	Not at all important	28%	22%
	Don't know	23%	21%
	Total	100%	100%
Providing heated and lighted bus shelters	Essential	10%	8%
	Very Important	20%	20%
	Somewhat important	33%	37%
	Not at all important	18%	17%
	Don't know	19%	18%
	Total	100%	100%
Expanding transit to and between all suburban towns in the County	Essential	24%	27%
	Very Important	26%	31%
	Somewhat important	24%	23%
	Not at all important	12%	6%
	Don't know	14%	13%
	Total	100%	100%
Providing express transit service to rural towns and park and ride lots	Essential	22%	27%
	Very Important	27%	30%
	Somewhat important	24%	22%
	Not at all important	12%	7%
	Don't know	15%	14%
	Total	100%	100%
Encouraging development that provides housing, employment and services within walking distance of transit stops	Essential	30%	34%
	Very Important	27%	23%
	Somewhat important	24%	26%
	Not at all important	7%	6%
	Don't know	12%	11%
	Total	100%	100%

**Question 10**

Please rate the importance of each of the following:		Constituent Type	
		General Residents	Employees
Providing bike paths separate from roadways	Essential	37%	37%
	Very Important	31%	39%
	Somewhat important	22%	19%
	Not at all important	7%	4%
	Don't know	3%	0%
	Total	100%	100%
Providing bike lanes along existing roads	Essential	29%	31%
	Very Important	30%	29%
	Somewhat important	26%	31%
	Not at all important	12%	9%
	Don't know	4%	0%
	Total	100%	100%
Providing bicycle amenities such as bike racks, bike shelters and lockers	Essential	21%	24%
	Very Important	21%	23%
	Somewhat important	32%	37%
	Not at all important	19%	14%
	Don't know	7%	1%
	Total	100%	100%
Fixing existing sidewalks that are in poor condition	Essential	37%	37%
	Very Important	39%	41%
	Somewhat important	18%	21%
	Not at all important	4%	2%
	Don't know	2%	0%
	Total	100%	100%
Providing new sidewalks	Essential	30%	28%
	Very Important	27%	28%
	Somewhat important	31%	38%
	Not at all important	8%	6%
	Don't know	4%	0%
	Total	100%	100%
Encouraging development that locates jobs, housing, schools, services and recreation within walking distance of each other	Essential	38%	36%
	Very Important	32%	32%
	Somewhat important	18%	25%
	Not at all important	7%	6%
	Don't know	6%	0%
	Total	100%	100%
Provide amenities such as green strips, benches, trees and other landscaping to improve the pedestrian environment	Essential	34%	32%
	Very Important	26%	31%
	Somewhat important	26%	29%
	Not at all important	11%	7%
	Don't know	3%	0%
	Total	100%	100%

**Question 11**

Please rate the importance of each of the following:		Constituent Type	
		General Residents	Employees
Providing more park and ride lots	Essential	14%	17%
	Very Important	24%	27%
	Somewhat important	33%	35%
	Not at all important	13%	13%
	Don't know	15%	8%
	Total	100%	100%
Improving carpool ride-matching services	Essential	12%	13%
	Very Important	28%	29%
	Somewhat important	29%	28%
	Not at all important	13%	15%
	Don't know	19%	16%
	Total	100%	100%
Encouraging employers to pay employees subsidies to carpool/vanpool/take the bus	Essential	25%	22%
	Very Important	31%	29%
	Somewhat important	20%	27%
	Not at all important	16%	15%
	Don't know	8%	7%
	Total	100%	100%
Providing guaranteed ride home programs for carpoolers who have to work late or leave work early	Essential	21%	22%
	Very Important	34%	31%
	Somewhat important	23%	27%
	Not at all important	12%	12%
	Don't know	10%	8%
	Total	100%	100%
Vanpool transportation provided by your employer	Essential	11%	9%
	Very Important	22%	20%
	Somewhat important	29%	29%
	Not at all important	23%	30%
	Don't know	15%	11%
	Total	100%	100%
Providing preferential parking spaces at work for those who carpool	Essential	17%	13%
	Very Important	24%	23%
	Somewhat important	28%	24%
	Not at all important	22%	34%
	Don't know	8%	7%
	Total	100%	100%

<b>Question 12</b>			
<b>Please rate the importance of each of the following:</b>		<b>Constituent Type</b>	
		<b>General Residents</b>	<b>Employees</b>
Repaving existing roads	Essential	38%	33%
	Very Important	37%	46%
	Somewhat important	21%	19%
	Not at all important	2%	2%
	Don't know	2%	0%
	Total	100%	100%
Upgrading existing sidewalks	Essential	26%	23%
	Very Important	35%	39%
	Somewhat important	31%	33%
	Not at all important	7%	4%
	Don't know	2%	0%
	Total	100%	100%
Upgrading existing bike paths	Essential	22%	17%
	Very Important	28%	38%
	Somewhat important	32%	34%
	Not at all important	14%	9%
	Don't know	4%	1%
	Total	100%	100%
Fixing bridges in poor condition	Essential	52%	48%
	Very Important	34%	43%
	Somewhat important	12%	7%
	Not at all important	0%	1%
	Don't know	2%	0%
	Total	100%	100%
Repainting road lines	Essential	36%	33%
	Very Important	30%	40%
	Somewhat important	29%	24%
	Not at all important	3%	3%
	Don't know	2%	0%
	Total	100%	100%
Clean and repair bus stops/shelters	Essential	13%	9%
	Very Important	27%	31%
	Somewhat important	34%	39%
	Not at all important	14%	9%
	Don't know	12%	11%
	Total	100%	100%
Replacing older buses	Essential	13%	13%
	Very Important	20%	34%
	Somewhat important	36%	32%
	Not at all important	15%	8%
	Don't know	16%	12%
	Total	100%	100%

**Question 13**

Please rate the importance of each of the following:		Constituent Type	
		General Residents	Employees
Providing sidewalks and bike paths	Essential	41%	42%
	Very Important	33%	36%
	Somewhat important	20%	20%
	Not at all important	4%	3%
	Don't know	1%	0%
	Total	100%	100%
Slowing traffic using calming devices such as speed humps, bump outs or narrow streets with green belts and trees	Essential	15%	18%
	Very Important	22%	22%
	Somewhat important	33%	33%
	Not at all important	27%	26%
	Don't know	3%	1%
	Total	100%	100%
Improving road signage	Essential	17%	20%
	Very Important	32%	34%
	Somewhat important	34%	36%
	Not at all important	13%	10%
	Don't know	4%	1%
	Total	100%	100%
Fixing poor bridges	Essential	47%	41%
	Very Important	32%	44%
	Somewhat important	18%	13%
	Not at all important	2%	2%
	Don't know	2%	1%
	Total	100%	100%
Fixing dangerous intersections by installing stop signs, traffic signals, roundabouts, pedestrian signals or reconstructing lanes	Essential	49%	46%
	Very Important	29%	43%
	Somewhat important	17%	10%
	Not at all important	3%	1%
	Don't know	2%	1%
	Total	100%	100%
Reducing sharp corners and blind spots on highways	Essential	29%	30%
	Very Important	36%	43%
	Somewhat important	26%	23%
	Not at all important	6%	5%
	Don't know	3%	1%
	Total	100%	100%
Improving cross walks	Essential	30%	29%
	Very Important	35%	40%
	Somewhat important	26%	24%
	Not at all important	8%	6%
	Don't know	1%	0%
	Total	100%	100%

**Question 13**

Please rate the importance of each of the following:		Constituent Type	
		General Residents	Employees
Installing medians that prevent left turns along major highways	Essential	13%	17%
	Very Important	25%	26%
	Somewhat important	29%	34%
	Not at all important	24%	16%
	Don't know	9%	9%
	Total	100%	100%

**Question 14**

Please rate the importance of each of the following:		Constituent Type	
		General Residents	Employees
Adding turning lanes at intersections	Essential	27%	26%
	Very Important	40%	43%
	Somewhat important	24%	25%
	Not at all important	5%	3%
	Don't know	5%	2%
	Total	100%	100%
Improving traffic signal timing and better coordination of traffic signals in close proximity to each other	Essential	43%	48%
	Very Important	39%	37%
	Somewhat important	13%	13%
	Not at all important	2%	2%
	Don't know	3%	2%
	Total	100%	100%
Installing roundabouts	Essential	10%	14%
	Very Important	17%	21%
	Somewhat important	25%	26%
	Not at all important	38%	34%
	Don't know	10%	7%
	Total	100%	100%
Providing traveler information	Essential	8%	9%
	Very Important	25%	30%
	Somewhat important	40%	44%
	Not at all important	17%	12%
	Don't know	11%	4%
	Total	100%	100%
Reducing the number of access driveways along major roadways	Essential	8%	11%
	Very Important	22%	23%
	Somewhat important	33%	40%
	Not at all important	21%	16%
	Don't know	16%	10%
	Total	100%	100%

**Question 15**

Please rate the importance of each of the following:		Constituent Type	
		General Residents	Employees
Highway initiatives	Essential	24%	15%
	Very Important	36%	45%
	Somewhat important	30%	33%
	Not at all important	10%	7%
	Total	100%	100%
Expanded public transportation service	Essential	28%	31%
	Very Important	27%	33%
	Somewhat important	34%	28%
	Not at all important	11%	8%
	Total	100%	100%
Improved bike/walk facilities	Essential	33%	31%
	Very Important	29%	37%
	Somewhat important	29%	26%
	Not at all important	9%	6%
	Total	100%	100%
Incentives to use transportation alternatives	Essential	26%	41%
	Very Important	29%	28%
	Somewhat important	32%	26%
	Not at all important	12%	6%
	Total	100%	100%
Preserving the condition of existing roads, bridges, sidewalks, bike paths and public transportation services and facilities	Essential	50%	45%
	Very Important	41%	44%
	Somewhat important	9%	9%
	Not at all important	0%	1%
	Total	100%	100%
Improved safety	Essential	32%	40%
	Very Important	43%	43%
	Somewhat important	22%	15%
	Not at all important	3%	2%
	Total	100%	100%
Minor highway efficiency projects	Essential	14%	17%
	Very Important	37%	37%
	Somewhat important	44%	41%
	Not at all important	5%	5%
	Total	100%	100%

## Appendix C: Verbatim Responses to Open-ended Survey Questions

Following are the verbatim responses for the question that asked, "If you have any additional transportation related comments please list them here." Responses from the mail surveys were entered into an electronic dataset. Web survey responses were typed in by respondents as they completed the survey. Respondents sometimes exceeded the programmed length of the verbatim field. Those truncated responses are included in this appendix. Because these responses were written or typed by respondents, they are presented here in verbatim form, including any typographical, grammatical or other mistakes.

**Question 16: If you have any additional transportation related comments, please list them here:**

- All revenue collected from motor vehicles related taxes should be used only for roads & bridges and not go into the general fund unless all roads & bridges are up to standard.
- Increase I-89 roadside weather stations and signage to notify traveler when weather conditions warrant reduced speed or if an accident or slippery road conditions lie ahead. Increase law enforcement on I-89 and state highways to increase ticket issuance and use ticket fines to improve roads.
- Need to de-emphasize vehicle mobility. The design vehicle should become the pedestrian not auto pedestrian access to destinations (ability of all peds to reach destination) is a better goal for land use & transportation planning than auto-centric goals. Intersections are dangerous and intimidating places for pedestrians. Cycling along safe road shoulders is the most direct & convenient route for bicyclists who commute or travel for destination-oriented trips.
- Oil is running out & becoming expensive. We must start immediately (yesterday) to change our reliance on cars by providing incentives to alternatives, discouraging putting any more money into parking lots, highways, etc. Bring back the trains! Educate car drivers about bicycle laws!
- Less cars and dirty hippies.
- Diesel busses could run on bio diesel. [www.veggievan.org](http://www.veggievan.org). Streets could be marked wherever they cross.
- Burlington is unsafe for pedestrians. I work downtown, I park about one mile away so I walk everyday. There have been many times when I have had to run, jump and hop to avoid getting hit by a car. I am very careful to look or else I would have been hit by now, especially at the top of church street. Cars always go through red lights. I would definitely take the bus but that is not offered in Colchester.
- I give in Colchester. I would use bus services if provided. I also have friends that play music with me at my studio that would use bus services. I am not sure if there is enough demand though. Good luck. Transportation is expensive anyway.
- On Burlington streets & sidewalks, skateboarders are selfish & reckless. They don't get in accidents, they cause them.
- I use the CCTA everyday. I have witnessed on several occasions that when the elderly cross into the seating area, they are not given enough time to seat themselves properly. I have seen elderly actually fall into other passengers or get jerked out of their seats or worse.

- Winooski road project is a great help to my commute! 289 road needs re-paving badly! We need the highway to reduce local traffic. Burlington 89 exits need more lanes. Very dangerous.
- Roundabouts are a problem in every state we have used them in. Those in Vermont that I have used are a problem safety wise. Most are way too small in diameter. Maple tree pl to Winooski to Montpelier.
- This survey seems over complicated.
- I don't like the u-turn options on Shelburne rd because of the new medians. I would rather have left-hand turn lanes, which I understand would mean widening the road further.
- Vermont has the highest per capita tax burden in the entire USA. Quit your socialist scheming and dreaming and maintain the current infrastructure.
- Trying to ride a bike on north Ave and other areas of the city is at times dangerous because of excessive speeding. I use sidewalks most of the time when i ride a bike. If this country wants to cut down on traffic congestion the smart thing to do is rebuild and encourage the use of railroads because the Europeans and Asians have the right idea.
- Incorporate sustainability goals of primary importance-reduction of green house gases/carbon footprint. Reduction of fossil fuel use. Increase efficiency-commuter miles per dollar.
- We need to maintain bridges and roads that already exist before making new roads.
- Feel some public bus drivers drive recklessly and do not consider traffic behind them on their left side. They act like they are the only vehicle on the road.
- Increase bicycle awareness & safety & routes from town to town.
- Big trucks, tractor-trailers need to have their own roads. We need either more interstate highways or more lanes on existing highways. Also, motorists need to slow down around Chittenden county. Too much traffic congestion now, here in Chittenden county.
- Roundabouts may work fine in some areas but are not for the 5 corners in Essex Jct VT.
- No roundabouts.
- Build the circ highway in Williston!!
- Positive incentives please and more public transportation in outlying areas. Negative incentive such as even more gas taxes or making it impossibly expensive to park hurt working families. Public transportation is not adequate to justify such measures!
- This questionnaire is useless w/o discussing ways to stop growth! The new southbound merge lane in Shelburne onto Webster is dangerous!
- Monich route 15 needs more sidewalks on Rt 15 so i can walk or ride bike.
- Bike lanes on the road are useless. Most don't use them anyway.
- The problem with crosswalks in Burlington, pedestrians don't use them and jay walk. The traffic light for pedestrians on pearl St. Top of Church St is totally useless.
- Burlington streets/infrastructure are in extremely poor condition!! Traffic congestion will continue to deteriorate unless the circ hwy is built now! Traffic light synchronization would save tens of thousands of gas dollars and reduce pollution.

- There are plenty of bus times in the am. It is just if you don't finish by 6, i have to wait til 7 or later for a main line bus on Shelburne road so I don't do it. I am exhausted and hungry. We need smaller van like buses. I lived in Hong Kong. They had vans that just kept covering certain routes and your just wave them down. I used them everyday.
- Much of this is not relevant to where I live\_\_\_on rte 15-away from village.
- Began commuting to work 2-4 times per week. Buses are pleasant experience-on time, clean, courteous drivers. Thank you.
- Please no bike lanes like on bridge over i89 on Williston road! These are dangerous and useless for commuting because the right of way is lost when going straight very slow and dangerous.
- I feel very strongly that pedestrian/bicycle initiatives and a convenient and efficient public transit system are critical to quality of life. Incentives must be provided to shape public behavior. Building more and bigger roads is no solution, only creates more and bigger problems!
- Stop spending taxes. Are too high. Pretty soon we will have to move.
- Why does it take years to build a new highway like the circumferential route around Essex and Essex Jct?
- I think that more routes need to be available so that i don't always have to go through towns in order to get anywhere from north Ave in Burlington. Need to go through downtown Burlington, Colchester or Winooski. I work in Essex jct. And I know I am a huge fan of the circ. Will it ever happen?
- I pay enough taxes that roads should be passable without knee deep pot holes and near impassable roads. More money should be spent on improving roads and less on city market, dog parks, bike paths & public assistance & Medicaid for those who choose not to work.
- Flexible routes. Bring public transportation into 21st century.
- If the buses ran more often & went further into the city, more people would ride the busses.
- The circ highway must be completed to ease congestion and reduce the amount of time cars and trucks are running. Roundabouts on 2a are not the answer. Winooski roundabout is a mess. Traffic light timing at Maple Tree pl needs improvement. Stop sign needed at circ. Exit onto Essex way for crosswalk.
- Install more street lights and/or reflectors on local highways and streets.
- Get the circ finished (ASAP).
- Complete the circ.
- The bus is good but it's hours need to be extended.
- Finish the circ highway!!!!
- We can't out-build traffic congestion. We need alternatives to more roads. Public transit, bike lanes, etc. Should be the priority.
- I personally do not drive, however, is a passenger & a person who does a lot of biking & walking, i don't feel safe out there as some drivers are very careless. I don't take my children out also due to careless drivers. I have family whom takes me to & from work as i don't feel safe on a bus.

- Widen Williston road. Install median. New east-west between Rt 7, Spear St, Dorset St & Hinesburg rd. North south highway into Chittenden county from Rutland & Bennington.
- Put the circuit highway in. That will help.
- A minority should not be able to hold up construction of roadways in VT.
- I have never ridden the bus but am not against it. Although i know it's quicker for me to drive myself. My husband and I carpool. He rides his bike home often in the summer. We live 20 minutes outside of Burlington. There is a park/ride in our town that is always full and cars are parked in the grass & along the road.
- Safety, better enforcement of speed, highway laws.
- Traffic congestion & frequent turns on Williston road are a problem.
- The circ highway in Williston/Essex/Colchester should be expedited. Spiked winter tires should be outlawed.
- I support & enjoy bicycles but do not believe they need designated bike paths. Share the road but good roads are needed!
- None at this time.
- More interstate off ramps (Milton)! It would be safer, save time and save gas. People that live in Milton drive 10 to 15 miles to get to Colchester or Georgia exits! More people live in Milton than ever before. Milton has out grown its road system. Need help!
- No roundabouts! Vermonters don't get them.
- The fact that the circ isn't finished is a huge black eye for the Chittenden planning organization. Don't do roundabouts!!! I know they're all the rage with traffic planners, but they really stink!!! Remember new math.
- If the bus came to my neighborhood, i would use it. I was very skeptical of the roundabout just built in Winooski. However, it has totally made my commute to & from work each day more efficient. There need to be some lines painted there though. Once in the roundabout, you need to be extremely careful of other vehicles darting in front of you.
- Bike paths should be routed for transportation. All Chittenden county bike paths are currently routed for recreation thereby making them ill-suited for transportation. Any major road project should include bike lanes/bike paths.
- We need circ. Hwy.
- Chittenden county has a growing population but the current roads can't handle it. There needs to be more lanes on Rt 2A for instance and more freeway interchanges that actually get you somewhere!
- The CCMPO and the state have traditionally not been listening to the employers creating jobs and to the full time employees. The CCMPO can't even complete their good projects (at least that could have been good) such as 189,289 etc. They seem to prefer wasting time and money for useless discussions or projects (Winooski's new roundabouts being one example). Is the main focus to push jobs out of state.
- At the present, I drive my own vehicle. There are quite a few pot holes in roads. I answered the questions the best to my ability.

- Enough stints in clogged arteries! Let's get the by-pass surgery and be done with it. The circ should have been completed 30 years ago and what about a terminal for CCTA. That mess on Cherry Street is pathetic and unsafe!!!
- We wouldn't have so many transportation funding problems if all of the transportation taxes collected (gas tax, license fees, etc.) Were used for their intended purpose. It would also help our planned highway projects etc. To get the conservation law foundation out of our business.
- Build the circ!
- Idea for the bridge by the Conant farm in Richmond on route 2. Make it look like an old covered bridge. It would make a great gateway to Richmond & Williston, looks nice from the interstate & preserve some rural Vermont heritage.
- The circumstantial highway needs to be completed in Williston. Traffic is still backed up in Winooski in the mornings.
- We live on a dirt road 3 miles from the village.
- Having no public school transportation plan for Essex junction has a huge negative impact on the daily roads, emissions and environment of this area. A community of this density should be held accountable for its lack of a plan and for its impact on the roads and environment.
- Please complete the circ. Highway!
- CCTA needs to be expanded to all towns in Chittenden county and given time to catch on.
- As a Franklin co resident, i have never used CCTA so I can not comment. My survey answers are based on my Franklin co community.
- The omission of rail transit in this survey is maddening. Though it will take an American cultural shift, rail transit offers the most efficient transportation system available. It is a sad commentary on the status quo that rail transport isn't even mentioned in this survey.
- Street lights in Essex Jct are spaced too far apart and aren't bright enough to be useful to pedestrians. Crossing Susie Wilson by foot is hazardous since there aren't cross walks with one exception and at that one the buttons are broken.
- The hub based bus system does not work for many people. Need to address suburb-to-suburb traffic needs. It takes me 20-25 minutes to drive to work but would take 70 minutes by bus.
- Chittenden county needs to complete the circumfracture hwy. Travel from one end of the county to the other is limited to one highway. This is very inefficient and creates congestion, road rage and loss of area business. If this project was completed most of this issues on this survey would be reduced significantly.
- Circ highway project must be completed. Colchester/Burlington would not be so congested, therefore fewer accidents & cars traveling through residential neighborhoods.
- I hear rumors of removing sidewalks in Essex. Sounds like a waste of money. We should be adding more where there aren't any sidewalks. Lots of major potholes around Essex need to be filled. Lots of dirt roads could be paved.
- I think there should be a way to encourage bikes to use bike paths when they are available.

- Roundabouts are death traps!
- It would be nice if the buses had more stops within Burlington on the way into town. If i go to cherry St & walk or transfer to go to my office (which we just passed on the way in)it takes a lot longer than if l'd driven myself, making it an unattractive alternative.
- Bus drivers are always great and helpful, especially for what they go through daily!
- If it was easier to get from community to community I would probably use public transportation. If i were to use the bus to go to work now, it would be over an hour with 1 or 2 transfers. I drive it in 10 min. It doesn't make sense for me to use the bus!
- Make highway signs that don't confuse driving. Make signs clear and concise & limited.
- More east west roads in so Burlington Rt 7 to 116 example.
- Build the circ in Williston!!
- We need to reduce the number of cars on the roads through incentives and alternative transportation. We cannot continue to build roads and more lanes and parking garages. Good planning will consider the high gas prices and costs of car ownership will push people to use alternatives, if they are available.
- The roads all over in Burlington are terrible. Gaping, huge potholes and roads torn up. Too narrow and not enough parking, especially close to businesses downtown if one is disabled). In south Burlington, Kennedy Dr is a horror and streets have few to no lights for safe walking after dark.
- Make community bike & walk friendly. More ride share lots.
- I have trouble reading bus schedules & don'ts think it runs at the times i need. I would walk more rather than drive if sidewalks & services were more available.
- Maintenance of rte 89 is abysmal in the winter. It is shameful. We need a light rail system along rte 2. We need a bike path away from the road from Williston to Burlington. Biking would be a breeze if there was a bike path.
- Enough studies and wasted money. Complete the circ!!!
- Do the circ!
- Increased public transportation is important, especially long term planning but l'm not sure buses are the answer.
- Build the circ! It won't lead to all this strip development people seem to bleat about; look at the leg between Essex & 2a to Colchester-it is fine and scenic! This highway has been studied ad nauseum; up date the "environmental info" and proceed. The future won't result in less vehicles in Chittenden city!
- The circ highway did not alleviate traffic. It moved heavy traffic from one location and shifted it to another. Susie Wilson road is a disaster during rush hour.
- The Burlington area would be well served by a tram system. Public transportation (electric) powered by wood chips! The tourists and locals would love it. Travel to Europe. Expand your thinking.
- Bus route to grand isle ferry dock?
- Williston road-arrgh!!! Shelburne road-good job!!
- We need more state and local police to stop people from speeding. More and more people approach my vehicle on the wrong side of the road.

- Taft corners to Essex Jct - a very real problem area. Traffic backup from exit 12 to Essex area at rush hours extremely bad-get some of that traffic off route 2a-north and south. Build connector to at least river road from i-89. Also i-89 to access to shopping centers not adequate.
- None, except that we need more cops enforcing laws.
- Loved the commuter train.
- Comment about the survey design: there were no questions in survey that asked what is currently the most common mode of transportation for the surveyee or how often or how many miles a person drives/walks/bikes/buses to work. This is an important question because it affects responses and also how respondents can be grouped.
- Finish the circ!!!
- What were they thinking when they designed the parking lots at maple tree place?
- I support any transportation study and development that reduces traffic flow and congestion as well as driver and pedestrian safety. As a resident of Jericho, i feel you have thoroughly ignored towns such as Jericho even though it is a town slated for inclusion in the study. The route 15 corridor does extend beyond Essex. There are not park and rides between route 15 (Jericho), i-289 and Susie Wilson road (the commute to Burlington).
- Finish what we start...more exits on 89. Upgrade and get what we have working well!
- The condition of our roads is an embarrassment. There is a hidden "tax" for car wear and tear. We need a highway south toward NYC (replace route 7/22a/22).
- Build the circ highway already!!
- There is no direct bus service between Burlington and Bennington. Transit discontinued this route. This strongly affects the residents and students who must travel on the west side of the state. I feel transit should reinstate this bus route.
- The basic problem is overpopulation. Roads just get prettified, when more lanes and better design (for traffic flow) are what is needed. Every pedestrian crosswalk is a dangerous joke. Getting a drivers license should be much, much harder and should require a through and accurate knowledge of traffic rules. Elders should have to take tough annual road tests. Cell phone off while driving should be enforced. These measures would reduce traffic problems extremely. You misconceive the problem
- Please provide more public transportation throughout the county! For example: bus from Burlington-Waterbury in the morning and Waterbury-Burlington in the PM. Also a bus/train along route 2 to pick up rural riders would be great.
- More advanced green arrows for left turns -for a smoother flow of traffic on busy streets.
- Would use the bus if it was offered in my area. Like carpooling but no one is going the same way i am during my hours according to ride share. Some people at my work claim they ride share and get perks for doing so when they very seldom ride together.
- Pedestrians at crosswalks often ignored by motorists. The corner of Farrell St and Elmwood avenue is troublesome, even dangerous (near condos, apts and UPS bldg). Often thru traffic into adjoining neighborhood-it was once open. The needs of the commuters tramp the tranquility of a tiny neighborhood!!
- Linking communities via bike/walking path. Slowing people down to observe posted speed limit, very important! Cell phone usage while driving way up! This is bad.

- I think Burlington is a bikeable/walkable city but i wish more people would choose alternative transportation!
- Please expand your definition of "safety" to include pedestrians and bikers with equal weight as drivers.
- Incentives for scooters, motorcycles and fuel efficiency.
- Traffic-I am a senior citizen living on east avenue, about a quarter mile from Williston rd. This street has become a thoroughfare for trucks, buses, ambulances and private vehicles, which emit so many noxious fumes during rush hours that breathing can be very difficult for people with pulmonary problems. Walking has become very unpleasant; walking for exercise or to haul groceries back from store is out of the question. Recent writers to the BFP have emphasized the dangers of trying to cross at intersections in downtown Burlington. Crossing the six lanes of Williston road is a life and death experience because the traffic lights change before one gets half-way across. The city spends thousands of dollars constructing raised red-painted fake brick crosswalks throughout the city on the theory that they will slow traffic, but the uneven surface only makes it more difficult for a pedestrian to navigate. I believe a better solution would be to provide a longer interval for pedestrians to cross and to prevent right turns on red, so walkers are not picked off by impatient drivers. As for slowing traffic--post lower speed limits in the city and enforce them instead of putting obstacles in the road. City buses are an alternative to automobiles, but they do not run on Sundays. When buses do operate, time is wasted because of the way the routes are laid out. (there once was a bus stop in front our house, but it was recently eliminated). To do errands you hike a quarter mile to the bus stop, wait for the bus to arrive, make several connections, do your shopping and then return with your purchases and hike home from the bus stop. It is much easier to take the car and shop at your own convenience.
- Roundabout creates a more dangerous situation and ruins more land. Plenty of people who travel by bike are in danger due to cars. By making residential areas and business areas accessible by walking community will benefit and there will be less incentive for driving.
- Fix potholes!! As the price of gas keeps going up stop lights need to be timed so you don't have to sit at each one wasting gas.
- The danger to driving, crossings streets/roads, etc. Is the way many, many drivers speed, run stop signs, red lights, ignore stop on "right turn on red" and are a real hazard to others. More police, etc. Are needed.
- Tax gas guzzlers. Anyone selfish enough to drive a hummer should have their pocket picked. Tax trucks that are not registered as work vehicles. The 3/4 tons pickup truck as a commuter vehicle is nuts.
- Do everything to encourage public transportation to decrease automobiles in town. More street lights for safety and upgrade the existing ones that give poor lighting.
- Complete the circ highway ASAP.
- I miss the train.
- Pot holes, frost, leaves.
- It takes me as long to drive from mallets bay to Essex center (12 miles) in the morning as it did to drive from Malletts Bay to Swanton each morning. Traffic is congested.

- I really dislike the roundabout that is now in Winooski. I don't feel like I can safely drive through Winooski anymore so I avoid it and use back roads if I have to go there. I really feel strongly that speeding in neighborhoods is a problem and would like to see action taken to prevent it.
- Repair existing roads in neighborhoods. Potholes, sink holes, bumpy roads.
- If highway traffic is increased, highways need to expand to at least three to four lanes. At this point, it is highly dangerous to travel on the highways. Traffic and speeding are rampant and nothing is being done. Thanks.
- I bike to work from Milton to south Burlington whenever I can. I am also very interested in bringing back commuter rail, including a stop in Milton (off main St, where the depot was years ago).
- Tax rebates for energy efficient cars. Mandatory Vermont state mileage and emission standards strict, more so than California.
- Of course everyone wants to live in a utopia, but it "ain't" going to happen. The state could not afford it and us residents cannot afford to be taxed much more. The whole country is hurting.
- I think dangerous driving is a bigger safety issue than dangerous roads. I also think the roundabout in Winooski is inconvenient and dangerous. It takes me much longer to get through Winooski than previously so I avoid it whenever possible.
- I would use a Williston road shuttle bus or van. I walk a mile or two at lunch for exercise winter and summer. Walking to the bus and from the bus to work would not be a problem. I live by the airport and do not take that bus because the route is too long and I get car sick easily.
- Lights should allow enough time for more than 2 to 3 cars to pass through the intersections.
- There should be more emphasis on alternative fuels, consumer habits, urban planning and downtown development to reduce motor vehicle use. Police patrol by bike and foot could create a safe environment for public bike and foot travel and also conserve fuel usage.
- The circ highway should be built immediately, shouldn't listen to minority groups. The southern connector should be built. The longer these projects are put off the more necessary and expensive they become.
- Turn lanes at intersections. Multiple lanes at busy sections.
- The people who design the traffic patterns need to be re-educated. Some of the road designs, well I have to scratch my head and say "what were they thinking". Why do you make the main traffic pattern change and let the turning lane go straight ahead.
- I think it is terrible that some people can object to projects such as the connector at great expense to taxpayers and no expense to themselves and delay much needed improvement.
- It would be great to have public transportation in this area (Underhill/Jericho) but that seems almost impossible. I don't like it that we all must depend on our cars to get most places.
- No new taxes. Work within budget. Downsize massive department. No new roads, maintain ones we've got. Encourage no/slow growth.

- Need to lower gas prices not increase. Roads should be done with tax money or budget money set aside by each town or city.
- Get the bicyclists off the sidewalks, they are a hazard to pedestrians. Create safe bike lanes/bike paths for the bicyclists. Bus schedule should be posted at bus stops.
- I think it is a great idea to use the RR between Essex and south (Richmond, Waterbury, Montpelier Northfield, etc) for commuter transportation. However, some smaller (vans, etc) transportation needs to be offered so people can get to their final destination. I also think smaller city buses would be appropriate in some cases.
- We need to finish the circ highway to cut down on the high volume of traffic in Essex and Colchester.
- Just make the roads safer. I drive a truck and every time I hit a pothole, I am just hoping it is not going to break something. I had a car a few months ago, and I hit a pothole and it broke my coil spring. I was upset because I had to spend over \$100 to fix it.
- During the day b-ton is so overpopulated. Public/alternative transportation methods and incentives need to be heavily enhanced and pushed for a testing period more than 2 years before more traffic systems & pollution and global warming systems are relied on.
- No more studies. No more wasted taxpayer money. Complete the circ highway!
- The 2 block portion of cliff street (up steep hill) between Willard and prospect streets is used by a couple hundred pedestrian commuters per day. There is not sidewalk which is extremely dangerous particularly in winter! Too many sidewalks that do exist are uneven and dangerous for elderly and children.
- As a low-middle income family, where I work 2 jobs and my wife, I cannot incur further taxes and higher gas increases without lowering the quality of our life! This includes our 3 daughters. If we could afford it, we would move to the country now!
- Nothing in questionnaire about rail. What about upgrading existing rail buildings and tracks and make for efficient town. Also this survey takes more than 10 minutes. I suggest that in introducing the survey, you give a more accurate picture of time involved.
- Chittenden county is fast becoming too crowded. So many building projects brings in more people and hence transportation issues. Wish for a rural state.
- Rehabilitate the local trains.
- Intersection of pearl and prospect should have some dotted line painted so turning drivers know whether to go in front of or behind oncoming turning car. Winooski needs to paint lines in traffic circle and going north on 7(?). South end needs more sidewalks for families walking/biking down to waterfront. Exit 14e, 14w needs pressure taking off-threading the needle can be dangerous.
- Your questions are all wrong and subject as to your motive or group you are pushing.
- We have no bike path or sidewalks in Hinesburg. A walking path/bike path is so needed. Shelburne and south Burlington have them and Hinesburg could so benefit from having these paths and improving sidewalks. Also traffic is terrible in Hinesburg village.
- Repainting the lines is essential, especially in an area such as Williston road (2) at the intersection of Dorset St where the road is proper flower (green) is dangerously jeopardized by first time drivers who see not lines. Accidents waiting to happen.

- Route 7 need multi lanes!
- I don't know why roundabouts are suddenly so popular among planners. They are confusing and scary.
- I am in favor of increasing initiatives for businesses to pay for employee subsidies to increase carpools, public transportation, van pool and decrease single occupancy vehicles, traffic and parking problems. I participate in CATMA and get \$10 a month for walking to work!
- Very interested in latest walk to school initiatives.
- The circumferential highway has been stalled for 10 plus years. Each week my commute from Westford to north Ave becomes longer taking an average 45-50 minutes, most of it sitting burning gas in traffic. A commute on route 2A from Taft corners to 5 corners at 4:30 pm can also average 30-40 minutes, most of it sitting burning gas stuck in traffic. We desperately need the route!
- We support the proposed gas tax for transportation projects.
- The bus system needs to be evaluated to improve its use by average drivers, not just presumed to be for people without cars. It should be considered as the way to go for normal daily activities similar to the way the NYC or Boston subway is. Longer service day, better marketing, route evaluations (i.e. shuttle between downtown and university mall).
- The so called traffic circle in Winooski is an abomination and does not fulfill the basic characteristics of a traffic circle.
- Please, please complete circ highway.
- Offering incentives and alternatives for regular transportation i.e. expand bus routes, employer incentive programs and make people aware of like programs.
- Community planning, development planning must be an integral part of transportation planning. Need to create pockets of population density sufficient to support public transportation while preserving open, working land. Goal of transportation system should be to build community based, sustainable, robust networks employing a variety of menus. Roads for autos should be lowest priority, maintain bridges. Do not expand.
- Work toward the linkage of all the major walk/bike paths in the county. Finish the circ!
- Finish 289.
- Improvements which consider the environment are most important. Having two children to transport around limits my transportation options. Also cold weather is a consideration.
- I feel that the interstate 289 highway from Williston to Milton should be a high transportation priority for Chittenden county. Also a urban subway network should be considered underground from the airport to downtown to ease traffic congestion.
- Ensuring there is a shoulder on each road is an inexpensive way to give room for cyclists.
- Circles and roundabouts are terrible. They're building more here in Vermont. I moved from New Jersey, where they used to have them, but they slowly removed them because of the number of accidents. I think it is not a wise decision for Vermont to start building these.

- Many of the street/pavement markings on the highways and roads in the Burlington area are very worn and are very difficult to see. These need re-painting ASAP. Yes, it would incur a cost, but safety would be improved!
- Highway initiatives that can improve the climate to bring new business/industry to the region.
- Bike lanes/routes along major connections between Burlington and suburbs (i.e. routes 7, 15, 2) are long overdue!
- I feel very strongly that the circ highway needs to be completed now. I think it would greatly improve the traffic flow in Colchester and reduce the congestion of traffic around Malletts Bay.
- I wish the roads and streets were safe for my children to walk/bike to school and other places. We feel very uncomfortable crossing most streets in town, especially the larger ones dominated by cars. The problem is these larger streets become barriers to reaching many destinations.
- We desperately need to improve public transportation in Chittenden county. Bring back the Champlain flyer train now! Get people out of their cars by expanding public transportation alternatives.
- The fine hiking and bike trails have little value because they are nearly useless during our harsh winter weather. We have to drive to use the bike/hiking paths. Williston road need left turn lane and widening from about Calkin to Harvest lane. Traffic signal timing is horrible. Build the circ, roundabouts won't solve it.
- Lack of street lights and personal safety at night makes auto travel necessary at night.
- Express bus service to Hinesburg and similar bedroom communities would cut down a great deal on the highway infrastructure mentioned. In other words, certain improvements would cut down on the importance/urgency of others.
- We need to have a light rail transportation system throughout the county and connecting to other major cities in Vermont.
- Please make the roads safe for bikers and bring the bus system to outlying towns. The price of gas will just continue to go up and we need safe, affordable alternatives.
- Not enough political support for expanded public transportation service...
- Preservation, access management and incentives for ride share or transit are essential.
- I like the idea of adding mass transit to rural park & rides. This will reduce traffic and save gas.
- Expansion/Improvement of rail and bus service (times and routes) to outlying bedroom communities (St. Albans, Montpelier, Middlebury) to Chittenden County which have significant commuter traffic contribution is essential to improving traffic congestion/safety within Chittenden County. A light rail . . .
- I'd consider taking the bus if a 20 minute car ride didn't translate to an hour and a half bus ride.
- Ban the use of cell phones, even with hands-free devices, for drivers. They don't pay attention to their driving while talking on the phone!
- For "Mass" transit to work, there must be a "mass" going from point A to point B. As many commute from disconnected suburban areas to other suburban "industrial parks"

or retail centers, this is the challenge: to create areas of residential growth that can both deliver the American dream of home ownership

- I'm glad Old Farm Road in South Burlington is now open - it irritated me that it was closed last fall. I also don't understand the Kennedy Drive project, or the need for it. It (on the surface) looks like someone had a budget overage they needed to use.
- Better Highway systems are needed in state of Vermont. Communities are so spread out, we rely on the transportation system to get us to places that are geographically faraway quickly and efficiently.
- Please consider more bike paths, roundabouts, and bring back the train.
- Over the past few years, the increased housing prices in Chittenden County has resulted in people moving out of the Burlington/Essex/Williston/Colchester area in greater numbers....which has increased the traffic significantly on Interstate 89 north of Burlington between Exits 16-19
- NA
- 1) highway safety is going down mostly due to cell phone use by drivers. This isn't something that Chittenden County can fix alone. Please ask the legislature to work on a bill to prohibit this. My car has almost been hit numerous times by drivers using cell phones while changing lanes
- I live in Addison County and work in Chittenden County. There are no sidewalks, bike paths, bus transportation or anything else in Starksboro, so many of these questions are not applicable in my case.
- Build the circ, as planned. I believe this will definitely help reduce traffic on local roadways. If you build it I will be able to drive on it and go from point A to point B at 50 mph. Much faster than driving at 35 mph and going thru roundabouts. However, having said that roundabouts . . .
- Chittenden county needs to finish the Circ!!! There is too much congestion on the roads now and the Circ would help to alleviate this
- I would like to see the Circ Highway, and the Southern Connector built. These two projects would greatly help with the congestion in Chittenden County. There has been enough money spent fighting for and or against these projects.
- Traffic calming measures have increased the amount of repairs to emergency service vehicles. I feel there needs to be a look at less intrusive measures that will allow emergency services to respond more expediently without damaging apparatus
- Bike paths to prohibit bicycles on motor vehicle roadways.
- More transportation opportunities to Franklin County. ALOT of traffic comes from Franklin County
- No talking on Cell Phones while operating a motor vehicle, for everybody not just minors!
- Stop letting people and money from outside of the state telling us what we need to do. Look at the money that was spent fighting to defend the circ. highway we could have used on other projects in the state.
- Please, please, please finish the CIRC!

- Shelburne Road was worth the hassle. Do the same thing (or something similar) w/ Williston Road and traffic would flow. I guess this would fall into "Safety" - improve lighting on the major roads like Shelburne Road. It seems like it is dark in too many areas.
- Raising gas taxes is a poor way to use what is available to it's fullest I see many people riding alone to Burlington each day alternatives need to be addressed for better usage of what we have not penalties for all (taxes) for the abuse and neglect of a few users. EDUCATE CONSERVE AND USE WISELY
- We can keep transportation safer if the transportation authorities and the motor vehicle safety authorities work together to enforce the speed limits and rules of the road, resulting in many fewer accidents and therefore much less traffic congestion.
- The buses should run later in the evening.
- address cheap parking in downtown as detrimental to public transportation, address problems in decision-making re transportation
- Utilize roundabouts wherever possible.
- Problem of not being able to buy and registration on diesel powered cars. Diesels have 4-5 times better gas mileage than gas powered cars. these cars are available NOW but cannot be used in Vermont
- Please complete the circumferential highway and the Burlington southern connector
- I travel from Franklin County to Burlington daily so most of the questions did not apply.
- I do not live or work in Chittenden county. I think it's important to improve the roads, bike paths and pedestrian friendly areas. It'll help cut down on the dependency of automobiles.
- N/A
- I am convinced that there isn't a single competent traffic engineer in the entire state of Vermont. With lights that change green at exactly the same time the light 200 feet behind it change red and morons that think we should have roundabouts when basic traffic skills elude most Vermonter, I think
- There was no mention of rail service which I believe offers the most potential for public transportation in Vermont. Commuter service for instance between Burlington and Montpelier would open up employment choices, ease travel to state offices in Waterbury and Montpelier.
- The passenger rail service was a good idea. It was the timing that made it ineffective and not charging a real fare helped it fail. The bad publicity that caused the governor to shut it down was from people who did not understand this was going to be needed for Shelburne Road traffic in the future.
- Finish Route 289 as soon as possible!! The fact that this road is not in operation right now is the main reason for most of the problems in Chittenden County. You would only need to shut down the 2 small sections that have been completed so far to demonstrate the importance of this road. GET IT
- I live off Shelburne St. less than 2 miles from work on Swift St. I can: a. walk for free in 20 minutes - 5 out of 7 intersections have no pedestrian lights, sidewalks last to be plowed in winter. b. bike for free in 10 minutes - take life in hands on street, bike doesn't trigger left turn signal

- I hope the roundabout in Winooski is a lesson in why they are not a good idea in VT.
- I have ridden the CCTA buses for seven years to and from work - year round. Overall, I think CCTA does a wonderful job but yes, in the darkest time of day or at night a sensor that turns on a light at a bus stop would be good. It would help the drivers see that someone is standing there
- The traffic coming out of Burlington towards 89 and South Burlington is terrible in the afternoons. There are few alternative routes, and everyone just sits in their cars while the road becomes like a parking lot. I would ride my bike to work in Burlington if I felt Williston Road/Main street was safe
- Safety = painting road lines
- Roads in the Burlington area are in very bad conditions: Pine St., intersection Flynn Ave & Shelburne, parts of Shelburne Road and many roads/streets in So. Burlington.
- I was born in the Burlington area and every year I notice that the traffic condition degenerates annually and there are never any consequences. As a pedestrian I feel very vulnerable and the existing system does not seem to prevent motorists from driving irresponsibly.
- Leaving downtown Burlington and getting on the interstate to get on 89 S. is TERRIBLE!! We need to widen the roads by UVM or Shelburne Rd.
- Riverside Ave. is in terrible condition. It would be nice to improve the pavement on that road.
- Educating drivers of pedestrian right of way. Educating drivers of what to do at 4 way stops. Educating drivers of how to use traffic circles. Ticketing drivers who go through red lights.
- It would be convenient if public transportation buses, especially those transporting between locations within Chittenden county, could hold more than, say, 2 bikes on a 30 passenger bus. I.e, a bus from Burlington to Williston may drop a passenger off two miles from his/her destination.
- Have local police dept. establish a new "Transportation Authority" division that deals only with only transportation laws and regulations. Similar to NYC. Its so dangerous to drive in the county with people driving through stop lights. Also get pedestrians to also follow the laws. No jay walking. If
- Stop light coordination can be a big issue, I hate entering Dorset St from Williston Rd because both directions of traffic have a green light at the same time, and the lane of cars coming down the hill often gets shut out by the cars coming from Williston.
- I feel that in trying to promote safer conditions between Colchester as So. Burlington on I89 you have in fact created more dangerous conditions. Travelers who are going 55 tend to break when they see a trooper slowing traffic down to 40 mph at times.
- Need more beltways and circumferential highways. It is so hard to get from Burlington to Essex or Burlington to Milton, etc. Even North end of Burlington to South End of Burlington. Traffic!
- I don't want to see any more roundabouts. I would prefer to see the circ built.
- We waste gas when the traffic lights aren't in sync...to many stops...potholes at intersections where people have to stop and go like Riverside Avenue are unbelievable...could wreck your car!!

- Penalize motorists who impair or impede bicyclists. And penalize bicyclists who obstruct traffic flow or disregard traffic signs and signals
- It is unsafe to bike along many smaller roads like Rt. 116, Hinesburg-Richmond Road, Huntington Main Road. Bike lanes for these types of roads would allow me to bike to work and do many errands by bicycle. Ideally, I would love to see a network of bike paths that connect with public transport hubs
- I believe we need to shift focus of our transportation spending from enhancing the experience of the single rider car to carpooling, mass transit, and, to whatever extent possible, developing homes businesses and essential services (or mass transit links) close to each other.
- Community involvement in the planning process must be increased. Too many times public input does not occur until after an extensive planning process has been completed. Public involvement early in the process is essential.
- If there were better bike paths and sidewalks, I would use them as a means to get to work every day instead of using my car. With rising gas prices and environmental concerns, along with the fact of obesity and poor health, our county must design spaces and transportation means to encourage exercise
- Please put less emphasis on roadway performance. Driving in Chittenden County is really not that bad, especially when compared to travel by other modes of transportation. We can already get EVERYWHERE we want to go by car, so it's no big deal that it takes a couple extra minutes due to congestion.
- Finish the Circ Bring back rail/train transportation and have it run to and from Middlebury to Burlington making stops in Vergennes, Charlotte, Shelburne and South Burlington during high commute times and on weekends
- Thanks all. Looks like a fair survey. I'll be eager to see the results. Chapin Spencer
- Please, please, please complete the Circ Highway.
- I find the public transportation options in Burlington very limited. The busses go not travel far enough out of the Burlington area, and are very un-reliable. You cannot count on a bus to get you to work on time, they are hardly ever at a stop when the schedule says they should be, and will sometimes
- More public transportation for out of town commuters. So you can take the bus in Burlington, but first you have to get to Burlington
- Expanding highways leads to Texas-style growth patterns. Transportation planning must be done as part of an integrated planning activity that addresses downtown development, and factors that promote sprawl and automobile dependency. Bicycling would be much more popular if it were not so dangerous.
- I strongly feel that we need expanded alternative transportation options in Chittenden County and that new roads are not the answer to our transportation issues. I live in Williston Village and would love to get out of my car and commute by bus to downtown Burlington but the route between home and
- I travel from Franklin County on a daily basis. The relative short period when the interstate is used to the point of traffic delays does not justify the expansion of the interstate itself. Certainly it needs to be maintained.
- Route 2 is a major roadway that needs repair Route 100 is a major roadway that needs repair

- I have noticed over the past 15 years a remarkable reduction in traffic in Burlington during school vacations. The impact of school transportation should be examined closely, as I am confident much of this traffic could be reduced by providing alternative transportation to school children.
- It is getting more difficult to travel into Burlington - there is construction everywhere and the congestion is really adding time to the commute. Examples - Winooski, the Interstate for Exit 14 backs up, Lime Kiln Road - traveling into Burlington is very stressful.
- I am concerned that our roads are not safe for cyclists and pedestrians. There are too many roads that don't have shoulders or bike/walking lanes. I very frequently see motorists who don't give a pedestrian or cyclist any room at all when passing, and there have been times when I've been forced off
- I am a big advocate of public transportation, bicycling and/or walking as the means of getting around. These methods have three great benefits: provide exercise, reduce emissions, and save money. The drawbacks are that buses don't run frequently in the evening and don't run at all past 9:30 or so
- It is impossible to get anywhere in a timely fashion when using the bus. When I lived outside of NYC, buses came every ten minutes and were absolutely reliable. Furthermore, they moved quickly and didn't take ages to get you to your destination. When I moved to Burlington I was forced to buy a car b
- We cannot continue to build more shopping centers and more homes without building roads that can support the traffic that results. If the Circ does not get built we should stop building more homes and businesses until it does get built. Also, the 5 corners intersection should be left alone. It is vi
- I believe the bus system could be improved by using smaller more efficient buses on routes that either 1) are less well-traveled or 2) at less busy times of day. Also, there is NO mention of either commuter rail or trolley/street car, which having come from a much more urban area, are the best modes
- I live 7/10 of a mile from where I work and have unlimited options...walk, bike, car or bus.
- Much more emphasis on maintenance than new construction. Much more emphasis on alternatives to the automobile.
- We desperately need more options (paths, shoulders, sidewalks) for bikers and walkers. In South Burlington, Rte. 116 between Kennedy Drive and Van Sicklin Road and Dorset street south of the bike path needs attention immediately! People with strollers, kids on bikes or tagalongs, etc are all in the way
- We MUST move to a mass transportation model and away from the car-centric transportation model. Move 90% of funding from car and roads to bus/train/bike/walking. Peak Oil is coming now/soon and we need a local, community based vision. NO MORE roads and sprawl. Fuel tax should increase 10 cents each
- I think that the way roads are set up in this state is very confusing. On some roads with multiple lanes the lanes don't seem to line up, you all of a sudden are in a turning lane when you don't expect to be. Also road signage could be a lot more clear. The timing of traffic lights is horrible

## Appendix D: Responses to Selected Survey Questions by Survey Year

Where such comparisons are possible, this appendix presents the comparisons of 2006 results to those seen in the 2000 study implementation. Due to question wording and response scale changes to the survey instrument exact comparisons were not always possible. Differences in questions wording are noted in each table.

### Methodology, 2000-2006

Methodologies used to administer the survey were not the same in 2006 as in 2000. In 2000 a combination of intercept and Web based administration was used. In 2006 a combination of a scientific random sample of households in Chittenden County were mailed surveys and a self-selected sample of employees working in Chittenden County.

### Scale differences, 2000-2006

**Agreement:** In 2000, all agreement scales had a mid-point of “neutral.” In 2006, no mid-point was available and “don’t know” was added as an option at the end of the scale. Scale points in 2000 were “strongly disagree,” “disagree,” “neutral,” “agree” and “strongly agree.” In 2006 these labels were changed slightly to “strongly agree,” “somewhat agree,” “somewhat disagree” and “strongly disagree” (followed by the option to select “don’t know”).

**Importance:** In 2000, all importance scales had a mid-point that was “no opinion.” In 2006, the “no opinion” scale mid-point was removed and “don’t know” was added as an option at the end of the scale. Additionally, in 2000 the importance scale was from 1 to 5 with 1 indicating “not important,” 3 was “no opinion” and 5 was “very important.” Other points were not labeled. In 2006 the response options were changed to “essential,” “very important,” “somewhat important” and “not at all important,” (with the option to select “don’t know”).

### Comparing 2000 to 2006

**Importance:** The top three tiers of importance from each year were summed and compared. So, for 2000, all reporting very important, 2nd option and no opinion were compared to the 2006 scale points “essential,” “very important” and “somewhat important”. For the 2006 items, all respondent’s reporting “don’t know” were removed from the frequencies.

**Agreement:** For 2000 to 2006 items measured on an agreement scale the percent of respondents reporting “strongly agree” or “agree in 2000 were compared to those reporting “strongly” or “somewhat” agree in 2006. For the 2006 items, all respondents reporting “don’t know” were removed from the frequencies.

The differences we highlight between findings from 2000 and 2006 must be at least 10 percentage points. We have set this relatively conservative threshold because of the methodological differences (in data collection and response options) that obtain in the two studies conduct six years apart.

**Question 1 Compared by Survey Year**

Please rate the extent to which you agree or disagree with each of the following statements:	Survey Administration Year	
	2000	2006
	Percent reporting strongly agree or agree	Percent reporting "strongly" or "somewhat" agree
Traffic congestion gets noticeably worse every year	90%	82%
Traveling by car is safe in Chittenden County	85%	81%
It is difficult to find a convenient parking spot in the older, downtown commercial areas of the County	74%	78%
I often drive on back roads and residential streets to avoid congested highways	80%	71%
Driving in Chittenden County becomes more dangerous each year	64%	58%
I don't know where to find information on traffic condition and highway construction	38%	58%
The streets in my neighborhood are in good condition	76%	57%
Overall, driving is a pleasant experience in Chittenden County	61%	57%
Traffic congestion affects the majority of trips I make	66%	55%
I am often delayed by road construction, accidents or special event traffic	54%	47%
There are enough rideshare and carpool opportunities in Chittenden County	35%	45%
There are enough park and ride lots in Chittenden County	27%	41%
The major roads and bridges throughout Chittenden County are in good condition (few potholes, smooth surfaces, stable shoulders, good drainage, etc)*	55%	38%

*\*Please note that the 2006 survey included a parenthetical note explaining "good condition", whereas the 2000 survey did not.*

**Question 2 Compared by Survey Year**

Do you have the type of job that could be done at home?	Survey Administration Year	
	2000	2006
	Percent of respondents	Percent of respondents
No	75%	75%
Yes	25%	25%
Total	100%	100%

**Question 2a Compared by Survey Year**

	Survey Administration Year	
	2000	2006
	Percent reporting strongly agree or agree	Percent reporting "strongly" or "somewhat" agree
I would like to work at home some or all of the time if given the opportunity*	89%	92%

\*Note that this question was only asked of those respondents who answered "yes" to question 2.

**Question 3 Compared by Survey Year**

Please rate the extent to which you agree or disagree with each of the following statements:	Survey Administration Year	
	2000	2006
	Percent reporting "yes"	Percent reporting "somewhat" or "strongly" agree
I am aware that Chittenden County has a long-range transportation plan***	56%	39%
Transportation planning is done well in Chittenden County	33%	25%
I am aware of how transportation projects are selected**	21%	19%

\*Response options in 2000 were "Yes/No" but were an agreement scale in 2006.

\*\*In 2000 respondents were asked about transportation "improvements" not "projects."

\*\*\*In 2000 respondents were asked about the "region," not Chittenden County specifically.

**Question 4 Compared by Survey Year**

Please rate the extent to which you agree or disagree with each of the following statements:	Survey Administration Year*	
	2000	2006
	Percent reporting strongly agree or agree	Percent of respondents reporting "strongly" or "somewhat" agree
The bus operators are always courteous towards the passengers	92%	88%
I feel safe riding the bus	91%	87%
The buses are always clean	67%	80%
Bus route and schedule information is accessible	65%	80%
Overall, I am very satisfied with the CCTA bus system	46%	63%

*\*Note: Comparisons were not available for the following statements that were new to the survey in 2006: "buses operate when I need to travel," "buses operate where I need to travel," "Chittenden County Transportation Authority (CCTA) has enough bus shelters" and "The CCTA bus system provides efficient connections to other travel mode and services such as Burlington International Airport, Vermont Transit, park and ride lots and bike paths."*

**Question 5 Compared by Survey Year**

Please rate the extent to which you agree or disagree with each of the following statements:	Survey Administration Year	
	2000	2006
	Percent reporting strongly agree or agree	Percent of respondents reporting "strongly" or "somewhat" agree
Overall, walking is a pleasant experience in Chittenden County	79%	75%
I feel safe when crossing a road on foot	62%	59%
The sidewalks and bike paths in my neighborhood, town or city are in good condition	59%	58%
Overall, traveling by bicycle is a pleasant experience in Chittenden County	56%	57%
There are enough sidewalks in my city or town	43%	55%
Traveling by bicycle is safe for teenagers and adults	45%	45%
I live close enough to walk to work, schools, shopping, services or recreational/entertainment opportunities	29%	41%
There are enough separated bike paths and/or bike lanes along roads in my city or town	18%	36%
Traveling by bicycle is safe for children	19%	23%

Question 6 Compared by Survey Year		
Please rate the extent to which you agree or disagree with each of the following statements:	Survey Administration Year	
	2000	2006
	Percent reporting strongly agree or agree	Percent of respondents reporting "strongly" or "somewhat" agree
I would walk to work, school, shopping or other activities if they were close enough	93%	90%
I would walk more often if safe sidewalks were provided	77%	72%
Nothing will replace my car as my main mode of transportation	62%	66%
I would take the bus if the routes and schedule were convenient for me	67%	64%
If it cost more to drive my car, I would make fewer trips	48%	63%
I have reduced the number of trips I make by using the internet for shopping, to pay bills, to take courses or for work	44%	58%
I support increasing gas taxes to help pay for highways, transit, bicycle and sidewalk projects*	53%	45%
I support increasing gas taxes to help pay only for highway projects	34%	30%

\*In 2000 wording for this statement was, "I support increasing gas taxes to pay for non highway projects such as transit, sidewalks, and bike paths."

Question 7 Compared by Survey Year		
Please rate the extent to which you agree or disagree with each of the following statements:	Survey Administration Year*	
	2000	2006
	Percent reporting strongly agree or agree	Percent of respondents reporting "strongly" or "somewhat" agree
The noise and emissions from cars, buses and trucks seem to be getting worse each year	87%	82%
The streets in my neighborhood are safe and pleasant	80%	74%
The transportation system would be considered an asset to a business wishing to expand or locate in Chittenden County	53%	71%
When deciding how to make a typical daily trip, my car is the only safe, convenient and affordable mode available to me	74%	68%
Overall, Chittenden County's transportation system enhances the quality of my life by allowing me to travel to work and other daily activities in a safe and efficient manner	58%	63%
Completed highway projects, including new roads and reconstruction of existing roads, have been constructed in a way that enhanced the areas in which they pass	63%	62%
There is a significant amount of cut through traffic in my neighborhood	49%	50%

*\*Note: Comparisons were not available for the following statements that were one combined question in 2000 and separate questions in 2006: "enough is being done to address the transportation needs of children," "enough is being done to address the transportation needs of the elderly," "enough is being done to address the transportation needs of the disabled" and "enough is being done to address the transportation needs of the low-income population."*

**Question 8 Compared by Survey Year**

Please rate the importance of each of the following to you:	Survey Administration Year	
	2000	2006
	Percent rating importance in the top three tiers	Percent rating importance in the top three tiers
Adding more travel lanes to congested roads	77%	82%
Building more freeways (interstate type highways) to serve trucks, statewide through traffic and town-to-town Chittenden County traffic	59%	71%
Providing new interstate interchanges	63%	70%
Building more local roads to provide additional travel route options within and between adjacent municipalities*	69%	69%

*\*In 2000, this statement was worded, "Building more local arterial roads to provide additional travel route options within and between adjacent townships."*

**Question 9 Compared by Survey Year**

Please rate the importance of each of the following to you:	Survey Administration Year	
	2000	2006
	Percent rating importance in the top three tiers	Percent rating importance in the top three tiers
Encouraging development that provides housing, employment and services within walking distance of transit stops	91%	92%
Expanding transit to and between all suburban towns in the County	91%	89%
Providing express transit service to rural towns and park and ride lots	91%	88%
Increasing the frequency and number of hours per day the existing buses run	85%	81%
Providing heated and lighted bus shelters	85%	78%
Making the buses more attractive and comfortable	81%	66%

**Question 10 Compared by Survey Year**

Please rate the importance of each of the following to you:	Survey Administration Year	
	2000	2006
	Percent rating importance in the top three tiers	Percent rating importance in the top three tiers
Fixing existing sidewalks that are in poor condition	97%	97%
Providing bike paths separate from roadways*	90%	94%
Providing new sidewalks	92%	93%
Encouraging development that locates jobs, housing, schools, services and recreation within walking distance of each other	93%	93%
Provide amenities such as green strips, benches, trees and other landscaping to improve the pedestrian environment	89%	90%
Providing bike lanes along existing roads	91%	89%
Providing bicycle amenities such as bike racks, bike shelters and lockers	83%	81%

\*Wording in 2000 was "Providing separated bike paths."

**Question 11 Compared by Survey Year**

Please rate the importance of each of the following to you:	Survey Administration Year	
	2000	2006
	Percent rating importance in the top three tiers	Percent rating importance in the top three tiers
Providing guaranteed ride home programs for carpoolers who have to work late or leave work early	86%	87%
Providing more park and ride lots	87%	85%
Improving carpool ride-matching services	88%	84%
Encouraging employers to pay employees subsidies to carpool/vanpool/take the bus*	84%	83%
Providing preferential parking spaces at work for those who carpool	75%	72%
Vanpool transportation provided by your employer	80%	71%

\*Wording in 2000 did not include "take the bus."

\*\*Wording in 2000 was "Providing vanpool transportation through your employer."

**Question 12 Compared by Survey Year**

Please rate the importance of each of the following to you:	Survey Administration Year*	
	2000	2006
	Percent rating importance in the top three tiers	Percent rating importance in the top three tiers
Fixing bridges in poor condition**	96%	100%
Repaving existing roads	90%	98%
Repainting road lines	89%	97%
Upgrading existing sidewalks	92%	94%
Upgrading existing bike paths	87%	87%
Clean and repair bus stops/shelters***	86%	85%

\*Note: A comparisons was not available for the following statement that was new to the survey in 2006: replacing older buses.

\*\*Wording in 2000 was "Fixing poor bridges."

\*\*\*Wording in 2000 did not include "shelters."

**Question 13 Compared by Survey Year**

Please rate the importance of each of the following to you:	Survey Administration Year*	
	2000	2006
	Percent rating importance in the top three tiers	Percent rating importance in the top three tiers
Fixing dangerous intersections by installing stop signs, traffic signals, roundabouts, pedestrian signals or reconstructing lanes	95%	98%
Providing sidewalks and bike paths	95%	96%
Reducing sharp corners and blind spots on highways	91%	95%
Improving cross walks	91%	93%
Improving road signage	83%	88%
Installing medians that prevent left turns along major highways**	79%	77%
Slowing traffic using calming devices such as speed humps, bump outs or narrow streets with green belts and trees	67%	73%

\*Note: A comparisons was not available for the following statement that was new to the survey in 2006: fixing poor bridges.

\*\*In 2000 "major highways" were labeled "arterial highways."

**Question 14 Compared by Survey Year**

Please rate the importance of each of the following to you:	Survey Administration Year	
	2000	2006
	Percent rating importance in the top three tiers	Percent rating importance in the top three tiers
Improving traffic signal timing and better coordination of traffic signals in close proximity to each other	97%	98%
Adding turning lanes at intersections	93%	95%
Providing traveler information	83%	83%
Reducing the number of access driveways along major roadways	91%	78%
Installing roundabouts	73%	60%

## Appendix E: Survey Methodology

### Sample Selection

The study consisted of two parts. The first part was a mailed survey to residents in Chittenden County. The second part of the study recruited businesses around Chittenden County and asked them to let their employees participate in the survey online. The same survey was used for both groups. The survey instrument itself appears in Appendix G: Survey Instrument.

Approximately 2,000 households within the limits of Chittenden County were selected to participate in the survey using a stratified, systematic sampling method on addresses within carrier routes. (Systematic sampling is a method that closely approximates random sampling by selecting every Nth address until the desired number of households are chosen. Carrier routes are mail carrier delivery zones defined by the USPS.) Attached housing units were over-sampled to compensate for detached housing unit residents' tendency to return surveys at a higher rate. An individual within each household was randomly selected to complete the survey using the birthday method. (The birthday method selects a person within the household by asking the "person whose birthday has most recently passed" to complete the questionnaire. The underlying assumption in this method is that day of birth has no relationship to the way people respond to surveys.)

Additionally, approximately 138 businesses in Chittenden County were invited to let their employees participate in a Web-based version of the survey. The sampling process was not random; NRC telephoned businesses from a set of compiled lists of businesses in the County, seeking their participation. Strata were defined, using ranges of the number of employees, and a quota system was employed to ensure the desired the number of businesses within each size. All employees for each company who had access to the Web were eligible for participation in the survey. This was a non-random process that relied heavily on company agreement and employee willingness to participate in the survey. It is possible that this sampling strategy may have yielded a group of employee-respondents who are different in some way than a random sample of employees from County-wide businesses. Below is the breakdown of the number of companies invited by company size.

Company Size	Number Invited
500+ employees	2
100-499 employees	10
50-99 employees	16
20-49 employees	22
10-19 employees	22
5-9 employees	20
1-4 employees	46

### Survey Administration and Response Rates

#### *Mail Survey*

Households received three mailings each beginning in late March. Completed surveys were collected over the following six weeks. The first mailing was a prenotification postcard announcing the upcoming survey. A week after the prenotification postcard was sent the first wave of the survey was sent. The second wave was sent one week after the first. The survey

mailings contained a letter from the executive director of the CCMPO inviting the household to participate in the 2006 Chittenden County Transportation Survey, a questionnaire and self-mailing envelope.

About 5% of the surveys were returned because they either had incorrect addresses or were received by households outside of Chittenden county limits. Of the 1,893 eligible households, 455 completed the survey, providing a response rate of 24%. This is a good response rate; typical response rates for a mailed resident survey range from 25% to 40%.

### **Web Survey**

A cover letter from the executive director of the CCMPO that contained the Web address of the survey was either e-mailed or faxed to a designated contact at that business. They were asked to forward or hand out the cover letter to any employee in the company that had access to the Internet at work.

One-hundred and thirty-eight businesses agreed to invite their employees to participate in the survey. A total of 209 surveys were completed via the Web. Because of the methodology used to recruit these employees, the response rate is unknown. Additionally, this was a non-random process that relied heavily on company agreement and employee willingness to participate in the survey.

### **Confidence Intervals**

It is customary to describe the precision of estimates made from surveys by a "level of confidence" (or margin of error). The 95 percent confidence level for the survey is generally no greater than plus or minus five percentage points around any given percentage point for the mailed survey (455 completes) and plus or minus seven percentage points (209 completes) for the Web survey. When comparing results from the mailed survey to the Web survey the margin of error is plus or minus seven percentage points around any given percentage point.

### **Weighting the Data**

The demographic characteristics of the mailed survey sample were compared to those found in the 2000 Census estimates and other population norms for the County of Chittenden and were statistically adjusted to reflect the larger population when necessary. Web survey responses were not weighted, as respondents for the Web survey were neither intended to represent a larger population, nor was there a profile of such a population to which the Web respondents could be compared. The results of the weighting scheme are presented in the following table. The shaded variables were the ones by which survey results were weighted.

Chittenden Transportation Survey Weighting Table			
Characteristic	Percent in Population		
	Population Norm*	Unweighted Mail Survey Data	Weighted Mail Survey Data
<b>Sex and Age</b>			
18-34 years of age	36%	3%	36%
35-54 years of age	41%	61%	42%
55+ years of age	22%	35%	22%
Female	52%	54%	52%
Male	48%	46%	48%
Females 18-34	18%	2%	18%
Females 35-54	21%	34%	21%
Females 55+	13%	18%	13%
Males 18-34	18%	2%	18%
Males 35-54	20%	27%	20%
Males 55+	10%	17%	10%
<b>Housing</b>			
Own home	66%	81%	66%
Rent home	34%	19%	34%

\*Data from the 2000 US Census

## Data Analysis

Completed questionnaires were checked for accuracy by National Research Center, Inc. staff. The data were then entered, and the results analyzed by National Research Center, Inc. staff using the Statistical Package for the Social Sciences (SPSS). For the most part, frequency distributions are presented in the body of the report. A complete set of frequencies for each survey question is presented in Appendix B: Complete Set of Responses to Survey Questions.

Also included are results by survey year (Appendix D: Responses to Selected Survey Questions by Survey Year).

### Scale differences, 2000-2006

**Agreement:** In 2000, all agreement scales had a mid-point of “neutral.” In 2006, no mid-point was available and “don’t know” was added as an option at the end of the scale. Scale points in 2000 were “strongly disagree,” “disagree,” “neutral,” “agree” and “strongly agree.” In 2006 these labels were changed slightly to “strongly agree,” “somewhat agree,” “somewhat disagree” and “strongly disagree” (followed by the option to select “don’t know”).

**Importance:** In 2000, all importance scales had a mid-point that was “no opinion.” In 2006, the “no opinion” scale mid-point was removed and “don’t know” was added as an option at the end of the scale. Additionally, in 2000 the importance scale was from 1 to 5 with 1 indicating “not important,” 3 was “no opinion” and 5 was “very important.” Other points were not labeled. In 2006 the response options were changed to “essential,” “very important,” “somewhat important” and “not at all important,” (with the option to select “don’t know”).

## Comparing 2000 to 2006

Importance: The top three tiers of importance from each year were summed and compared. So, for 2000, all reporting very important, 2nd option and no opinion were compared to the 2006 scale points "essential," "very important" and "somewhat important". For the 2006 items, all respondent's reporting "don't know" were removed from the frequencies.

Agreement: For 2000 to 2006 items measured on an agreement scale the percent of respondents reporting "strongly agree" or "agree in 2000 were compared to those reporting "strongly" or "somewhat" agree in 2006. For the 2006 items, all respondents reporting "don't know" were removed from the frequencies.

Finally, methodology used to administer the survey were not the same in 2006 as in 2000. In 2000 a combination of intercept and Web based administration was used. In 2006 a combination of a scientific random sample of households in Chittenden County were mailed surveys and a self-selected sample of employees working in Chittenden County.

## Appendix F: Database of Nationwide Citizen Surveys: *Frequently Asked Questions*

### ***Q: What is in the citizen survey database?***

**A:** NRC's database includes the results from citizen surveys conducted in about 400 jurisdictions in the United States. These are public opinion polls answered by hundreds of thousands of residents around the country. We have recorded, analyzed and stored responses to thousands of survey questions dealing with resident perceptions about the quality of community life and public trust and residents' report of their use of public facilities. Respondents to these surveys are intended to represent over 50 million Americans.

### ***Q: What kinds of questions are included?***

**A:** Residents' ratings of the quality of virtually every kind of local government service are included – from police, fire and trash haul to animal control, planning and cemeteries. Many dimensions of quality of life are included such as feeling of safety and opportunities for dining, recreation and shopping as well as ratings of the overall quality of community life and community as a place to raise children and retire.

### ***Q: What is so unique about the NRC database?***

**A:** It is the only database of its size that contains the people's perceptions about government service delivery and quality of life. For example, others use government statistics about crime to deduce the quality of police services or speed of pothole repair to draw conclusions about the quality of street maintenance. Only NRC's database adds the opinion of service recipients themselves to the service quality equation. We believe that conclusions about service or community quality are made prematurely if opinions of the community's residents themselves are missing.

### ***Q: What else is in the database?***

**A:** Not only do we archive resident opinion about service quality, quality of life and the public's trust of local government, we track residents' report of the frequency of attending public meetings, volunteering their time, reading the community newsletter or driving alone in their car. We link community response with respondents' characteristics – ethnicity, age, education, income – and with the kind and quality of methods – phone mail administration, response rate, sampling frame, sample size – used in the local survey.

### ***Q: What is the database used for?***

**A:** Benchmarking. Our clients use the comparative information in the database to help interpret their own citizen survey results, to create or revise community plans, to evaluate the success of policy or budget decisions, to measure local government performance. We don't know what is small or tall without comparing. Taking the pulse of the community has little meaning without knowing what pulse rate is too high and what is too low. So many surveys of service satisfaction turn up at least "good" citizen evaluations that we need to know how others rate their services to understand if "good" is good enough. Furthermore, in the absence of national or peer community comparisons, a jurisdiction is left with comparing its fire protection rating to its street maintenance rating. That comparison is unfair. Streets always lose to fire. We need to ask more important and harder questions. We need to know how our residents' ratings of fire service compare to opinions about fire service in other communities.

**Q: So what if we find that our public opinions are better or – for that matter – worse than opinions in other communities? What does it mean?**

**A:** A police department that provides the fastest and most efficient service—one that closes most of its cases, solves most of its crimes and keeps the crime rate low—still has a problem to fix if its clients believe services are not very good compared to ratings received by objectively “worse” departments.

NRC’s database can help that police department – or any city department – to understand how well citizens think it is doing. Without the comparative data from NRC’s database, it would be like bowling in a tournament without knowing what the other teams are scoring. We recommend that citizen opinion be used in conjunction with other sources of data to help managers know how to respond to comparative results.

**Q: Aren’t comparisons of questions from different surveys like comparing apples and oranges?**

**A:** It is true that you can’t simply take a given result from one survey and compare it to the result from a different survey. NRC principals have pioneered and reported their methods for converting all survey responses to the same scale. Because scales responses will differ among types of survey questions, NRC statisticians have developed statistical algorithms, which adjust question results based on many characteristics of the question, its scale and the survey methods. All results are then converted to a common scale with a minimum score of 0 (equaling the lowest possible rating) to a maximum score of 100 (equaling the highest possible rating). We then can provide a norm that not only controls for question differences, but also controls for differences in types of survey methods. This way we put all questions on the same scale and a norm can be offered for communities of given sizes or in various regions.

**Q: How can managers trust the comparability of results?**

**A:** NRC principals have submitted their work to peer reviewed scholarly journals where its publication fully describes the rigor of our methods and the quality of our findings. We have published articles in *Public Administration Review*, *Journal of Policy Analysis and Management* and *Governing*, and we wrote a book, *Citizen Surveys: How to do them, how to use them, what they mean*, that describes in detail how survey responses can be adjusted to provide fair comparisons for ratings among many jurisdictions. Our work on calculating national norms for resident opinions about service delivery and quality of life won the Samuel C. May award for research excellence from the Western Governmental Research Association.

**Q: Can we compare our results to similar jurisdictions?**

**A:** Yes. The database can be cut a number of different ways. We can select jurisdictions similar to your own based on population size, racial composition, educational status or income. We further can select communities that used the same data collection method (mail or phone) or that are in the same geographic vicinity. This way we can provide a customized norm that best suits your uses.

## Appendix G: Survey Instrument

The following pages contain the survey instrument.

# The 2006 Chittenden County Transportation Survey

The following survey will take approximately 10 minutes to complete. Please complete this questionnaire if you are the adult (age 18 or older) in the household who most recently had a birthday. The adult's year of birth does not matter. Please circle the response that most closely represents your opinion for each question. Your responses are anonymous and will be reported in group form only.

## Highway/Auto Travel

1. Please rate the extent to which you agree or disagree with each of the following statements:

	strongly agree	somewhat agree	somewhat disagree	strongly disagree	don't know
a. The major roads and bridges throughout Chittenden County are in good condition (few potholes, smooth surfaces, stable shoulders, good drainage, etc).....	1	2	3	4	5
b. The streets in my neighborhood are in good condition.....	1	2	3	4	5
c. Traffic congestion affects the majority of trips I make.....	1	2	3	4	5
d. Traffic congestion gets noticeably worse every year.....	1	2	3	4	5
e. I don't know where to find information on traffic condition and highway construction.....	1	2	3	4	5
f. I often drive on back roads and residential streets to avoid congested highways.....	1	2	3	4	5
g. I am often delayed by road construction, accidents or special event traffic.....	1	2	3	4	5
h. Traveling by car is safe in Chittenden County.....	1	2	3	4	5
i. Driving in Chittenden County becomes more dangerous each year.....	1	2	3	4	5
j. It is difficult to find a convenient parking spot in the older, downtown commercial areas of the County.....	1	2	3	4	5
k. There are enough park and ride lots in Chittenden County.....	1	2	3	4	5
l. There are enough rideshare and carpool opportunities in Chittenden County.....	1	2	3	4	5
m. Overall, driving is a pleasant experience in Chittenden County.....	1	2	3	4	5

2. Do you have the type of job that could be done at home?

- No       Yes → I would like to work at home some or all of the time if given the opportunity.  
 strongly agree    somewhat agree    somewhat disagree    strongly disagree    don't know

## Transportation Planning Activities

3. Please rate the extent to which you agree or disagree with each of the following statements:

	strongly agree	somewhat agree	somewhat disagree	strongly disagree	don't know
a. I am aware of how transportation projects are selected.....	1	2	3	4	5
b. I am aware that Chittenden County has a long-range transportation plan.....	1	2	3	4	5
c. Transportation planning is done well in Chittenden County.....	1	2	3	4	5

## Public Transportation System

4. Please rate the extent to which you agree or disagree with each of the following statements:

	strongly agree	somewhat agree	somewhat disagree	strongly disagree	don't know
a. Bus route and schedule information is accessible.....	1	2	3	4	5
b. Buses operate when I need to travel.....	1	2	3	4	5
c. Buses operate where I need to travel.....	1	2	3	4	5
d. Chittenden County Transportation Authority (CCTA) has enough bus shelters.....	1	2	3	4	5
e. The buses are always clean.....	1	2	3	4	5
f. I feel safe riding the bus.....	1	2	3	4	5
g. The bus operators are always courteous towards the passengers.....	1	2	3	4	5
h. The CCTA bus system provides efficient connections to other travel modes and services such as Burlington International Airport, Vermont Transit, park and ride lots and bike paths.....	1	2	3	4	5
i. Overall, I am very satisfied with the CCTA bus system.....	1	2	3	4	5

## Bicycling and Walking

5. Please rate the extent to which you agree or disagree with each of the following statements:

	strongly agree	somewhat agree	somewhat disagree	strongly disagree	don't know
a. The sidewalks and bike paths in my neighborhood, town or city are in good condition .....	1	2	3	4	5
b. There are enough sidewalks in my city or town .....	1	2	3	4	5
c. There are enough separated bike paths and/or bike lanes along roads in my city or town .....	1	2	3	4	5
d. I live close enough to walk to work, schools, shopping, services or recreational/entertainment opportunities .....	1	2	3	4	5
e. I feel safe when crossing a road on foot .....	1	2	3	4	5
f. Traveling by bicycle is safe for teenagers and adults.....	1	2	3	4	5
g. Traveling by bicycle is safe for children.....	1	2	3	4	5
h. Overall, walking is a pleasant experience in Chittenden County .....	1	2	3	4	5
i. Overall, traveling by bicycle is a pleasant experience in Chittenden County ....	1	2	3	4	5

## Transportation Behavior

6. Please rate the extent to which you agree or disagree with each of the following statements:

	strongly agree	somewhat agree	somewhat disagree	strongly disagree	don't know
a. If it cost more to drive my car, I would make fewer trips .....	1	2	3	4	5
b. Nothing will replace my car as my main mode of transportation .....	1	2	3	4	5
c. I support increasing gas taxes to help pay for highways, transit, bicycle and sidewalk projects.....	1	2	3	4	5
d. I support increasing gas taxes to help pay only for highway projects .....	1	2	3	4	5
e. I would take the bus if the routes and schedule were convenient for me .....	1	2	3	4	5
f. I would walk to work, school, shopping or other activities if they were close enough.....	1	2	3	4	5
g. I would walk more often if safe sidewalks were provided.....	1	2	3	4	5
h. I have reduced the number of trips I make by using the internet for shopping, to pay bills, to take courses or for work .....	1	2	3	4	5

## Quality of Life, the Environment and Economy

7. Please rate the extent to which you agree or disagree with each of the following statements:

	strongly agree	somewhat agree	somewhat disagree	strongly disagree	don't know
a. The noise and emissions from cars, buses and trucks are an environmental problem .....	1	2	3	4	5
b. The noise and emissions from cars, buses and trucks seem to be getting worse each year .....	1	2	3	4	5
c. There is a significant amount of cut through traffic in my neighborhood .....	1	2	3	4	5
d. Completed highway projects, including new roads and reconstruction of existing roads, have been constructed in a way that enhanced the areas in which they pass .....	1	2	3	4	5
e. The transportation system would be considered an asset to a business wishing to expand or locate in Chittenden County .....	1	2	3	4	5
f. The streets in my neighborhood are safe and pleasant.....	1	2	3	4	5
g. Overall, Chittenden County's transportation system enhances the quality of my life by allowing me to travel to work and other daily activities in a safe and efficient manner .....	1	2	3	4	5
h. When deciding how to make a typical daily trip, my car is the only safe, convenient and affordable mode available to me .....	1	2	3	4	5
i. Enough is being done to address the transportation needs of children .....	1	2	3	4	5
j. Enough is being done to address the transportation needs of the elderly .....	1	2	3	4	5
k. Enough is being done to address the transportation needs of the disabled....	1	2	3	4	5
l. Enough is being done to address the transportation needs of the low-income population .....	1	2	3	4	5

## Importance Rating Questions

In the next section you will be presented with seven transportation topics relevant to Chittenden County. For each topic you will be asked to rate the importance of several proposed measures for improving that area of the transportation system. Later in the survey you will be asked to rate the importance of each of the seven topics and then indicate which of those seven topics you feel should be given highest priority.

### Highway Initiatives

8. Please rate the importance of each of the following to you:

	<u>essential</u>	<u>very important</u>	<u>somewhat important</u>	<u>not at all important</u>	<u>don't know</u>
a. Adding more travel lanes to congested roads .....	1	2	3	4	5
b. Building more freeways (interstate type highways) to serve trucks, statewide through traffic and town-to-town Chittenden County traffic .....	1	2	3	4	5
c. Building more local roads to provide additional travel route options within and between adjacent municipalities .....	1	2	3	4	5
d. Providing new interstate interchanges.....	1	2	3	4	5

### Expanded Public Transportation Service

9. Please rate the importance of each of the following to you:

	<u>essential</u>	<u>very important</u>	<u>somewhat important</u>	<u>not at all important</u>	<u>don't know</u>
a. Increasing the frequency and number of hours per day the existing buses run.....	1	2	3	4	5
b. Making the buses more attractive and comfortable .....	1	2	3	4	5
c. Providing heated and lighted bus shelters.....	1	2	3	4	5
d. Expanding transit to and between all suburban towns in the County.....	1	2	3	4	5
e. Providing express transit service to rural towns and park and ride lots .....	1	2	3	4	5
f. Encouraging development that provides housing, employment and services within walking distance of transit stops .....	1	2	3	4	5

### Improved Bike/Walk Facilities

10. Please rate the importance of each of the following to you:

	<u>essential</u>	<u>very important</u>	<u>somewhat important</u>	<u>not at all important</u>	<u>don't know</u>
a. Providing bike paths separate from roadways.....	1	2	3	4	5
b. Providing bike lanes along existing roads .....	1	2	3	4	5
c. Providing bicycle amenities such as bike racks, bike shelters and lockers.....	1	2	3	4	5
d. Fixing existing sidewalks that are in poor condition .....	1	2	3	4	5
e. Providing new sidewalks .....	1	2	3	4	5
f. Encouraging development that locates jobs, housing, schools, services and recreation within walking distance of each other .....	1	2	3	4	5
e. Provide amenities such as green strips, benches, trees and other landscaping to improve the pedestrian environment .....	1	2	3	4	5

### Incentives to Use Transportation Alternatives

11. Please rate the importance of each of the following to you:

	<u>essential</u>	<u>very important</u>	<u>somewhat important</u>	<u>not at all important</u>	<u>don't know</u>
a. Providing more park and ride lots.....	1	2	3	4	5
b. Improving carpool ride-matching services .....	1	2	3	4	5
c. Encouraging employers to pay employees subsidies to carpool/vanpool/take the bus.....	1	2	3	4	5
d. Providing guaranteed ride home programs for carpoolers who have to work late or leave work early .....	1	2	3	4	5
e. Vanpool transportation provided by your employer.....	1	2	3	4	5
f. Providing preferential parking spaces at work for those who carpool .....	1	2	3	4	5

**Preserving the Condition of Existing Roads, Bridges, Sidewalks, Bike Paths and Public Transportation Services and Facilities**

**12. Please rate the importance of each of the following to you:**

	<u>essential</u>	<u>very important</u>	<u>somewhat important</u>	<u>not at all important</u>	<u>don't know</u>
a. Repaving existing roads .....	1	2	3	4	5
b. Upgrading existing sidewalks.....	1	2	3	4	5
c. Upgrading existing bike paths.....	1	2	3	4	5
d. Fixing bridges in poor condition.....	1	2	3	4	5
e. Repainting road lines.....	1	2	3	4	5
f. Clean and repair bus stops/shelters.....	1	2	3	4	5
g. Replacing older buses .....	1	2	3	4	5

**Improved Safety**

**13. Please rate the importance of each of the following to you:**

	<u>essential</u>	<u>very important</u>	<u>somewhat important</u>	<u>not at all important</u>	<u>don't know</u>
a. Providing sidewalks and bike paths .....	1	2	3	4	5
b. Slowing traffic using calming devices such as speed humps, bump outs or narrow streets with green belts and trees.....	1	2	3	4	5
c. Improving road signage.....	1	2	3	4	5
d. Fixing poor bridges .....	1	2	3	4	5
e. Fixing dangerous intersections by installing stop signs, traffic signals, roundabouts, pedestrian signals or reconstructing lanes.....	1	2	3	4	5
f. Reducing sharp corners and blind spots on highways.....	1	2	3	4	5
g. Improving cross walks .....	1	2	3	4	5
h. Installing medians that prevent left turns along major highways.....	1	2	3	4	5

**Minor Highway Efficiency Projects**

**14. Please rate the importance of each of the following to you:**

	<u>essential</u>	<u>very important</u>	<u>somewhat important</u>	<u>not at all important</u>	<u>don't know</u>
a. Adding turning lanes at intersections.....	1	2	3	4	5
b. Improving traffic signal timing and better coordination of traffic signals in close proximity to each other.....	1	2	3	4	5
c. Installing roundabouts.....	1	2	3	4	5
d. Providing traveler information .....	1	2	3	4	5
e. Reducing the number of access driveways along major roadways.....	1	2	3	4	5

**15. Above you ranked the importance of several aspects of seven major topics. Please rate the importance of each of these topics, then rank which three you think should be given the highest priority with a "1" indicating the most important, a "2" the next most important and a "3" the most important after that.**

	<u>essential</u>	<u>very important</u>	<u>somewhat important</u>	<u>not at all important</u>	<u>TOP 3 HIGHEST PRIORITIES</u>
a. Highway initiatives .....	1	2	3	4	<input type="text"/>
b. Expanded public transportation service .....	1	2	3	4	<input type="text"/>
c. Improved bike/walk facilities .....	1	2	3	4	<input type="text"/>
d. Incentives to use transportation alternatives.....	1	2	3	4	<input type="text"/>
e. Preserving the condition of existing roads, bridges, sidewalks, bike paths and public transportation services and facilities .....	1	2	3	4	<input type="text"/>
f. Improved safety .....	1	2	3	4	<input type="text"/>
g. Minor highway efficiency projects .....	1	2	3	4	<input type="text"/>

16. If you have any additional transportation related comments, please list them here:

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### About You

The last few questions are about you and your household. Your responses are confidential and will only be used to classify your previous answers.

17. How many motor vehicles does your household operate? (include cars, pickup trucks, vans, or motorcycles)?

\_\_\_\_\_ motorized vehicles

18. Is a car or other motor vehicle usually available to you for your transportation needs?

- Yes       No

19. Is a bicycle usually available to you for your transportation needs?

- Yes       No

20. Do you have Internet access at home and/or work?

- Yes       No

21. What is your employment status?

- Full-time worker  
 Part-time worker  
 Unemployed  
 Student  
 Homemaker  
 Retired

If employed: Which of the following best describes your position?

- Clerical/Secretarial  
 Executive/Managerial  
 Professional/Technical  
 Mechanical/Maintenance  
 Teacher/Professor  
 Retail/Service  
 Sales/Buyer

22. How many people currently live in your household?  
Please include yourself:

how many 16 and older..... \_\_\_\_\_

how many **under** 16..... \_\_\_\_\_

how many total..... \_\_\_\_\_

23. Do you rent or own your housing unit?

- Rent       Own

24. What is your home zip code? ..... \_\_\_\_\_

25. How much do you anticipate your household's total income before taxes will be for 2005? (Please include income from all sources for all persons living in your household.)

- Less than \$10,000  
 \$10,000 to \$19,999  
 \$20,000 to \$29,999  
 \$30,000 to \$39,999  
 \$40,000 to \$49,999  
 \$50,000 to \$74,999  
 \$75,000 to \$99,999  
 \$100,000 to \$149,999  
 \$150,000 or more

26. What is the highest level of education you have completed?

- 0-11 years, no diploma  
 High school graduate or GED  
 Some college, no degree  
 Associate's degree  
 Bachelor's degree  
 Graduate degree

27. In which category is your age?

- Under 18  
 18-24 years  
 25-34 years  
 35-44 years  
 45-54 years  
 55-64 years  
 65 years or older

28. What is your gender?

- Female  
 Male

Thank you very much for completing this survey!

Please return this survey to:  
National Research Center, Inc.  
3005 30th St.  
Boulder, CO 80301