

# Vermont Long Range Transportation Plan 2006 Survey Update Final Report

Prepared for:  
The Vermont Agency of Transportation

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**US FIELD RESEARCH**

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## Executive Summary

The Vermont Agency of Transportation (VTTrans) commissioned Wilbur Smith Associates (WSA), as part of a consortium of consultants, to conduct a public opinion survey of Vermont residents regarding transportation issues. The purpose of this survey was twofold: to gauge how Vermonters' travel habits are changing; and to provide current information about their attitudes, perspectives, and priorities for future transportation spending and infrastructure planning.

Survey results were obtained through a random telephone survey of 1,243 Vermont residents over the age of 18. Individuals were selected to participate in the survey using a list of randomly generated phone numbers purchased from a supplier of samples for telephone surveys. A summary of the data analysis follows.

### Key Findings

- The average amount of time Vermont residents spent driving was 70.4 minutes per day. Average daily driving time was highest in the Southeast Counties at 83.1 minutes and lowest in the Burlington-Centered region (63.4 minutes).
- The average estimated number of miles traveled by the Vermont residents surveyed was 52.5 miles per day.
- Vermonters walk almost as much as they drive. When asked what transportation activities they spent any time on the previous day, approximately 80 percent of survey respondents reported spending time on driving and walking. The average time spent on these activities was 70.4 minutes for driving and 61.9 minutes for walking.
- Of the Vermonters surveyed, 70 percent said they were happy with the current VTTrans budget allocation. However, when asked about specific issues, the top two issues that survey respondents suggest spending a greater share of the budget on are *bridge repairs and replacement* and *summer highway road repair and repaving*.
- The majority of residents believe that Vermont does a better job of winter highway maintenance than other states (59%).
- On average, survey respondents ranked the safety of Vermont's roadway system in winter as "good" (6.7 on a 10 point scale). Only 15 percent ranked it as "poor" or "very poor."
- Close to half of Vermont residents (40%) agree that the natural environment in the State has been deteriorating in recent years and about one-third disagrees.
- Four out of 10 Vermonters (42%) agree that VTTrans should take an active role in limiting urban sprawl, whereas about one-third disagrees with this statement.

## **Regional Issues**

Survey results were analyzed to ascertain if regional differences exist around the State. While most regions of the state were similar, the Study Team observed variations, primarily in the types and frequency of use of various transportation modes, between the Burlington-Centered region and the rest of Vermont.

- Residents in the Burlington-Centered region, which includes Chittenden, Grand Isle and Addison counties, are the most likely to travel by commercial air, use the Lake Champlain ferry service, bike paths, trails, shared use paths, bike lanes, and road shoulders.
- Residents in this region also felt the most strongly that biking and walking facilities are better now than they were five years ago.
- As compared with other parts of the State, use of Park & Ride facilities was high, but in this case the Burlington-Centered region was lower than Central Vermont.
- Taxi use was highest in the Burlington-Centered region.
- Use of local bus service, on the other hand, was rather low and not significantly different than other regions.
- Residents in the Burlington-Centered region were the most likely to have reported experiencing traffic congestion. Over 70 percent of residents experienced traffic congestion in the past six months whereas on a statewide level only 50 percent of residents had.
- In the Burlington-Centered region, 61 percent of those who experienced traffic congestion changed their behavior to avoid it versus only 46 percent statewide.
- Residents in and around Burlington were the most likely to say that traffic impacted their quality of life, and the most likely to say that a greater share of the VTTrans budget should be spent on relieving traffic congestion.

## **Analysis and Trends: Comparison of 2006 and 2000 Results**

In addition to reviewing the current data, the Study Team compared the most recent data with the previous survey conducted in 2000.

- Since 2000, air travel has increased by 9 percentage points. At the same time, the average number of trips per resident has declined, indicating that more people are traveling by air, but taking fewer trips.
- Twice as many Vermonters are taking advantage of bike lanes and road shoulders as compared with 2000. They are also using them more than twice as often.

- Use of Park & Ride facilities increased from 15 percent to 22 percent, but people are using them less often than before, indicating more widespread but less frequent use.
- The average number of miles that Vermonters travel each weekday increased between 2000 (36 miles) and 2006 (over 50 miles) by 46 percent. The number of miles driven alone also increased by 34 percent from 28 miles in 2000 to just under 38 miles reported in 2006.
- When asked what would make them drive their vehicle less, 37 percent of Vermont residents responded that nothing would make them drive less. This represents a significant change over the previous survey when two-thirds of respondents said nothing would make them drive less. The next most popular responses to encourage less driving were improved public transportation (22%) and higher gas prices (17%).
- More Vermonters experienced congested traffic conditions in 2006 as compared with 2000.
- When dealing with traffic congestion, fewer people reported changing their route than in the past, but slightly more said that they avoid traveling at certain times of day.
- Vermonters believe that traffic congestion is worse in the fall and summer. In 2000 the majority of Vermonters thought traffic was worse in fall and winter.
- Consistent with 2000, in the current survey Vermonters rate, in order of importance, *safety & security*, *environmental protection*, and *preserving landscapes and village character* as the three most important transportation issues. *Cost to taxpayers* was ranked fourth in 2006.
- Compared to June 2000, the number of Vermont residents that would like to have a greater share of the transportation budget spent on *increased mobility - making it easier to get around the State* increased by 14 percentage points (18 percent in 2000 versus 32 percent in 2006). The number of residents would like to see a greater share of funding spent on *public transportation* increased by ten percentage points to 41 percent.
- Since 2000, the proportion of Vermonters recommending that more funds be allocated to *safety & security* decreased (49 percent in 2000 versus 41 percent in 2006).
- More Vermonters think the condition of state highways is worse today compared with five years ago (35 percent today versus 20 percent in 2000).
- More Vermonters think our highways are in worse condition than other states' highways (31 percent today versus 21 percent in 2000).

## 1.0 STUDY OVERVIEW

### 1.1 Introduction

The Vermont Agency of Transportation (VTrans) commissioned Wilbur Smith Associates (WSA) as part of a consortium of consultants to conduct a survey among Vermont residents to ascertain their preferences and priorities for transportation programs, projects and services. The survey and results are intended to support and advise the upcoming Vermont Long Range Transportation Plan.

The WSA Study Team prepared the following report to present and document the results of the survey. This first section of the report provides an overview of the Study and provides detail on how the survey instrument and plan were developed, the process used to collect the data and an overview on the data analysis. Immediately following this initial section, the report contains three sections:

- Section 2 presents the results from the 2006 survey;
- Section 3 compares results from this initial survey with previous versions; and
- Section 4 provides a profile of survey participants.

### 1.2 Survey Instrument and Plan

The 2006 Vermont Long Range Transportation Survey Update was the third public opinion survey focusing specifically on transportation conducted in the State since 1995. The second survey was conducted in 2000, five years after the first survey. Accordingly, the questionnaire remained largely consistent with the 2000 version of the exercise, specifically to ensure that the Study Team could examine trends across time in addition to evaluating current preferences and priorities.

The Study Team updated the questionnaire, based on comments and suggestions from VTrans. Questions were reworded to reflect current circumstances in the State and improve questionnaire diction and flow; in addition, a few new questions were added. A copy of the questionnaire is included as **Appendix A**.

The results of this study were derived from a random telephone survey of 1,243 Vermont residents over the age of 18. A total random sample of this size is considered accurate to plus or minus 2.8 percentage points at the 95 percent confidence level.

To ensure the sample of Vermont residents was representative of the State population, the Study Team purchased a list of randomly generated phone numbers from Survey Sampling, Inc. (SSI). SSI is nationally recognized as a supplier of samples for telephone surveys. Within each household contacted, an adult member was randomly selected using the most recent birthday method. If the eligible survey participant was not available at that time, arrangements were made to call again. Up to five attempts were made to secure an interview with the selected individual before substituting another household into the sample. Specific sample quotas were also established for each of Vermont's fourteen counties to assure a balanced geographic representation.

### 1.3 Data Collection

Interviews were conducted from April 21 to June 3, 2006 and were completed from a central telephone survey using computer assisted telephone interviewing (CATI) stations. By the end of the survey period, 1,273 completed interviews had been collected, slightly more than the target sample of 1,200.

During and immediately after the data collection exercise, the Study Team used a variety of methods to ensure data quality. During the data collection, field supervisors monitored at least 10 percent of each individual interviewer’s work to make sure that proper procedures and telephone interviewing technique were being followed. In addition, after the data was completed, the Study Team independently validated at least 10 percent of the interviews. This validation process involved calling individual households to confirm that appropriate person had been contacted, and had completed the interview. At the same time, a few key questions were asked to verify the accuracy of selected information that had been recorded.

### 1.4 Data Analysis

Once the data was collected, the Study Team embarked on data analysis. Prior to analysis, the Study Team weighted the database by two attributes – region of the State and age group. When conducting telephone surveys it is not unusual to have some segments of the population underrepresented and others overrepresented. This is particularly true regarding the respondents’ age. Younger adults are frequently harder to reach and are less willing to participate in telephone surveys, while older adults are typically more accessible and interested in sharing their opinions. Weighting the data is necessary so that the overall results are not skewed by this imbalance.

To weight the data by age, the Study Team looked at the percentage of respondents who fell into each age group and compared it to census data for Vermont. For an example, if adults 18-24 represented 5 percent of the survey sample but make up 10 percent of the actual population, each respondent 18-24 would have been given a weight of 2.0, or in other words, represented two people. This methodology is used regularly in studies to assure the sample is representative of the population demographically and geographically. The same method was used for regions of the State. **Table 1** shows the weights by region and age group.

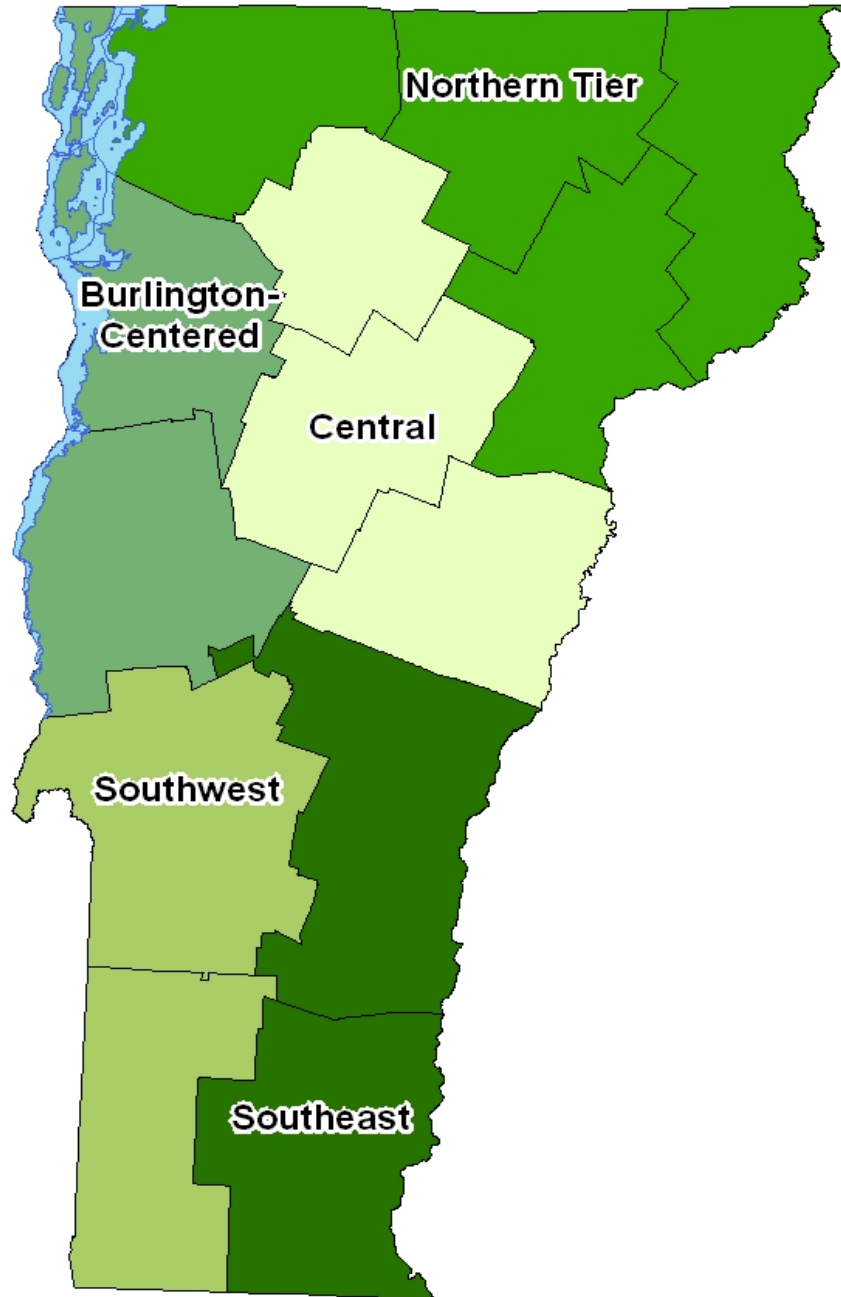
**Table 1: Weights of Attributes: Region of State & Age Group**

Region/Age	18-24	25-34	35-44	45-54	55-64	65+	No Ans
Northern Tier	3.241	1.770	1.340	0.964	0.729	0.629	1.037
Central Vermont	2.981	1.628	1.233	0.887	0.671	0.579	0.954
Burlington Central	3.116	1.702	1.288	0.927	0.701	0.605	0.997
Southeast Counties	3.141	1.716	1.298	0.935	0.706	0.610	1.005
Southwest Counties	3.172	1.733	1.311	0.944	0.714	0.616	1.015

Source: WSA

To maintain consistency with past surveys, the subdivision of Vermont into five regions, shown in **Figure 1**, is the same subdivision that was used for the 1995 survey.

**Figure 1. Five Regions of Vermont**



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Counties in each region:

Burlington Centered: Chittenden, Grand Isle, Addison

Central: Washington, Lamoille, Orange

Northern Tier: Franklin, Orleans, Caledonia, Essex

Southwest: Rutland, Bennington

Southeast: Windham, Windsor

## 2.0 SURVEY RESULTS

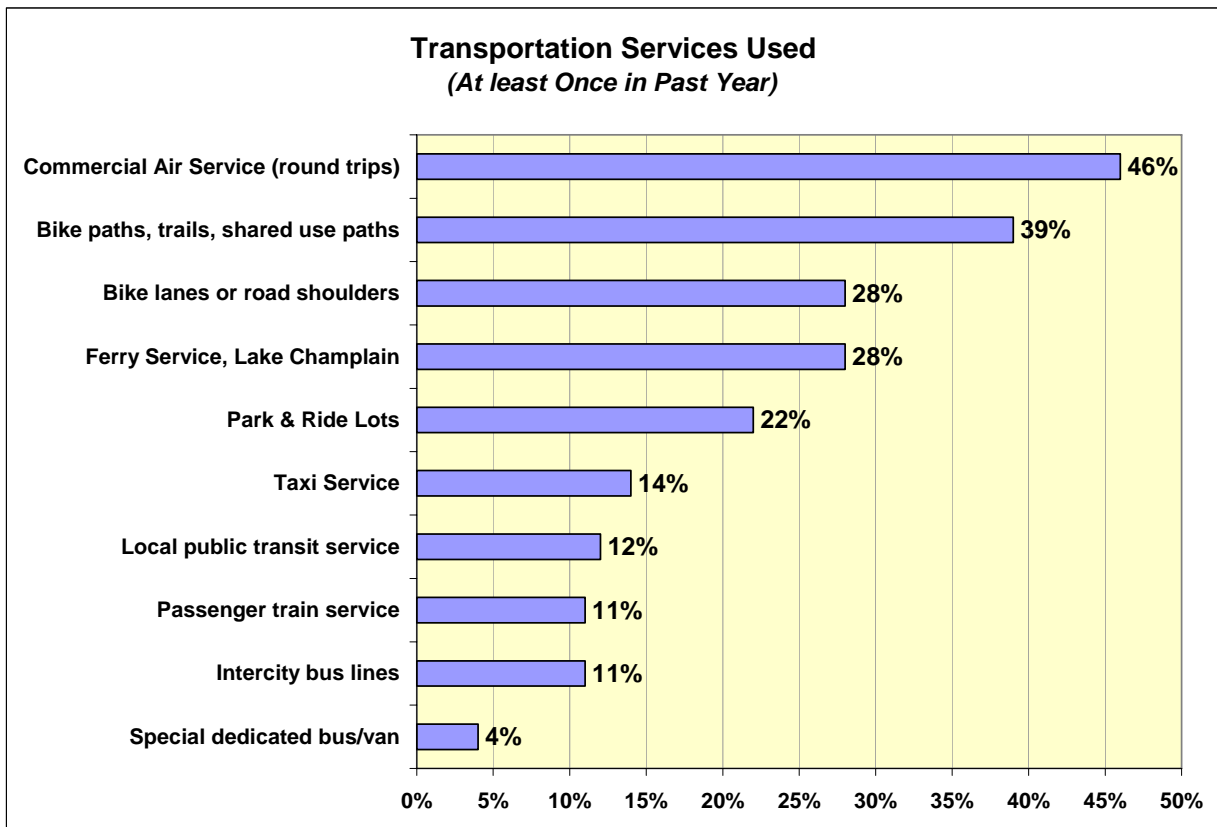
The following chapter presents the results for the 2006 survey. Results are shown in roughly the same order as the survey instrument. Data is organized into twelve sections, each consistent with a group of questions.

### 2.1 Transportation Services Used

Survey participants were presented with several transportation services (other than driving a car) in randomized order and asked how many times they had personally used each one in the past year.

- Of this list, the one most frequently used by Vermont residents at least once in the past year was round trip commercial air service.
- Other frequently used transportation services included bike paths, trails, shared use paths; bike lanes or road shoulders; and ferry service across Lake Champlain, exact percentages of the population that used each of these services are shown in **Figure 2**.
- Only about one in ten Vermont residents (12%) had used local public transit service, passenger train service or intercity bus lines in the past year.

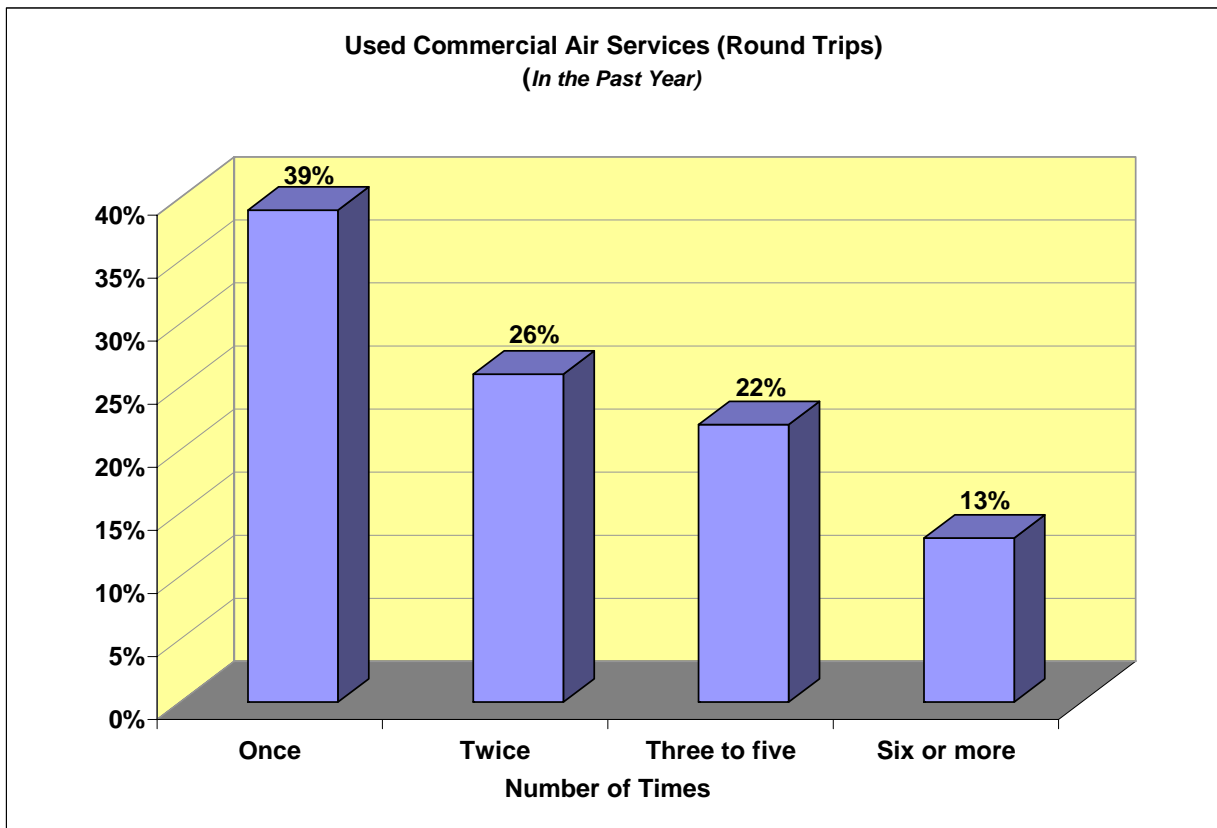
**Figure 2. Transportation Services Used**



### 2.1.1 Commercial Air Services

- Almost half of all Vermont residents surveyed (46%) had traveled round trip by air in the past year. This compares to 37 percent who reported traveling by commercial air in the June 2000 survey.
- Use of commercial air services was highest in the Burlington-Centered (56%) and Central (52%) regions of the State.
- Among those Vermont residents who had used round trip commercial air services, 39 percent only took one such trip and one in four (26%) made two trips by commercial air, see **Figure 3**. The average number of commercial air service trips completed by Vermont residents in the past year was 3.1. This is down slightly from the average of 3.9 reported in the previous study.

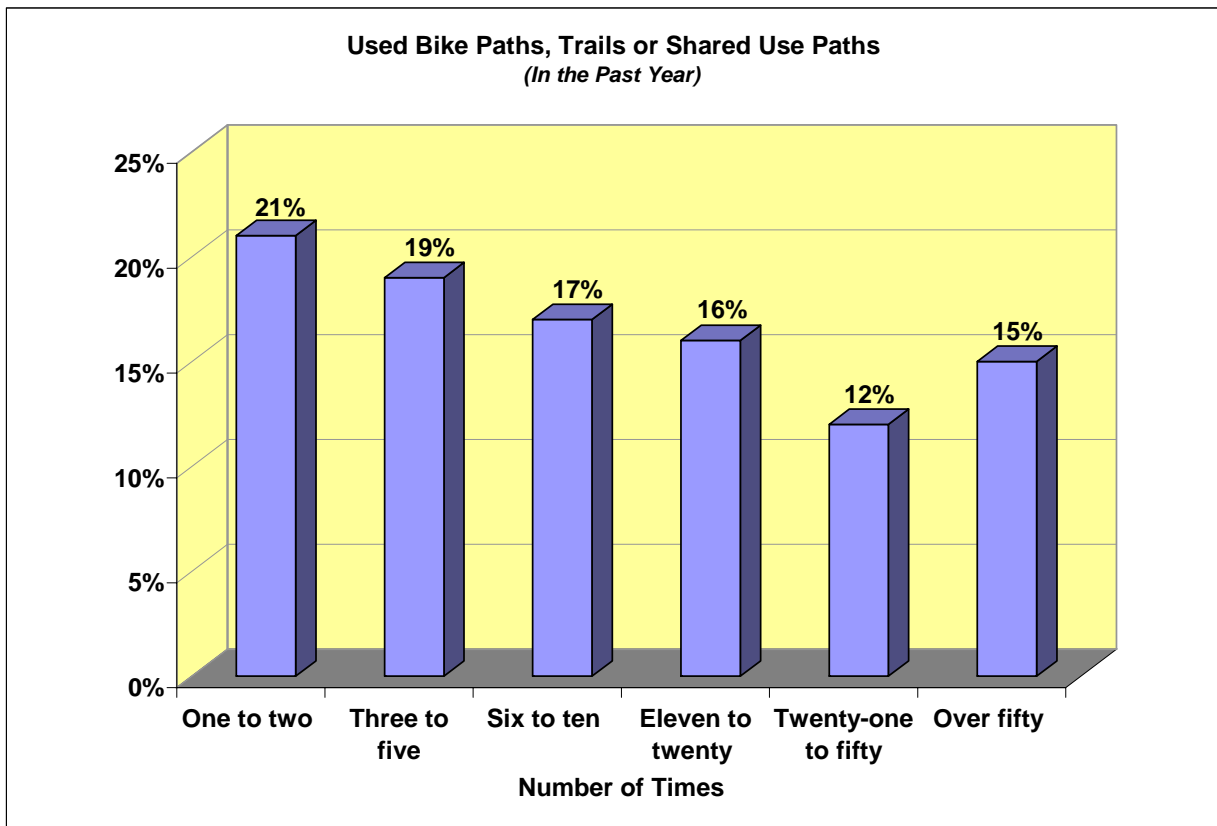
**Figure 3. Used Commercial Air Services (Round Trips)**



### 2.1.2 Bike Paths, Trails or Shared Use Paths

- About 40 percent of Vermont residents surveyed had used bike paths, trails or shared use paths in the past year. Of the 40 percent who had used these amenities, one in five (21%) had used them one or two times and a similar proportion used them three to five times, as shown in **Figure 4**. The average number of times Vermonters used such facilities, was 37.6 times over the past year.
- Use of bike paths, trails or shared use paths in the past year was highest in the Burlington-Centered region (55%) and lowest in the Northern Tier (24%) and Southwest Counties (23%).
- The 1995 survey only included bike paths in the question, but the results were the same as above; bike path use was highest in the Burlington-Centered region and lowest in the Southwest Counties. Rates of use in each of the areas also stayed level between 1995 and 2006. For the Burlington-Centered region 53 percent of residents reported using bike paths during the past year in 1995 versus 55 percent in 2006. In the Southwest Counties 20 percent of residents had used bike paths within the past year in 1995 versus 22 percent in 2006.

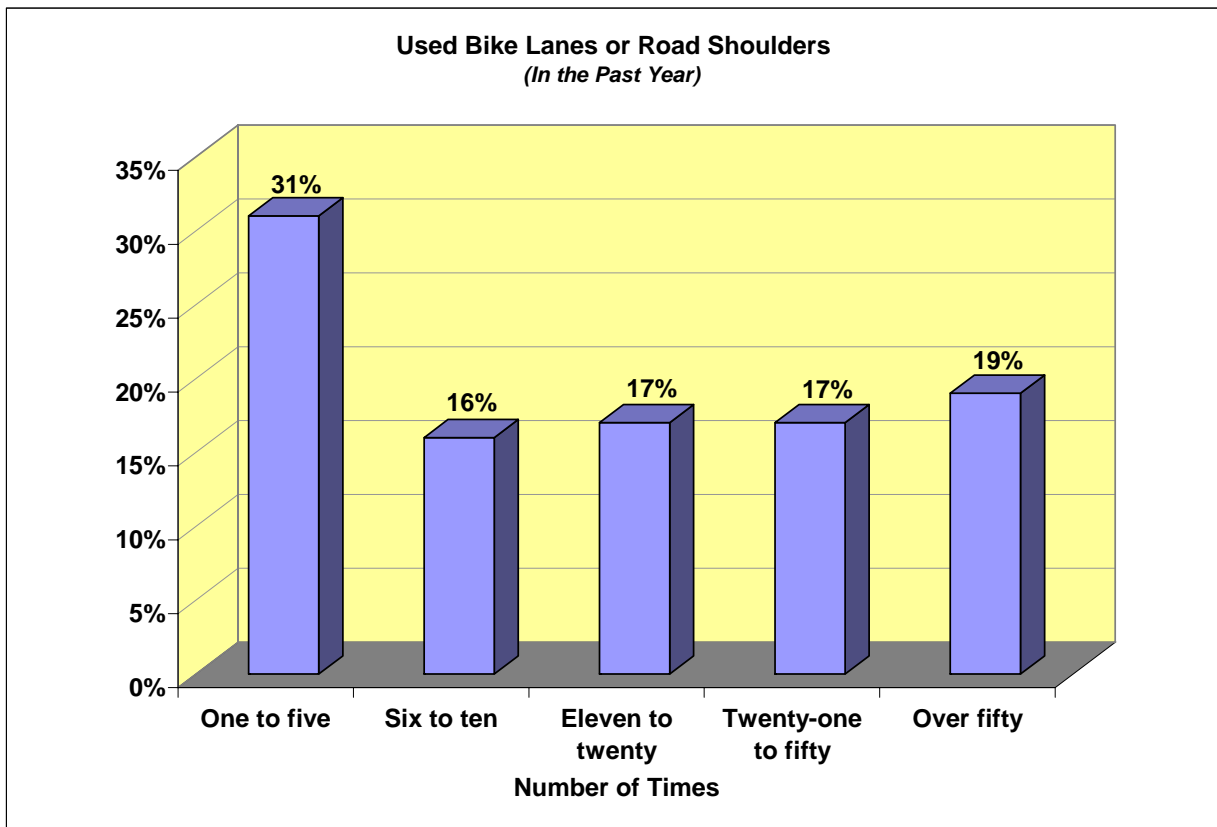
**Figure 4. Used Bike Paths, Trails or Shared Use Paths**



### 2.1.3 Bike Lanes or Road Shoulders

- One in four Vermont residents (28%) had used bike lanes or road shoulders in the past year. In the June 2000 study the proportion making use of bike lanes was just over 15 percent.
- Use of bike lanes or road shoulders was higher in the Burlington-Centered region (36%) and the Southeast Counties (34%). Similar to the bike paths, residents in the Northern Tier (16%) and the Southwest Counties (19%) were the least likely to have used this transportation amenity in the past year.
- Consistent with 2006 results, in 1995 bike lane use was highest in the Burlington-Centered region (32%) and lowest in the Northern Tier (16%).
- The region that saw the largest increase in percent of residents using bike lanes was the Southeast Counties region (23 percent in 1995 versus 34 percent in 2006).
- Among the 28 percent of Vermonters who had used them, about one in three respondents (31%) had done so between one and five times. One in five (19%) had use bike lanes or road shoulders more than 50 times in the past year, see **Figure 5** below. The average number of times Vermonters used this resource in the past year is 43.8 times, which is up significantly from the 19 times reported in 2000.

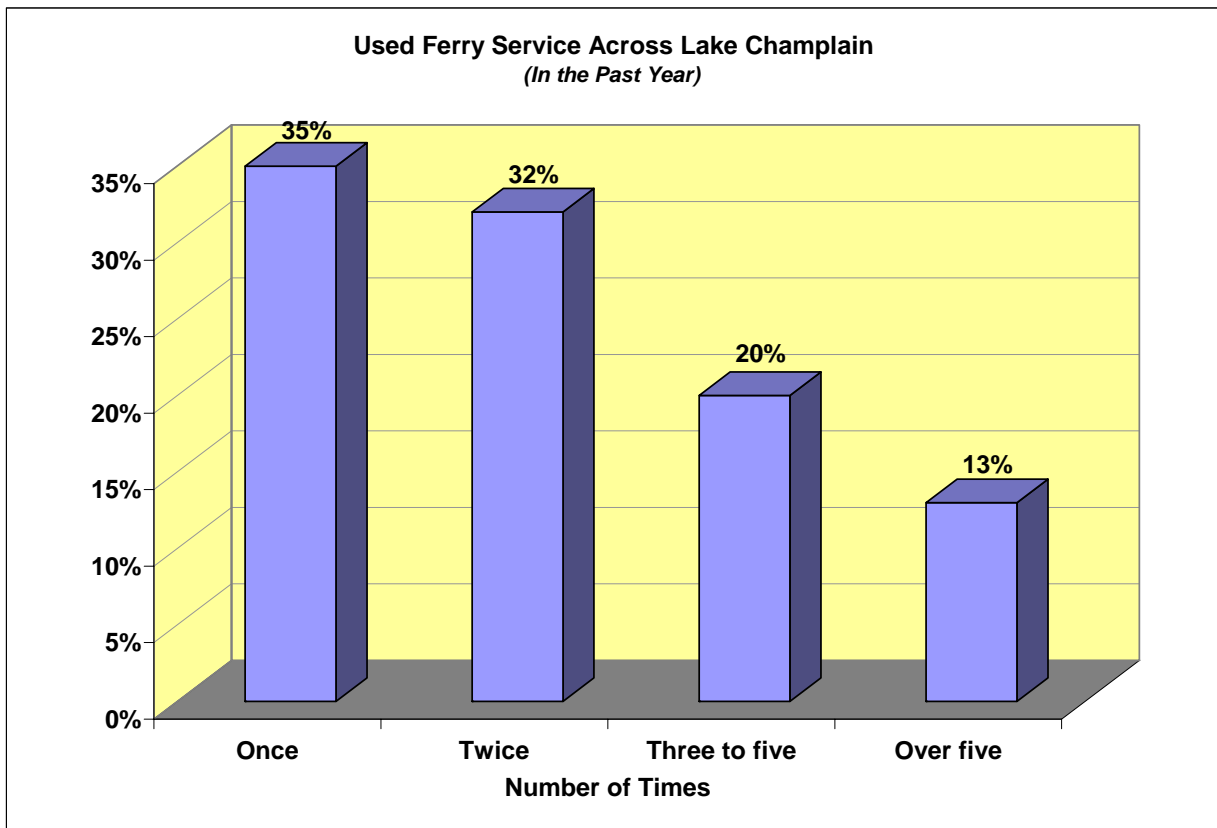
**Figure 5. Used Bike Lanes or Road Shoulders**



### 2.1.4 Ferry Service Across Lake Champlain

- One in four Vermont residents (28%) used the ferry service across Lake Champlain in the past year. This is almost identical to the 30 percent usage reported in June 2000.
- Utilization of the ferry service across Lake Champlain was most prevalent in the Burlington-Centered region (54%).
- Of the Vermonters who had used the Lake Champlain ferry service, one in three (35%) had used it once and a similar proportion used it twice, as shown in **Figure 6**. On average, Vermonters who reported traveling by ferry used the service 4.8 times during the past year; slightly higher than the 4.3 times noted in the 2000 survey.

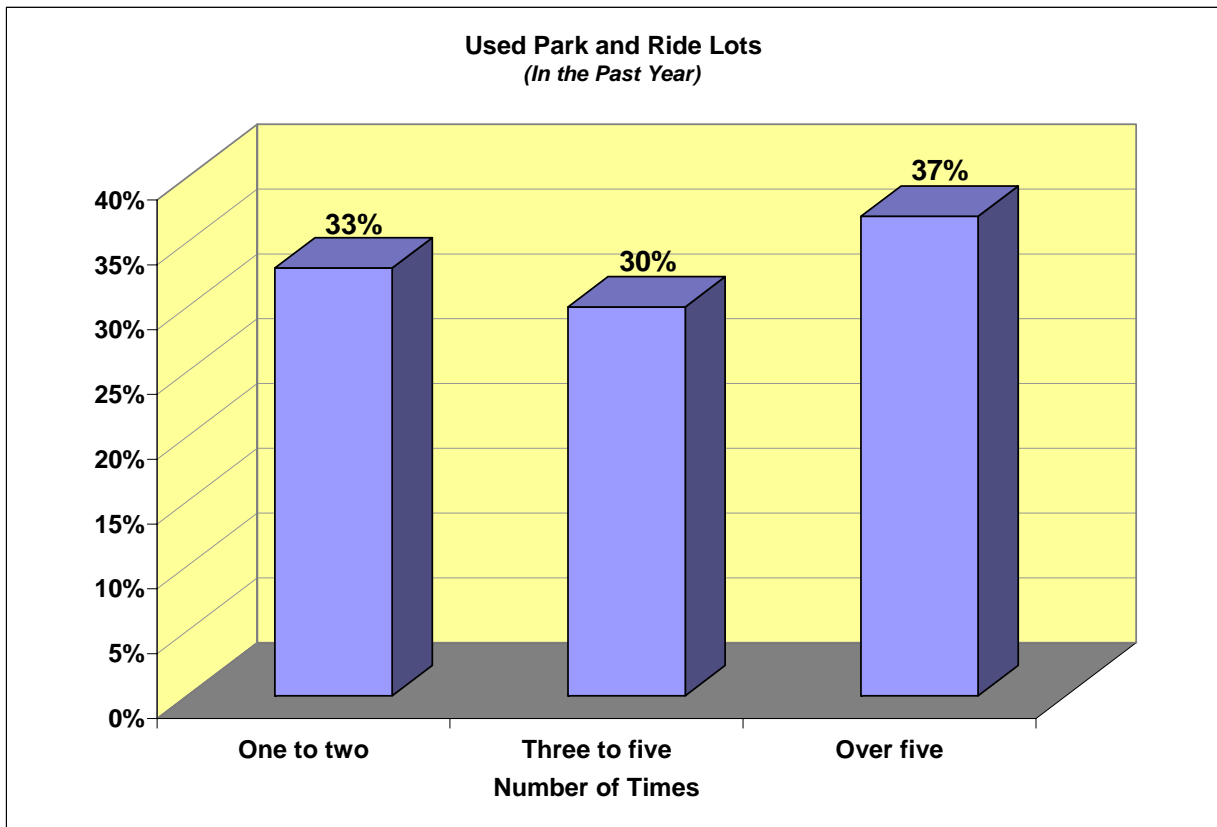
**Figure 6. Used Ferry Service Across Lake Champlain**



### 2.1.5 Park and Ride Lots

- One in five Vermont residents (22%) reported using park and ride lots at least once in the past year, which represents an increase from the June 2000 value of 15 percent. Use of this resource was highest in the Central Vermont Region (37%).
- Among those who had used this amenity, the responses were about evenly divided between one to two times, three to five times and over five times, see **Figure 7** below. The average number of times that park and ride lots were used was 12.6 times over the past year, which is down from the average of 17 times reported in 2000.

**Figure 7. Used Park and Ride Lots**



### ***2.1.6 Minor Transportation Services***

For the remaining services evaluated, the proportion of users was very small.

- Only 14 percent of Vermonters reported using a taxi service over the past year. Among those who used taxis, the average frequency of use was 7.5 times per year.
- Twelve percent had used local public transit bus service with users reporting an average frequency of public transit bus use of 34.9 times per year.
- Eleven percent used passenger train service such as Amtrak with an average frequency of 2.7 times annually.
- Eleven percent used intercity bus lines such as Greyhound/Vermont Transit with an average frequency of 3.1 times per year.
- Only 4 percent had used a special dedicated bus or van service for senior citizens and the disabled with an average frequency of 19.9 times each year. In 2000, only 3 percent used them which is nearly identical to 2006 results.

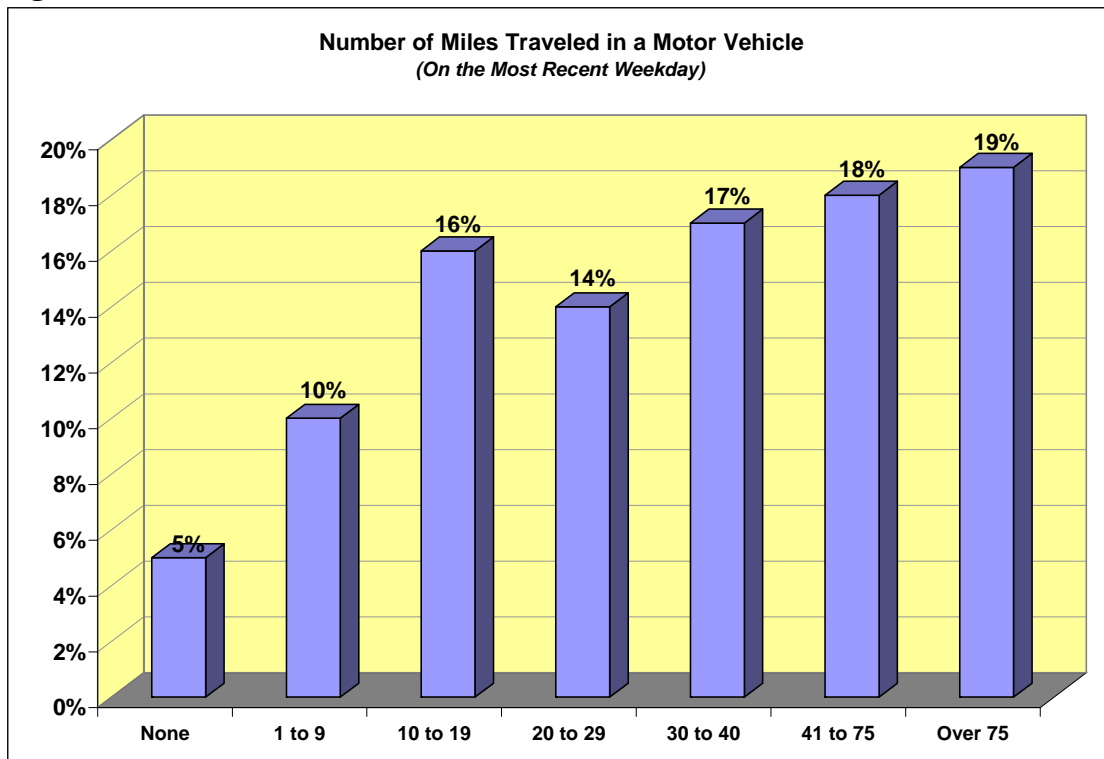
## 2.2 Motor Vehicle Usage

### 2.2.1 Total Mileage Traveled

Survey participants were asked to think about their travels either the previous day or on the most recent weekday, not the weekend. Then they were asked to estimate about how many miles they had traveled by passenger car, including automobiles, pick-up trucks, vans, minivans, motorcycles and SUVs. They were asked to take into consideration all of their activities such as commuting, running errands and leisure travel.

- Only five percent of the Vermont residents surveyed had not traveled any distance on the most recent weekday. Ten percent had traveled less than ten miles and one in five (19%) traveled over 75 miles.
- The average estimated number of miles traveled by the Vermont residents surveyed was 52.5 miles per day. The estimated distance traveled on an average day has increased significantly from the 36 miles reported in June 2000 – 46 percent increase in five years. No comparison was available from the 1995 survey.

**Figure 8. Number of Miles Traveled in a Motor Vehicle**

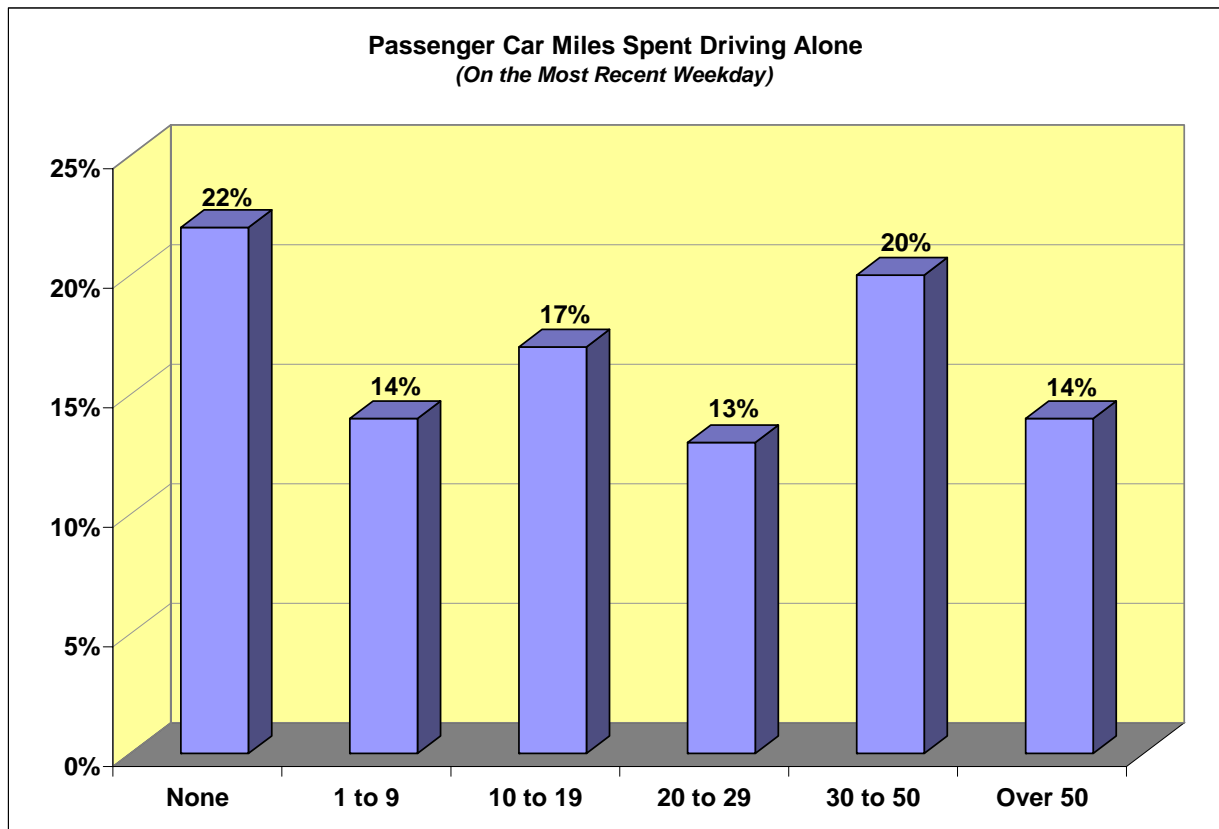


### 2.2.2 Miles Driven Alone

Survey participants were asked how many of the passenger miles traveled on the previous day were spent driving alone (only the driver in the vehicle).

- For those Vermont residents that traveled any distance in a motor vehicle the previous day, one in five (22%) did not travel any distance alone as illustrated in **Figure 9**. The majority (80%) drove at least some of the time alone.
- Fourteen percent had traveled less than 10 miles alone and the same percentage reported driving over 50 miles.
- The average number of miles traveled alone was 37.6 miles, which compares to only 28 miles in June 2000 – a 34 percent increase in mileage traveled alone.

**Figure 9. Passenger Car Miles Spent Driving Alone**

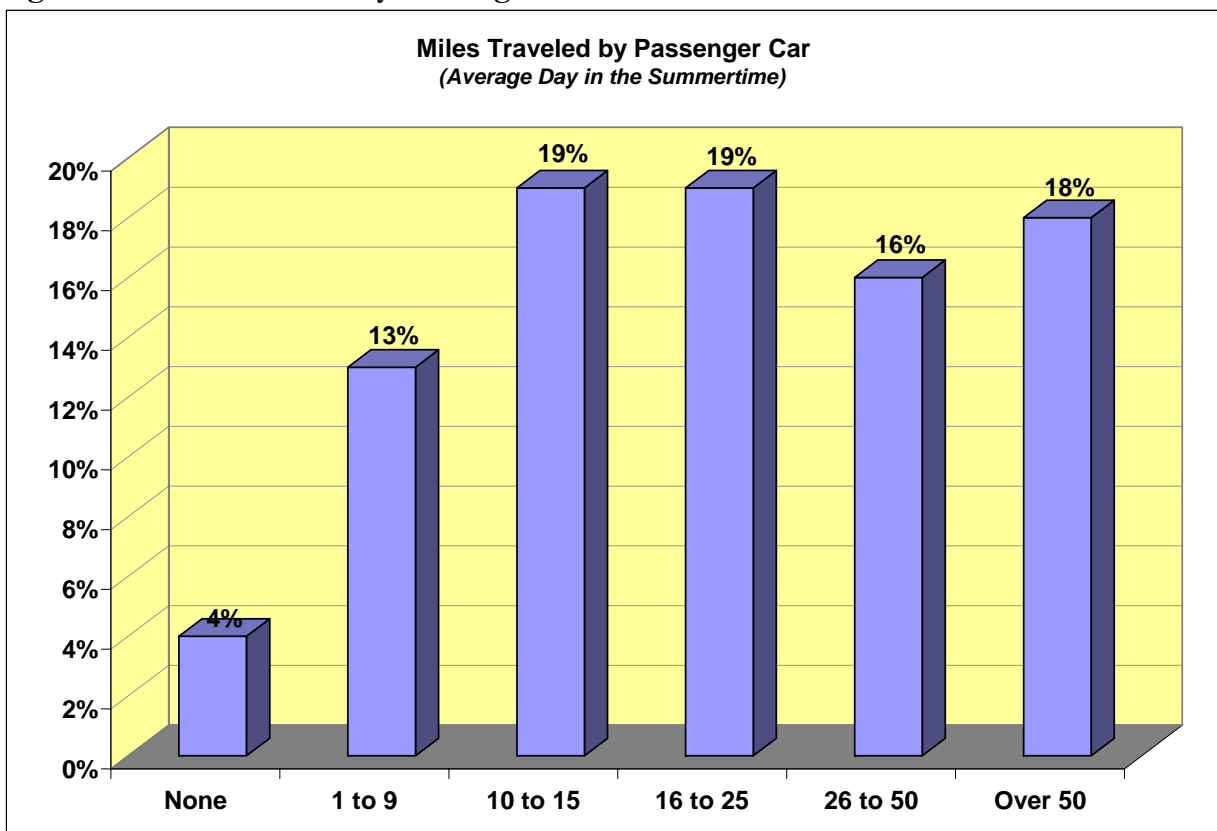


### 2.2.3 Miles Driven on Average Day in the Summer

Survey participants were asked to think back to an average day in the summertime and estimate how many miles they had traveled by passenger car either alone or with others.

- Four percent reported that on an average summer day they would not have traveled any distance in a passenger car. About one in ten (13%) would travel less than 10 miles. One in five (19%) reported traveling distances of 10 to 15, 16 to 25, and over 50 miles (**Figure 10**).
- The average distance traveled in a passenger car on an average day in the summertime was 42.7 miles, which is similar to the 44 miles reported in the June 2000 transportation survey.

**Figure 10. Miles Traveled by Passenger Car**



#### ***2.2.4 Encourage Vermonters to Drive Less***

Survey participants were asked what actions, circumstances or transportation alternatives might cause or encourage them to drive their cars less. Respondents were not read any choices and multiple mentions were permitted.

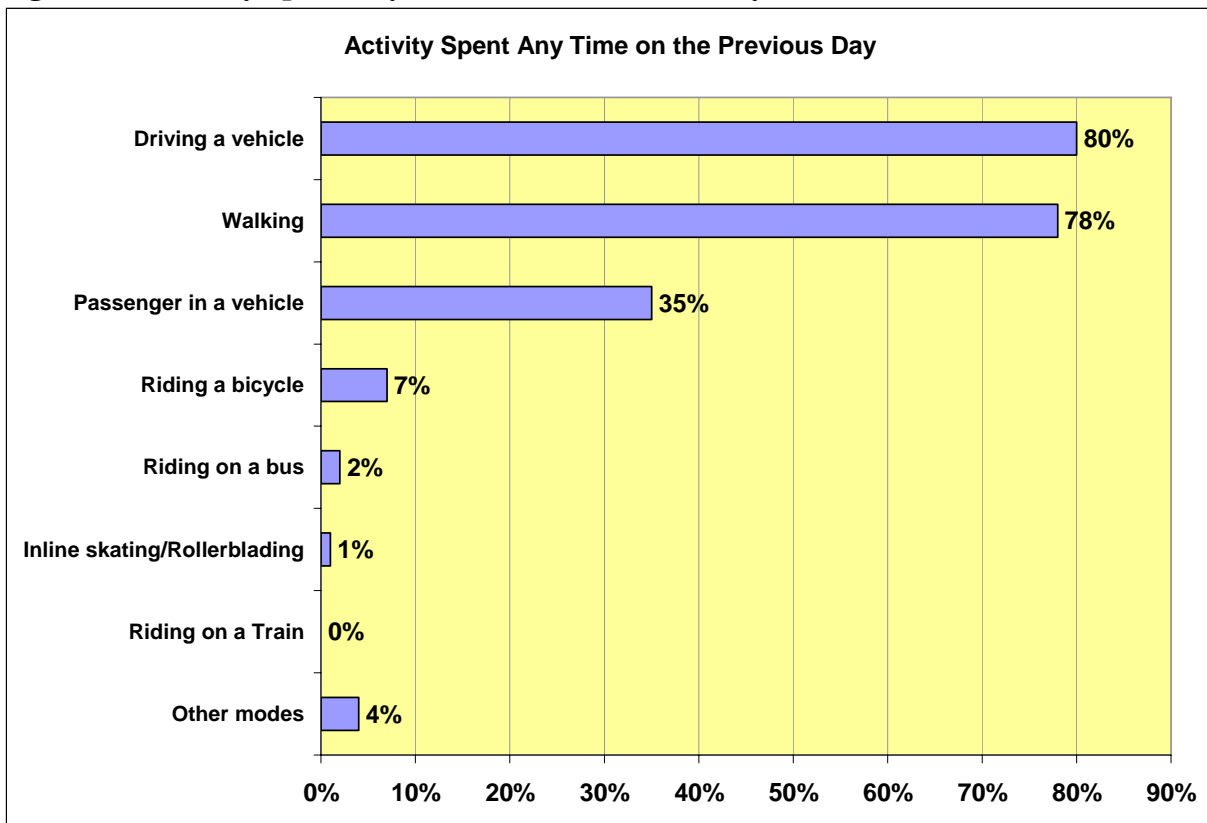
- More than one in three Vermont residents (37%) would not take any actions to drive their passenger vehicles any less than they do currently. In June 2000, almost two out of three (63%) responded that they would not take any action.
- The options that would be most likely to cause some residents to consider driving less were better public transit (22%) and higher gasoline prices (17%). An additional 7 percent specifically mentioned commuter trains. If the number of respondents who specified commuter trains or public transit are combined into one category, 29 percent of Vermonters who currently travel by car might drive less if there were better public transportation options.

### 2.2.5 Time Spent on Selected Activities

Survey participants were reminded that travel for work, shopping, and other activities can often involve many other options besides making trips in personal automobiles. They were then asked to think about all the travel they did the previous day including travel between the bus, car or stores, short trips over lunch or walking the dog, and estimate how many **minutes** they spent on each of the activities listed in the table below.

- Eight in ten (80%) Vermont residents spent at least some time the previous day driving a vehicle or walking. One in three residents spent some time riding as a passenger in a vehicle (**Figure 11**).
- Very few spent any time the previous day riding a bicycle, riding a bus, inline skating/rollerblading or using any other modes of travel.

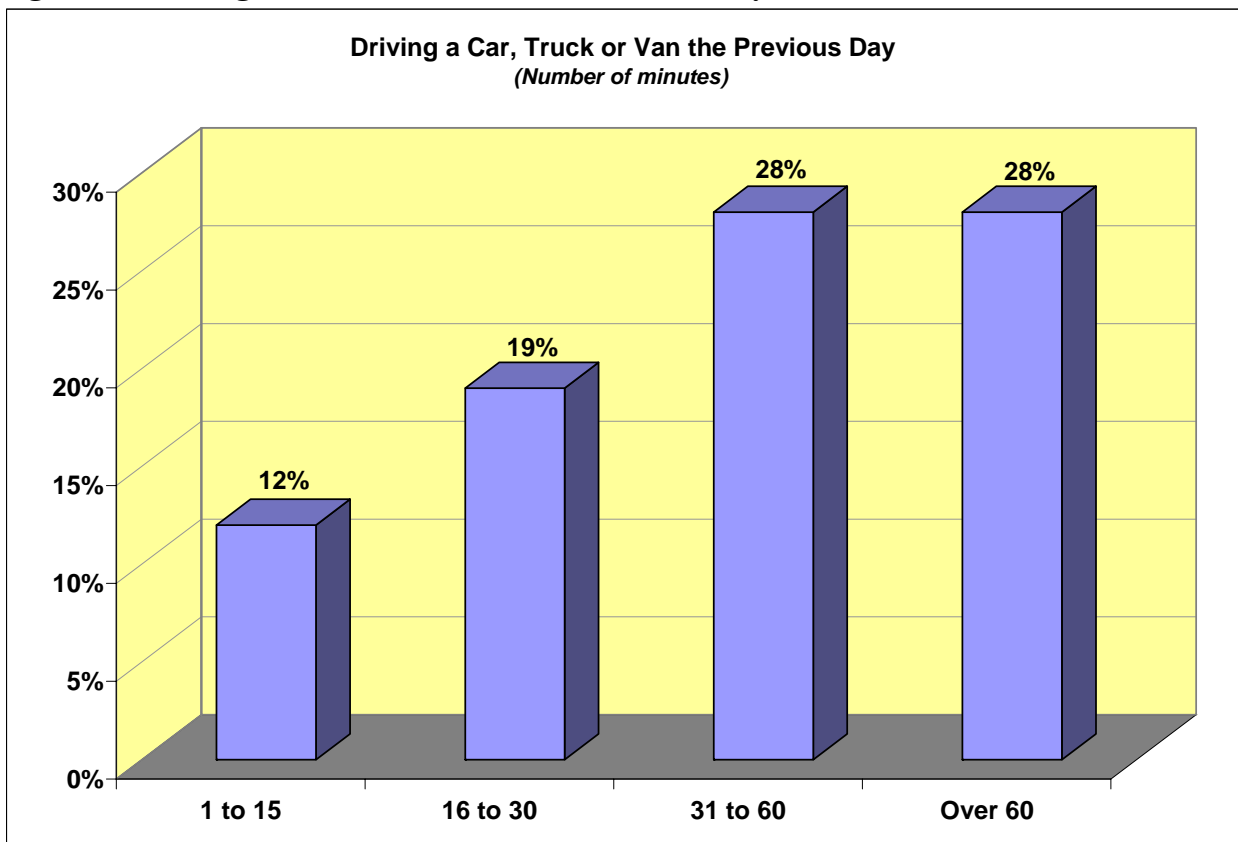
**Figure 11. Activity Spent Any Time on the Previous Day**



### 2.2.6 Driving a Car, Truck, or Van

- Eighty percent of Vermont residents spent at least some time during the previous day driving a motor vehicle. As shown in **Figure 12**, one in ten residents spent 15 minutes or less driving.
- One in four Vermont residents (28%) who did any driving in a vehicle the previous day spent either 31 to 60 minutes or more than one hour driving.
- The average amount of time spent driving was 70.4 minutes. Average driving time was highest in the Southeast Counties at 83.1 minutes and lowest in the Burlington-Centered region (63.4 minutes). No comparison from previous surveys is available.

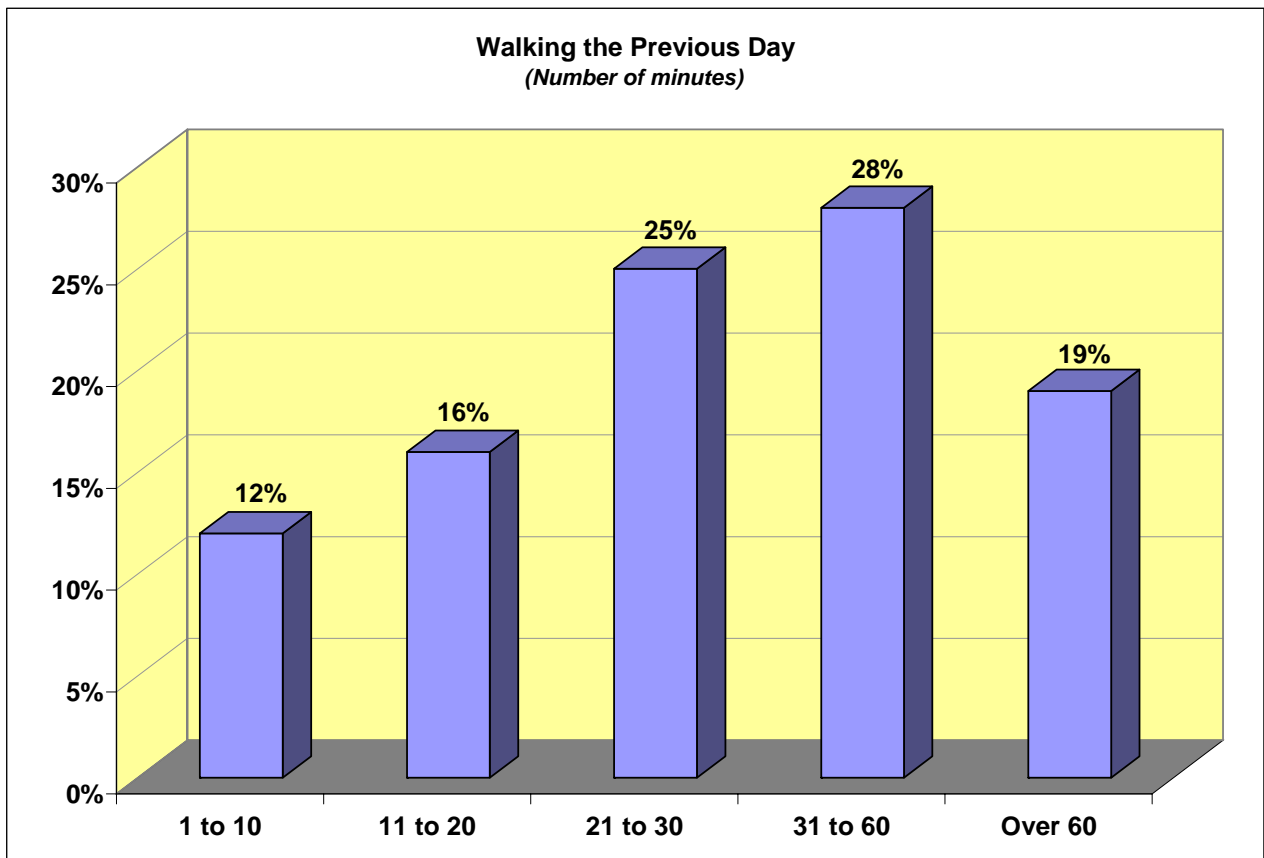
**Figure 12. Driving a Car, Truck or Van the Previous Day**



### 2.2.7 Walking

- Seventy-eight percent of the Vermont residents surveyed reported spending at least some time the previous day walking. One in ten (12%) reported spending 10 minutes or less engaged in this activity.
- One in four residents (25%) spent 21 to 30 minutes and 31 to 60 minutes walking the previous day and one in five (19%) spent over one hour (**Figure 13**).
- The average amount of time spent walking the previous day was 61.9 minutes or just over one hour. The average amount of time spent walking was highest in the Northern Tier (77.0 minutes) and lowest in the Central Vermont Region (53.4 minutes) and Burlington-Centered region (54.5 minutes). No comparison from previous surveys is available.

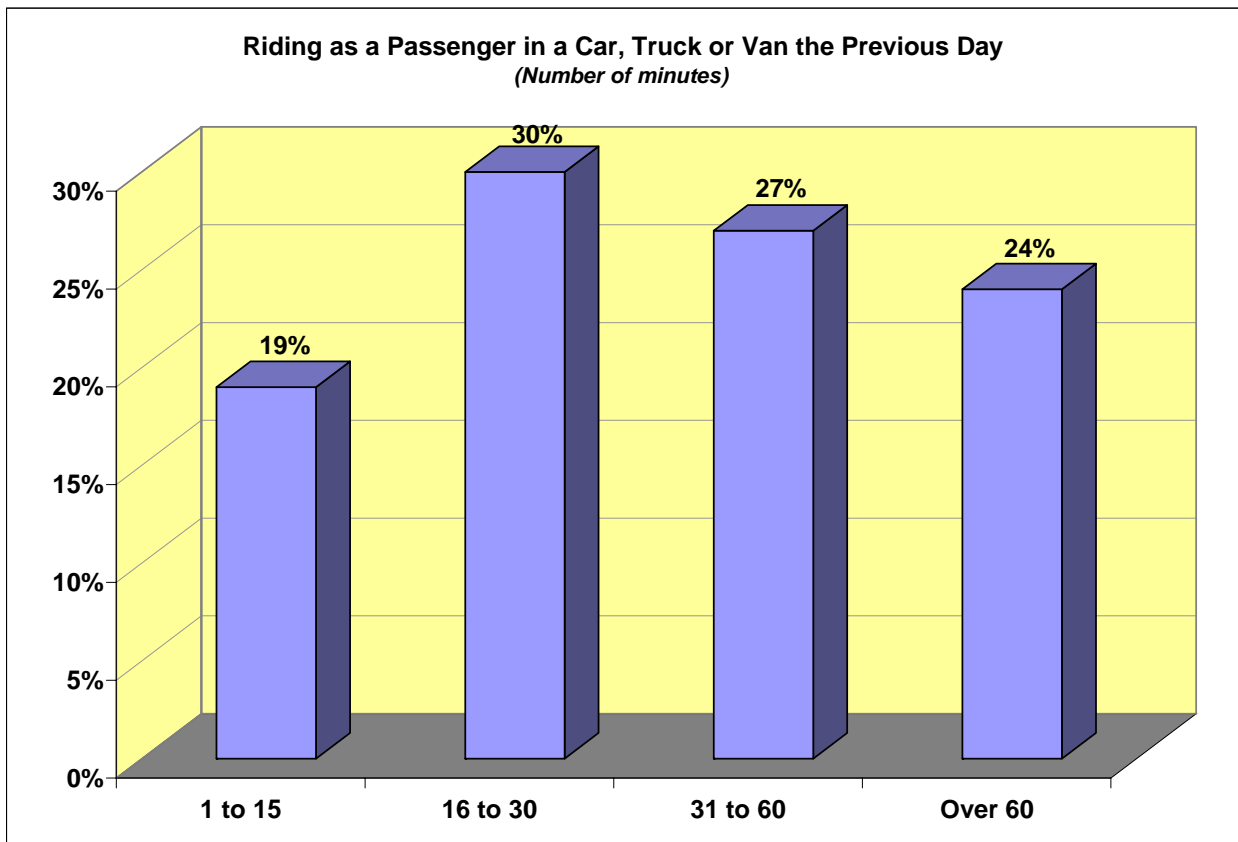
**Figure 13. Walking the Previous Day**



### 2.2.8 Riding as a Passenger in a Car, Truck, or Van

- One in three Vermonters (35%) spent at least some time the previous day riding as a passenger in a car, truck or van.
- Among those who reported spending time as a passenger, one in five (19%) said they were a passenger for 15 minutes or less. One in three (30%) traveled as a passenger for 16 to 30 minutes and one in four (25%) for 31 to 60 minutes and over 60 minutes respectively (**Figure 14**).
- The average amount of time spent riding as a passenger was 65.6 minutes or just over 1 hour. Compared to the other four regions, the average time spent riding as a passenger was substantially lower in the Burlington-Centered region (51.1 minutes).

**Figure 14. Riding as a Passenger in a Car, Truck or Van the Previous Day**



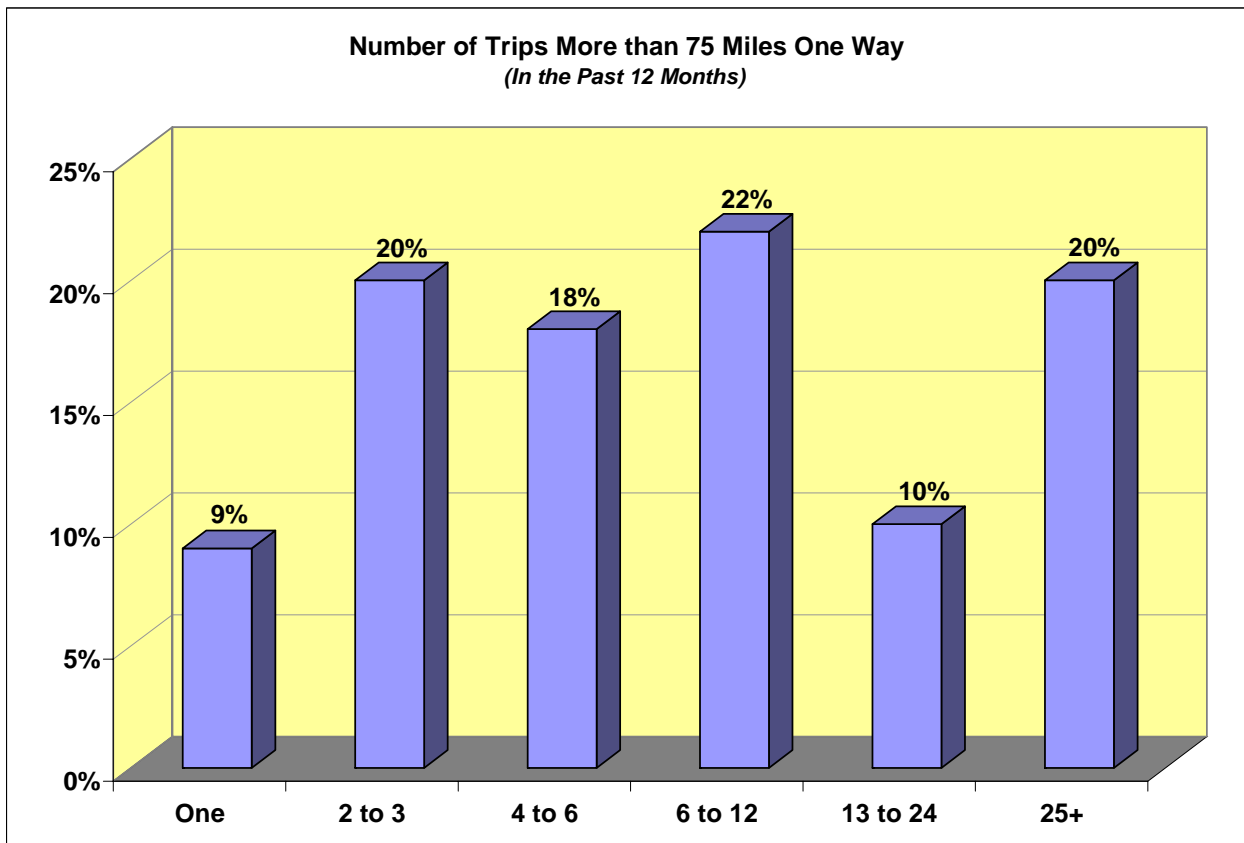
- For the remaining activities the number of residents participating was very small and any time estimates need to be interpreted with caution. Among those reporting that they had ridden a bicycle (7%), the average number of minutes was 45.4. Only 2 percent reported riding on a bus for an average of 63.3 minutes. Only 1 percent participated in inline skating/rollerblading for an average of 35 minutes.

### 2.2.9 Traveled More Than 75 Miles

Vermonters surveyed were asked how long it had been since they had made a trip of more than 75 miles one way from home using any method of transportation.

- Eighty-four percent of the respondents reported making such a trip within the past year. This compares to 82 percent in the June 2000 survey. An additional 10 percent had traveled more than 75 miles away from home more than 1 year to 5 years ago, 3 percent more than 5 years ago and 3 percent never.
- Residents who had traveled more than 75 miles from home in the past year were asked how many trips of that distance they had made. **Figure 15** shows that one in ten travelers (9%) had only made one trip in excess of 75 miles. About the same proportion had made 2 to 3 trips (20%), 6 to 12 trips (22%), and 25 or more trips (20%).
- The estimated average number of trips that were 75 miles or more in the past year was 11.4 trips per person.

**Figure 15. Number of Trips More than 75 Miles One Way**



### 2.2.10 Primary Means of Transportation for Long Trips

Vermont residents who had traveled more than 75 miles were asked for the primary means of transportation on their most recent trip.

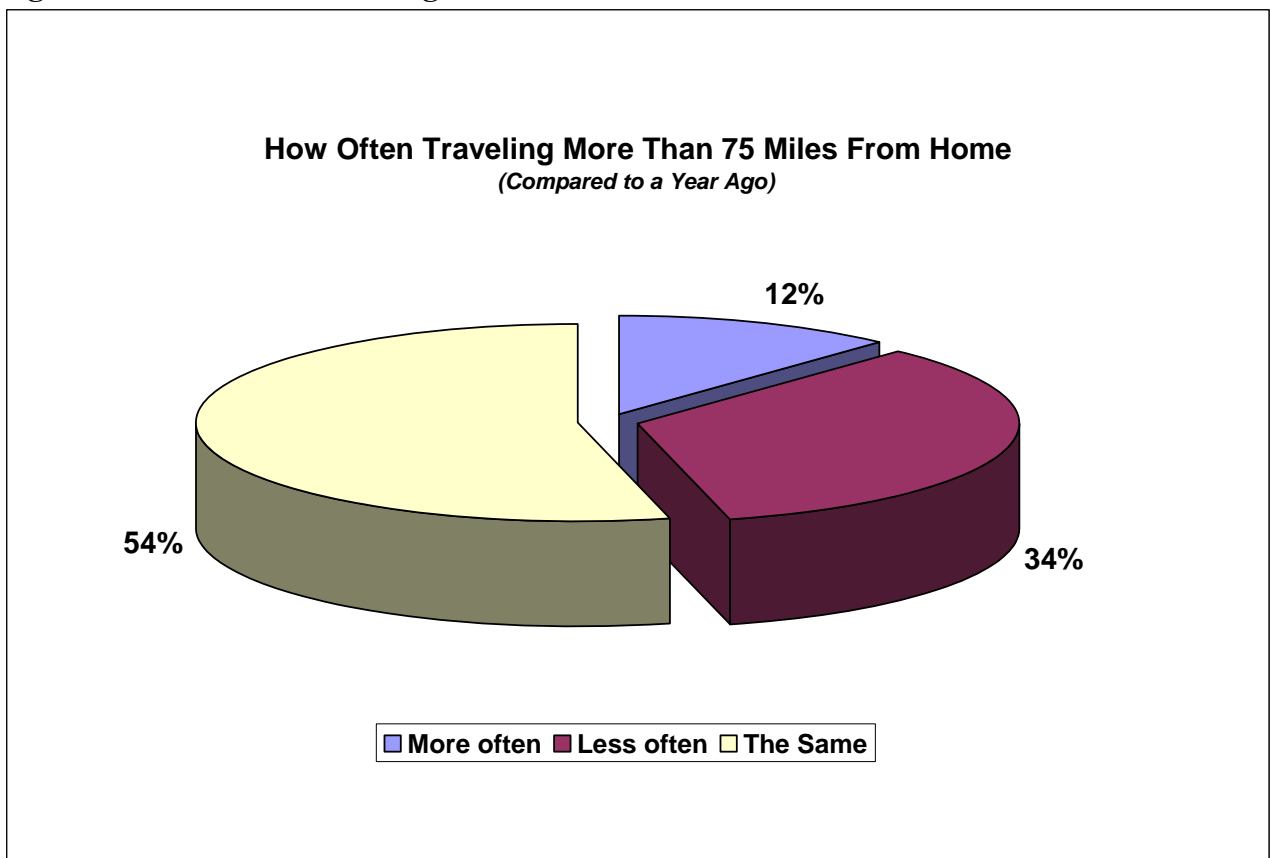
- More than eight in ten Vermonters (85%) who had traveled more than 75 miles used a private vehicle on their most recent trip, which is the same as in 2000.
- Ten percent traveled by airplane and the remainder used other means for their most recent trip of more than 75 miles. In 2000, nine percent traveled by airplane.

### 2.2.11 Frequency of Long Distance Travel

Those traveling more than 75 miles from home were then asked how often they were traveling this far compared to a year ago.

- Compared to a year ago, half (54%) are making the same number of trips of more than 75 miles from home (see **Figure 16**).
- One in three (34%) is making these trips less often and about one in ten (12%) more often.

**Figure 16. How Often Traveling More than 75 Miles From Home**



### 2.2.12 Work Related Travel

- Two out of three Vermonters surveyed (65%) are currently working outside of their homes, either for wages or on a volunteer basis. This finding is identical to the 2000 Vermont transportation study. Employment outside the home was highest in the Burlington-Centered region (69%) and lowest in the Northern Tier (60%).

### 2.2.13 Typical Travel to Work

Vermonters who are employed outside of the home were also asked how they usually travel to work and if more than one means is used, which one is their primary means and which one is their secondary means. For example, an individual who drives to work four days a week and takes the bus once a week would choose “drive alone” as their primary mode, and “public transit bus” as their secondary mode.

- **Table 2** below shows that 75 percent drive alone to work as their primary means. This is very similar to results collected in June 2000 where 80 percent of Vermont residents drove alone to work as their primary means.
- Twelve percent share a ride with one or more other passengers in a vehicle as their primary mode of travel to work. In June 2000, 13 percent drove alone as their primary mode to work.
- Overall, half (56%) have only one means of transportation to work.

**Table 2. Means of Travel to Work in 2006**

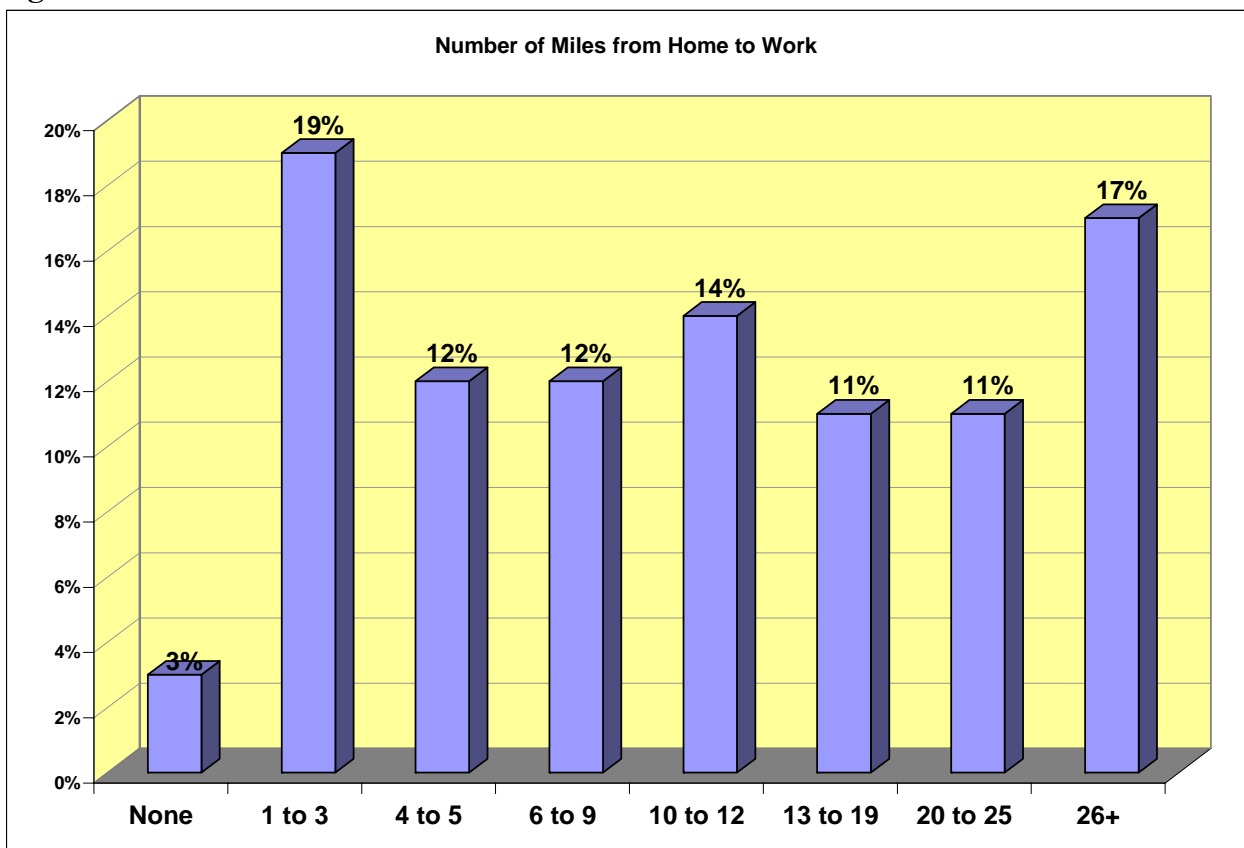
Means of Travel	Primary	Secondary	Combined
Drive Alone	75%	5%	80%
Drive with 1 or more others at least part way	12%	8%	20%
Walk	4%	8%	12%
Bicycle	1%	6%	7%
Public transit bus	1%	3%	4%
Other means	1%	2%	3%
None	1%	55%	56%

### 2.2.14 Number of Miles to Work

Survey respondents reporting that they worked outside of the home were asked how many miles they travel from home to work when they travel straight to their work destination.

- One in five Vermonters (19%) who work outside the home reported a very short distance of three miles or less. About one in five (19%) respondents also drove more than 25 miles one way to work (Figure 17).
- The average distance traveled straight to the respondent's work destination is 15.7 miles. In June 2000 the reported average was about 15 miles.

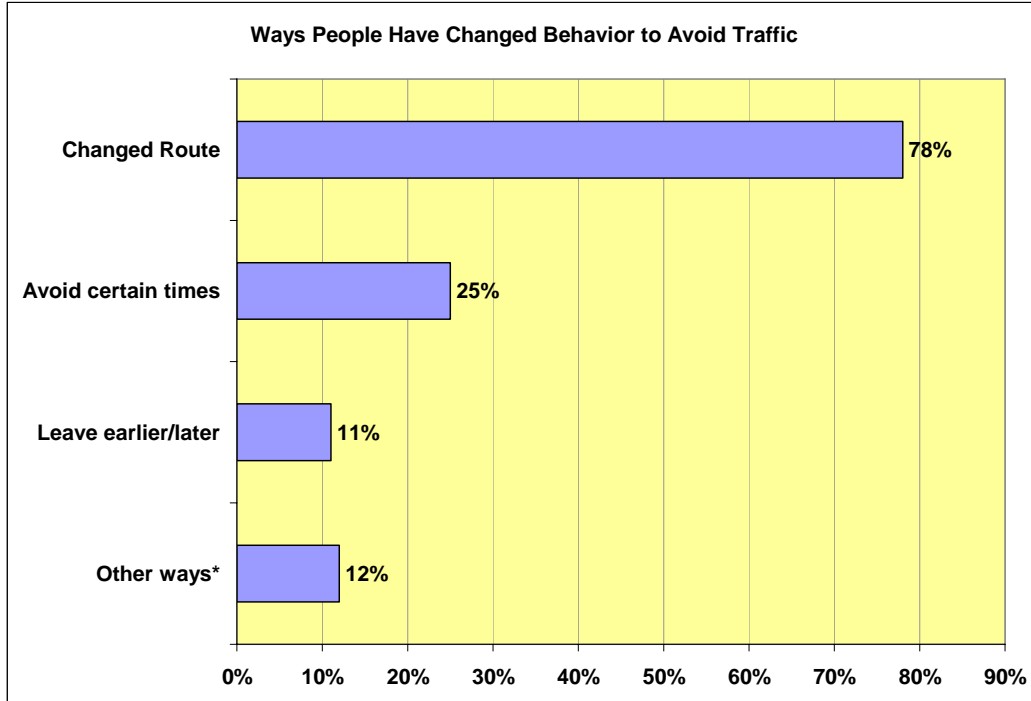
Figure 17. Number of Miles from Home to Work



## 2.3 Traffic Congestion in Vermont

- Half of Vermont adults surveyed (50%) reported that they had experienced traffic congestion while traveling in Vermont during the past six months. This represents a significant increase from the 43 percent reporting that they had experienced traffic congestion in June 2000.
- In the Burlington-Centered region, 71 percent of the Vermonters participating in this study noted that they had experienced traffic congestion. This is significantly higher than any of the other four regions.
- Among those who have experienced congestion, almost half (46%) have changed their behavior in order to avoid this traffic congestion. In the Burlington-Centered region, 61 percent reported changing their behavior, which is higher than in the other regions. In June 2000, among those in the State experiencing traffic congestion, 71 percent responded that they had changed behavior. No comparison data is available for the Burlington-Centered region specifically.
- **Figure 18** shows that out of the 46 percent that have altered their behavior, the primary means was changing their route (78 percent in 2006 versus 87 percent in June 2000). Twenty-five percent opted to avoid certain times of the day when the congestion is likely to occur, compared to 20 percent in June 2000.

**Figure 18. Ways People Have Changed Behavior to Avoid Traffic**



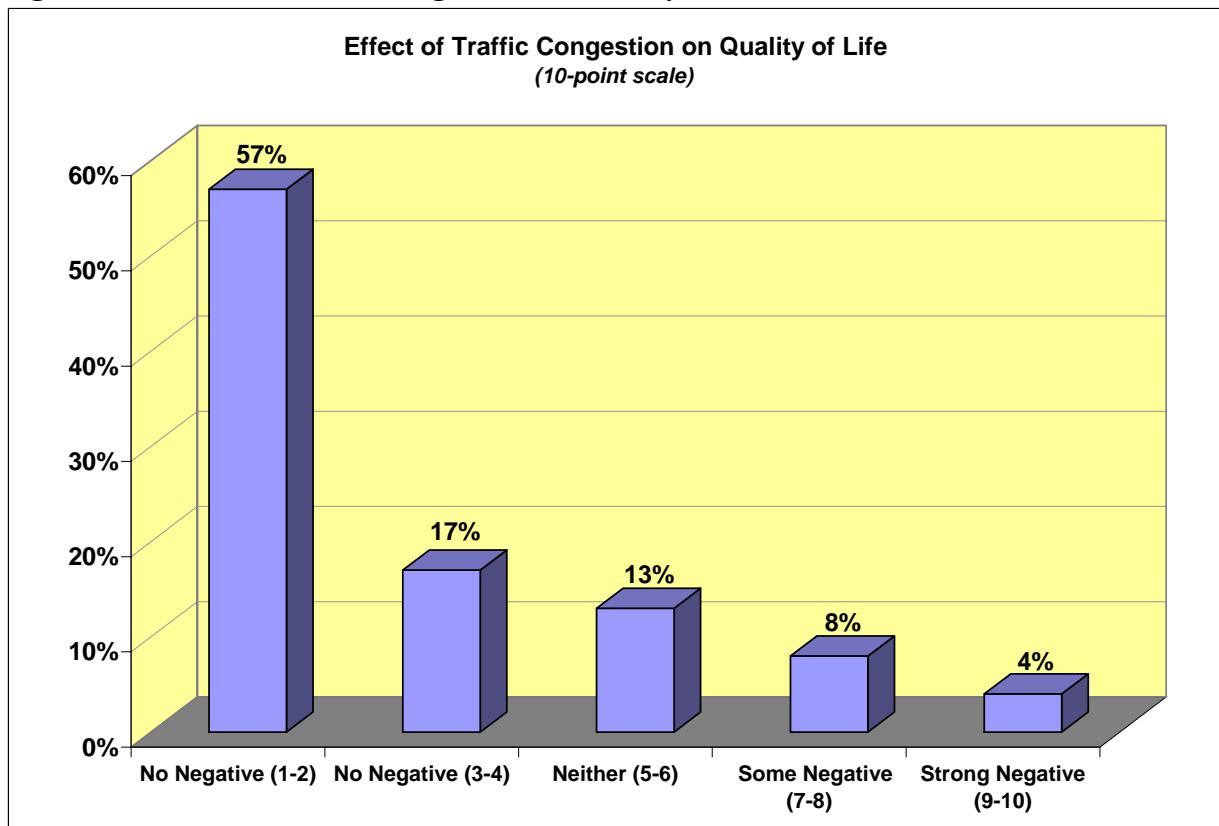
\* Other ways includes conducting business in alternate locations (3%), walking (2%), reduce trips by combining errands (2%), and use alternative transportation (1%).

### 2.3.1 Impact of Congestion on Quality of Life

All survey participants were asked how experiencing traffic congestion affected their quality of life. A ten-point scale was used where a 1 indicated **No Negative Effect** and a 10 represented a **Strong Negative Effect**.

- Nearly three in five respondents (57%) rated it as either a 1 or 2 representing *No Negative Effect*. In the Burlington-Centered region, only 48 percent rated it as a 1 or 2 (**Figure 19**).
- The average score for all Vermont residents on the ten-point scale was 3.1, indicating that in general, traffic congestion is not perceived to have a negative effect on residents' quality of life.
- Even among those Vermont residents that reported experiencing traffic congestion the average score was 3.5 versus 2.6 for those who had not experienced it.
- Only four percent of Vermonters felt that traffic congestion has a strong negative effect on their quality of life. This is the same as in the 2000 survey.

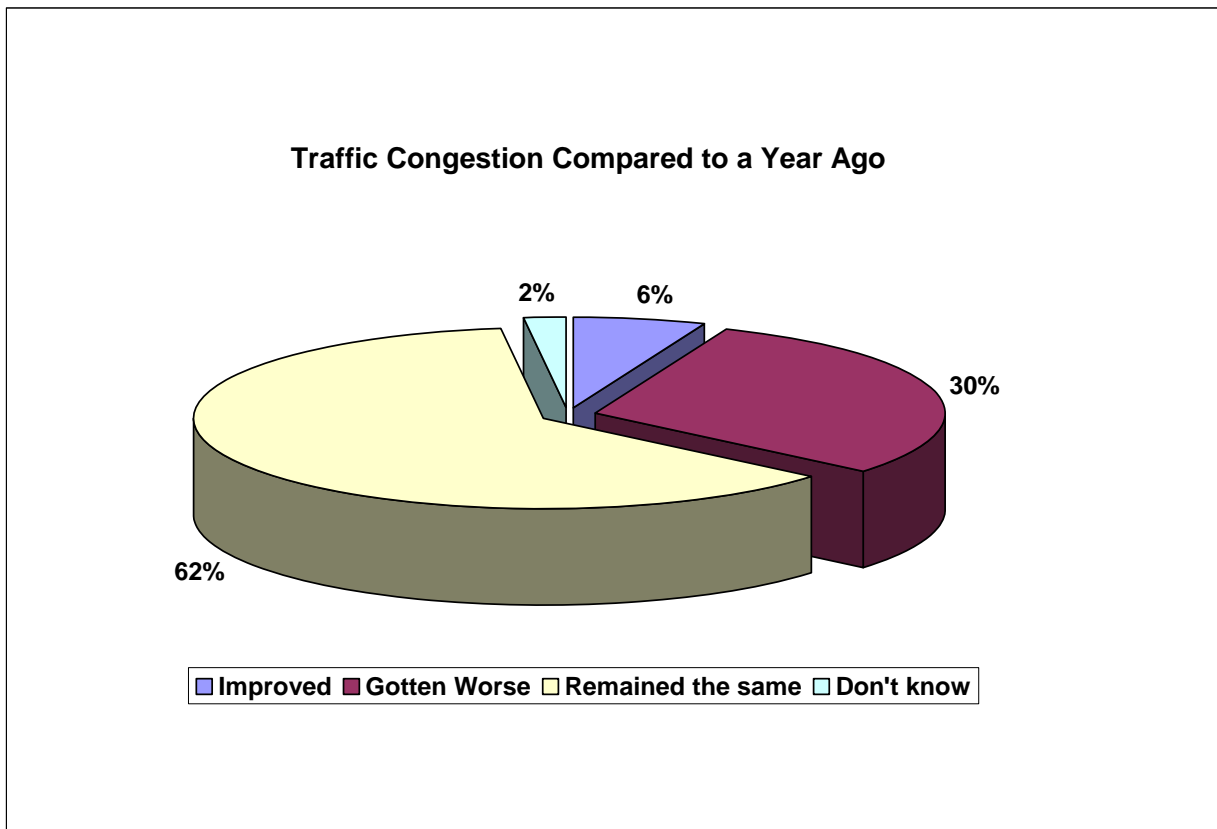
**Figure 19. Effect of Traffic Congestion on Quality of Life**



### 2.3.2 Traffic Congestion Compared to Past Six Months

- The majority of Vermont residents surveyed (62%) believe that the traffic congestion they have experienced has remained the same, as shown in **Figure 20**. However, among those who reported actually experiencing traffic congestion in the past six months only about half feel it is the same.
- Overall, one in three Vermonters (30%) believed that traffic congestion has gotten worse. For those who have experienced traffic congestion in the past six months, 44 percent responded that it has gotten worse.
- Less than one in ten Vermonters (6%) felt that traffic congestion had improved. This was equally true for those who had experienced congestion (7%) as for those who had not experienced it (5%).

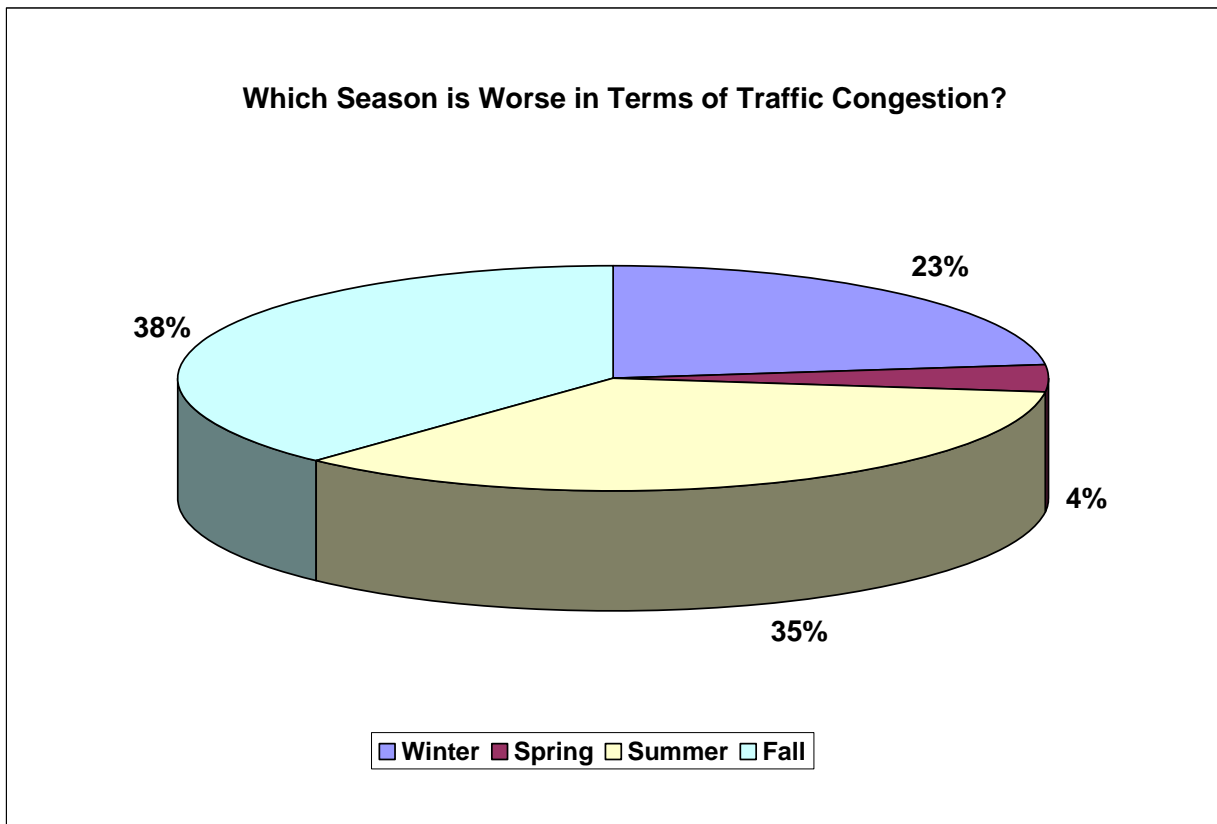
**Figure 20. Traffic Congestion Compared to a Year Ago**



### 2.3.3 Seasonal Traffic Congestion

- When asked if traffic congestion in Vermont was about the same for each of the seasons or worse in some seasons than others, 75 percent replied that some seasons are worse than others.
- Among Vermont residents who felt that there was a difference, the seasons mentioned most often were summer (35%) and fall (38%), see **Figure 21**. In June 2000, 37 percent mentioned the fall which is identical to the results of this study. In the prior survey, the Vermont residents surveyed were more likely to mention the winter (32%) and then the summer (27%).
- Each region rated the seasons differently. Winter was mentioned more often in the Southeast Counties (37%) and Southwest Counties (30%) than the other three regions. Summer received the most mentions in the Northern Tier (50%), Central Vermont (38%) and Burlington-Centered (47%) regions. Fall was noted more frequently in the Central Vermont Region (41%), Southeast Counties (43%), and Southwest Counties (51%).

**Figure 21. Which Season is Worse in Terms of Traffic Congestion?**



## 2.4 Ratings of Vermont's Transportation Infrastructure & Spending

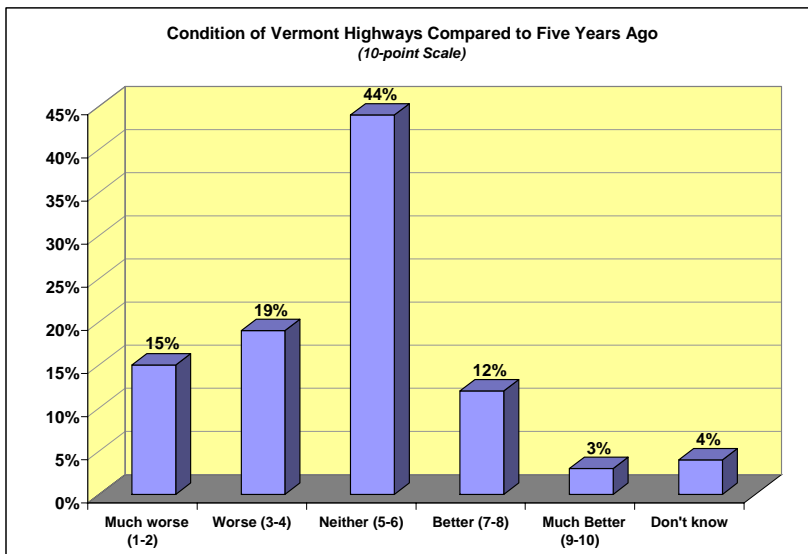
The Vermont residents participating in this survey were asked to rate the State's highways and other facilities on a number of attributes using a ten-point scale. The attributes include highway conditions, maintenance, and funding<sup>1</sup>.

For all but one of these evaluations a 1 meant **Much Worse** and a ten represented **Much Better**. The final rating of Vermont's highway safety in the winter used a ten-point scale where a 1 meant **Very Poor** and a 10 meant **Excellent**.

### 2.4.1 Highway Condition Compared to Five Years Ago

- When asked to rate the condition of Vermont highways compared to five years ago, one in three residents (34%) rated it as worse, see **Figure 22**. In June 2000, only 20 percent of the Vermonters surveyed rated the current conditions as worse.
- Only 15 percent considered it to be better (7-10) on the ten-point scale. The June 2000 survey used 6-10 to describe better, which resulted in 22 percent in 2006 versus 35 percent in 2000.
- Almost half of the Vermont residents surveyed (44%) were relatively neutral in their opinions about highway conditions compared to five years ago.
- The average rating of 4.7 on this measure is slightly on the worse side of the scale. The average ratings were fairly similar across the five regions.

**Figure 22. Condition of Vermont Highways Compared to Five Years Ago**

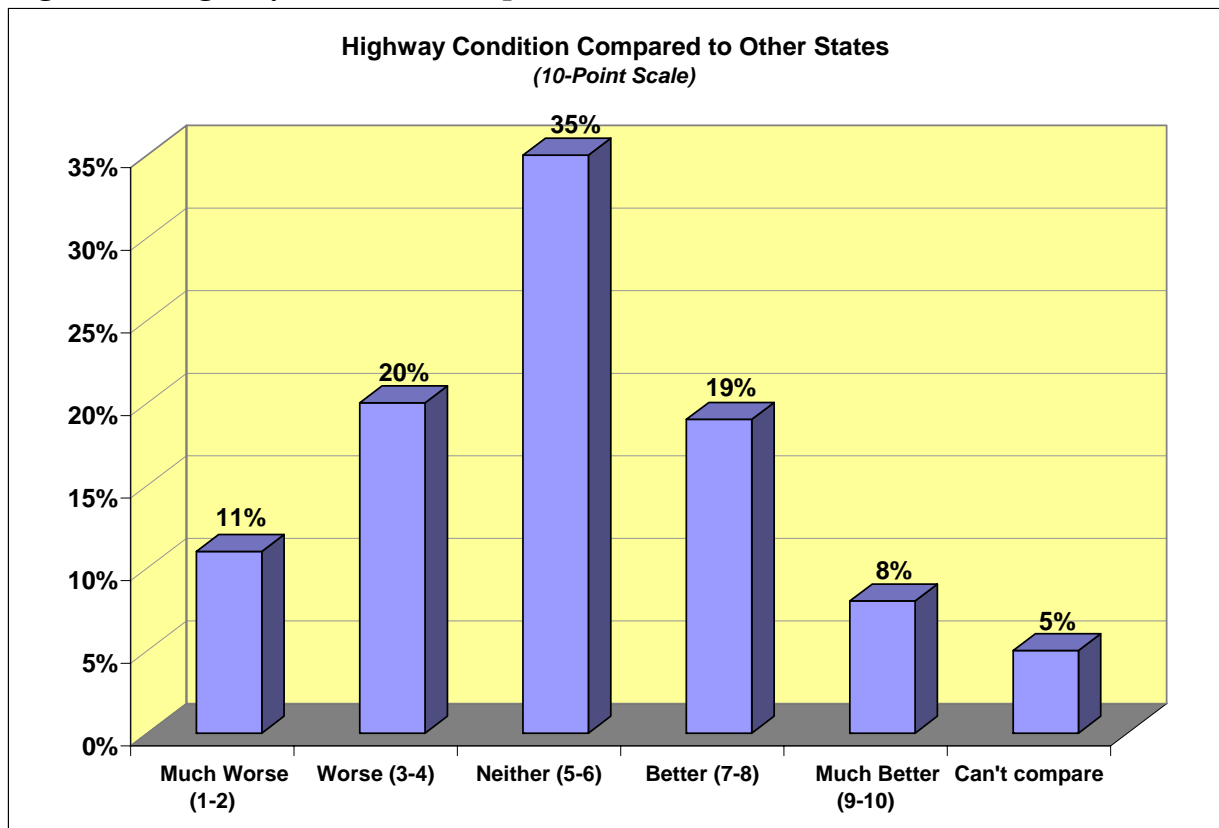


<sup>1</sup> The consultants note that VTTrans is currently responsible for 3200 miles of interstate, State, and US routes and Class 1 town highways. This represents a portion but not all of public use roadways in Vermont.

### 2.4.2 Comparison of Highway Condition with Other States

- Compared to other states' highways that Vermonters have experience with, 31 percent rated Vermont's highways as worse, see **Figure 23**. Again this is significantly higher than the 20 percent of Vermonters who rated the highway conditions as worse compared to other states in June 2000. The 2006 survey also reveals that one in ten (11%) considered Vermont's highways much worse as compared to eight percent who rated the conditions as much better.
- Twenty-seven percent described the highway conditions as better (7-10). The June 2000 survey used 6-10 on the scale as better. Under that broader definition, 34 percent rated the conditions as better compared to other states versus 41 percent in the prior transportation study.
- One in three Vermont residents (35%) were relatively neutral regarding their opinions of Vermont's highways as compared to other states they are familiar with.
- The average rating of 5.2 is in the neutral range on the 10-point scale. The average rating in the Southeast Counties was significantly higher than the other four regions at 6.0.

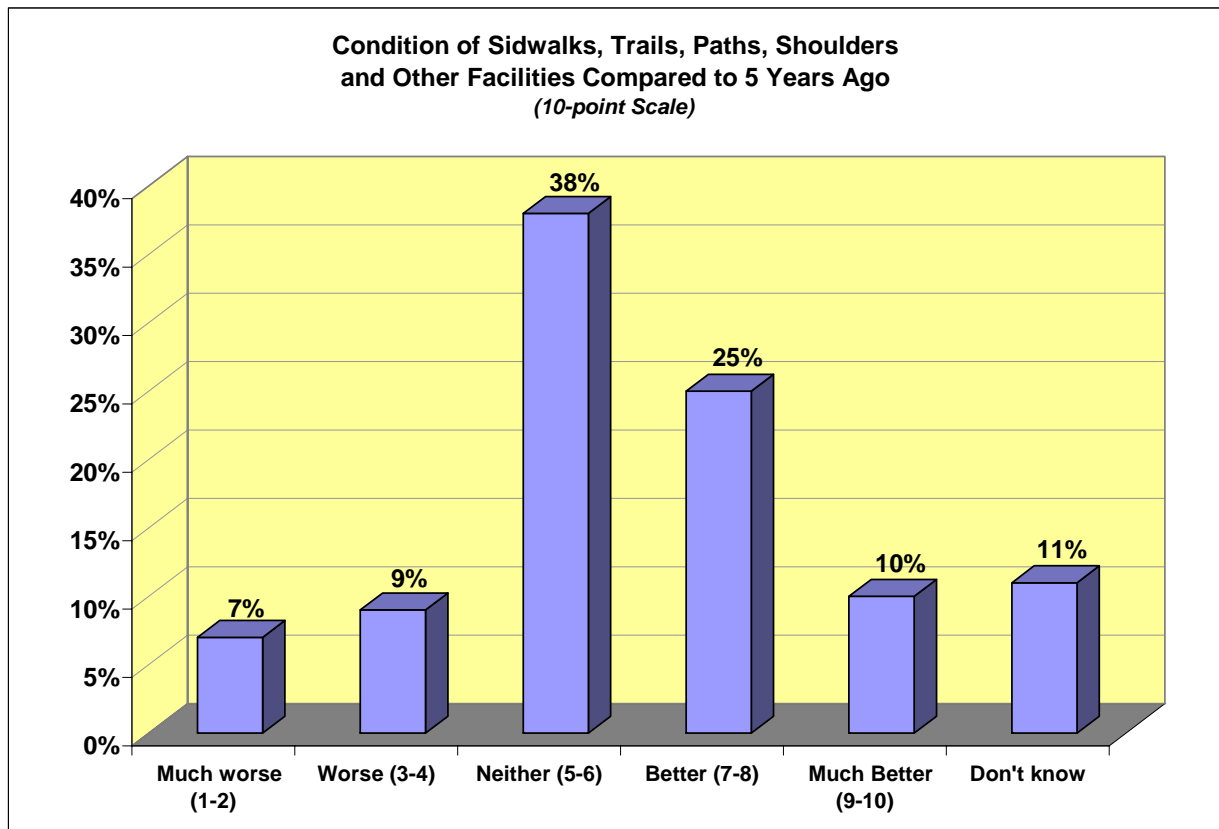
**Figure 23. Highway Condition Compared to Other States**



### 2.4.3 Condition of Walking and Biking Facilities

- The Vermont residents surveyed were asked to rate the condition of sidewalks, trails, paths, shoulders and other facilities for walking and bicycling in Vermont compared to five years ago. One in three Vermonters (35%) rated the conditions of these amenities as better, compared to only 16 percent who rated them as worse. One in ten residents (11%) responded that they were unable to make this comparison (**Figure 24**).
- Two in five Vermont residents (38%) were generally neutral with no strong rating either way.
- The average rating of 5.9 is at the end of the neutral range on this ten-point scale indicating a slight overall leaning toward rating this attribute as better compared to five years ago. The most favorable average rating was in the Burlington-Centered region (6.4)

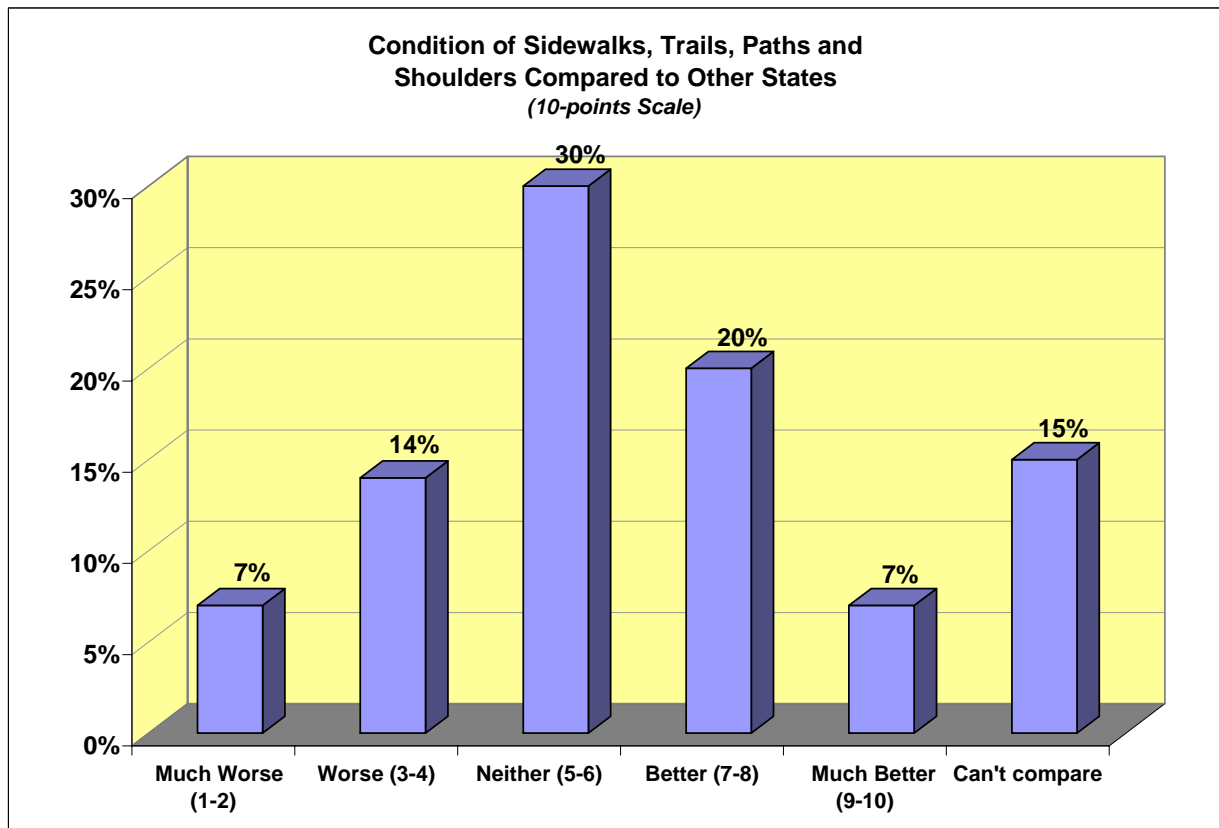
**Figure 24. Condition of Sidewalks, Trails, Paths, Shoulders and Other Facilities Compared to 5 Years Ago**



#### 2.4.4 Condition of the Non-motorized Transportation System

- The Vermonters surveyed were asked to rate the condition of sidewalks, trails, paths, shoulders in Vermont compared to other states that they have experience with. One in five Vermonters (21%) rated the conditions of these amenities as worse and 27 percent rated them as better. Fifteen percent responded that they were unable to make this comparison (**Figure 25**).
- One in three Vermont residents (30%) rated it as neutral on this measure.
- The average rating of 5.6 is neutral on this measure of Vermont's non-motorized transportation system. The most favorable overall rating for this attribute was in the Burlington-Centered region with an average score of 6.2.

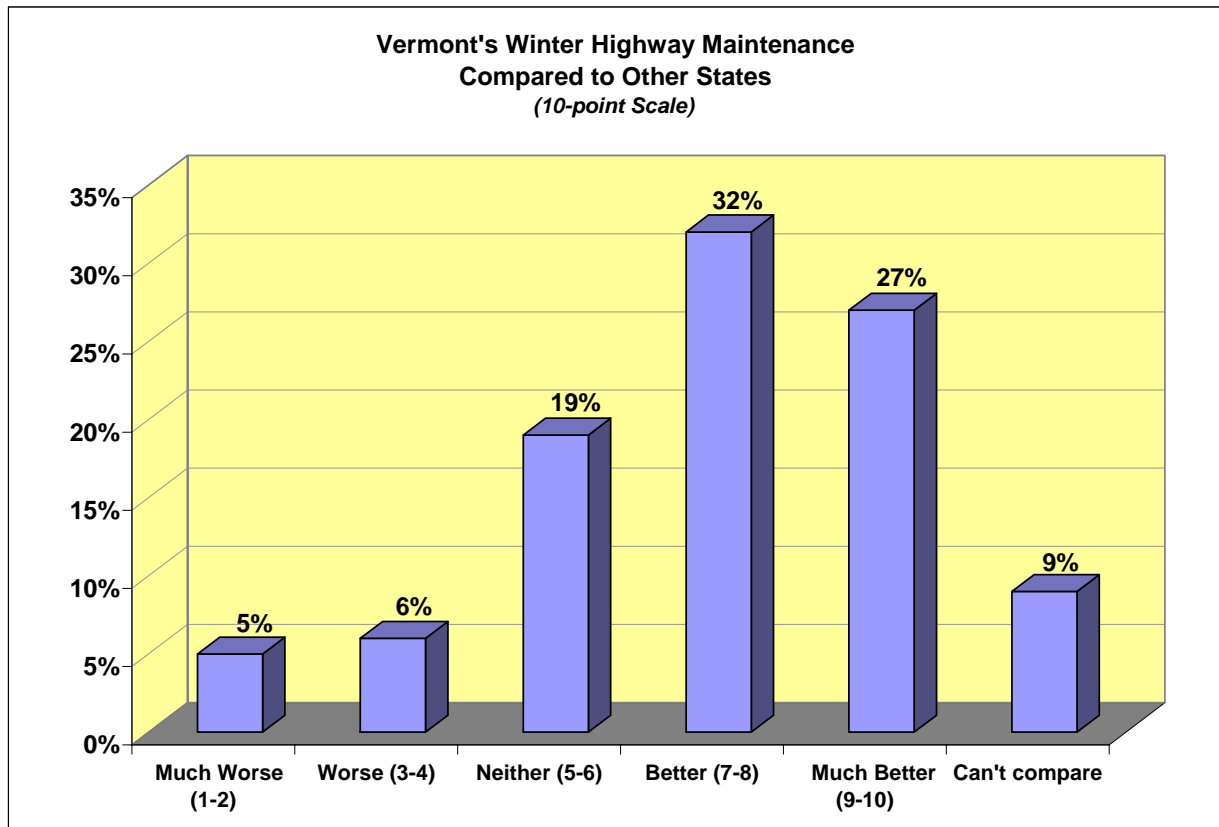
Figure 25. Condition of Sidewalks, Trails, Paths and Shoulders Compared to Other States



### 2.4.5 Winter Highway Maintenance

- Vermont residents were asked to rate how well Vermont is doing on winter highway maintenance, such as removing snow and ice, compared to other states with which they have experience. Three in five Vermonters (59%) rated the winter highway maintenance as better, including one in four (27%) rating it as much better. Only one in ten (11%) rated the winter highway maintenance as worse as or much worse than other states, as shown in **Figure 26**.
- One in five residents (19%) were neutral regarding this question on winter maintenance and one in ten (9%) could not compare.
- The average rating of 7.1 on the ten-point scale for winter highway maintenance is definitely in the better range as compared to other states. Winter highway maintenance was most favorably rated in the Central Vermont Region and Southeast Counties (7.4 for both). It was lowest in the Northern Tier (6.8) and Southwest Counties (6.9).

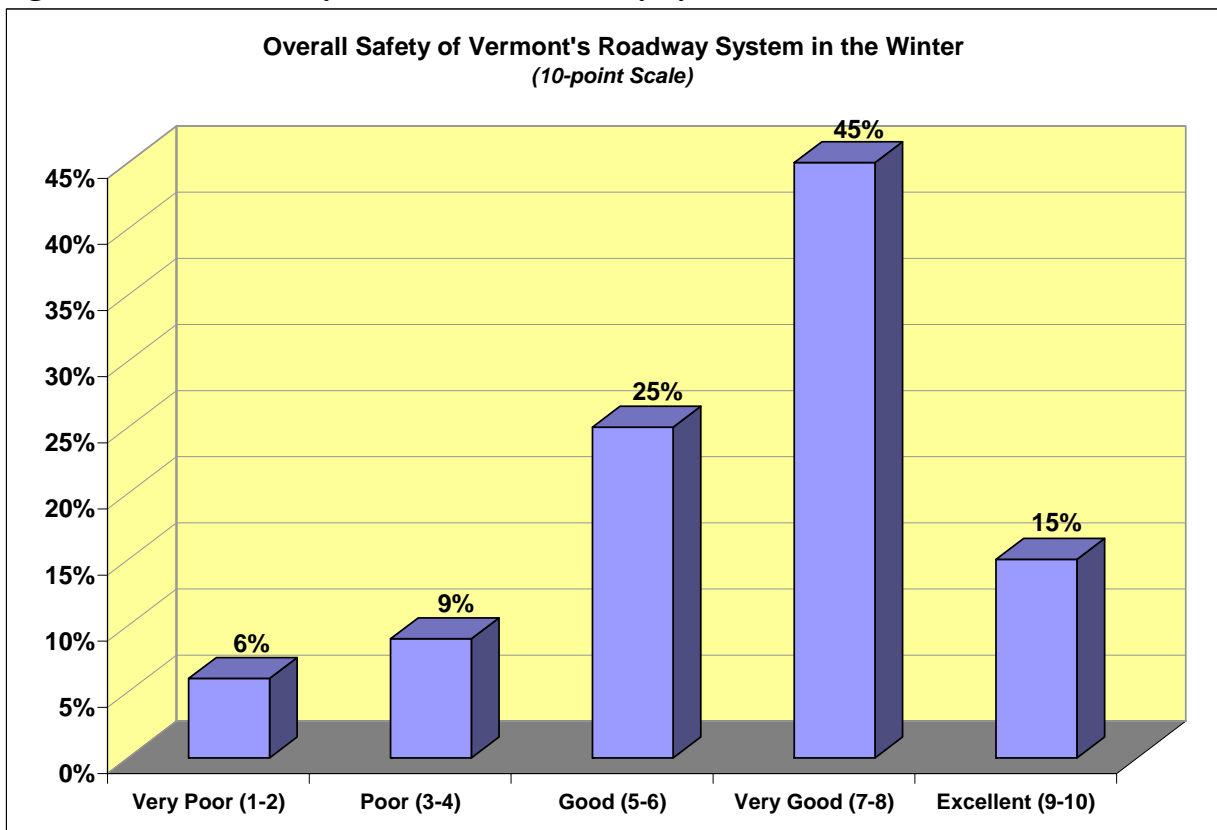
**Figure 26. Vermont's Winter Highway Maintenance Compared to Other States**



### 2.4.6 Winter Safety of Vermont's Roadway System

- Vermonters participating in this survey were asked how they would rate the overall safety of Vermont's roadway system during the winter. Three in five residents (60%) rated the safety as very good or excellent, with 15 percent rating it as excellent.
- Only 15 percent rated the safety of Vermont's road system as poor or very poor.
- The average rating of 6.7 on this measure is in the good to very good range on the ten-point rating scale. The highest rating for winter safety was in the Central Vermont Region (7.0) and lowest in the Southwest Counties (6.3).

Figure 27. Overall Safety of Vermont's Roadway System in the Winter



## 2.5 Allocation of Agency of Transportation Funds

Survey participants were read the following statement: “Last year, the Agency of Transportation spent about 55 percent of its available funds on paving and maintaining highways and repairing bridges. VTrans also spent about 20 percent of its funds on new roadway projects, and the other 25 percent of its funds on non-highway programs, like public transit and airports.”

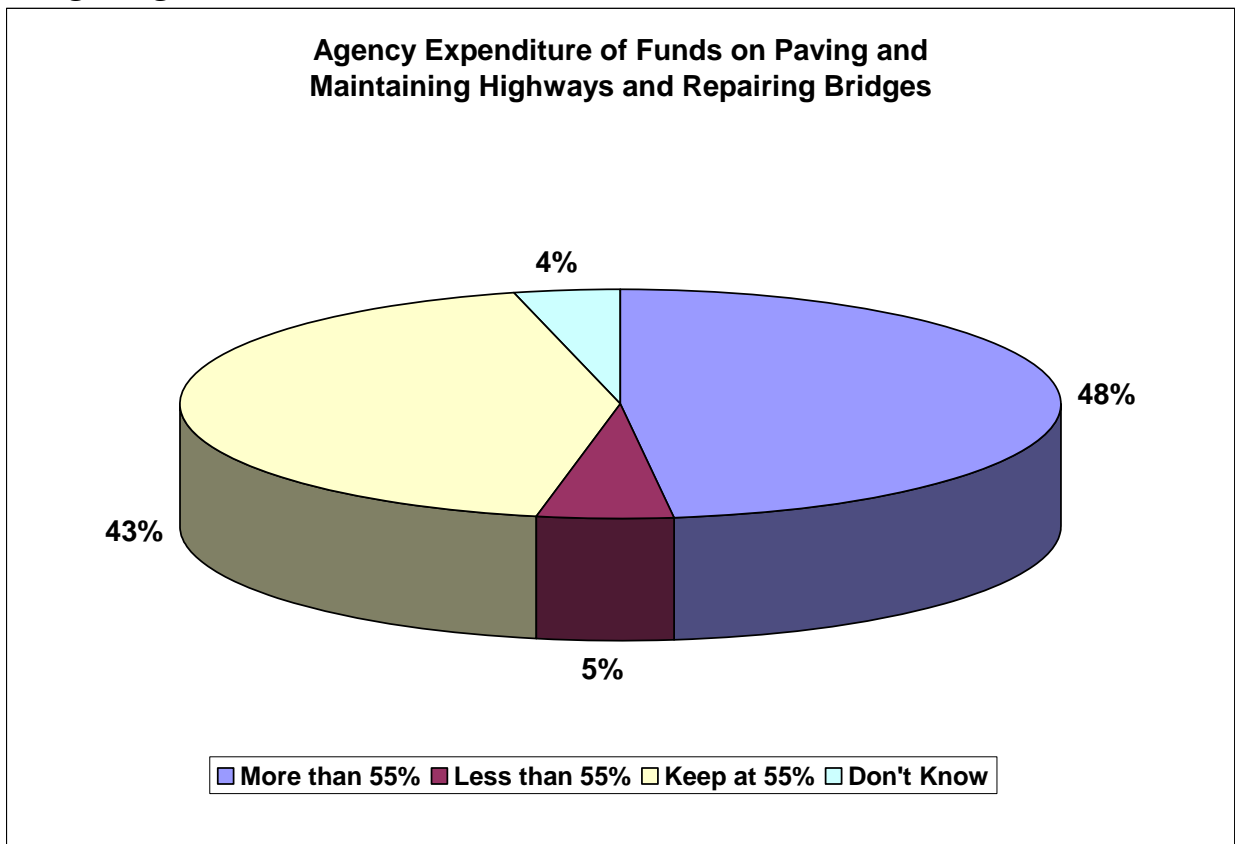
It should be noted that the allocation percentages in June 2000 were quite different as compared with the 2006 survey. In that year respondents were told that 70 percent of available funds were spent on paving and maintaining highways and repairing bridges, 15 percent on new roadway projects, and 15 percent on non-highway programs.

- When the Vermonters surveyed were asked if it were up to them would they continue to use the same allocation, 67 percent responded yes. Twenty-nine percent said no and the remaining five percent didn't know.
- In June 2000, 70 percent of the Vermont residents surveyed said yes to use the same allocation, 21 percent wanted the allocation changed and nine percent didn't know.

### 2.5.1 Maintaining Highways and Repairing Bridges

- One in two Vermonters surveyed (48%) believed that VTTrans should spend more than 55 percent of its available funds on paving and maintaining highways and repairing bridges. Forty-three percent would keep it at 55 percent and only five percent think VTTrans should spend less (Figure 28).
- In June 2000, 54 percent believed that VTTrans should spend more than 70 percent of its available funds on paving and maintaining highways and repairing bridges. Twenty-seven percent would have kept it the same and 14 percent thought it should be less.

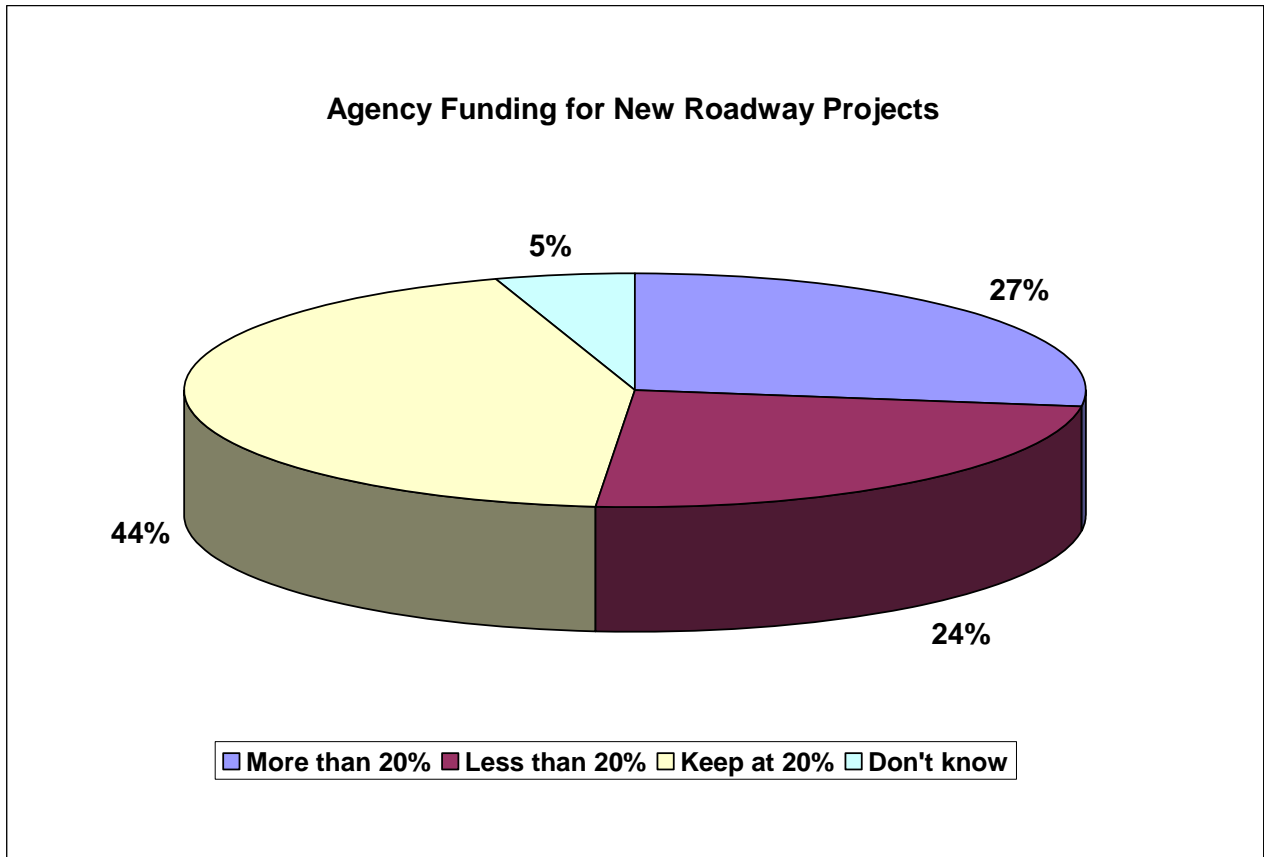
Figure 28. Agency Expenditure of Funds on Paving and Maintaining Highways and Repairing Bridges



### 2.5.2 New Roadway Projects

- Almost half of the Vermonters surveyed (44%) felt that VTrans should keep the funding for new roadway projects at 20 percent.
- Most of the remaining Vermont residents were about equally divided regarding whether VTrans should spend more or less than 20 percent of its available funds on new roadway projects (Figure 29).

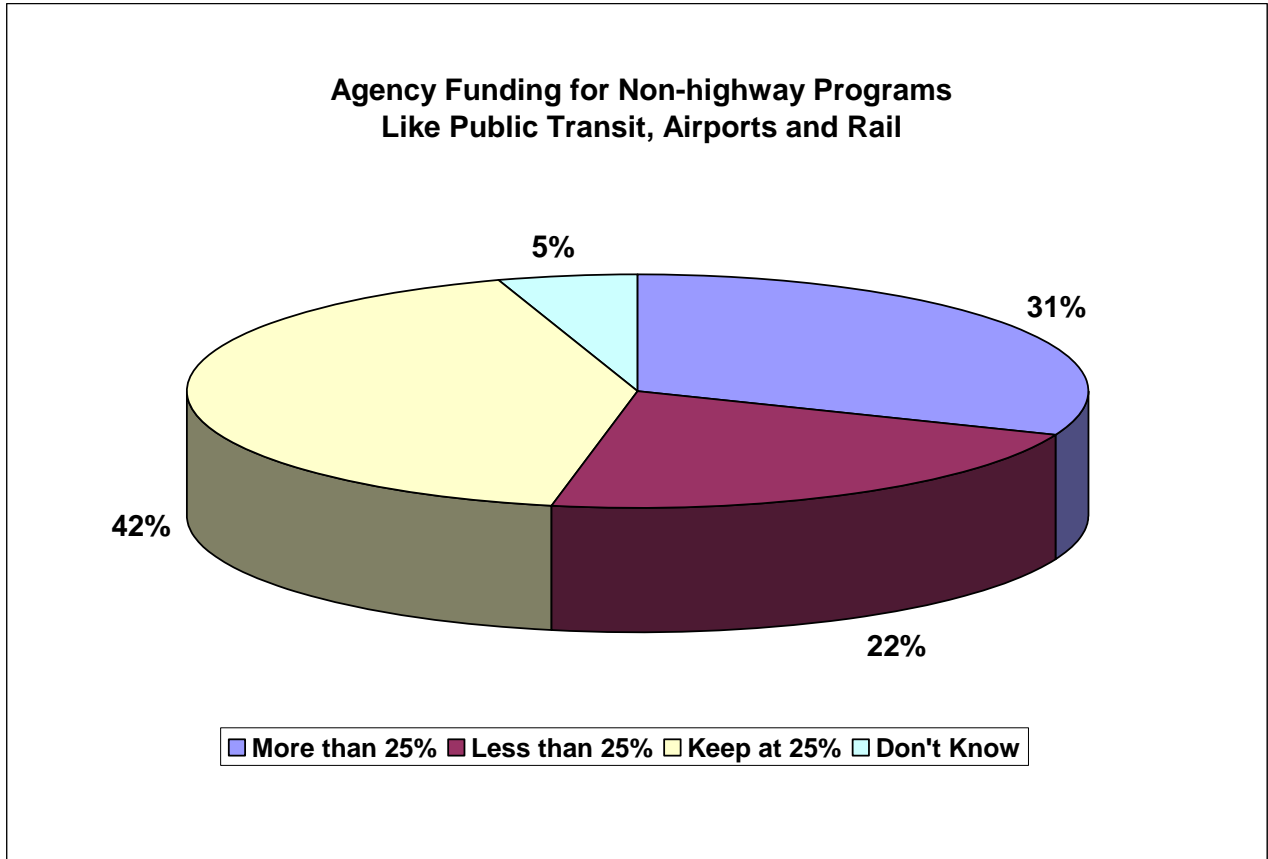
Figure 29. Agency Funding for New Roadway Projects



### 2.5.3 Funding for Non-highway Programs

- Forty-two percent of Vermont residents would like to see VTrans keep funding for non-highway projects like public transit, airports and rail at 25 percent (**Figure 30**).
- One in three residents (31%) think that it should be more than 25 percent and one in five (22%) responded less than 25 percent.

**Figure 30. Agency Funding for Non-highway Programs Like Public Transit, Airports and Rail**



## 2.6 Most Important Transportation Issues

Survey participants were presented with the following instructions: “I am going to read you a list of eight issues that are considered important when thinking about the State’s transportation system. With the understanding that all issues must be given some attention, please tell me which ones you think are the three most important issues.” The presentation of the issues was randomly rotated to prevent any positioning bias.

- Overall, Vermont residents consider *safety and security* and *environmental protection* as the most important issues for the State’s transportation system to address. In terms of which one is most important, *safety and security* has the edge over *environmental protection*, (**Table 3**).
- Next in overall importance are the *cost to taxpayers* and *preserving the landscapes and village character*.
- The lowest priority issues for Vermonters are *tourism*, *consistency with planned growth* and *delivery of goods*.

**Table 3. Most Important Transportation Issues**

Issues	Most Important	2 <sup>nd</sup> Most Important	3 <sup>rd</sup> Most Important	Combined
Safety and security	28%	15%	12%	55%
Environmental protection	22%	20%	13%	55%
Cost to taxpayers	14%	15%	15%	44%
Economic development	11%	11%	11%	33%
Preserving landscapes and village character	10%	17%	16%	43%
Tourism	5%	8%	9%	22%
Consistency with planned growth	4%	6%	9%	19%
Delivery of goods	4%	5%	7%	16%
Don't know	1%	2%	6%	9%

- In June 2000, the most important issue was *safety*, followed by *environmental protection* and *preserving landscapes and village character*.

## 2.7 Share of Transportation Budget Allocated to Specific Issues

The Vermont residents surveyed were given the following information and instructions: “Now, I am going to read you a list of fourteen state transportation issues in no particular order. For each one, please tell me whether you think it should receive a greater share of the State transportation budget, receive about the same share or receive a lesser share of the State transportation budget as now. Please keep in mind that if you think there should be increases in all or most of the areas, it could mean increased spending.” The presentation of the issues was randomly rotated to prevent any positioning bias.

- The top issues that Vermont residents would like to see a greater share of the transportation budget allocated to are *bridge repair/ replacement* and *summer highway road repair/ repaving*, (Table 4).
- Other important issues for Vermonters are *safety and security*, *public transportation*, *air quality*, *bicycle and pedestrian paths*, *preserving village landscape and character*, and *projects to relieve traffic congestion*.
- The transportation issues that rank the lowest in terms of resident interest in having greater funds allocated to them are *enforcement of traffic laws*, *projects to promote planned growth* and *new road construction*.

**Table 4. Transportation Issues and Allocation to Budget (2006)**

Transportation Issues (2006)	Greater Share	Lesser Share	Same Share	Don't Know
Bridge repair and replacement	49%	3%	46%	2%
Summer highway road repair & repaving	46%	4%	48%	2%
Safety and security	41%	6%	51%	2%
Public transportation such as buses or trains	41%	16%	41%	2%
Air quality	39%	8%	51%	2%
Bicycle and pedestrian paths	37%	19%	42%	2%
Preserving landscape & village character	36%	13%	49%	2%
Projects to promote economic development	36%	18%	45%	2%
Projects to relieve traffic congestion	35%	12%	51%	2%
Winter snow and ice removal	32%	2%	65%	1%
Increased mobility - making it easier to get around the State	32%	16%	50%	2%
Enforcement of traffic laws	28%	14%	56%	1%
Projects to promote planned growth	27%	21%	48%	4%
New road construction	25%	28%	44%	2%

### 2.7.1 Comparison of Budget Allocations 2006 and 2000

Vermonters' opinions on whether VTrans should increase or decrease budget allocations for certain transportation issues were compared using the 2000 and 2006 surveys. During that time there have been significant changes in how much of the budget Vermonters believe should go to specific issues. **Table 5** below shows the 2000 data and highlights significant changes between this data and the 2006 data (shown in Table 4).

- The most notable change was for *Increased mobility - making it easier to get around the State* where the percentage suggesting a greater share increased by 14 percentage points from 18 percent to 32 percent. Other substantial increases in the percentage noting a greater share were:
  - Public transportation such as buses or trains (+10 percentage points from 31 percent to 41%); and
  - Summer highway road repair and repaving (+7 percentage points from 39 percent to 46%).
- The percentage of Vermont residents mentioning that a greater share should be allocated to safety and security decreased by 8 percentage points from 49 percent to 41 percent.

**Table 5. Transportation Issues and Allocation to Budget (2000)**

Transportation Issues (2000)	Greater Share	Lesser Share	Same Share	Don't Know
Bridge repair and replacement	51%	4%	41%	4%
Summer highway road repair & repaving	<b>39%</b>	7%	50%	4%
Safety and security	<b>49%</b>	3%	<b>44%</b>	4%
Public transportation such as buses or trains	<b>31%</b>	15%	<b>47%</b>	7%
Air quality	<b>34%</b>	7%	53%	6%
Bicycle and pedestrian paths	<b>42%</b>	17%	<b>37%</b>	4%
Preserving landscape & village character	36%	10%	50%	4%
Projects to promote economic development	N/A	N/A	N/A	N/A
Projects to relieve traffic congestion	36%	14%	44%	6%
Winter snow and ice removal	30%	4%	63%	3%
Increased mobility - making it easier to get around the State	<b>18%</b>	14%	<b>58%</b>	10%
Enforcement of traffic laws	<b>33%</b>	11%	53%	3%
Projects to promote planned growth	N/A	N/A	N/A	N/A
New road construction	28%	22%	45%	5%

Note:

Numbers bolded and shaded represent statistically significant differences at the 95 percent confidence level between the 2000 and 2006 percentages (Comparing Table 5 to Table 4). This means that the differences between 2000 and 2006 shaded in the table did not occur by chance, but likely represent a real difference over time.

N/A = Data not available.

## 2.8 Statements Pertaining to Vermont's Environment

Participants in the Statewide transportation survey were read the following two statements about Vermont:

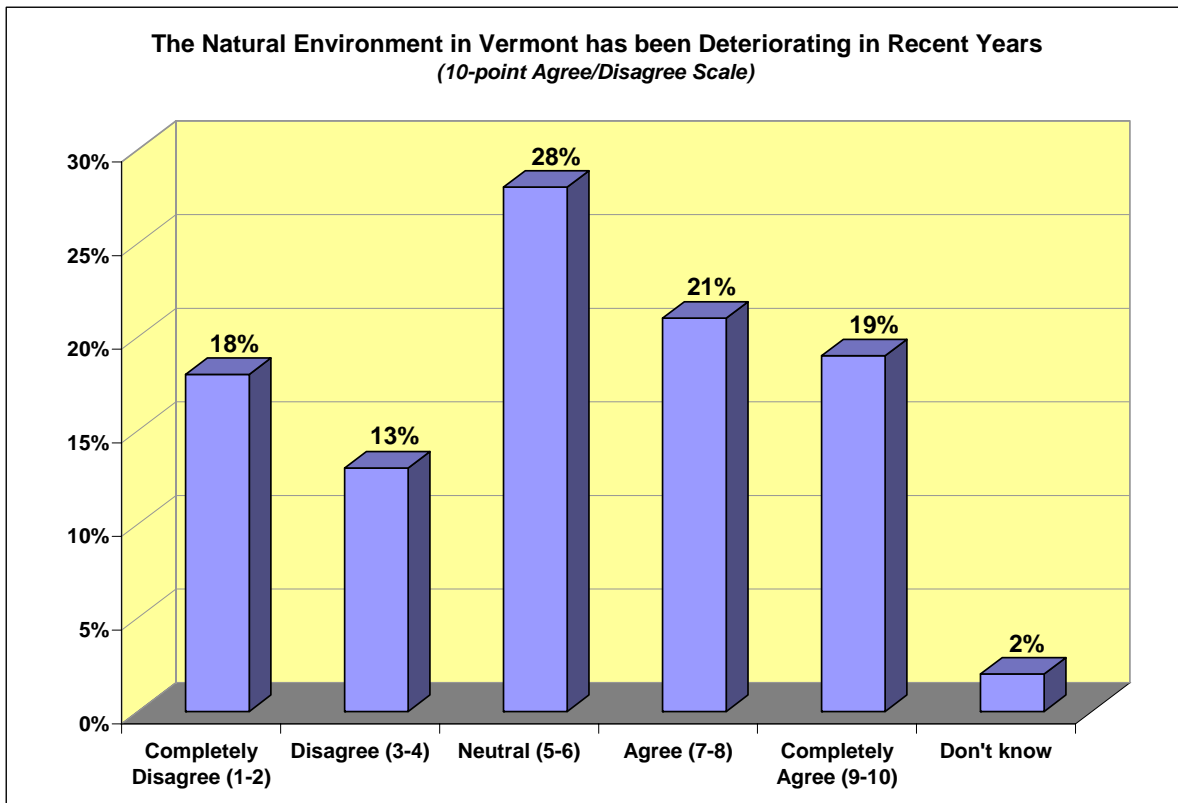
1. The natural environment in Vermont has been deteriorating in recent years.
2. The Vermont Agency of Transportation should take an active role in limiting urban sprawl.

For each one they were asked to indicate how strongly they agreed or disagreed using a ten-point scale where a 1 meant **Completely Disagree** and a 10 represented **Completely Agree**.

### 2.8.1 Natural Environment in Vermont

- Forty percent agree that the natural environment in the State has been deteriorating in recent years. One in five (19%) completely agree with this statement. One in three (31%) disagree that the natural environment has deteriorated (**Figure 31**).
- About one in four Vermonters (28%) gave relatively neutral responses regarding this question. The overall average rating of 5.7 is in the neutral range and very slightly on the agree side. The average rating has decreased since 1995. In 1995, the overall average rating was 6.2, which is still in the neutral range, but slightly higher on the agree side than in 2006.

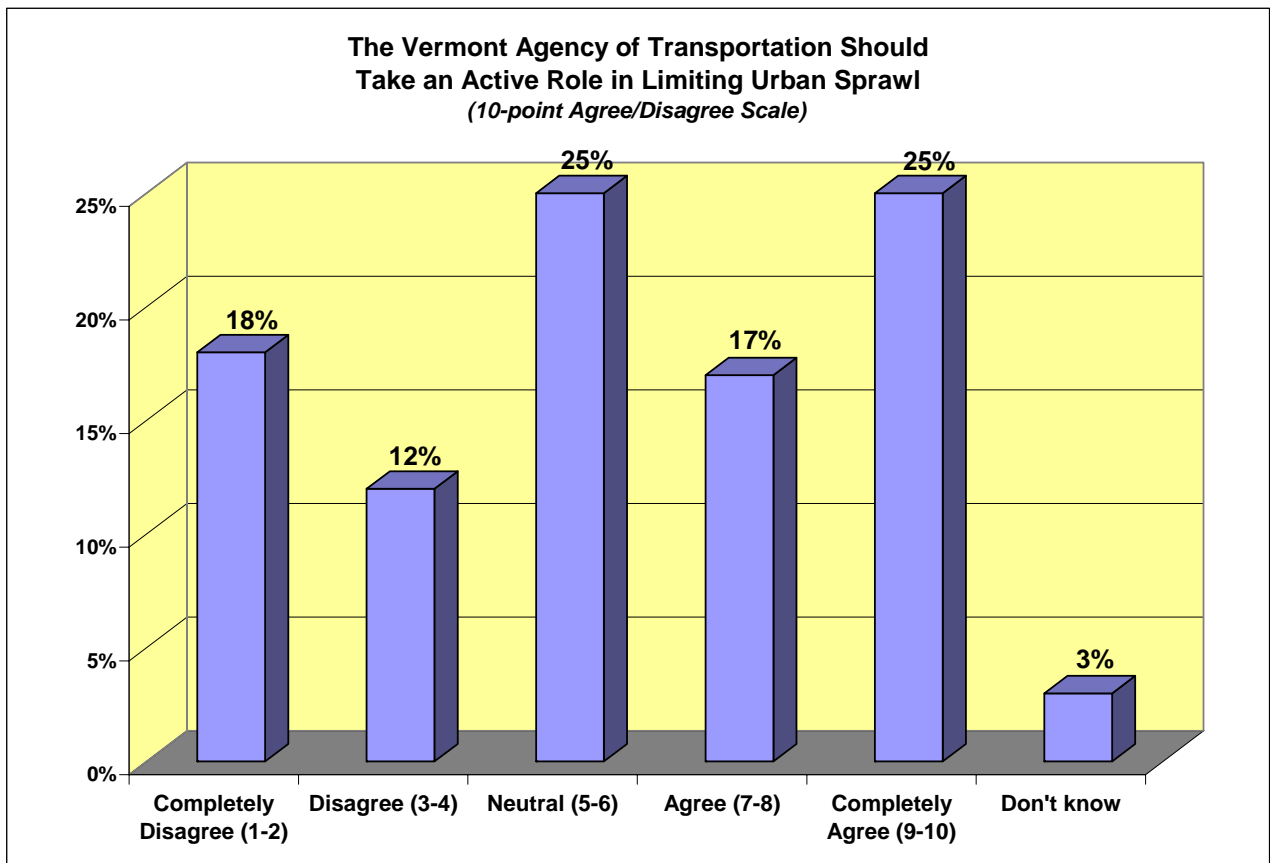
**Figure 31. The Natural Environment in Vermont has Been Deteriorating in Recent Years**



### 2.8.2 Role in Limiting Urban Sprawl

- Two in five Vermont residents (42%) agree that the Vermont Agency of Transportation should take an active role in limiting development outside of villages that is sometimes called urban sprawl. One in four residents (25%) completely agrees with this statement (**Figure 32**).
- One in three Vermonters (30%) disagrees with this statement, with 18 percent who strongly disagree. The average score of 5.9 on this statement is in the neutral range with a very slight leaning in the direction of agreeing.
- In 1995, 54 percent of survey respondents agreed with the statement “the government should seek to promote concentrated growth.”

**Figure 32. The Vermont Agency of Transportation Should Take an Active Role in Limiting Urban Sprawl**



## 2.9 Actions to Help Limit Sprawl

Survey participants who agreed that the Vermont Agency of Transportation should limit urban sprawl (7-10 on the scale) were informed that a number of proposals had been made about how VTTrans should help limit sprawl. They were then read four options in random order and asked which one VTTrans should concentrate on most and which one is the least desirable.

- Of the four options presented, the one that clearly appeals to the most Vermont residents is to *concentrate on maintaining existing roadways rather than building new ones* (Table 6). This finding is consistent with results from the 2000 survey.
- The least desirable option overall is to *concentrate on making transportation improvements in town centers rather than outlying areas*. In 2000, the least important action to limit sprawl was *invest in pedestrian/bicycle facilities*.

**Table 6. Proposals for Limiting Urban Sprawl**

Proposals for limiting urban sprawl	Concentrate on Most	Least Desirable	Net Difference
Concentrate on maintaining existing roadways rather than building new ones	44%	12%	+32%
Invest in more public transit and rail systems	20%	22%	-2%
Concentrate on making transportation improvements in town centers rather than outlying areas	18%	30%	-12%
Invest in pedestrian-friendly facilities, bike paths and sidewalks	16%	23%	-7%
None of these	--	3%	--
Don't know	2%	11%	-9

- In 1995, residents were asked to choose which of three possible scenarios for handling growth in Vermont they would like to see most: *Growth Centers*, *Current Growth Pattern*, or *Dispersed Growth*. The majority (48%) of respondents chose the *Current Growth Pattern* and thirty-nine percent of respondents chose *Growth Centers*. The *Current Growth Pattern* was defined in the 1995 survey as, “Growth will be allowed in rural areas and along highways. Significant resources, however, such as farmlands, wetlands, floodplains and steep slopes will continue to be protected. The emphasis will be on a transportation system which provides access and mobility; primarily by motor vehicle. Some resources will be used to expand current bus systems in urban areas. Current roads and rail lines would be maintained and expanded when necessary.”

## 3.0 COMPARISONS WITH PREVIOUS SURVEYS

### 3.1 Overview

In addition to an analysis of the most recently collected data, where appropriate, the Study Team also examined trends and changes in behavior by comparing current data with the June 2000 survey. The 2000 and 2006 survey tools were nearly identical with the exception of a few new questions added in 2006 to query residents about (among others) time spent on transportation activities, condition of the non-motorized transportation system, and winter highway maintenance and safety. A summary of key trends observed between 2000 and 2006 are shown in the following section, highlighted with graphics.

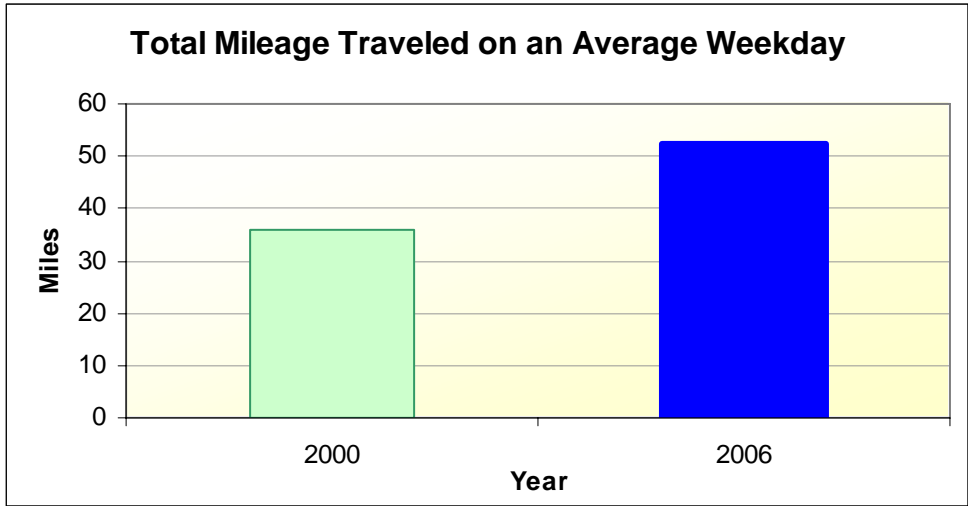
The Study Team also had access to the 1995 survey results. Unfortunately, few direct comparisons could be made between the 2000 and 2006 and the 1995 survey datasets because of varying objectives of the research projects. As compared with the 2000 and 2006 survey, the 1995 survey focused more on alternative means of transportation such as walking and bicycling and how much Vermonters used these alternative means for transportation versus recreation. It also asked questions regarding residents' awareness and desire for passenger rail service in Vermont, the economic impact of tourism on Vermont families, and State land use policies. Instances where the 1995 survey is comparable with the 2006 survey are included in this report and a few of the broad trends identified are included in this section.

### 3.2 Analysis and Trends: Comparison of 2006 and 2000 Results

In comparing 2006 survey data with 2000 survey data, the Study Team found several trends that are useful for future transportation planning in Vermont.

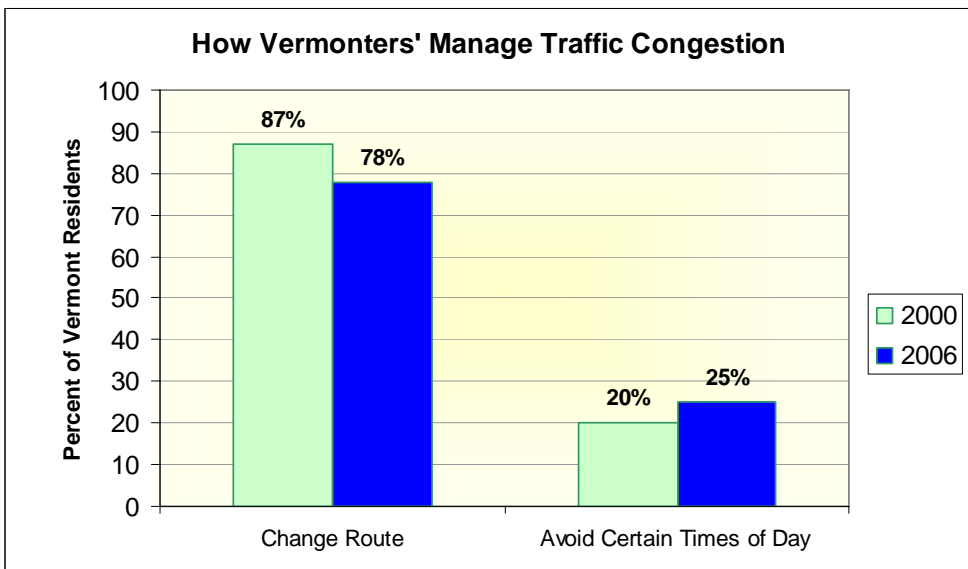
- Since 2000, air travel has increased by 9 percentage points. At the same time, the average number of trips per resident has declined, indicating that more people are traveling by air, but taking fewer trips.
- Twice as many Vermonters are taking advantage of bike lanes and road shoulders as compared with 2000. They are also using them more than twice as often.
- Use of Park & Ride facilities increased from 15 percent to 22 percent, but people are using them less often than before, indicating more widespread but less frequent use.
- The average number of miles that Vermonters travel each weekday increased between 2000 (36 miles) and 2006 (over 50 miles) by 46 percent. As shown in **Figure 33**, the number of miles driven alone increased by 34 percent from 28 miles in 2000 to just under 38 miles reported in 2006.

**Figure 33. Total Mileage Traveled on an Average Weekday**



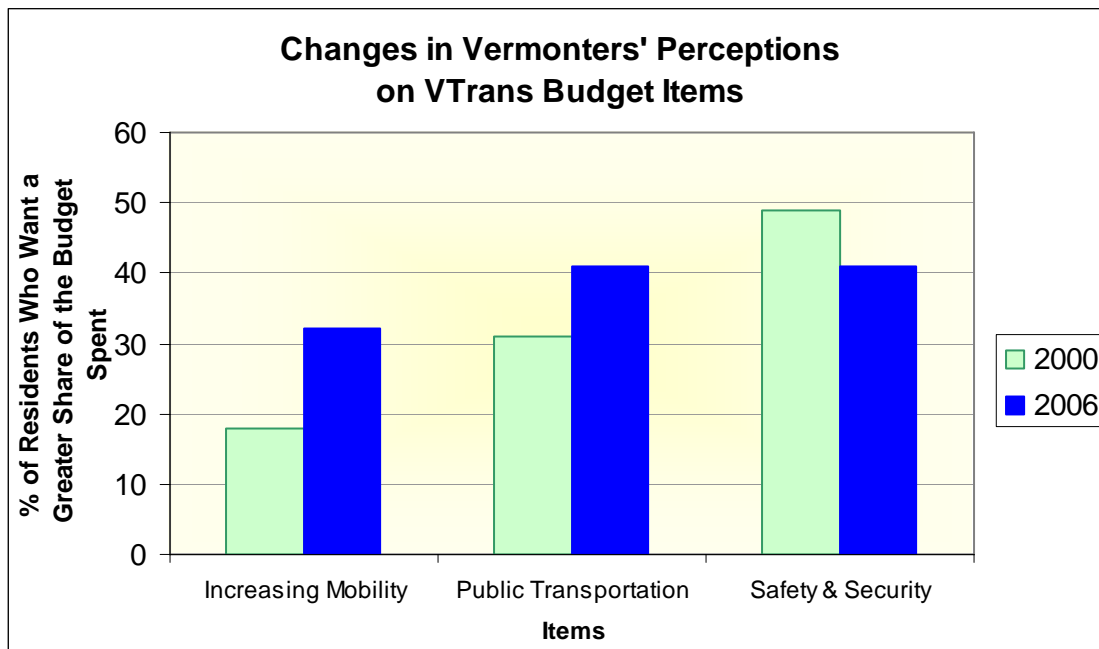
- When asked what would make them drive their vehicle less, 37 percent of Vermont residents responded that nothing would make them drive less. This represents a significant change over the previous survey when two-thirds of respondents said nothing would make them drive less. The next most popular responses to encourage less driving were better public transportation (22%) and higher gas prices (17%).
- More Vermonters experienced congested traffic conditions in 2006 (50%) as compared with 2000 (43%).
- When dealing with traffic congestion, fewer people reported changing their route than in the past, but slightly more said that they avoid traveling at certain times of day. This is shown in **Figure 34**.

**Figure 34. How Vermonters Manage Traffic Congestion**



- Vermonters believe that traffic congestion is worse in the fall and summer. In 2000 the majority of Vermonters thought traffic was worse in fall and winter.
- Consistent with 2000, in the current survey Vermonters rate, in order of importance, *safety & security*, *environmental protection*, and *preserving landscapes and village character* as the three most important transportation issues. *Cost to taxpayers* was ranked fourth in 2006.
- Compared to June 2000, the number of Vermont residents that would like to have a greater share of the transportation budget spent on *increased mobility - making it easier to get around the State* increased by 14 percentage points (18 percent in 2000 versus 32 percent in 2006). The number of residents would like to see a greater share of funding spent on *public transportation* increased by ten percentage points to 41 percent. This comparison is highlighted in **Figure 35**.

**Figure 35. Changes in Vermonters' Perceptions on VTrans Budget Items**



- Since 2000, the proportion of Vermonters recommending that more funds be allocated to *safety & security* decreased (49 percent in 2000 versus 41 percent in 2006).
- More Vermonters think the condition of state highways is worse today compared with five years ago (35 percent today versus 20 percent in 2000).
- More Vermonters think our highways are in worse condition than other states' highways (31 percent today versus 21 percent in 2000).

### 3.3 Comparing 2006 Results to the 1995 Survey

The 1995 survey was largely incomparable to the 2006 results because the survey instruments are different. As compared with the current survey, the 1995 survey focused on alternative means of transportation, use of such facilities for recreation and transportation, residents' awareness and desire for passenger rail service in Vermont, the economic impact of tourism on Vermont families, and State land use policies.

The 1995 findings broadly comparable to the 2006 and 2000 surveys include:

- Bike path use was highest in the Burlington-Centered region, and lowest in the Southwest Counties. This is consistent with findings in 2006.
- Bike lane use was highest in Burlington-Centered region, and lowest in the Northern Tier region. This is also consistent with 2006 survey results.
- In 1995, Vermont residents gave a fairly neutral response to the statement “the natural environment in Vermont has been deteriorating in recent years.” The average response was 6.2 on a 1 (strongly disagree) to 10 (strongly agree) point scale. In 2006 the average response to this statement decreased to 5.7, which is still in the neutral range.
- Fifty-four percent of respondents in 1995 agreed that “the government should seek to promote concentrated growth.” This sentiment is similar to results from the 2006 survey where 42 percent of Vermont residents said they agree that “VTTrans should take an active role in limiting development outside of villages that is sometimes called urban sprawl.”
- Despite the fact that 54 percent of 1995 survey respondents said the government should promote concentrated growth, 48 percent of 1995 respondents said that they would like to see the State develop in the *Current Growth Pattern*<sup>2</sup>. In a relatively similar theme, in 2006, even though 42 percent of survey participants agreed that VTTrans should take an active role in limiting urban sprawl, the least desirable way of promoting that goal was to *concentrate on making transportation improvements in town centers rather than outlying areas* (30 percent of respondents).

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<sup>2</sup> In 1995, the *Current Growth Pattern* was defined as, “Growth will be allowed in rural areas and along highways. However some significant resources, such as farmlands, wetlands, floodplains and steep slopes will continue to be protected. Emphasis on a transportation system which provides access and mobility; primarily by motor vehicle. Some resources will be used to expand current bus systems in urban areas. Current roads and rail lines would be maintained and expanded when necessary.”

## 4.0 SURVEY PARTICIPANT PROFILE

In addition to asking questions about travel behavior and public opinion, the survey also collected data on participant's transportation and demographic characteristics. The Study Team used this information to ensure the survey population has similar characteristics as compared with the wider population of Vermont residents. **Table 7** highlights transportation and demographic characteristics of the survey respondents.

**Table 7. Demographic Characteristics of Survey Participants**

<b>Vermont Long Range Transportation Survey</b>		<b>Percent</b>
Registered Vehicles (n=1,243)	None	3
	One	25
	Two	39
	Three	19
	Four or more	13
	<b>Average # of vehicles</b>	<b>2.3</b>
<b>Miles driven by single vehicle (n=314)</b>		
Miles driven by single vehicle (n=314)	1,500 or less	11
	1,501 to 5,000	11
	5,001 to 10,000	26
	10,001 to 12,000	10
	12,001 to 15,000	10
	15,001 to 25,000	12
	Over 25,000	12
<b>Average mileage</b>	<b>14,180</b>	
<b>Mileage driven by multiple vehicles (n=878)</b>		
Mileage driven by multiple vehicles (n=878)	5,000 or less	8
	5,001 to 10,000	10
	10,001 to 15,000	13
	15,001 to 20,000	14
	20,001 to 30,000	17
	30,001 to 40,000	12
	Over 40,000	16
<b>Average mileage</b>	<b>26,607</b>	
<b>Occupation (n=793)</b>		
Occupation (n=793)	Professional/Technical	27
	Clerical/Sales	19
	Managers/Officials/ Proprietors	16
	Service workers	11
	Other occupations	18
<b>Present Home (n=1,243)</b>		
Present Home (n=1,243)	Own	77
	Rent	22

Vermont Long Range Transportation Survey		Percent
Length of residence present home (n=1,243)	1 year or less	14
	2 to 3 years	15
	4 to 5 years	11
	6 to 9 years	13
	10 to 14 years	12
	15 to 25 years	18
	More than 25 years	16
	<b>Average No. of Years</b>	<b>13.8</b>
Type of Household (n=1,243)	Single person	18
	Couple	21
	Family	55
	Other	4
Head of Household Arrangement	Both parents	60
	Single parent	19
	Other	19
Number of persons in household (n=1,243)	One	16
	Two	34
	Three	19
	Four	17
	Five or more	12
	<b>Average No. of Persons</b>	<b>2.8</b>
Household members 65+ (n=1,243)	None	75
	One	12
	Two or more	11
Household members 18-64 (n=1,021)	One	21
	Two	56
	Three	14
	Four or more	8
Children 17 or younger (n=674)	None	35
	One	27
	Two	26
	Three or more	13
Disabled persons with special transportation needs (n=1,243)	None	90
	One	6
	Two or more	2

Vermont Long Range Transportation Survey		Percent
How many work outside the home (n=1,243)	None	21
	One	27
	Two	36
	Three	9
	Four or more	6
	<b>Average No. of Persons</b>	<b>1.5</b>
Respondent works outside home	Yes	66
	No	32
How many are licensed drivers (n=1,243)	None	2
	One	23
	Two	51
	Three	14
	Four or more	8
	<b>Average No. of Drivers</b>	<b>2.1</b>
Respondent is licensed driver (n=1,243)	Yes	93
	No	5
Respondent Age Group (n=1,243)	18 to 24	12
	25 to 34	14
	35 to 44	18
	45 to 54	20
	55 to 64	15
	65 plus	16
	Refused	5
	<b>Average Age</b>	<b>46.8</b>
Live along ... (n=1,243)	State numbered road	15
	City or village street	26
	Paved town road	30
	Unpaved town road	26
Annual Household Income (n=1,243)	Under \$25,000	19
	\$25,000 to \$34,999	11
	\$35,000 to \$49,999	14
	\$50,000 to \$74,999	18
	\$75,000 or more	20
	Refused	18
	<b>Average Income</b>	<b>\$55,390</b>
Gender	Female	59
	Male	41



## Appendix A Survey Questionnaire

Hello, my name is \_\_\_\_\_, from US Field Research and I'm calling on behalf of the Vermont Agency of Transportation. We are conducting a survey [today/tonight] about transportation in Vermont. May I please speak to the adult in your household who had the last birthday? (ONLY IF NECESSARY SAY...Our study requires that we interview an adult randomly selected from your household. May I please speak with the adult in your household who most recently had a birthday?) (ONLY IF NECESSARY SAY ... Your telephone number was chosen randomly from all of Vermont's phone numbers and your answers will remain strictly confidential.)

Refusal	1 <b>Thank/Terminate</b>
Speaking to correct respondent	2 <b>Skip to Q#4</b>
Transferring to correct respondent	3 <b>Skip to Q#3</b>
Correct respondent not available	4 <b>Ask Q#1</b>

1. What would the best day and time for me to call that person back?

*Record day and time 1<sup>st</sup> callback* \_\_\_\_\_  
*2<sup>nd</sup> callback* \_\_\_\_\_  
*3<sup>d</sup> callback* \_\_\_\_\_

2. And what is that person's first name?

*Record name for callback* \_\_\_\_\_

**Thank/Terminate**

3. (*Upon transferring*) Hello, I'm calling on behalf the Vermont Agency of Transportation. We are conducting a survey today/tonight about statewide transportation in Vermont. (ONLY IF NECESSARY, SAY ... Your telephone number was chosen randomly from all of Vermont's phone numbers and you were randomly chosen to represent your household. Your answers will remain strictly confidential. )

Refusal	1 <b>Thank/Terminate</b>
Continue	2

4. In the past year, how many times have you personally used the following services...  
(Randomize order of transportation types. **DK/refuse=999**)

- 4a. \_\_\_\_\_ Bike lanes or road shoulders?
- 4b. \_\_\_\_\_ Commercial air service (round trips)?
- 4c. \_\_\_\_\_ Special dedicated bus or van service for senior citizens and the disabled?
- 4d. \_\_\_\_\_ Ferry service across Lake Champlain?
- 4e. \_\_\_\_\_ Intercity bus lines, such as Greyhound or Vermont Transit?
- 4f. \_\_\_\_\_ Local public transit bus service?
- 4g. \_\_\_\_\_ Park and Ride lots?
- 4h. \_\_\_\_\_ Passenger train service, such as AMTRAK?
- 4i. \_\_\_\_\_ Taxi service?
- 4j. \_\_\_\_\_ Bike paths, trails or shared use paths?

5. Thinking about your travels either yesterday or on the most recent weekday, not weekend, about how many miles did you travel by passenger car, including automobiles, pick-up trucks, vans, minivans, motorcycles and sport utility vehicles? Please include all activities such as commuting, running errands, leisure travel, etc.

Record miles (DK/refused=999) \_\_\_\_\_

6. (If miles in Q#5=0 or 999, go to Q. 8, else ask:) Of these passenger car miles, how many of them were spent driving alone (only yourself in the vehicle)?

Record miles (DK/refused=999) \_\_\_\_\_

7. (If the mileage reported in Q#5 & Q#6 are equal, go to Q. 8, else ask:) So, for about [miles in Q#5-miles in Q#6 ] miles that you traveled by passenger car yesterday or on the most recent weekday, there was more than one person in the car?

Yes	1	
No	2	<b>{re ask Q. 6}</b>
Don't know/refuse	9	

8. Now, thinking back to an average day in the summertime, about how many miles did you travel by passenger car either alone or with others in the car?

Record miles (DK/refused=999) \_\_\_\_\_

9. (If Yesterday/weekday miles and summertime miles=0, skip to Q. 10, else ask:) In your opinion, what actions, circumstances or transportation alternatives might cause or encourage you to drive your car less? Any others? (Do not read responses. Multiple responses allowed)

- Nothing 0
- Better public transit 1
- Convenient (more convenient) van/carpools 2
- Economic hardship 3
- Retire/become unemployed 4
- Higher gasoline prices 5
- Park and Ride lots 6
- Better weather 7
- More bike paths/lanes and wider roadway shoulders 8
- Live closer to work 9
- Commuter trains 10
- More or better sidewalks 11
- Safer roadway crossings for pedestrians/bicyclists 12
- Public bicycle maps 13
- Activities/destinations closer to home 14
- Other 15
- Don't know/refused 16
- No others 17

Specify other: \_\_\_\_\_

10. Travel for work, shopping and other activities can often involve many other options besides making trips in personal automobiles. Thinking about all of the different travel that you did yesterday, including travel between the bus, car or stores, short trips over lunch or walking the dog, approximately how many MINUTES did you spend on each of the following activities? Read choices, if none enter zero.

- 10a. \_\_\_\_\_ Riding as a passenger in a car, truck or van?
- 10b. \_\_\_\_\_ Driving a car, truck or van?
- 10c. \_\_\_\_\_ Riding a bicycle?
- 10d. \_\_\_\_\_ Walking?
- 10e. \_\_\_\_\_ Inline skating/Rollerblading?
- 10f. \_\_\_\_\_ Riding on a bus?
- 10g. \_\_\_\_\_ Riding on a train?
- 10h. \_\_\_\_\_ Other travel modes?

11. How long has it been since you have made a trip of more than 75 miles one way from your home using any method of transportation? Has it been within the past year, more than one year to five years, more that five years or never?

- Within the past year 1
- More than 1 year to 5 years 2
- More than 5 years 3
- Never 8
- Don't know/refused 9

12. (If Q. 11 is within the past year ask:) How many times have you made a trip of more than 75 miles one way from your home in the past 12 months? Was it...

- ...1? 1
- ...2 to 3? 2
- ...4 to 6? 3
- ...6 to 12? 4
- ...13 to 24? 5
- ...More than 24? 6
- Don't know/refused 9

13. What was your primary mode of transportation on that trip? (IF MORE THAN ONE IN PAST YEAR ... What was your primary mode of transportation on that **last trip** of more than 75 miles from your home?) (Do not read responses, but prompt and clarify as necessary)

- Airplane 1
- Private vehicle 2
- Bus 3
- Rental car 4
- Train 5
- Some other method of transportation 6
- Don't know/refused 9

Specify other \_\_\_\_\_

14. Compared to a year ago, how often are you traveling more than 75 miles from your home? Is it more often, less often or the same?

- More often 1
- Less often 2
- The same 3
- Don't Know/Refused 9

15. Are you currently working outside of your home, either for wages or on a volunteer basis?

- Yes 1
- No 2 Skip to Q#19
- Don't know/refused 9 Skip to Q#19

16. (If Q. 15=Yes, ask: ) What is your occupation?

Record occupation \_\_\_\_\_

In what Industry? \_\_\_\_\_

17. How do you usually travel to work? If you use more than one, what is your primary means of travel to work and what is your secondary means of transportation? *(Do not read responses, but prompt and clarify, as necessary)*

	<u>Prime</u>	<u>Second</u>
Drive alone	1	1
Drive with 1 or more other people in vehicle for at least part of the way	2	2
Passenger in a private vehicle	3	3
Walk	4	4
Bicycle	5	5
Public transit bus	6	6
Dedicated van service	7	7
Ferry	8	8
Taxi	9	9
Other (Specify below)	10	10
None	11	11
Don't know/Refused	99	99

Specify other \_\_\_\_\_

18. When you travel straight to your work destination, how many miles do you travel from your home to work?

*Record miles to work (DK/refuse=999)* \_\_\_\_\_

19. In the past six months have you experienced traffic congestion while traveling in Vermont?

Yes 1  
No 2

20. Have you changed your behavior in any way in order to avoid traffic congestion at any locations in Vermont?

Yes 1  
No 2  
Don't know/refused 9

21. In what ways have you changed your behavior to avoid traffic? Any others? *(Do not read responses. Multiple responses allowed)*

- Changed route 1
- Avoid certain times 2
- Conduct business in alternative location 3
- Reduce trips by combining errands 4
- Cancel or postpone trip 5
- Use alternative transportation 6
- Use public transportation 7
- Walk 8
- Leave earlier or later 9
- Other 10
- Nothing 11
- Don't know 12
- Refused 13
- No others 14

Specify other \_\_\_\_\_

22. On a scale of 1 to 10, how would you say experiencing traffic congestion affects your overall quality-of-life, where a rating of "1" indicates that traffic congestion has NO NEGATIVE EFFECT and a "10" indicates that it has a STRONG NEGATIVE EFFECT on your quality-of-life. (one answer only). Record Don't know/refused as a 99.

No											Strong	
Negative											Negative	DK/ref
1	2	3	4	5	6	7	8	9		10	99	

23. Compared to a year ago, would you say that the traffic congestion you have experienced has improved, gotten worse or remained the same?

- Improved 1
- Gotten worse 2
- Remained the same 3
- Don't know 4

24. In your opinion, is traffic congestion in Vermont about the same for each of the seasons, or are some seasons worse than others?

- Same for each season 1
- Some seasons worse than others 2
- Don't know/refused 9

25. (If Q24=2, ask:) Which season is the worst in terms of traffic congestion? Is it... (read responses)

...Winter	1
...Spring	2
...Summer	3
...Fall	4
Don't know/refused	9

26. On a scale from 1 to 10, please rate the condition of Vermont highways compared to five years ago. On this scale a "1" indicates that the state highways are MUCH WORSE and "10" indicates that they are MUCH BETTER than five years ago.

Much Worse											Much Better
1	2	3	4	5	6	7	8	9	10		
Did not live in Vermont				98							
Don't know/refused				99							

27. And using the same 1 to 10 scale, please rate the overall condition of Vermont's highways compared to other states' highways you have experience with, where "1" indicates that Vermont highways are MUCH WORSE and "10" indicates they are MUCH BETTER than other states.

Much Worse											Much Better
1	2	3	4	5	6	7	8	9	10		
Do not have experience with other states				98							
Don't know/refused				99							

28. On this same 10-point scale, please rate the condition of sidewalks, trails, paths, shoulders and other facilities for walking and bicycling in Vermont compared to five years ago.

Much Worse											Much Better
1	2	3	4	5	6	7	8	9	10		
Do not live in Vermont				98							
Don't know/refused				99							

29. Please rate the overall condition of Vermont's non-motorized transportation system, such as sidewalks, trails, paths and shoulders compared to other states you have experience with.

Much Worse											Much Better
1	2	3	4	5	6	7	8	9		10	

Do not have experience with other states	98
Don't know/refused	99

30. On this ten-point scale how well is Vermont doing on winter highway maintenance such as removing snow and ice compared to other states you have experience with?

Much Worse											Much Better
1	2	3	4	5	6	7	8	9		10	

Do not have experience with other states	98
Don't know/refused	99

31. On a ten-point scale where a ten equals **excellent** and a one equals **very poor**, how would you rate the overall safety of Vermont's roadway system during the winter?

Very Poor											Excellent
1	2	3	4	5	6	7	8	9		10	

Do not live in Vermont	98
Don't know/refused	99

32. Last year, the Agency of Transportation spent about 55 percent of its available funds on paving and maintaining highways and repairing bridges. The agency also spent about 20 percent of its funds on new roadway projects, and the other 25 percent of its funds on non-highway programs, like public transit and airports. If it were up to you, would continue to you use the same allocation?

Yes	1
No	2
Don't know/refused	9

33. Do you think the agency should spend **more** or **less** than 55 percent of its available funds on paving and maintaining highways and repairing bridges?

More than 55 percent	1
Less than 55 percent	2
Keep at 55 percent	3
Don't know/refused	9

34. Do you think the agency should spend **more** or **less** than 20 percent of its available funds on new roadway projects?

More than 20 percent	1
Less than 20 percent	2
Keep at 20 percent	3
Don't know/refused	9

35. Do you think the agency should spend **more** or **less** than 25 percent of its available funds on non-highway programs, like public transit, airports and rail?

More than 25 percent	1
Less than 25 percent	2
Keep at 25 percent	3
Don't know/refused	9

I am going to read you a list eight issues that are considered important when thinking about the state's transportation system. With the understanding that all issues must be given some attention, please tell me which ones you think are the **three most important** issues. The eight issues are ... **(Randomize order of the issues presented to respondents. Repeat remaining options for Q#37 and #38):**

- Preserving landscapes and village character
- Cost to taxpayers
- Economic development
- Environmental protection
- Delivery of goods
- Tourism
- Safety and security
- Consistency with planned growth

36. Which **ONE** of these do you consider to be the **most** important issue? (Record below)

37. Which of these do you consider to be the **second** most important issue?

38. Which of these do you consider to be the **third** most important issue?

<b>Issues</b>	<b>Most Important</b>	<b>Second</b>	<b>Third</b>
Preserving landscapes and village character	1	1	1
Cost to taxpayers	2	2	2
Economic development	3	3	3
Environmental protection	4	4	4
Delivery of goods	5	5	5
Tourism	6	6	6
Safety and security	7	7	7
Consistency with planned growth	8	8	8
Don't know/Refused	9	9	9

39. Now, I am going to read you a list of fourteen state transportation issues in no particular order. For each one, please tell me whether you think it should receive a greater share of the state transportation budget, receive about the same share, or receive a lesser share of the state transportation budget as now. Please keep in mind that if you think there should be increases in all or most of the areas, it could mean increased spending. (ONLY IF NECESSARY, SAY ... Please answer based upon what you know about Vermont's current transportation system.) Okay, here's the first one. Should a greater share, lesser share or the same share of the state transportation budget be allocated to ...? (Read list and randomize order of transportation issues. Repeat choice options only if requested by respondent. )

<b>Transportation Issues</b>	<b>Greater Share</b>	<b>Lesser Share</b>	<b>Same Share</b>	<b>Don't Know/ Refused</b>
Preserving landscapes and village character	1	2	3	9
Air quality	1	2	3	9
Bicycle and pedestrian paths	1	2	3	9
Bridge repair and replacement	1	2	3	9
Enforcement of traffic laws	1	2	3	9
Increased mobility – making it easier to get around the state	1	2	3	9
New road construction	1	2	3	9
Projects to relive traffic congestion	1	2	3	9
Public transportation such as buses or trains	1	2	3	9
Safety and security	1	2	3	9
Summer highway road repair and re-paving	1	2	3	9
Winter snow and ice removal	1	2	3	9
Projects to promote economic development	1	2	3	9
Projects to promote planned growth	1	2	3	9

40. Next, I am going to read you two statements about Vermont. For each one, please tell me how strongly you agree or disagree. You will be using a 10-point scale, where “1 means you COMPLETELY DISAGREE, and “10” means you COMPLETELY AGREE , please tell me your opinion of the following statements.

Completely Disagree									Completely Agree	DK/ref	
40a. The natural environment in Vermont has been deteriorating in recent years.	1	2	3	4	5	6	7	8	9	10	99
40b. The Vermont Agency of Transportation should take an active role in limiting development outside of villages that is sometimes called urban sprawl.	1	2	3	4	5	6	7	8	9	10	99

41. (If Q.40b < 7, go to Q. 42, else ask: ) A number of proposals have been made about how the Agency of Transportation should help limit sprawl. Which **one** of the following four actions do you think the Agency should concentrate on the **most**? (Randomize order presented to respondent)
- Invest more in public transit and rail systems
  - Invest in pedestrian-friendly facilities, bike paths, and sidewalks
  - Concentrate on maintaining existing roadways, rather than building new ones
  - Concentrate on making transportation improvements in town centers, rather than in outlying areas
42. Which **one** of the four actions do you think is the **least desirable**? (Re-read remaining items on the list)

<b>Transportation proposals</b>	Q#41. Concentrate on most	Q#42. Least desirable
Invest more in public transit and rail systems	1	1
Invest in pedestrian-friendly facilities, bike paths, and sidewalks	2	2
Concentrate on maintaining existing roadways, rather than building new ones	3	3
Concentrate on making transportation improvements in town centers, rather than in outlying areas	4	4
None of these actions	5	5
Don't know/Refused	6	6

43. I have just a few final questions for classification purposes. How many registered vehicles (passenger cars, pick-up trucks, sport utility vehicles, vans/minivans, and motorcycles) do you have in your household?

*Record number of vehicles* \_\_\_\_\_

44. (If Q.43=1, ask:) How many miles is that vehicle driven per year? (If Q.42=2+, ask:) About how many miles per year in total are all those vehicles driven?

*Record miles on all vehicle(s) (DK/refused=99999)* \_\_\_\_\_

45. Do you or the members of your household own or rent your present home?

Own	1
Rent	2
Don't Know/Refused	9

46. How long have you lived in your present home?

*Enter years (less than 1 year=0; DK/refused=99)* \_\_\_\_\_

47. Would you classify your household as a... (Read responses)

- Single person household 1
- Couple household 2
- Family household 3
- Roommate household 4
- Other 5
- Don't know/Refused 9

Specify other \_\_\_\_\_

48. Is this household headed by both parents, a single parent or other arrangement?

- Both parents 1
- Single parent 2
- Other 3
- Don't Know/Refused 9

49. How many persons live in your household?

Record number in household (DK/refused=9) \_\_\_\_\_

50. How many household members are 65 years old or older?

Record number in household (DK/refused=9) \_\_\_\_\_

51. (If Q.49=Q.50, go to Q.53, else ask) How many household members are 18 to 64 years old?

Record number in household (DK/refused=9) \_\_\_\_\_

52. (If Q.50+Q.51=Q.49, go to Q.53, else ask) How many children aged 17 years of age and younger are there in your household?

Record number in household (DK/refused=9) \_\_\_\_\_

(If Q.50-52 =Q.49, continue; If not equal, re-confirm household size and age ranges.)

53. How many disabled persons with special transportation needs do you have in your household?

Record number in household (DK/refused=9) \_\_\_\_\_

54. (If 53=1 or more, ask::) Are you a disabled person with special transportation needs?

Yes 1  
No 2  
Don't know/Refused 9

55. How many people in your household work outside the home?

Record number in household (DK/refused=9) \_\_\_\_\_

56. Do you work outside the home?

Yes 1  
No 2  
Don't know/Refused 9

57. How many people in your household are licensed drivers?

Record number in household (DK/refused=9) \_\_\_\_\_

58. Are you a licensed driver?

Yes 1  
No 2  
Don't know/Refused 9

59. In what year were you born?

Year (DK/refused=9999) \_\_\_\_\_

60. Do you live along ... (read responses)

A state numbered road (Route 7, 100, 2, etc.)? 1  
A city or village street (Main Street, etc.)? 2  
Paved town road? 3  
Unpaved town road? 4  
Don't Know/Refused 9

61. Which one of the following categories best describes your total annual household income before taxes? Just stop me when I read the right one. Is it ... (read responses)

Less than \$15,000 1  
\$15,000 to \$24,999 2  
\$25,000 to \$34,999 3  
\$35,000 to \$49,999 4  
\$50,000 to \$74,999 5  
\$75,000 to \$99,999 6  
\$100,000 or more 7

Don't Know/Refused 9

62. What is your five digit zip code? *(If asked, zip code of the home—not mailing address)*

Record zip code (DK/refused=99999) \_\_\_\_\_

63. Finally, I just need to confirm your name and address. *Record respondent name and address. Interviewer add phone number*

Name \_\_\_\_\_

Address 1 \_\_\_\_\_

Address 2 \_\_\_\_\_

City \_\_\_\_\_

Phone Number \_\_\_\_\_

64. *Thank and terminate. (Record gender without asking)*

Female	1
Male	2
Unsure	9