

# **Public Opinion about Transportation Issues in Northern Virginia**

**A Report Prepared for the:**

**Northern Virginia Transportation Authority  
By QSA Research & Strategy**

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# Public Opinion about Transportation Issues in Northern Virginia

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## EXECUTIVE SUMMARY

The results presented in this report are based on 1,263 telephone interviews conducted among a representative sample of residents of Northern Virginia between April 26 and May 10, 2005. One of the study goals was to understand differences in opinions of residents of the nine jurisdictions represented in the Northern Virginia Transportation Authority (NVTA). Since this requires separate analysis of the results from each jurisdiction, we stratified the sample by jurisdiction and augmented it with “boost” samples so that a minimum of 100 interviews were conducted in each of the nine jurisdictions. The overall results were then weighted to fairly represent Northern Virginia as a whole.

***Summary of Key Findings:** The great majority of Northern Virginians are frustrated with traffic, want transportation improvements, and are willing to pay for them. When asked a general question, half indicated that improved public transportation is their top priority, compared to just over one-quarter who chose roadway improvements. This preference for transit is consistent across all of the jurisdictions included in the survey. Public priorities for specific planned projects vary by the corridors used (and according to the types of projects planned for each corridor). For example, those who use the Route 7/Dulles Corridor place a much higher priority on transit (Metrorail to Dulles) than on road widening projects, while users of the Fairfax County Parkway Corridor place a higher priority on road widening. Not all transit is created equal: When given the choice of Metrorail extensions versus road widening, Northern Virginians tend to favor Metrorail, but when they are given the choice of express buses or light rail versus road widening, they tend to favor road widening. In every corridor, those who chose transit as their top priority were more willing to pay more to get their top priority project built than were those who chose road widening.*

*Most Northern Virginians favor HOT lanes and would pay something to use them. When the question is framed in the context of the amount of money that residents would need to pay to raise an equivalent amount of revenue, more residents favor increasing the sales tax than the income or gas tax.*

*Northern Virginia residents are just as likely to support using highway tolls and increases in the gas tax to pay for public transportation as they are to favor it to pay for highway improvements. Nearly half favor using highway tolls to pay for bike and pedestrian trails. Almost nine in ten Northern Virginians are willing to pay something for more public transportation, and four in ten are willing to pay at least two dollars per day.*

### Travel Patterns

- The findings paint a picture of a hard-working workforce, the majority of which commutes to workplaces away from home on a daily basis. Still, telecommuting and flex time initiatives appear to have had some effect on travel: Ten percent of those

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employed full time by outside employers commute to work less than five days a week. However, most of those who work from home most or all of the time are self-employed.

- Today, one third of commuters work in Fairfax County, or in the independent cities of Fairfax and Falls Church. Yet, despite the growth of employment centers in Fairfax County and other suburban edge cities, most Northern Virginia commuters commute to workplaces outside the area where they live. Most travel east toward the District of Columbia, and 38 percent work in the core area, which includes Alexandria and Arlington, as well as the District of Columbia. Reverse commutes are rare. Commutes between the Loudoun County and Prince William County (and the independent cities within its borders) in the outer suburbs are very rare.
- Not surprisingly, given the distances that residents travel to go to work, commute times average nearly 33 minutes overall and nearly 39 minutes for commuters from the outer suburbs. More than four in ten outer-suburb commuters have commute times of 45 minutes or more and about one quarter have commute times of one hour or more.
- More than 80% of commuters from all jurisdictions except Alexandria, Arlington and Falls Church (who are more likely to take transit) drive alone to work. Nearly half of those who commute to the District and nearly one quarter going to Arlington ride Metrorail, while less than 20% of commuters into these central areas take the bus.
- Not only do the great majority of commuters drive alone to work, but they also do so with greater consistency than do users of transit, car pools and other modes. Reflecting their greater range of transportation options, drivers who live in the core suburbs are less consistent in driving alone to work than are other Northern Virginia commuters.
- The great majority of Northern Virginia residents drive alone or drive or ride with others when they make non-commute trips. Although residents of the core suburbs are just as likely to use a motor vehicle for these types of trips as are other Northern Virginia residents, they are more likely to take transit and they are much more likely to walk.

## Priorities in Deciding Where to Live

- Neighborhoods that offer walkable lifestyles, convenient transit and good schools are a winning combination for many Northern Virginians. Those who want to be able to walk to shops and services also tend to want to walk to rail and bus stops, and they also want good schools. Conversely, those who want good schools also value being able to walk to shops and services.
- Overall, the most important factors in deciding where to live are good schools (ranked most or second most important by 46%) and being close to one's primary workplace

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(45%). However, being able to walk to shops and services (39%) is not far behind. Having a larger home or yard (33%) is less important. Only a relatively small segment (24%) said that being able to walk to transit is their highest priority. This is not surprising since transit is a means to an end, not an end in itself. However, convenient access to transit may help residents achieve other valued ends, including perceived proximity to workplaces, shops and services.

- However, good schools are the highest priority mainly for those living in larger households, many of whom are in families with school-age children. Proximity to workplaces, shops and services are more important to singles and couples.

### Frustrations with Travel

- Two-thirds of Northern Virginians, but three-quarters of outer-suburb residents, are frustrated with the trips they take most often.
- Eighty-six percent of those who said they were frustrated cited “traffic” as the reason, and another 11 percent cited “inconsiderate” or “aggressive” drivers.

### Transportation Priorities

#### General Transportation Priorities

- Half of Northern Virginians said that public transportation is their top transportation priority. By contrast, only about one-quarter named roads and highways, not much more than the 15 percent who named either sidewalks and crosswalks (9%) or bike trails and lanes (6%) as their top priority.
- This preference for public transportation is consistent across all the jurisdictions.

#### Willingness to Pay for More Public Transportation

- On average, Northern Virginians are willing to spend \$1.67 per day for improvements that would expand public transportation service and reduce crowding on Metrorail and VRE. Two-thirds said they would pay at least one dollar per day, and one-third said they would pay at least two dollars. Just 15 percent said they would pay nothing.

#### Public Priorities and Willingness to Pay for Specific Projects in Travel Corridors

- Respondents were asked to identify their highest priority projects that are planned for the corridors they use most often. Since planned projects differ by corridor, it is not surprising that the nature of respondent choices also differs by corridor. The top priority projects in each of the corridors, along with the percentage of respondents

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making it their top priority, are shown below. Where there is no clear winner, the top two or three projects are shown.

<b>Corridor</b>	<b>Top Priority Project</b>
Route 7 and Dulles	Extending Metrorail from the West Falls Church station to Dulles Airport and Ashburn in Loudoun County (60%)
Route 28	Widening Route 28 from Manassas Park to Route 29 to six lanes (34%)* Building a light rail line from Manassas to Dulles Airport (31%)
Tri-County Parkway	Building a new four-lane North Bypass on Route 234 from I-66 to Route 659 (36%) Building a new four to six lane Tri-County Parkway from Route 234 to Route 50
Fairfax County Parkway	Widening the Fairfax County Parkway to six lanes from Sunrise Valley Drive to Route 123 (37%)
Prince William County Parkway	Widening the Prince William County Parkway to six lanes from Liberia Avenue to MInnieville Road (46%)
Beltway (I-495)	Extending Metrorail from the Dunn Loring station to Maryland through Tyson's Corner (43%) Widening the Beltway to eight unrestricted lanes plus four HOV or HOT lanes from I-395 to the Dulles Toll Road (42%)
I-66	Widening I-66 from the Beltway to Gainesville, adding two unrestricted lanes and two reversible HOT lanes (39%) Extending Metrorail to Centreville (31%)
I-95	Extending Metrorail from Springfield to Potomac Mills (29%) Widening Route 1 to six unrestricted lane from the Stafford County line to I-495 and adding two HOV lanes (21%) Building light rail along Route 1 from Alexandria to the Pentagon (19%)

*\*Note: Two Route 28 road widening projects were separated in the questionnaire. Since 22 percent said that the other project (Widening Route 28 from the Dulles Toll Road to Route 606) was their top priority, a total of 56 percent make Route 28 road widening projects their top priority.*

- In four corridors, one of the choices was an extension of Metrorail. Users of the Route 7/Dulles Corridor and, to a lesser extent, the I-95 Corridor favor extending Metrorail over road-widening projects, and users of the Beltway Corridor are equally likely to favor extending Metrorail and widening the Beltway. Only among users of the I-66 Corridor is road widening favored over extending Metrorail, and Metrorail does not lag far behind. However, in every corridor where express buses, light rail or VRE were tested against road widening projects, respondents chose the road widening projects.
- Without exception, corridor users whose top priority is transit are willing to pay more on average than are those whose top priority is road widening. Those who picked transit as their top priority are willing to pay an average of \$2.06 per day, compared to \$1.46 for those who picked road widening projects, a difference of 60 cents.

### HOT Lanes

- Fifty-six percent of the Northern Virginia residents surveyed favor HOT lanes, and another three percent indicated that they might favor them under some circumstances. Just over one-third are opposed.

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- On average, Northern Virginians are willing to pay \$2.47 to use a HOT lane. Only 27 percent said they would pay nothing, and half would pay at least two dollars.

### **Acceptability of Funding Methods**

#### **Most Acceptable Types of Tax Increases**

- When asked to choose the most acceptable type of tax increase to fund transportation improvements in Northern Virginia, more chose a half cent increase in the sales tax (46%) than chose a state income tax increase of \$25 per \$10,000 of taxable income (23%) or a 17 and one half cents increase in the gas tax (20%). (Each of these increases would raise an equivalent amount of revenue (\$175 million annually).

#### **Support for Highway Tolls**

- About seven in ten support the use of highway tolls for either highway improvements or improvements to public transportation, and nearly half favor their use for bike and pedestrian trails.

#### **Support for Increases in the Gas Tax**

- About half of Northern Virginians support gas tax increases to pay for improvements in either roadways or public transportation, and they are almost as likely to support using the gas tax increase to pay for public transportation as for roadways.

#### **Support for Using State Bonds to Pay for Transportation Improvements**

- Seven in ten Northern Virginia residents said they would vote for state bonds paid for by state income taxes to pay for all types of transportation improvements in Virginia.

## **INTRODUCTION**

### **Research Objectives**

The overall goal of this survey is to provide information on the transportation priorities and preferences of Northern Virginia residents to public officials who make decisions about transportation spending.

The survey measures,

- Travel Patterns
  - Commute patterns, time and modes
  - Modes used for non-commute trips
- Priorities in Deciding Where to Live
- Travel Frustrations
- Transportation Priorities and Willingness to Pay for Improvements
  - General priorities for transportation improvements
  - Priorities and willingness to pay for specific transportation projects in the corridors they use
- Funding Methods
  - Acceptability of Different Funding Methods
  - Approval and likely use of HOT Lanes
  - Support for Different Funding Methods



# Public Opinion about Transportation Issues in Northern Virginia

## Survey Methodology

### Sampling and Data Collection

The survey is based on telephone interviews with 1,263 Northern Virginia adults. It is based on a random digit dial (RDD) sample. One of the study goals was to understand differences in opinions of residents of different jurisdictions. Since this requires separate analysis of the results from each jurisdiction, we stratified the sample by jurisdiction and augmented it with “boost” samples so that a minimum of 100 interviews were conducted in each of the nine jurisdictions listed below. However, post-stratification weighting was applied to aggregate totals so these totals accurately reflect the survey area as a whole. For example, if a jurisdiction represents five percent of the population of the study area but ten percent of the sample, the overall result is weighted back to the population percentage. While percentages are based on the weighted data, bases on charts and tables are unweighted to accurately reflect the number of interviews upon which the percentage is based.

	<i>Number of Interviews Unweighted</i>	<i>Number of Interviews Weighted</i>
<i>Alexandria City</i>	101	83
<i>Arlington County</i>	105	123
<i>Fairfax County</i>	400	649
<i>Fairfax City</i>	101	14
<i>Falls Church City</i>	100	6
<i>Loudoun County</i>	103	144
<i>Manassas City</i>	100	24
<i>Manassas Park City</i>	101	8
<i>Prince William County</i>	152	211
<b>TOTAL</b>	1263	1,262

Interviews were conducted by Woelfel Research Inc. (WRI) between April 26 and May 10, 2005. The cooperation rate was 91 percent.

The sampling error associated with a sample of 1,263 is plus or minus 2.8 percentage points. However, it is important to note that sampling error is only one of several types of error that can affect survey research.

## Public Opinion about Transportation Issues in Northern Virginia

### Analysis

The survey results were cross tabulated by both jurisdictions by general areas (e.g. core, inner and outer suburbs) and statistically significant and meaningful differences are pointed out in this report.

- Core suburbs include Alexandria and Arlington.
- Inner suburbs include Fairfax County and the independent cities of Fairfax and Falls Church.
- Outer suburbs include Loudoun County, Prince William County and the independent cities of Manassas and Manassas Park.

## DETAILED FINDINGS

## I. TRAVEL PATTERNS

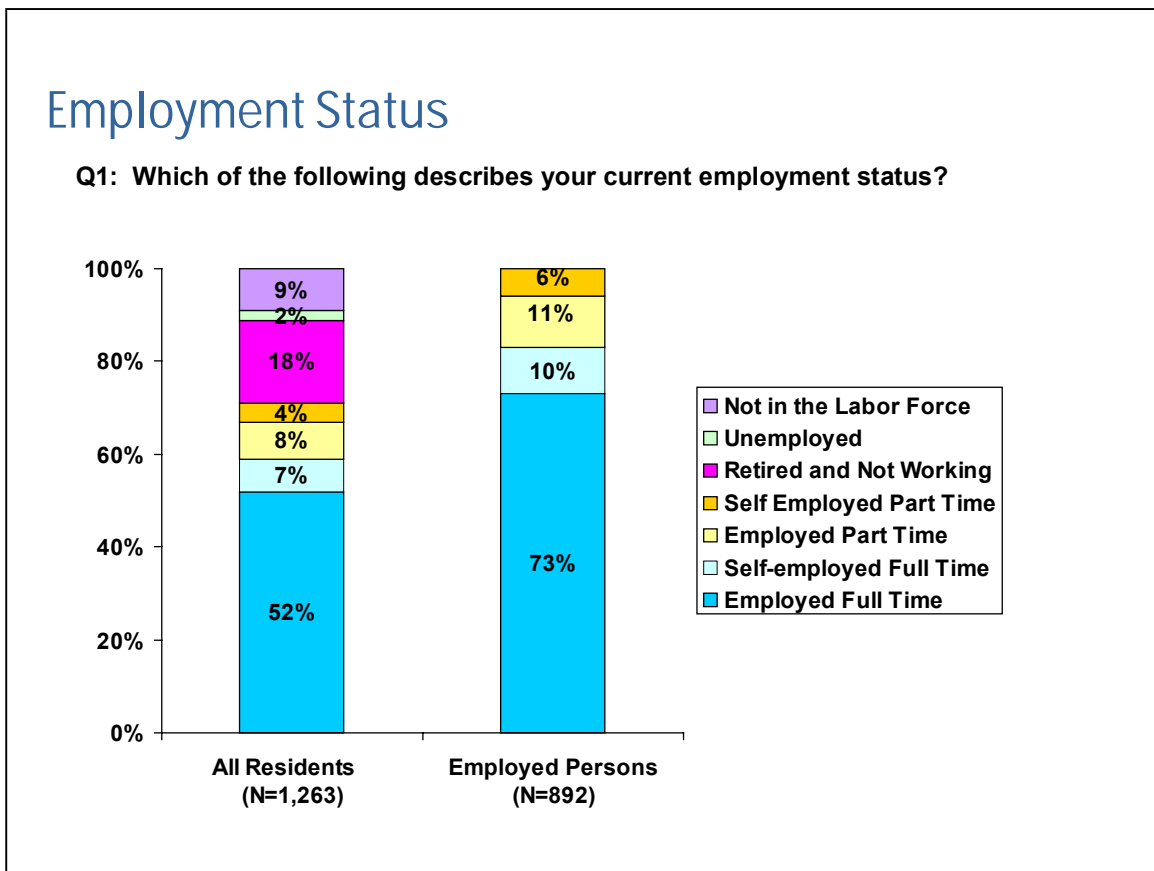
This chapter describes commute travel patterns in terms of employment, frequency of commuting, workplace locations, commute modes and frequency of use, and commute times. It describes non-commute travel in terms of mode use and frequency of use.

### COMMUTE PATTERNS

#### Employment

About seven in ten of the Northern Virginia residents surveyed are in the work force and six in ten (71% of males and 49% of females) work full time. Although the great majority of workers work for an outside employer, 16 percent are self-employed and, thus, may have more discretion in choosing their workplaces and scheduling their time.

Nineteen percent of those employed by businesses and nine percent of those employed by nonprofits are self-employed.



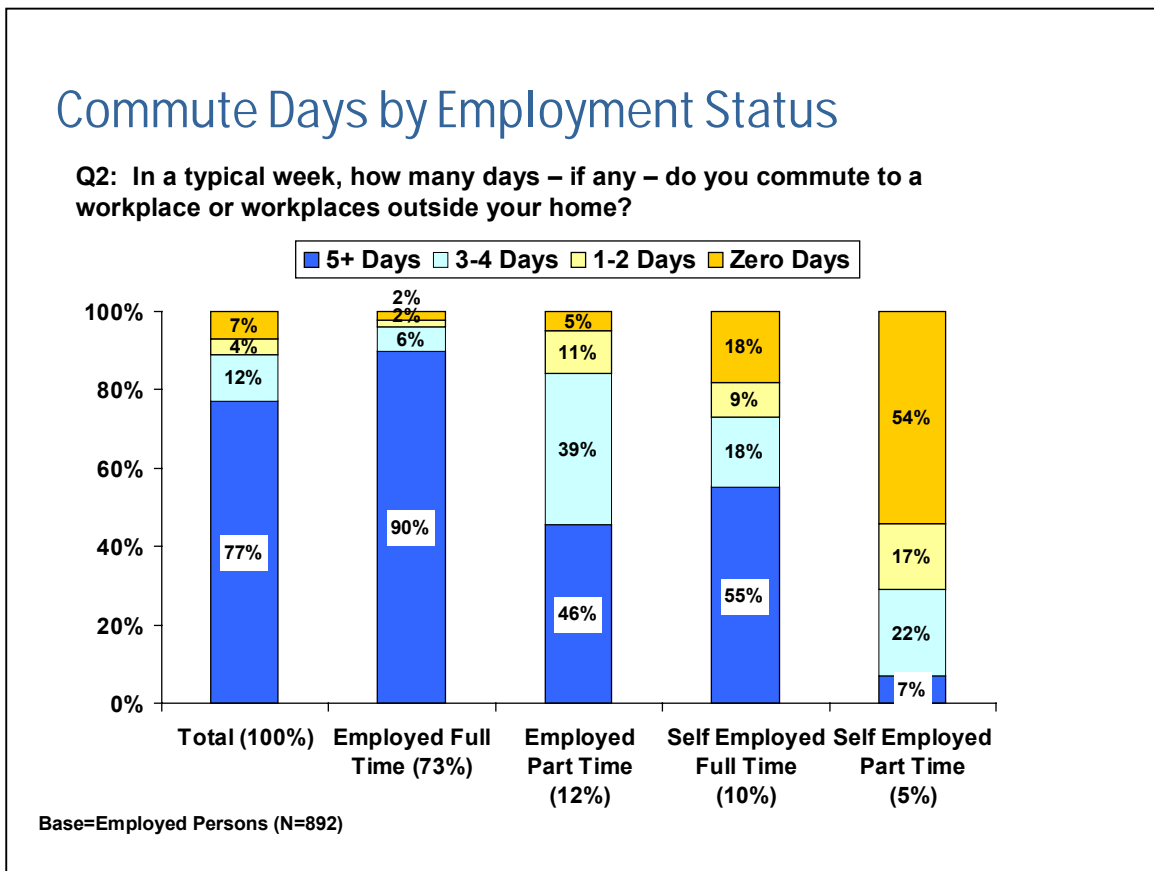
# Public Opinion about Transportation Issues in Northern Virginia

## Frequency of Commuting

Ten percent of full time workers employed by an outside employer commuted to work less than five days during the week before the interview, suggesting that flex time and telecommuting are having an impact.

However, home-based businesses also have an important impact. Nearly half (45%) of full time workers who are self-employed commuted to work less than five days a week, and 18 percent did not commute at all. Among part time workers, 46 percent of those employed by an outside employer commuted to work at least five days a week, while just seven percent of those who are self-employed did so.

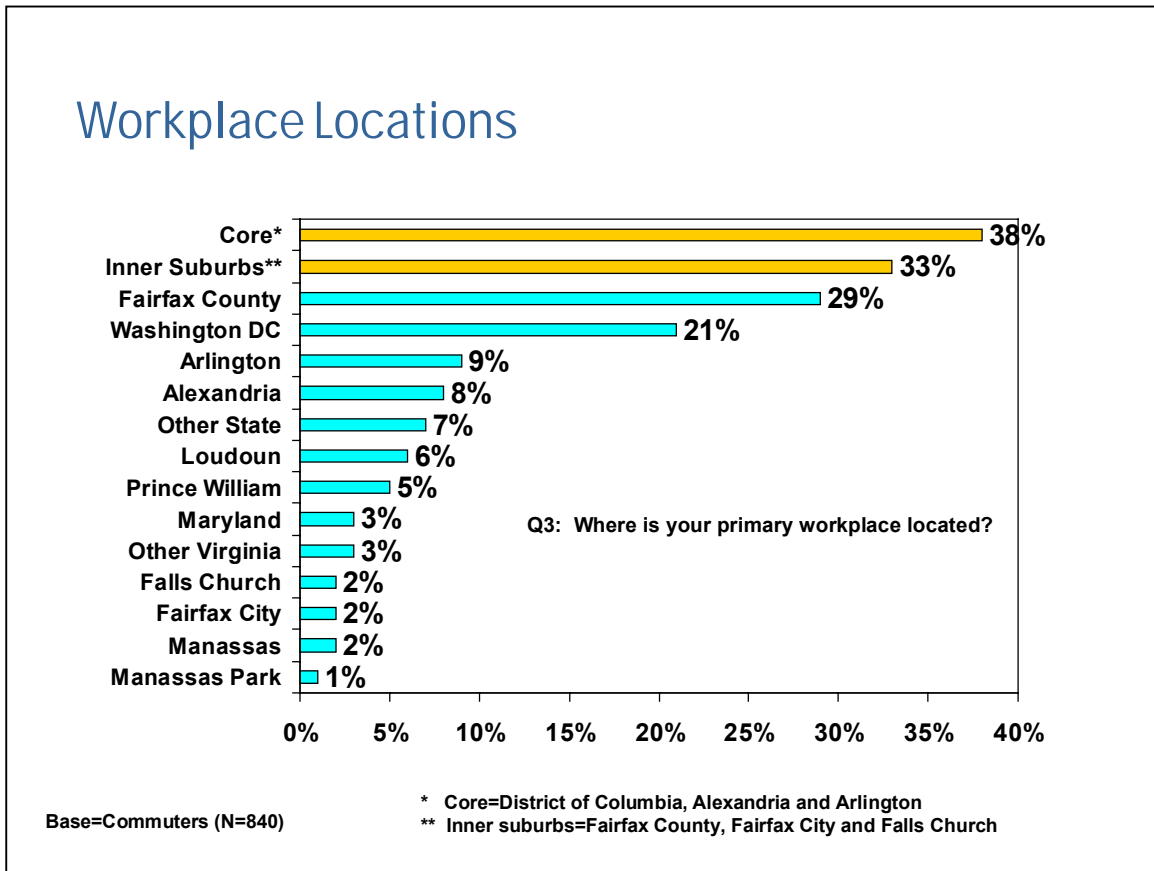
On average, Northern Virginia residents commute to work an average of 4.4 days a week, but the military (5.0 days) and other government workers (4.8 days) commute more frequently.



# Public Opinion about Transportation Issues in Northern Virginia

## Workplace Locations

Although one-third of Northern Virginia commuters work in Fairfax County (or in the independent cities of Fairfax and Falls Church), 38 percent work in the core area that includes Washington, D.C., Arlington and Alexandria. Another 14 percent work in the outer suburbs (Loudoun and Prince William Counties and the independent cities of Manassas and Manassas Park).

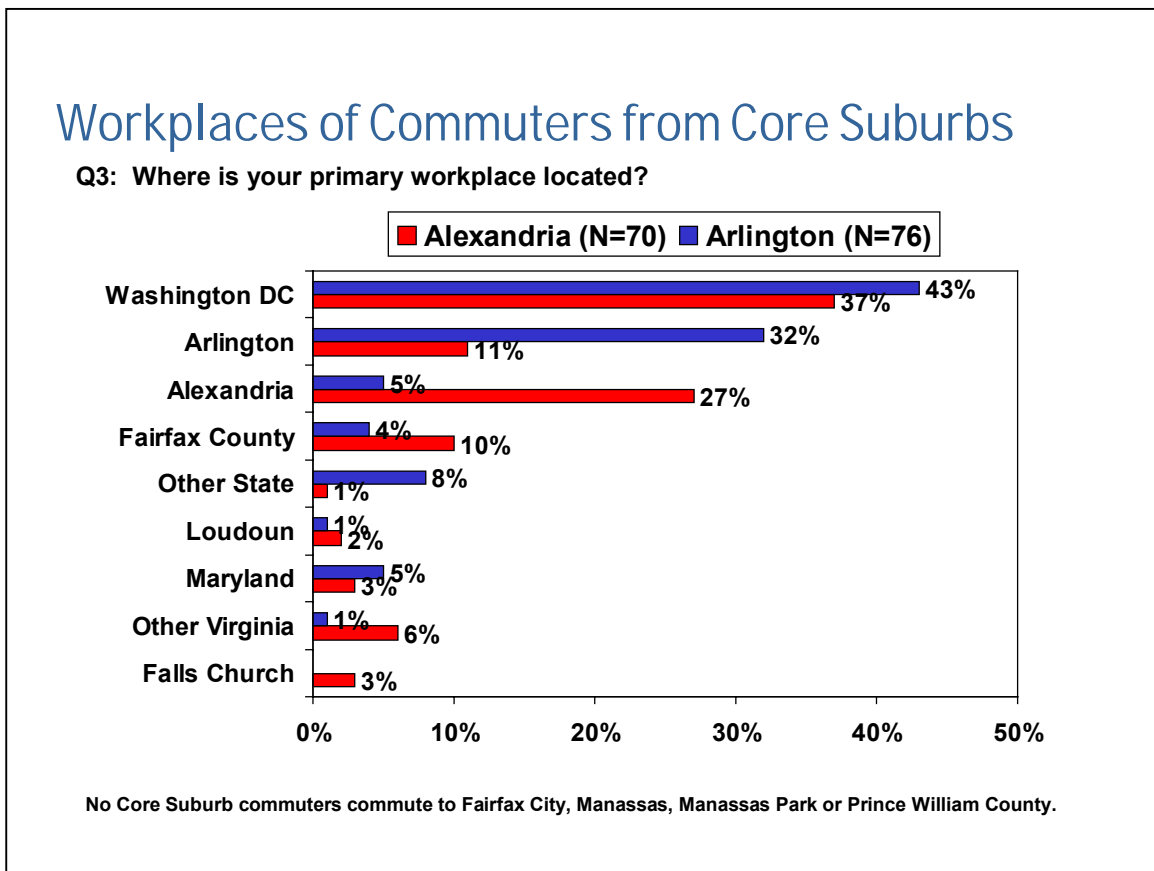


## Public Opinion about Transportation Issues in Northern Virginia

### Workplace Locations of Commuters from the Core Suburbs

Commuters who live in the core suburbs of Arlington and Alexandria are most likely to work in Washington, D.C. About four in ten commuters from the core suburbs travel to the District, while about three in ten commute to workplaces within their own jurisdiction.

Despite these similarities in the commute patterns of Arlington and Alexandria commuters, there also are subtle differences. In general, Arlington commuters are more likely than Alexandria commuters to work in their own jurisdiction or commute inward to the District while Alexandria commuters also commute outward to other areas in Virginia. In fact, Alexandria commuters are just about as likely to work in Fairfax County as in Arlington.

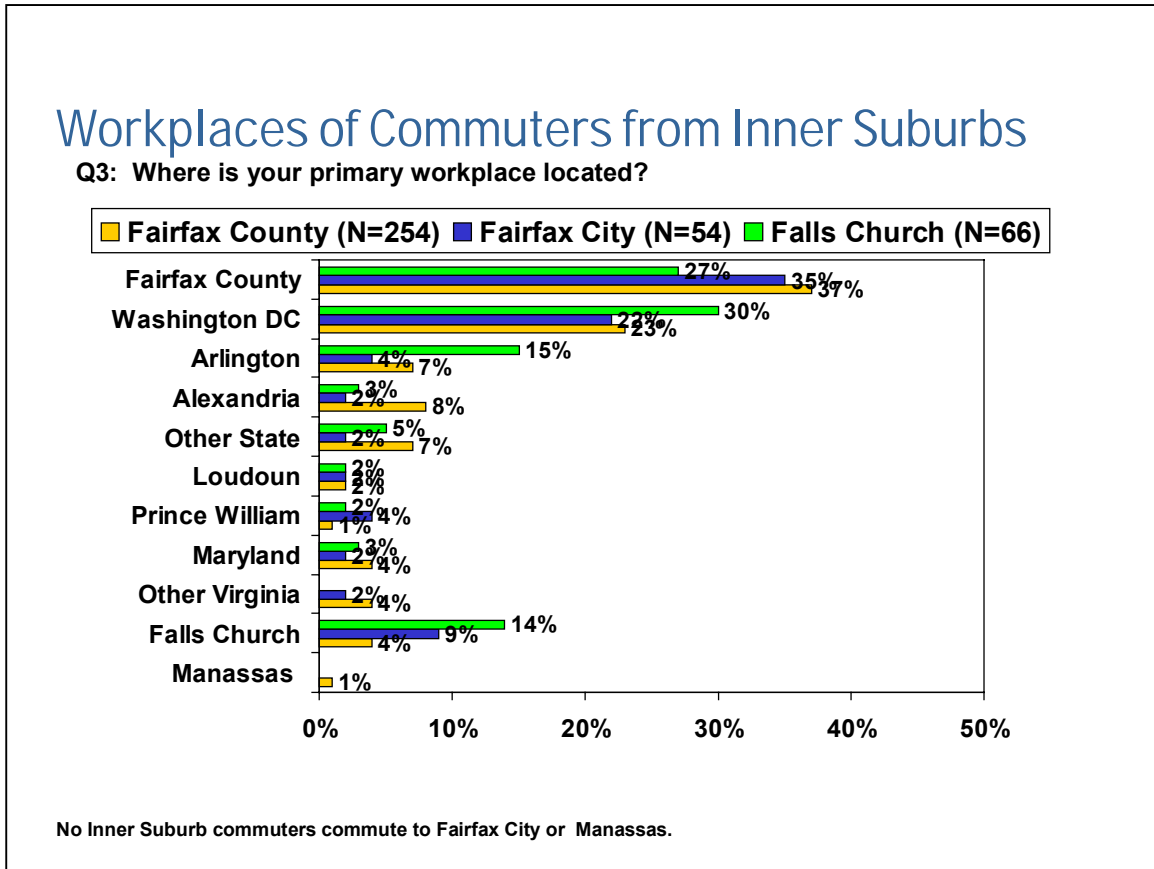


## Public Opinion about Transportation Issues in Northern Virginia

### Workplaces of Commuters from the Inner suburbs

The inner suburbs consist of Fairfax County and the independent cities of Fairfax and Falls Church. The commute patterns of Fairfax County and Fairfax City commuters are almost identical: Fairfax County is, by far, the most common workplace (37%<sup>1</sup>) followed by Washington, D.C. (23%).

Reflecting their location at the eastern edge of Fairfax County, Falls Church commuters are about equally likely to work in Washington, D.C. (30%), as in Fairfax County (27%); and a sizeable minority (14%) work in Falls Church.



<sup>1</sup> Percentages cited are for Fairfax County, which is far more populous than Fairfax City.

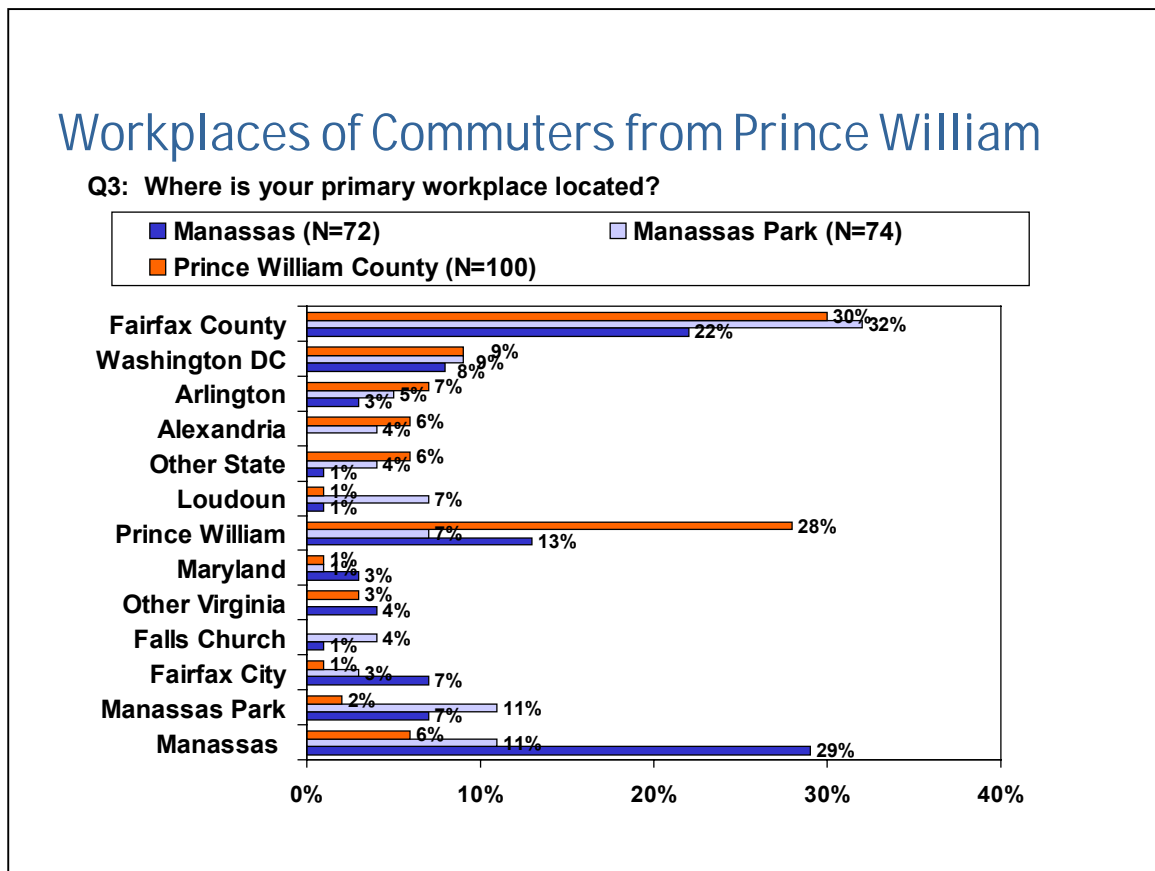


## Public Opinion about Transportation Issues in Northern Virginia

### Workplace Locations of Commuters from the Outer Suburbs

The outer suburbs consist of Loudoun County and Prince William County (together with the independent cities of Manassas and Manassas Park, which are located within Prince William County). These two areas have very different commute patterns. Thus, they are separated in this analysis.

**Prince William County, Manassas and Manassas Park:** Very few commuters from the Prince William area travel north to workplaces in Loudoun County. Instead, those who work outside the area tend to travel east. Three in ten Prince William County residents commute to Fairfax County, only slightly less than work in Prince William County, Manassas and Manassas Park combined (36%). Twenty-nine percent of commuters from Manassas work in their home city, and more than 22 percent of commuters from Manassas Park work in Manassas and Manassas Park combined.

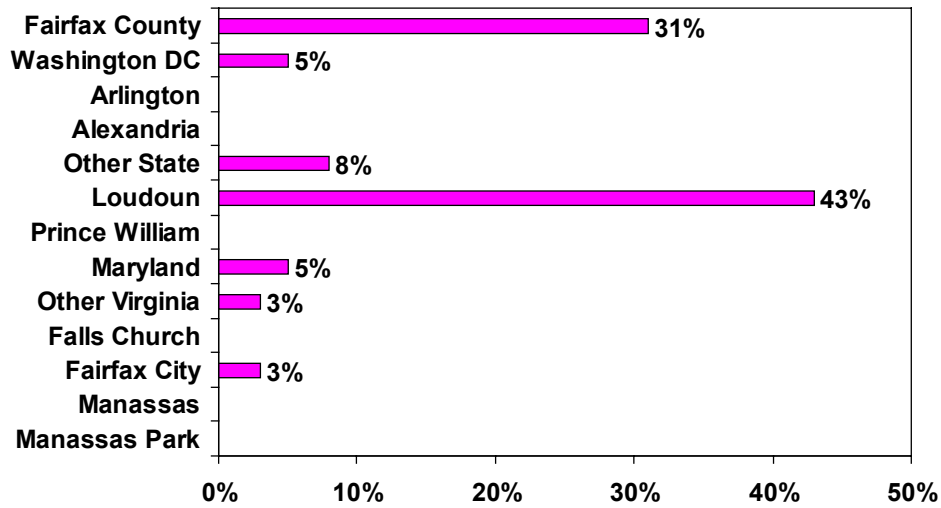


## Public Opinion about Transportation Issues in Northern Virginia

**Loudoun County:** Commuters from Loudoun County have very simple commute patterns: 43% work in the County and 34% travel east to Fairfax County or Fairfax City. More commute to Maryland or another state (13%) than commute to Washington, D.C. (5%).

### Workplaces of Commuters from Loudoun

Q3: Where is your primary workplace located?



Base: Loudoun County Commuters (N=74).

## Public Opinion about Transportation Issues in Northern Virginia

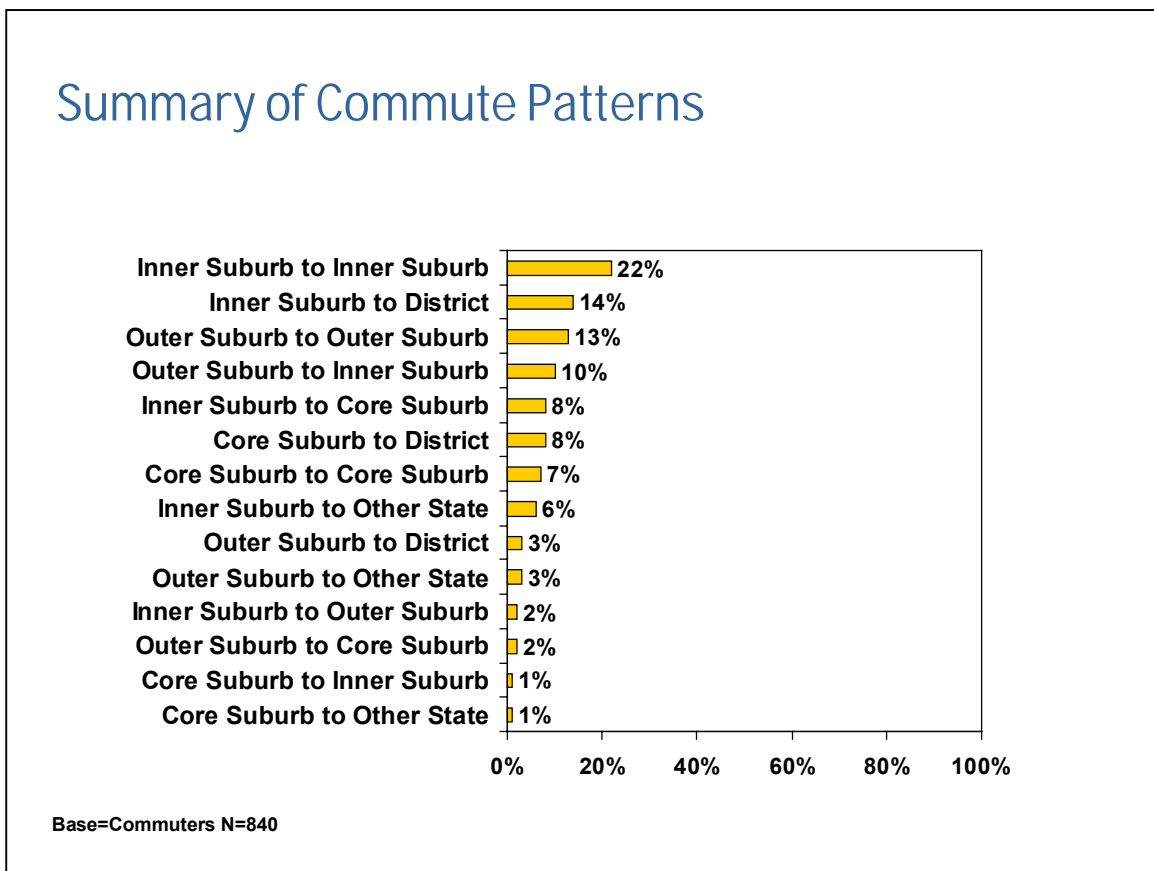
### Summary of Commute Patterns

Commute patterns explain much of Northern Virginia's problems with long commutes and traffic congestion.

First, only about four in ten commuters live in the same general area where they work.

Second, many commuters travel along routes that are not well served by transit. For example, the single most common home-to-work commute is within the inner suburbs, which include Fairfax County and the independent cities of Fairfax and Falls Church (22%), and the third most common commute is within the outer suburbs (13%).

Third, as the chart on the following page shows, reverse commutes remain the exception rather than the rule.

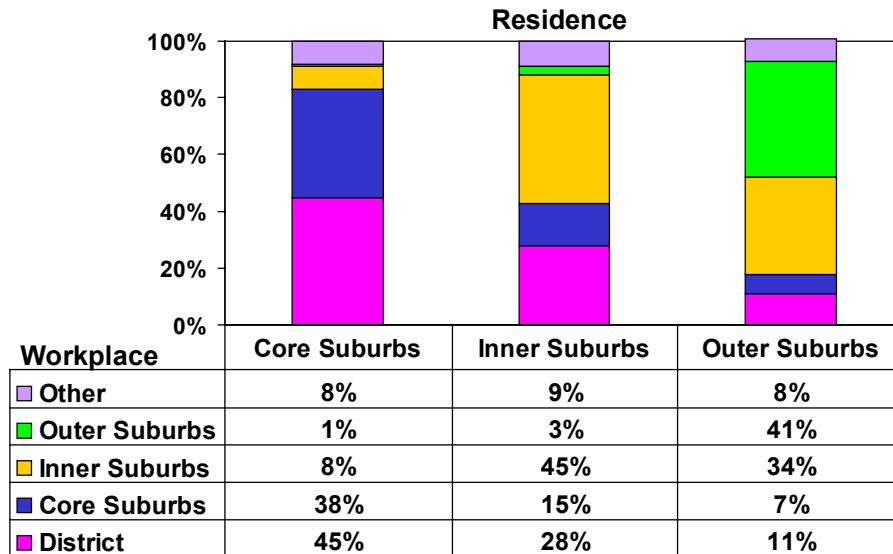


## Public Opinion about Transportation Issues in Northern Virginia

Despite commercial development in edge cities in Northern Virginia’s western suburbs, relatively few commuters travel in a westward direction. For example, 45 percent of commuters from the core suburbs commute to the District but only one percent commutes to the outer suburbs. Similarly, 43 percent of commuters from the inner suburbs commute to the District or the core suburbs, but only three percent commute to the outer suburbs.

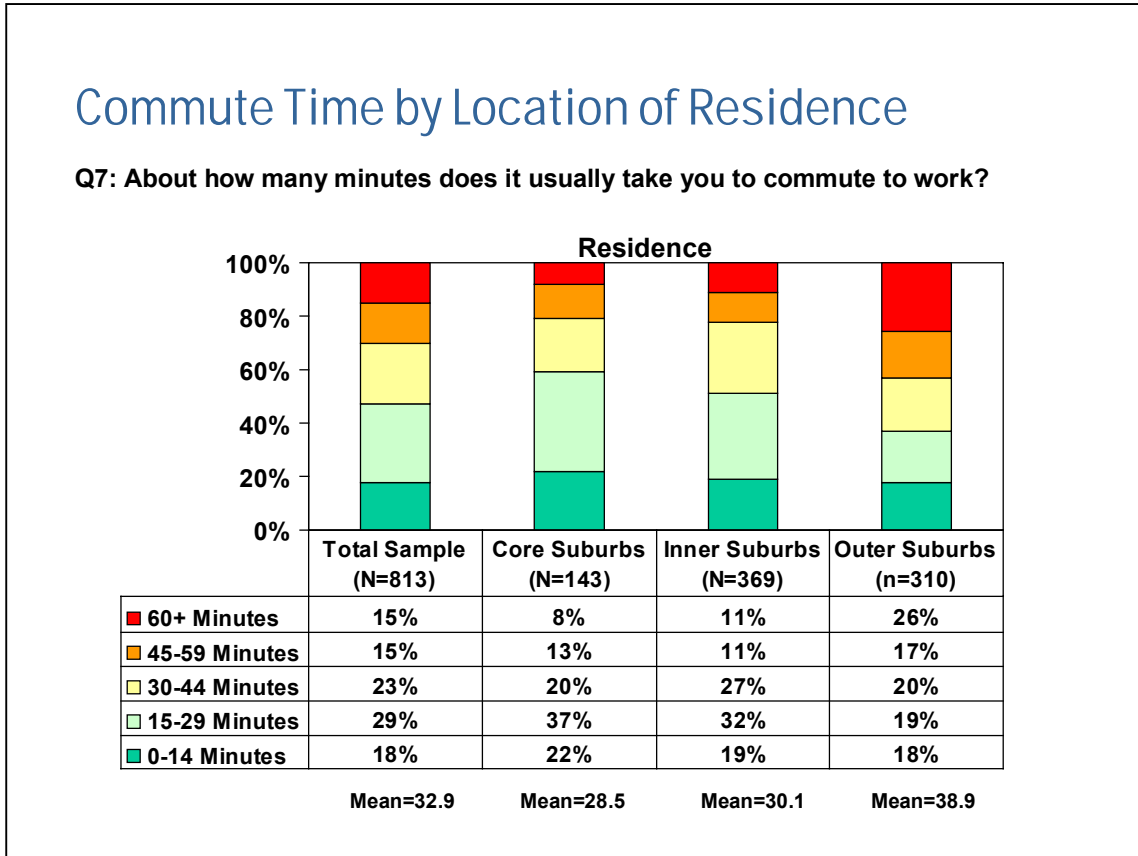
### Summary of Commute Patterns

*Workplace by Location of Residence*



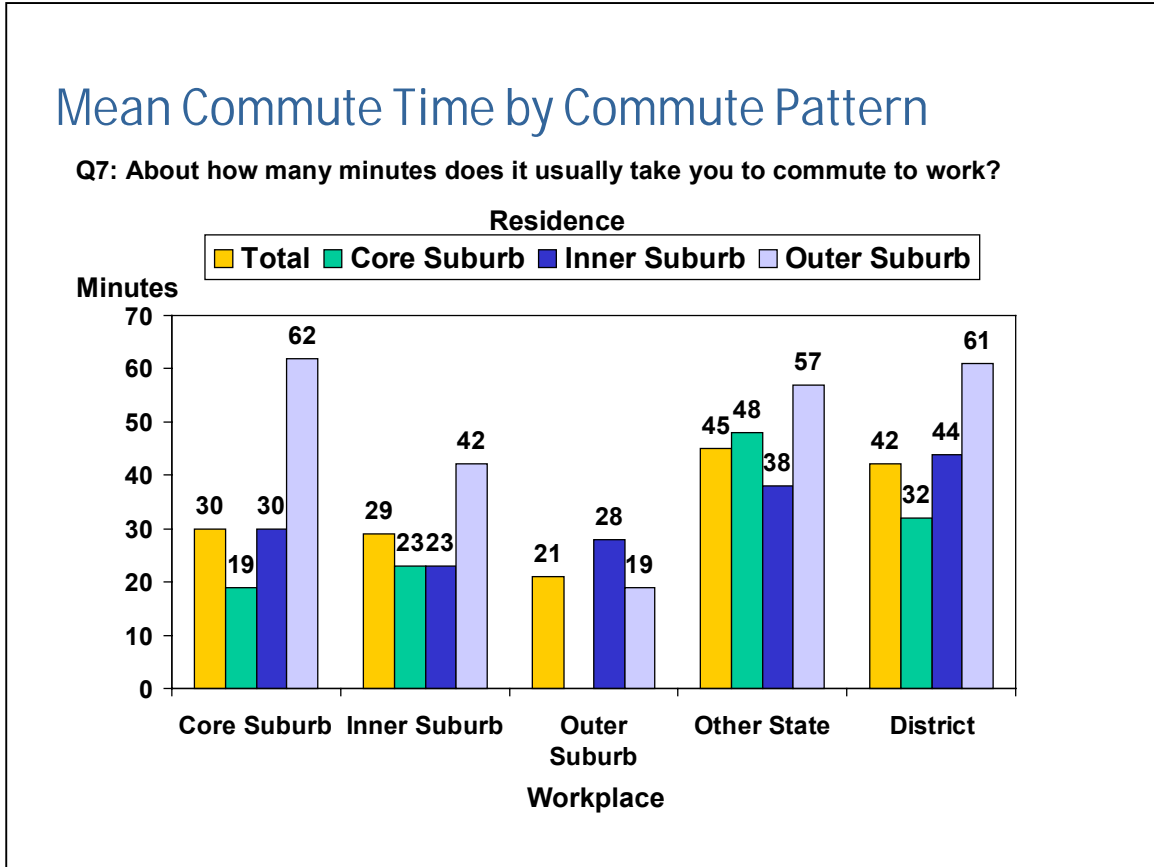
## Commute Times

The average commute time is 32.9 minutes, but the commutes of outer suburb commuters are almost ten minutes longer than are those of core (28.5 minutes) or inner suburb residents (30.1). More than four in ten outer suburb commuters have commute times of 45 minutes or more, and about one quarter have commutes of one hour or more.



## Public Opinion about Transportation Issues in Northern Virginia

As noted earlier, relatively few outer suburb commuters work in the District or the core suburbs. However, those who do (along with those who commute to other states) are likely to have very long commutes (averaging about one hour). However, most outer suburb commuters work closer to home, and they have relatively short commutes.



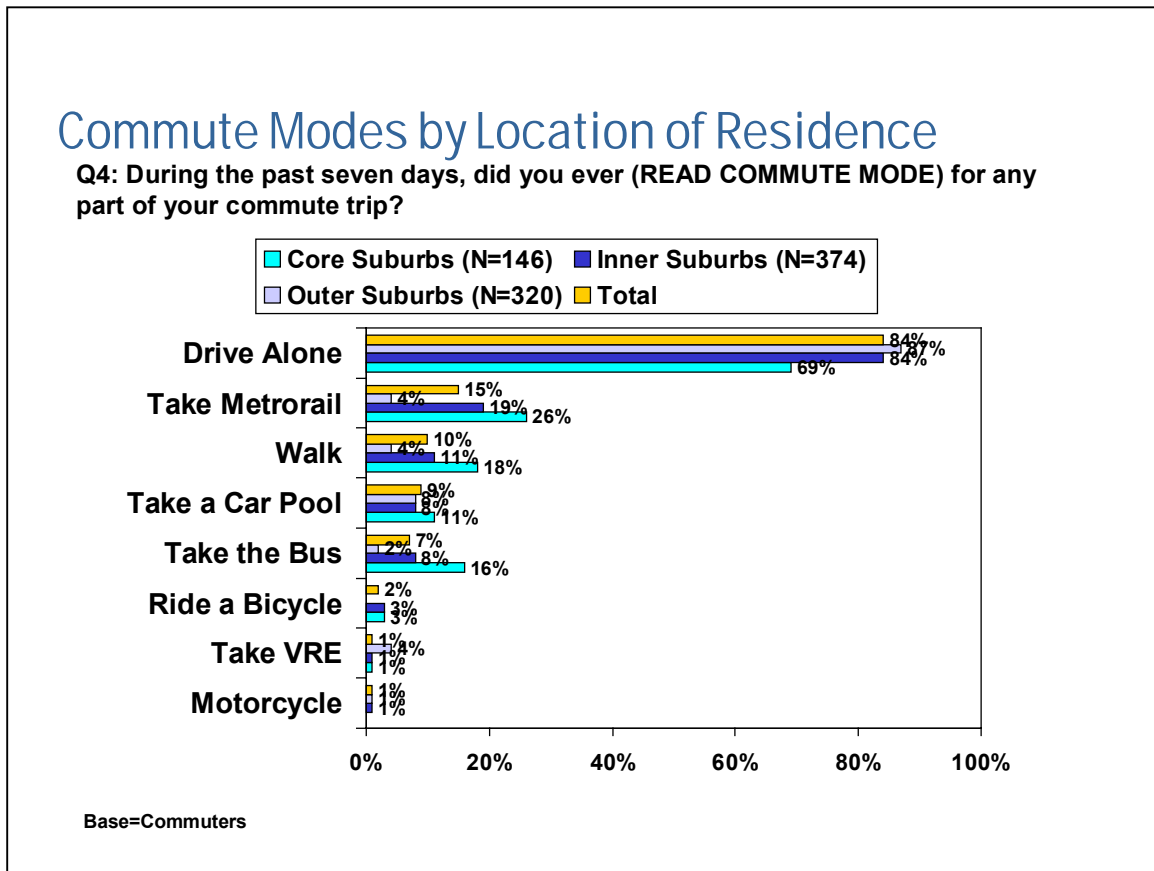
# Public Opinion about Transportation Issues in Northern Virginia

## Commute Modes

### Use of Commute Modes during the Past Seven Days

Eighty-four percent of Northern Virginia commuters drove alone to work during the week before the interview. Not surprisingly, core suburb commuters are the least likely to drive alone and the most likely to take Metrorail and the bus and to walk to work, but nearly seven in ten residents from the core suburbs drove alone to work.

Commuters from Loudoun County (92%) are most likely to drive alone, while commuters from Alexandria (61%), Falls Church (71%) and Arlington (76%) are least likely to do so. More than one in ten commuters from Manassas Park (11%) take VRE.

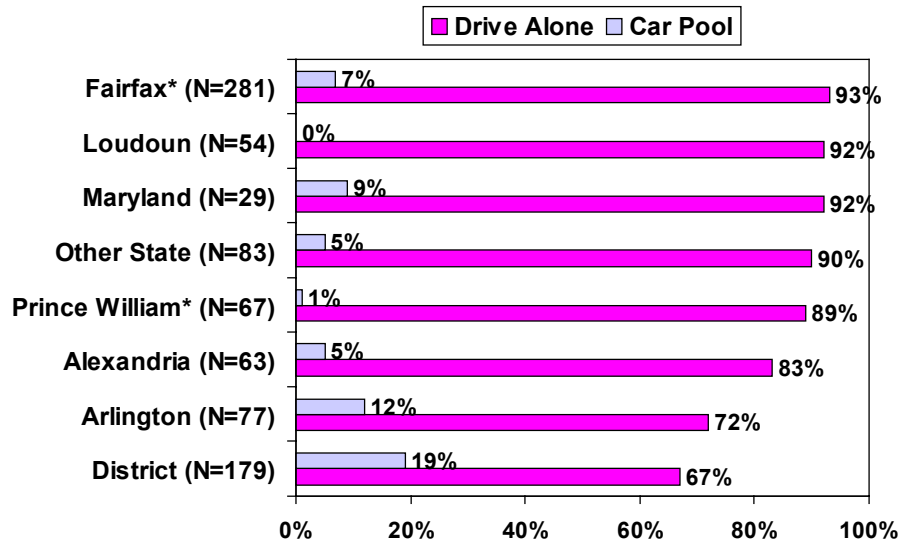


## Public Opinion about Transportation Issues in Northern Virginia

Commuters who work in Washington, D.C. or the core suburbs have more transportation choices than do other Northern Virginia residents and fewer employees have free parking at work. Thus, fewer drive alone to work. Still, driving alone is the dominant commute mode even for those who work in the District (67%), Arlington (72%) and Alexandria (83%). Car pooling is a significant mode only for those who work in the District (19%) and Arlington (12%).

### Percent Who Drive Alone and Car Pool by Workplace

Q4: During the past seven days, did you ever (READ COMMUTE MODE) for any part of your commute trip?



\*Includes independent cities within their borders.

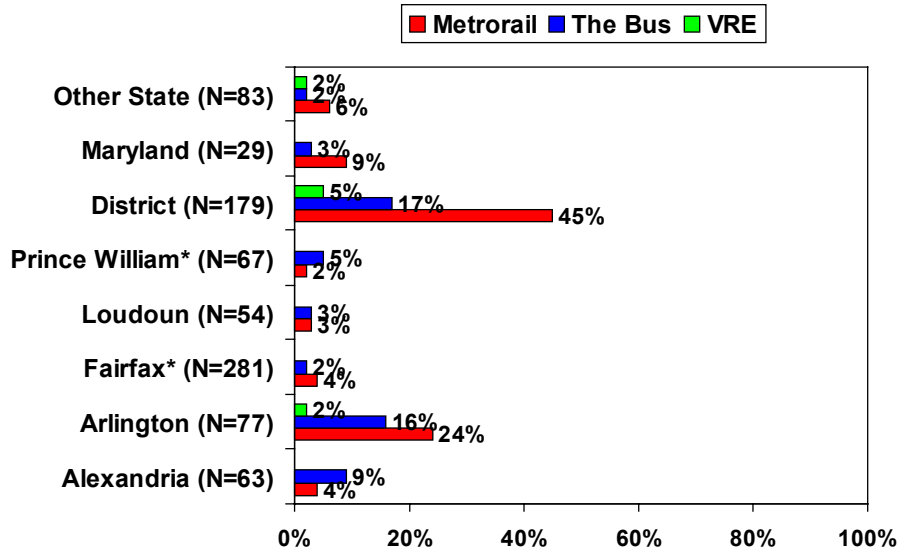


## Public Opinion about Transportation Issues in Northern Virginia

Nearly half of Northern Virginia residents who commute to Washington, D.C. use Metrorail and almost one in five ride the bus. Similarly, almost one quarter of those who commute to Arlington ride Metrorail and 16 percent ride the bus. However, fewer than one in ten use transit to commute to workplaces in other areas.

### Percent Taking Transit by Workplace

Q4: During the past seven days, did you ever (READ COMMUTE MODE) for any part of your commute trip?

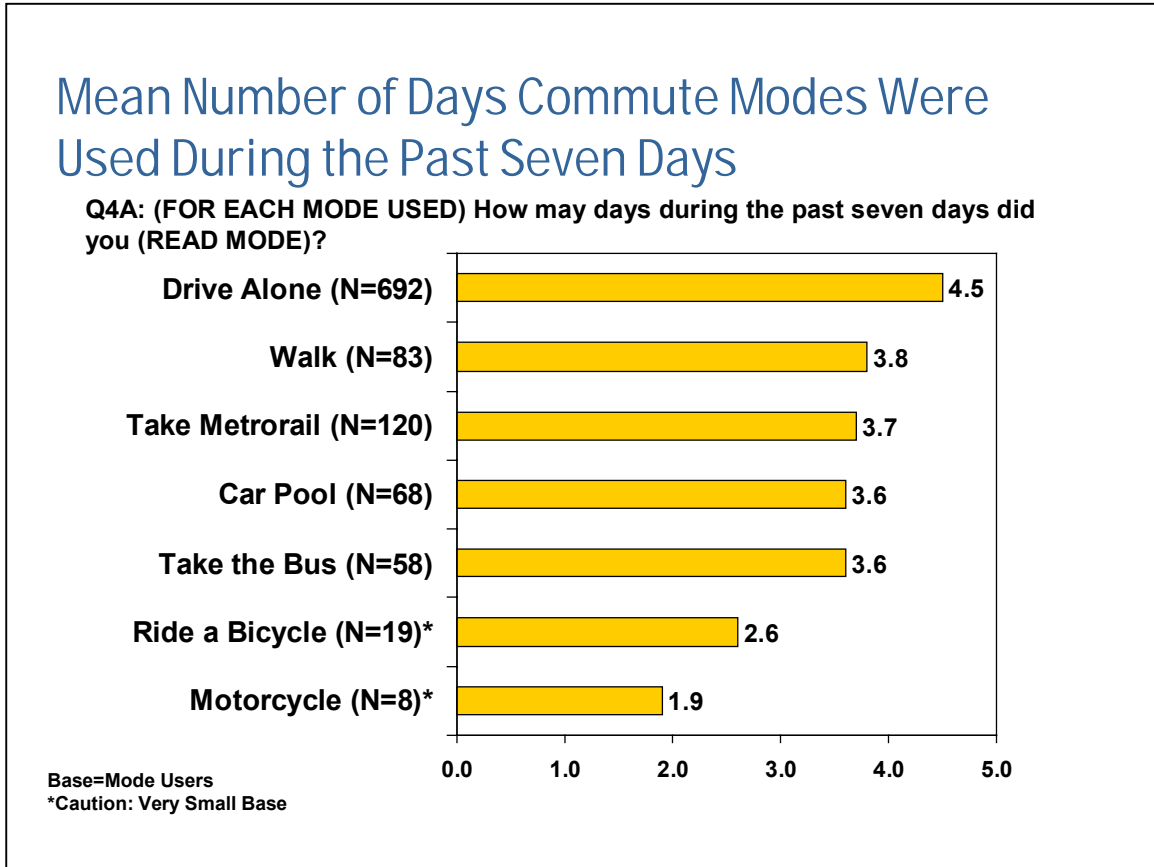


\*Includes independent cities within their borders.

## Public Opinion about Transportation Issues in Northern Virginia

### Use of Commute Modes

Commuters who drive alone use their vehicles an average of 4.5 days a week. By contrast, users of transit and car pools use these modes a little over three and a half days a week, and those who ride bicycles or motorcycles do so even less frequently.



## Public Opinion about Transportation Issues in Northern Virginia

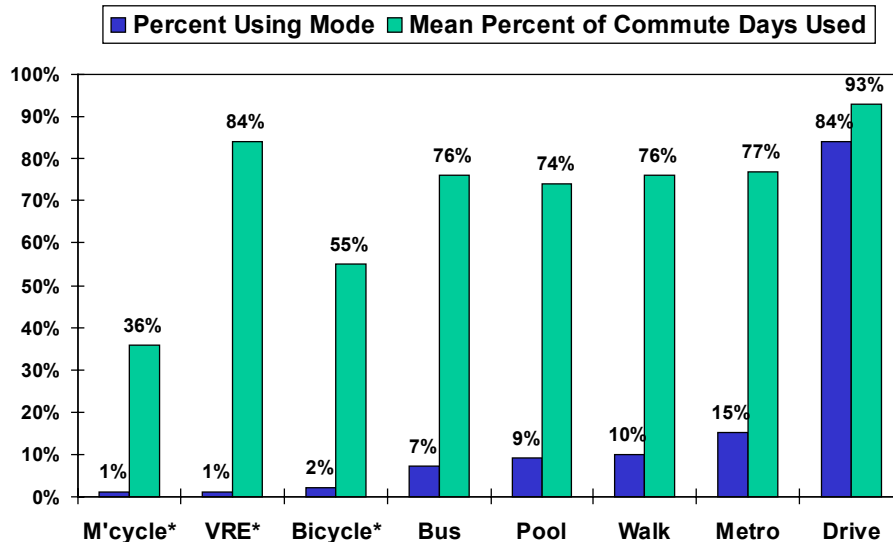
### Consistency in the Use of Commute Modes

Not only do the great majority of commuters drive alone to work, but they also do so with greater consistency than do users of other modes. On average, these drivers drove alone to work on 93 percent of all of their commute days.

Those who took Metrorail did so only 77 percent of the time and those who took the bus did so only 76 percent of the time. The very few commuters who ride bicycles or motorcycles to work are much less consistent than users of other modes.

### Use of Commute Modes and Mean Percent of Days Used

Mean percent of commute days used was calculated by dividing the number of commute days used by the total number of commute days.



Base=Commuters N=840

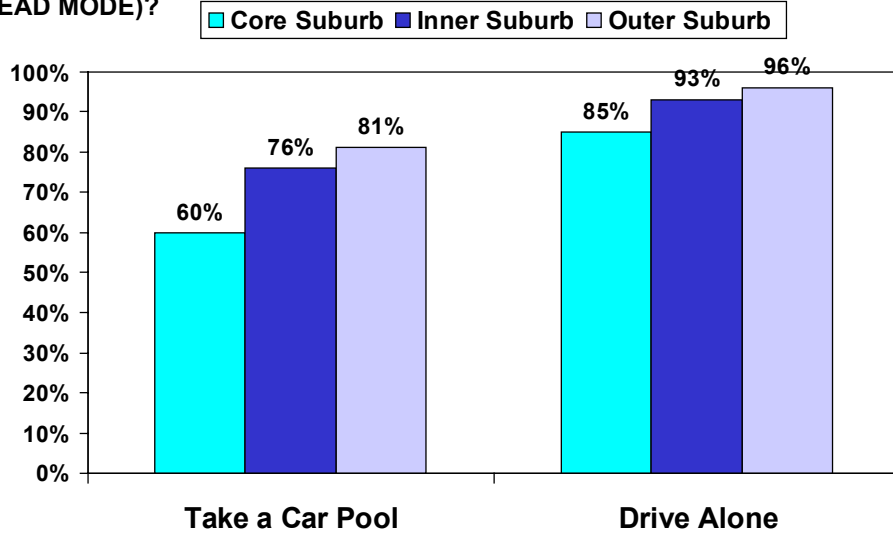
\*Caution: Very Small Bases for Mean Percent of Commute Days Used

## Public Opinion about Transportation Issues in Northern Virginia

Residents of the core suburbs have more transportation choices than do other Northern Virginia commuters, and, consequently, are less consistent in their use of the automobile. Still, 85 percent of core suburb residents who drive alone do so 85 percent of the time, and those who take car pools do so 60 percent of the time.

### Differences in the Mean Percentage of Commute Days Users Drove or Used Car Pools by Location of Residence

Q4A: (FOR EACH MODE USED) How many days during the past seven days did you (READ MODE)?

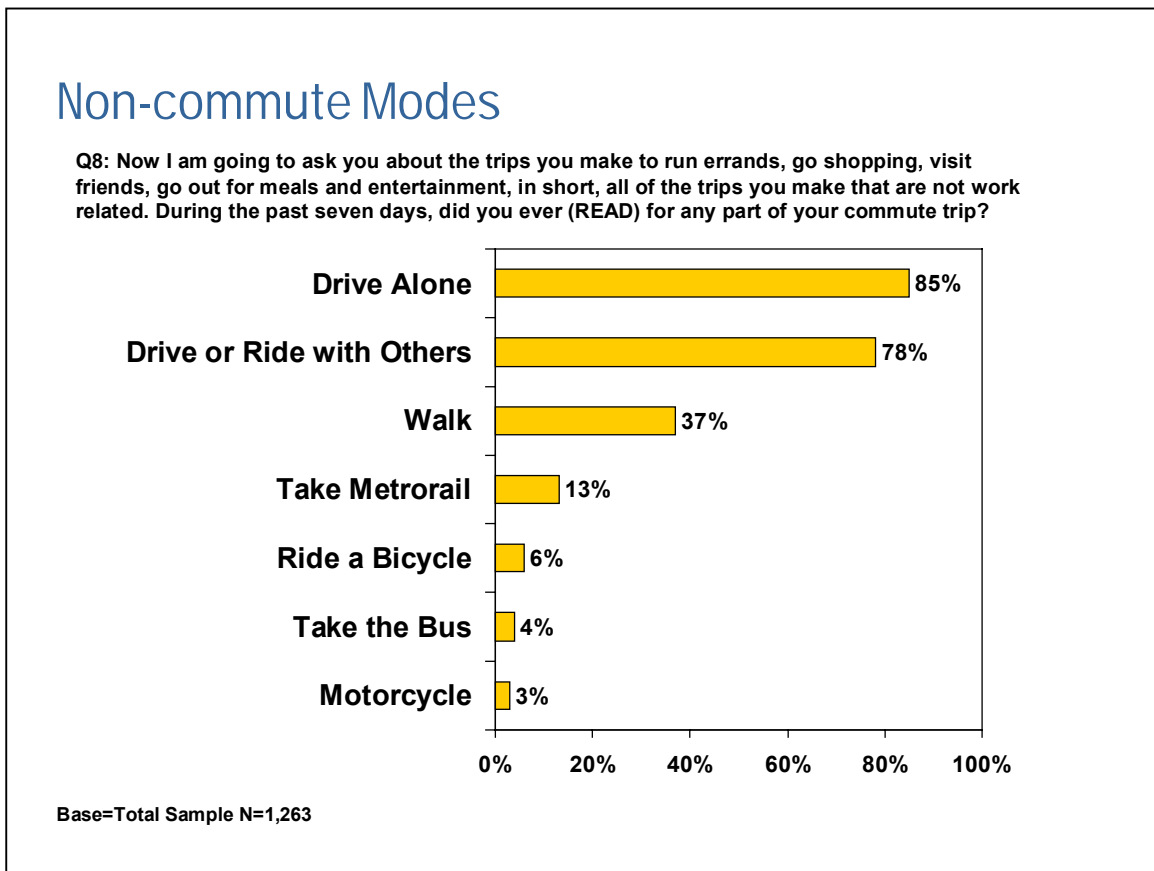


NOTE: The number of days each mode was used was divided by the number of commute days.

## NON-COMMUTE TRAVEL

### Modes Used for Non-commute Travel

Eighty-five percent of Northern Virginia residents drive alone when they run errands, go shopping, visit friends, go out for meals and entertainment, or take other trips that are not work related. However, just about as many drive or ride with friends when they take non-commute trips, and nearly four in ten walk. Despite having a limited number of routes and stations, more than one in ten take Metrorail for these types of trips. However, despite having more routes and stops, only four percent take the bus. In fact, more ride bicycles (6%) than take the bus for these types of trips, and almost as many ride motorcycles (3%).

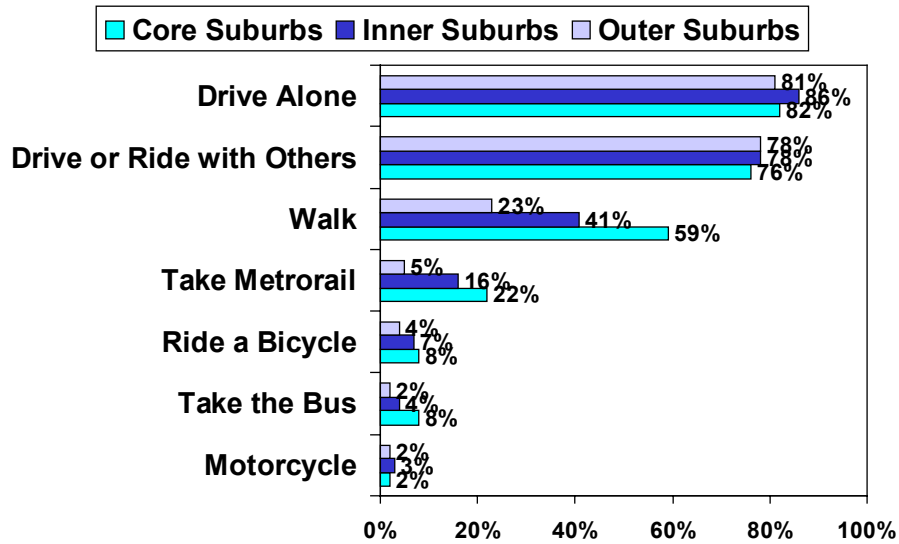


## Public Opinion about Transportation Issues in Northern Virginia

Residents of core suburbs are just as likely to drive alone or drive or ride with others when they take non-commute trips as are residents of the inner and outer suburbs. However, they are more likely to take Metrorail and the bus, and they are much more likely to walk.

### Non-commute Modes by Location of Residence

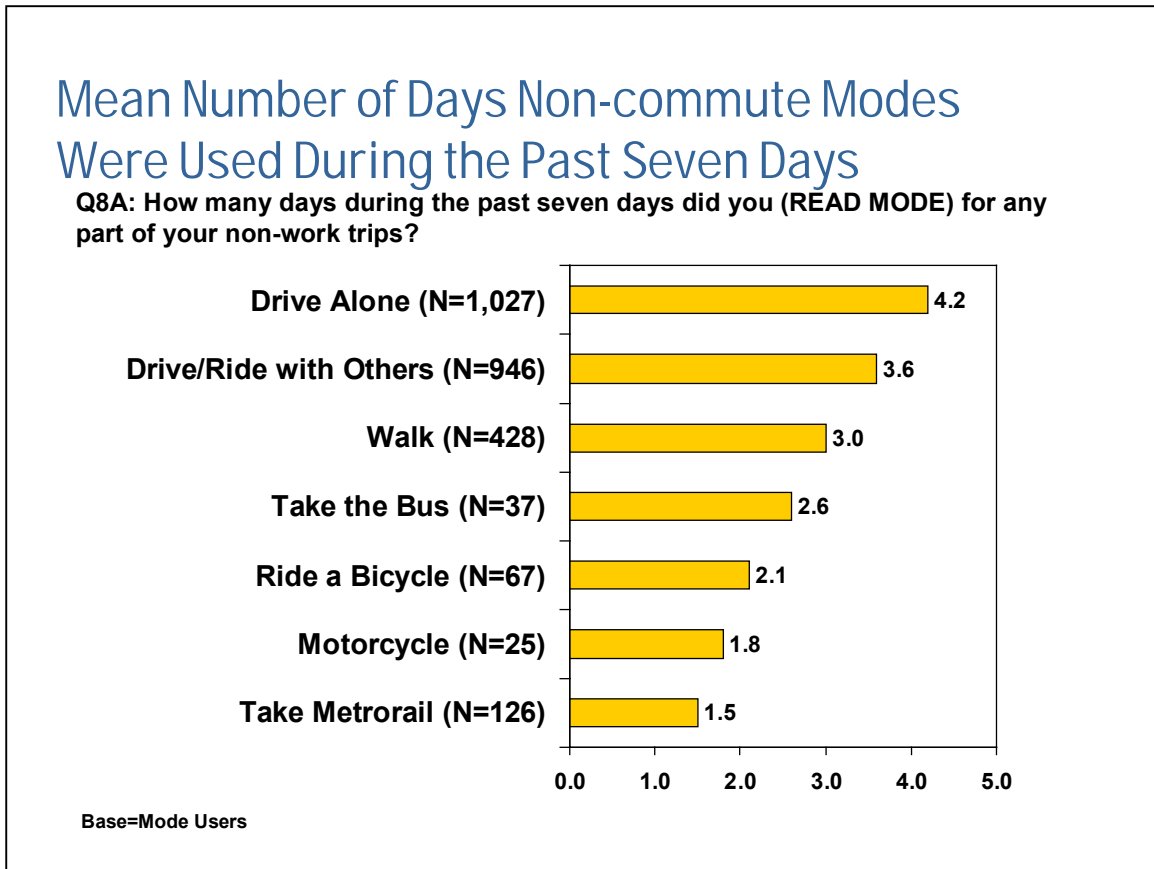
Q8: Now I am going to ask you about the trips you make to run errands, go shopping, visit friends, go out for meals and entertainment, in short, all of the trips you make that are not work related. During the past seven days, did you ever (READ) for any part of your commute trip?



Base=Total Sample N=1,263

## Frequency of Mode Use

Northern Virginia residents who drive alone when they take non-commute trips do so an average of 4.2 days a week. Those who drive or ride with others do so somewhat less frequently (3.6 days). Metrorail riders use it an average of just 1.5 days a week, making it the least used mode for non-commute trips. However, the very few residents who ride the bus for non-commute trips take the bus an average of 2.6 days a week. This disparity between Metrorail and the bus may be due to greater transit dependence among bus riders.



## II. PRIORITIES IN DECIDING WHERE TO LIVE

The results in the preceding chapter make it very clear that Northern Virginia's transportation problems are largely a function of the types of decisions that its residents make about where they will live and work. This chapter explores the types of factors that come into play as residents make decisions about where to live. It is based on responses to two questions:

*Q10: Now, let's think about the things that are important to you when you decide where to live. If price were not an issue, what would be most important to you?*

*Q10A: And what would be second most important?*

*Being within walking distance of shopping and services*

*Being within walking distance of a bus or rail stop*

*Being close to your primary workplace*

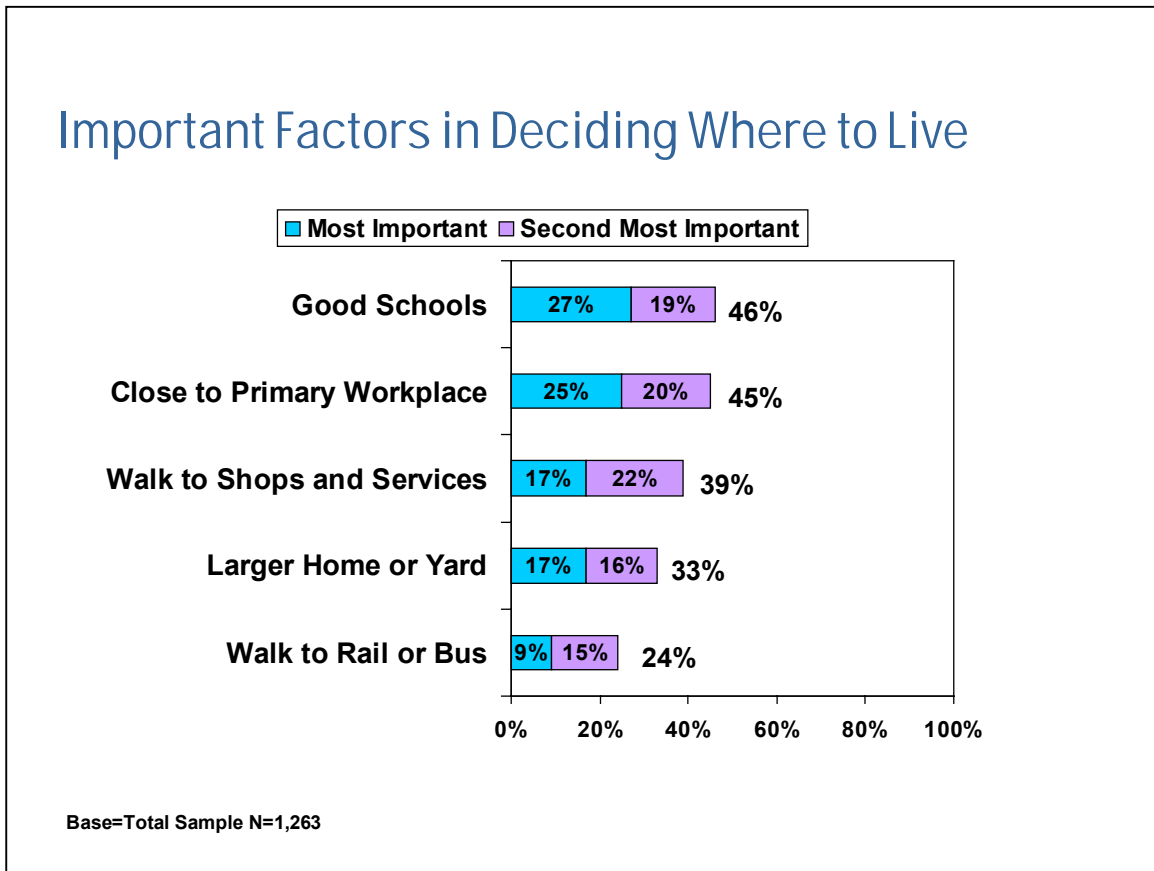
*Having good schools in your neighborhood*

*Having a larger home or yard*



### Overall Findings: Most and Second Most Important Factors

Overall, the most important factors in deciding where to live are good schools (ranked most or second most important by 46%) and being close to one’s primary workplace (45%). However, being able to walk to shops and services (39%) is not far behind. Having a larger home or yard (33%) is less important. Only a relatively small segment (24%) said that being able to walk to transit is their highest priority. This is not surprising since transit is a means to an end, not an end in itself. However, convenient access to transit may help residents achieve other valued ends, including perceived proximity to workplaces, shops and services.



## Public Opinion about Transportation Issues in Northern Virginia

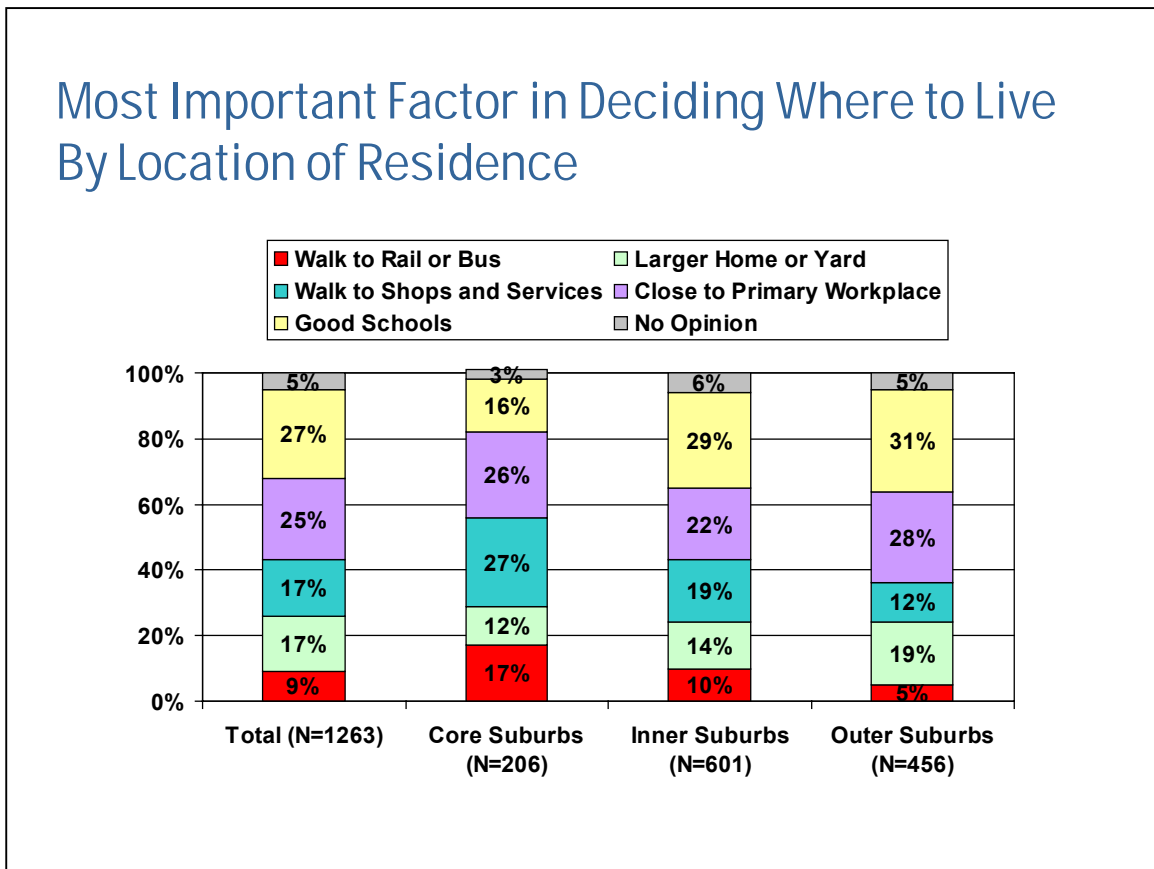
### Analysis of the Single Most Important Factor by Location of Residence

Core-suburb residents place a high priority on being able to walk or take transit to key destinations. Their three top factors in deciding where to live are being able to walk to shops and services (27%), being close to their primary workplace (26%) and being able to walk to rail or bus stops (17%).

Inner-suburb residents are most concerned about having good schools (29%) and being close to their primary workplace (22%), but they also value being able to walk to shops and services (19%). Residents of Falls Church (39%) place a particularly high priority on good schools.

Like inner-suburb residents, outer-suburb residents are most concerned about good schools (31%) and being close to their workplace (28%), but they place a higher priority on having a larger home or yard (19%) and a lower priority on being able to walk to shops and services (12%).

Not surprisingly, interest in being close to rail or bus stops declines with distance from the core.

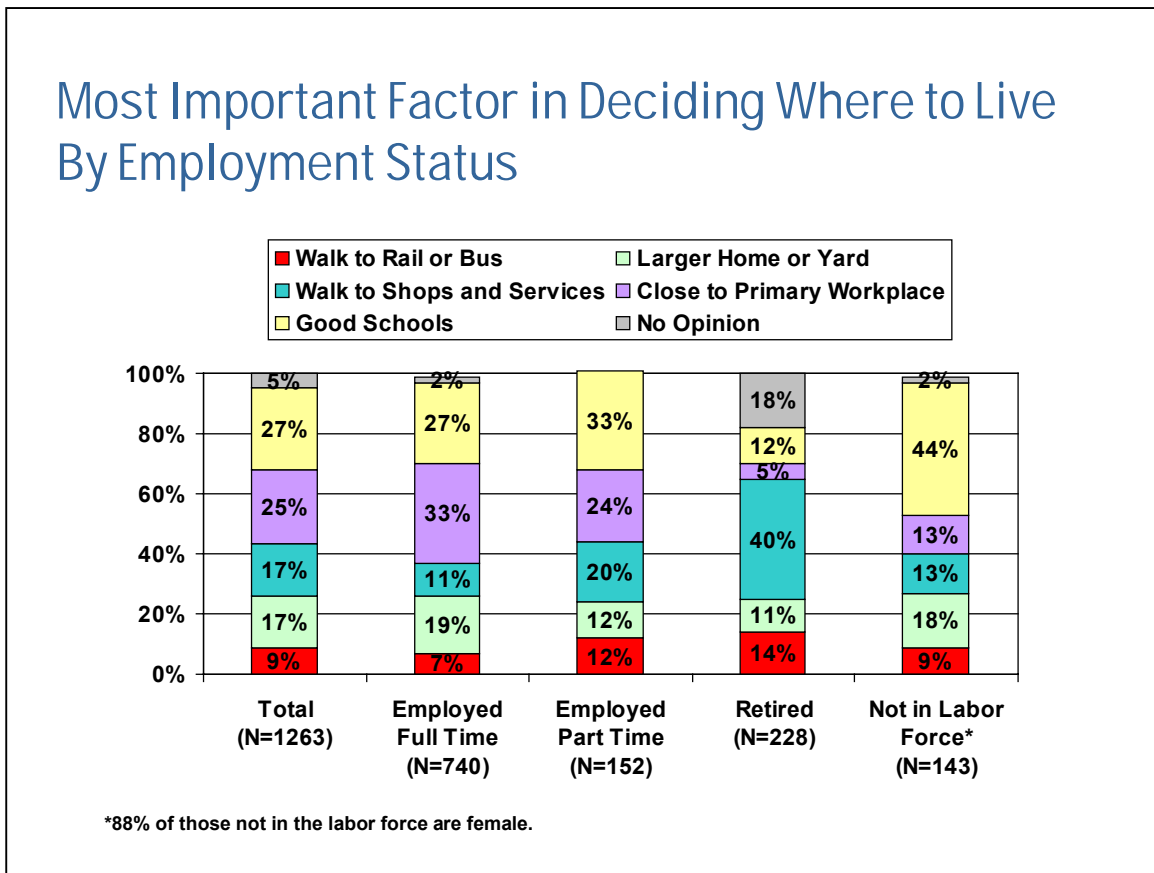


### Analysis of the Single Most Important Factor by Employment Status

Not surprisingly, full time employees (33%) are likely to make being close to their workplace their highest priority, but good schools are a close second (27%). Having a larger home or yard is also a high priority (19%) for this predominantly male group.

Part-time employees, who are more likely to be female than male, value good schools most (33%), followed by being close to their workplace (24%) and being able to walk to shops and services (20%).

By far the highest priority for retired persons is being able to walk to shops and services (40%). The top priority for persons who are not in the labor force, who are 88 percent female, is good schools (44%), followed by having a larger home or yard (18%).



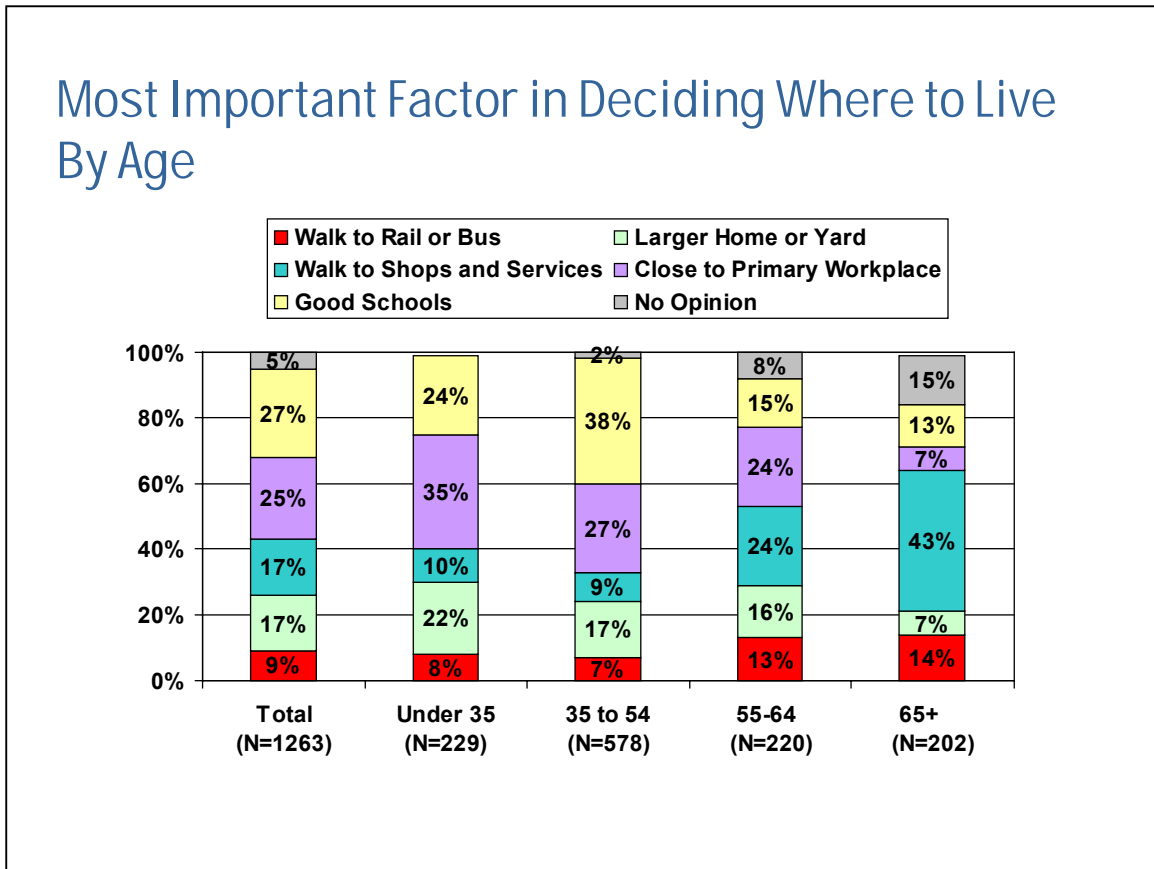
## Public Opinion about Transportation Issues in Northern Virginia

### Analysis of the Single Most Important Factor by Age

Interest in good schools begins among the youngest cohort, which is under age 35, (24%) and reaches its peak in the 35 to 54 age group (38%) and then declines sharply.

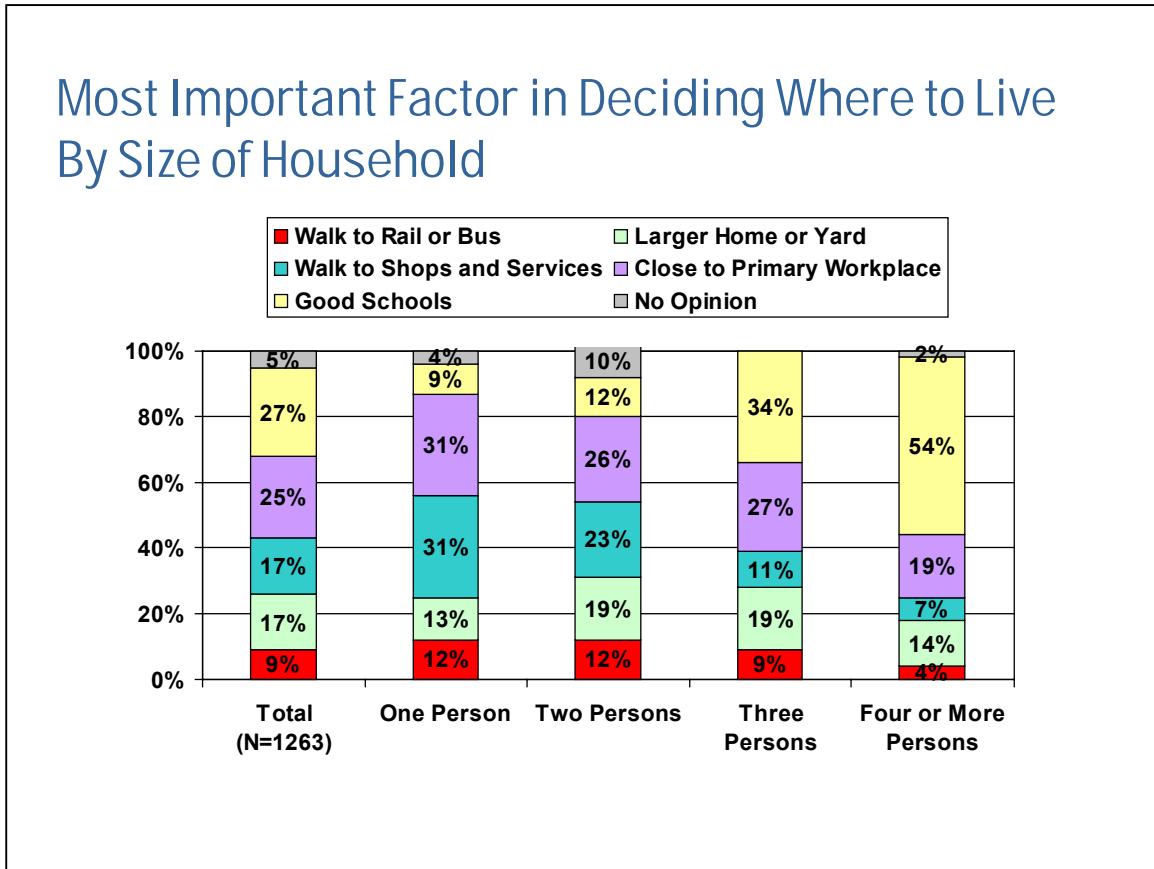
Interest in being close to one's primary workplace is greatest in those under 35 (35%), declines gradually to age 64 (24%) and drops precipitously among those who are age 65 and older. There is a similar pattern for having a larger home or yard.

Being close to shops and services is not very important to residents under 55 but it is quite important to both residents in the 55 to 64 age range (24%) and those who are 65 and older (43%). Similarly, almost twice as many residents age 55 and older (13%) as residents 35 to 54 (7%) made being close to rail and bus stops their top priority.



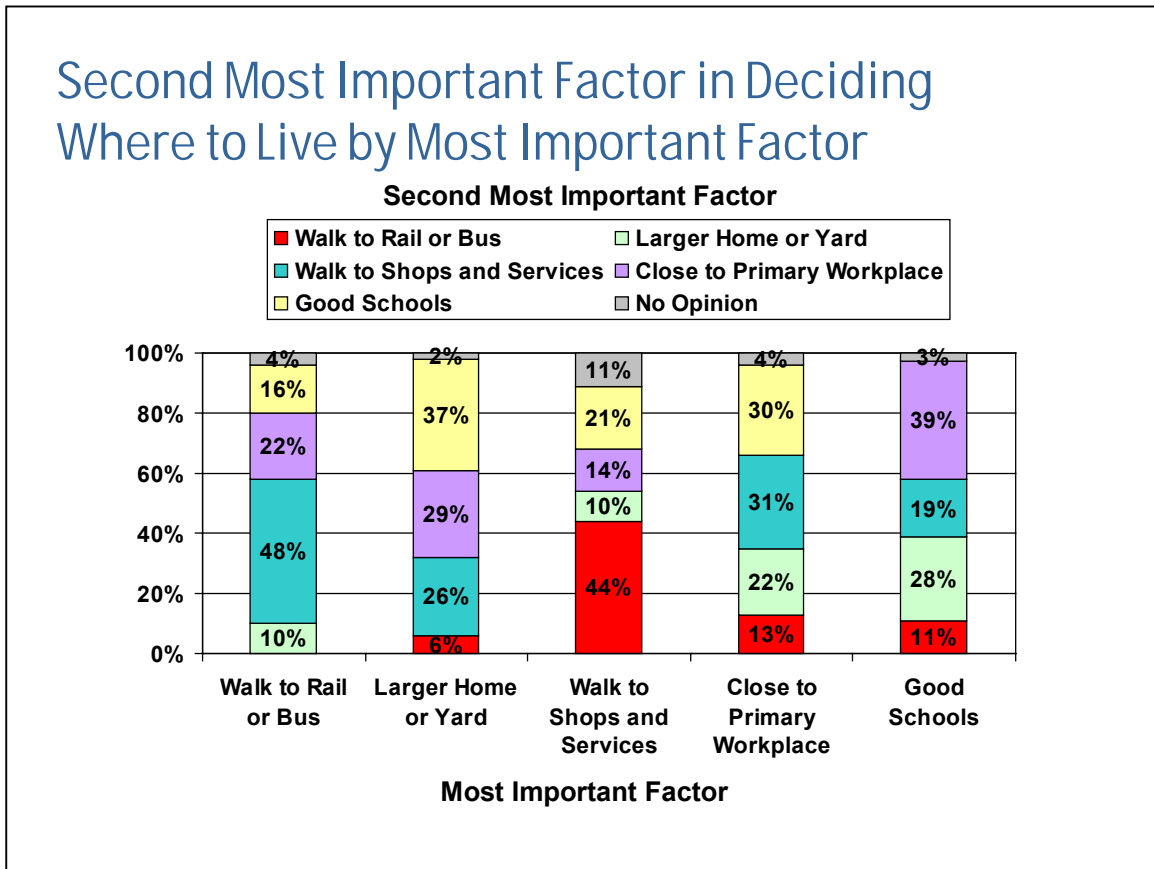
### Analysis of the Single Most Important Factor by Household Size

For larger households – many of which are families with school-age children – good schools are by far the most important factor in deciding where to live while singles and couples focus more on proximity to work and being able to walk to shops and services.



## Patterns of Priorities in Deciding Where to Live

Neighborhoods that offer walkable lifestyles, convenient transit and good schools are a winning combination for many Northern Virginians. Those who want to be able to walk to shops and services also tend to want to walk to rail and bus stops, and they also want good schools. Conversely, those who want good schools also value being able to walk to shops and services.



### III. FRUSTRATIONS WITH TRAVEL

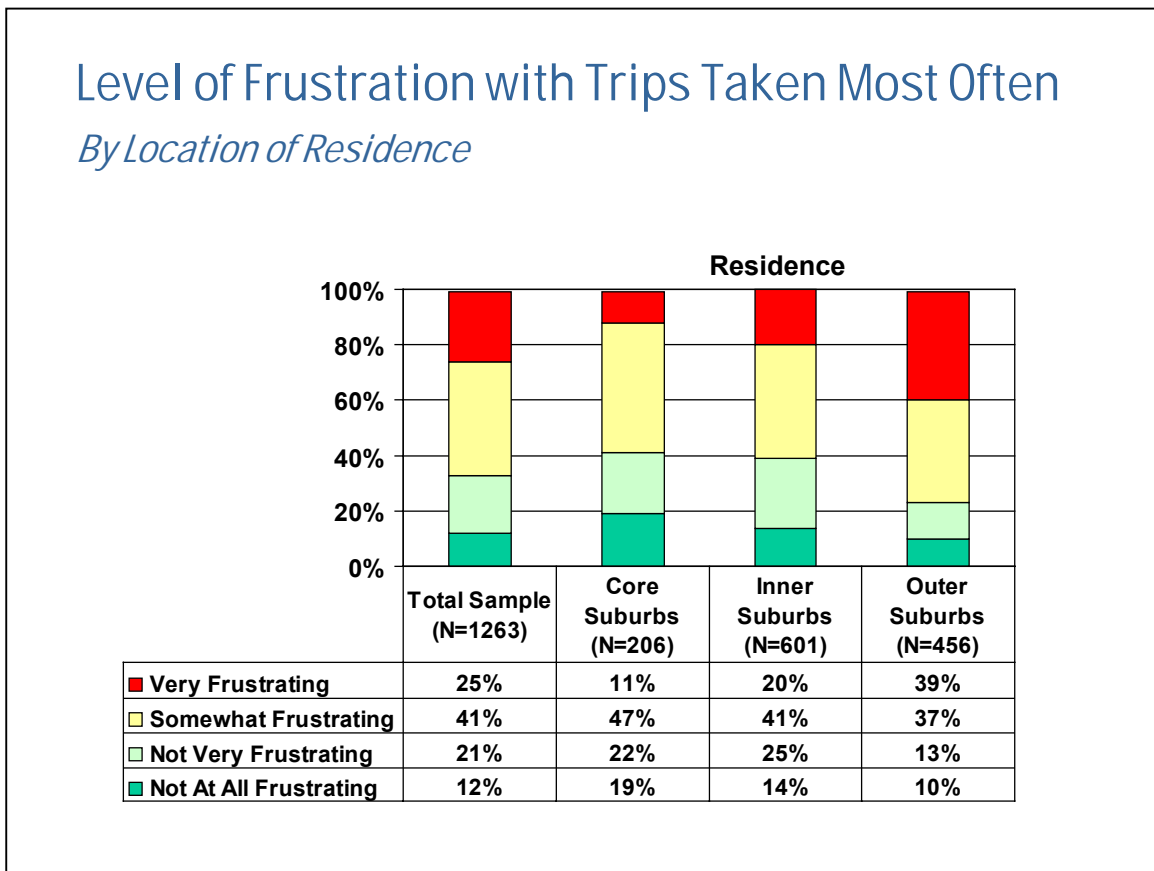
This chapter examines the level of frustration that Northern Virginians experience as they travel in the region. It is based on responses to two questions

*Q13: Thinking now about the types of trips that you make most frequently. . . Would you say that making these trips is usually very frustrating, somewhat frustrating, not very frustrating or not frustrating at all?*

*Q14: What makes these trips frustrating? (Open-ended question)*

#### The Level of Frustration

Two-thirds of Northern Virginians are very (25%) or somewhat (41%) frustrated with the trips they take most often. The level of frustration increases with distance from the core area: Just 11 percent of core-suburb residents but 20 percent of inner-suburb residents and 39 percent of outer-suburb residents are very frustrated.

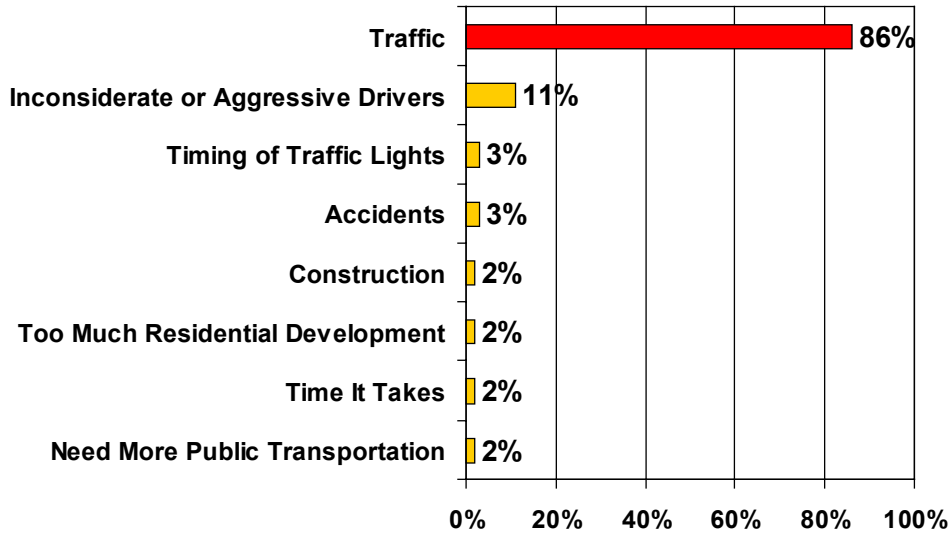


## Public Opinion about Transportation Issues in Northern Virginia

When those who said they were frustrated were asked what makes their trips frustrating, 86 percent cited traffic and 11 percent cited inconsiderate or aggressive drivers. Nearly all of their responses to this open-ended question involve driving.

Almost nine in ten cited traffic as a reason for their frustration with travel.

### Responses to an Open-Ended Question



Base=Very or Somewhat Frustrated N=829



## IV. TRANSPORTATION PRIORITIES

This chapter examines both general and corridor-specific transportation priorities and willingness to pay for transportation improvements.

### General Transportation Priorities

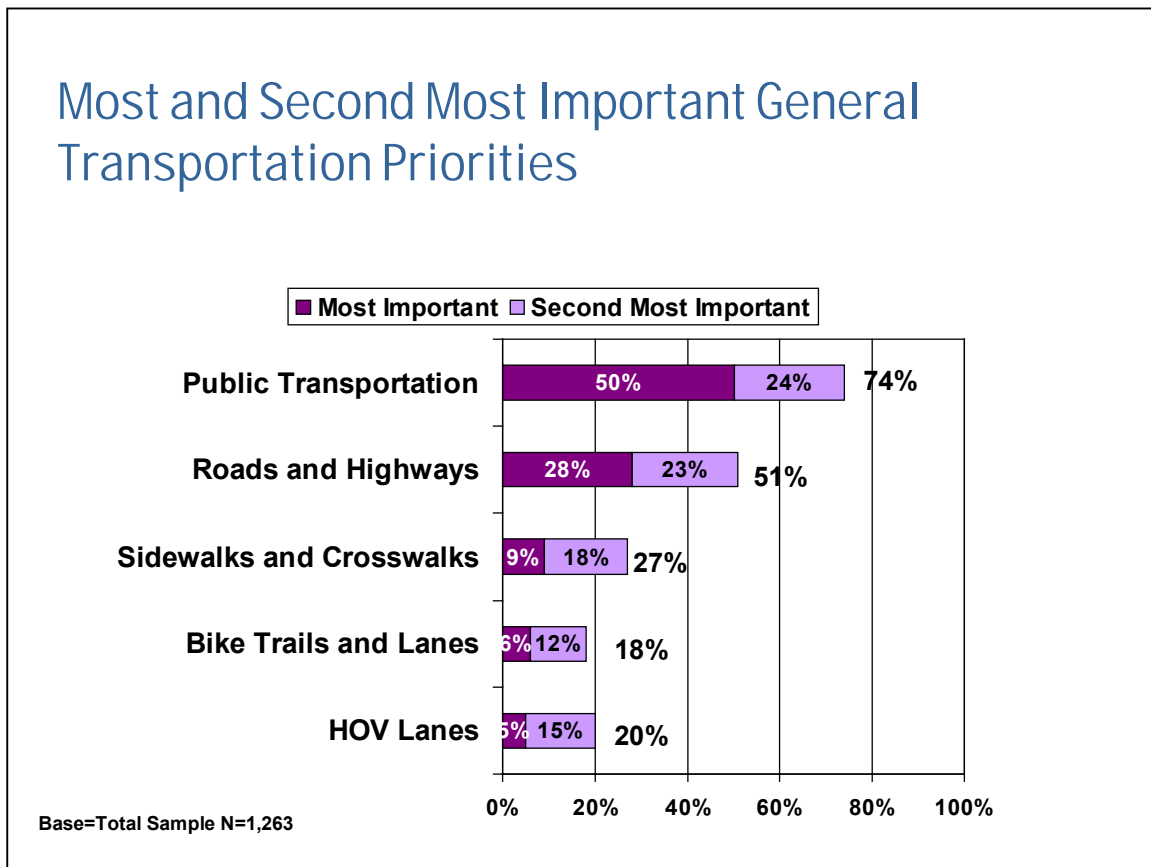
To measure general transportation priorities, respondents were asked:

*Q12. I am going to read a list of general types of transportation improvements. After I finish, please tell me which one is most important to you?*

*Q12A. And which one is second most important?*

When asked a general question, Northern Virginians indicated that they place a much higher priority on public transportation than on roads and highways. Nearly three-quarters said that public transportation is their first or second transportation priority, while only about half named roads and highways. Even more striking is the fact that nearly twice as many Northern Virginians named public transportation (50%) as roads and highways as their top priority.

Substantial minorities also named sidewalks and crosswalks (27%), bike trails and lanes (18%) and HOV lanes (20%).

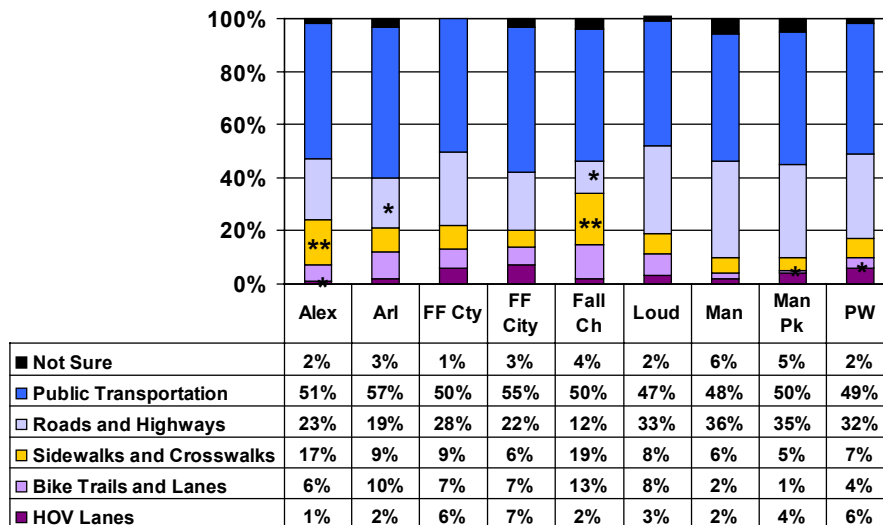


## Public Opinion about Transportation Issues in Northern Virginia

Not only is public transportation the top public priority but it is also the top public priority in all of the nine jurisdictions. In fact, the results are consistent across jurisdictions: Public transportation is the top priority for about half of residents of all jurisdictions.

There are, however, predictable differences in the priorities that residents of different jurisdictions assign to roads and highways, HOV lanes, and sidewalks and crosswalks. Roads and highways are less important in Arlington and Falls Church, both of which are very well served by transit, than they are in other jurisdictions. Sidewalks and crosswalks are more important in Alexandria and Falls Church. HOV lanes are less important in Alexandria and more important in Manassas Park and Prince William County.

### Most Important Transportation Priority By Jurisdiction of Residence



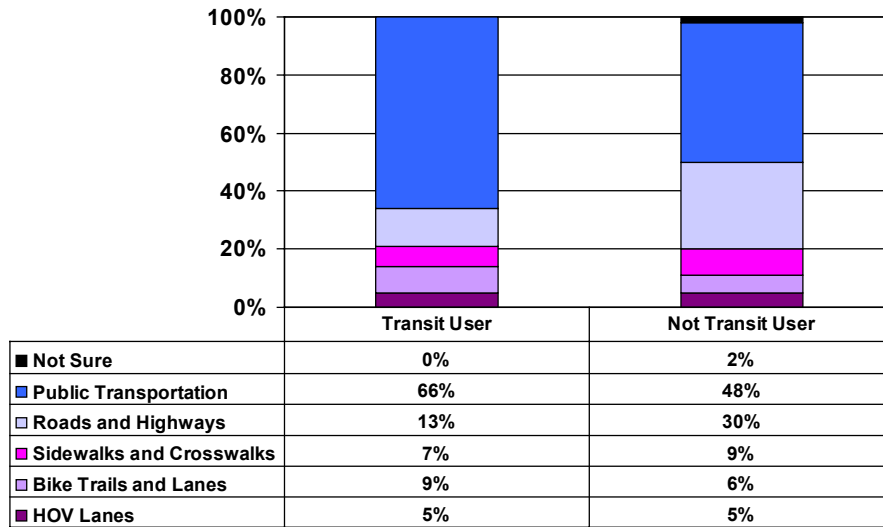
Base=Total Sample N=1,263

\*Significantly less than average  
\*\* Significantly more than average

## Public Opinion about Transportation Issues in Northern Virginia

Almost half (48%) of those who do not use transit now indicated that public transportation is their top priority. This strongly suggests that there is considerable latent demand for public transportation in areas that are not well served.

### Percent Citing Public Transportation as their Top Priority by Transit Use



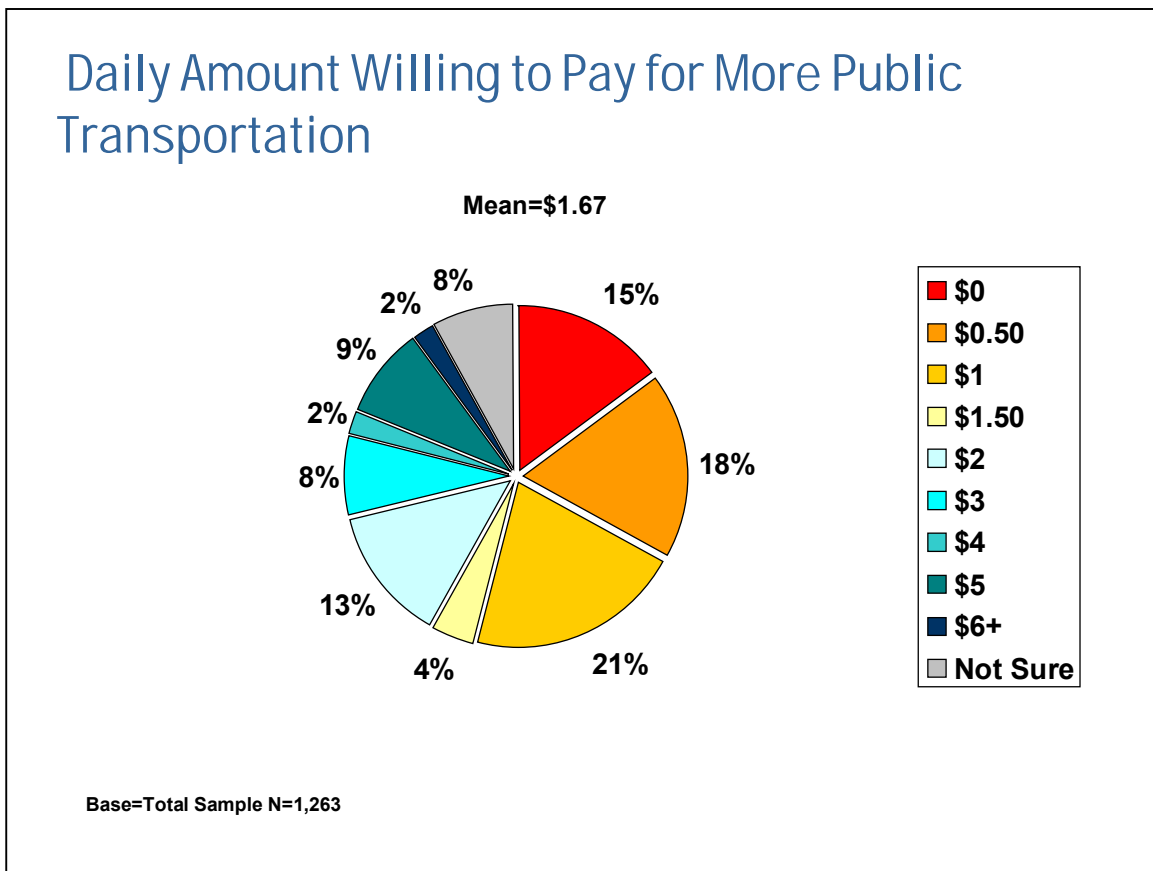
Base=Total Sample N=1,263

## Public Opinion about Transportation Issues in Northern Virginia

### Willingness to Pay for More Public Transportation

On average, Northern Virginia residents are willing to spend \$1.67 per day for improvements that would expand public transportation service and reduce crowding on Metrorail and VRE. Two-thirds said they would pay at least one dollar per day and about one-third said they would pay at least two dollars per day. Just 15 percent said that they would pay nothing.

These results are consistent across jurisdictions with the exception of Falls Church, whose residents are willing to pay less on average (\$1.12) than are other Northern Virginia residents. This is due to the fact that 24 percent of Falls Church residents said they would pay nothing for public transportation improvements.



Q21: *How much would you be willing to pay on average each day for improvements that would expand public transportation service and reduce crowding on Metrorail and VRE?*

## Public Opinion about Transportation Issues in Northern Virginia

### Public Priorities for Specific Projects in Travel Corridors

Measurement of corridor-specific priorities is based on a series of questions.

First, respondents were asked to identify the corridors (as defined in the 2030 Plan) that they use on a regular basis.

*Q11. Now I would like you to think about all of the trips that you take for any purpose. There are eight primary travel corridors in Northern Virginia. I am going to read a list of these corridors. As I do, please tell me which ones you use at least once a week either on transit, in a motor vehicle or by any other mode of transportation.*

- *Route 7 or the Dulles Toll Road*
- *Route 28*
- *Tri-County Parkway: The Loudoun County Parkway, Route 234 or Route 659 in Loudoun and Prince William Counties*
- *The Fairfax County Parkway*
- *The Prince William County Parkway*
- *The Beltway or I-495 Corridor*
- *The Interstate 66 Corridor, including Route 29 and Route 50, the Metrorail Orange line and the VRE Manassas Line*
- *The I-95 Corridor, including I-395, Route 1, the Blue and Yellow Metrorail lines and the VRE Fredericksburg line*

Then, respondents were read a list of projects planned for the corridors they had identified<sup>2</sup> and asked “*please tell me which project you think should be the highest priority*” and “*which one should be the second highest priority.*”

After respondents had identified their top priority project in the corridors they use, they were asked:

*“How much would you be willing to pay on average each day to get your highest priority project built?”*

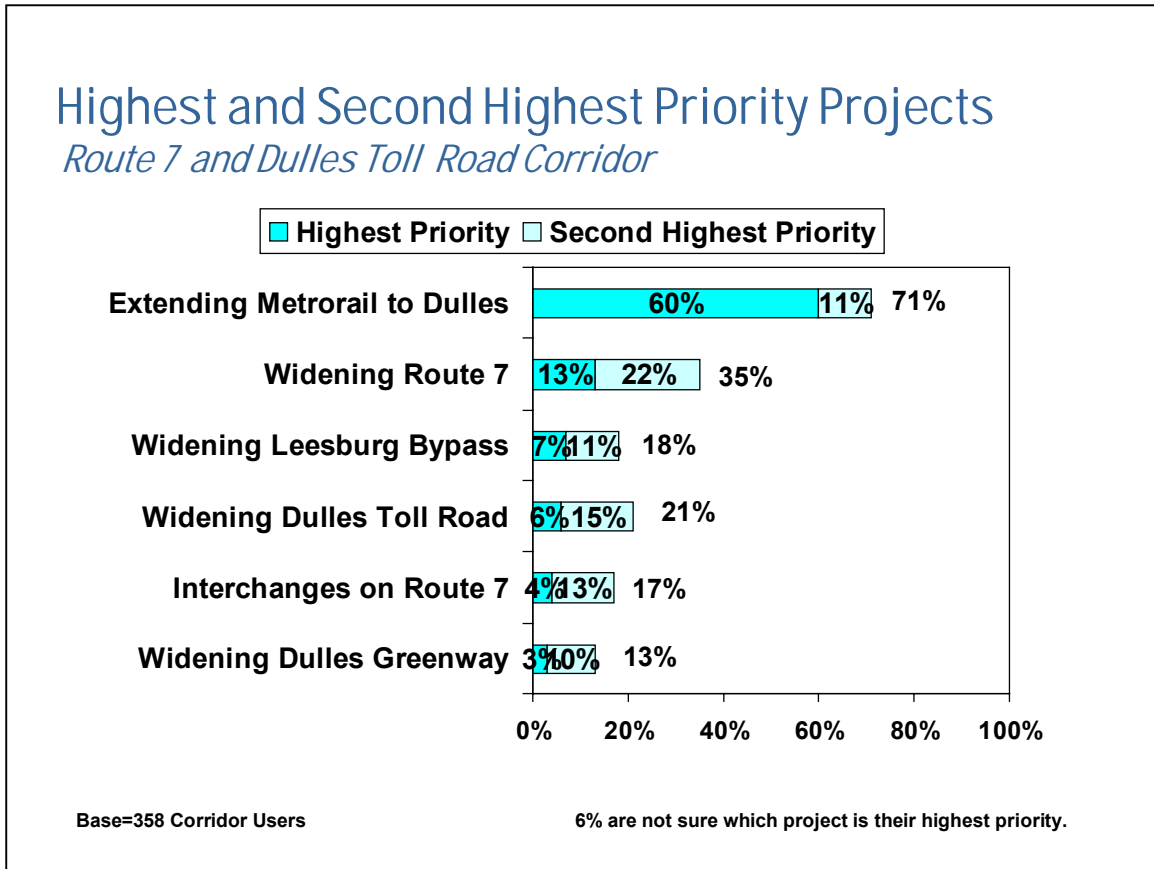
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<sup>2</sup> Respondents rated up to two corridors. Those who said they used more corridors were asked to identify the two that they used most often.

## Public Opinion about Transportation Issues in Northern Virginia

### Route 7 and Dulles Corridor Projects

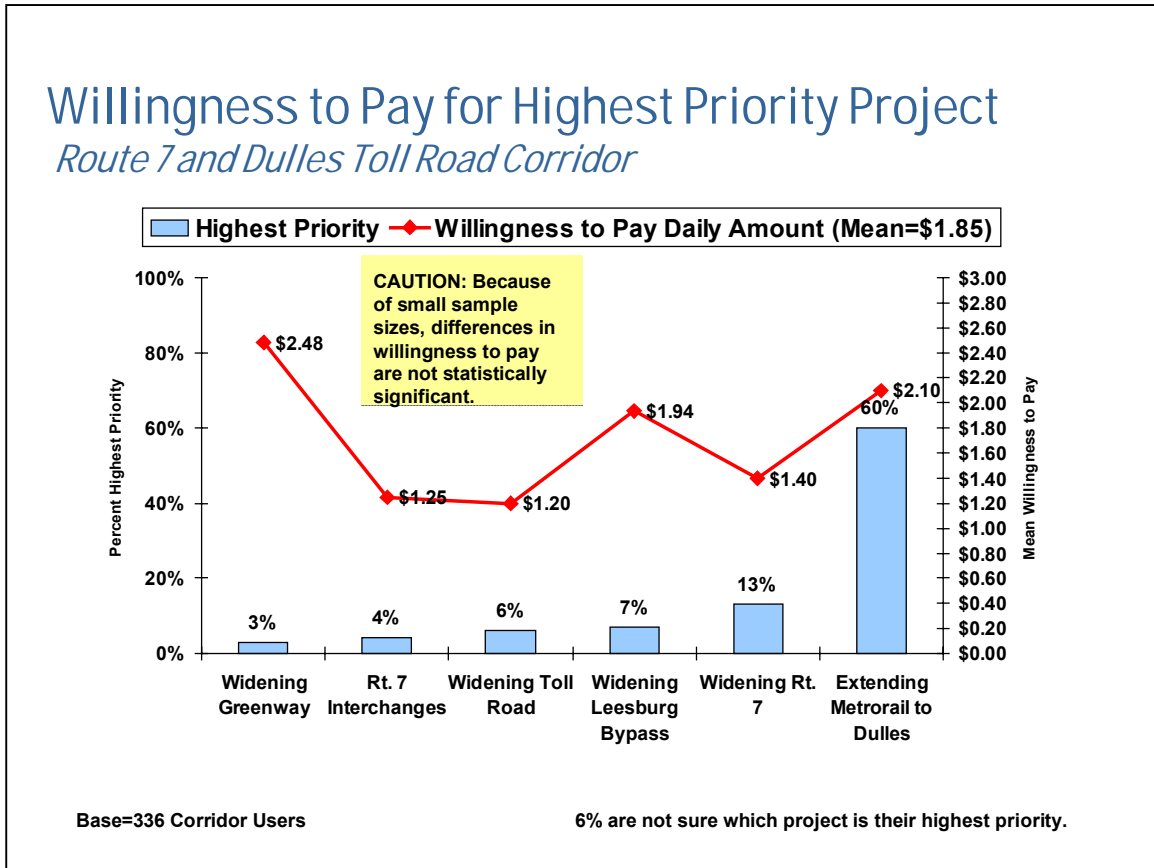
Nearly five times as many users of the Route 7 and Dulles Corridor made extending Metrorail from the West Falls Church station to Dulles Airport and Ashburn their top priority (60%) as opted for the next most popular project, widening Route 7 from the Fairfax County Parkway to I-495 (13%). None of the other projects were named top priority by more than one in ten Northern Virginians.



*Extending Metrorail from the West Falls Church station to Dulles Airport and Ashburn in Loudoun County*  
*Building 6 new interchanges on Route 7 between Leesburg and Route 28*  
*Widening the Dulles Toll Road*  
*Widening Route 7 from the Fairfax County Parkway to I-495*  
*Widening the Route 7 and 15 Bypass around Leesburg from 6 to 8 lanes*  
*Widening the Dulles Greenway from Route 772 to Route 28 to 4 unrestricted lanes plus 2 HOV lanes*

## Public Opinion about Transportation Issues in Northern Virginia

Northern Virginia residents who use the Route 7 and Dulles Corridor are willing to pay an average of \$1.85 per day to get their highest priority project built. None of the differences in willingness to pay for particular projects are statistically significant.

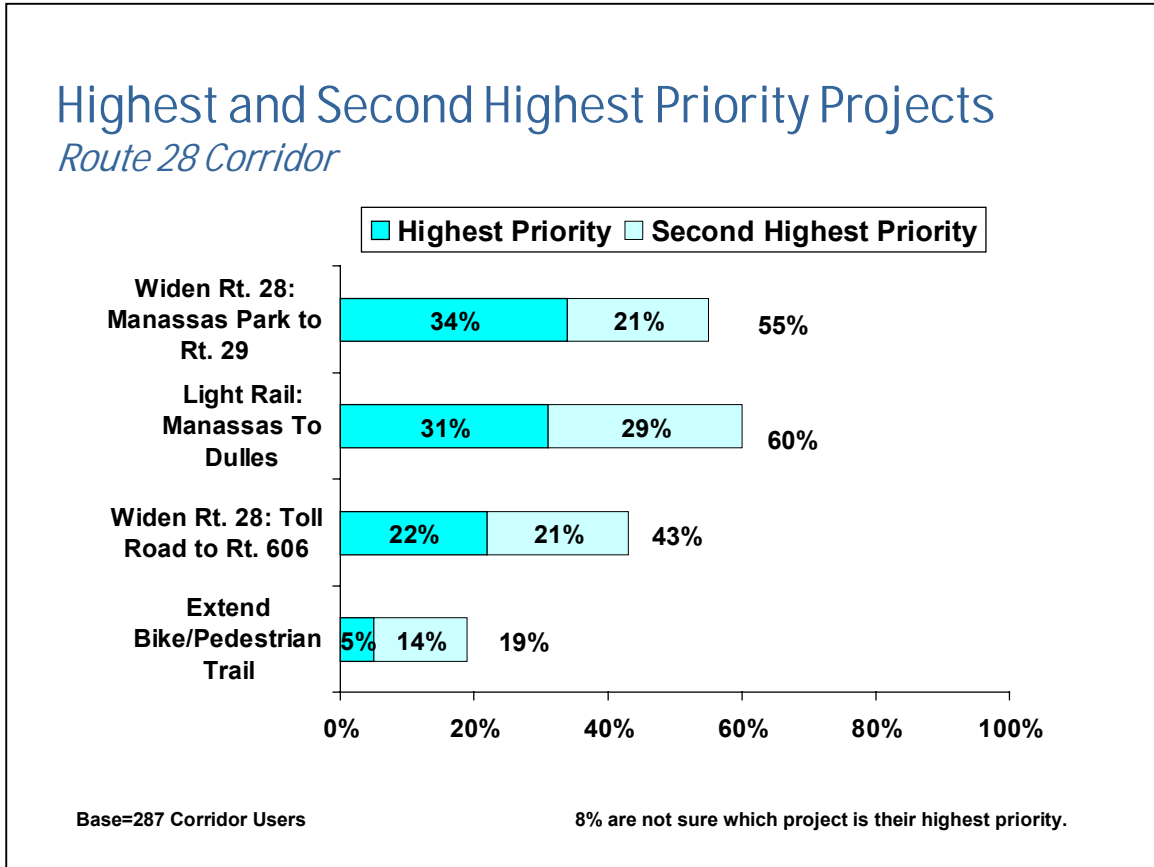


**Extending Metrorail from the West Falls Church station to Dulles Airport and Ashburn in Loudoun County**  
**Building 6 new interchanges on Route 7 between Leesburg and Route 28**  
**Widening the Dulles Toll Road**  
**Widening Route 7 from the Fairfax County Parkway to I-495**  
**Widening the Route 7 and 15 Bypass around Leesburg from 6 to 8 lanes**  
**Widening the Dulles Greenway from Route 772 to Route 28 to 4 unrestricted lanes plus 2 HOV lanes**

## Public Opinion about Transportation Issues in Northern Virginia

### Route 28 Corridor Projects

The two top priority projects in the Route 28 Corridor are widening Route 28 from Manassas Park to Route 29 and building a light rail line from Manassas to Dulles Airport, followed by widening Route 28 from the Dulles Toll Road to Route 606. Altogether, 56 percent of Corridor users named widening one of the segments of Route 28 as their top priority project.

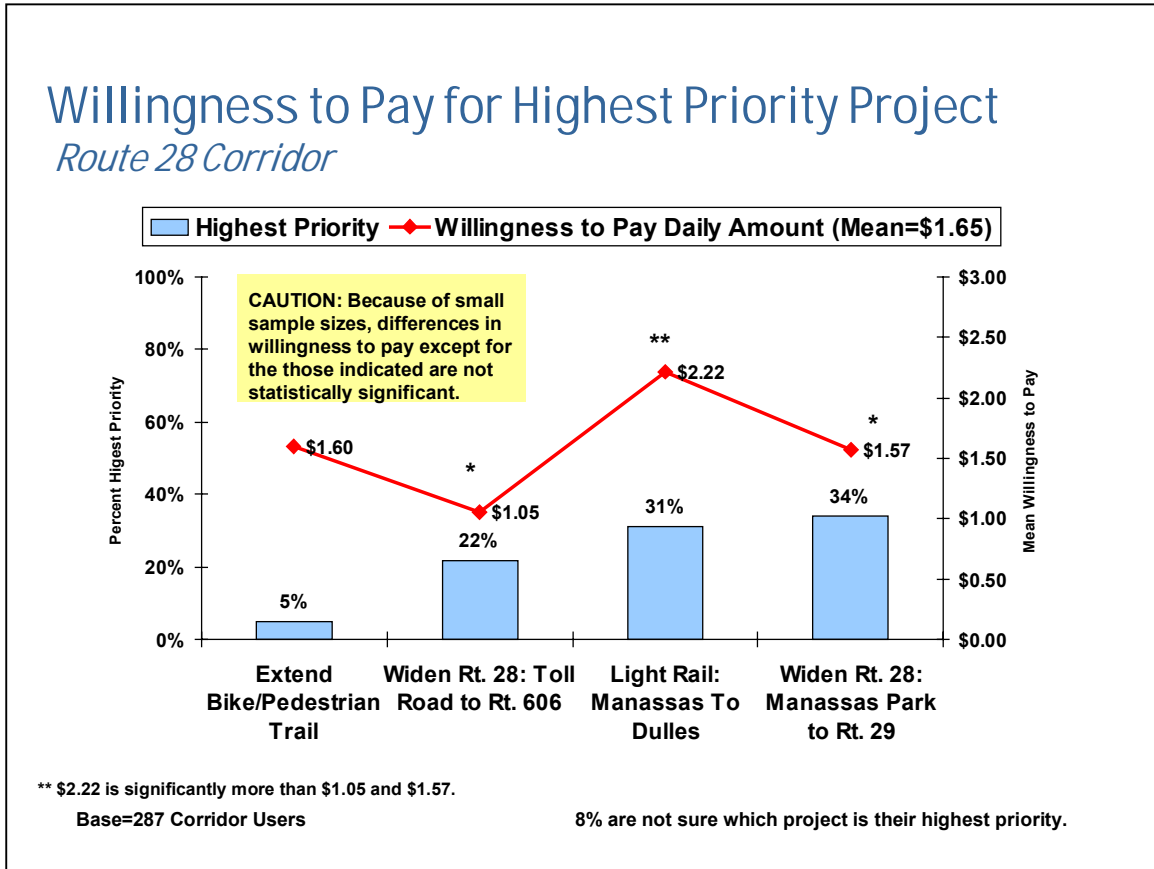


*Widening Route 28 from Manassas Park to Route 29 to 6 lanes*  
*Building a light rail line from Manassas to Dulles Airport*  
*Widening Route 28 from the Dulles Toll Road to Route 606*  
*Extending the Route 28 bike and pedestrian trail from Route 29 to the Fauquier County Line*



## Public Opinion about Transportation Issues in Northern Virginia

Users of the Route 28 Corridor are willing to pay an average of \$1.65 to get their highest priority project built. Those whose highest priority project is building light rail from Manassas to Dulles Airport are willing to pay an average of \$2.22, which is significantly more than those whose top priorities are road widening projects are willing to pay.



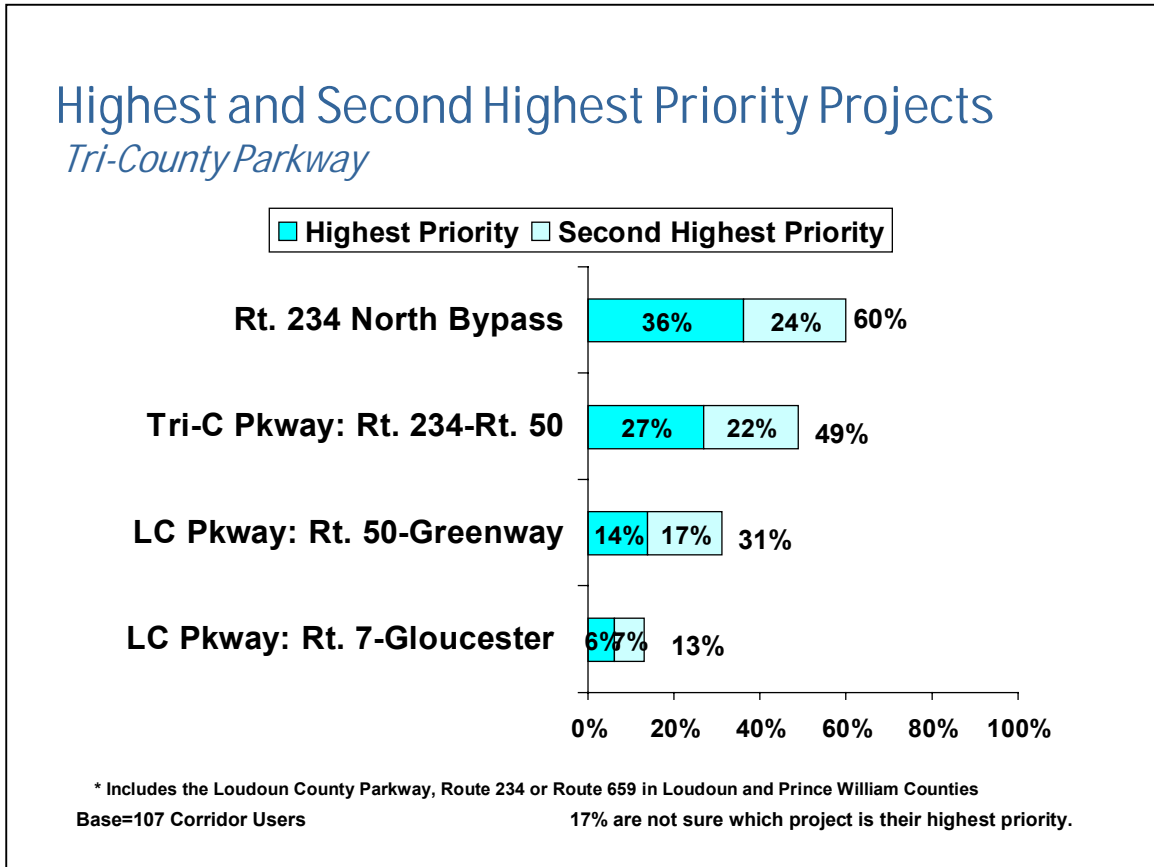
**Widening Route 28 from Manassas Park to Route 29 to 6 lanes**  
**Building a light rail line from Manassas to Dulles Airport**  
**Widening Route 28 from the Dulles Toll Road to Route 606**  
**Extending the Route 28 bike and pedestrian trail from Route 29 to the Fauquier County Line**



## Public Opinion about Transportation Issues in Northern Virginia

### Tri-County Parkway Corridor Projects

The Tri-Country Parkway Corridor includes the Loudoun Country Parkway, Route 234 or Route 659 in Loudoun and Prince William Counties. The top priority in this corridor is building a new North Bypass on route 234 from I-66 to Route 659, followed by building a new Tri-County Parkway from Route 234 to Route 50.

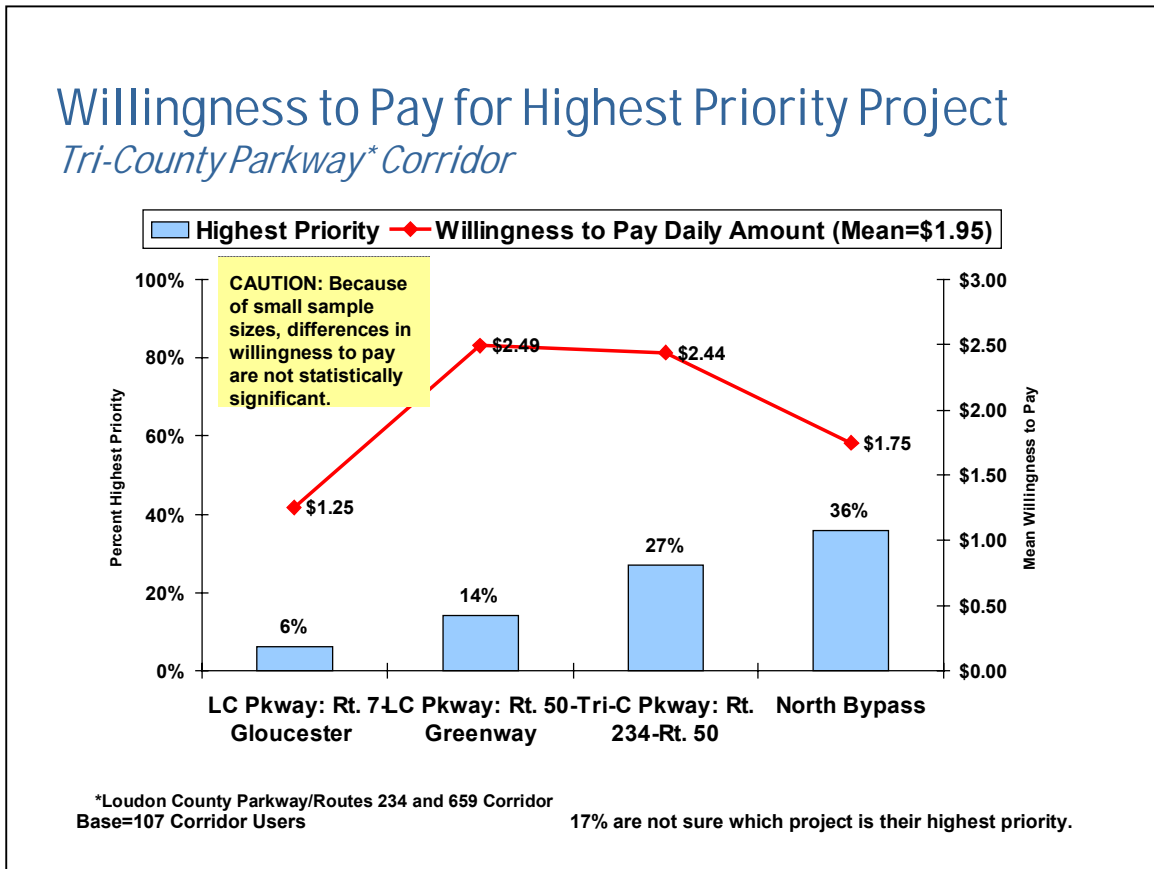


- Building a new 4 to 6 lane Tri-County Parkway from Route 234 to Route 50***
- Building a new 4-lane North Bypass on Route 234 from I-66 to Route 659***
- Building a new 4-lane Loudoun County Parkway from Route 50 to the Dulles Greenway***
- Building a new 4-lane Loudoun County Parkway from Route 7 to Gloucester Parkway***



## Public Opinion about Transportation Issues in Northern Virginia

Users of the Tri-County Parkway Corridor are willing to pay an average of \$1.95 per day to get their highest priority project built. Because of small sample sizes, there are no significant differences in willingness to pay between projects.

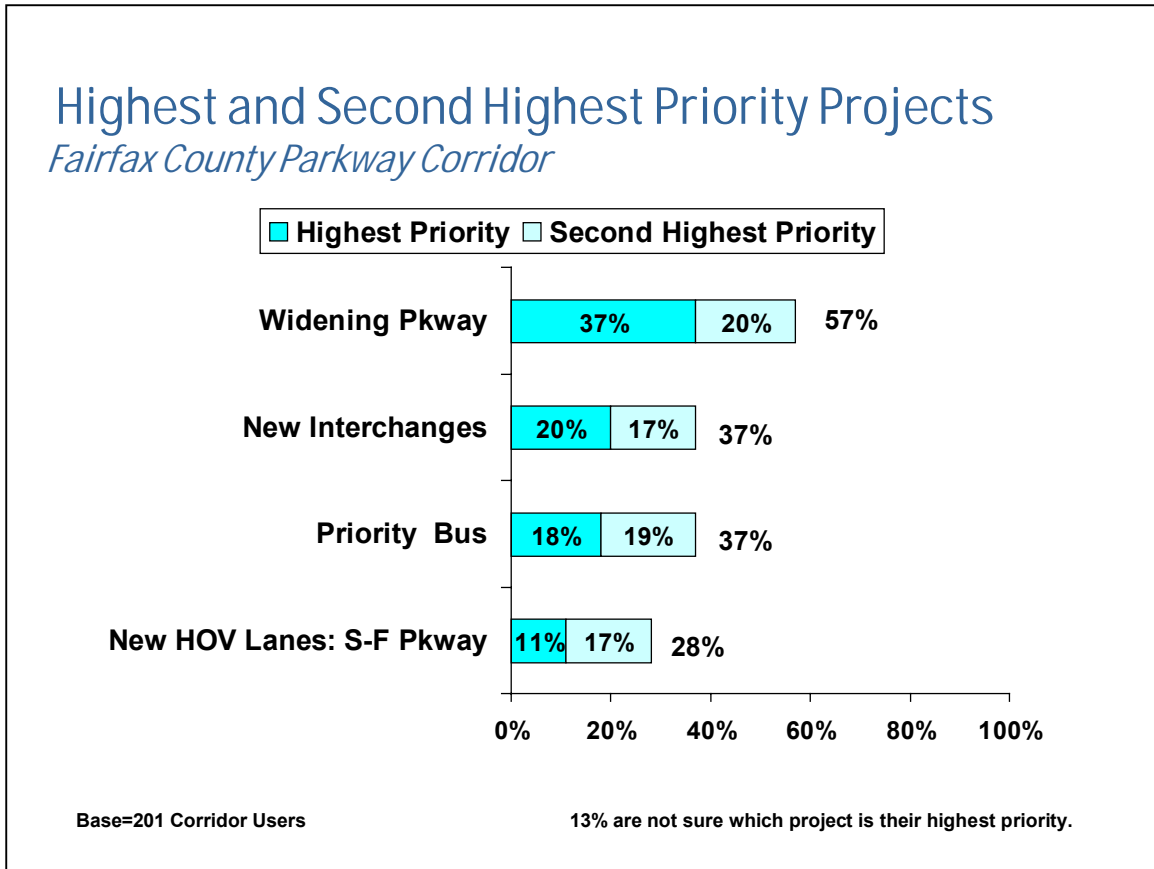


- Building a new 4 to 6 lane Tri-County Parkway from Route 234 to Route 50***
- Building a new 4-lane North Bypass on Route 234 from I-66 to Route 659***
- Building a new 4-lane Loudoun County Parkway from Route 50 to the Dulles Greenway***
- Building a new 4-lane Loudoun County Parkway from Route 7 to Gloucester Parkway***

## Public Opinion about Transportation Issues in Northern Virginia

### Fairfax County Parkway Corridor

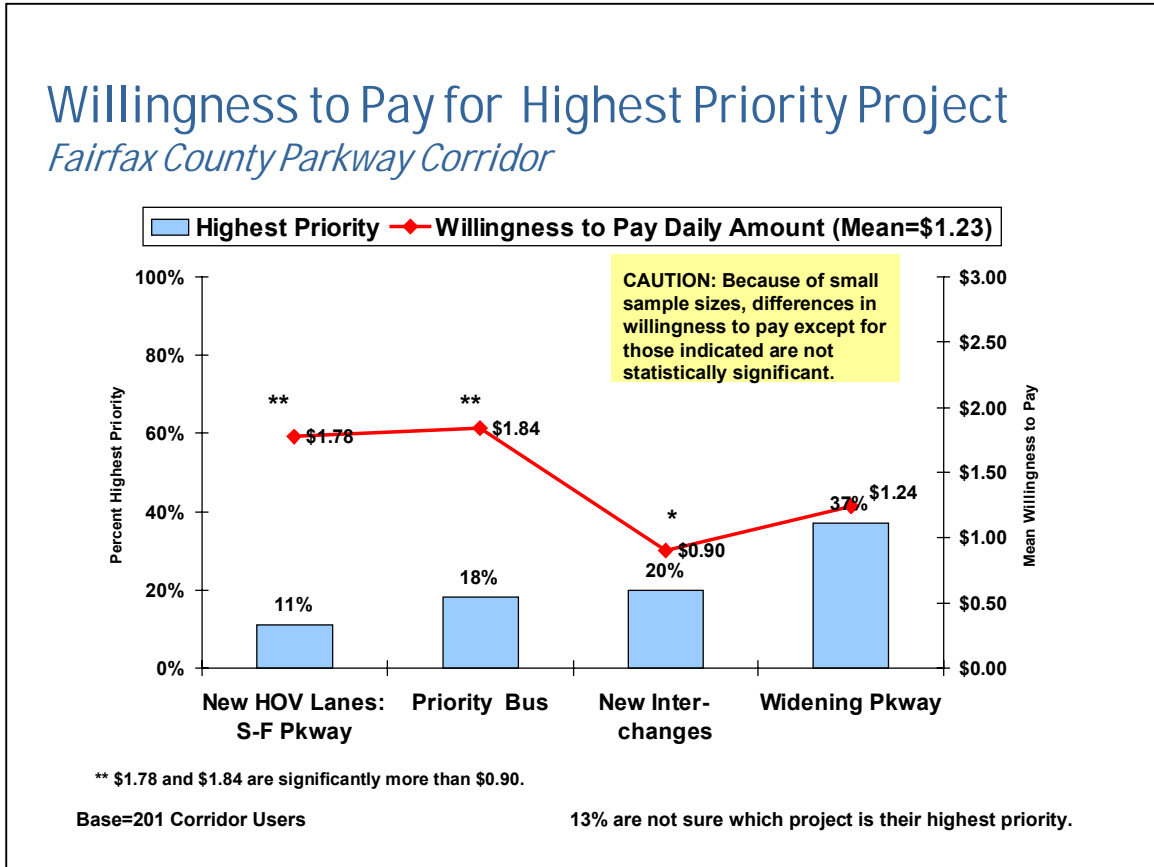
Among users of the Fairfax County Parkway Corridor, the highest priority is widening the parkway from Sunrise Valley Drive to Route 123. Building new interchanges on Monument Drive, Rolling road and Pohick Road and starting a new priority bus service are equally important.



***Widening the Fairfax County Parkway to 6 lanes from Sunrise Valley Drive to Route 123***  
***Starting a new Priority Bus Service that travels in a special lane and is not delayed by traffic congestion***  
***Building 2 new HOV lanes on the Springfield-Franconia Parkway from the Fairfax County Parkway to Frontier Drive***  
***Building 3 new interchanges on Monument Drive, Rolling Road and Pohick Road***

## Public Opinion about Transportation Issues in Northern Virginia

On average, Fairfax County Parkway Corridor users are willing to pay \$1.23 per day to get their top priority project built. Those whose top priority is either new HOV lanes on the Springfield-Franconia Parkway (\$1.78) or a new priority bus service (\$1.84) are willing to pay about twice as much as are those whose top priority project is new interchanges on the Springfield-Franconia Parkway.

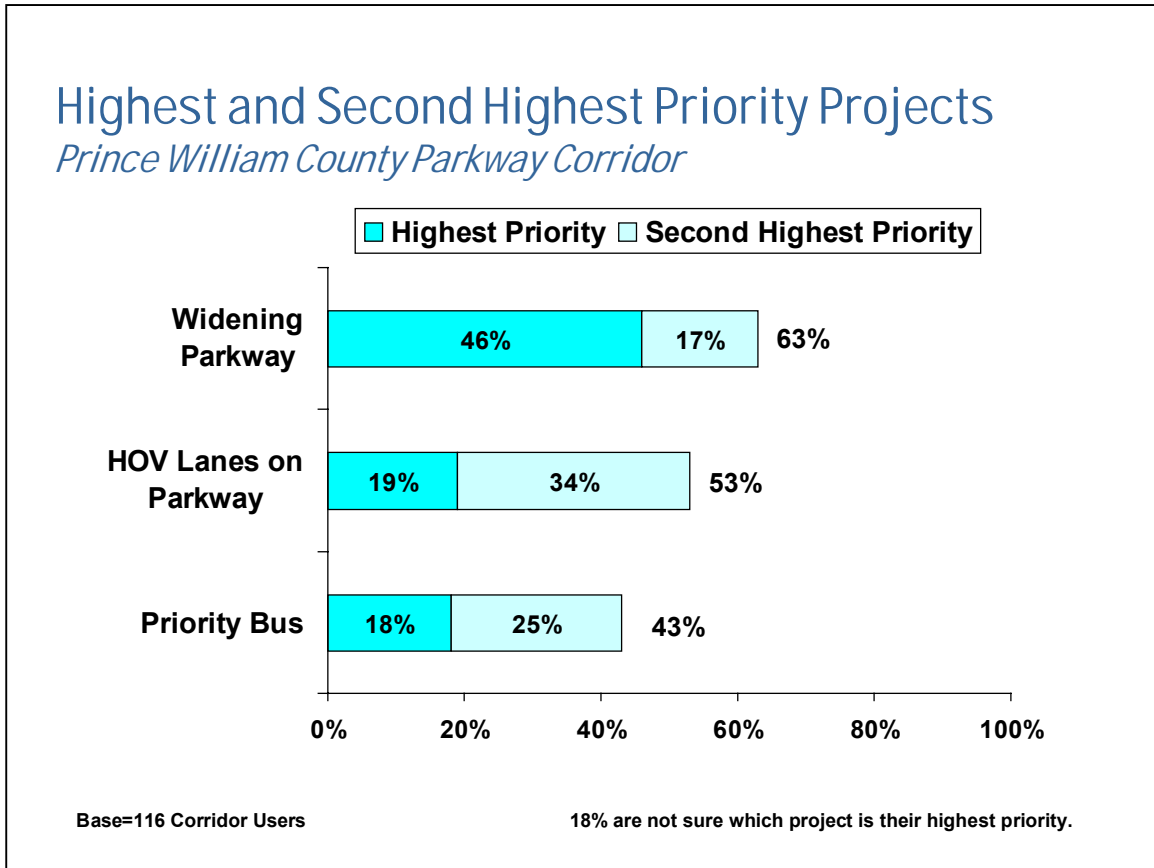


**Widening the Fairfax County Parkway to 6 lanes from Sunrise Valley Drive to Route 123**  
**Starting a new Priority Bus Service that travels in a special lane and is not delayed by traffic congestion**  
**Building 2 new HOV lanes on the Springfield-Franconia Parkway from the Fairfax County Parkway to Frontier Drive**  
**Building 3 new interchanges on Monument Drive, Rolling Road and Pohick Road**

## Public Opinion about Transportation Issues in Northern Virginia

### Prince William County Parkway Corridor Projects

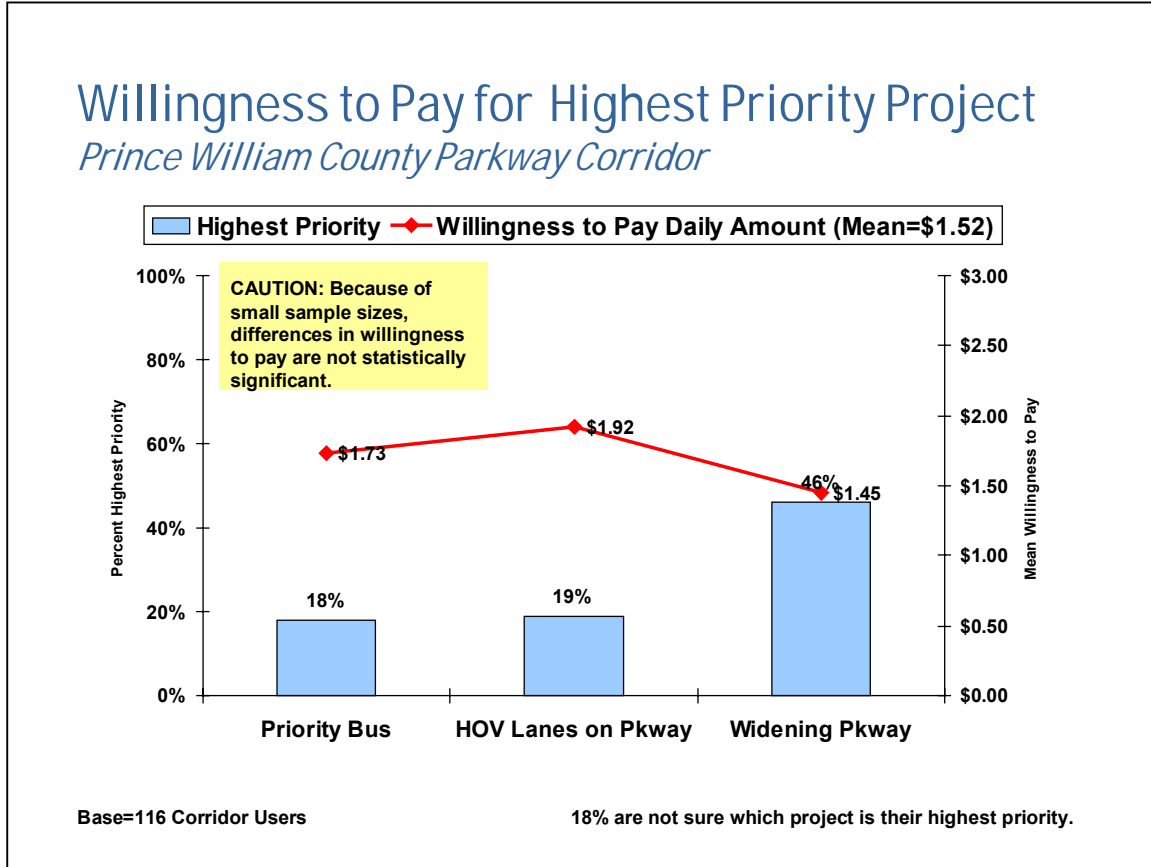
Widening the Prince William County Parkway is the top priority for Corridor users, followed by building HOV lanes on the parkway.



*Widening the Prince William County Parkway to 6 lanes from Liberia Avenue to Minnieville Road*  
*Building HOV lanes on the Prince William Parkway from Hoadly Road to I-95*  
*Starting a new priority bus service from Woodbridge to Manassas*

## Public Opinion about Transportation Issues in Northern Virginia

Users of the Prince William County Parkway Corridor are willing to pay an average of \$1.52 per day to get their highest priority project built. There are no significant differences in willingness to pay for different projects.

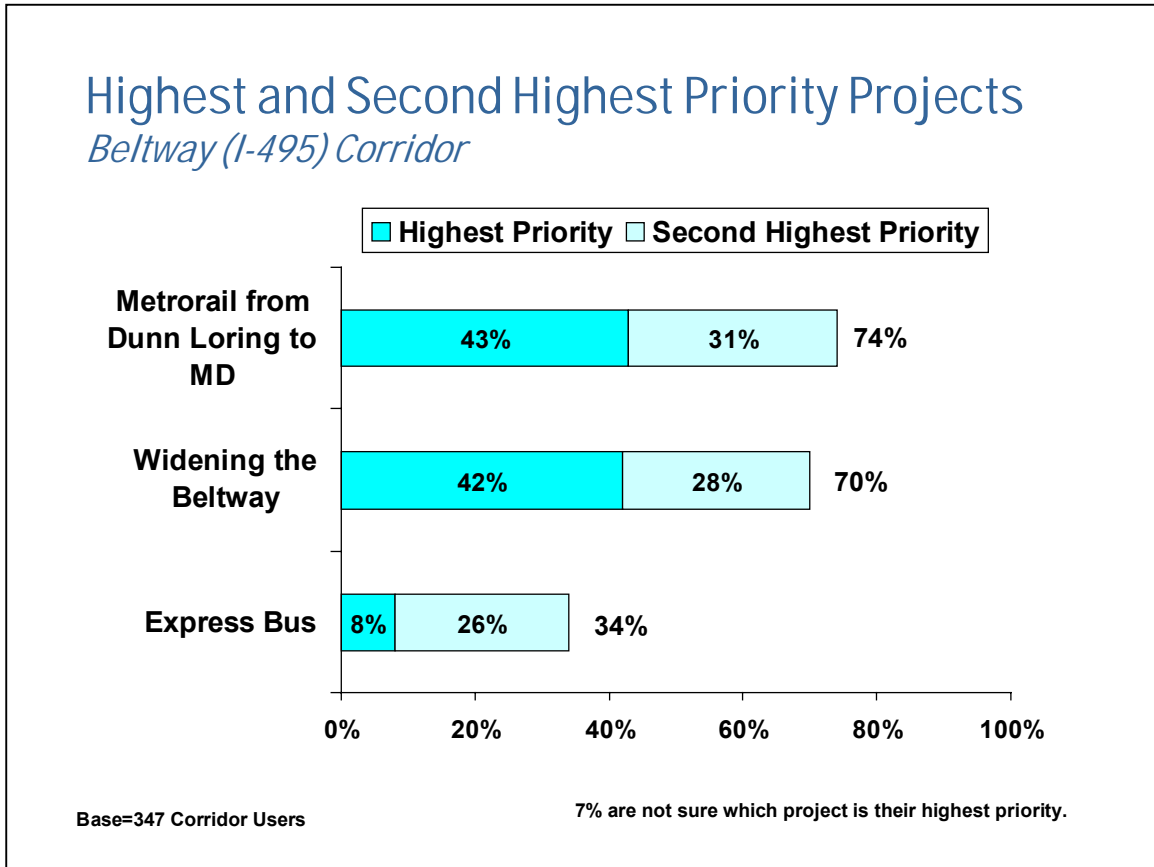


***Widening the Prince William County Parkway to 6 lanes from Liberia Avenue to Minnieville Road  
Building HOV lanes on the Prince William Parkway from Hoadly Road to I-95  
Starting a new priority bus service from Woodbridge to Manassas***

## Public Opinion about Transportation Issues in Northern Virginia

### Beltway Corridor Projects

Extending Metrorail from the Dunn Loring station to Maryland and widening the beltway to eight unrestricted lanes (plus four HOV or HOT lanes) are equally likely to be top priority projects for users of the Beltway Corridor. Users are much less likely to cite starting an express bus service as their top priority.

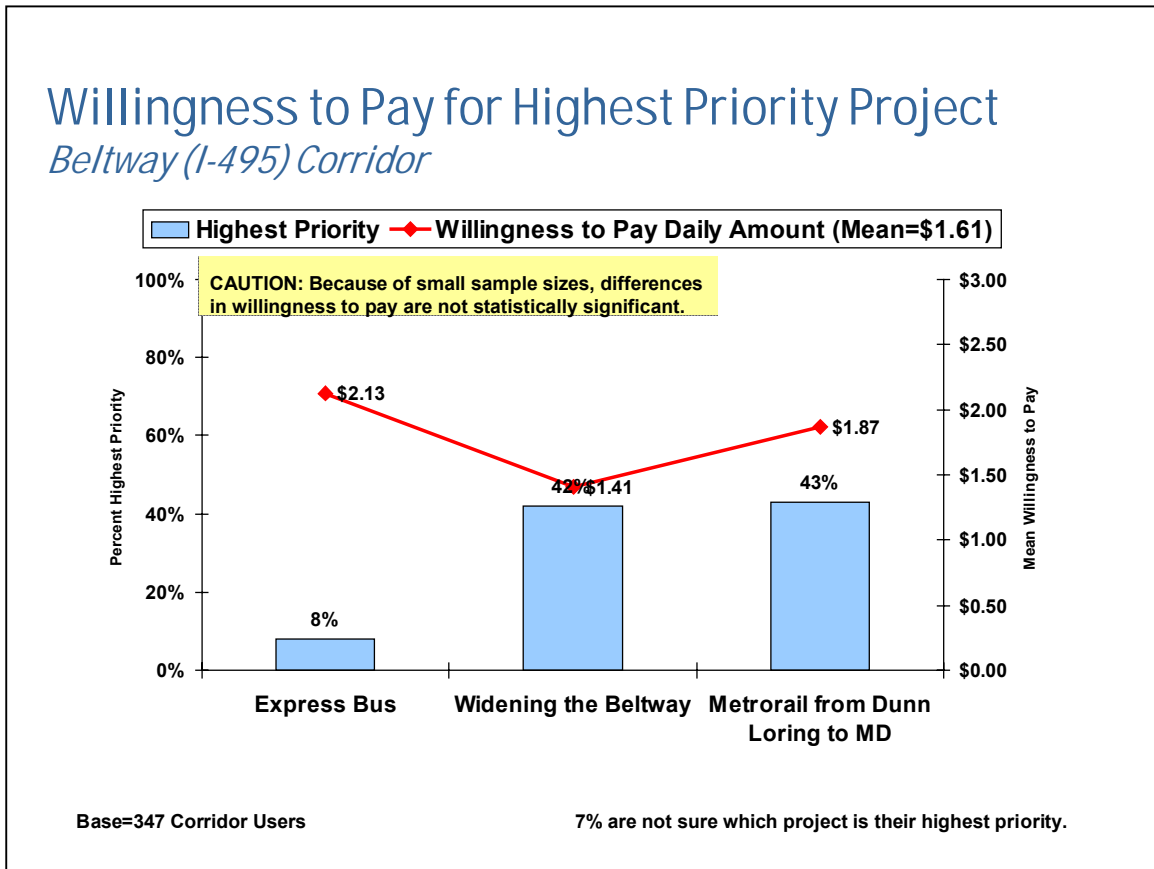


*Widening the Beltway to 8 unrestricted lanes plus four HOV or HOT lanes from I-395 to the Dulles Toll Road  
Extending Metrorail from the Dunn Loring station to Maryland through Tyson's Corner  
Starting an express bus service*



## Public Opinion about Transportation Issues in Northern Virginia

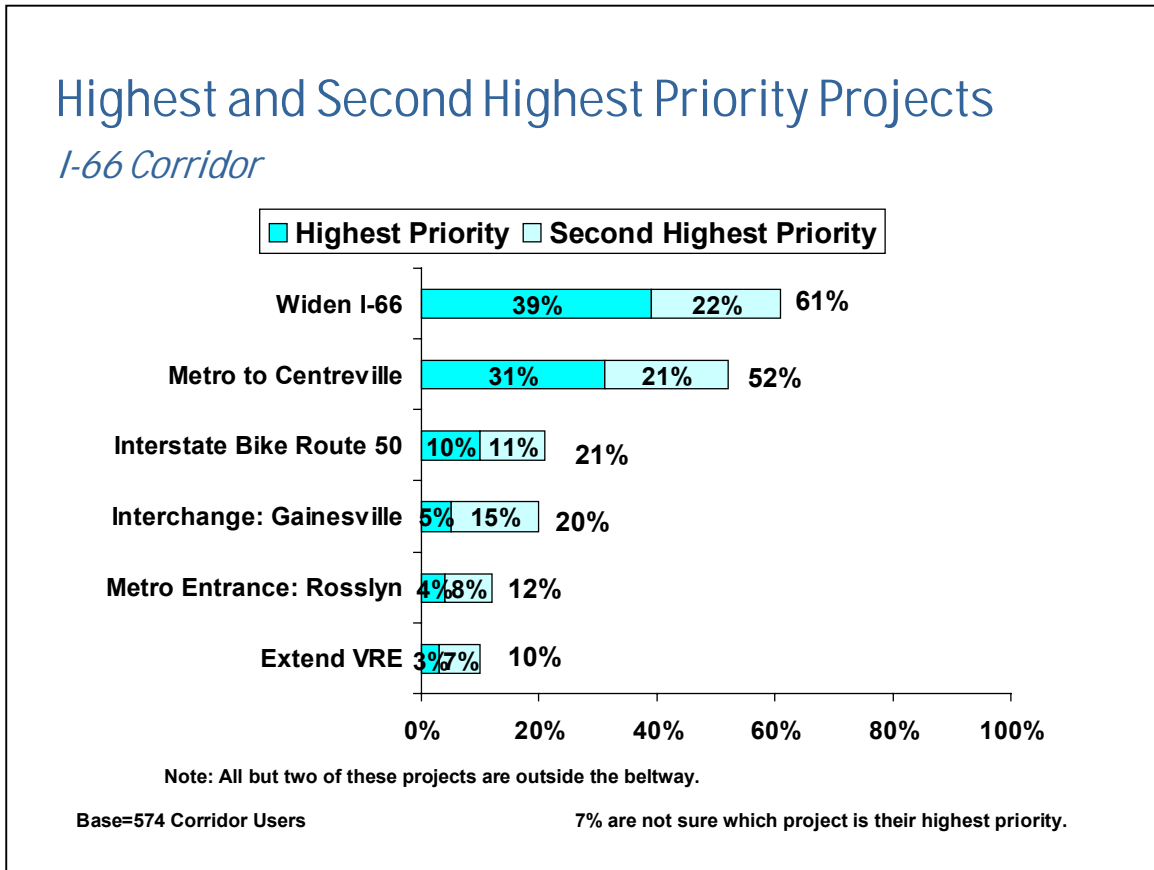
On average, users of the Beltway Corridor are willing to pay \$1.61 per day to get their top priority project built. There are no statistically significant differences in willingness to pay for particular projects.



*Widening the Beltway to 8 unrestricted lanes plus four HOV or HOT lanes from I-395 to the Dulles Toll Road*  
*Extending Metrorail from the Dunn Loring station to Maryland through Tyson's Corner*  
*Starting an express bus service*

## Public Opinion about Transportation Issues in Northern Virginia

Although widening I-66 from the Beltway to Gainesville is the top priority project among users of the Corridor, extending Metrorail to Centreville is a close second. Building an interstate bicycle Route 50 through Northern Virginia is at least as important as building a new interchange on I-66 at Gainesville. Many VRE riders and potential riders live outside the area sampled for this survey. Thus, it is not surprising that extending VRE is not a very high priority among the survey respondents.



#### **Extending Metrorail to Centreville**

**Widening I-66 from the Beltway to Gainesville, adding 2 unrestricted lanes and 2 reversible HOV lanes**

**Building an interchange on I-66 at the Gainesville Interchange (Route 29)**

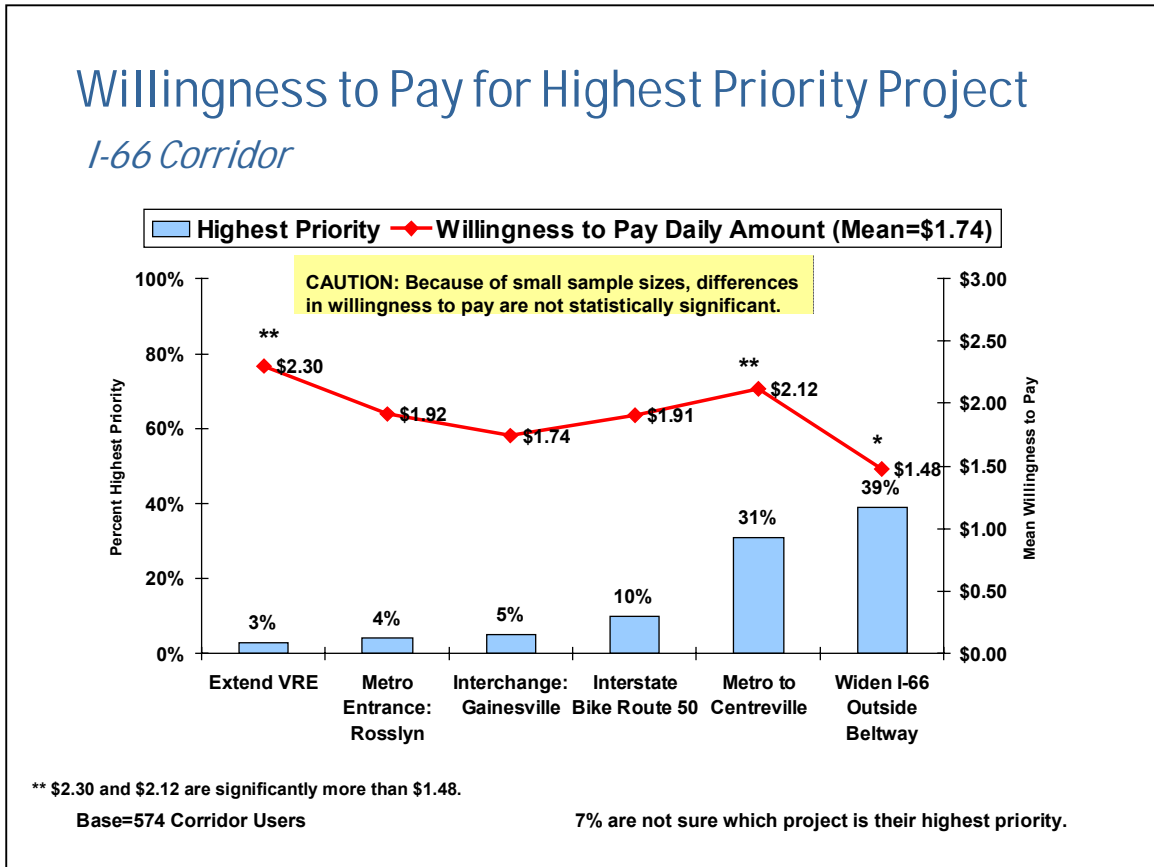
**Building Interstate Bicycle Route 50 through Northern Virginia and improving bicycle connections across the Theodore Roosevelt Bridge to Washington, D.C.**

**Extending Virginia Railway Express (VRE) from Broad Run to Haymarket**

**Building an additional Metrorail entrance to Rosslyn Station**

## Public Opinion about Transportation Issues in Northern Virginia

Users of the Beltway Corridor are willing to pay an average of \$1.74 per day to get their highest priority project built. Those whose highest priority is extending Metrorail to Centreville (\$2.12) or extending VRE (\$2.30) are willing to pay more than are those whose highest priority is widening I-66 outside the Beltway.



#### **Extending Metrorail to Centreville**

**Widening I-66 from the Beltway to Gainesville, adding 2 unrestricted lanes and 2 reversible HOV lanes**

**Building an interchange on I-66 at the Gainesville Interchange (Route 29)**

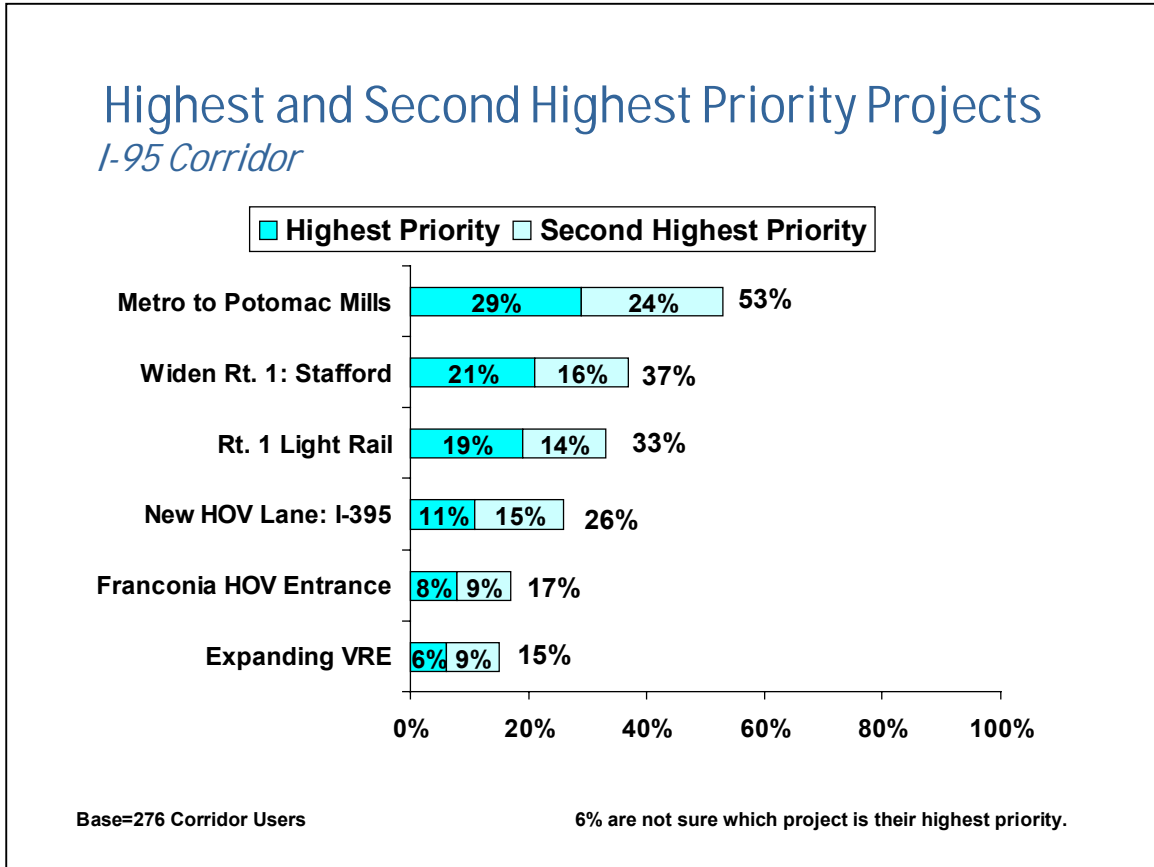
**Building Interstate Bicycle Route 50 through Northern Virginia and improving bicycle connections across the Theodore Roosevelt Bridge to Washington, D.C.**

**Extending Virginia Railway Express (VRE) from Broad Run to Haymarket**

**Building an additional Metrorail entrance to Rosslyn Station**

## Public Opinion about Transportation Issues in Northern Virginia

Extending Metrorail from Springfield to Potomac Mills is the top priority project for users of the I-95 Corridor, followed by widening Route 1 from Stafford County to Route 1 and building light rail along Route 1 from Alexandria to the Pentagon. Since Stafford and Spotsylvania Counties were not included in this survey, it is not surprising that expanding VRE was named as a high priority by few respondents.



***Widening Route 1 to 6 unrestricted lanes from the Stafford County line to I-495 and adding 2 HOV lanes from Route 235 to I-495***

***Extending Metrorail from Springfield to Potomac Mills***

***Building Light Rail along Route 1 from Alexandria to the Pentagon***

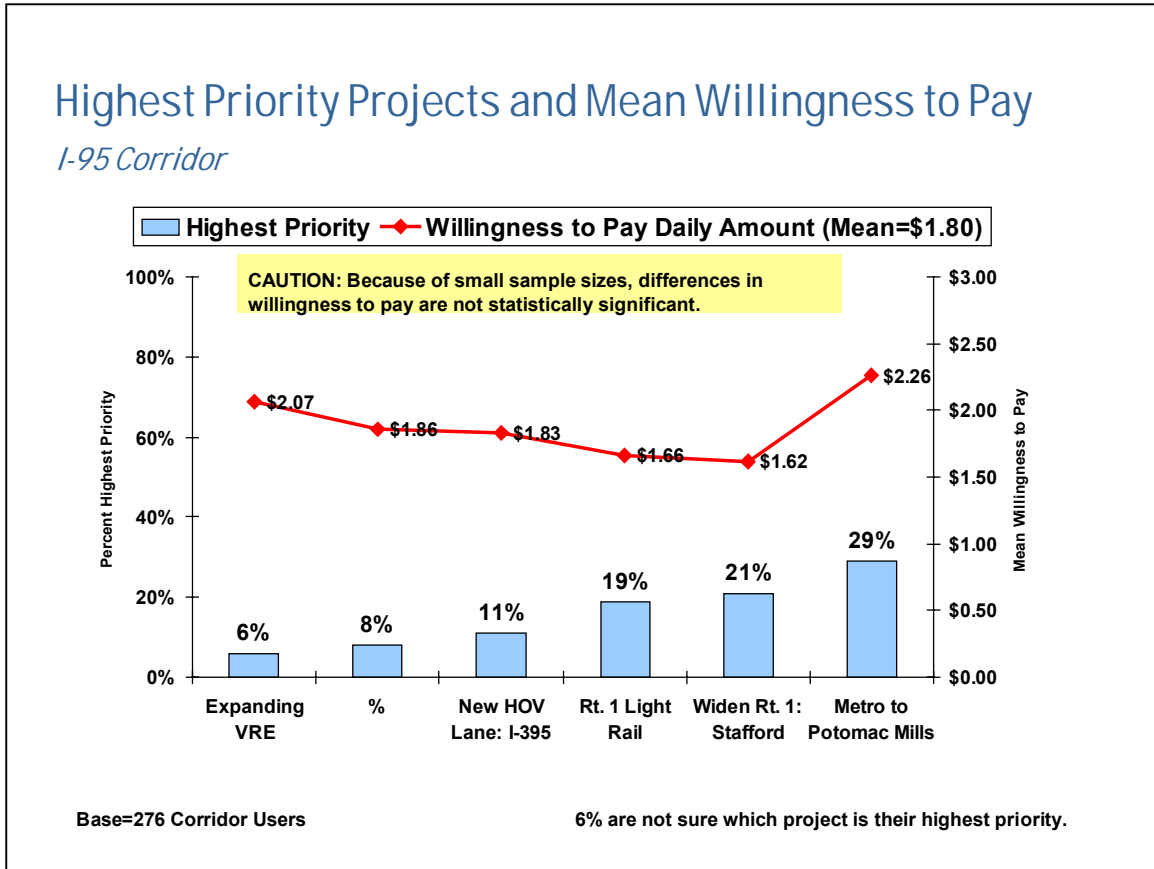
***Building an entrance to HOV lanes at Franconia Road and the Springfield Parkway***

***Building an additional HOV lane on I-395***

***Expanding Virginia Railway Express (VRE) service***

## Public Opinion about Transportation Issues in Northern Virginia

On average, users of the I-95 Corridor are willing to pay an average of \$1.80 per day to get their highest priority project built. Because of small sample sizes, there are no statistically significant differences in willingness to pay for different projects.



**Widening Route 1 to 6 unrestricted lanes from the Stafford County line to I-495 and adding 2 HOV lanes from Route 235 to I-495**  
**Extending Metrorail from Springfield to Potomac Mills**  
**Building Light Rail along Route 1 from Alexandria to the Pentagon**  
**Building an entrance to HOV lanes at Franconia Road and the Springfield Parkway**  
**Building an additional HOV lane on I-395**  
**Expanding Virginia Railway Express (VRE) service**

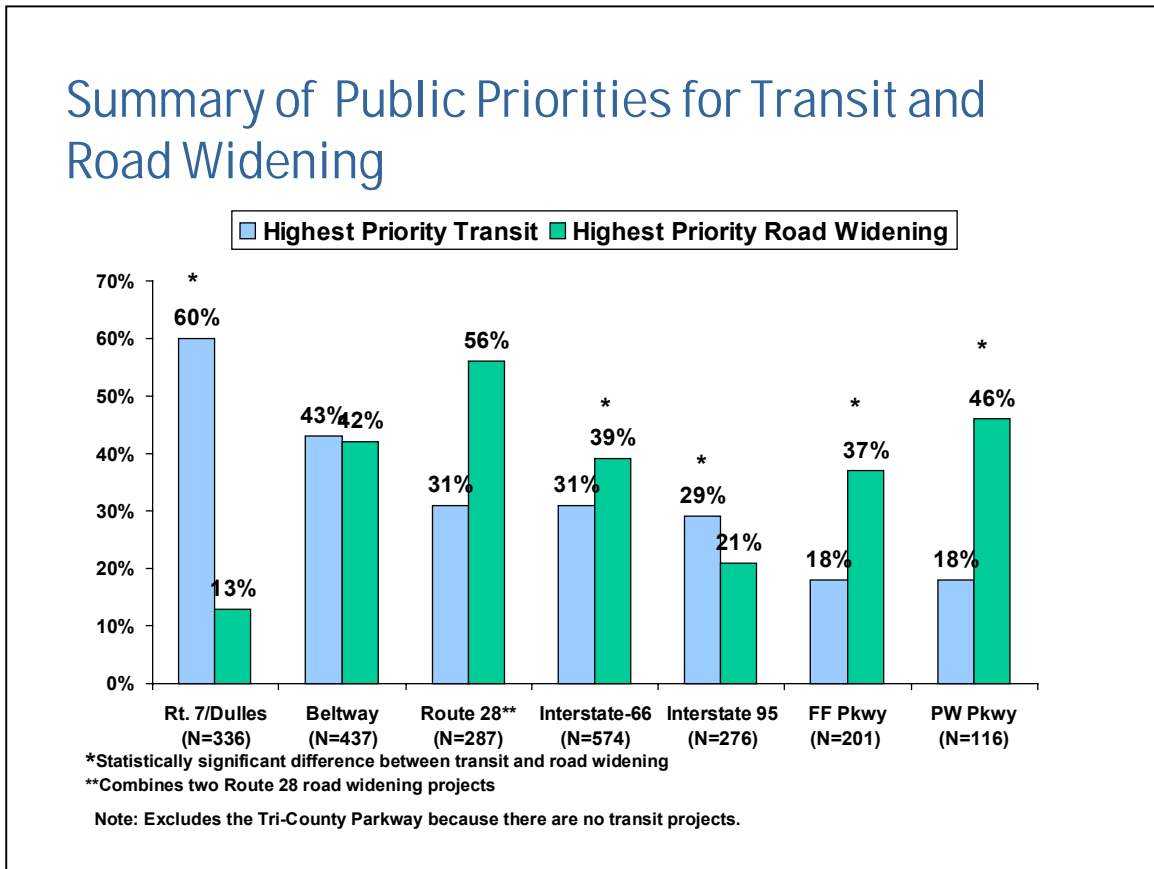
## Public Opinion about Transportation Issues in Northern Virginia

### Summary of Public Priorities: Transit vs. Road Widening

The chart below compares the highest priority transit project to the highest priority road widening project in each corridor where both types of projects were presented to respondents.

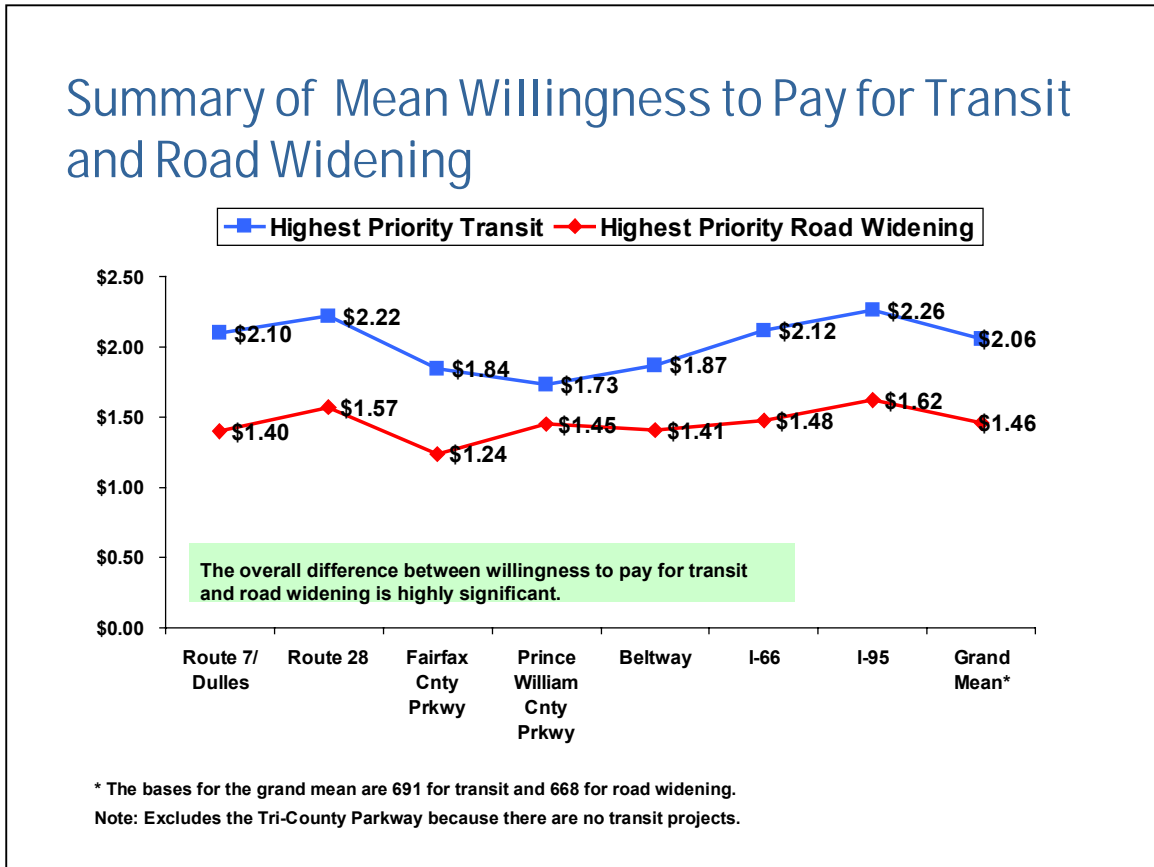
In four corridors, Route 7/Dulles, I-95, the Beltway and I-66, one of the choices was an extension of Metrorail. Users of the Route 7/Dulles Corridor overwhelmingly favor extending Metrorail over road widening projects, and users of the I-95 Corridor also favor Metrorail. Surprisingly, Metrorail is just as likely to be named the top priority of users of the Beltway Corridor as is widening the Beltway. Only among users of the I-66 Corridor is road widening favored over an extension of Metrorail, but it does not lag far behind.

However, in every corridor where express buses, light rail or VRE were tested against road widening projects, the road widening projects were favored.



## Public Opinion about Transportation Issues in Northern Virginia

Without exception, corridor users whose top priority is transit are willing to pay more on a daily basis to get their highest priority project built than are those whose top priority is a road widening project. On average, they are willing to spend 60 cents more (\$2.06 vs. \$1.46). Although many of the differences shown in the chart below are not statistically significant, the overall pattern is highly significant.



## V. HOT LANES

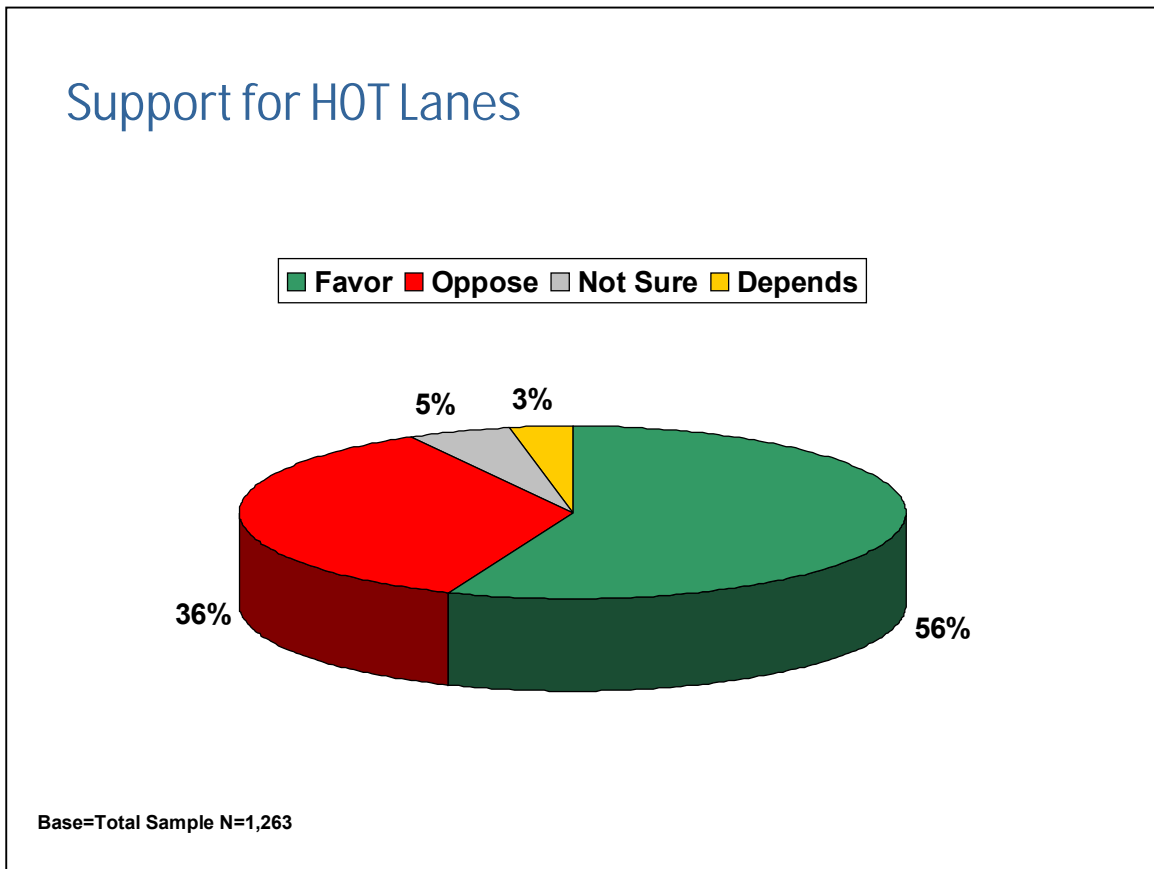
This chapter examines support for High-Occupancy Toll (HOT) lanes and willingness to pay to use them.

### Support for HOT Lanes

Respondents were asked:

*Q15: HOT lanes are HOV lanes that are open to people driving alone if they pay an extra toll. The amount of the toll would vary and would be highest when traffic is heavy so that everyone who pays a toll or is carpooling or taking a bus would be guaranteed that there will be no delays due to traffic congestion. Would you favor or oppose building these types of HOT lanes?*

Fifty-six percent of the Northern Virginia residents surveyed favor HOT lanes, and another three percent indicated that they might favor them under some (unspecified) circumstances. Just over one-third are opposed.

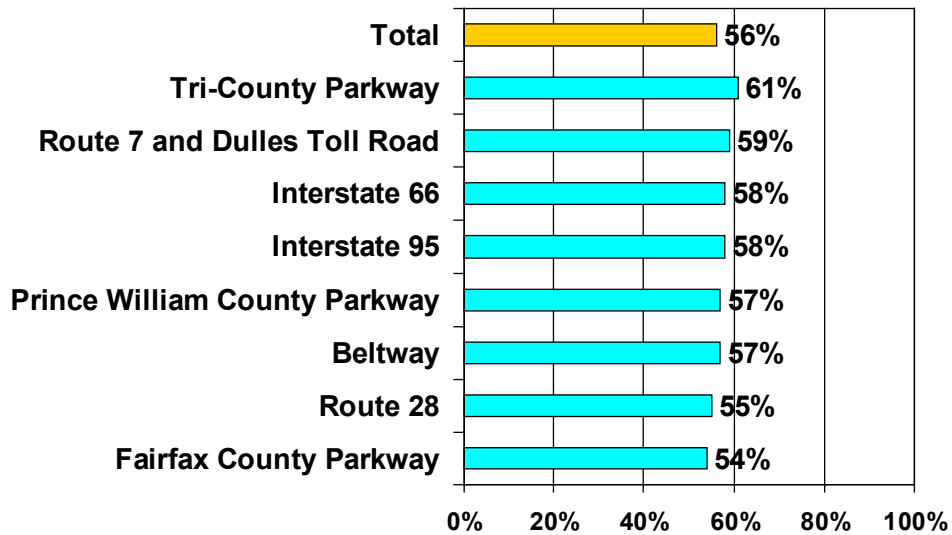




## Public Opinion about Transportation Issues in Northern Virginia

Majorities of users of all corridors favor HOT lanes. There are no significant differences by jurisdiction.

### More than half of users of all corridors favor HOT lanes.



Base=Total Sample N=1,263

Note: None of the corridors are significantly different from the total.

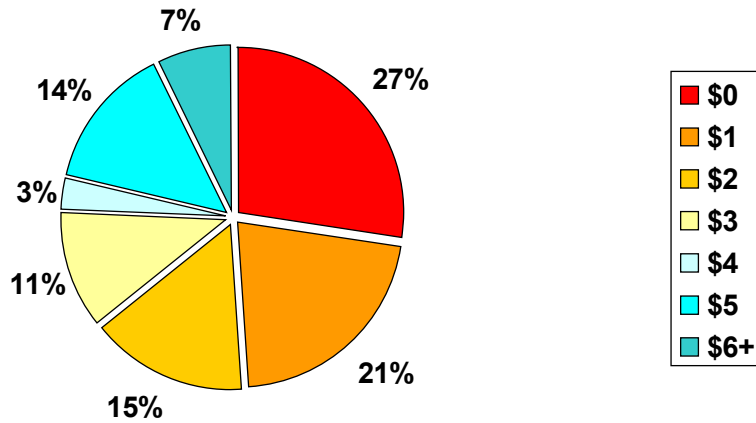
## Public Opinion about Transportation Issues in Northern Virginia

### Reported Likelihood of Use of HOT Lanes

Only a little more than one-quarter of Northern Virginia residents said they would be unwilling to pay anything to use a HOT lane. Seventy-three percent said they would pay at least one dollar and half said they would pay at least two dollars. On average, residents are willing to pay \$2.47. There are no significant differences by corridor used.

### Willingness to Pay to Use HOT Lanes

Q16: On a day when traffic is heavy, how much – IF ANYTHING – would you be willing to spend to use a HOT lane to travel in free flow traffic rather than being stalled in traffic congestion during peak traffic times?



Base=Total Sample Who Answered the Question N=1,172

## VII. ACCEPTABILITY OF FUNDING METHODS

This chapter seeks to identify the type of tax increase that the public finds most acceptable to fund transportation in Northern Virginia. It also examines public support for the following funding methods to pay for different types of transportation improvements.

- Highway tolls for different types of transportation improvements
- A gas tax increase for different types of transportation improvements
- State bonds for all types of transportation improvements

### The Most Acceptable Type of Tax Increase

The question designed to identify the most acceptable type of tax increase was framed as follows:

*Q17: Now we are going to talk about methods for funding transportation improvements in Northern Virginia. The State of Virginia does not have the funds to pay for many of the transportation improvements that we have been talking about unless it finds new sources of funds.*

*I am going to read you a list of three different ways that the state could raise funds. Each of these sources would raise the same amount of money for transportation improvements in Northern Virginia. When I finish telling you about these sources of funds, please tell me which ONE is most acceptable to you.*

*Q17A: And which one is SECOND most acceptable to you?*

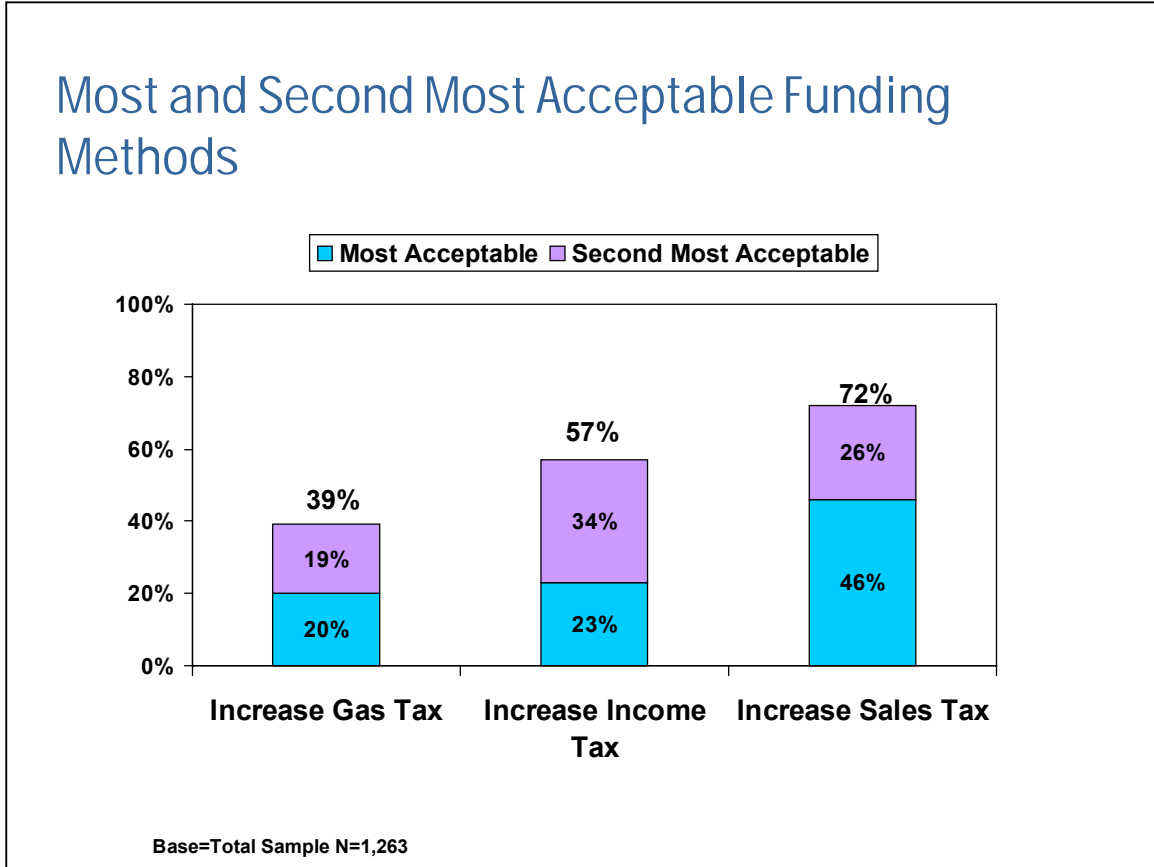
- *Increasing the state income tax an extra \$25 for each \$10,000 of taxable income*
- *Increasing the sales tax an extra 1/2 cent on each \$1 of taxable purchases*
- *Increasing the gas tax an extra 17 and a half cents on a gallon of gas*

It is important to note that this is a forced choice question. Respondents were not given an explicit alternative of no tax at all. Thus, the tax that respondents find most acceptable would not necessarily be approved in a referendum.

It is also important to note that the dollar amounts of the various tax increases are realistic in the sense that they would all raise the same amount of additional revenue: \$175 million dollars per year. These figures were provided by Northern Virginia Transportation Commission staff.

## Public Opinion about Transportation Issues in Northern Virginia

When the taxes are framed in realistic dollar amounts, Northern Virginia residents clearly favor an increase in the sales tax over increases in either the income tax or the gas tax. Nearly half said that a sales tax increase is the most acceptable alternative, compared to less than one-quarter for either the income tax or the gas tax.

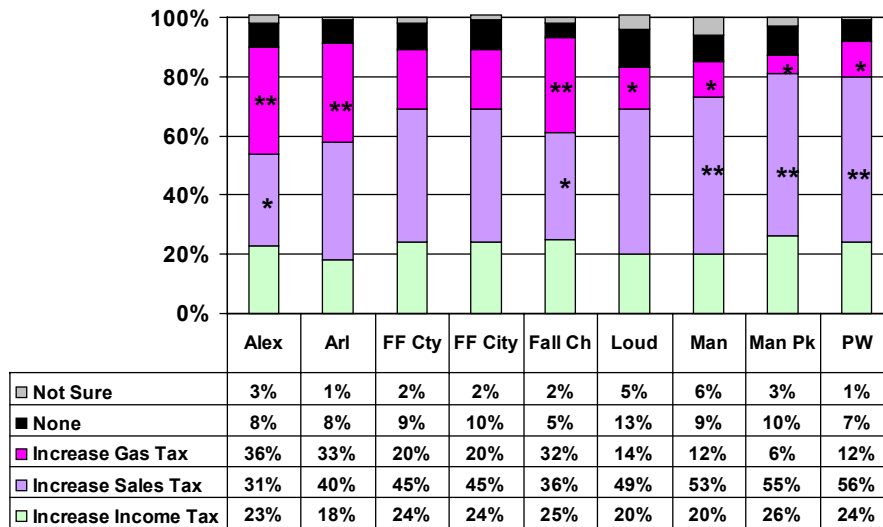


## Public Opinion about Transportation Issues in Northern Virginia

Perhaps because they are better served by transit and need to drive less, Alexandria, Arlington and Falls Church residents are more likely to choose the gas tax and, commensurately, less likely to choose the sales tax than are residents of Prince William County, Manassas and Manassas Park. Residents of all of the outer suburbs are unlikely to choose the gas tax.

### Most Acceptable Source of Funds

*By Jurisdiction of Residence*



Base=Total Sample N=1,263

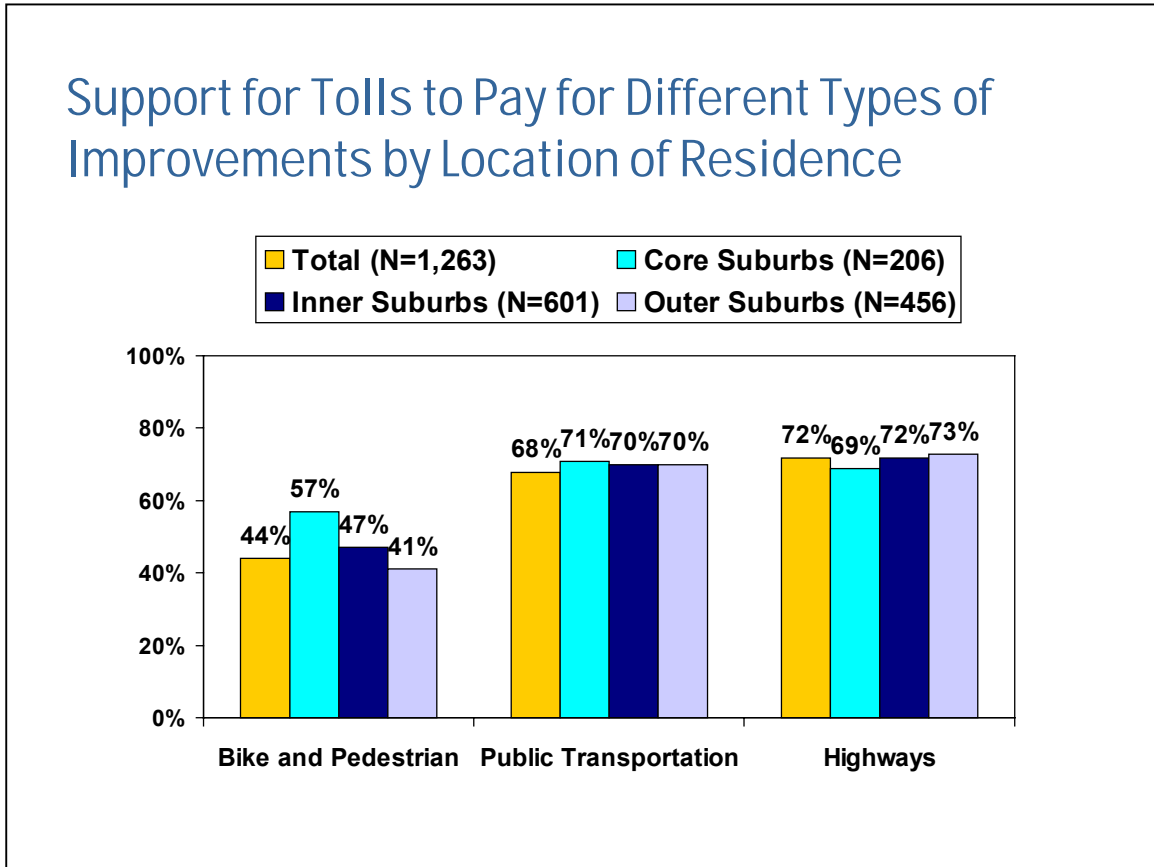
\*Significantly less than average  
 \*\* Significantly more than average

## Public Opinion about Transportation Issues in Northern Virginia

### Support for Tolls for Different Types of Transportation Improvements

About seven in ten Northern Virginia residents support highway tolls used for either highways or public transportation. This support is consistent in the core, inner and outer suburbs, and there are no significant differences by jurisdiction.

Nearly half also favor tolls used for bicycle and pedestrian trails, with support being greatest in the core suburbs and lowest in the outer suburbs. Falls Church residents (62%) are also particularly likely to favor using tolls for this purpose.



*Would you support having tolls on a highway, or a portion of a highway, in a transportation corridor you use if you knew that the money collected would be used to pay for (READ) in the same corridor?*

*Q18A: Public Transportation Improvements*

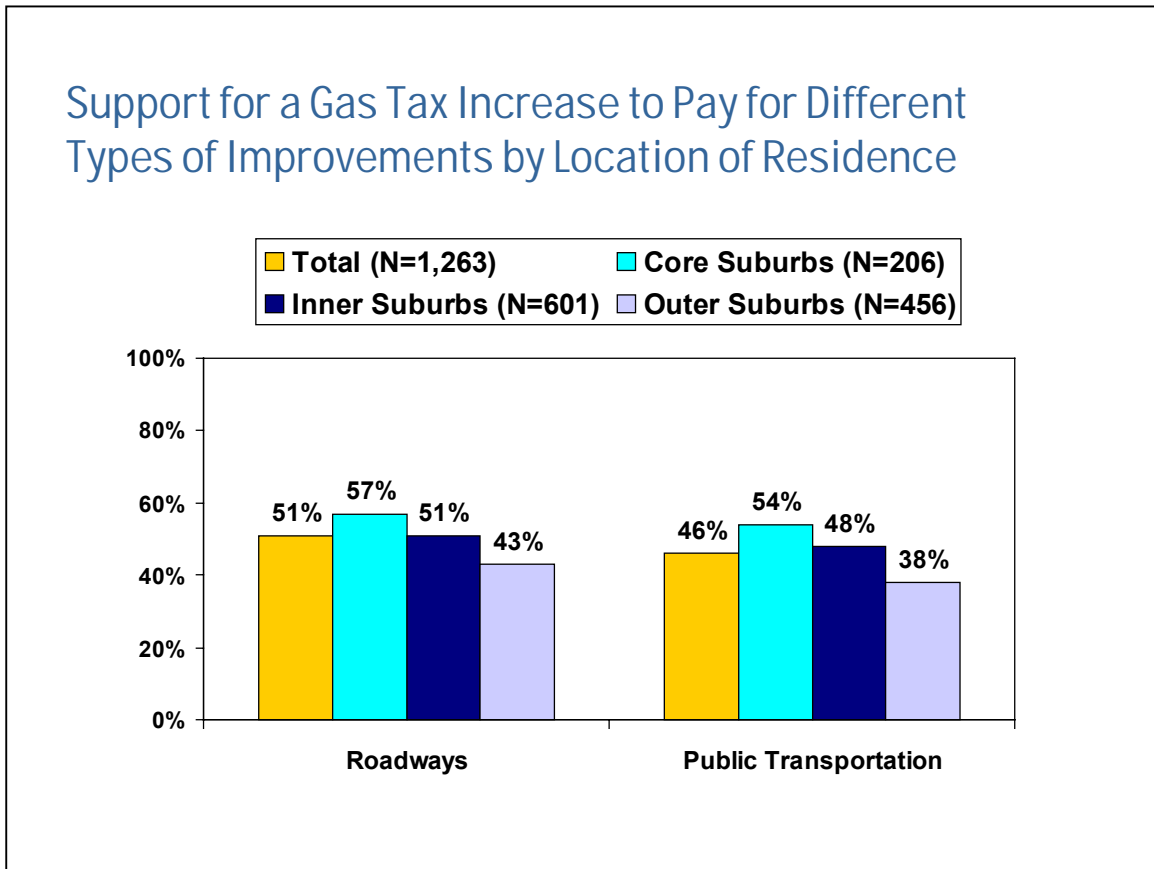
*Q18B: Highway Improvements*

*Q18C: Bike paths and Pedestrian Improvements*

## Public Opinion about Transportation Issues in Northern Virginia

### Support for a Gas Tax Increase for Roadways and Public Transportation

About half of residents support a gas tax increase to pay for both roadway and public transportation improvements in Northern Virginia, and they are almost as likely to support using the gas tax for public transportation as for roadways. Regardless of the purpose for which it would be used, residents of the core suburbs are more likely to support increases in the gas tax than are residents of the outer suburbs.

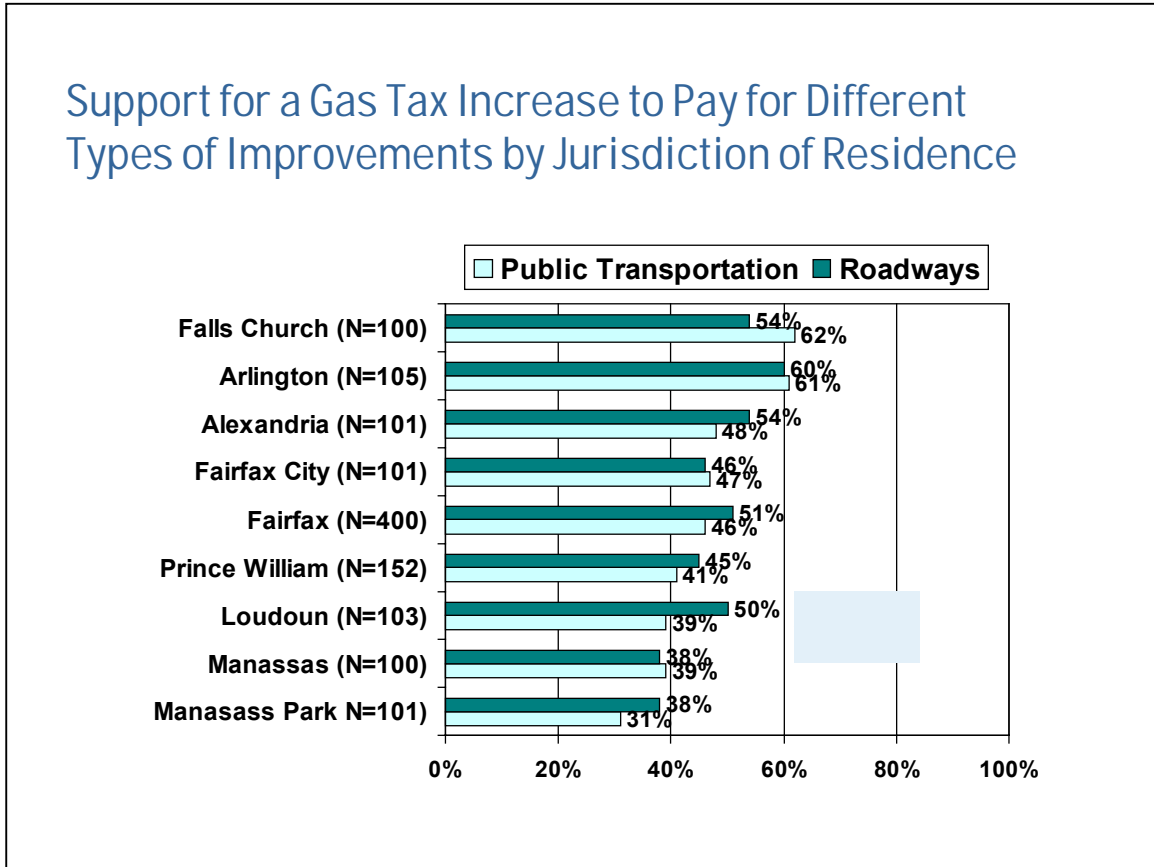


*Q19A: Would you support a gas tax increase if you knew that the money collected would be used to pay for roadway improvements in Northern Virginia?*

*Q19B: Would you support a gas tax increase if you knew that the money collected would be used to pay for public transportation improvements in Northern Virginia?*

## Public Opinion about Transportation Issues in Northern Virginia

In all jurisdictions except Loudoun County, there is approximately equal support for increases in the gas tax to pay for roadway and public transportation improvements. Loudoun County residents favor using the increased gas tax to pay for roadway improvements more than improvements in public transportation. Still, nearly four in ten Loudoun County residents favor a gas tax increase that would be used for public transportation improvements.

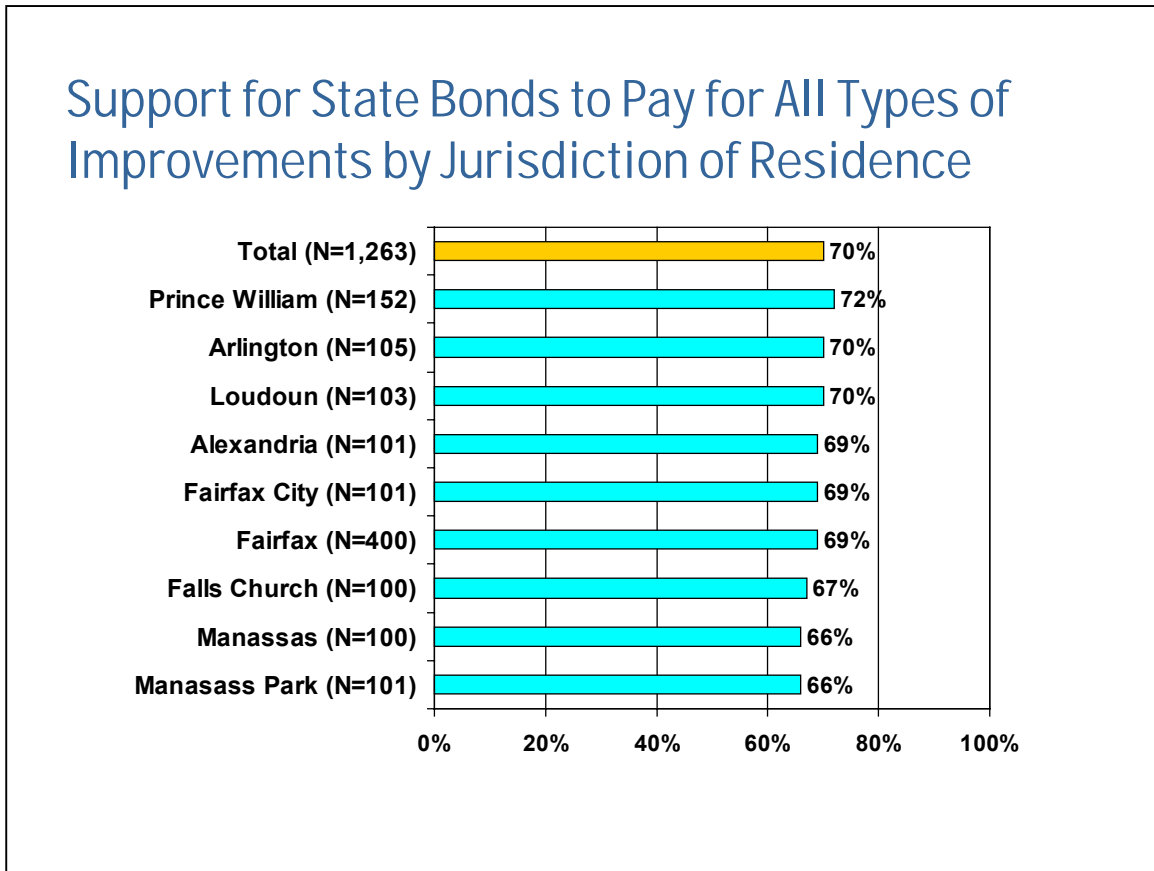




## Public Opinion about Transportation Issues in Northern Virginia

### Support for State Bonds to Pay for All Types of Transportation Improvements

Seven in ten Northern Virginia residents said they would vote for state bonds to pay for all types of transportation improvements, and this support is consistent across all jurisdictions.



*Q20: Would you vote for state bonds paid for by state income taxes if they were used to pay for all types of transportation improvements in Northern Virginia?*

# Public Opinion about Transportation Issues in Northern Virginia

## Appendix A: Demographics

	TOT	Alx	Arl	FF	FF	Falls	Loud	Man	Man	PW
				Co.	Cty	Ch			Pk	
<b>BASE</b>	<b>1263</b>	<b>101</b>	<b>105</b>	<b>400</b>	<b>101</b>	<b>100</b>	<b>103</b>	<b>100</b>	<b>101</b>	<b>101</b>
	%	%	%	%	%	%	%	%	%	%
<b>Male</b>	<b>44</b>	<b>39</b>	<b>47</b>	<b>46</b>	<b>48</b>	<b>43</b>	<b>39</b>	<b>44</b>	<b>47</b>	<b>47</b>
<b>Female</b>	<b>56</b>	<b>61</b>	<b>53</b>	<b>54</b>	<b>52</b>	<b>57</b>	<b>61</b>	<b>56</b>	<b>53</b>	<b>53</b>
<b>AGE</b>										
18 to 24	3	4	2	3	6	4	2	4	7	7
25 to 34	14	20	11	12	7	6	20	14	9	9
35 to 44	23	19	26	20	10	16	31	22	36	36
45 to 54	23	14	21	24	23	32	19	20	22	22
55 to 64	18	21	14	20	19	20	18	18	16	16
65 plus	16	21	21	19	32	21	9	17	9	9
<b>INCOME</b>										
<\$35k	6	10	5	4	7	7	6	5	5	5
\$35k-\$49.9k	7	12	6	6	6	9	6	19	19	19
\$50k-\$74.9k	14	16	9	14	15	13	12	16	19	19
\$75k-\$99.9k	17	14	20	13	19	20	19	16	16	16
\$100k-\$149.9k	20	14	22	21	21	18	21	20	15	15
\$150k-\$199.9k	11	9	11	12	9	6	13	6	9	9
\$200k +	6	9	8	7	4	10	6	1	4	4
<b>EDUCATION</b>										
Less than high school	2	2		2	2	3	6	2	7	7
High school graduate	12	11	6	11	9	5	10	31	28	28
Some college	19	16	13	17	23	15	21	24	23	23
College degree	35	34	40	35	30	29	38	21	30	30
<b>EMPLOYMENT SECTOR</b>										
Business	37	38	32	36	25	27	50	37	43	43
Government	19	21	34	17	15	25	14	20	19	19
Non-Profit	9	9	6	10	12	15	5	12	9	9
Military	1	2		2	1		1	1		
<b>EMPLOYMENT</b>										
Self-employed pt	4		7	5	4	3	4	4	5	5
Self-employed ft	7	2	6	8	5	4	8	2	5	5
Employed ft	52	61	52	49	40	50	55	63	59	59
Employed pt	8	8	12	8	10	12	8	6	6	6
Retired	18	23	17	21	30	20	8	18	8	8
Unemployed/looking	2	2	1	2	2	2	3	3	4	4
Not in labor force	9	3	5	8	10	8	14	3	12	12
<b>HOUSEHOLD SIZE</b>	<b>Mean</b>	<b>Mean</b>	<b>Mean</b>	<b>Mean</b>	<b>Mean</b>	<b>Mean</b>	<b>Mean</b>	<b>Mean</b>	<b>Mean</b>	<b>Mean</b>
<b>MEAN Number</b>	<b>3.2</b>	<b>1.9</b>	<b>2</b>	<b>2.9</b>	<b>3.5</b>	<b>3.2</b>	<b>4.7</b>	<b>5.3</b>	<b>4.5</b>	<b>4.5</b>

# Public Opinion about Transportation Issues in Northern Virginia

## Appendix B: The Questionnaire

### Introduction

Hello, this is (FIRST AND LAST NAME) calling from QSA Research on behalf of the Northern Virginia Transportation Authority, a group of public officials that makes decisions about transportation spending. They have asked us to conduct a survey to give residents like you a voice in some important decisions about transportation improvements and methods for funding them.

### If Necessary

- The survey averages about 10 minutes.
- The survey is a good opportunity for you to have your voice heard by public officials who decide which transportation projects to fund and how to pay for them.
- We are not selling anything or raising funds for any organization. We only want your opinions.
- Your answers will be used for statistical purposes only. You will never be identified as a respondent.

### Screening Questions

S-1 We are surveying only certain areas in Northern Virginia. In what county or independent city is your home located? (READ LIST.)

Alexandria City	1	CONTINUE	n=100
Arlington County	2	CONTINUE	n=100
Fairfax County	3	CONTINUE	n=411
Fairfax City	4	CONTINUE	n=100
Falls Church City	5	CONTINUE	n=100
Loudoun County	6	CONTINUE	n=100
Manassas City	7	CONTINUE	n=100
Manassas Park City	8	CONTINUE	n=100
Prince William County	9	CONTINUE	n=134
Other	10	CLARIFY. THANK AND CLOSE	
Refused	11	THANK AND CLOSE	

S-2 I need to speak to the adult in your household – that is, a person who is 18 years of age or older – who had the most recent birthday. Is that you or someone else?

Respondent	1	CONTINUE	
Someone else	2	ASK TO SPEAK TO THAT PERSON. ALL BACK IF NECESSARY.	



**Public Opinion about Transportation Issues in Northern Virginia**

S-3 WHEN RESPONDENT IS ON THE PHONE. Just to check: Are you at least 18 years of age?

- Yes 1 CONTINUE
- No 2 THANK AND CLOSE.

**Commuting**

1 Which one of the following best describes your current employment status? Is it: (READ LIST)

Self-employed, part time	1	CONTINUE
Self-employed, full time	2	CONTINUE
Employed full-time	3	CONTINUE
Employed part-time	4	CONTINUE
Retired and not working	5	SKIP TO Q8
Unemployed, looking for work	6	SKIP TO Q8
Not in labor force for other reasons (Student, homemaker, disabled, etc.)	7	SKIP TO Q8
Don't Know/Refused	8	SKIP TO Q8

2 In a typical week, how many days – if any – do you commute to a workplace or workplaces outside your home? RECORD NUMBER OF DAYS. IF ZERO DAYS, SKIP TO Q8

3 Where is your primary workplace located? (READ LIST ONLY IF NECESSARY)

- Alexandria City 1
- Arlington County 2
- Fairfax County 3
- Fairfax City 4
- Falls Church City 5
- Loudoun County 6
- Manassas City 7
- Manassas Park City 8
- Prince William County 9
- Another area in Virginia 10
- Maryland 11
- West Virginia 12
- Washington, DC 13
- Other 14
- Refused 15



**Public Opinion about Transportation Issues in Northern Virginia**

3A In what zip code is your primary workplace located? RECORD ZIP CODE. DOUBLE CHECK BY READING BACK TO RESPONDENT. IF RESPONDENT HESITATES, SAY: “We need this information so that we can compare the responses of people going to different destinations.”

4 Now I am going to ask about your commute trips. During the past 7 days, did you ever (READ #1, THEN READ 2-8).

4A (FOR EACH “Yes”) How many days during past seven days did you (TYPE OF TRANSPORTATION)?

		Yes	No/ NA	# of Days	
1	Drive alone for <u>any part</u> of your commute trip?	1	2		ASK Q5-Q6B IF RESPONDENT DOES NOT TAKE TRANSIT. SKIP TO Q7 IF RESPONDENT TAKES TRANSIT (METRORAIL, VRE OR THE BUS)
2	Take a <u>car pool</u> or <u>van pool</u> for any part of the trip?	1	2		
3	<u>Ride a motorcycle</u> for any part of the trip?	1	2		
4	<u>Take the bus</u> ?	1	2		
5	<u>Take Metrorail</u> ?	1	2		
6	<u>Take Virginia Railway Express (VRE)</u> ?	1	2		
7	<u>Ride a bicycle</u> ?	1	2		
8	<u>Walk</u> ?	1	2		

5 Is there a Metrorail or VRE rail station within walking distance of your workplace?

- Yes 1 SKIP TO Q6
- No 2 CONTINUE
- Not Sure/Refused 3 CONTINUE

5A How likely would you be to take rail to commute to work if there were a Metrorail or VRE station within walking distance of your workplace?

- Extremely likely 1
- Very likely 2
- Somewhat likely 3
- Not very likely 4
- Not likely at all 5
- Not Sure/Refused 6



## Public Opinion about Transportation Issues in Northern Virginia

6 Is there a bus stop within walking distance of your workplace?

- |                  |   |            |
|------------------|---|------------|
| Yes              | 1 | SKIP TO Q7 |
| No               | 2 | CONTINUE   |
| Not Sure/Refused | 3 | CONTINUE   |

6A How likely would you be to take the bus if there were a bus stop within walking distance of your workplace?

- |                   |   |
|-------------------|---|
| Extremely likely  | 1 |
| Very likely       | 2 |
| Somewhat likely   | 3 |
| Not very likely   | 4 |
| Not likely at all | 5 |
| Not Sure/Refused  | 6 |

6B How likely would you be to take the bus with a stop within walking distance of your workplace IF you could ride in comfort on a Priority Express bus that travels in a special lane and is not delayed by traffic congestion?

- |                   |   |
|-------------------|---|
| Extremely likely  | 1 |
| Very likely       | 2 |
| Somewhat likely   | 3 |
| Not very likely   | 4 |
| Not likely at all | 5 |
| Not Sure/Refused  | 6 |

7 About how many minutes does it usually take you to commute to work?  
RECORD NUMBER OF MINUTES. DOUBLE CHECK BY READING  
BACK TO RESPONDENT.

## Public Opinion about Transportation Issues in Northern Virginia

### Non-commute Trips

- 8 Now, I am going to ask you about the trips you make to run errands, go shopping, visit friends, go out for meals and entertainment, in short, all of the trips you make that are not work related. During the past seven days, did you ever (READ #1, THEN READ #2-6).
- 8A (FOR EACH “Yes”) How many days during past seven days did you take (TYPE OF TRANSPORTATION) for any part of your non-work trips?

		Yes	No/ NA	# of Days	
1	<u>Drive alone</u> for <u>any part</u> of one of these trips?	1	2		ASK Q9-Q9B IF RESPONDENT DOES NOT TAKE TRANSIT. SKIP TO Q10 IF RESPONDENT TAKES TRANSIT (METRORAIL, VRE OR THE BUS)
2	Drive a vehicle with passengers or ride in a vehicle with others	1	2		
3	<u>Ride a motorcycle?</u>	1	2		
4	<u>Take the bus?</u>	1	2		
5	<u>Take Metrorail?</u>	1	2		
6	Ride a bicycle?	1	2		
7	Walk?	1	2		

- 9 Is there a Metrorail station within walking distance of your home?
- 9A Are there Metrorail stations within walking distance of most of the places you travel to when you take trips that are not related to work?

- |                        |   |             |
|------------------------|---|-------------|
| Yes, home only         | 1 | CONTINUE    |
| Yes, other places only | 2 | CONTINUE    |
| Yes, both              | 3 | SKIP TO Q10 |
| No, neither            | 4 | CONTINUE    |
| Not Sure/Refused       | 5 | CONTINUE    |

- 9B How likely would you be to take Metrorail to make trips that are not related to work if there were rail stations within walking distance of BOTH your home and the places you travel to?

- |                   |   |
|-------------------|---|
| Extremely likely  | 1 |
| Very likely       | 2 |
| Somewhat likely   | 3 |
| Not very likely   | 4 |
| Not likely at all | 5 |
| Not Sure/Refused  | 6 |

## Public Opinion about Transportation Issues in Northern Virginia

### Neighborhoods

- 10 Now, let's think about the things that are important to you when you decide where to live. If price were not an issue, what would be most important to you - READ (RANDOMIZE ORDER)
- 10A And what would be second most important READ IF NECESSARY.

	1 <sup>st</sup>	2 <sup>nd</sup>
Being within walking distance of shopping and services	1	1
Being within walking distance of a bus or rail stop	2	2
Being close to your primary workplace	3	3
Having good schools in your neighborhood	4	4
Having a larger home or yard	5	5
Not sure	6	6

### Travel Corridors

- 11 Now I would like you to think about all of the trips that you take for any purpose. There are eight primary travel corridors in Northern Virginia. I am going to read a list of these corridors. As I do, please tell me which ones you use at least once a week either on transit, in a motor vehicle or by any other mode of transportation. READ LIST.

		Yes	No/ DK	ASK
A	Route 7 or the Dulles Toll Road	1	2	Q11A
B	Route 28	1	2	Q11B
C	The Loudoun County Parkway, Route 234 or Route 659 in Loudoun and Prince William Counties	1	2	Q11C
D	The Fairfax County Parkway	1	2	Q11D
E	The Prince William County Parkway	1	2	Q11E
F	The Beltway or I-495 Corridor	1	2	Q11F
G	The Interstate 66 Corridor, including Route 29 and Route 50, the Metrorail Orange line and the VRE Manassas Line	1	2	Q11G
H	The I-95 Corridor, including I-395, Route 1, the Blue and Yellow Metrorail lines and the VRE Fredericksburg line	1	2	Q11H

**Note: If the respondent names more than two corridors, ask: Which two of these corridors do you use most? (ASK THE FOLLOWING SERIES FOR NO MORE THAN TWO CORRIDORS.)**



## Public Opinion about Transportation Issues in Northern Virginia

### Project Priorities in Transportation Corridors

- 11A I am going to read you a list of projects planned for the Route 7 and Dulles Toll Road Corridor. After I finish, please tell me which project you think should be the highest priority. READ LIST. PAUSE FOR ANSWER. Which one should be the second highest priority? IF NECESSARY READ LIST OF REMAINING PROJECTS. PAUSE FOR ANSWER. .

<b>RANDOMIZE ORDER</b>	1 <sup>st</sup>	2 <sup>nd</sup>
Extending Metrorail from the West Falls Church station to Dulles Airport and Ashburn in Loudoun County	1	1
Building 6 new interchanges on Route 7 between Leesburg and Route 28	2	2
Widening the Dulles Toll Road	3	3
Widening Route 7 from the Fairfax County Parkway to I-495	4	4
Widening the Route 7 and 15 Bypass around Leesburg from 6 to 8 lanes	5	5
Widening the Dulles Greenway from Route 772 to Route 28 to 4 unrestricted lanes plus 2 HOV lanes	6	6

- 11A-1 How much would you be willing to pay on average each day to get your highest priority project built? (READ LIST IF NECESSARY. STOP WHEN RESPONDENT SAYS YES.) (IF NECESSARY: You would pay in tolls or taxes.)

	More than \$5.00: specify	1
	\$5.00	2
	\$4.00	3
	\$3.00	4
	\$2.00	5
	\$1.50	6
	\$1.00	7
	50 cents	8
DO NOT READ: CHECK IF "NO" TO ALL	Nothing	9
	Not Sure	10

- 11B I am going to read you a list of projects planned for the Route 28 Corridor. After I finish, please tell me which project you think should be the highest priority. READ LIST. PAUSE FOR ANSWER. Which one should be the second highest priority? IF NECESSARY READ LIST OF REMAINING PROJECTS. PAUSE FOR ANSWER.

<b>RANDOMIZE ORDER</b>	1 <sup>st</sup>	2 <sup>nd</sup>
Widening Route 28 from Manassas Park to Route 29 to 6 lanes	1	1
Building a light rail line from Manassas to Dulles Airport	2	2
Widening Route 28 from the Dulles Toll Road to Route 606	3	3
Extending the Route 28 bike and pedestrian trail from Route 29 to the Fauquier County Line	4	4

**Public Opinion about Transportation Issues in Northern Virginia**

11B-1 How much would you be willing to pay on average each day to get your highest priority project built? (READ LIST IF NECESSARY. STOP WHEN RESPONDENT SAYS YES.) (IF NECESSARY: You would pay in tolls or taxes.)

	More than \$5.00: specify	1
	\$5.00	2
	\$4.00	3
	\$3.00	4
	\$2.00	5
	\$1.50	6
	\$1.00	7
	50 cents	8
DO NOT READ: CHECK IF "NO" TO ALL	Nothing	9
	Not Sure	10

11C I am going to read you a list of projects planned for the corridor that includes the Loudoun County Parkway, Route 234 or Route 659 in Loudoun and Prince William Counties. After I finish, please tell me which project you think should be the highest priority. READ LIST. PAUSE FOR ANSWER. Which one should be the second highest priority? IF NECESSARY READ LIST OF REMAINING PROJECTS. PAUSE FOR ANSWER.

<b>RANDOMIZE ORDER</b>	1 <sup>st</sup>	2 <sup>nd</sup>
Building a new 4 to 6 lane Tri-County Parkway from Route 234 to Route 50	1	1
Building a new 4-lane North Bypass on Route 234 from I-66 to Route 659	2	2
Building a new 4-lane Loudoun County Parkway from Route 50 to the Dulles Greenway	3	3
Building a new 4-lane Loudoun County Parkway from Route 7 to Gloucester Parkway	4	4



**Public Opinion about Transportation Issues in Northern Virginia**

11C-1 How much would you be willing to pay on average each day to get your highest priority project built? (READ LIST IF NECESSARY. STOP WHEN RESPONDENT SAYS YES.) (IF NECESSARY: You would pay in tolls or taxes.)

	More than \$5.00: specify	1
	\$5.00	2
	\$4.00	3
	\$3.00	4
	\$2.00	5
	\$1.50	6
	\$1.00	7
	50 cents	8
DO NOT READ: CHECK IF "NO" TO ALL	Nothing	9
	Not Sure	10

11D I am going to read you a list of projects planned for the Fairfax County Parkway Corridor. After I finish, please tell me which project you think should be the highest priority. READ LIST. PAUSE FOR ANSWER. Which one should be the second highest priority? IF NECESSARY READ LIST OF REMAINING PROJECTS. PAUSE FOR ANSWER.

<b>RANDOMIZE ORDER</b>	1 <sup>st</sup>	2 <sup>nd</sup>
Widening the Fairfax County Parkway to 6 lanes from Sunrise Valley Drive to Route 123	1	1
Starting a new Priority Bus Service that travels in a special lane and is not delayed by traffic congestion	2	2
Building 2 new HOV lanes on the Springfield-Franconia Parkway from the Fairfax County Parkway to Frontier Drive	3	3
Building 3 new interchanges on Monument Drive, Rolling Road and Pohick Road	4	4



**Public Opinion about Transportation Issues in Northern Virginia**

11D-1 How much would you be willing to pay on average each day to get your highest priority project built? (READ LIST IF NECESSARY. STOP WHEN RESPONDENT SAYS YES.) (IF NECESSARY: You would pay in tolls or taxes.)

	More than \$5.00: specify	1
	\$5.00	2
	\$4.00	3
	\$3.00	4
	\$2.00	5
	\$1.50	6
	\$1.00	7
	50 cents	8
DO NOT READ: CHECK IF "NO" TO ALL	Nothing	9
	Not Sure	10

11E I am going to read you a list of projects planned for the Prince William County Parkway Corridor. After I finish, please tell me which project you think should be the highest priority. READ LIST. PAUSE FOR ANSWER. Which one should be the second highest priority? IF NECESSARY READ LIST OF REMAINING PROJECTS. PAUSE FOR ANSWER.

<b>RANDOMIZE ORDER</b>	1 <sup>st</sup>	2 <sup>nd</sup>
Widening the Prince William County Parkway to 6 lanes from Liberia Avenue to Minnieville Road	1	1
Building HOV lanes on the Prince William Parkway from Hoadly Road to I-95	2	2
Starting a new priority bus service from Woodbridge to Manassas	3	3

11E-1 How much would you be willing to pay on average each day to get your highest priority project built? (READ LIST IF NECESSARY. STOP WHEN RESPONDENT SAYS YES.) (IF NECESSARY: You would pay in tolls or taxes.)

	More than \$5.00: specify	1
	\$5.00	2
	\$4.00	3
	\$3.00	4
	\$2.00	5
	\$1.50	6
	\$1.00	7
	50 cents	8
DO NOT READ: CHECK IF "NO" TO ALL	Nothing	9
	Not Sure	10



**Public Opinion about Transportation Issues in Northern Virginia**

11F I am going to read you a list of projects planned for the Beltway. After I finish, please tell me which project you think should be the highest priority. READ LIST. PAUSE FOR ANSWER. Which one should be the second highest priority? IF NECESSARY READ LIST OF REMAINING PROJECTS. PAUSE FOR ANSWER.

<b>RANDOMIZE ORDER</b>	1 <sup>st</sup>	2 <sup>nd</sup>
Widening the Beltway to 8 unrestricted lanes plus four HOV or HOT lanes from I-395 to the Dulles Toll Road	1	1
Extending Metrorail from the Dunn Loring station to Maryland through Tyson’s Corner	2	2
Starting an express bus service	3	3

11F-1 How much would you be willing to pay on average each day to get your highest priority project built? (READ LIST IF NECESSARY. STOP WHEN RESPONDENT SAYS YES.) (IF NECESSARY: You would pay in tolls or taxes.)

	More than \$5.00: specify	1
	\$5.00	2
	\$4.00	3
	\$3.00	4
	\$2.00	5
	\$1.50	6
	\$1.00	7
	50 cents	8
DO NOT READ: CHECK IF “NO” TO ALL	Nothing	9
	Not Sure	10

11G I am going to read you a list of projects planned for the I-66 Corridor. After I finish, please tell me which project you think should be the highest priority. READ LIST. PAUSE FOR ANSWER. Which one should be the second highest priority? IF NECESSARY READ LIST OF REMAINING PROJECTS. PAUSE FOR ANSWER.

<b>RANDOMIZE ORDER</b>	1 <sup>st</sup>	2 <sup>nd</sup>
Extending Metrorail to Centreville	1	1
Widening I-66 from the Beltway to Gainesville, adding 2 unrestricted lanes and 2 reversible HOV lanes	2	2
Building an interchange on I-66 at the Gainesville Interchange (Route 29)	3	3
Building Interstate Bicycle Route 50 through Northern Virginia and improving bicycle connections across the Theodore Roosevelt Bridge to Washington, D.C.	4	4
Extending Virginia Railway Express (VRE) from Broad Run to Haymarket	5	5
Building an additional Metrorail entrance to Rosslyn Station	6	6



**Public Opinion about Transportation Issues in Northern Virginia**

11G-1 How much would you be willing to pay on average each day to get your highest priority project built? (READ LIST IF NECESSARY. STOP WHEN RESPONDENT SAYS YES.) (IF NECESSARY: You would pay in tolls or taxes.)

	More than \$5.00: specify	1
	\$5.00	2
	\$4.00	3
	\$3.00	4
	\$2.00	5
	\$1.50	6
	\$1.00	7
	50 cents	8
DO NOT READ: CHECK IF "NO" TO ALL	Nothing	9
	Not Sure	10

11H I am going to read you a list of projects planned for the I-95 Corridor After I finish, please tell me which project you think should be the highest priority. READ LIST. PAUSE FOR ANSWER. Which one should be the second highest priority? IF NECESSARY READ LIST OF REMAINING PROJECTS. PAUSE FOR ANSWER.

<b>RANDOMIZE ORDER</b>	1 <sup>st</sup>	2 <sup>nd</sup>
Widening Route 1 to 6 unrestricted lanes from the Stafford County line to I-495 and adding 2 HOV lanes from Route 235 to I-495	1	1
Extending Metrorail from Springfield to Potomac Mills	2	2
Building Light Rail along Route 1 from Alexandria to the Pentagon	3	3
Building an entrance to HOV lanes at Franconia Road and the Springfield Parkway	4	4
Building an additional HOV lane on I-395	5	5
Expanding Virginia Railway Express (VRE) service	6	6



## Public Opinion about Transportation Issues in Northern Virginia

- 11H-1 How much would you be willing to pay on average each day to get your highest priority project built? (READ LIST IF NECESSARY. STOP WHEN RESPONDENT SAYS YES.) (IF NECESSARY: You would pay in tolls or taxes.)

	More than \$5.00: specify	1
	\$5.00	2
	\$4.00	3
	\$3.00	4
	\$2.00	5
	\$1.50	6
	\$1.00	7
	50 cents	8
DO NOT READ: CHECK IF "NO" TO ALL	Nothing	9
	Not Sure	10

### General Public Priorities

The next few questions are about more general types of transportation projects.

- 12 I am going to read a list of general types of transportation improvements. After I finish, please tell me which one of these transportation improvements is most important to you? READ LIST. RANDOMIZE. ACCEPT ONLY ONE RESPONSE.

- 12A And which one of these transportation improvements is the second most important to you? READ LIST AGAIN IF NECESSARY. ACCEPT ONLY ONE RESPONSE.

	Single Most Important	2 <sup>nd</sup> Most Important
Building or expanding public transportation, which includes Metrorail, VRE and bus services	1	1
Building or expanding roads and highways	2	2
Creating more High Occupancy Vehicle or HOV lanes	3	3
Building more sidewalks and crosswalks for pedestrians	4	4
Building more bike trail and bike lanes	5	5

## Public Opinion about Transportation Issues in Northern Virginia

### Frustrations

- 13 Thinking now about the types of trips that you make most frequently. . .  
Would you say that making these trips is usually very frustrating,  
somewhat frustrating, not very frustrating or not frustrating at all?

Very frustrating	1	CONTINUE
Somewhat frustrating	2	CONTINUE
Not very frustrating	3	SKIP TO Q15
Not at all frustrating	4	SKIP TO Q15
Not Sure	5	SKIP TO Q15

- 14 What makes these trips frustrating? PROBE FOR MULTIPLE  
RESPONSES. CLARIFY. ASK FOR SPECIFICS.

### HOT Lanes

- 15 HOT lanes are HOV lanes that are open to people driving alone if they pay  
an extra toll. The amount of the toll would vary and would be highest  
when traffic is heavy so that everyone who pays a toll or is carpooling or  
taking a bus would be guaranteed that there will be no delays due to traffic  
congestion. Would you favor or oppose building these types of HOT  
lanes?

Favor	1
Oppose	2
Depends: specify	3
Not sure	4



**Public Opinion about Transportation Issues in Northern Virginia**

- 16 On a day when traffic is heavy, how much – IF ANYTHING – would you be willing to spend to use a HOT lane to travel in free flow traffic rather than being stalled in traffic congestion during peak traffic times? (READ LIST ONLY IF NECESSARY)

	More than \$10: specify	#
	\$10	10
	\$9	9
	\$8	8
	\$7	7
	\$6	6
	\$5	5
	\$4	4
	\$3	3
	\$2	2
	\$1	1
DO NOT READ: CHECK IF “NO” TO ALL	Nothing	0
	Not Sure	99

Now we are going to talk about methods for funding transportation improvements in Northern Virginia. The State of Virginia does not have the funds to pay for many of the transportation improvements that we have been talking about unless it finds new sources of funds.

I am going to read you a list of three different ways that the state could raise funds. Each of these sources would raise the same amount of money for transportation improvements in Northern Virginia.

- 17 When I finish telling you about these sources of funds, please tell me which ONE is most acceptable to you. (READ RANDOMIZED LIST).  
 17A And which one is SECOND most acceptable to you? (READ REMAINING TWO OPTIONS IF NECESSARY).

RANDOMIZE ORDER	1 <sup>st</sup>	2 <sup>nd</sup>
Increasing the state income tax an extra \$25 for each \$10,000 of taxable income	1	1
Increasing the sales tax an extra 1/2 cent on each \$1 of taxable purchases	2	2
Increasing the gas tax an extra 17 and a half cents on a gallon of gas	3	3
None: PROBE: DO NOT ACCEPT IF POSSIBLE	4	4
Don't Know/Refused	5	5



## Public Opinion about Transportation Issues in Northern Virginia

18	RANDOMIZE ORDER	Yes	No	Not Sure
18A	Would you support having tolls on a highway, or a portion of a highway, in a transportation corridor you use if you knew that the money collected would be used to pay for public transportation improvements in the same corridor? (IF ASKED, TOLLS COULD BE ON BOTH NEW AND EXISTING HIGHWAYS.)	1	2	3
18B	Would you support having tolls on a highway in a transportation corridor you use if you knew that the money collected would be used to pay for <u>highway</u> improvements in the same corridor? (IF ASKED, TOLLS COULD BE ON BOTH NEW AND EXISTING HIGHWAYS.)	1	2	3
18C	Would you support having tolls on a highway in a transportation corridor you use if you knew that the money collected would be used to pay for <u>bike paths and pedestrian</u> improvements in the same corridor? (IF ASKED, TOLLS COULD BE ON BOTH NEW AND EXISTING HIGHWAYS.)	1	2	3

19	RANDOMIZE ORDER	Yes	No	Not Sure
19A	Would you support a gas tax increase if you knew that the money collected would be used to pay for <u>roadway</u> improvements in Northern Virginia?	1	2	3
19B	Would you support a gas tax increase if you knew that the money collected would be used to pay for <u>public transportation</u> improvements in Northern Virginia?	1	2	3

20 Would you vote for state bonds, paid for by state income taxes if they were used to pay for all types of transportation improvements in Northern Virginia?

Yes 1  
 No 2  
 Not Sure 3

## Public Opinion about Transportation Issues in Northern Virginia

- 21 How much would you be willing to pay on average each day for improvements that would expand public transportation service and reduce crowding on Metrorail and VRE? (READ LIST IF NECESSARY. STOP WHEN RESPONDENT SAYS YES.) (IF NECESSARY: You would pay in tolls or taxes.)

	More than \$5.00: specify	1
	\$5.00	2
	\$4.00	3
	\$3.00	4
	\$2.00	5
	\$1.50	6
	\$1.00	7
	50 cents	8
DO NOT READ: CHECK IF "NO" TO ALL	Nothing	9
	Not Sure	10

## Public Opinion about Transportation Issues in Northern Virginia

### Classification Variables

- C-1 What is the last grade in school or year of college that you completed?
- |  |   |
|--|---|
| Less than high school  | 1 |
| High school graduate (includes technical or vocational school) | 2 |
| Some college   | 3 |
| Four-year college degree                                       | 4 |
| Post graduate degree   | 5 |
| Refused  | 6 |
- C-2 Including yourself, how many people live in your household? RECORD NUMBER.
- C-3 Do you have access to a car or other motor vehicle most of the time?
- |         |   |
|---------|---|
| Yes     | 1 |
| No      | 2 |
| Refused | 3 |
- C-4 ASK ONLY IF SELF EMPLOYED OR EMPLOYED FULL TIME OR PART TIME (CODES 1-4) IN Q1. For what type of organization do you work – business, government, the military, or a non-profit organization?
- |                |   |
|----------------|---|
| Business       | 1 |
| Government     | 2 |
| Non-profit     | 3 |
| Other: specify | 4 |
| Refused        | 5 |
- C-5 In what year were you born? RECORD YEAR.
- C-6 And what is your zip code? RECORD ZIP CODE. DOUBLE CHECK BY READING BACK TO RESPONDENT. IF RESPONDENT HESITATES, SAY: “We need this information so that we can compare the responses of people whose trips originate in different places.”

## Public Opinion about Transportation Issues in Northern Virginia

C-7 Finally, please stop me when I read the category that includes your total household income for the year 2004. Total household income includes all of the money received by all the people in your household before taxes are taken out.

Under \$35,000	1
\$35,000 to just under \$50,000	2
\$50,000 to just under \$75,000	3
\$75,000 to just under \$100,000	4
\$100,000 to just under \$150,000	5
\$150,000 to just under \$200,000	6
\$200,000 or more	7
Refused	8

THAT IS ALL THE QUESTIONS I HAVE. WE REALLY APPRECIATE YOUR HELP. YOUR ANSWERS WILL BE USED TO PROVIDE GUIDANCE TO PUBLIC OFFICIALS IN NORTHERN VIRGINIA AS THEY DECIDE WHICH PROJECTS TO FUND AND HOW TO PAY FOR THEM.

C-8 RECORD GENDER.

Male	1
Female	2

## Public Opinion about Transportation Issues in Northern Virginia

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