

2004 CAMPO Transportation Issue Survey

Summary Report



Opinion Analysts, Inc.
2004 CAMPO Transportation Issue Survey

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Introduction

This report summarizes the results of 1,607 interviews with peak-hour commuters in the five-county Capital Area Metropolitan Planning Organization (CAMPO) service area. This sample is weighted down to a total of 1,601 interviews distributed through the sample area according to population. The statistical accuracy for overall population estimates in the five-county area is +/- 2.45% at the 95% confidence level.

The respondent sample was selected using random-digit-dialing techniques, based on seed numbers chosen from the most recent published directories, to ensure coverage of unlisted phones and new service. All respondents were qualified as working or attending school outside the home and traveling between home and work or school during A.M. or P.M. peak hours or both. For this project, peak hours were defined as 7:00 - 9:00 A.M. and 4:00 - 6:00 P.M. Thus, the resulting sample does not represent the general population of the area, but instead should be a reasonable cross-section of area commuters.

The survey instrument was designed by Dr. Jeffrey Smith of Opinion Analysts and the CAMPO staff. It is in large part a replication of earlier surveys conducted by Opinion Analysts for the Austin Transportation Study/CAMPO in 1994, 1997 and 2001. (Comparisons to the results of those earlier surveys are included throughout this report.) Interviews for this project were completed between April 12 and 27, 2004. All interviews were conducted by telephone by the staff of Customer Research International, Inc.

The principle objectives of this survey were to assess current commuting patterns in the Austin Metropolitan area, to measure attitudes and factors that effect current commuting choices and that might effect future decision-making regarding commuting modes, and to assess priorities for transportation development. Beyond the analysis in this report, this survey provides a rich data base for analyzing are transportation and trends over time.

This survey was conducted for the Capital Area Metropolitan Planning Organization. Further inquiries about this report may be addressed to that organization or to the author:

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Regional Breakdown

This report summarizes the results of 1607 interviews conducted in the five-county area. However, for reporting purposes throughout this report, the interviews are weighted to a total of 1601. Respondents are categorized by region based on their residential zip code, and regions are weighted to represent the appropriate proportions based on population within the 5-county area. The weighted distribution is shown in the table below.

County

78; 4.9%	Bastrop	133; 8.3%	Hays	353; 22.0%	Williamson
41; 2.6%	Caldwell	996; 62.2%	Travis		

Regions

Respondent Qualifiers

This is a survey of peak hour commuters, not of the general population. In order to be included in the survey, a respondent must report being employed or attending school outside of the home and must travel to or from work or school during peak hours. Those peak hours are defined as any time between the hours of 7:00 A.M. and 9:00 A.M. or between the hours of 4:00 P.M. and 6:00 P.M.

Employment Status

1152; 72.0%	Employed by Other
161; 10.1%	School Only
160; 10.0%	Self-Employed/Work Outside
128; 8.0%	Work and School
0; 0.0%	Self-Employed/Work Home--- TERMINATE

Employment Status

Arrival Time

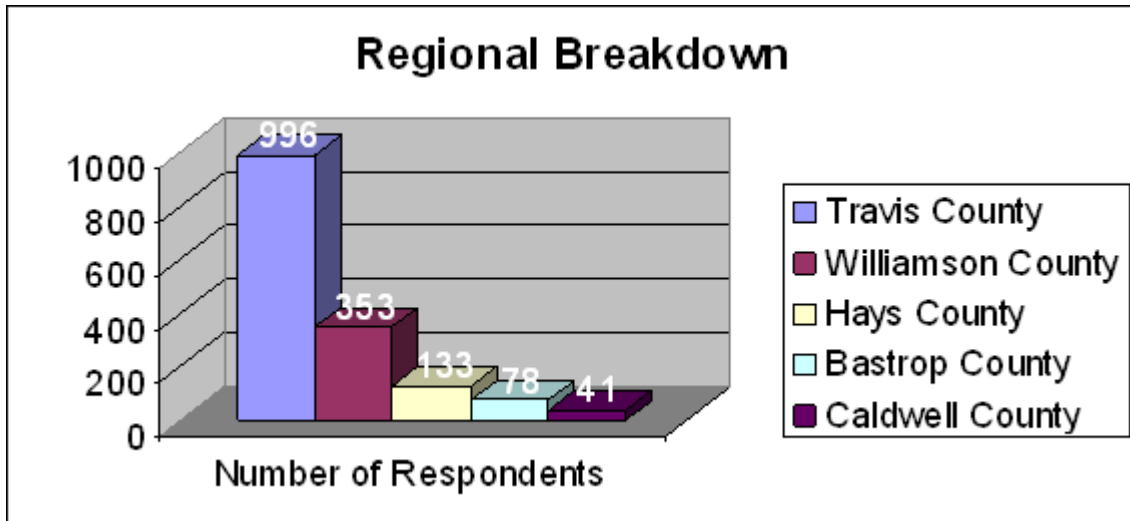
101; 6.3%	Before 7:00 A.M.	470; 29.4%	8:00 A.M.	103; 6.4%	After 9:00 A.M.
180; 11.3%	7:00 A.M.	212; 13.3%	8:30 A.M.		
273; 17.0%	7:30 A.M.	262; 16.4%	9:00 A.M.		

Arrival Time

Departure Time

209; 13.1%	Before 4:00 P.M.	416; 26.0%	5:00 P.M.	125; 7.8%	After 6:00 P.M.
216; 13.5%	4:00 P.M.	202; 12.6%	5:30 P.M.		
185; 11.6%	4:30 P.M.	248; 15.5%	6:00 P.M.		

Departure Time



Respondent Qualifiers

- Employed or Attending School Outside the Home
- Travel During A Peak Period:
 - 7:00 A.M. to 9:00 P.M.
 - 4:00 P.M. to 6:00 P.M.

Regional Breakdown and Respondent Qualifiers

Report Structure

Following this introductory section is a narrative description of the results of the survey. This section includes the specific text of the questions asked, the overall results, graphic presentations of the data and - where appropriate - comparisons to the results from the 1994, 1997 and 2001 surveys. Survey results are presented in summary form for the five-county CAMPO service area for both 2001 and 2004, while earlier survey results are based on the smaller CAMPO service area in effect at the time of the surveys. For that reason, the more recent results are not directly comparable to the results of earlier surveys.

The narrative section is followed by a Demographic section which summarizes the characteristics of the overall sample, including age, gender, race/ethnicity, income, education, years in area, regional and vehicle classifications and employment.

A separate volume contains an extensive statistical analysis of the data. In this section, each individual question is displayed with cross-tabulations by regions, major roads travelled, peak hours travelled, whether the respondent works or attends school, government employment, gender, age, education, income, ethnicity and years in Central Texas. In this section, the data are presented without comment, although certain relationships are highlighted in the narrative section.

In addition to this report, a comprehensive data file has been prepared for further analysis by CAMPO staff and other interested parties. There have also been special reports prepared at the request of CAMPO.

Comparison to Historical Data

Throughout this report, comparisons are made to results from the 1994, 1997 and 2001 surveys. In a few cases there have been significant shifts that are remarked upon in the narrative. In most cases, the differences in the results can be attributed to sample variance, i.e., the statistical variance that is to be expected from the fact that the results are based on a sample rather than a census of the entire population. In general, the results of this survey are marked by their stability rather than their variation over time. Because of the expected sample variance, and the impact of rounding on figures reported to the nearest whole percentage point, a good general rule is that a change must be at least three percent to be considered other than sample variance.

Narrative

Commuting Parameters

About how many miles do you travel to work/school one-way?
How many minutes does your travel to work/school usually take?
And how many minutes does your travel home from work/school usually take?

Respondents actually report a shorter commute distance this year compared to last year, while the commute times - both in and out - are virtually identical to those reported in 2001. (Time and distance involved in the typical Austin-area commute had increased dramatically over the previous surveys within the smaller ATS service area. For this year, the only direct comparisons are made to the larger five-county area surveyed in 2001). The average distance travelled to work or school by peak-hour commuters in the five-county area is CAMPO service area is 12.38 miles, compared to 13.54 miles in 2001. The average time to work or school is 25.07 minutes (25.04 in 2001) and the average time for the return trip is 27.53 minutes (27.91 in 2001).

Commute Distance		
1 Mile or Less	0.0%	0
2 Miles	11.1%	177
3 Miles	4.1%	66
4 Miles	4.1%	66
5 Miles	8.7%	140
6 Miles	3.2%	52
7 Miles	3.8%	61
8 Miles	4.7%	75
9 Miles	1.0%	16
10 Miles	11.8%	189
11-15 Miles	20.0%	320
16-20 Miles	10.9%	174
21-25 Miles	6.0%	96
26-30 Miles	4.5%	73
Over 30 Miles	6.0%	97
Totals	100.0%	1601
Mean		12.38

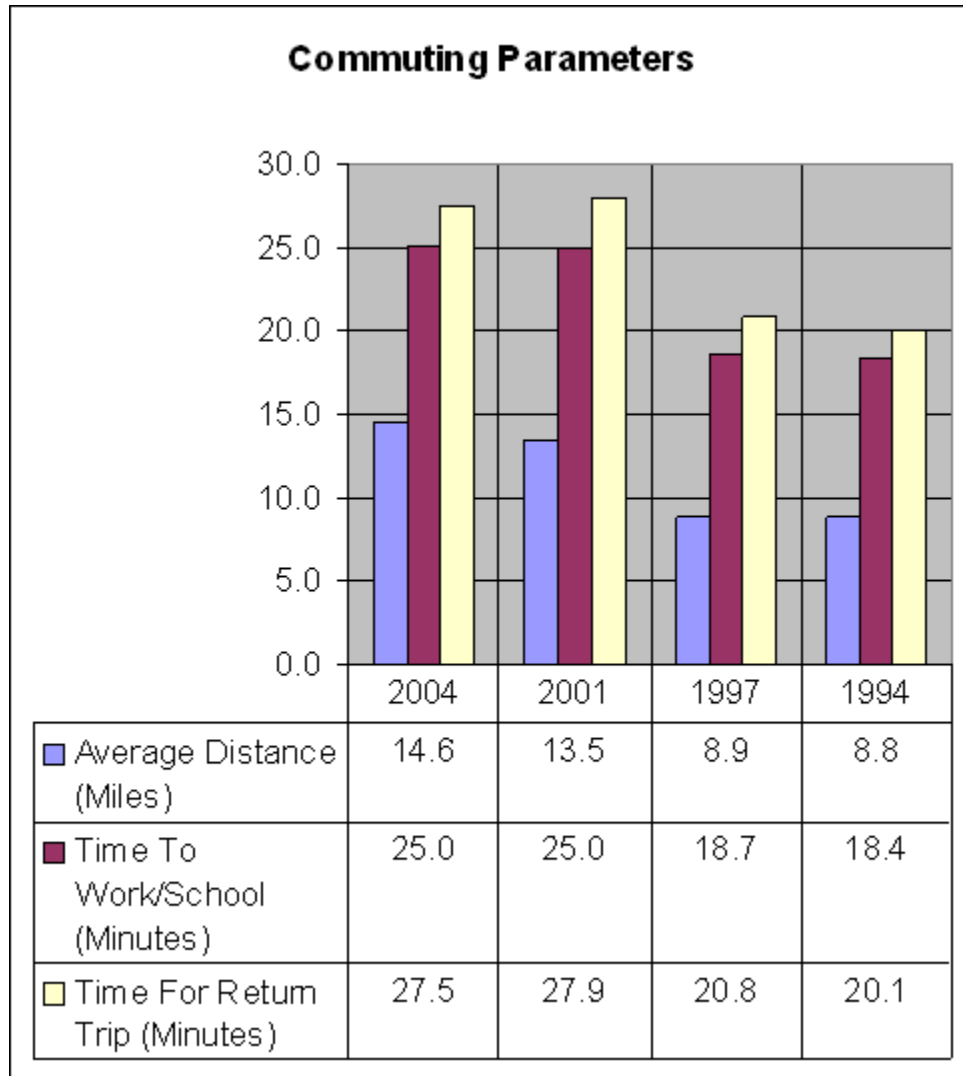
Average Commute Distance (Miles)

Commute Time In	
Mean	25.07

Average Commute Time To Work/School (Minutes)

Commute Time Out	
Mean	27.53

Average Commute Time From Work/School (Minutes)



Comparative Commuting Parameters

Major Roads Traveled

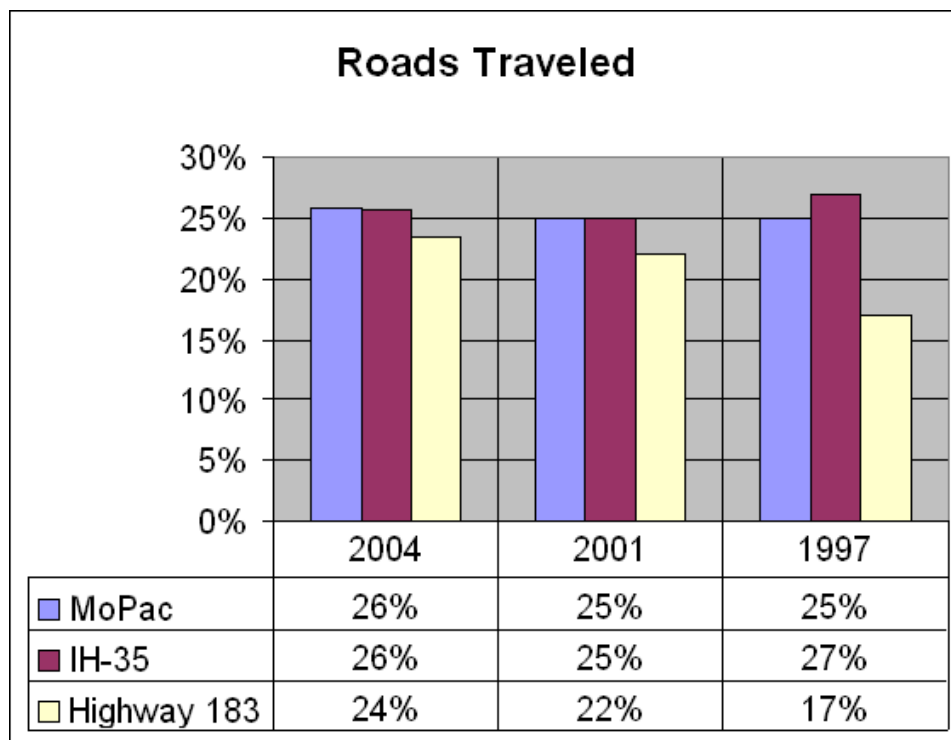
Which of these roads do you take during your regular commute?
 (List in table below; multiple responses allowed)

The major roads used by CAMPO-area commuters for at least part of their daily commute are MoPac and Interstate 35 at twenty-six percent each and Highway 183 at 24%. Another seven percent each drive Highway 290 East, Ben White Boulevard and Highway 71 East. All of these figures are very similar to those recorded in 2001. (The options were changed for this year's survey, with Highway 183 split into East and West portions and the East designation applied to Highway 71, so the responses to these roads are not directly comparable.) Those who take MoPac, 183, IH 35 and Ben White/71 define cross-tabulation categories used throughout the final section of this report.

Roads Traveled		
None of These	35.0%	560
MoPac/Loop 1	25.8%	413
IH 35	25.7%	412
Hi-way 183, West of IH 35	14.2%	227
Hi-way 183, East of IH 35	9.3%	150
Hi-way 290 East	6.9%	111
Ben White Blvd.	6.9%	110
Hi-way 71 East of IH 35	6.5%	105
Totals	*	*

* Note: Multiple answers can total over 100%.

Roads Traveled



Comparative Use of Major Roads

Commuting Frequency

How many days do you work/attend school each week?

The vast majority of respondents work or attend school five days per week. This question is included to provide a basis for calculating number and proportion of trips.

Days work/school		
1	0.3%	5
2	1.2%	19
3	3.4%	54
4	7.0%	113
5	79.5%	1273
6	6.3%	101
7	2.3%	37
Totals	100.0%	1601
Mean		4.92

Commuting Frequency

Commuting Methods

*And how many days each week do you drive your own car to and from work/school?
 (IF ANY DAYS) When you take your car, do you drive alone, take another household member, or take others with you?*

(IF NOT DRIVE ALONE) How many people usually share the ride, including yourself?

The transportation mix for Austin-area commuters has changed very little over the course of this survey. The overwhelming majority of commuters drive themselves to and from work or school in single occupied vehicles. When there is someone else in the car, it is most likely to be another household member.

Days Drive Self		
0	8.0%	128
1	2.2%	36
2	5.1%	82
3	7.2%	115
4	70.4%	1127
5	5.5%	88
6	1.7%	27
7	0.0%	0
Totals	100.0%	1601
Mean		3.53

Days Drive Own Car

Others in Car		
Drive Alone	82.9%	1232
Other HH Member	11.2%	166
Others	5.9%	88
Totals	100.0%	1485

Others in Car

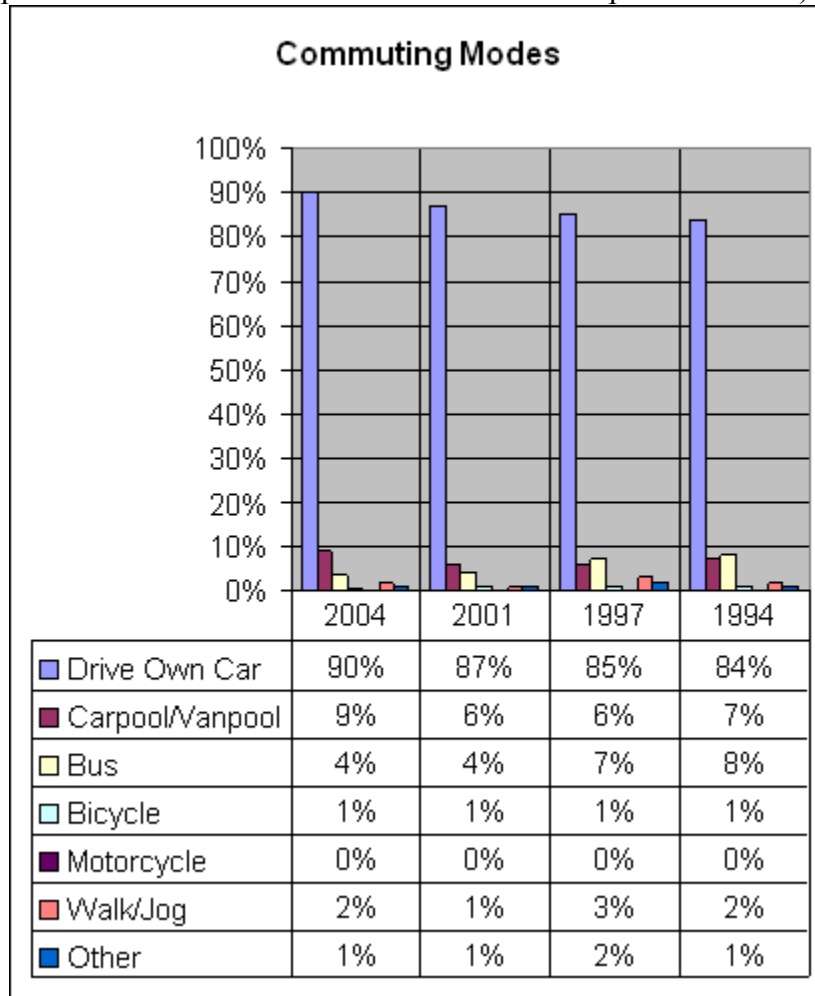
Number Sharing Ride		
2	67.8%	172
3	25.1%	64
4	5.1%	13
5	2.0%	5
Totals	100.0%	254

Number Sharing Ride

In the 5-County area, 93% of the commuting trips are by car. Of those trips, 84% are in Single Occupied Vehicles.

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The graph below summarizes the proportions of commuter trips utilizing various modes of transportation. The tables that follow indicate the proportions and numbers of commuters traveling by various alternatives to owner-occupied vehicles. (Note that the proportions vary with the basis. For example, there are more trips by car than there are people driving their own cars because of carpools, and there are fewer trips by single occupied vehicles for the same reason. The graph below uses the total number of commuter trips as the basis.)



Commuting Modes

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How many days per week do you travel to and from work/school by these methods?

Carpool		
0	96.6%	1547
1	0.7%	12
2	0.5%	8
3	0.3%	5
4	1.7%	27
5	0.1%	1
6	0.1%	1
7	0.0%	0
Totals	100.0%	1601
Mean		0.10

Days per Week Carpool

Vanpool		
0	99.8%	1597
1	0.1%	2
2	0.1%	1
3	0.0%	0
4	0.1%	1
5	0.0%	0
6	0.0%	0
7	0.0%	0
Totals	100.0%	1601
Mean		0.00

Days per Week Vanpool

Bus		
0	95.2%	1524
1	0.9%	14
2	0.9%	14
3	0.4%	7
4	2.3%	37
5	0.1%	2
6	0.2%	3
7	0.0%	0
Totals	100.0%	1601
Mean		0.15

Days per Week Ride Bus

Bicycle		
0	98.9%	1583
1	0.6%	9
2	0.2%	3
3	0.1%	1
4	0.2%	4
5	0.0%	0
6	0.1%	1
7	0.0%	0
Totals	100.0%	1601
Mean		0.02

Days per Week Bicycle

Motorcycle		
0	99.8%	1598
1	0.1%	2
2	0.0%	0
3	0.0%	0
4	0.0%	0
5	0.0%	0
6	0.1%	1
7	0.0%	0
Totals	100.0%	1601
Mean		0.00

Days per Week Motorcycle

Walk/Jog		
0	97.9%	1567
1	0.6%	9
2	0.3%	5
3	0.2%	3
4	0.9%	14
5	0.0%	0
6	0.2%	3
7	0.0%	0
Totals	100.0%	1601
Mean		0.06

Days per Week Walk/Jog

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Other		
0	99.1%	1586
1	0.1%	2
2	0.1%	1
3	0.0%	0
4	0.6%	9
5	0.1%	2
6	0.1%	1
7	0.0%	0
Totals	100.0%	1601
Mean		0.03

Days per Week Other

Commuting Method	
Mean	
Days Drive Self	3.53
Carpool	0.10
Vanpool	0.00
Bus	0.15
Bicycle	0.02
Motorcycle	0.00
Walk/Jog	0.06
Other	0.03

Average Days per Method

The proportions of commuters employing alternatives to driving by themselves are both small and stable over the course of these surveys. Most variations are within the expected sample variance and apparent variance may be exaggerated by rounding.

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(IF CARPOOL OR VANPOOL) *How many people usually share the ride, including yourself?*

Number in Carpool		
2	57.3%	35
3	26.2%	16
4	9.9%	6
5	3.3%	2
7	1.6%	1
60	1.6%	1
Totals	100.0%	61
Mean		3.58

Number in Carpool

The number of carpoolers is small, but one generalization is safe: Most carpools consist of only two people sharing a ride, and only a handful involve more than three riders.

(IF BUS) *How do you get to the bus?*

How do you get to the bus?		
Drive/Park & Ride	11.7%	11
Dropped Off	3.2%	3
Carpool/Vanpool	0.0%	0
Motorcycle	0.0%	0
Bicycle	3.2%	3
Walk/Jog	80.9%	76
Other	1.1%	1
Totals	100.0%	94

How Get to Bus

Again, the number of bus riders is small, but it is clear that most use no other means than the bus for their commute.

Changes in Travel Mode

Have you changed your method of traveling to and from work/school in the past three years?

(IF YES) How did you travel previously?

(IF CHANGED) Why did you change?

Eighty-five percent of CAMPO-area commuters report no change in their mode of commuting over the past three years, the figure was eighty-seven percent in 2001. Of those who have changed, twenty-two percent each are former bus riders or used to drive their own cars; fifteen percent switched from carpooling or vanpooling.

Changed method of traveling		
No change	84.9%	1360
Used to do other	3.9%	62
Used to drive own car	3.4%	54
Used to ride bus	3.3%	53
Used to carpool	2.3%	37
Used to walk/jog	0.8%	13
Used to bicycle	0.6%	10
Used to work at home	0.6%	9
Used to Motorcycle	0.2%	3
Used to vanpool	0.1%	1
Totals	100.0%	1601

Changed Method of Travel

The reasons for changing are led by changes in destinations - a new home, work or school address - or schedules and by gaining or losing access to an automobile. Twenty-one percent changed for "Convenience", and eight percent for Health or Environmental reasons.

Why did you change?		
Convenience	20.5%	50
Got new car	17.6%	43
Changed work address	13.1%	32
Changed home address	11.9%	29
Have no car	7.8%	19
Health/Environmental reasons	7.8%	19
My schedule changed	4.9%	12
Traffic	4.1%	10
Bus too slow/Makes me late	3.3%	8
Cost of Gas	2.9%	7
Parking problems	2.5%	6
Bus schedule changed	1.6%	4
Other	2.0%	5
Totals	100.0%	243

Reason for Changed Method of Travel

Stops During Commute

Did you stop anywhere on your way to or from work/school this week?

(IF YES:) For what purpose?

How many days a week do you make stops going to or from work/school?

One obstacle to shifting commuters from single occupant vehicles to alternative modes is the combination of the trip to or from work or school with other purposes. To measure the significance of that obstacle, respondents were asked about stops made during their commutes. The results in the table below incorporate multiple responses, e.g., a person could make stops at the grocery store and at the dentist.

Did you stop		
No Stops	45.2%	724
Groceries/shopping	30.1%	481
Other	19.6%	314
Pick Up/Deliver goods	5.7%	91
Take child to daycare/school	5.4%	87
Bank	2.9%	46
Entertainment/Recreation/Gym	2.7%	43
Doctor/Dentist	0.7%	12
School	0.6%	9
Meeting	0.4%	7
Second Job	0.1%	2
Totals	*	*

* Note: Multiple answers can total over 100%.

Stops During Commute

Fifty-five percent of commuters made at least one stop during the week of the interview. More than half of those - thirty percent of all commuters - stopped for groceries or other shopping. These figures are the same as reported in 2001.

Stops/Week		
0	1.7%	15
1	16.5%	144
2	28.4%	249
3	23.5%	206
4	7.5%	66
5	19.5%	171
6	1.9%	17
7	0.9%	8
Totals	100.0%	877
Mean		2.90

Stops/Week During Commute

Car Used for Work

Does your employment require the use of a car during working hours?
(IF YES:) *Do you use your own car or is one provided for you by your employer?*
(IF OWN CAR:) *Are you reimbursed for the use of your car?*

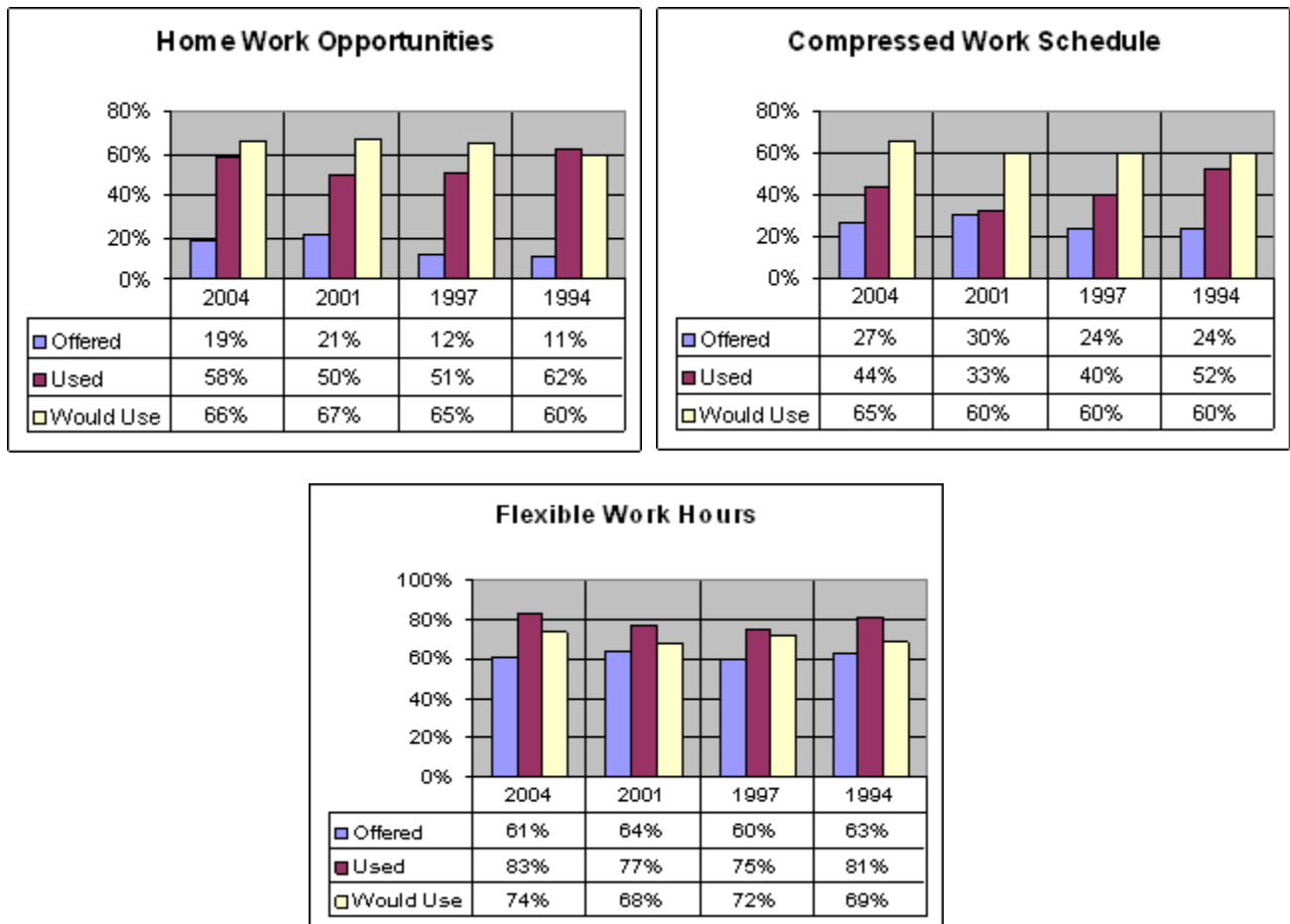
Thirty-five percent of the working respondents require the use of a car during working hours (compared to 34% in 2001). Eight percent have a car provided by their employer, but twenty-seven percent use their own cars. Sixteen percent are reimbursed for the use of their cars, while eleven percent are not.

Car Used for Work		
No car needed	65.4%	942
Yes, car provided	8.1%	117
Yes, own car-reimbursed	15.5%	223
Yes, own car-not reimbursed	11.0%	158
Totals	100.0%	1440

Car Used for Work

Alternative Work Schedules

One way to reduce peak-hour traffic is for employers to offer alternatives to the traditional work schedule that puts most employees on the roads at the same times. A series of questions on this survey explores three such options: home work opportunities (telecommuting), flexible work hours and compressed work weeks. Each of these is considered separately in the pages immediately following, while the figure below summarizes the results of this series of questions historically.



Alternative Work Schedules

The availability of each of the alternative work schedules, which had shown steady increases over the course of these surveys, has not increased over the past three years. On the other hand, more employees who have the opportunities available to them are taking advantage. And in all cases, employer interest in the alternatives remains strong, with roughly two-thirds of those who do not presently have these opportunities saying that they would take advantage of them if offered.

Home Work Opportunities

Does your employer offer the opportunity to work at home instead of at your regular place of work?

(IF YES) *Do you currently take advantage of that option?*

(IF NO) *For what reason?*

(IF YES) *How many days in a typical month do you take advantage of the opportunity to work at home?*

(IF NO OR DON'T KNOW) *Would you take advantage of that option if offered?*

Nineteen percent of workers in the CAMPO region are offered the opportunity to work at home instead of at their regular place of work (down from 21% in 2001), and fifty-eight percent of those with the option take advantage of it. The latter increase (up from 50%) probably reflects the increasing facility of remote work with the spread of broadband connections and other technological changes. Two-thirds of workers who do not have the option to work at home say that they would take advantage of it if offered.

Offered-Home Work Opp		
Yes	18.7%	211
No	80.1%	903
Don't Know	1.1%	13
Totals	100.0%	1128

Home Work Opportunities

Use-Home Work Opp		
Yes	58.0%	123
No	42.0%	89
Totals	100.0%	211

Use - Home Work Opportunities

Would Use-Home Work Opp		
Yes	66.2%	607
No	30.0%	275
Don't Know	3.8%	35
Totals	100.0%	916

Would Use - Home Work Opportunities

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Those who work at home have also increased their time away from the office, averaging more than six days per month, compared to about four and one-half days in 2001.

Days/Month Work at Home		
1	19.5%	24
2	14.6%	18
4	13.8%	17
5	11.4%	14
3	9.7%	12
8	5.7%	7
10	4.9%	6
Other	20.3%	25
Totals	100.0%	123
Mean		6.11

Days/Week Use - Home Work Opportunities

The main specific reasons given for failure to take advantage of home work opportunities are that working at home is inappropriate for the particular type of work involved or is less efficient.

Reason for Not Using

32; 36.0%	Can't/Don't Want to Participate	4; 4.5%	Position Doesn't Allow It
21; 23.6%	Needs to Work On-site	3; 3.4%	Distance to Work is Close
15; 16.8%	Can't do job at home	2; 2.3%	Weather Related
6; 6.7%	Computer/Internet Related	2; 2.3%	Just Offered
4; 4.5%	Family/Children Commitments		

Reasons for Not Using Home Work Opportunities

Flexible Work Hours

Does your employer offer flexible work hours?

(IF YES) Do you currently take advantage of that option?

(IF NO) For what reason?

(IF NO OR DON'T KNOW) Would you take advantage of that option if offered?

Sixty-one percent of workers in the CAMPO region are offered flexible work hours, down from sixty-four percent in 2001. Seventy-seven percent of those with the option take advantage of it, and sixty-eight percent say that they would do so if they had the option.

Offered-Flex Hours		
Yes	61.0%	687
No	38.1%	429
Don't Know	1.0%	11
Totals	100.0%	1128

Offered Flexible Work Hours

Use-Flex Hours		
Yes	82.6%	568
No	17.4%	119
Totals	100.0%	687

Use - Flexible Work Hours

Would Use-Flex Hours		
Yes	73.8%	325
No	21.5%	94
Don't Know	4.7%	21
Totals	100.0%	440

Would Use - Flexible Work Hours

The main specific reasons for not taking advantage of flexible work hours are that it is inappropriate or unavailable for the particular type of work being done, or that it would conflict with other scheduled activities.

Reason for Not Using

55; 45.9%	Can't/Don't Want to Participate	7; 5.8%	Convenience
38; 31.6%	Position Doesn't Allow To	2; 1.7%	Carpool Schedule Conflict
10; 8.3%	Time Constraints	1; 0.8%	Health Issues
7; 5.8%	School Schedule Conflict		

Reasons for Not Using Flexible Work Hours

Compressed Work Schedule

Does your employer offer a compressed work schedule (like 4 10-hour days)?

(IF YES) Do you currently take advantage of that option?

(IF NO) For what reason?

(IF NO OR DON'T KNOW) Would you take advantage of that option if offered?

Twenty-seven percent of workers in the CAMPO region are offered a compressed work schedule, down from thirty percent in 2001, but forty-four percent of those with the option take advantage of it (up from 33% in 2001). Sixty-five percent say that they would work a compressed week if they had the option.

Offered-Compressed		
Yes	26.6%	300
No	71.0%	801
Don't Know	2.4%	27
Totals	100.0%	1128

Offered Compressed Work Schedule

Use-Compressed		
Yes	43.9%	132
No	56.1%	168
Totals	100.0%	300

Use - Compressed Work Schedule

Would Use-Compressed		
Yes	64.9%	537
No	30.9%	256
Don't Know	4.2%	35
Totals	100.0%	828

Would Use - Compressed Work Schedule

The specific reasons for not taking advantage of compressed work schedules are similar to those for not taking advantage of flexible hours - inappropriateness for the particular position, obligations to other household members and a preference for traditional hours. In addition, there are a few people for whom the physical demands of a longer work day are an obstacle.

Reason for Not Using

- | | | | |
|-----------|---------------------------------|---------|----------------------------------|
| 92; 54.4% | Can't/Don't Want to Participate | 8; 4.7% | Shorter Work Week/Extra Time Off |
| 26; 15.4% | Family/Children Commitments | 4; 2.4% | Doesn't Fit Normal Routine |
| 23; 13.6% | Position Doesn't Allow It | 3; 1.8% | Carpool Conflict |
| 11; 6.5% | Working Too Many Hours | 2; 1.2% | Part Time Worker |

Reasons for Not Using Compressed Work Schedule

Employer Incentives

Does your employer do any of these things:

Encourage and help form carpools for employees?

Sell bus passes at work?

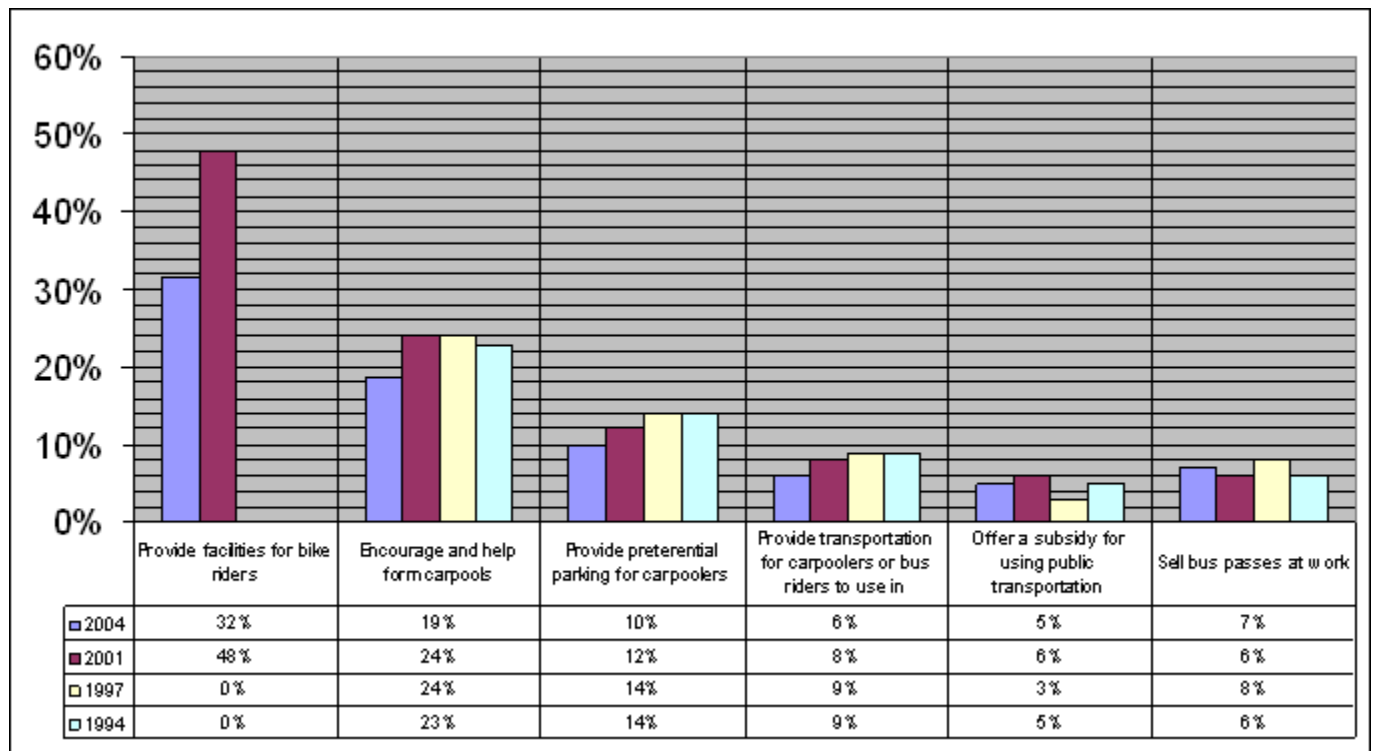
Offer a subsidy for using public transportation?

Provide preferential parking for car-poolers?

Provide transportation for car-poolers or bus riders to use in emergencies?

Provide facilities for bicycle riders?

Major employers can take a number of steps in addition to flexible work arrangements to encourage alternative commuting modes. Six are tested in this survey, with the results summarized in the tables below. All are reported in smaller proportions than in 2001 with the exception of selling bus passes at work. The most common incentive is providing facilities for bicycle riders, which thirty-two percent of CAMPO-area commuters have available to them, down from forty-eight percent in 2001. Promotion of carpools is down from twenty-four percent to nineteen percent. The other items tested have remained relatively stable. Ten percent receive preferential parking for carpools, six percent provide emergency transportation for those who do not use their own cars, five percent offer some subsidy for using public transportation, and seven percent offer bus passes at work.



Employer Incentives

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Encourage carpools		
Yes	18.7%	211
No	76.9%	867
Don't Know	4.4%	50
Totals	<u>100.0%</u>	<u>1128</u>

Encourages Carpools

Sell bus passes		
Yes	6.9%	78
No	87.7%	989
Don't Know	5.4%	61
Totals	<u>100.0%</u>	<u>1128</u>

Sells Bus Passes at Work

Subsidy-public transp		
Yes	4.9%	55
No	89.8%	1013
Don't Know	5.3%	60
Totals	<u>100.0%</u>	<u>1128</u>

Subsidizes Public Transportation

Pref carpool parking		
Yes	9.9%	112
No	86.5%	975
Don't Know	3.6%	41
Totals	<u>100.0%</u>	<u>1128</u>

Preferential Parking for Carpools

Emergency transp		
Yes	5.9%	67
No	86.7%	977
Don't Know	7.4%	84
Totals	<u>100.0%</u>	<u>1128</u>

Provides Emergency Transportation

Bike facilities		
Yes	31.6%	357
No	64.1%	723
Don't Know	4.2%	48
Totals	<u>100.0%</u>	<u>1128</u>

Provides Bicycle Facilities

Employer Incentives	
Top Box	
Bike facilities	31.6%
Encourage carpools	18.7%
Pref carpool parking	9.9%
Sell bus passes	6.9%
Emergency transp	5.9%
Subsidy-public transp	4.9%

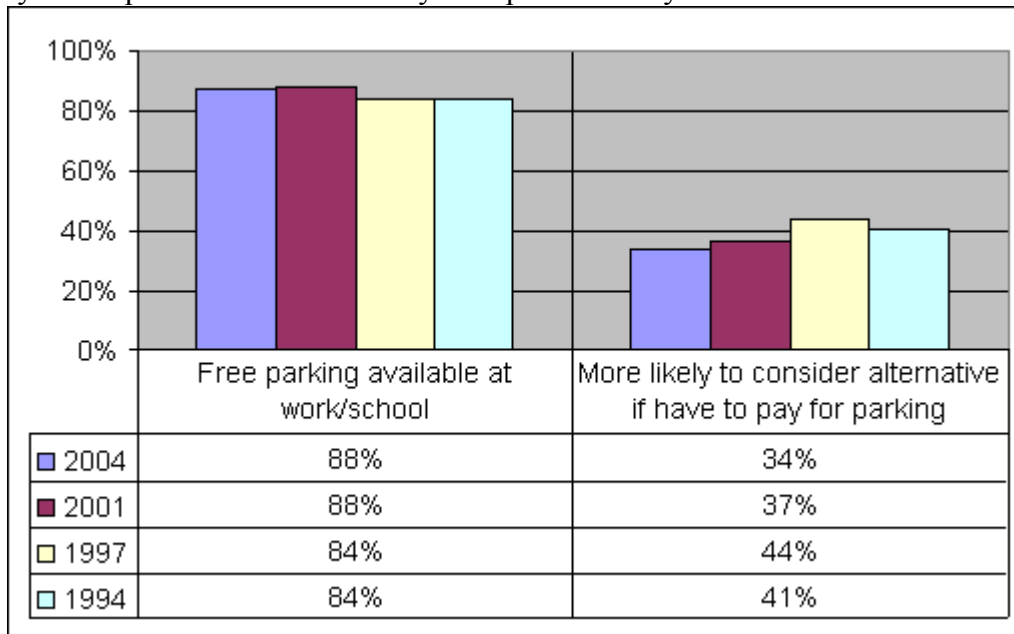
Employer Incentives

Impact of Free Parking

Is free parking available to you at work/school?

(IF YES) If you had to pay for parking, would you be much more likely to consider some other way of commuting, somewhat more likely, or would it not make any difference to you?

Eighty-eight percent of CAMPO-area commuters have free parking available to them at work, the same figure reported in 2001. In addition, the proportion who say that they would be much more or somewhat more likely to consider alternatives if they had to pay for parking has dropped from thirty-seven percent in 2001 to thirty-four percent today.



Free Parking

Free parking at work		
Yes	87.5%	1402
No	12.5%	199
Totals	100.0%	1601

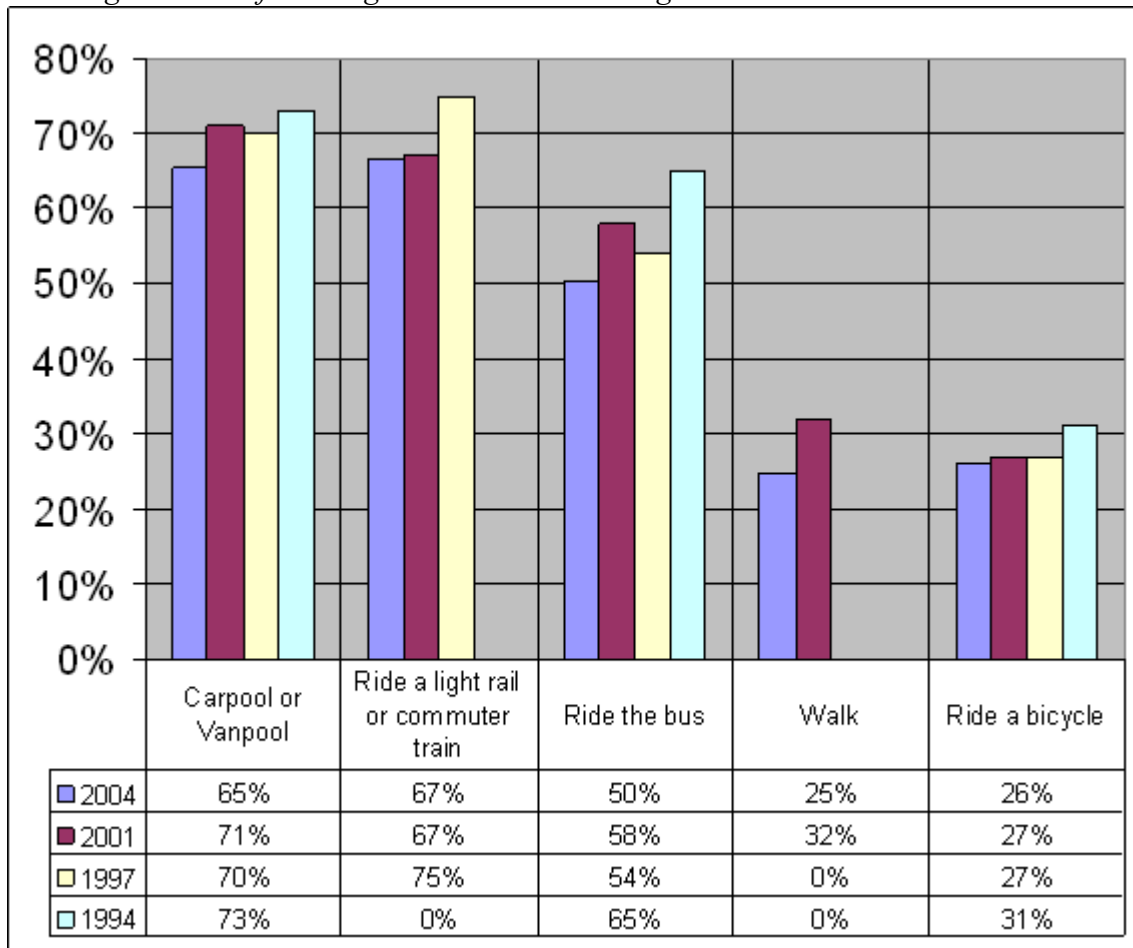
Free Parking at Work/School

Pay parking impact		
Much more likely	17.1%	239
Somewhat more likely	17.1%	240
Depends	4.1%	58
No Difference	60.3%	845
Don't Know	1.4%	20
Totals	100.0%	1402

Pay Parking Impact

Willingness to Change

If the conditions were right for you, would you be very willing, somewhat willing, or not at all willing to use the following alternatives to driving alone to school/work?



Willingness to Change Modes

Most commuters are willing to consider alternatives to driving alone - if the conditions are right for them. The "right conditions" is a very large loophole, of course, and there is a big step between considering something and actually doing it, but these responses at least indicate an openness to alternatives that should be encouraging for transportation planners. On the other hand, there is less openness to alternatives than recorded just three years ago.

Sixty-five percent say that they are willing to carpool under the right conditions, down from seventy-one percent in 2001. Sixty-seven percent say that they are willing to ride a light rail or commuter train, a figure that has held steady. Fifty percent are willing to consider riding the bus, down from fifty-eight percent. Twenty-five percent are willing to walk (down from 32%). Twenty-six percent are willing to ride a bicycle (about the same).

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Ride the bus		
Very	18.8%	231
Somewhat	31.6%	390
Not	48.4%	597
Don't Know	1.1%	14
Totals	<u>100.0%</u>	<u>1232</u>

Willing to Ride the Bus

Carpool or Vanpool		
Very	24.0%	296
Somewhat	41.3%	508
Not	34.2%	421
Don't Know	0.5%	6
Totals	<u>100.0%</u>	<u>1232</u>

Willing to Carpool/Vanpool

Ride a bicycle		
Very	13.4%	164
Somewhat	12.6%	155
Not	73.9%	910
Don't Know	0.2%	3
Totals	<u>100.0%</u>	<u>1232</u>

Willing to Ride a Bicycle

Commuter train		
Very	41.9%	516
Somewhat	24.6%	303
Not	31.8%	391
Don't Know	1.7%	21
Totals	<u>100.0%</u>	<u>1232</u>

Willing-Light Rail/Commuter Train

Walk		
Very Willing	13.6%	167
Somewhat Willing	11.1%	137
Not Willing	74.9%	923
Don't Know	0.4%	5
Totals	<u>100.0%</u>	<u>1232</u>

Willing to Walk

Alternative Commuting Modes	
Top Box	
Commuter Train	41.9%
Carpool or Vanpool	24.0%
Ride the bus	18.8%
Walk	13.6%
Ride a bicycle	13.4%

Very Willing to Use Alternatives

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Those who were willing to ride a bike or to walk were asked about specific incentives:

Which of these things would be most important in encouraging you to ride a bicycle/walk?

Most Imp - Biking		
Better Bike Paths and Lanes	37.5%	120
Safer Conditions	33.7%	108
Better Connections to Transit	6.9%	22
Shower Facilities at Work	15.0%	48
None of These	5.6%	18
Don't Know	1.2%	4
Totals	100.0%	319

Biking Incentives

Most Imp - Walking		
Better Sidewalks and Paths	42.3%	129
Safer Conditions	26.5%	81
Better Connections to Transit	13.1%	40
Shower Facilities at Work	6.9%	21
None of These	8.5%	26
Don't Know	2.6%	8
Totals	100.0%	304

Walking Incentives

In both cases, the number one incentive is improved travelways and the second is improved safety, with the two categories cited by about seven of ten respondents.

Suggestions for Traffic Improvements

I'm going to read a list of things that some people feel need to be done to improve transportation in this area and ask how you would rank them. (List read in varying order) Of those, on which would you like to see the most emphasis placed? What is your second choice? On which would you put the least emphasis?

The eight items tested are displayed in ranked order in the tables below. The average rankings are based on a score of eight for first priority, seven for second, four for no ranking and one for lowest priority. (Because it is impractical to ask for a complete ranking on a telephone survey, a partial ranking was obtained and a mid-range score given to all unranked items. Because most items are necessarily unranked by most respondents, the variance in the ratings is smaller than it probably would be with complete rankings. The mid-point on the scale is a score of 4.5).

	2004	2001	1997	1994
Synchronize the traffic lights	1	1	1	1
More east-west thoroughfares through Austin	2	2	2	2
More toll-free roads and freeways	3	3	5	4
A light rail or commuter train	4	4	3	6
Faster and more frequent bus service	5	5	4	3
Diverting single driver traffic to carpools, public transportation and other modes	6	6	6	5
Toll roads	7	7	7	N/A
More and better bike lane and sidewalks	8	8	8	7

The rankings from this series of questions have been remarkably stable over the course of these surveys. The first two choices have always been synchronizing the traffic lights first, and more east-west thoroughfares through Austin second. The lowest priority has always been more and better bike lanes and sidewalks. Toll roads has occupied the seventh spot in the rankings since it was introduced to the series in 1997.

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2004 CAMPO Transportation Issues Survey

Suggestions for Improvement Mean	
Synchronize lights	5.47
East-west thoroughfares	5.03
More toll-free roads	4.66
Commuter Train	4.61
Diverting traffic	4.42
Improved bus service	4.40
Toll Roads	3.73
Bike lanes & sidewalks	3.67

Suggestions for Improvement - Mean Rankings*

*Note: The figures above represent mean rankings on an incomplete scale. Only the first, second and last choices are assigned values by specific ranking, with the other choices assigned mid-range values between second and eighth. This abbreviated ranking is used to facilitate the interview by capturing only the extremes of opinions.

Suggestions for Improvement Top Box	
Synchronize lights	51.1%
East-west thoroughfares	62.9%
More toll-free roads	69.1%
Commuter Train	46.7%
Diverting traffic	74.4%
Improved bus service	74.0%
Toll Roads	60.6%
Bike lanes & sidewalks	61.2%

Improvements - Top Rankings

Suggestions for Improvement Bottom Box	
Synchronize lights	26.3%
East-west thoroughfares	15.7%
More toll-free roads	12.9%
Commuter Train	19.9%
Diverting traffic	6.4%
Improved bus service	7.0%
Toll Roads	6.0%
Bike lanes & sidewalks	5.9%

Improvements - Bottom Rankings

Toll Roads		
First	6.0%	96
Second	8.2%	131
Least	25.2%	404
No Rating	60.6%	971
No Answer	0.0%	0
Totals	100.0%	1601
Mean		3.73

Toll Roads

More toll-free roads		
First	12.9%	207
Second	11.4%	182
Least	6.6%	106
No Rating	69.1%	1106
No Answer	0.0%	0
Totals	100.0%	1601
Mean		4.66

More Toll-Free Roads

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Synchronize lights		
First	26.3%	420
Second	18.4%	294
Least	4.3%	69
No Rating	51.1%	818
No Answer	0.0%	0
Totals	100.0%	1601
Mean		5.47

Synchronize Lights

Bike lanes & sidewalks		
First	5.9%	95
Second	7.0%	112
Least	25.9%	414
No Rating	61.2%	980
No Answer	0.0%	0
Totals	100.0%	1601
Mean		3.67

Bike Lanes and Sidewalks

Commuter Train		
First	19.9%	318
Second	13.7%	219
Least	19.8%	317
No Rating	46.7%	747
No Answer	0.0%	0
Totals	100.0%	1601
Mean		4.61

Light Rail/Commuter Train

East-west thoroughfares		
First	15.7%	251
Second	17.5%	280
Least	3.9%	63
No Rating	62.9%	1007
No Answer	0.0%	0
Totals	100.0%	1601
Mean		5.03

More East-West Thoroughfares

Improved bus service		
First	7.0%	112
Second	11.5%	184
Least	7.5%	121
No Rating	74.0%	1184
No Answer	0.0%	0
Totals	100.0%	1601
Mean		4.40

Improved Bus Service

Diverting traffic		
First	6.4%	103
Second	12.4%	198
Least	6.8%	109
No Rating	74.4%	1192
No Answer	0.0%	0
Totals	100.0%	1601
Mean		4.42

Diverting Traffic

Road Funding Mechanisms

Demand for new roads exceeds the funding available. I'd like to ask about two proposals to raise funds to build roads faster.

For a new highway that would be accessible for your daily commute, would you be willing to pay a 12 cent per mile toll to have the highway ready in five years, or would you rather wait 10 to 20 years and not pay a toll?

Toll Road Position		
Pay Toll	51.2%	819
Depends	6.5%	105
Wait	37.8%	606
Don't Know	4.5%	72
Totals	100.0%	1601

Toll Road Position

Would you approve or disapprove of a 5 cent increase in State tax on gasoline to be dedicated to building new roads in this Central Texas area?

Gas Tax Position		
Approve	41.6%	667
Pro-Con/Depends	3.4%	54
Disapprove	53.9%	863
No Opinion	1.1%	17
Totals	100.0%	1601

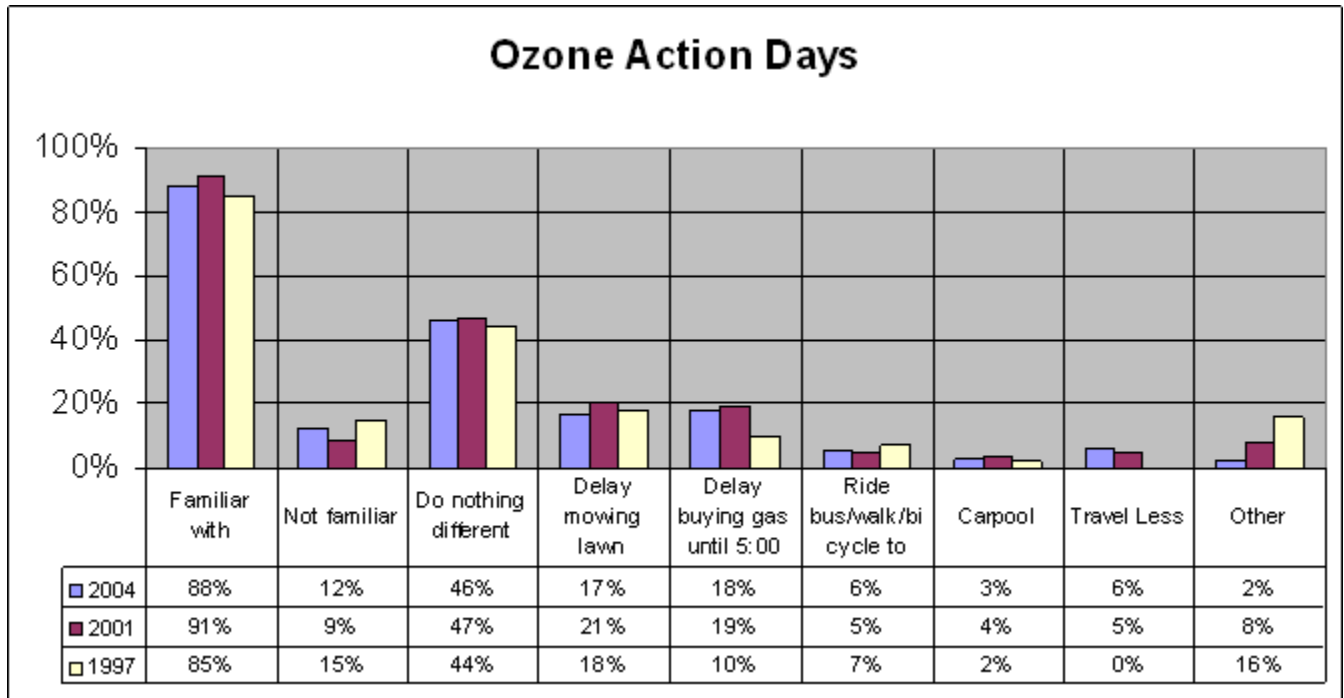
Gas Tax Position

These two questions were added to the 2004 survey for the first time. Both reduce complex issues to a single, short question and neither should be regarded as definitive on these issues. Given the choice of paying a twelve cent per mile toll to speed construction of a new highway by five to fifteen years, fifty-one percent chose that option and thirty-eight percent preferred to wait. The five-cent gasoline tax dedicated to roads was less popular, with forty-two percent approval and fifty-four percent disapproval.

Air Pollution Ozone Action Days

*Are you familiar with Air Pollution Ozone Action Days?
 (IF YES:) What, if anything, do you do differently on those days?*

Ozone Action Days are a recognized part of the Austin-area commuting environment, with ninety percent familiar with the idea. Both the proportion who are familiar with Ozone Action Days and the responses to them have been stable over the past three years. Forty-six percent of respondents are familiar with Ozone Action Days but do nothing in response. Still, a large proportion of respondents do take some action. The most popular responses are delaying mowing the lawn and delaying buying gasoline until after 5:00 (17% each). At eighteen percent, the gas purchase delay has nearly doubled its ten percent showing in 1997. Six percent either ride the bus, bicycle or walk to work on Ozone Action Days, four percent carpool, five percent travel less, and seven percent adopt some other strategy.



A more detailed breakdown of the responses is shown in the table on the following page.

Opinion Analysts, Inc.
2004 CAMPO Transportation Issues Survey

Ozone Action Days		
Familiar/Do nothing different	46.1%	737
Delay buying gas till 5:00 P.M.	18.3%	293
Delay mowing lawn	17.1%	273
Not familiar	12.4%	198
Drive/Travel Less	5.9%	94
Ride Bus/Walk/Bicycle to work	5.6%	90
Carpool	2.6%	41
Work at home	1.0%	16
Other	2.4%	38
Totals	*	*

* Note: Multiple answers can total over 100%.

Familiar with Ozone Action Days

Those who adopted some alternative transportation mode on Ozone Action Days averaged 11.09 miles each way on their commute for those days.

Ozone Treat Level

Do you believe that higher ozone levels pose a very serious threat to you and your family, somewhat serious, not so serious, or no threat at all?

Ozone Threat		
Very Serious	24.4%	391
Somewhat Serious	47.2%	756
Not So Serious	17.5%	281
None at All	8.8%	140
Don't Know	2.1%	33
Totals	100.0%	1601

Ozone Threat Level

About one in four respondents regard higher ozone levels as a Very Serious threat to themselves and their families; another forty-seven percent describe the ozone threat as Somewhat Serious. But more than one-fourth of respondents dismiss higher ozone levels as Not So Serious or Not a Threat at all.

Respondent Demographics

Age

Age		
Under 18	4.5%	72
18 to 24	10.2%	164
25 to 34	19.5%	313
35 to 44	26.4%	423
45 to 54	24.5%	392
55 to 64	11.9%	191
65 and Older	2.4%	38
Refused	0.6%	9
Totals	100.0%	1601

Age

Years In Area

Years In Area		
4 Years or Less	14.9%	238
5 - 9 Years	15.1%	242
10 - 19 Years	22.7%	364
20 or More Years	47.3%	757
Totals	100.0%	1601

Years In Area

Education

Education		
Less than high school	6.7%	107
High school graduate	11.3%	180
Voc/Tech school	1.9%	31
Some college	22.7%	363
College grad	36.5%	585
Post-graduate/Professional	20.1%	322
Refused/No answer	0.8%	13
Totals	100.0%	1601

Education

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2004 CAMPO Transportation Issues Survey

Income

Income		
Under \$10,000	2.0%	32
\$10,000 to \$25,000	4.9%	79
\$25,000 to \$40,000	11.7%	188
\$40,000 to \$60,000	15.8%	253
\$60,000 to \$80,000	13.8%	221
Over \$80,000	31.1%	498
Don't know	5.2%	83
Refused to say	15.5%	248
Totals	100.0%	1601

Income

Race/Ethnicity

Ethnicity		
White	73.6%	1178
African-American	5.5%	89
Hispanic	13.6%	217
Asian-American	2.4%	38
Mixed/Other	2.1%	33
Refused	2.9%	46
Totals	100.0%	1601

Race/Ethnicity

Gender

Gender		
Male	49.5%	792
Female	50.5%	809
Totals	100.0%	1601

Gender

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Size of Employer

Number of Employees		
9 or fewer	19.5%	312
10 - 99	33.4%	535
100 - 499	17.0%	272
500 or more	19.2%	308
Don't know	0.8%	13
No Answer	10.1%	161
Totals	100.0%	1601

Size of Employer

Government Employment

Govt Employment		
Yes	27.3%	438
No	72.7%	1163
Totals	100.0%	1601

Government Employment

Commuters in Household

Adults school/work		
2	53.8%	861
1	31.8%	509
3	10.1%	162
4	3.1%	50
5	0.6%	10
99	0.3%	5
Other	0.3%	5
Totals	100.0%	1601
Mean		2.18

Commuters in Household

Vehicle Characteristics
Model Year

Auto Model Year		
Pre-1980	0.7%	11
1980-1989	4.2%	66
1990-1992	5.6%	88
1993-1995	12.5%	195
1996-1998	19.3%	300
1999 or Later	57.6%	897
Totals	100.0%	1557

Auto Model Year

Vehicle Type

Car Type		
LDDT1	0.1%	2
LDDT2	0.1%	1
LDDT3	0.2%	3
LDDT4	1.1%	15
LDDV	0.2%	3
LDGT1	8.2%	117
LDGT2	12.3%	174
LDGT3	11.8%	167
LDGT4	6.0%	85
LDGV	59.6%	845
LDT	0.1%	1
LDV	0.1%	2
LGV	0.1%	1
MC	0.2%	3
Totals	100.0%	1419

Vehicle Type

Fuel Type

Fuel type		
Gas	97.8%	1523
Diesel	2.1%	33
Other	0.1%	1
Totals	100.0%	1557

Fuel Type

Traffic Zone - Residence (Based on Zip Code)

Home zip code		
Northwest	17.6%	280
Central West	12.5%	199
Williamson Co.	12.5%	198
Southwest	11.0%	175
Far Northwest	8.3%	131
Hays Co.	8.2%	131
Northeast	8.2%	131
Far Southwest	6.4%	101
Bastrop Co.	4.8%	76
Central East	4.3%	68
Caldwell Co.	2.6%	42
Southeast	2.5%	40
Other	1.0%	16
Totals	100.0%	1588

Commuters in Household

Traffic Zone - Employment (Based on Zip Code)

Work Zip Code		
Central West	30.3%	459
Northwest	18.1%	275
Far Southwest	7.4%	113
Williamson Co.	7.0%	106
Central East	6.6%	101
Northeast	6.1%	93
Hays Co.	5.9%	90
Far Northwest	5.6%	84
Southwest	4.3%	66
Bastrop Co.	2.3%	35
Southeast	2.2%	34
PO Boxes	1.7%	26
Caldwell Co.	1.4%	22
Out of Area	1.0%	15
Totals	100.0%	1517

Commuters in Household