

Voices of the Region

Survey Results

TPB Technical Committee Meeting

Agenda Item 5

February 5, 2021

Olivia Saucier, Survey Manager – ICF

Heather Driscoll, Survey Director – ICF

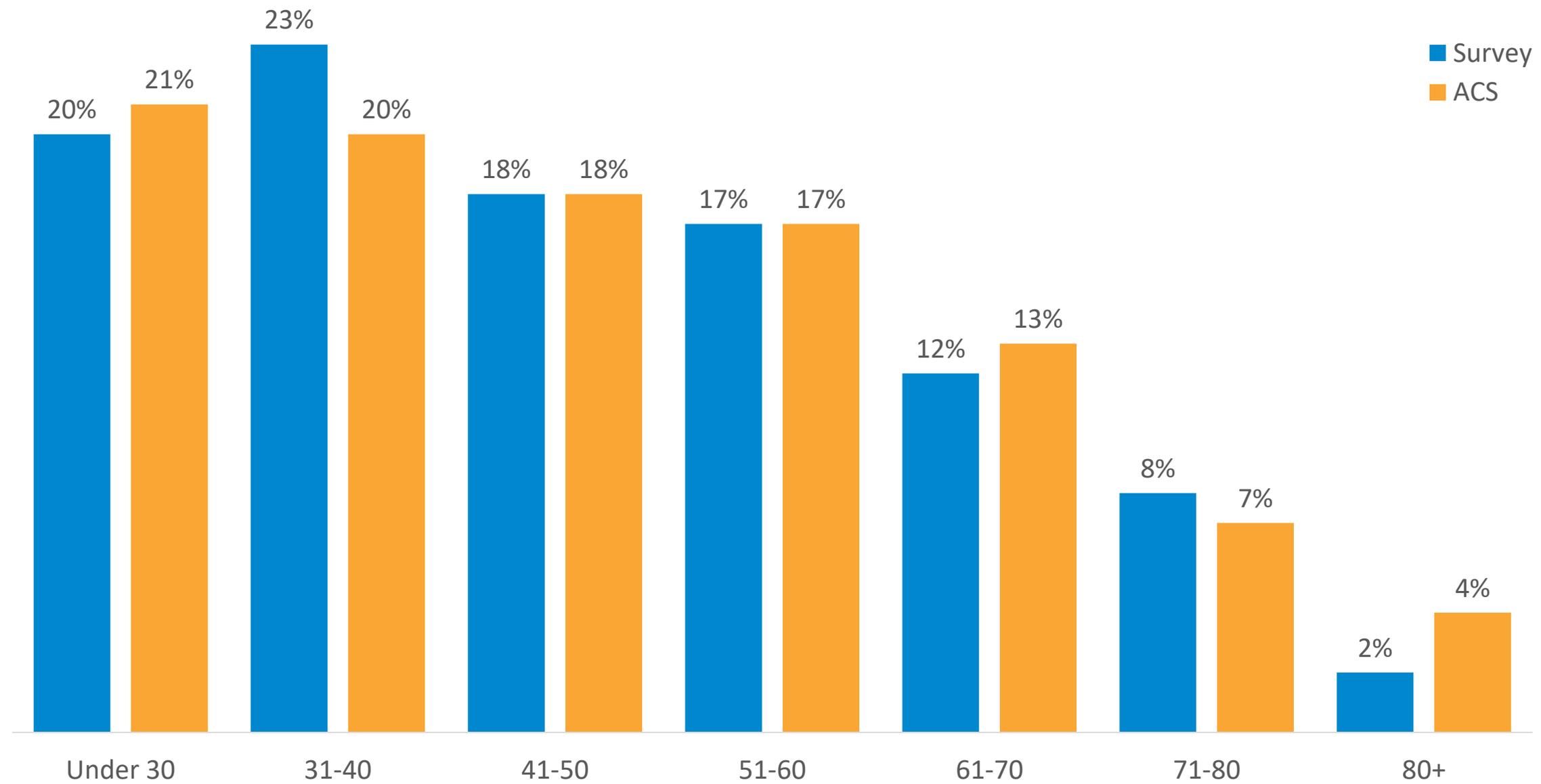
Randy ZuWallack, Senior Statistician – ICF

Survey Methodology

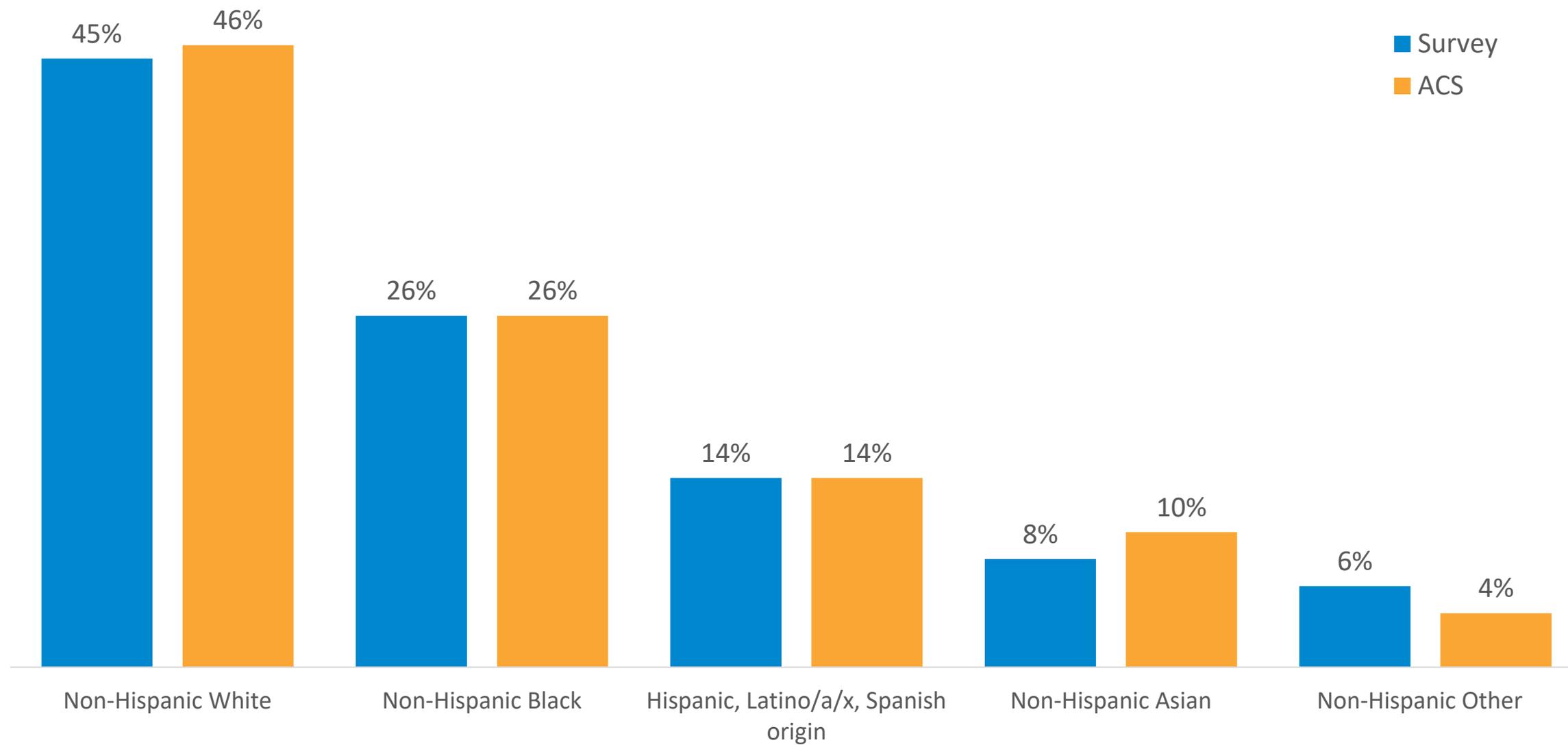
- Representative survey of the region
 - Target of 2,000 completed surveys
 - 200 in each of ten sub-areas
- Randomly-drawn address-based sample
- Three mailed contacts with web link included; \$1 pre-incentive
- Achieved 2,407 completes
- Final response rate of 11.9%
- Margin of error of +/-2.5% at 95% confidence.

Respondent Demographics

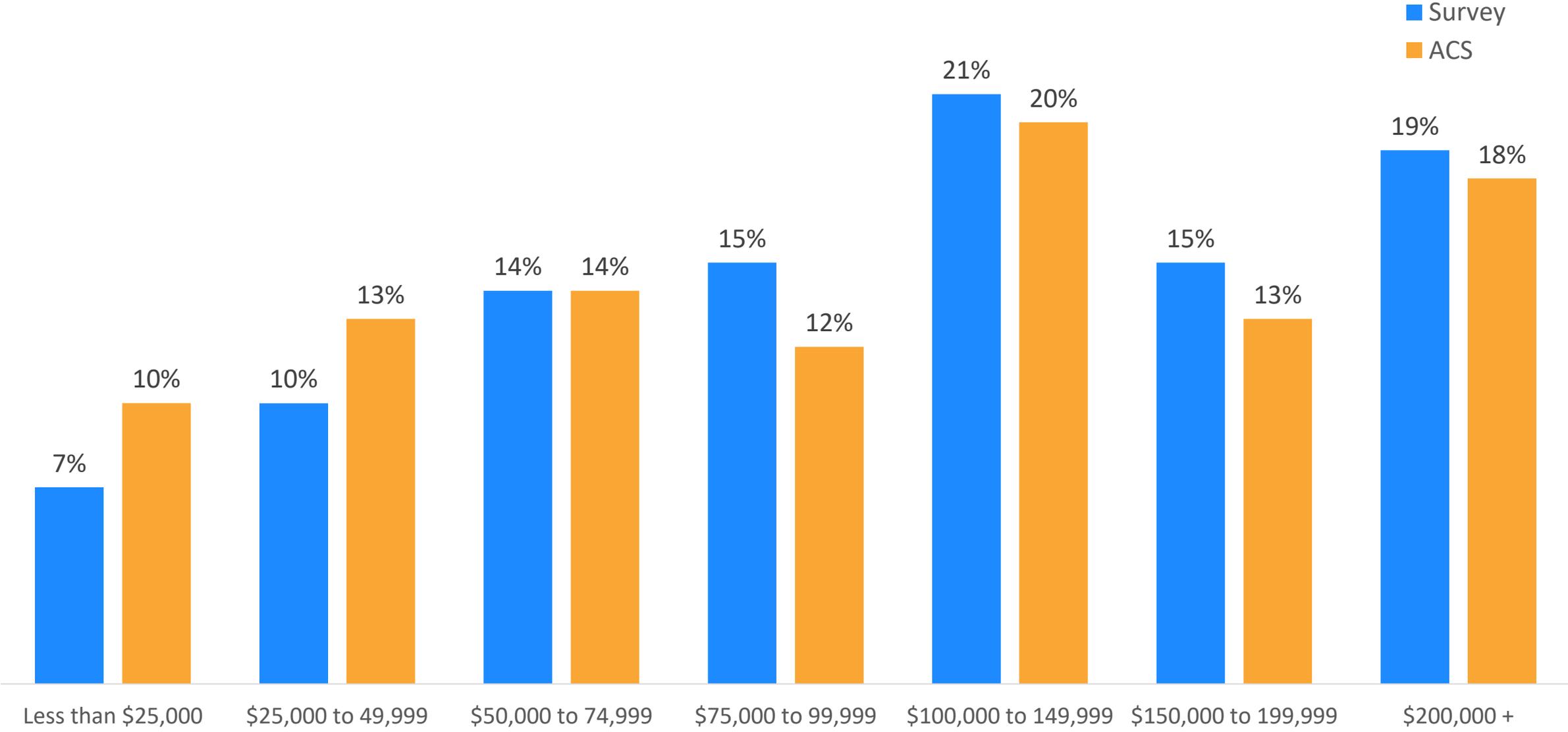
Respondent Age Distribution



Respondent Racial/Ethnic Background



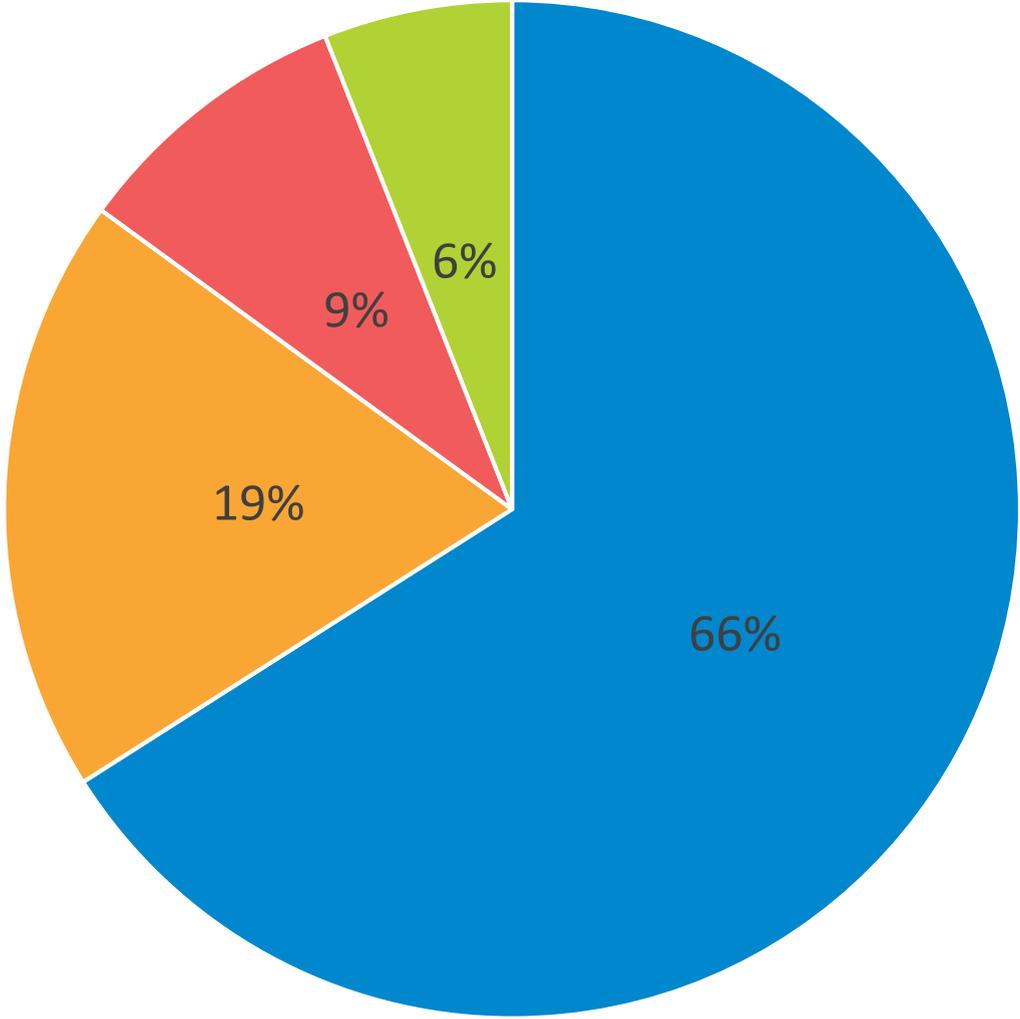
Respondent Income Distribution



Survey Results

Changes in General Travel

Change in General Daily Travel Since the Beginning of the Pandemic



Two-thirds of respondents report their daily travel habits have changed a lot since the beginning of the COVID-19 pandemic

(n = 2,407)

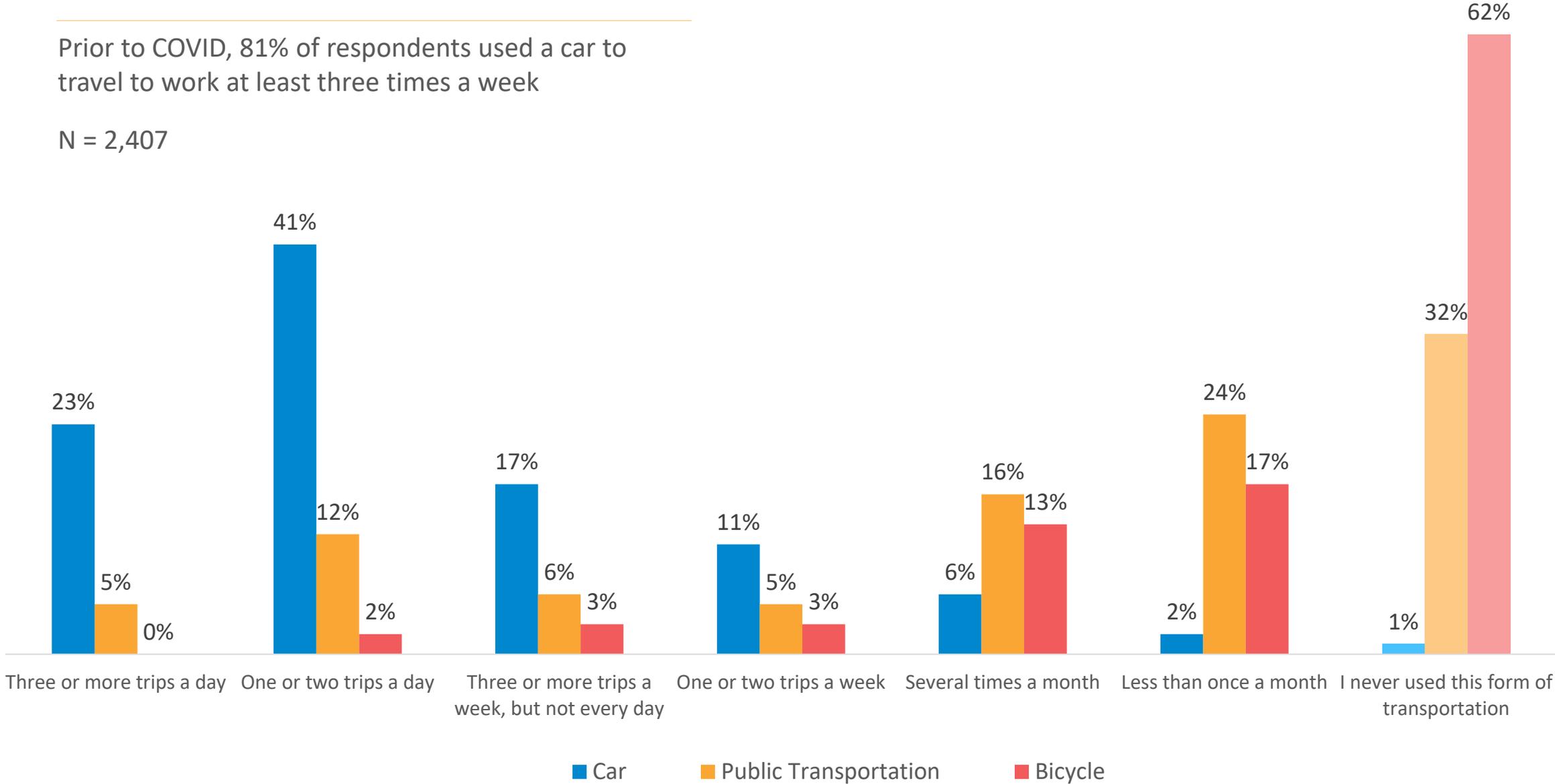
■ A lot ■ Some ■ A little ■ None

Mode Usage Before the Pandemic

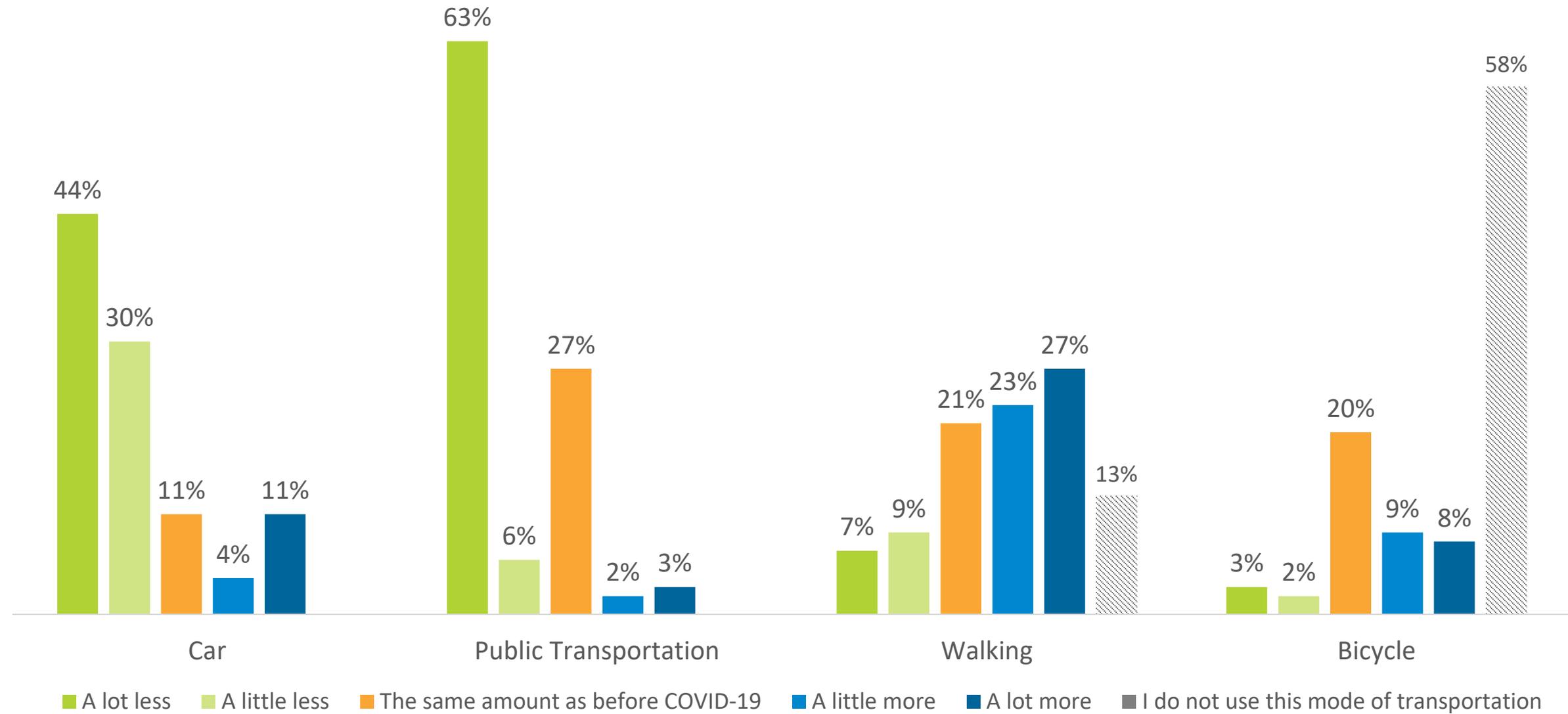
CAR USERS

Prior to COVID, 81% of respondents used a car to travel to work at least three times a week

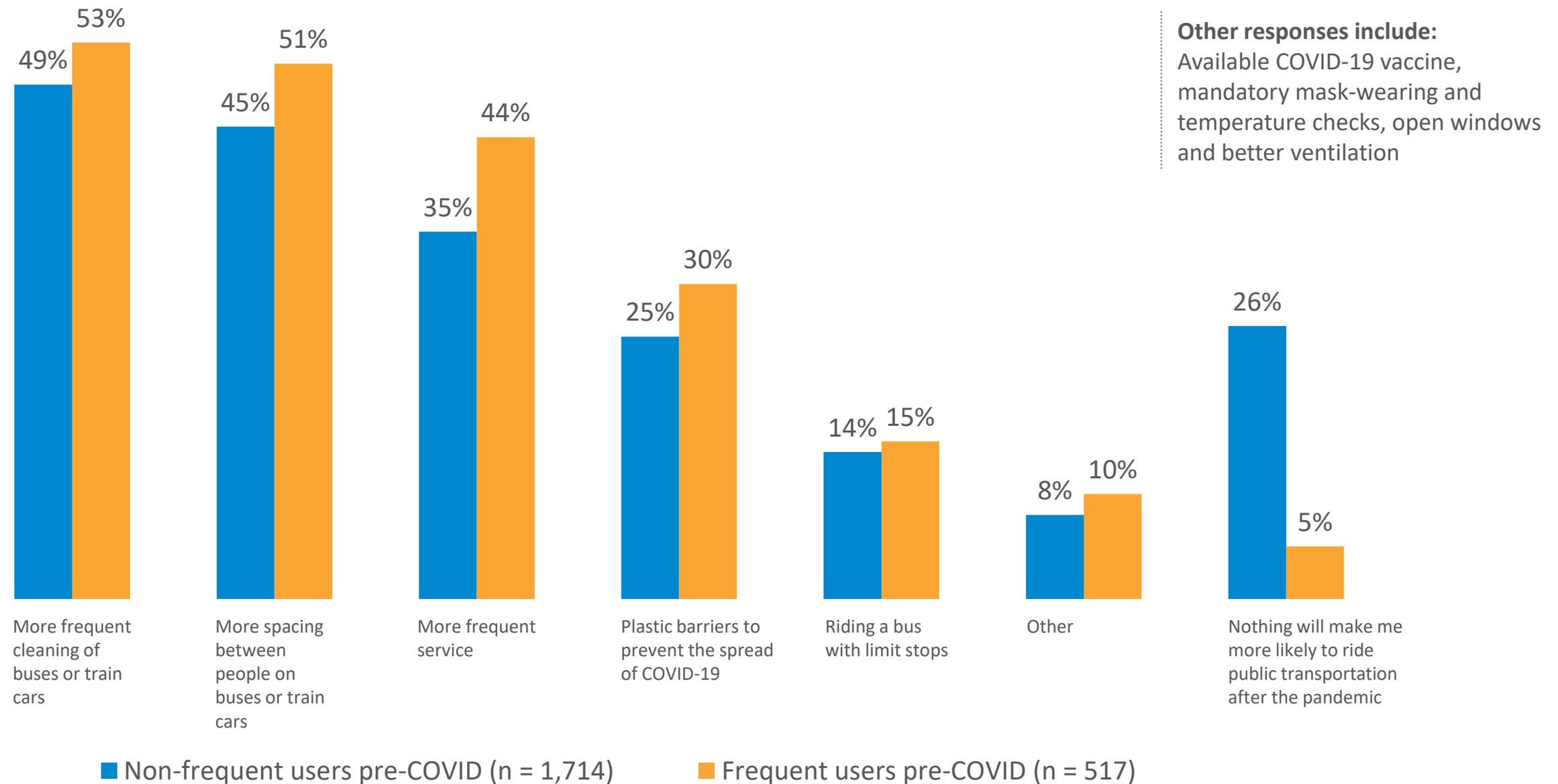
N = 2,407



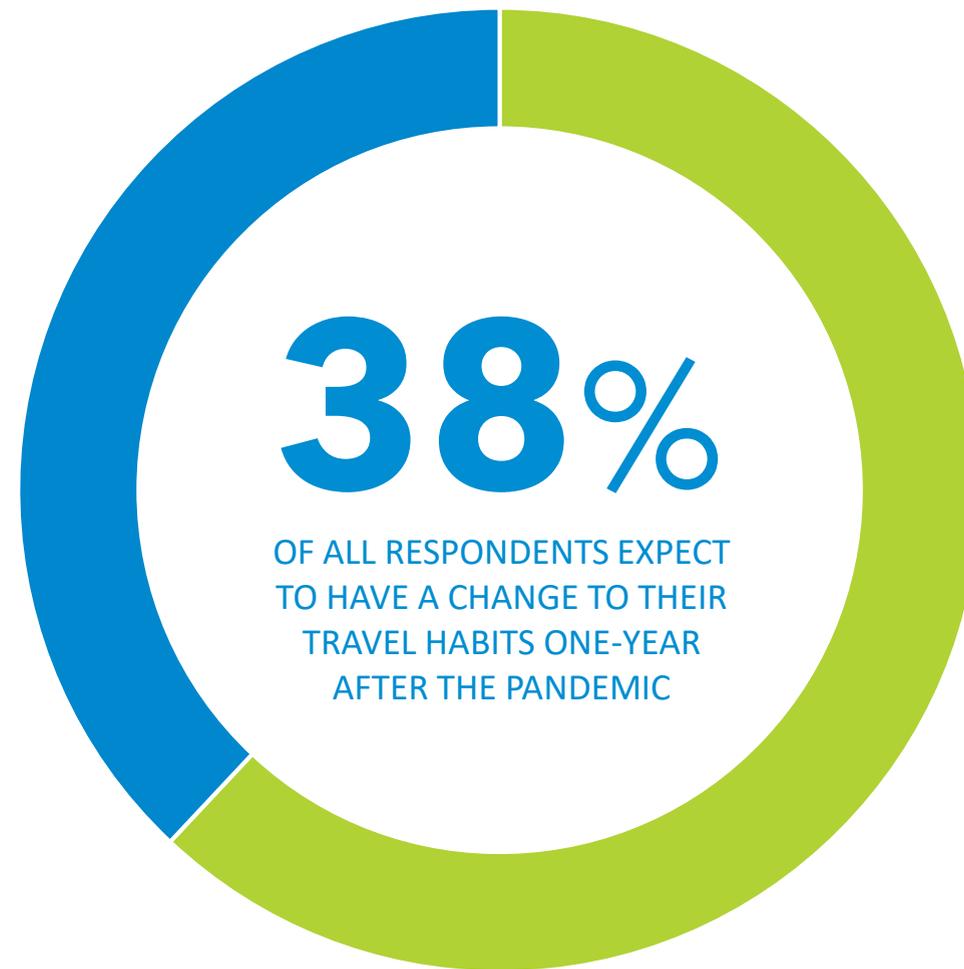
Mode Changes Since the Beginning of the Pandemic



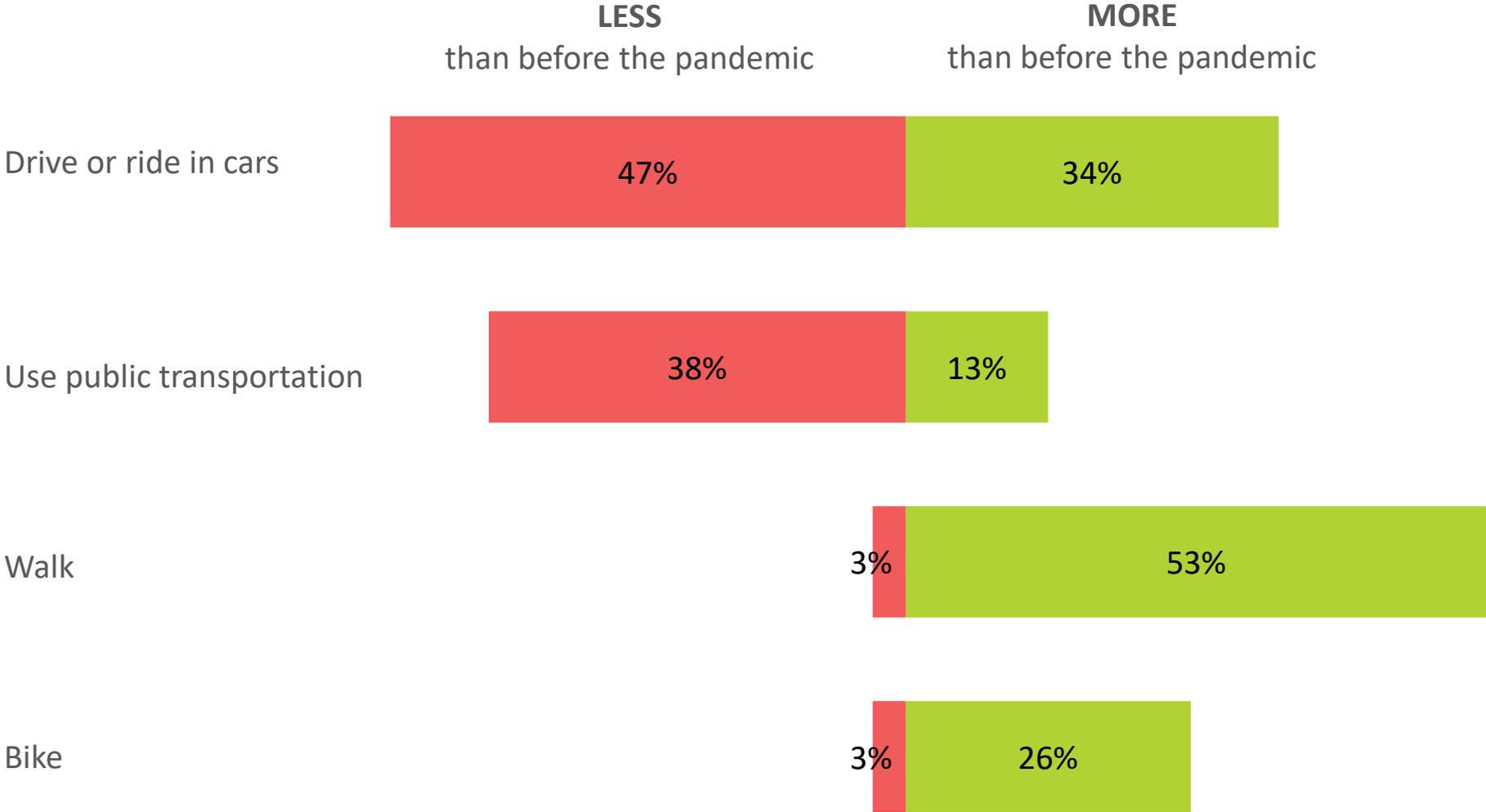
Transit Changes to Encourage Ridership One Year Post-Pandemic



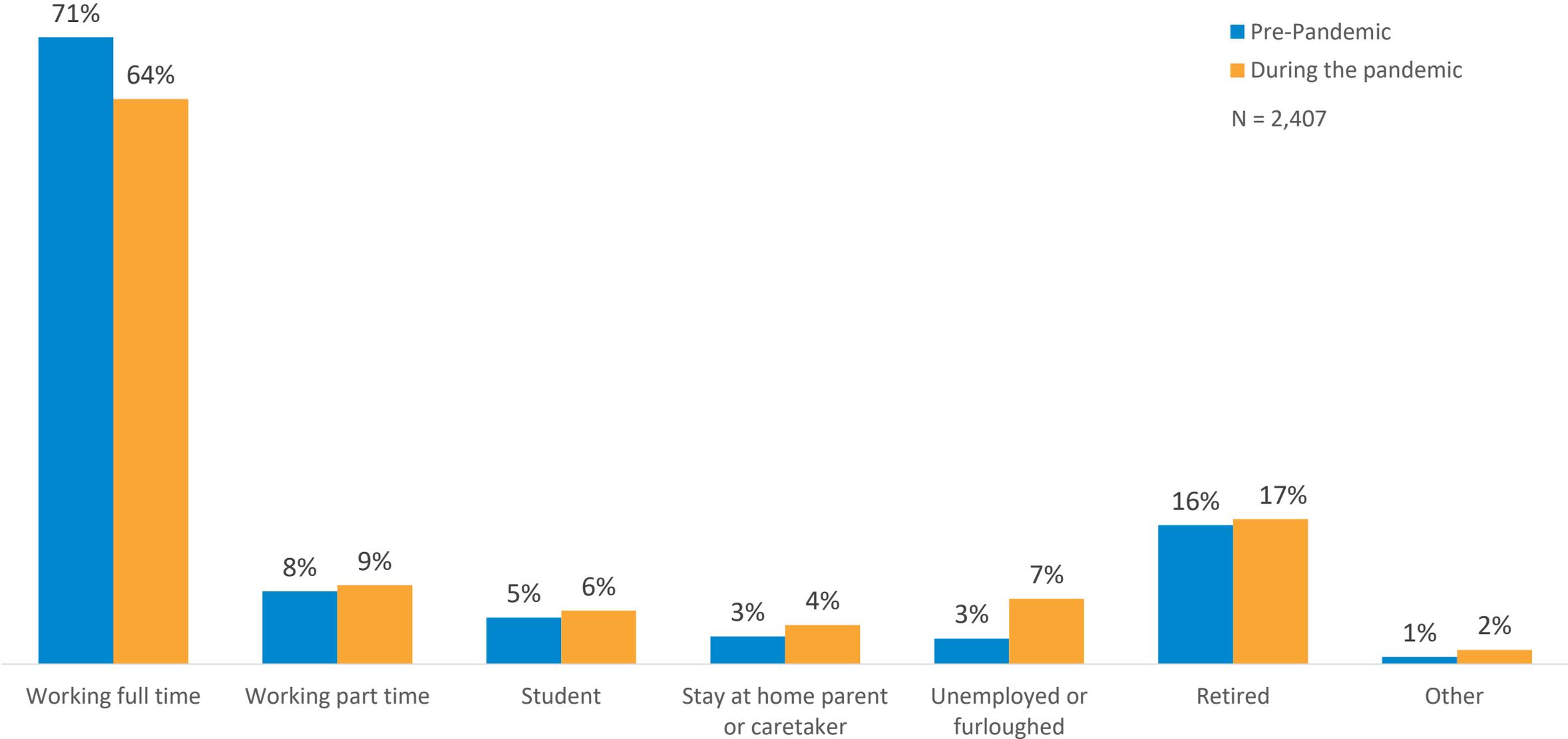
General Travel One Year Post-Pandemic



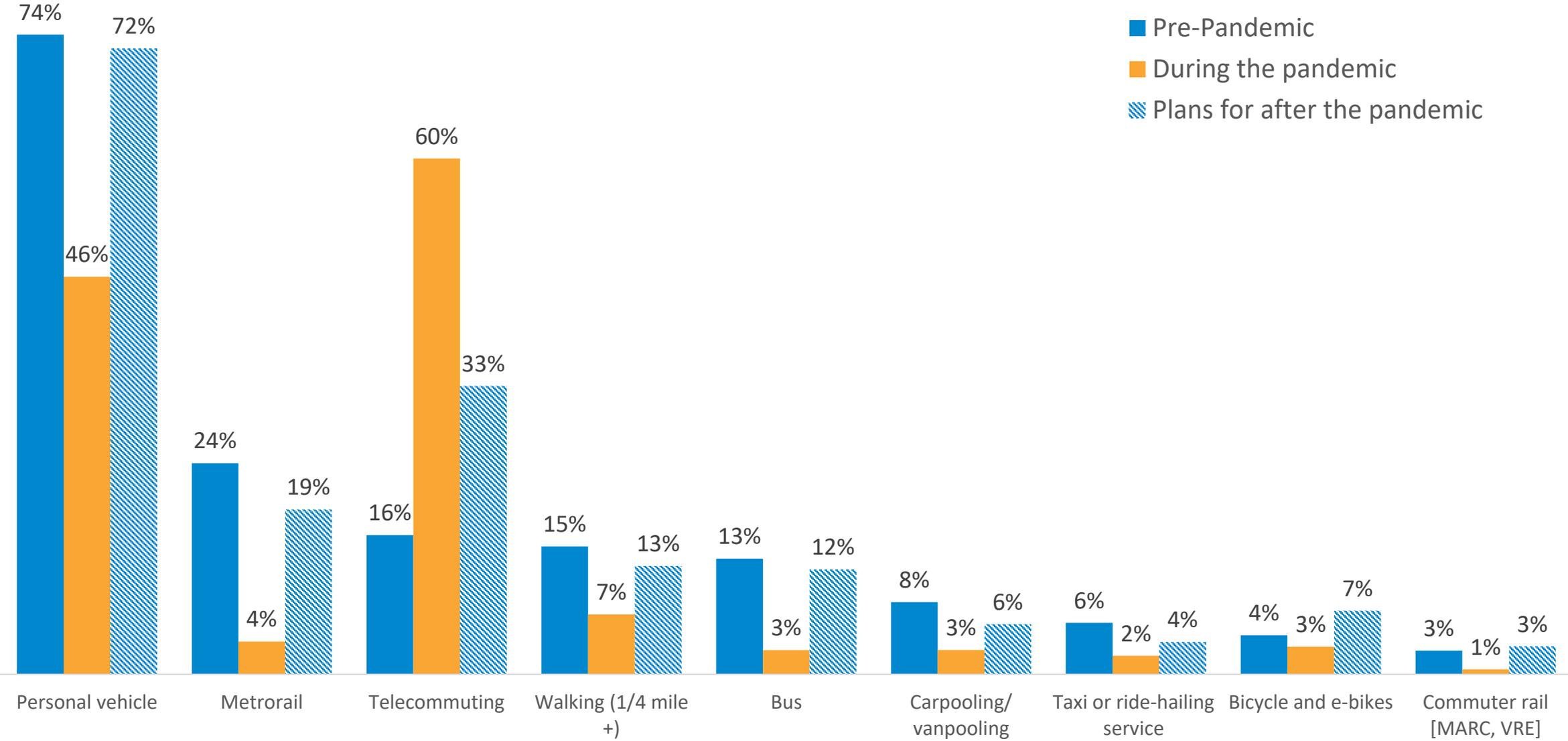
Expected Changes to Commute One Year Post-Pandemic



Employment Before and During Pandemic



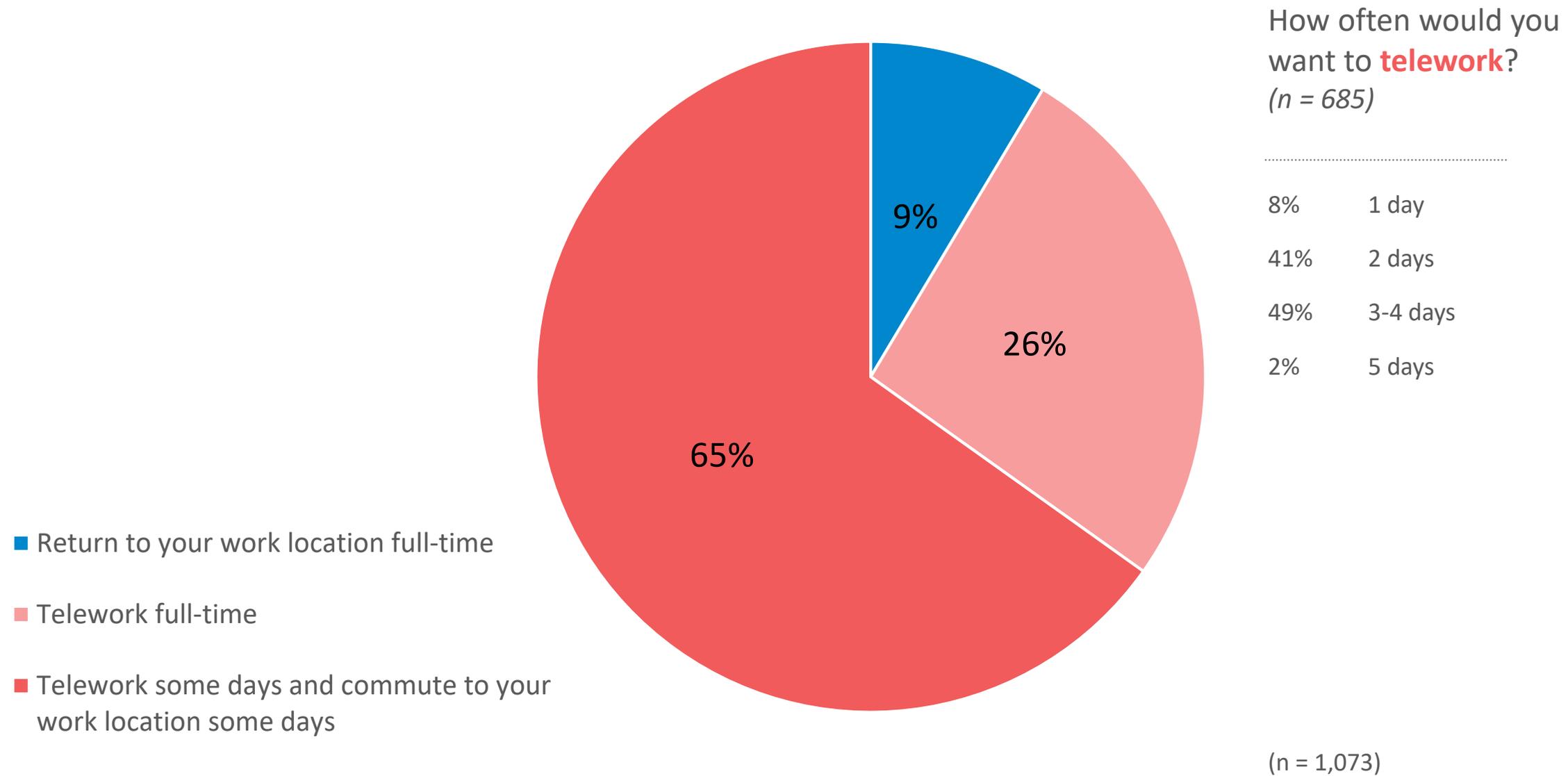
Mode usage for commuting at least 1/week: Before, during, after COVID



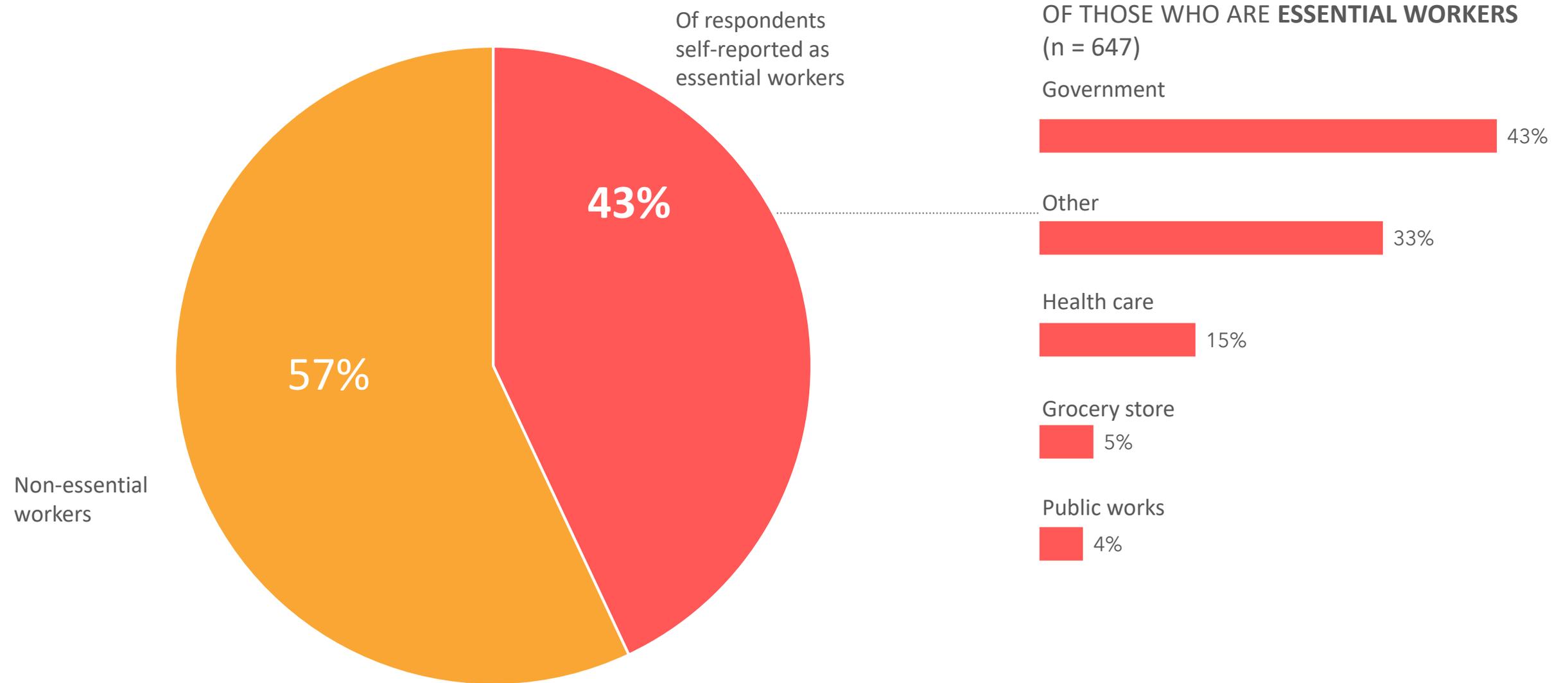
* 5% of respondents do not know what their plans are for after the pandemic

n = 1,711

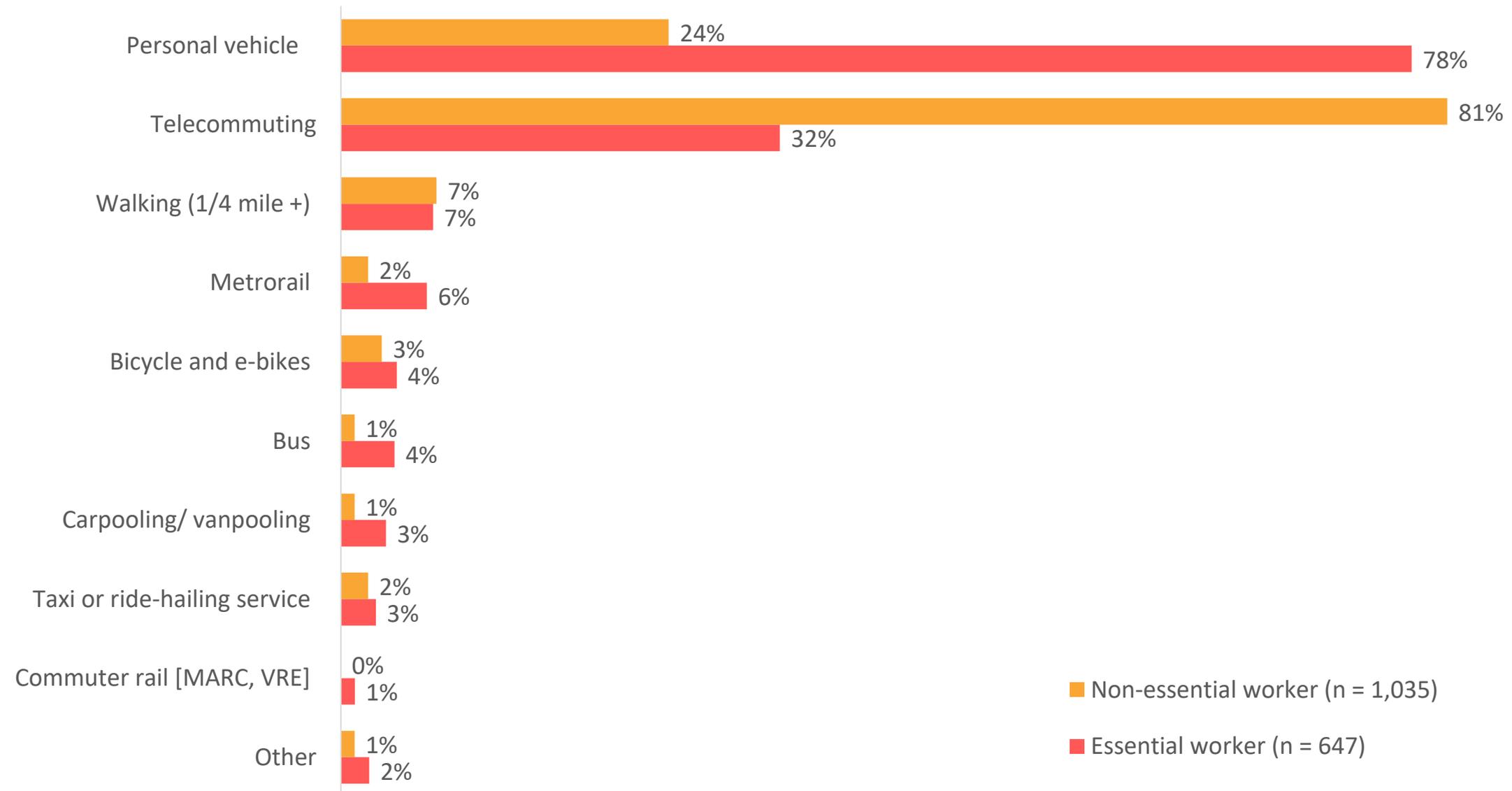
Preferences of Current Telecommuters



Essential Workers



Essential Worker Commute During the Pandemic

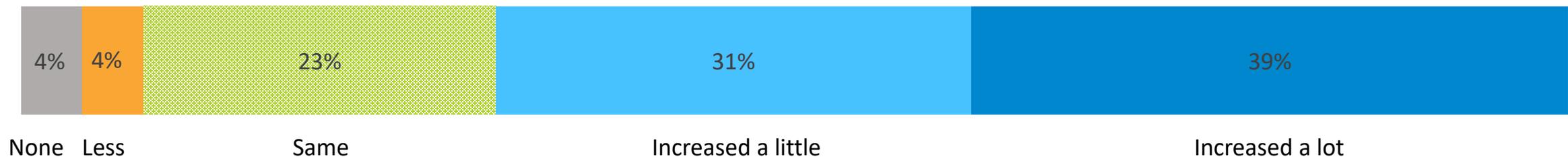


Online Shopping During the Pandemic

70% of respondents indicated that their online ordering increased

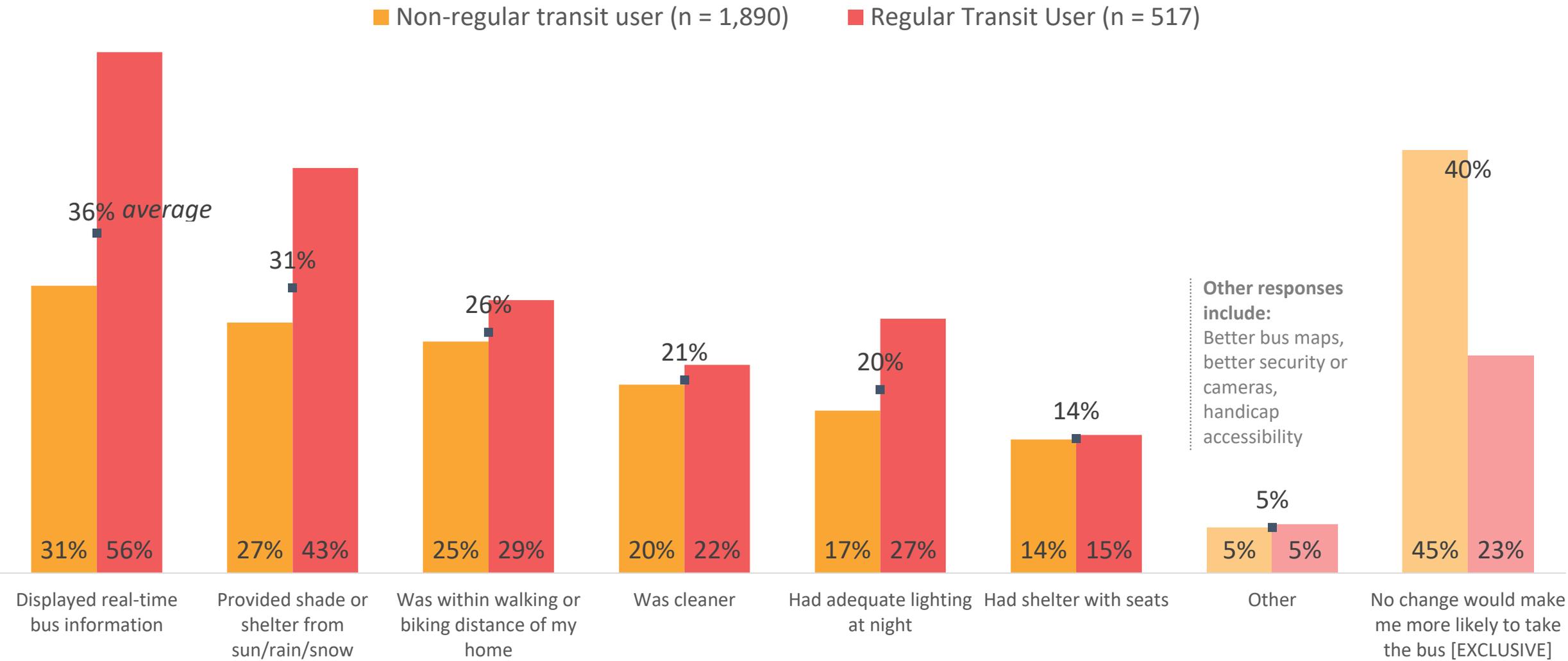
58% of respondents report that they are likely to continue with the current online shopping habits

Respondents who reported a change in the amount of online ordering during the pandemic (n = 2,407)



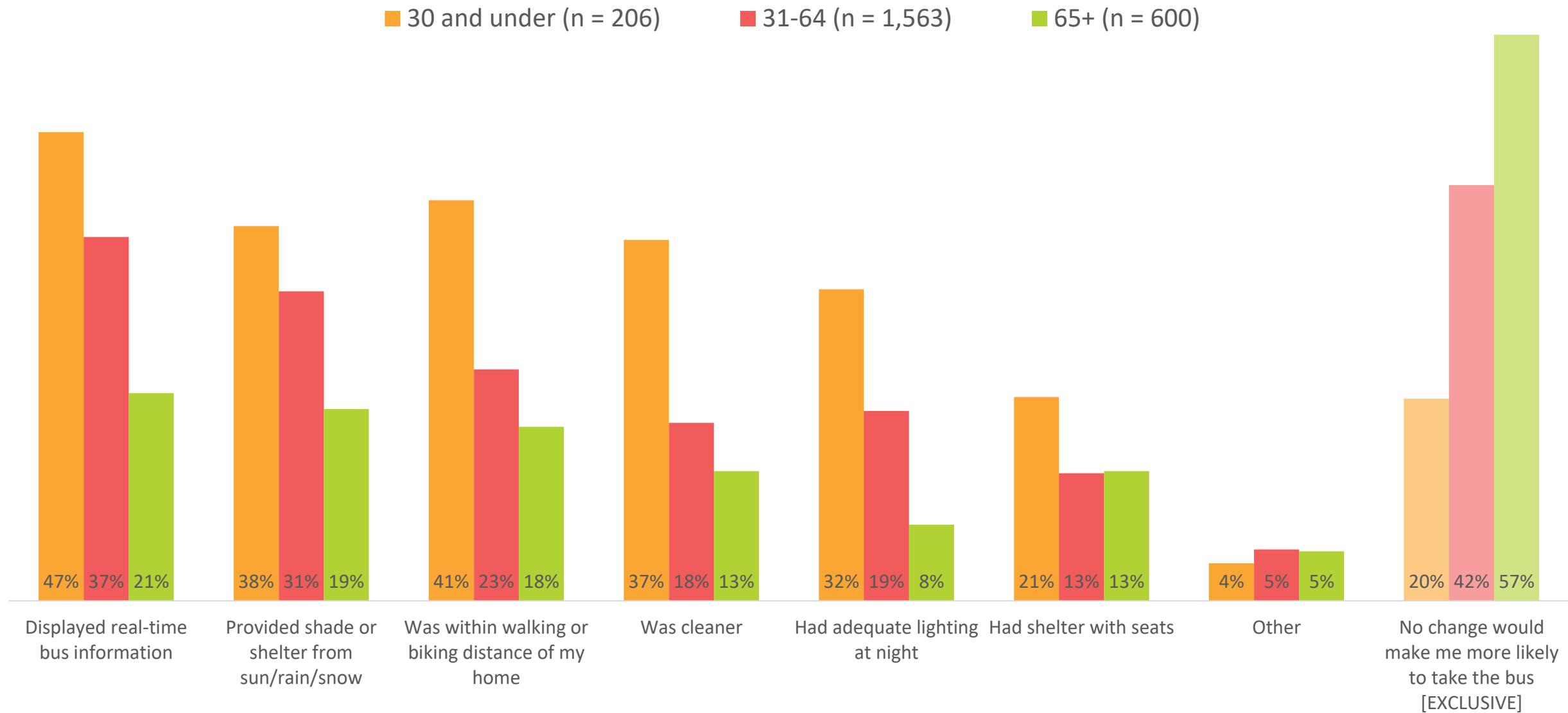
Improvements to the Transportation Infrastructure

Changes to Bus Stop or Station – by Transit User Status

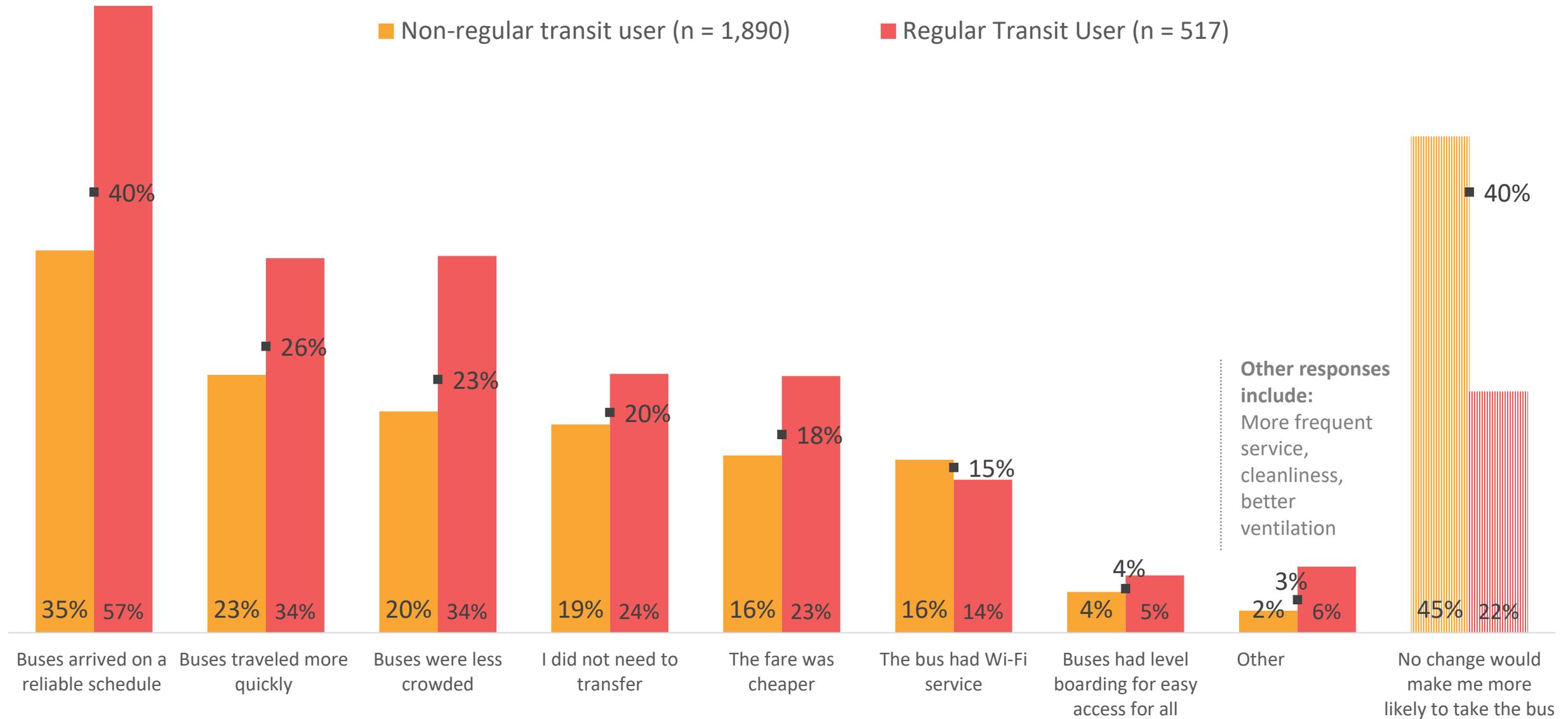


*Each respondent could select up to three options

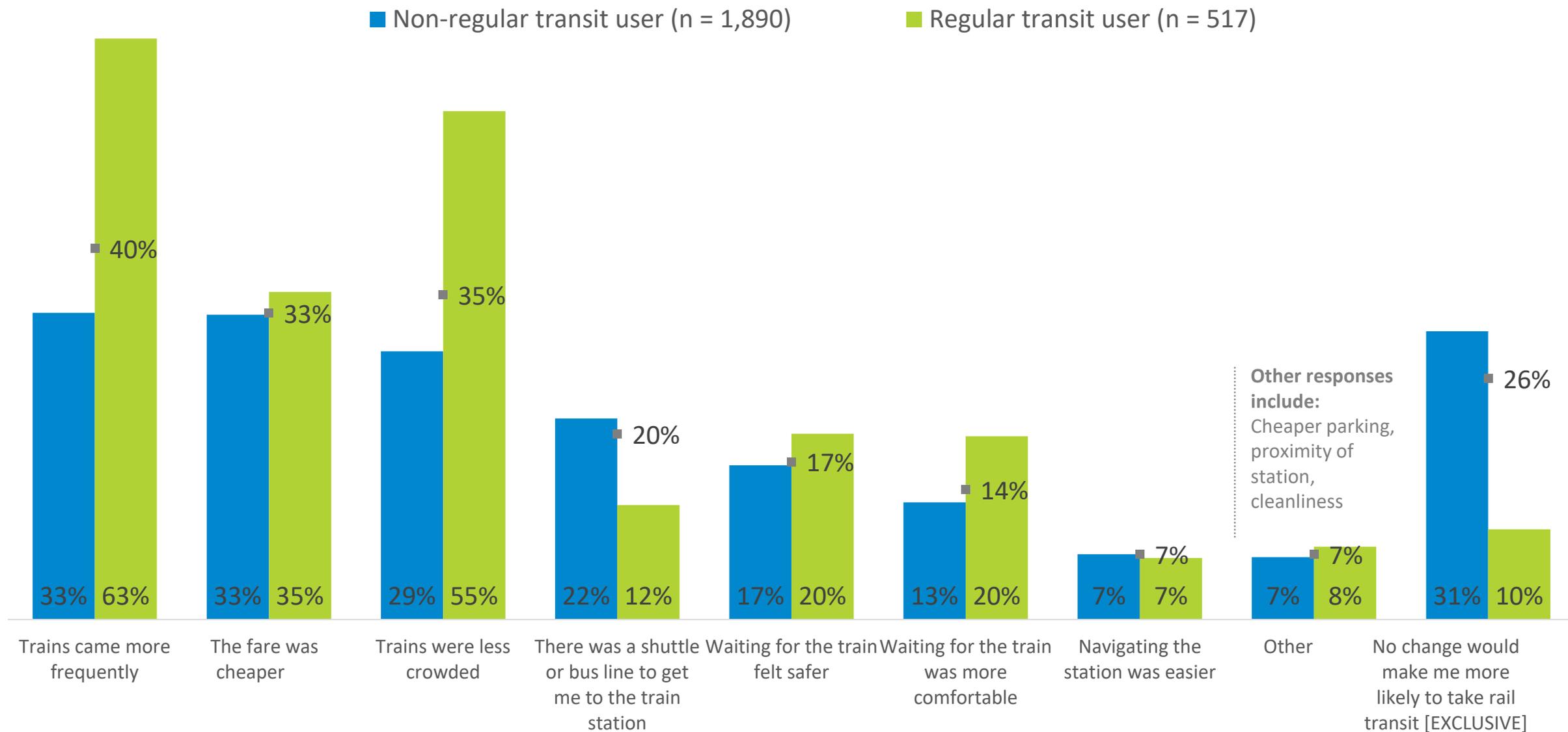
Changes to Bus Stop or Station – by Age



Changes to Bus Ride – by Transit User Status

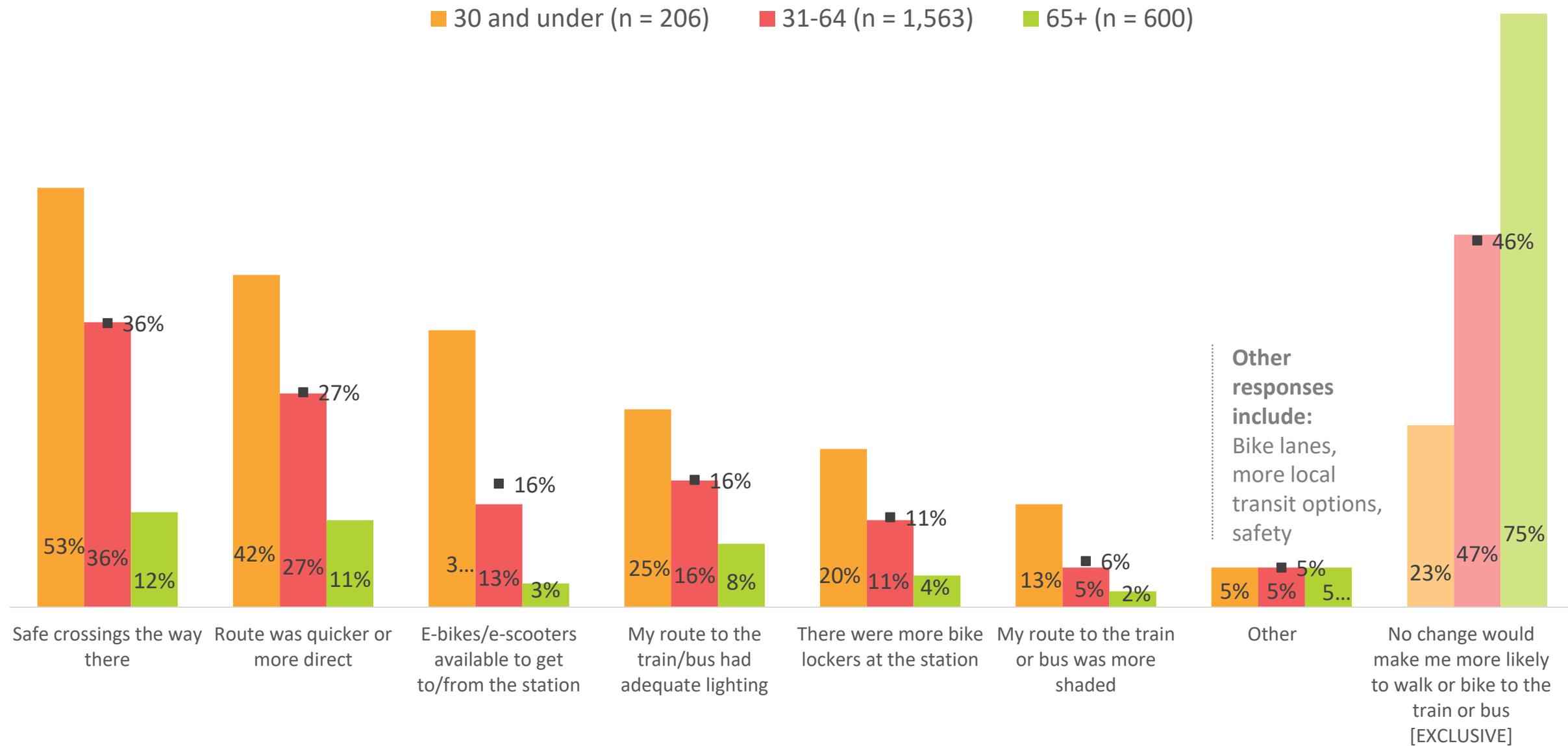


Changes to Rail transit – by Transit User Status

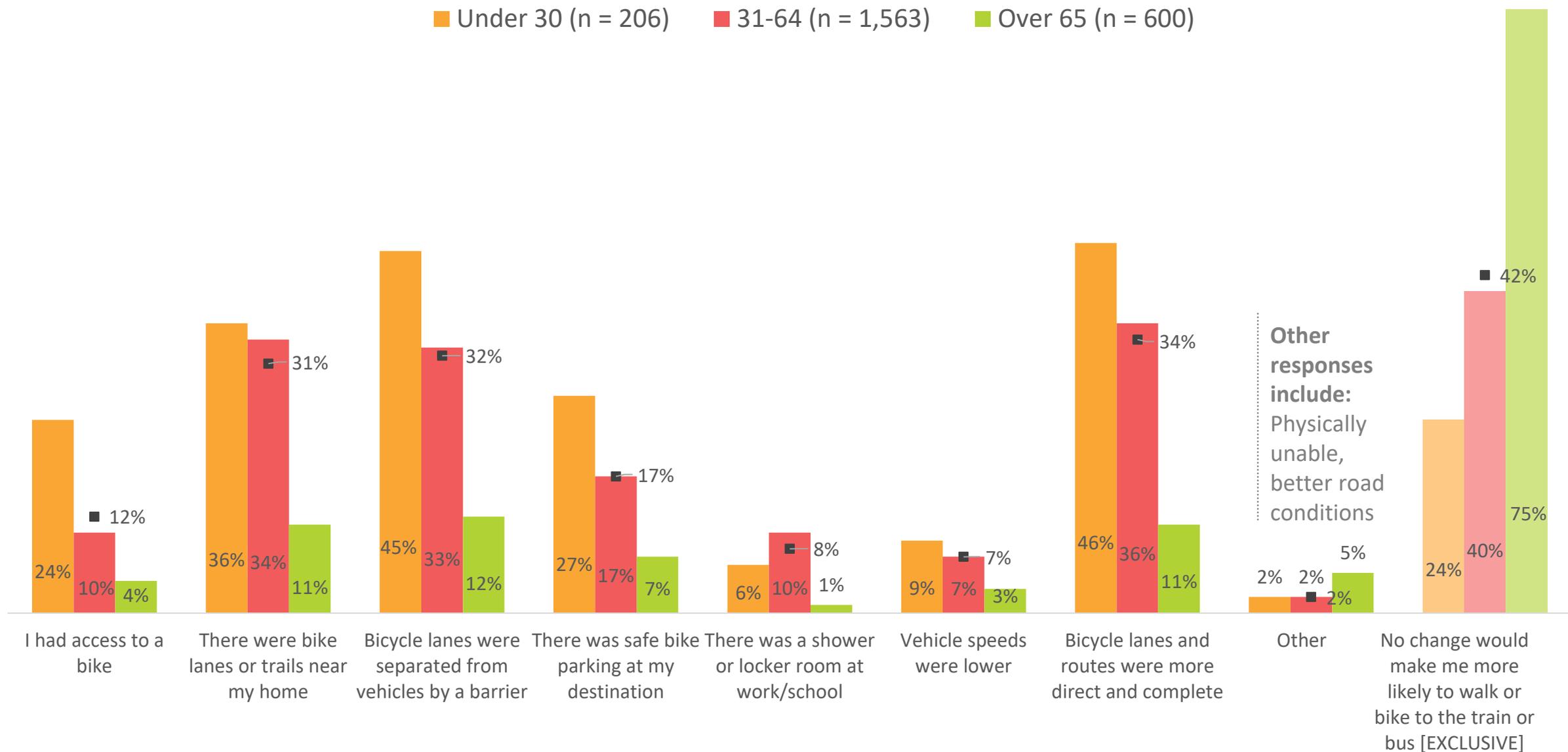


“Train” defined as Metrorail, commuter rail, other trains

Changes to Encourage Walking, Biking to Transit – by Age

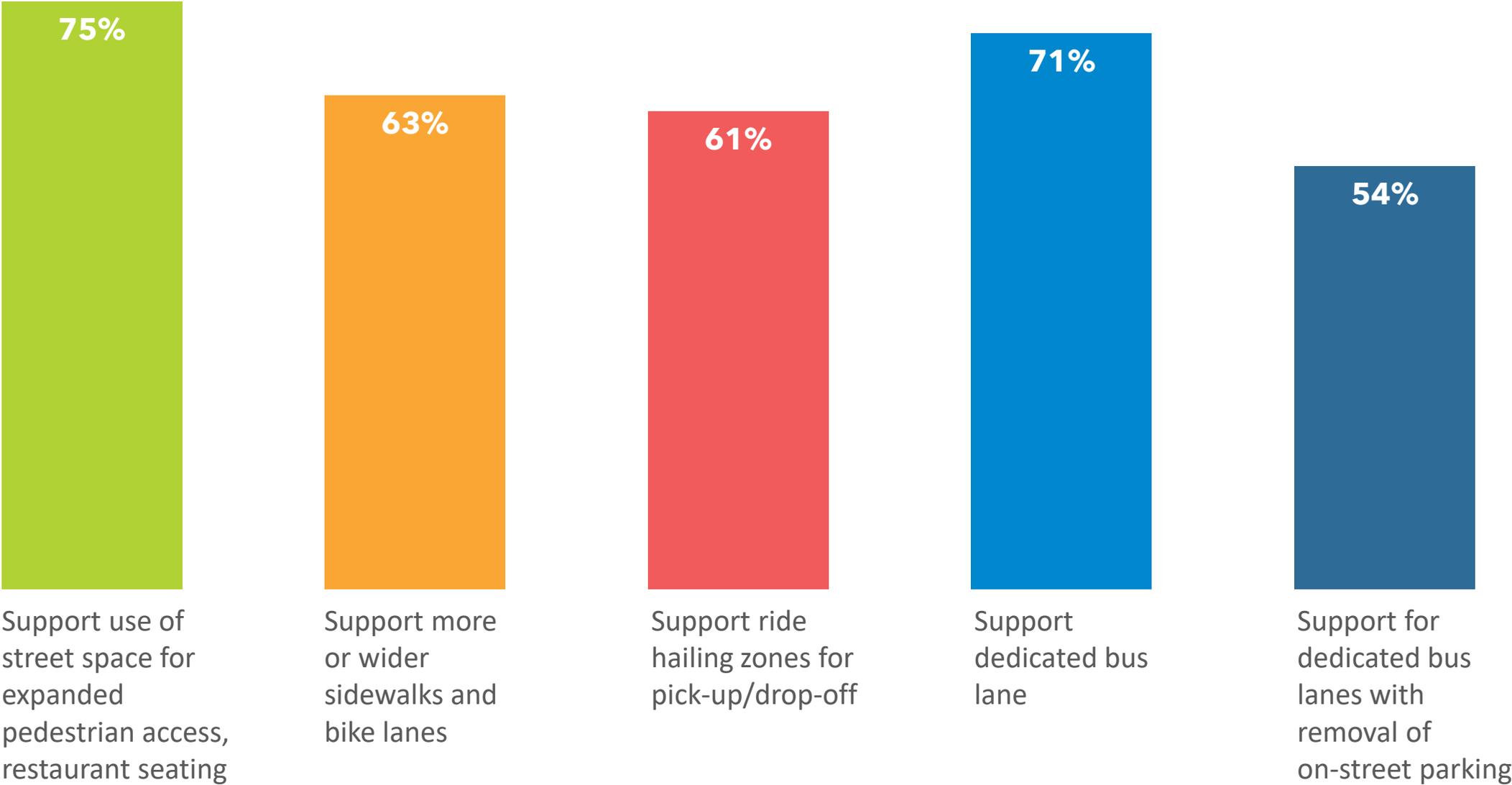


Changes to Encourage Bicycling – by Age

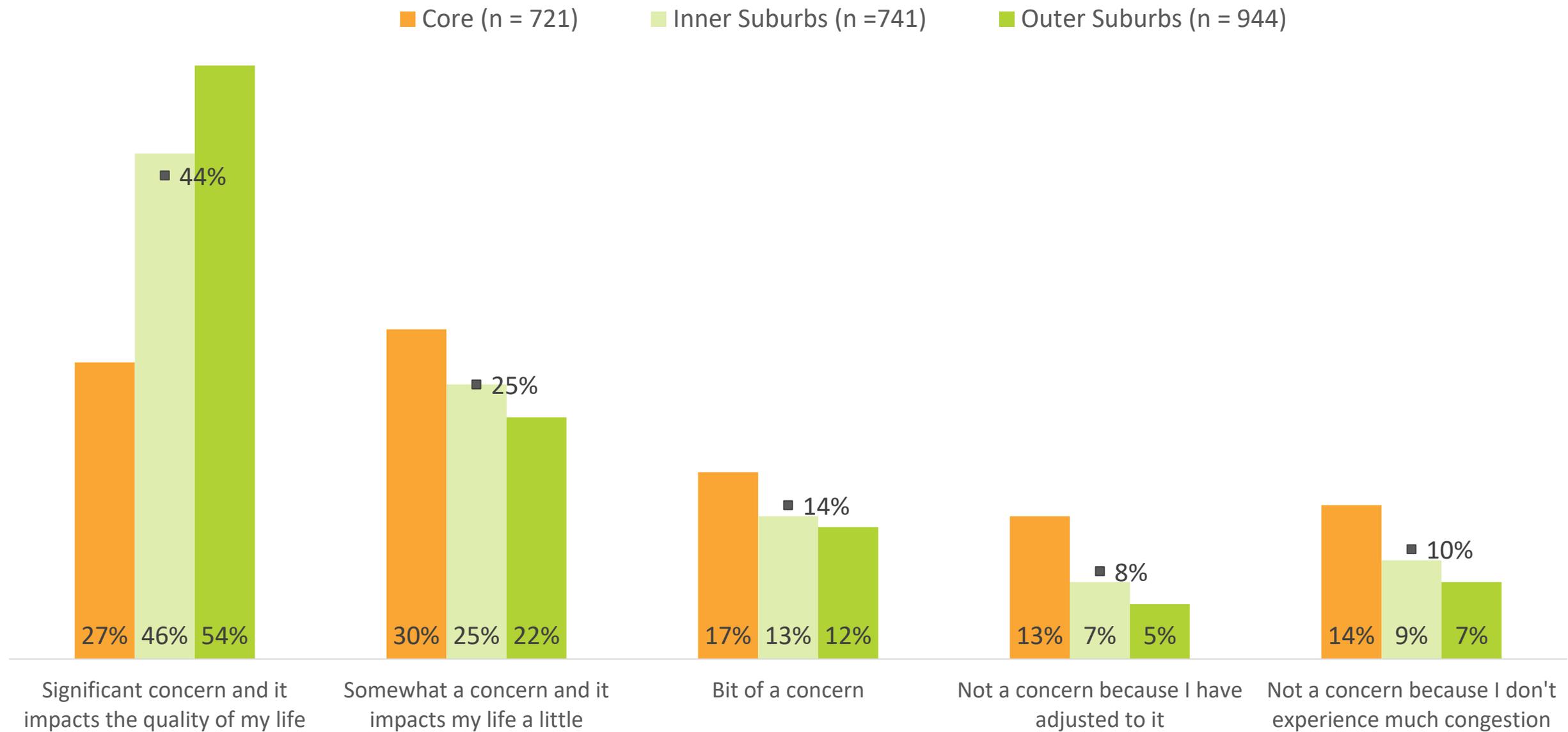


Broader Opinion Questions

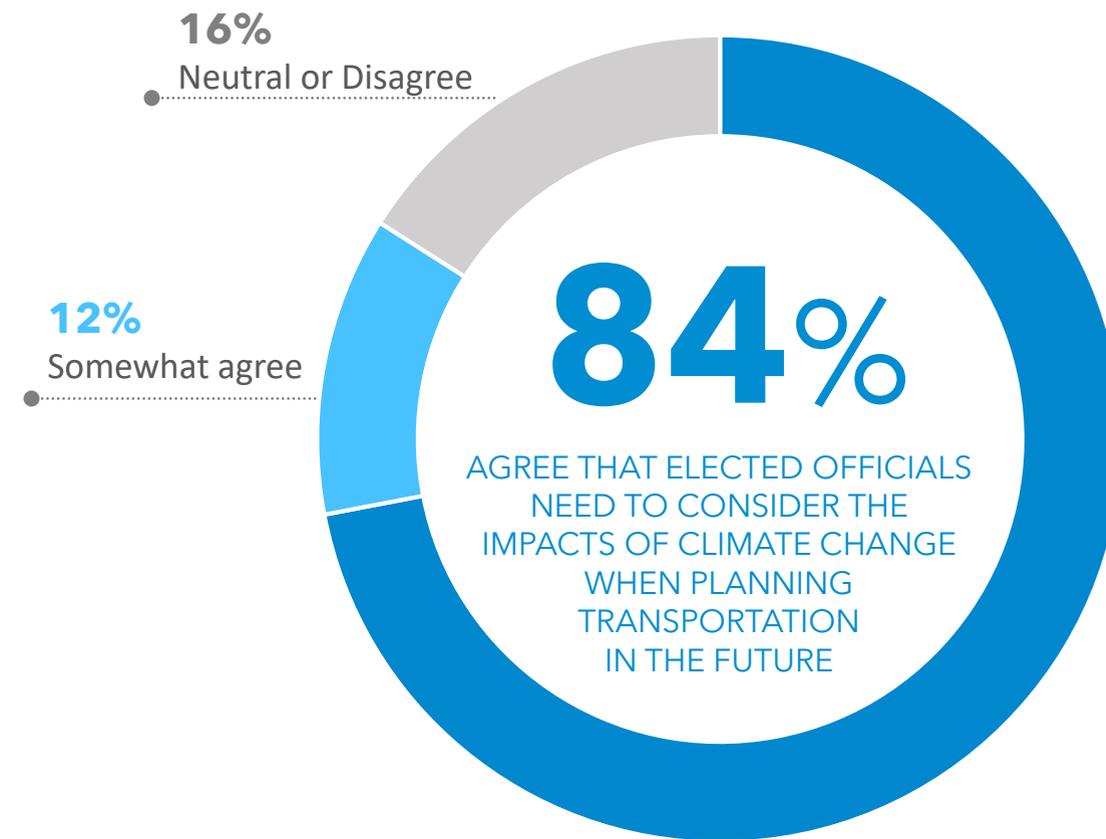
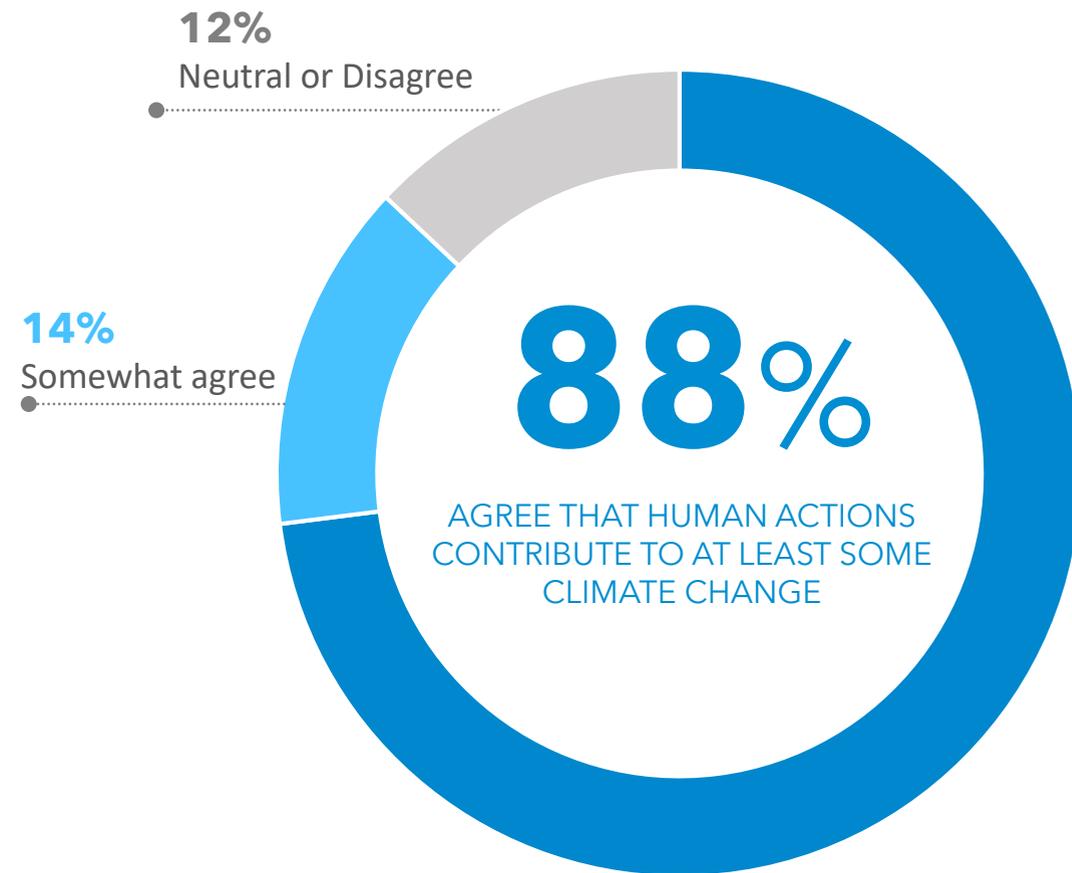
Support for Sidewalk and Street Uses



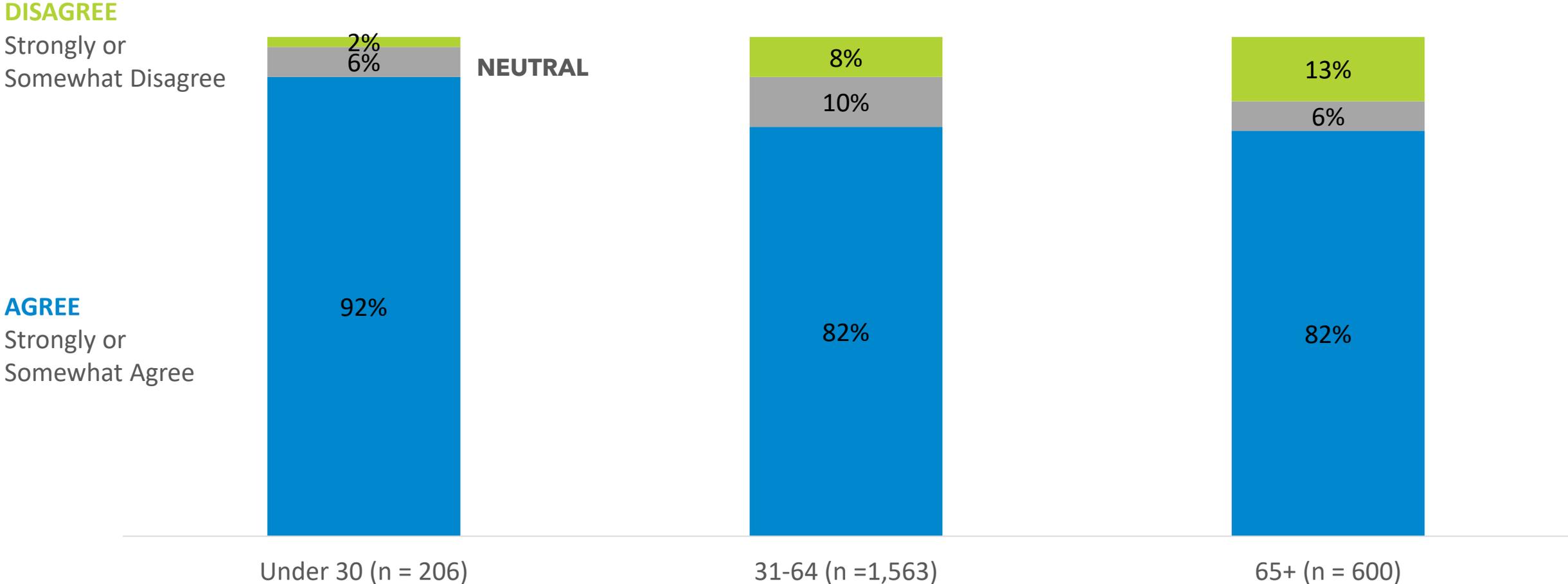
Impact of Traffic Congestion on Quality of Life



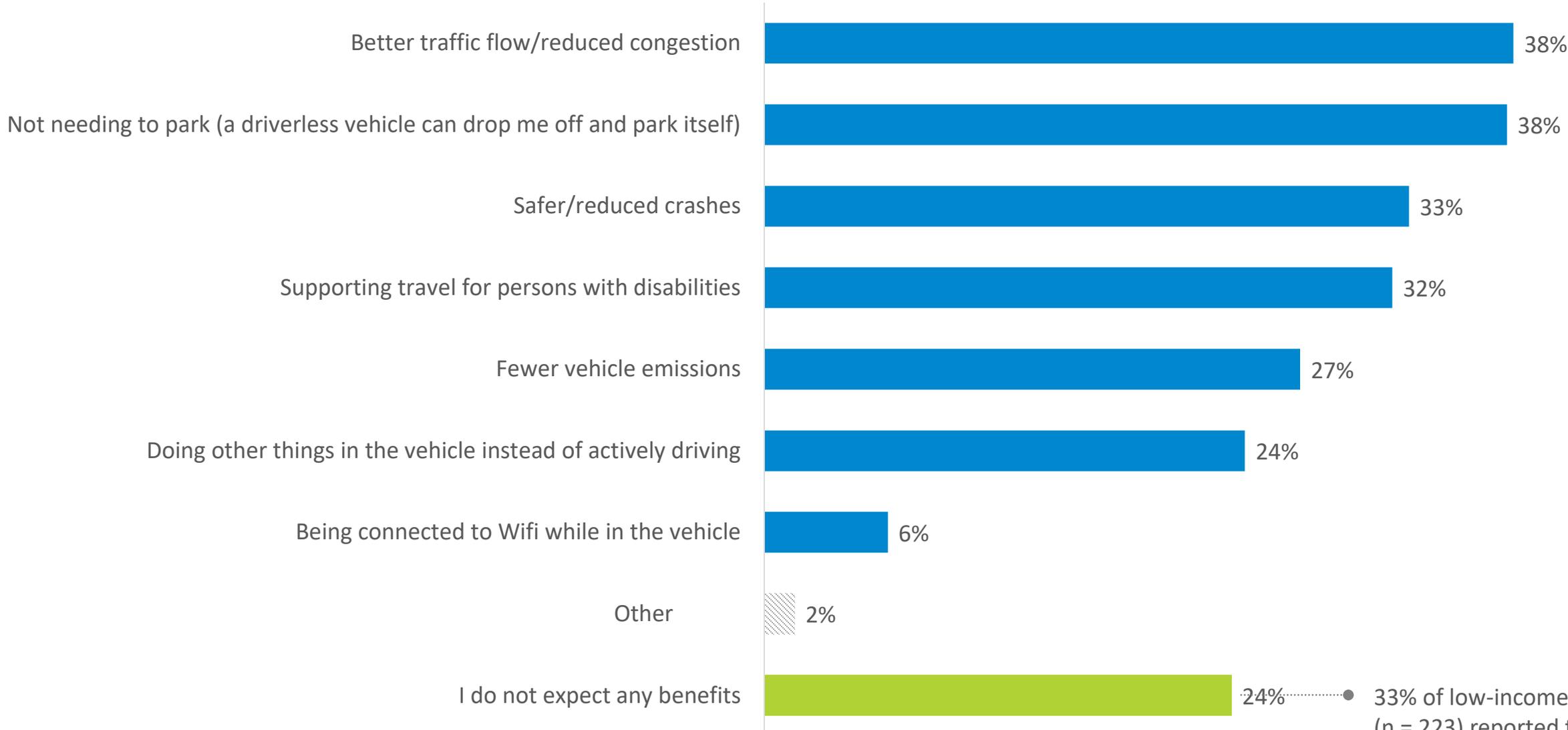
Public Opinion of Climate Change



Elected Officials Must Consider Climate Change – by Age



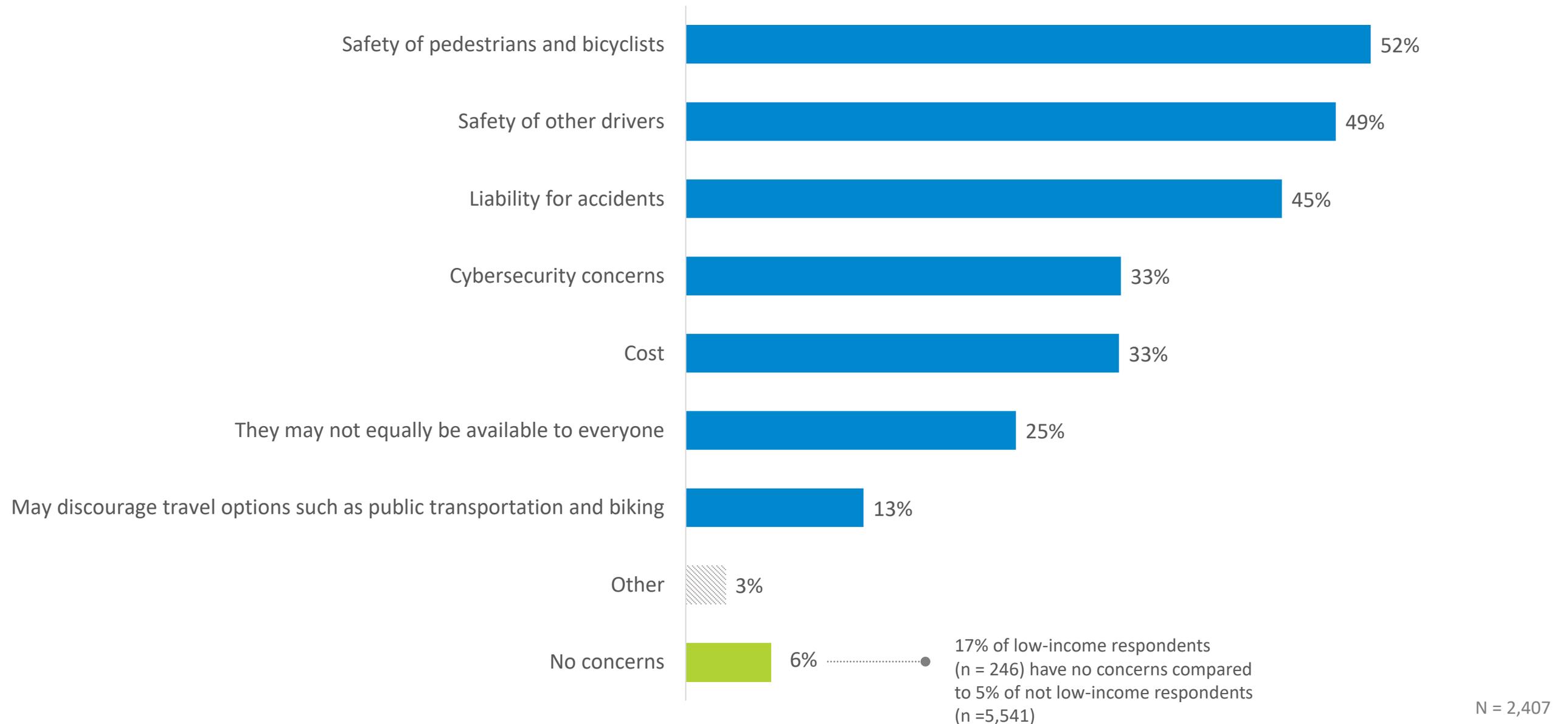
Benefits of Driverless Cars



33% of low-income respondents (n = 223) reported that they do not expect any benefits compared to 22% of non-low-income respondents

N = 2,407, Respondents identified 3 options

Concerns about Driverless Cars



Transportation Equity

Transportation System Meeting Needs – by Region

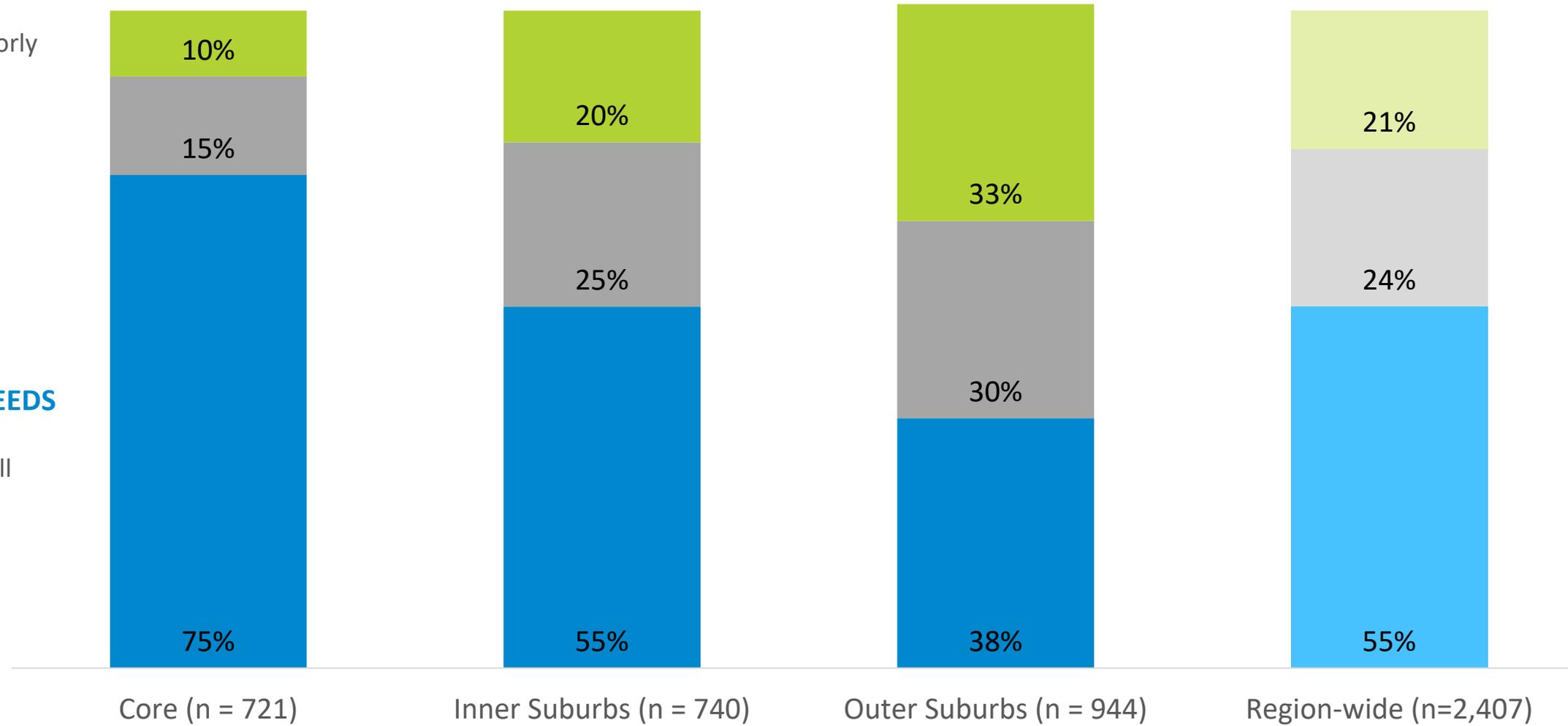
NOT MEETING NEEDS

Somewhat poorly or Very poorly

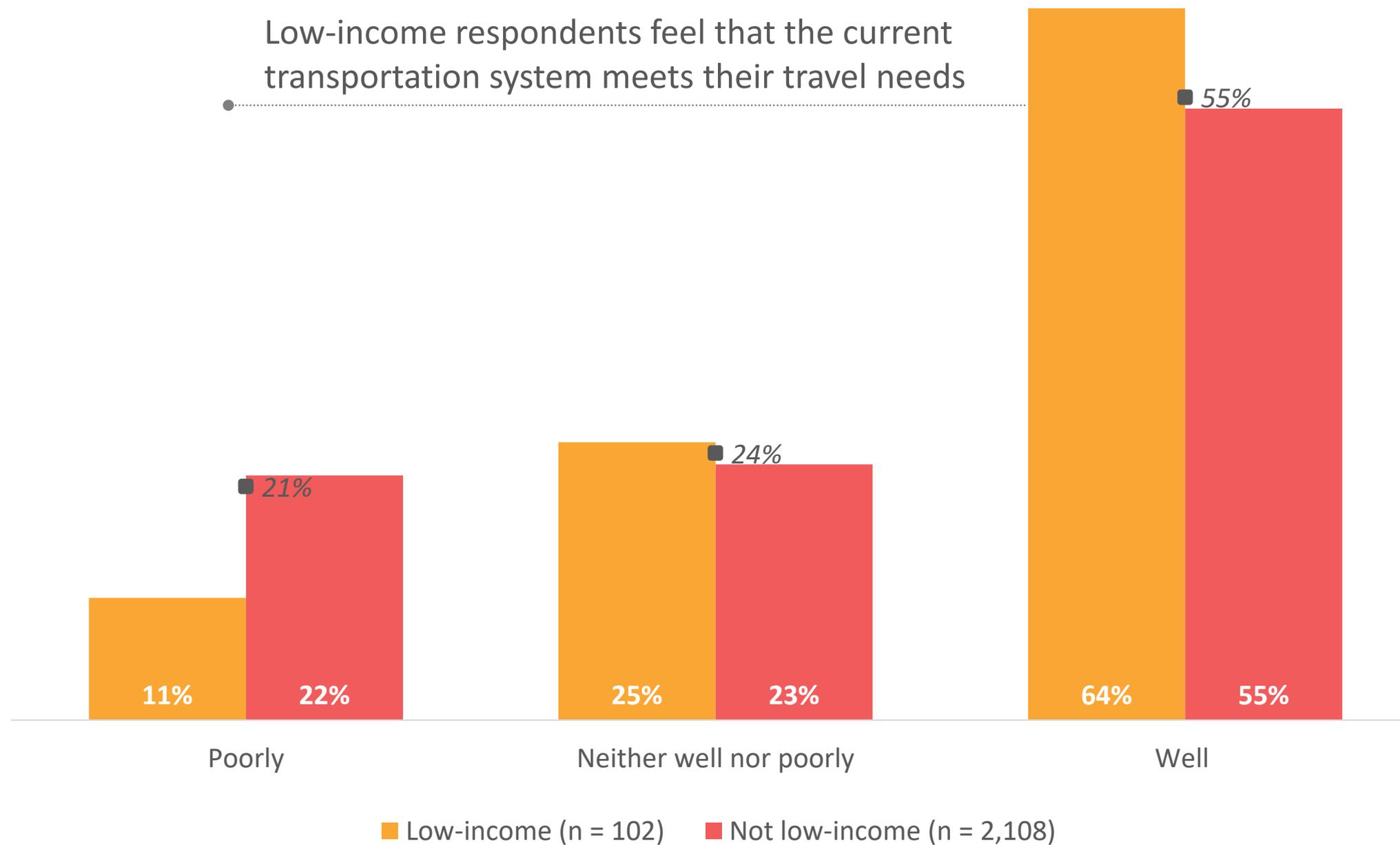
NEUTRAL

MEETING NEEDS

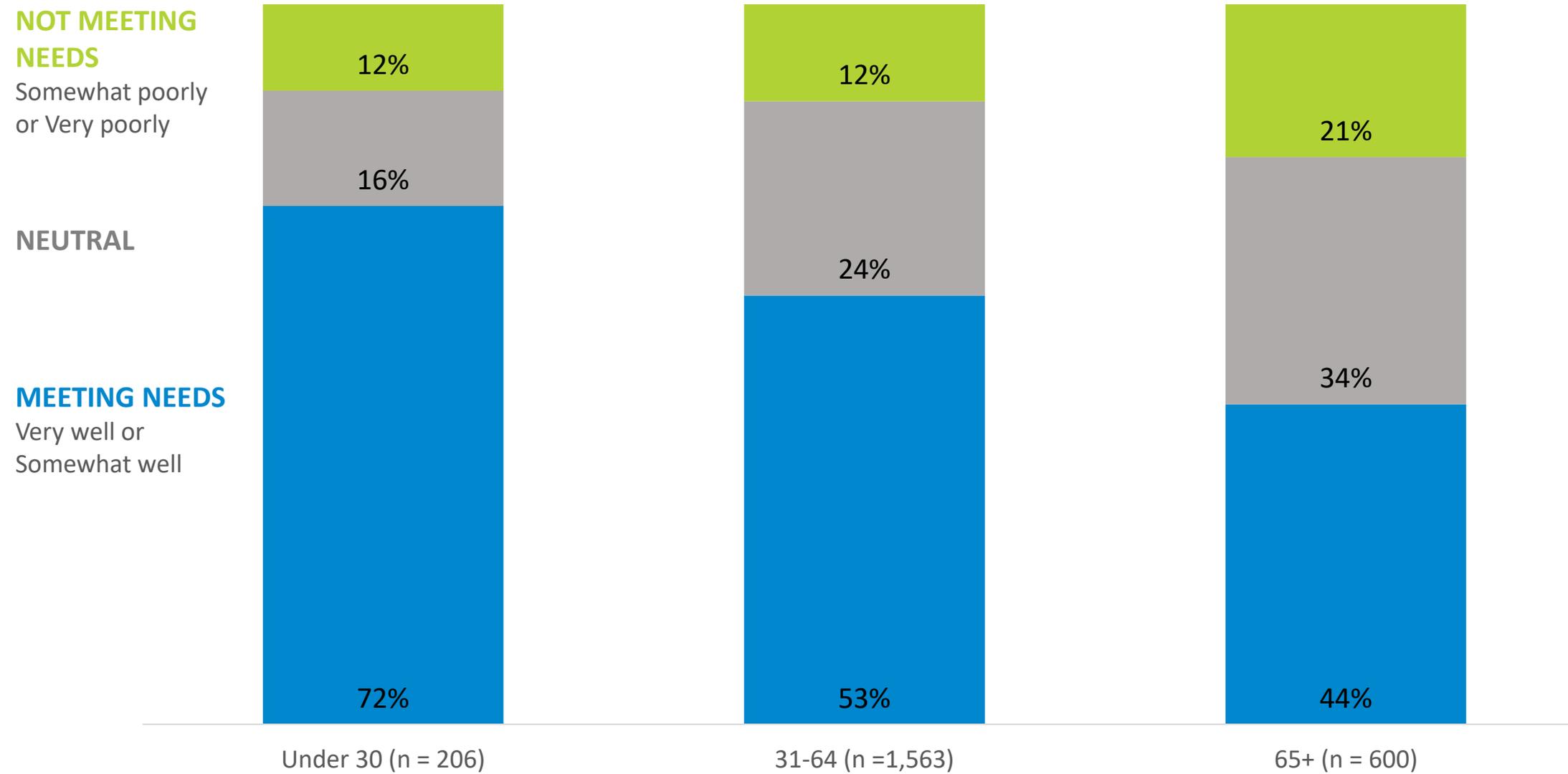
Very well or Somewhat well



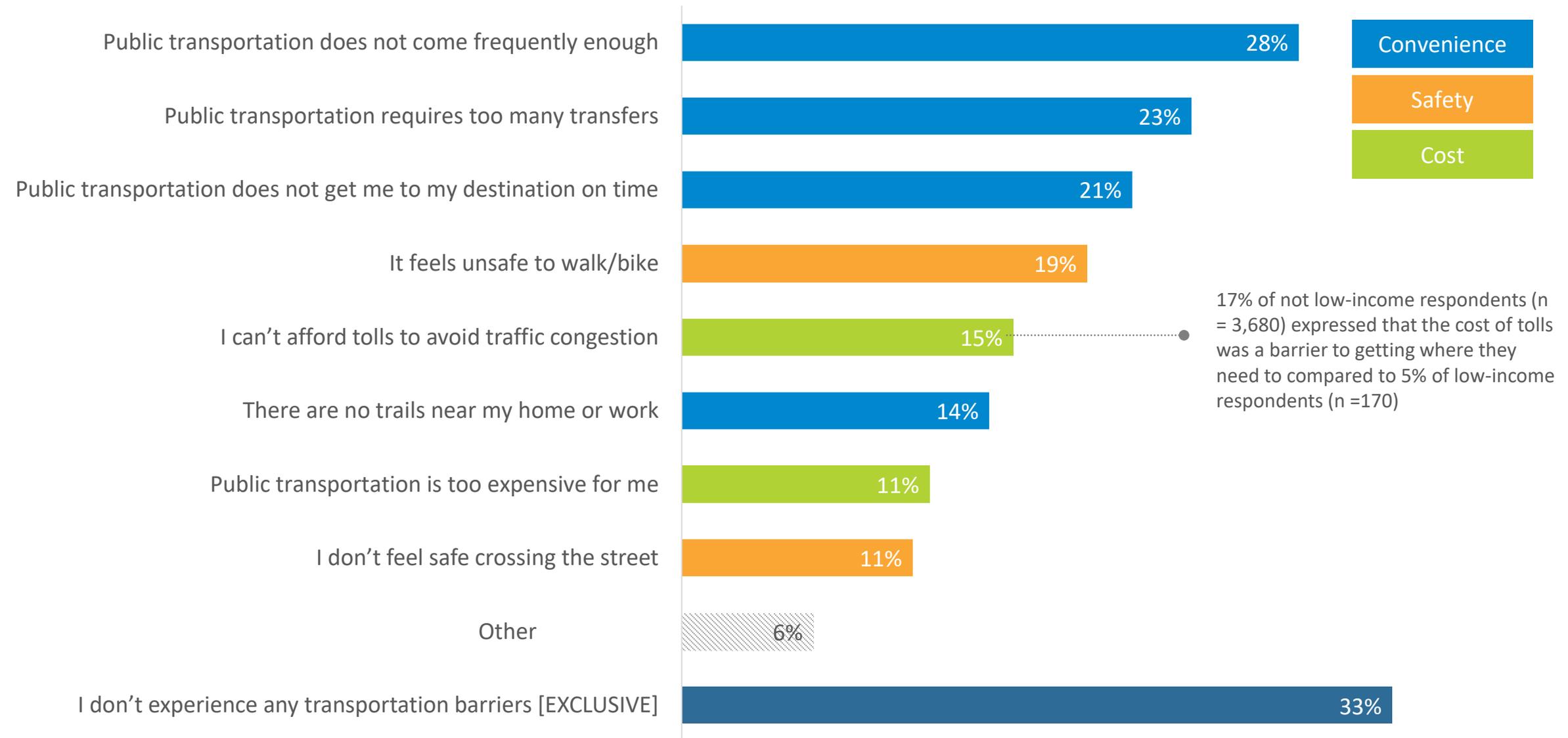
Transportation System Meeting Needs – by Income



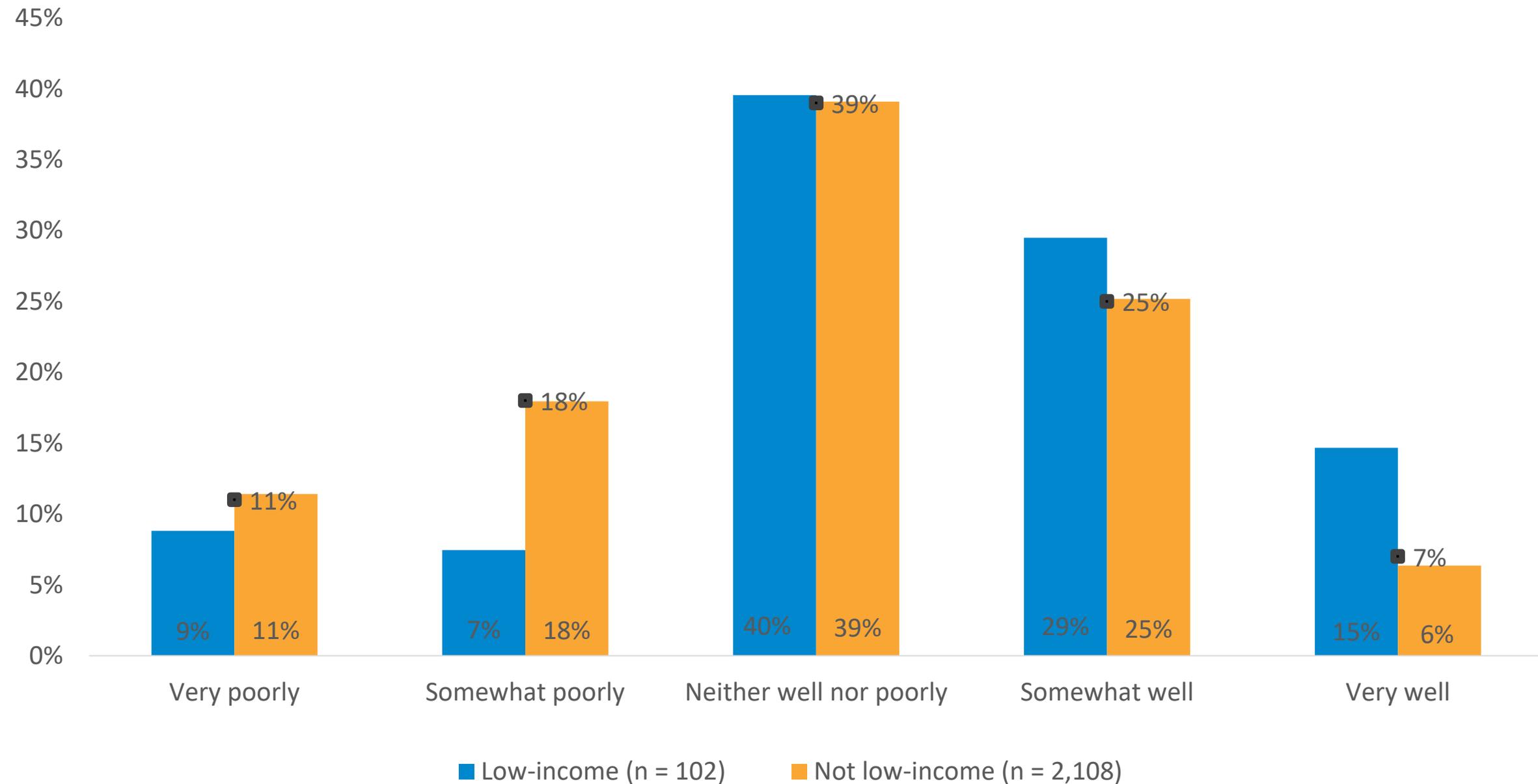
Transportation System Meeting Needs – by Age



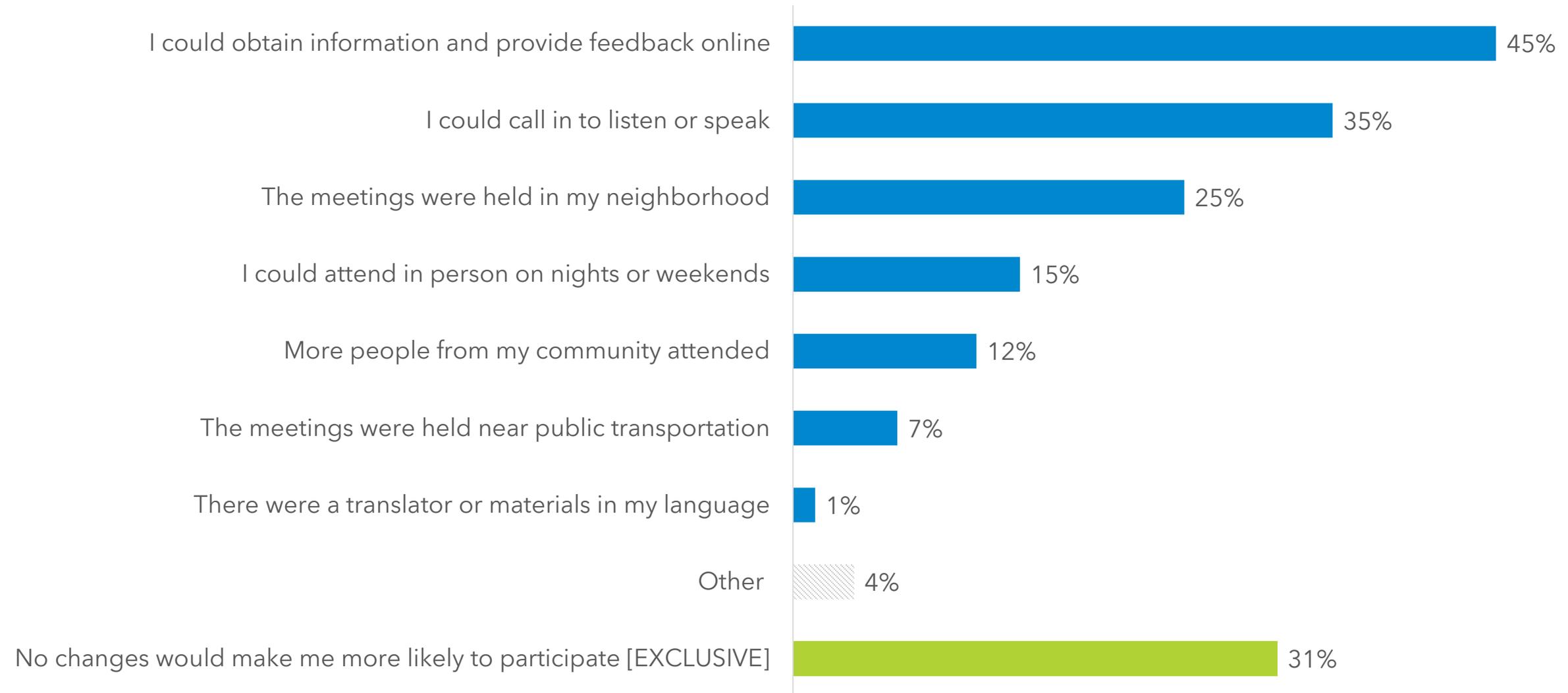
Experience with Transportation Barriers



Needs Addressed by Decision-Makers – by Income



Participation in Public Meetings



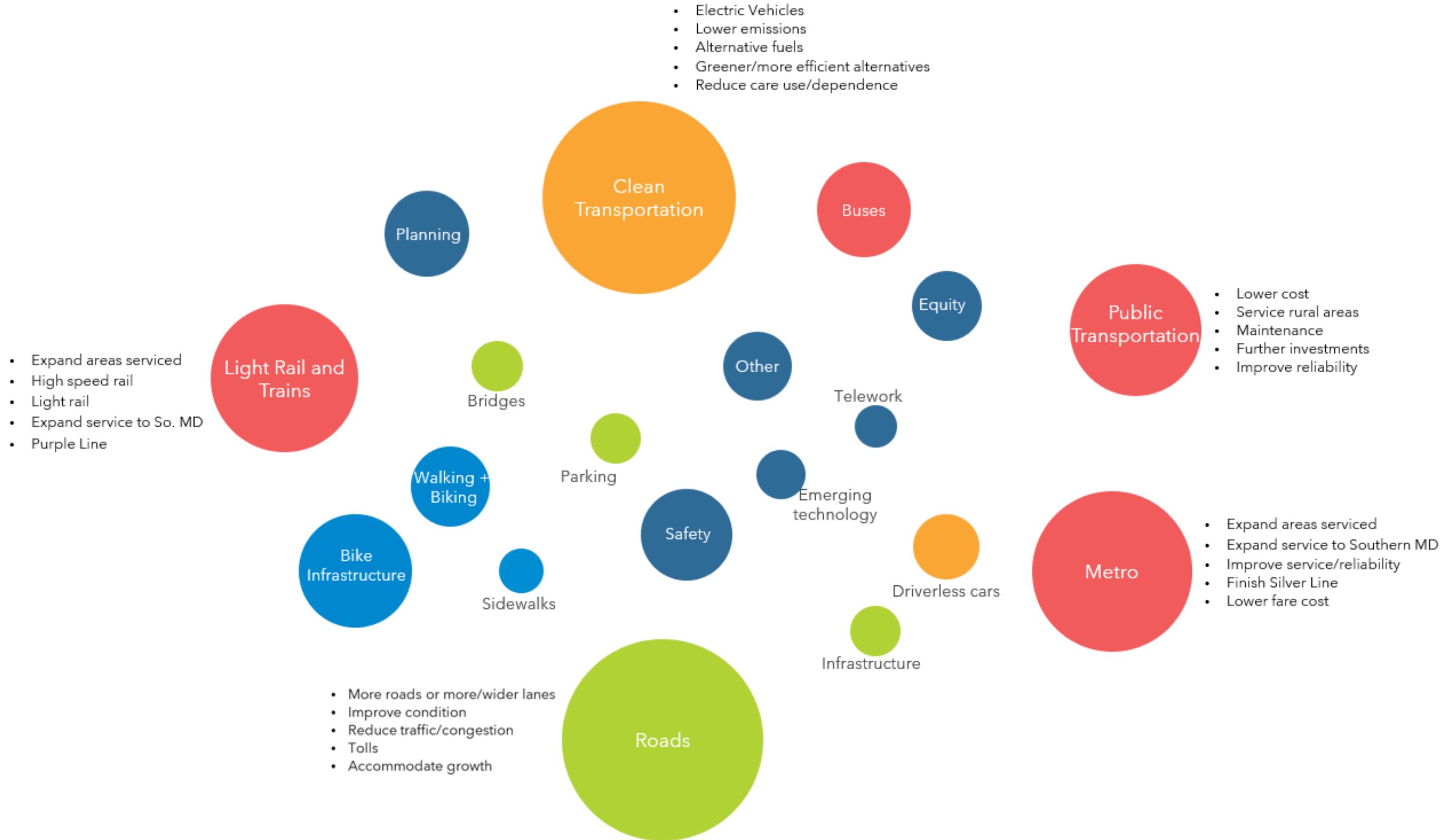
N = 2,407

Future Transportation Investments

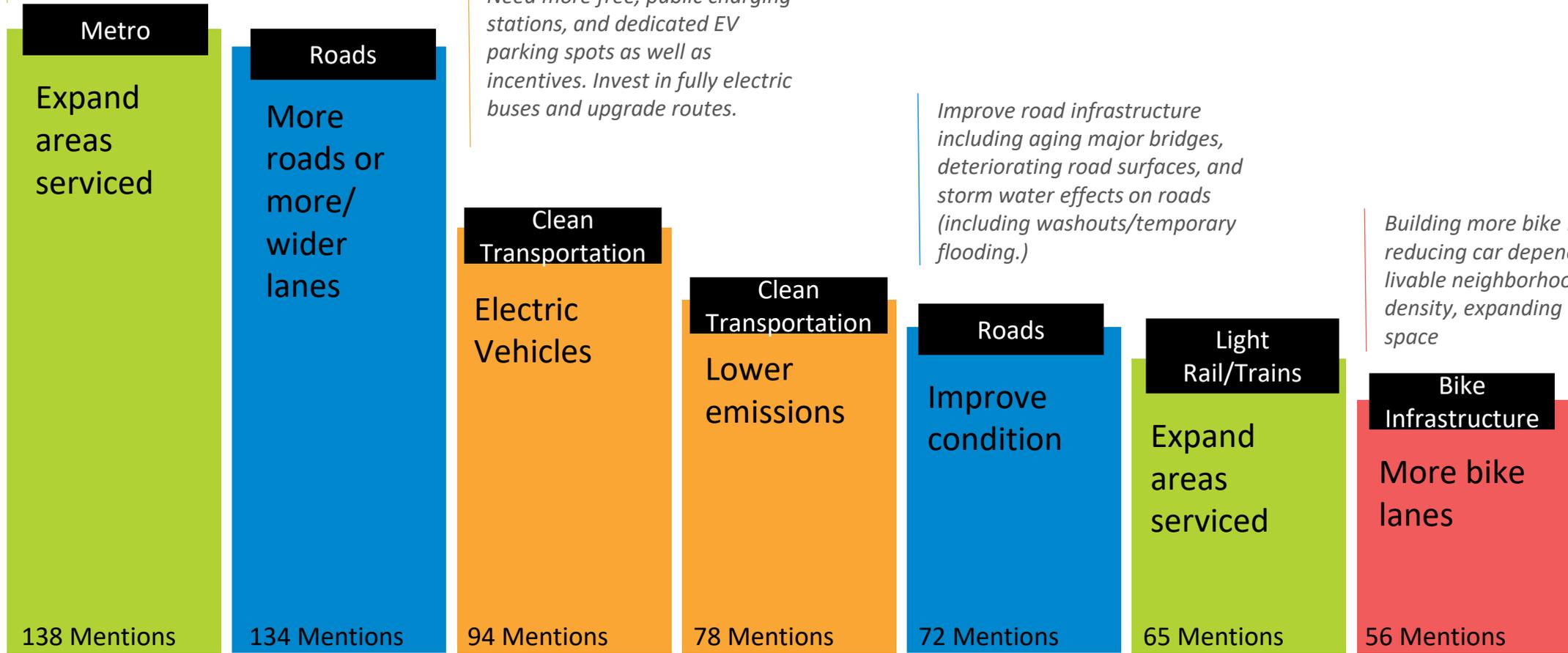
The survey included a broad open-ended question which asked respondents to consider:

What transportation investments should we make today that future generations will thank us for tomorrow?

- Electric Vehicles
- Lower emissions
- Alternative fuels
- Greener/more efficient alternatives
- Reduce care use/dependence



Our metro access/plan in the region is quite inconvenient when major transfers can only happen at the Metro Center...if there are more sub station connections ... it would provide more access.



Invest heavily in infrastructure that supports electric vehicles. Need more free, public charging stations, and dedicated EV parking spots as well as incentives. Invest in fully electric buses and upgrade routes.

Improve road infrastructure including aging major bridges, deteriorating road surfaces, and storm water effects on roads (including washouts/temporary flooding.)

Building more bike lanes, reducing car dependency, livable neighborhoods, density, expanding green space

Expanding roads in congested and soon to be congested (ehem, Potomac yard with Amazon) areas now before it gets too bad.

Anything we can do to reduce our carbon footprint would be appreciated.

Extend rail services beyond the current metro region in areas not yet developed for new subdivisions.

Thank you