

## Conducted November 18-26, 2002. Cases 370

Since many transportation issues are based on getting people from their homes to work, let me first ask about your employment situation.

### Employment – About half (49%) are employed full-time, 11% part time outside home...

**1. Which of the following best describes your current employment situation. Are you...**

N=369

Employed full-time (at least 35 hours) primarily outside the home	49
Employed part-time outside the home	11
Employed full or part-time and work at home (possibly self-employed or telecommuting)	9
A homemaker	5
Retired	22
Unemployed	3
Going to school	2
Other (specify:	1
No answer/refused	0

**2. IF R responded 1 or 2 to Q1 ask:**

### Mostly professional, management or technical (53%)

**Into which of the following four categories of occupations does your job fall?**

N=217 (41% of total sample is missing)

Sales or service	24
Clerical or administrative support	11
Manufacturing, construction, maintenance or farming	5
Professional, management or technical	53
Other	8
Refused	0

**3. Are you required to drive a vehicle as a part of your job, as might a taxi or truck driver? (N=370)**

**14** (1) Yes (if yes, go to Q 4) **42** (2) No (Go to Q5) **43** (0) No answer/refused

**IF YES TO Q 3: 3.1 Where does most of your driving occur? (N=48)**

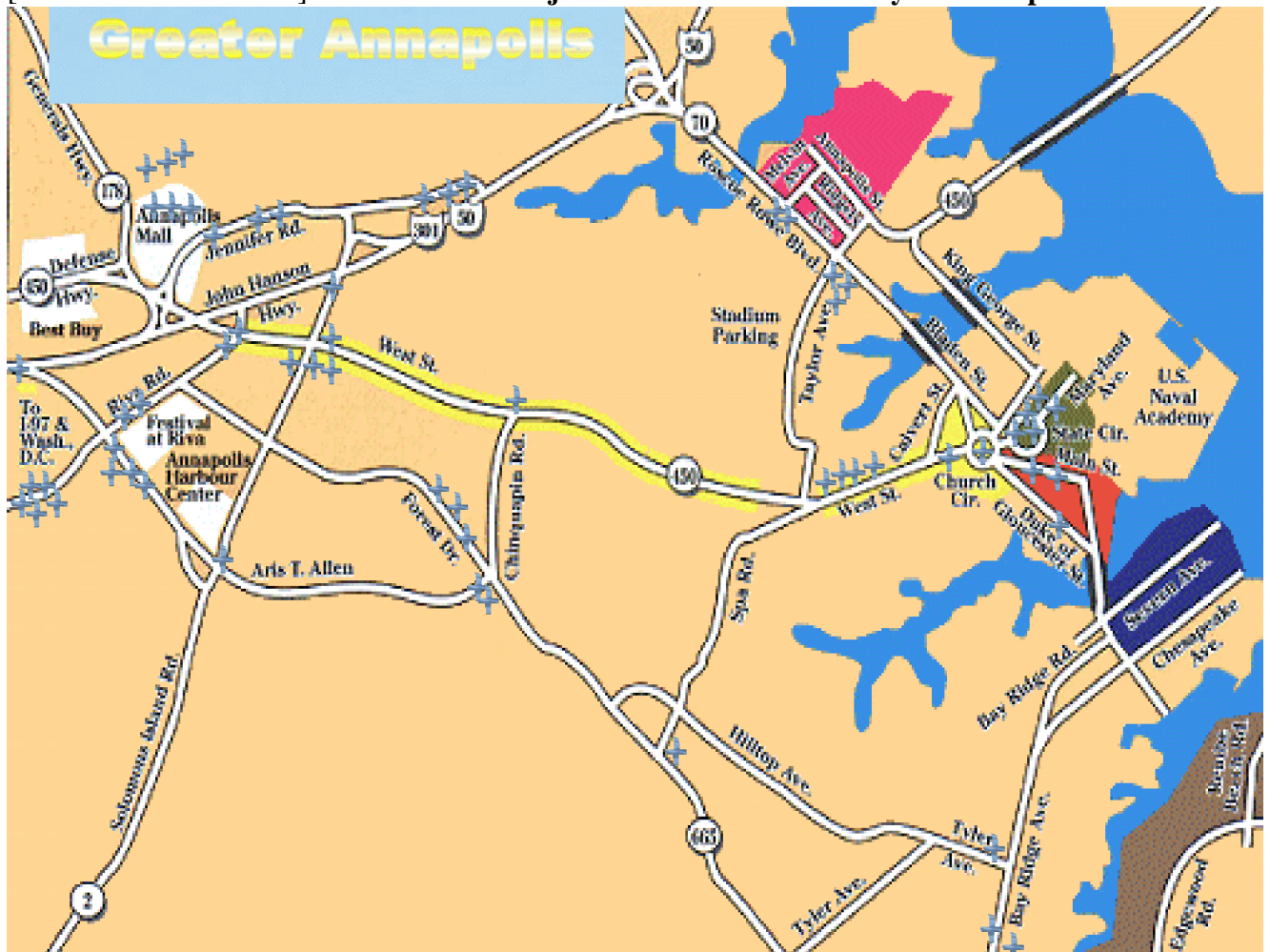
- 20% (1) Annapolis city
- 4 (2) Parole
- 13 (3) Other suburbs around Annapolis
- 17 (4) Elsewhere in Anne Arundel County
- 46 (5) Outside of Anne Arundel County

**Location of workplace – 35% in Annapolis, only 5% Parole, 36% outside AAC. Clustered around Riva, Jennifer, West, Rowe and Downtown.**

**5. In which of the following locations is your workplace located? (N=205)**

- 35% (1) Annapolis city
- 5% (2) Parole
- 10% (3) Suburbs around Annapolis
- 14% (4) Elsewhere in Anne Arundel County
- 36% (5) Outside of Anne Arundel County

[If R answers 1 or 2 ask]: 5.1 What is a major intersection nearest to your workplace?



[If R answers 3 through 5 ask]:

5.2 What is the name of the town, city or suburb of your workplace location? (N=110)

**Location – spread out with concentrations in Washington, Baltimore, BWI and DC beltway.**

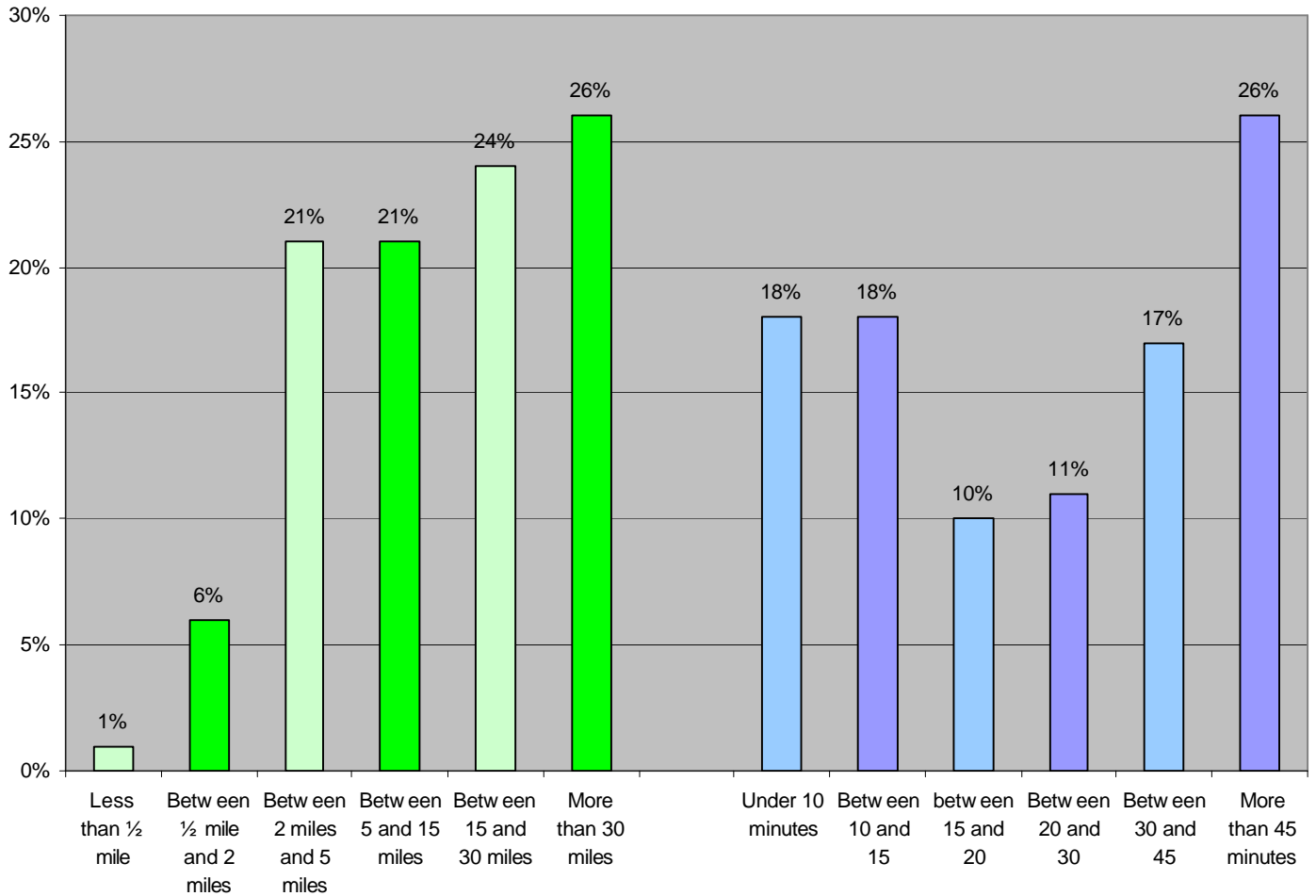


6. What is the distance between your home and your workplace? (N=211)

7. How many minutes does it usually take to get from home to the workplace? (N=212)

**Distance – 74% under 30 miles**

**Time – 74% under 45 minutes**

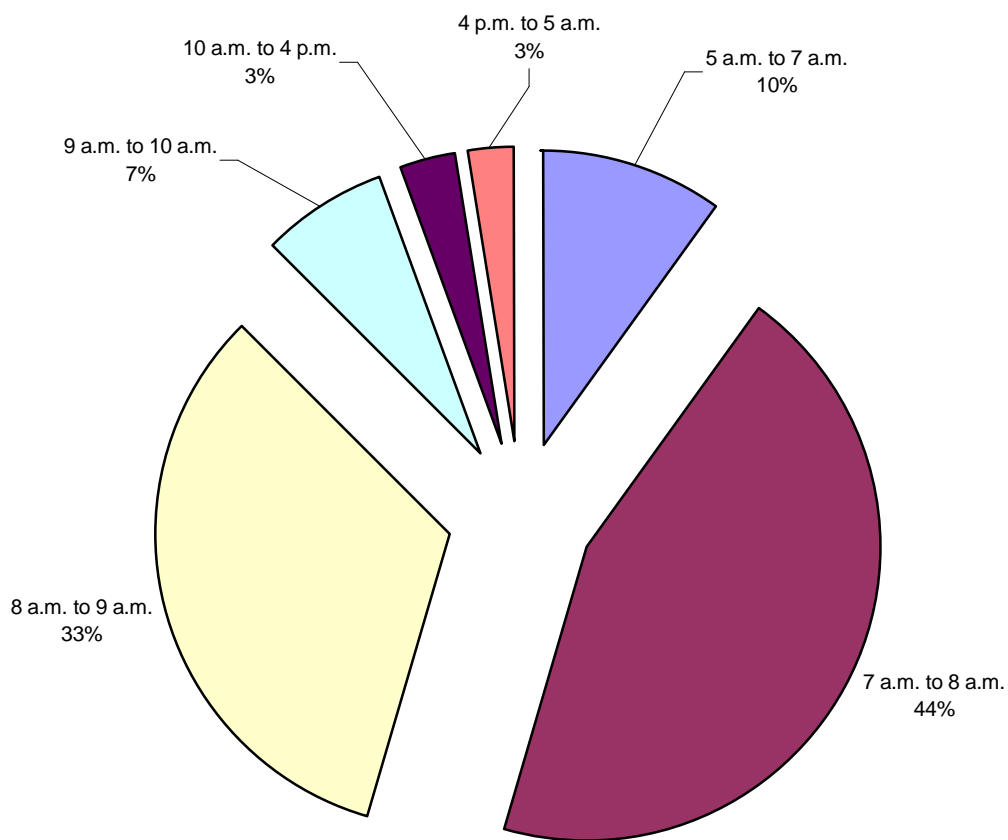


7.1 What is your arrival time at work? \_\_\_\_\_ a.m/p.m. (circle one) (N=200)

**Arrival Time: 44% between 7 and 8 a.m.; 33% between 8 and 9 a.m.**

V7.1

### Workplace Arrival Times (in %)



7.2 Do you consider the time it takes to get to work to be:

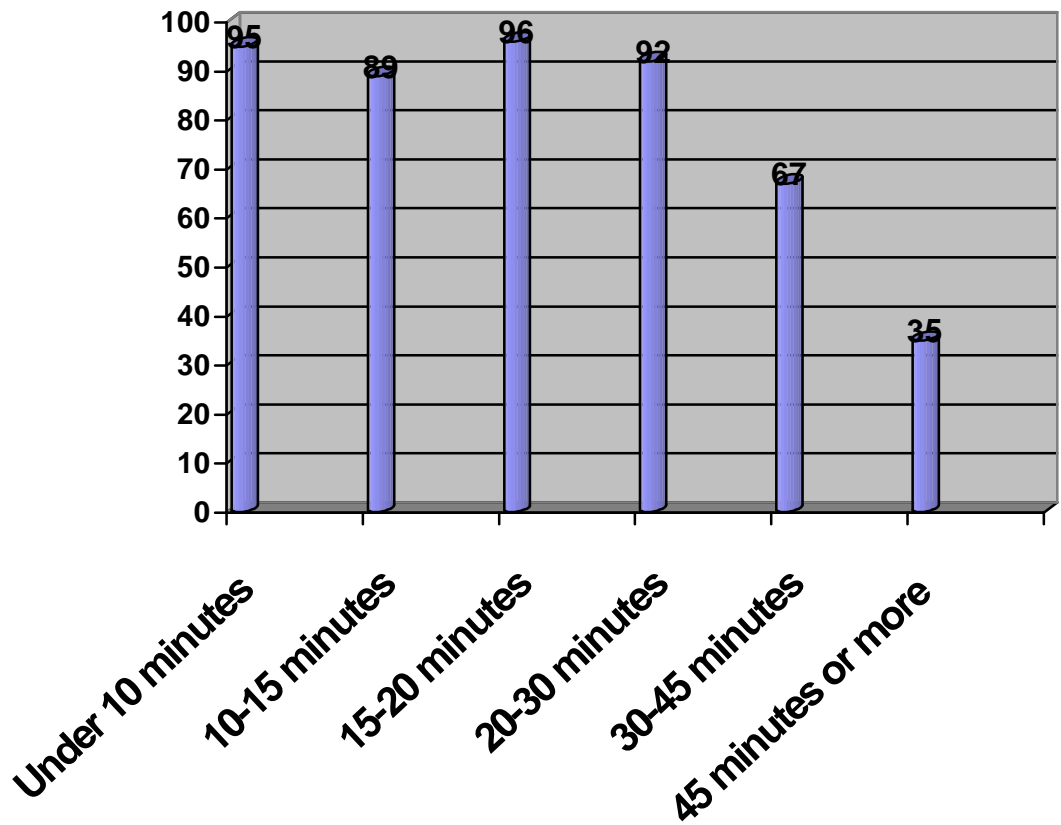
Most find time to work to be reasonable (73%)

Inversely related to time on the road...

73% (1) reasonable

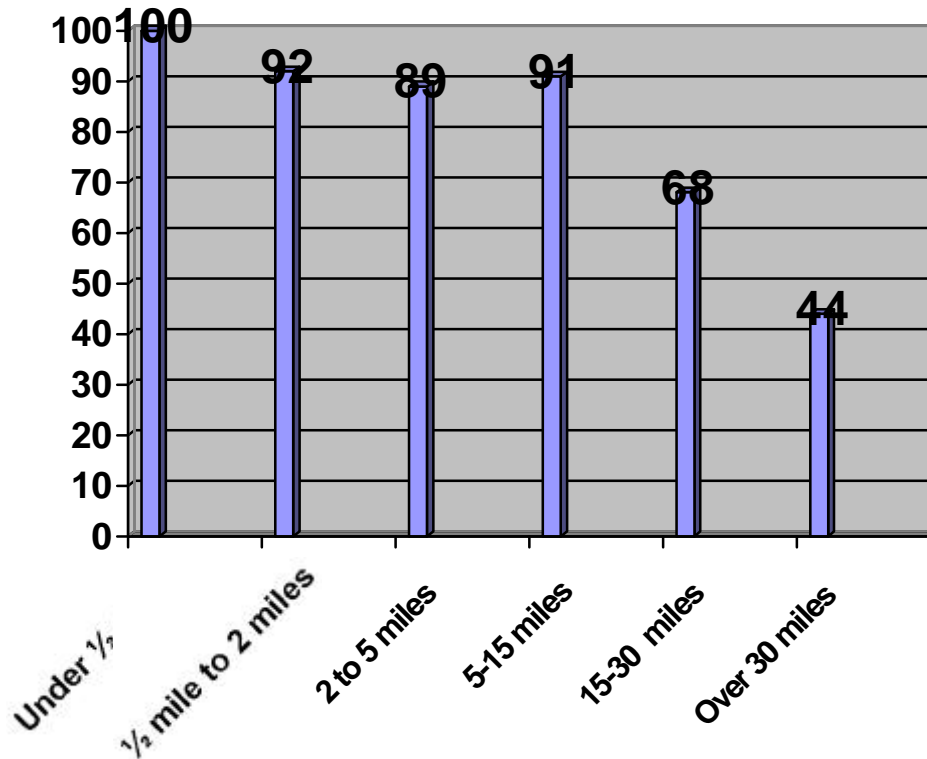
27% (2) too long?

Percentage Saying “Reasonable” Amount of Time to get to Work



Most believe distance to work to be reasonable, inversely related to distance

### Percentage Saying “Reasonable” Distance to Work



Each additional 10-15 miles adds about 10-15 minutes...

Time by Distance

Time/Distance	Under 1/2 miles	1/2 mile to 2 miles	2 to 5 miles	5-15 miles	15-30 miles	Over 30 miles	
Under 10 minutes	8%	26%	<b>50%</b>	16%	0%	0%	100%
10-15 minutes	0	3	<b>54</b>	43	0	0	100
15-20 minutes	0	5	18	<b>64</b>	14	0	101
20-30 minutes	0	0	8	29	<b>58</b>	4	99
30-45 minutes	0	0	0	6	<b>71</b>	23	100
45 minutes or more	0	2	0	0	15	<b>84</b>	99
	1	6	21	21	24	26	100

Reads: Of those taking “under 10 minutes” 50% of them traveled “2 to 5 miles”

## Working at home – 32% worked at least 1 day during the last month at home

8. How often during the last month have you worked at home? \_\_\_\_\_

V8

	Frequency		Valid Percent
No answer	216		58.4
0	117		31.6
		Of those citing any days working at home (N=38)	
1 day	8	21	2.2
2 days	5	13	1.4
3 days	4	11	1.1
4 days	3	8	.8
5 days	4	11	1.1
<b>1 to 5 days</b>	<b>24</b>	<b>63</b>	<b>6.6</b>
7 days	1	3	.3
8 days	3	8	.8
8days	1	3	.3
10 days	3	8	.8
<b>6 to 10 days</b>	<b>8</b>	<b>22</b>	<b>2.2</b>
12 days	1	3	.3
15 days	2	5	.5
20 days	2	5	.5
25 days	1	3	.3
<b>Over 10 days</b>	<b>6</b>	<b>16</b>	<b>1.6</b>
Total	370		100.0

## Modes of transportation to work...93% use their cars, of which 94% drive alone

9. I am going to read you several ways in which you might get from home to work. First, let me ask – do you take a car at least part of the way to work?

- 93% (1) Yes (Go to Q 9.1)
- 7% (2) No (Go to Q 10)
- 0% (0) Refused (Go to Q 14)

9.1. Please tell me the way that you are most likely to use a car to get to work:

- 94% (1) Drive alone
- 6% (2) Drive with someone else sometimes
- 1% (3) Use a car in a formal ride-sharing arrangement

## But most are satisfied with time, cost and convenience of current arrangements...

9.2 Please tell me, how satisfied are you with the following aspects of your current arrangement

	Very satisfied	Somewhat satisfied	Not very satisfied	No answer	Total
9.2a Total amount of time it takes from home to work (n=199)	44%	41%	14%	1%	100%
9.2b Convenience (n=199)	49	46	14	1	100
9.2c Cost (n=199)	46	37	14	2	100
9.2d Having others with you on your commute to work (n=182)	14	7	9	70	100

## Very few concerned about cost of getting to work – time and convenience are more important

9.2e Which of these items is the most important in determining how you choose to get to work?

(N=190)

44%	Total amount of time it takes from home to work
50%	Convenience
5%	Cost
2%	Having others with you on your commute to work

**Most (95%) drive directly from home to work and park near their workplaces...**

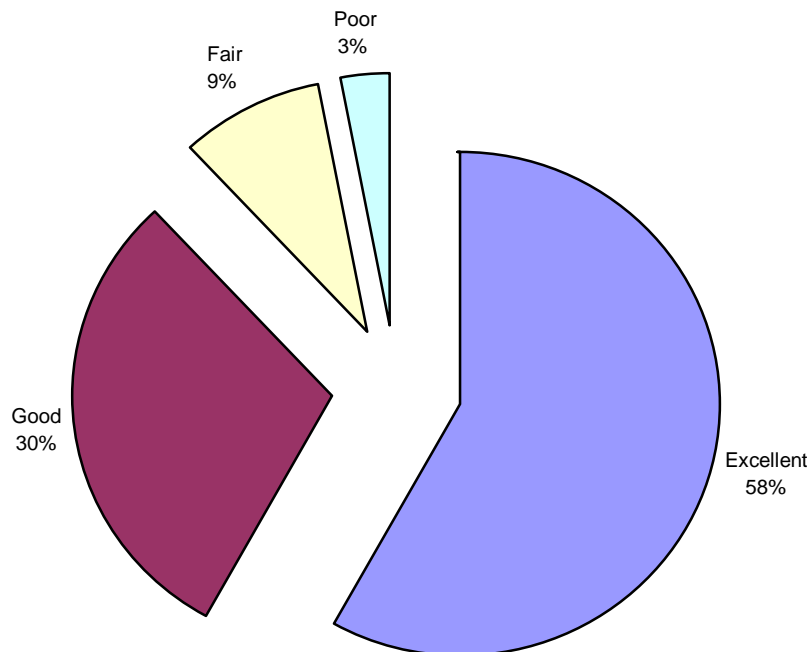
**9.3. Since you use a car for commuting, do you typically: N=197**

95%	Drive directly from home to work and park adjacent to your workplace ( <b>Go to Q11.3 p. 7</b> )
2%	Drive from home to work, but park at a outlying parking lot and take a shuttle into work ( <b>Go to 11.1a p. 5</b> )
1%	Drive from home to work, but park at a park and ride and take a bus from there ( <b>Go to 11.1a p. 5</b> )
3%	Drive from home to work, but take light rail, a MARC train or metro the rest of the way ( <b>Go to 11.2b p. 6</b> )

**And overwhelmingly find the arrangement to be excellent (58%) or good (30%).**

**9.4 How would you rate this arrangement, as excellent, good, fair or poor? (N=197)**

Evaluation of Current Driving Arrangement



---

## 10 RESPONDENT *DOESN'T USE A CAR*

10. Since you do NOT use a car to get to work, which of the following types of transportation do you typically use in your daily commute? (N=10)

[Read list, checking off all that R mentions, then ask if more than one method is named]:

**“Which is the most typical method”** (and go to the appropriate page)]

10% Walk (Go to Q 15 on page 9)

0% Bicycle (Go to Q 15 on page 9)

20% Ride-sharing van (Go to Q11.3a on page 7)

70% Bus N=5 [ask]: (1) Annapolis City bus (Go to 11.1a p. 5) 20%  
(2) MTA bus (Go to 11.1a p. 5) 80%  
(3) Private bus service like Dillon's (Go to 11.1a p. 5)

0% (5) Light rail, MARC train, metro (Go to 11.2a p.6)

0% (6) Other – specify: \_\_\_\_\_ (Go to Q15 p. 9)

# 11.1a IF BUS: ✍

11.1a How far do you have to travel in order to get to the bus or shuttle stop? \_\_\_\_\_ blocks/ miles  
(circle)

V11.1A

Distance	Frequency	Valid Percent
	362	97.8
2 blocks	1	.3
3 blocks	1	.3
5 blocks	1	.3
9 blocks	1	.3
2 miles	1	.3
3 miles	1	.3
5 miles	1	.3
120 miles	1	.3
Total	370	100.0

11.1b How long did you typically have to wait at a bus stop for the bus or shuttle to arrive? \_\_\_\_\_  
minutes

V11.1B

Minutes	Frequency	Valid Percent
	362	97.8
5	1	.3
7	1	.3
10	1	.3
15	1	.3
20	2	.5
30	2	.5
Total	370	100.0

11.1c How much does it cost you to take the bus each day? \_\_\_\_\_cents/dollars (circle)

V11.1C

Cost	Frequency	Valid Percent
	363	98.1
\$1.35	3	.8
\$1.50	1	.3
\$1.95	1	.3
\$5.00	1	.3
\$6.00	1	.3
Total	370	100.0

Thinking about your bus usage, please tell me how much of a problem each of the following issues is for you. Use a number between 1 and 5, where 1 means that is it NOT a problem, and 5 means it is the worst travel problem for you:

	Not problem	Little Problem	Somewhat problem	Serious problem	Severe problem	Cases
11.1d <b>Total amount of time it takes from home to work</b>	0%	0%	63%	13%	25%	8
11.1e <b>Time waiting for the bus to arrive</b>	14	29	29	29	0	8
11.1f <b>Time spent on the bus</b>	0	38	38	25	0	8
11.1g <b>Time it takes to get to the bus stop or station</b>	38	13	13	25	13	8
11.1h <b>Quality of the bus shelter</b>	38	0	0	0	62	8
11.1i <b>Quality of the bus ride itself</b>	50	13	37	0	0	8
11.1j <b>Cost of using the bus</b>	50	37	0	0	13	8

11.1k What is the one thing that would most improve your commuting experience?

---



---



---

V11.1K

	Frequency	Valid Percent
	363	98.1
better bus shelter--H. S. Truman park -n-ride and more parking spaces	1	.3
better condition of buses & safer drivers	1	.3
extend the hours of bus route: runs only until 7:00 p.m.	1	.3
improve traffic on Fridays	1	.3
more buses--not one every hour	1	.3
more cleaner bus and frequent stops	1	.3
weekend service	1	.3
Total	370	100.0

**Go to Q15 on page 9**

**11.2a ✍ IF LIGHT RAIL, MARC TRAIN OR SUBWAY (PART OR WHOLE):**

**11.2a** How long did you typically have to wait at the station? \_\_\_\_\_ minutes

V11.2A

Minutes	Frequency	Valid Percent
No answer	365	98.6
5	1	.3
6	1	.3
10	1	.3
15	1	.3
20	1	.3
Total	370	100.0

**11.2b** If you drove your car to a parking area prior to taking the rail transport, how many minutes did it take you to find a parking space? \_\_\_\_\_ minutes

V11.2B

Minutes	Frequency	Valid Percent
	365	98.6
0	1	.3
1	1	.3
2	1	.3
5	1	.3
10	1	.3
Total	370	100.0

**11.2c** About what time do you typically arrive at the parking lot? \_\_\_\_\_ am/pm (circle)

V11.2C

Time	Frequency	Valid Percent
	365	98.6
6:30 a.m.	1	.3
7:10 a.m.	1	.3
8:00 a.m.	2	.5
8:10 a.m.	1	.3
Total	370	100.0

**11.2d** About how much does the rail transportation cost you each day? \_\_\_\_\_ dollars

V11.2D

Cost	Frequency	Valid Percent
	365	98.6
\$4.00	2	.5
\$8.00	1	.3
\$9.70	1	.3
\$20.00	1	.3
Total	370	100.0

Thinking about your rail usage, please tell me how much of a problem each of the following issues is for you. Use a number between 1 and 5, where 1 means that is it NOT a problem, and 5 means it is the worst travel problem for you:

	Not problem	Little Problem	Somewhat problem	Serious problem	Severe problem	Cases
11.2e Total amount of time it takes from home to work	20	20	40	0	20	5
11.2f Time waiting for the train to arrive	40	20	40	0	0	5
11.2g Time spent on the train	20	60	0	20	0	5
11.2h Time it takes to get to the train stop or station	0	20	60	20	0	5
11.2i Quality of the train shelter	40	40	20	0	0	5
11.2j Quality of the train ride itself	40	40	20	0	0	5
11.2k Cost of using the train	20	0	20	40	20	5

11.2L What is the one thing that would most improve your commuting experience?

---



---



---

V11.2L

Recommendation	Frequency	Valid Percent
	365	98.6
Extension of service towards Annapolis	1	.3
Less traffic on route 50	1	.3
Light rail in Annapolis/Parole area	1	.3
lower the cost of Metro	1	.3
the train to be on time	1	.3
Total	370	100.0

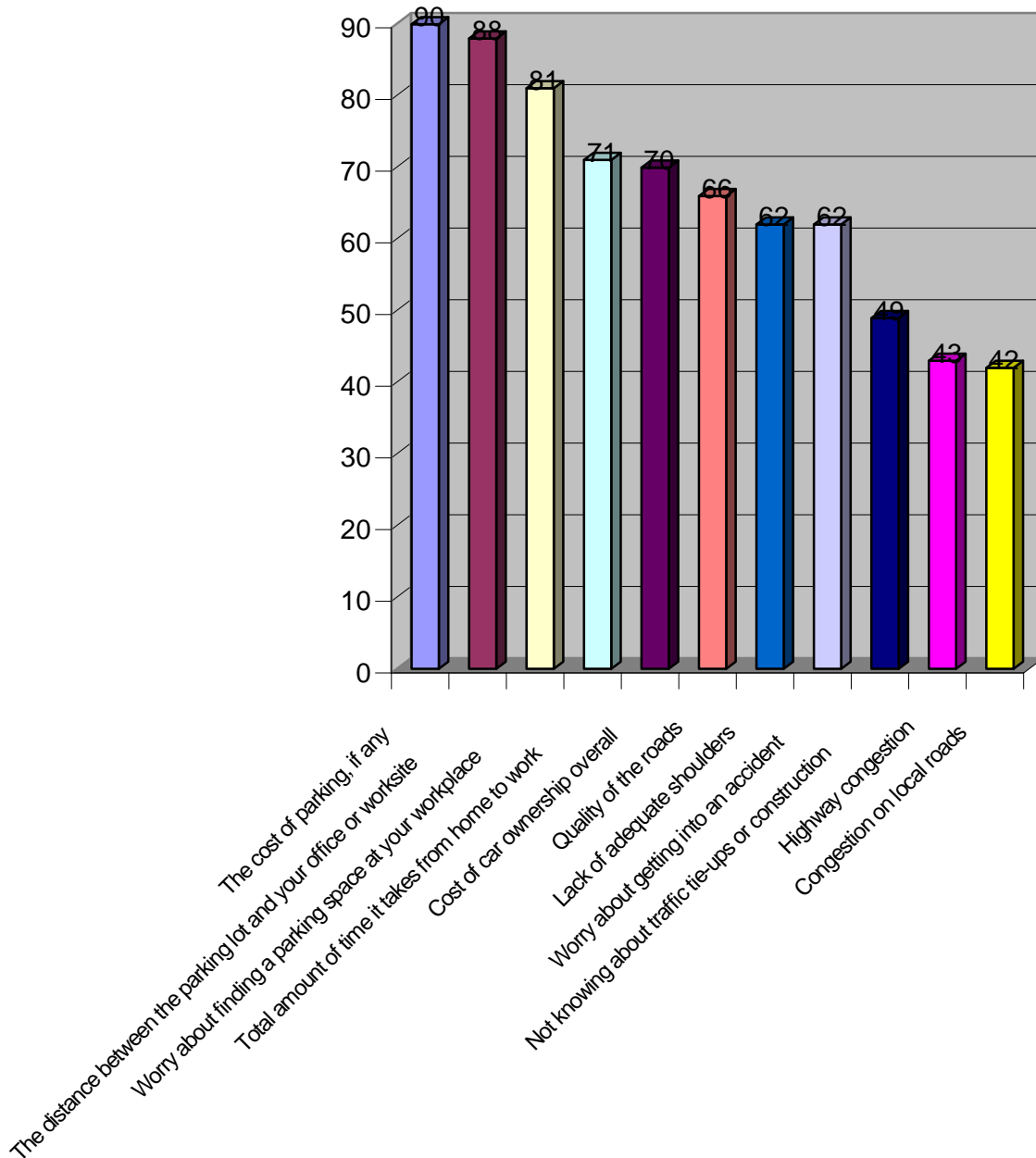
**Go to Q15 on page 9**

# 11.3a ✍ IF CAR and NO BUS OR TRAIN

## Congestion and road conditions are the worst problems...

Thinking about your CAR [or VAN] usage, please tell me how much of a problem each of the following issues is for you. Use a number between 1 and 5, where 1 means that is it NOT a problem, and 5 means it is the worst travel problem for you:

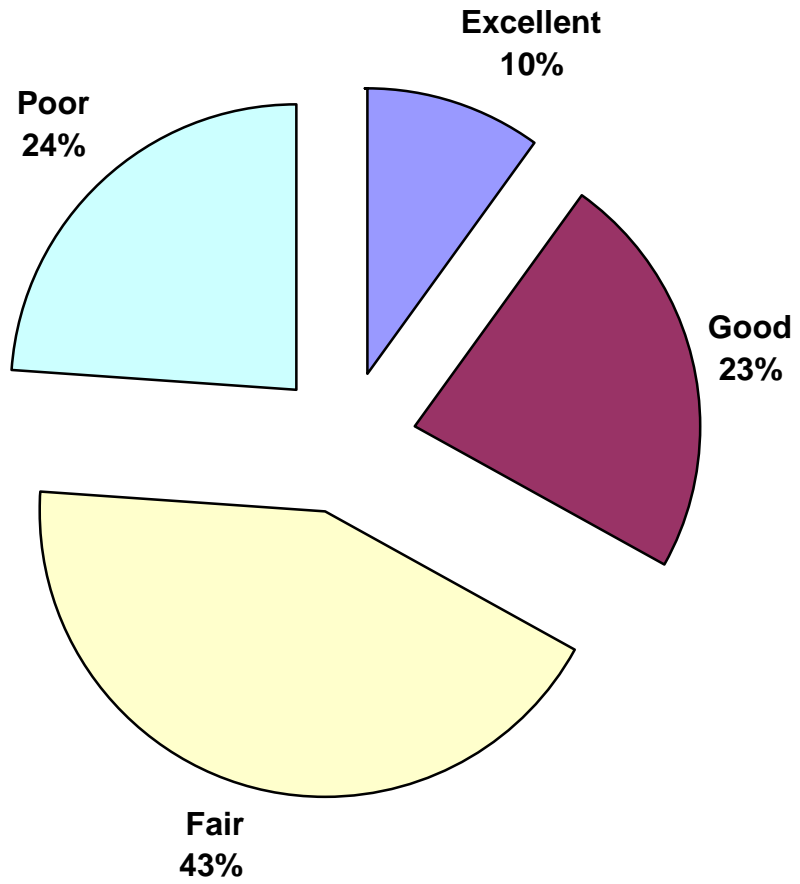
Drivers: % saying not or little problem



11.4 Overall, how would you describe traffic conditions on the way to and from work:

**Traffic conditions – perceived as mostly fair (43%) or poor (24%)**

Traffic Condition Evaluation



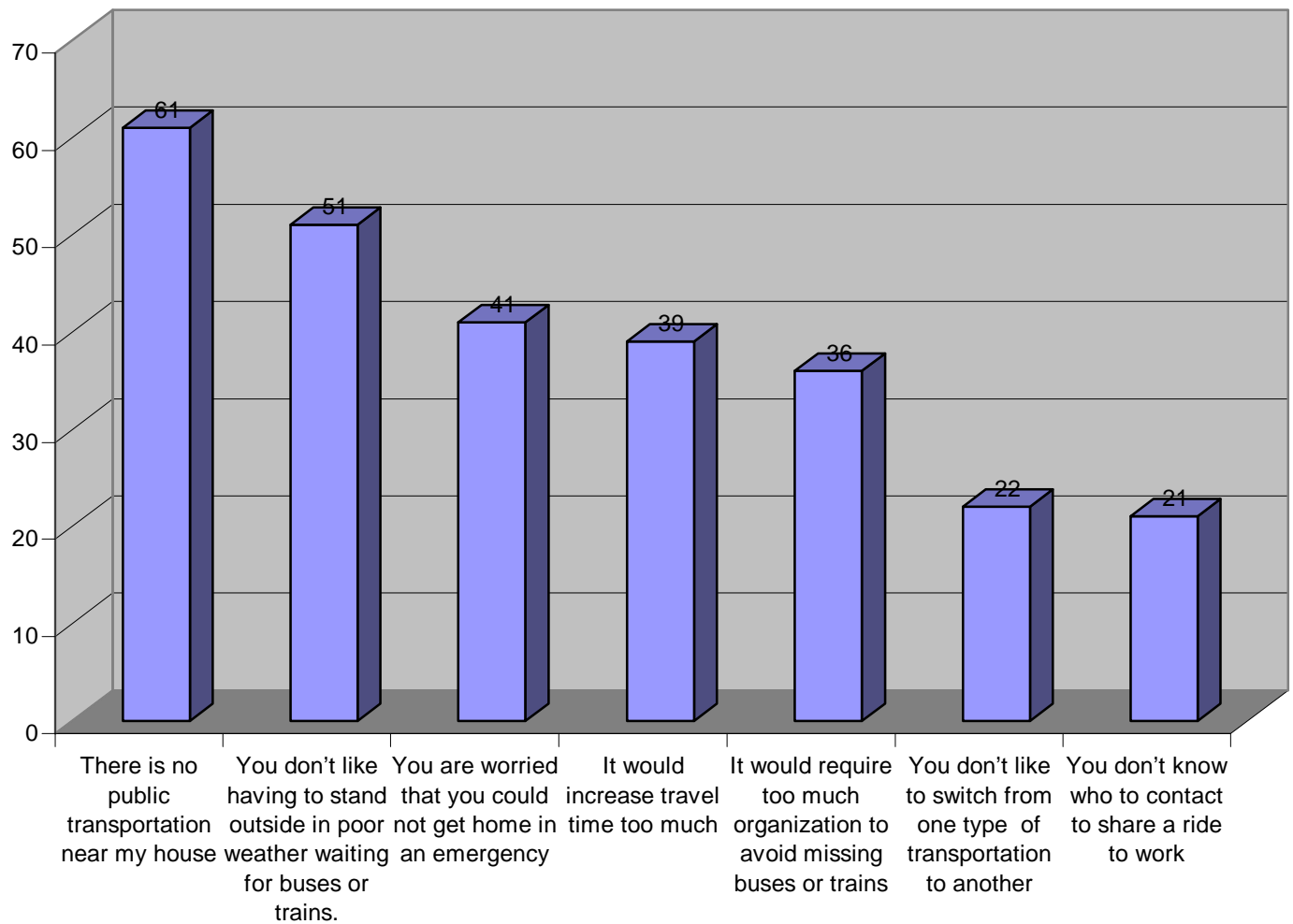
N=188

**✎ Have drivers considered alternatives? Most have not (63%).**

	Investigated use of alternatives	Actively considering at this time
Yes	<b>36%</b>	<b>10%</b>
No	<b>63%</b>	<b>89%</b>
No answer	<b>1%</b>	<b>1%</b>
N	<b>181</b>	<b>176</b>

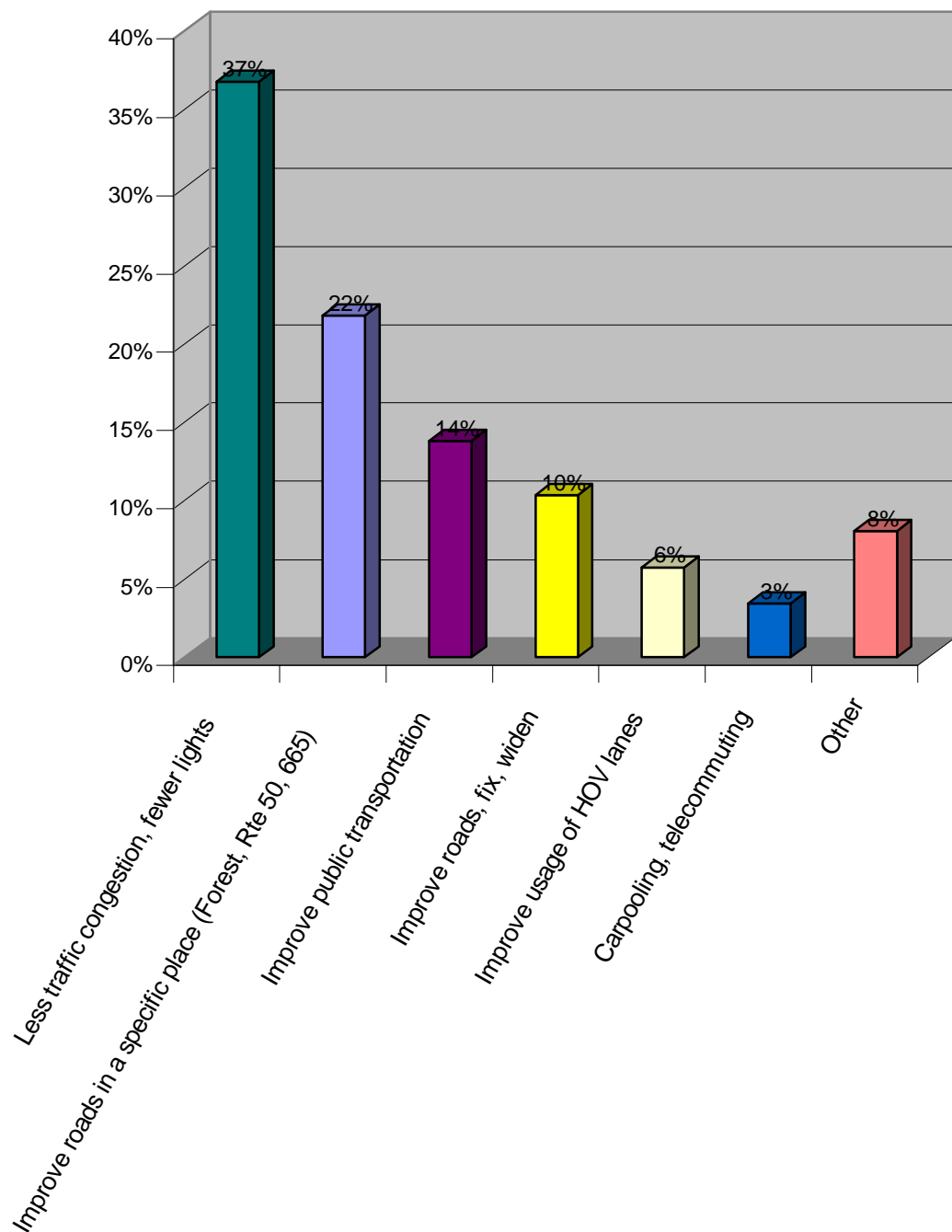
## What keeps drivers from considering alternatives? Lack of public transportation (61%), aversion to bad weather (51%)...

Percent citing problem as serious or severe



## Solution to commuting problems – less congestion, improved roads...

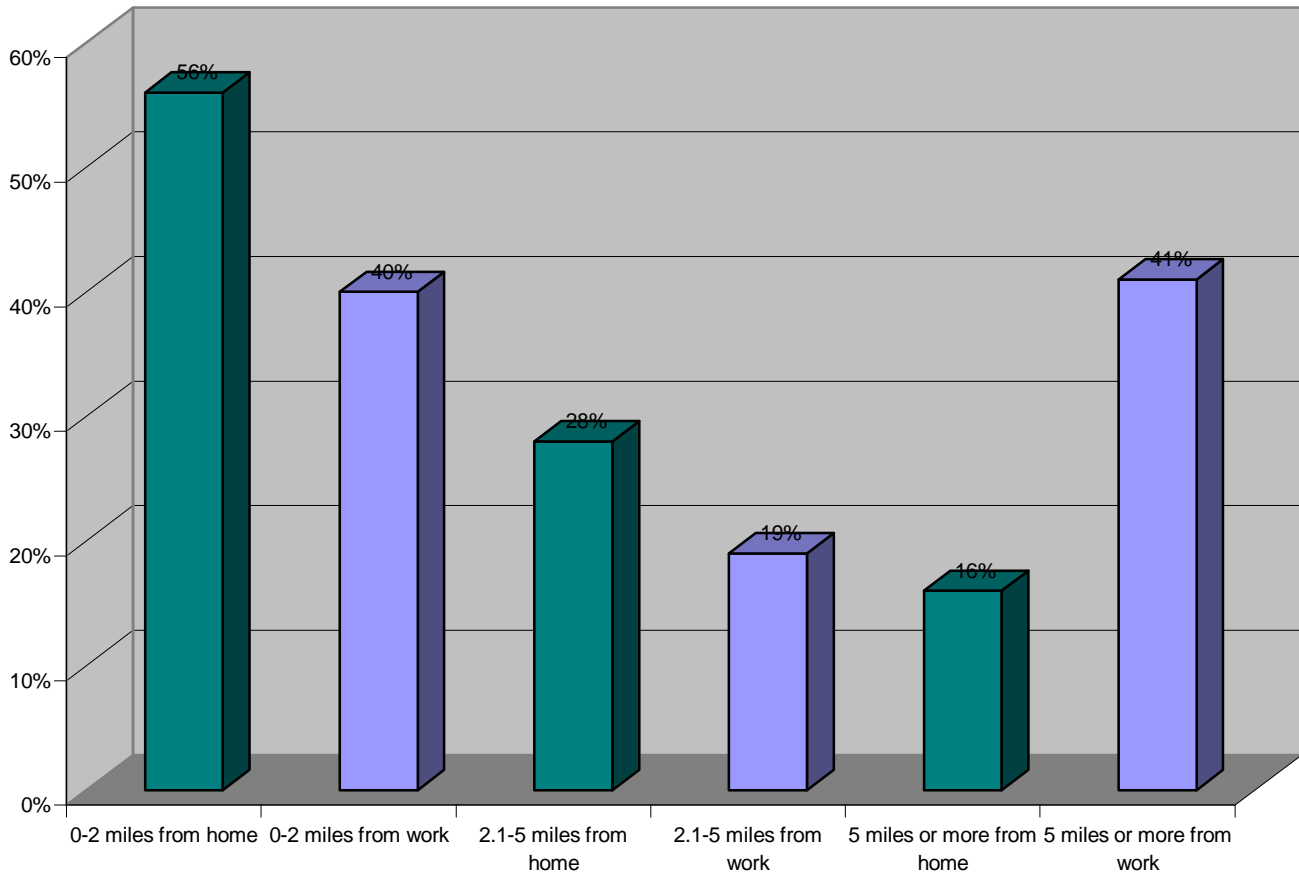
One thing most improve commuting (open-ended) in %



N=87

- ✍ Distance from home to grocery store used most frequently.
- ✍ Close to home, farther from work.

Distance to Grocery from Home and Workplace(%)



N=353/216

**✎ When is shopping most likely – about a third (30%) say “on the way from work.”**

15.2 When do you mostly shop – on weekends, on the way to work, the way from work, or some other time? N=351

	(1) Weekends	(2) On way to work	(3) Way from Work	(4) Other times
<b>All respondents (N=351)</b>	28	1	17	54
<b>Full-time workers only (N=169)</b>	40	1	30	28
<b>Retired only (N=79)</b>	14	1	0	85

**✎ Using a car to shop (93%)**

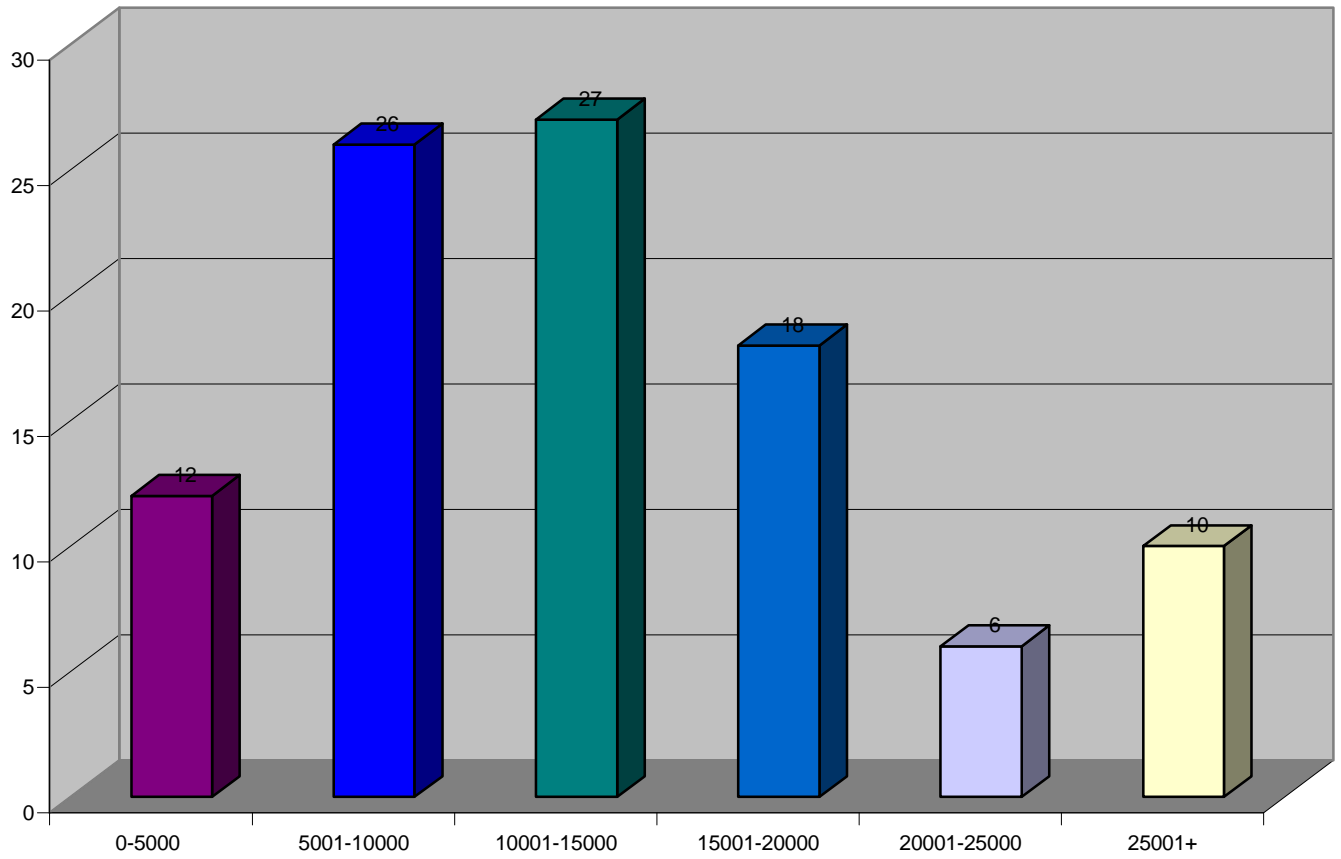
	Frequen cy	Valid Percent
Own car	337	93.4
Friend’s or relative’s car	8	2.2
Walk	3	.8
Bicycle	1	.3
Bus	9	2.5
Other	3	.8
Subtotal	361	100.0
Missing	9	
Total	370	

**✎ Most are satisfied (85%) with transportation to get to shopping. (N=359)**

(1) Very satisfied	(2) Somewhat satisfied	(3) Not very satisfied	(0) No answer
57	28	11	1

**Most (65%) drive under 15,000 a year**

**Distance Driven per Year in miles (%)**



**Most (63%) walk at least three times a week for exercise or to commute to work.**

	Frequency	Percent	Cumulative Percent
Never	62	17.3	17.3
Once or twice	70	19.5	36.8
3 to 5 times	107	29.8	66.6
More than 5 times	120	33.4	100.0
	359	100.0	
Missing	11		
Total	370		

**However, the sample was split regarding the availability and quality of pedestrian facilities, with about 50% saying only fair or poor.**

IF R says 2, 3, 4 ask: How would you describe the availability and quality of pedestrian facilities such as sidewalks and trails – would you say that they are excellent, good , fair or poor?

	Frequency	Valid Percent	Cumulative Percent
No answer	6	2.0	2.0
Excellent	52	17.3	19.3
Good	90	30.0	49.3
Fair	64	21.3	70.7
Poor	88	29.3	100.0
	300	100.0	
Missing	70		
Total	370		

**✍️ A smaller number (24%) use bicycles at least once a week**

**17. How many times a week do you use your bicycle for exercise or to commute to work?**

	Frequency	Percent	Cumulative Percent
Never or don't own a bike	267	75.6	75.6
Once or twice	60	17.0	92.6
3 to 5 times	12	3.4	96.0
More than 5 times	14	4.0	100.0
	353	100.0	
Missing	17		
Total	370		

**✍️ And a larger percentage (69%) say that bicycle facilities are only fair or poor (41%).**

IF R says 2, 3, 4 ask:

**17.1 How would you describe the availability and quality of bicycle facilities such as bike lanes and shoulders on roads – would you say that they are excellent, good , fair or poor?**

	Frequency	Percent	Cumulative Percent
No answer	15	12.0	12.0
Excellent	7	5.6	17.6
Good	17	13.6	31.2
Fair	35	28.0	59.2
Poor	51	40.8	100.0
	125	100.0	
Missing	245		
Total	370		

- ✍️ **The public is split evenly in terms of considering pedestrian facilities a major concern, while a small plurality (46%) say that improving bicycle facilities is a major concern.**
- ✍️ **Not surprisingly, bikers and walkers place a higher priority on improving such facilities than does the general public.**

**17.2 When thinking about major improvements to the transportation system in our area, would you say that improving pedestrian facilities is a major or just a minor concern?**

	Frequency	Valid Percent	Cumulative Percent	Non Walkers	Walkers	Non Bikers	Bikers
No answer	9	2.5	2.5	4	2	3	2
Major	171	48.2	50.7	32	50	45	59
Minor	175	49.3	100.0	65	48	52	38
	355	100.0		101	100	100	99
Missing	15						
Total	370						

**17.3 How about bicycle facilities, would improving them be a major or a minor concern?**

	Frequency	Valid Percent	Cumulative Percent	Non Walkers	Walkers	Non Bikers	Bikers
No answer	50	14	14	12	15	18	3
Major	151	46	60	33	47	37	73
Minor	140	40	100	54	38	45	23
	349	100		99	100	100	99
Missing	21						
Total	370						

**Most (52%) have always driven to downtown Annapolis, but 48% has walked at least once.**

**18. If you have been to downtown Annapolis within the last two months, about how often have you used the following types of transportation:**

	Never or rarely	Occasionally	Often	Always	Cases
<b>18.1 Walked</b>	52	19	14	16	342
<b>18.2 Bicycle</b>	88	8	5	1	335
<b>18.3 Car</b>	9	15	24	52	346
<b>18.4 Bus</b>	93	5	2	1	337

**Most of those visiting Annapolis for reasons other than work have visited a restaurant/bar (90%), shopped (72%) or visited a “non-eating tourist site” (64%).**

**19. If you have traveled to downtown Annapolis for reasons other than work, how often have you done the following:**

	Never	Once or twice	Several times	Often	Cases
<b>19.1 Visited a restaurant or bar</b>	10	30	29	31	352
<b>19.2 Visited non-eating tourist sites</b>	36	37	15	11	350
<b>19.3 Shopped</b>	28	36	19	18	349
<b>19.4 Attended a meeting</b>	63	24	7	5	350
<b>19.5 Seen family or friends</b>	49	22	13	16	350

- ✍️ Only 44% considered “ease of access to downtown Annapolis” to be “excellent” or “good.”
- ✍️ Fewer yet were favorable to parking (12%) or the adequacy of public transportation (19% but 45% had no opinion about the latter).
- ✍️ A plurality (49%) said that the sidewalks or bike lanes were excellent or good.

**20. Based on your travel to downtown Annapolis, please rate the following: [skip if no travel]**

	Excellent	Good	Fair	Poor	No opinion	Cases
20.1 Ease of access to the downtown area	11	33	37	18	1	348
20.2 Ease of parking in downtown area	3	9	22	63	4	346
20.3 Adequacy of public transportation	3	16	20	16	45	344
20.4 Adequacy of sidewalks and/or bike lanes	13	36	27	15	10	345

- ✍️ Respondents were generally favorable to all suggested improvements to the transportation system (improving ped/bike facilities, more shuttles, park and ride), although the largest majority (57%) of those citing one item as “very important” favored increasing the number of parking garages in downtown Annapolis.

**21. Thinking about ways in which transportation in and out of downtown Annapolis might be improved for you and others, please rate the following options as very important, somewhat important or not very important to helping the transportation situation:**

	Very important	Somewhat important	Not very important	No opinion	Cases
21.1 Provide improved pedestrian facilities	34	26	37	4	346
21.2 Provide improved bicycle facilities	31	32	29	9	345
21.3 Increase the number of parking garages in downtown Annapolis	57	22	18	3	345
21.4 More frequent shuttles around downtown Annapolis	49	26	14	11	345
21.5 Create a Park and Ride with frequent shuttles to downtown	51	30	15	6	342

~~21.5~~ The sample was evenly divided regarding likelihood of use, although 51% said “not very likely.”

**21.6 Based on your current travel patterns, would you be very likely, somewhat likely or not very likely to use such a center?**

Very likely	Somewhat likely	Not very likely	No opinion
21	27	51	6

N=349

~~21.7~~ There was almost a 2 to 1 ratio of those saying that the likelihood for using such centers would be greater under certain conditions, such as providing free parking at park and ride centers, with frequent shuttles and higher cost parking downtown.

**Do you think the likelihood that you would use these centers would be greater, less or unchanged if:**

	Greater	Less	Unchanged	No opinion	Cases
21.7 <b>Parking and shuttle use at the centers was very low cost or free</b>	56	5	34	6	346
21.8 <b>Shuttles were available at least every 5 minutes</b>	60	6	28	6	345
21.9 <b>The cost of parking in downtown Annapolis went up significantly</b>	50	10	30	9	346

**✎ What should transportation planners consider for the next 20 years...**

- **Bus improvements (15%)**
- **Road improvements (13%)**
- **Extend Metro (9%) and Light Rail (8%)**
- **Pedestrian improvements (8%)**
- **Bike improvements (7%)**

**22. Thinking generally about transportation in our area, is there anything you would like transportation planners to consider as they evaluate transportation alternatives for the next 20 years?**

	Percent	Cases
<b>Bus improvements</b> (more service, to certain areas, particularly congested ones and to major destinations)	<b>15</b>	35
<b>Road improvements</b> , limit/reduce congestion, add more lanes, reduce number of signals, synchronize signals	<b>13</b>	30
<b>Metro</b> – extend to Annapolis	<b>9</b>	20
<b>Pedestrian improvement</b> (sidewalks, longer signal time for crossing streets, crossing guards)	<b>8</b>	18
<b>Light Rail</b> – extend to Annapolis	<b>8</b>	19
<b>Parking</b> , provide more in downtown, make sure it is handicap adapted	<b>8</b>	19
<b>Bike improvements</b> (bike lanes and racks)	<b>7</b>	15
<b>Shuttles</b> (around town, during special events)	<b>6</b>	13
<b>Public transportation</b> – favors in general, use more, provide incentives	<b>6</b>	13
<b>Alternative roads</b> , in highly congested areas such as Forest, Bay Ridge	<b>5</b>	12
<b>Better planning</b> , of construction, of general development, of systemic relationships between modes of transport	<b>5</b>	12
<b>Park and Ride</b> , establish	<b>1</b>	2
<b>HOV</b> – do more with these, allow use by hybrids	<b>1</b>	2
<b>Other</b>	<b>8</b>	19
	100	229

**For detailed individual responses, see Appendix A on page 38**

## **DEMOGRAPHICS**

### Typical demographics

- ✍ **Between 30 and 59 years of age (61%)**
- ✍ **With younger children in household (30% age 0-5)**
- ✍ **Highly educated (59% completed college or with postgraduate work)**
- ✍ **Varied income ranges**
- ✍ **Mostly Caucasian (85%)**
- ✍ **Mostly married (59%)**
- ✍ **Living in single detached house (70%)**
- ✍ **Mostly female (59%)**
- ✍ **Mostly from 21401 and 21403**

#### ZIPCODE

	Frequency	Valid Percent	Cumulative Percent
Unknown	2	.5	.5
21114	1	.3	.8
21401	232	62.7	63.5
21402	3	.8	64.3
21403	130	35.1	99.5
21405	2	.5	100.0
Total	370	100.0	

To help us better understand your responses, please tell us the following:

**23. I am going to read some categories of age classifications. Please stop me when I reach the category in which your age falls.**

V23

	Frequency	Valid Percent	Cumulative Percent
No Answer	2	.6	.6
18 to 29	40	11.3	11.9
30 to 44	96	27.1	39.0
45 to 59	120	33.9	72.9
60 or more	96	27.1	100.0
	354	100.0	
Missing	16		
Total	370		

**24. What are the ages of any children living in your household? [check all that apply]**

- 30% (1) 0-5
- 8% (2) 6-10
- 12% (3) 11-16
- 11% (4) more than 16

**24.1 I am going to read some categories relating to education. Please stop me when I reach the category in which the highest level of your formal education falls.**

V24.1

	Frequency	Valid Percent	Cumulative Percent
No Answer	6	1.7	1.7
less than a high school degree	2	.6	2.3
a high school degree	45	12.7	14.9
some college or a two-year degree	92	25.9	40.8
completed college with a bachelor's degree	98	27.6	68.5
post graduate work	112	31.5	100.0
	355	100.0	
Missing	15		
Total	370		

**25. I am going to read some categories relating to income. Please stop me when I reach the category in which your household income falls.**

	Frequency	Valid Percent	Cumulative Percent
No Answer	59	16.7	16.7
Less than \$30,000	30	8.5	25.1
\$30,000 to \$50,000	56	15.8	41.0
\$50,000 to \$75,000	69	19.5	60.5
\$75,000-\$100,000	57	16.1	76.6
\$100,000-125,000	34	9.6	86.2
Over \$125,000	49	13.8	100.0
	354	100.0	
Missing	16		
Total	370		

**26. Regarding race, how would you describe yourself?**

V26

	Frequency	Valid Percent	Cumulative Percent
No Answer	13	3.7	3.7
Black	28	7.9	11.5
White (non-Hispanic)	300	84.5	96.1
Hispanic	5	1.4	97.5
Asian	6	1.7	99.2
Other or mixed racial background	3	.8	100.0
	355	100.0	
Missing	15		
Total	370		

**27. What is your current marital status? N=354**

(1) Single	(2) Married	(3) Separated or Divorced	(5) Widowed	(6) Other	(0) Won't say
<b>19</b>	<b>59</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>2</b>

**28. Which of the following best describes your home: A detached single family home, a townhouse, a condo, or an apartment?**

**N=357**

(1) Detached single family	(2) Townhouse	(3) Condo	(4) Apartment	(0) No answer
<b>70</b>	<b>11</b>	<b>7</b>	<b>11</b>	

**29.1 What is the name of your community if it has one (such as Admiral Heights or Hillsmere):**

V29

	Frequency	Valid Percent
	73	19.7
Admiral's Reach	1	.3
Admiral Farragot	1	.3
Admiral Height	1	.3
Admiral Heights	7	1.9
Admiral Oaks	1	.3
Admirals Reach	1	.3
Amberly	2	.5
Anchorage	2	.5
Ann Cove	1	.3
Annapolis	2	.5
Annapolis City	1	.3
Annapolis Cove	3	.8
Annapolis cover	1	.3
Annapolis Cover	1	.3
Annapolis Overlook	1	.3
Annapolis Rhodes	1	.3
Annapolis Roads	1	.3
around Edgewater	1	.3
Arundel on the bay	1	.3
Arundel on the Bay	3	.8
Avalon Landing	1	.3
Bau Rodge	1	.3
Bay Bridge	1	.3
Bay Head in Annapolis	1	.3
Bay Highlands	1	.3
Bay Hills	2	.5
Bay Ridge	3	.8
Bay Ridge Gardens	1	.3
Bay Ridge Hills	1	.3
Bayhills	1	.3
Bayridge	1	.3
Beachwood on the Burley	1	.3
Beechwood on the Burley	2	.5
Black Walnut	1	.3
Black Walnut Cover	1	.3
Bluffs at Bay Ridge	1	.3
Briarwood	2	.5
Broadneck	3	.8
Broadview	1	.3
Brown Woods	1	.3
Brownwoods	1	.3
By Water Farms	1	.3
Bywater	1	.3
Cape St. Claire	17	4.6
Cape St. John	3	.8
Cape St.Claire	1	.3
Cedar Ridge	1	.3
Chesapeake Bay Harbor	1	.3
Chesapeake Harbor	2	.5

College Creek	1	.3
College Creek Terrace	1	.3
College Parkway	1	.3
Colony Heights	1	.3
Copperwoods	1	.3
Crownsville	1	.3
East Port	1	.3
Eastprt	1	.3
Eastpoint	1	.3
Eastport	22	5.9
Epping Farms	1	.3
Epping Forest	3	.8
Fairwinds	3	.8
Fishing Creek Farm	1	.3
Fishing Creek Farms	1	.3
Forest Drive	1	.3
Forest Glen	1	.3
Forest Hills	1	.3
Forest Meadows	1	.3
Forest Village	1	.3
Georgetown Grove	1	.3
German Homewood	1	.3
Germantown Homewood	1	.3
Green Acres	1	.3
Greenslanding	1	.3
Harlequin	1	.3
Harness Creek	3	.8
Harness Creek Overlook	1	.3
Heritage harbor	4	1.1
Heritage Harbor	12	3.2
Heritage Harbour	1	.3
Highland Beach	1	.3
Hillsmere	19	5.1
Hillsmere Shores	5	1.4
Hilltop Village	1	.3
Historic Annapolis	2	.5
Historical Annapolis	1	.3
Holmstead	1	.3
Homewood	2	.5
Hornpoint	1	.3
Hunt Meadow	3	.8
Hunt Meadows	1	.3
Huntmeadow	1	.3
Hutts Home	1	.3
Kitty Creeks	1	.3
Leshire	1	.3
Lindmore	3	.8
Londentown	1	.3
Mariners Point	1	.3
Meadows	1	.3
Mulberry Hill	1	.3
Murray Hill	1	.3
Murray Hills	1	.3
Murry Hills	1	.3

Naval Academy	1	.3
Naval Station Housing in Annapolis	1	.3
Newtown	1	.3
North Green	1	.3
Oxford Landing	2	.5
Oxford Landing in Annapolis	1	.3
Parole	3	.8
Perserves & Broadcreek	1	.3
Pleasant Plains	1	.3
Present Hills Assoc	1	.3
President's Hill	1	.3
Quag Harbor	1	.3
Quaterfield Crossing	1	.3
Quiet Water Park	1	.3
Revel Downs	1	.3
Revell Down	1	.3
Riva Trace	6	1.6
Riva Woods	2	.5
Rivergate	1	.3
Rolling Hills	1	.3
Rolling Knolls	4	1.1
Rosewood	1	.3
Sae Fern	2	.5
Saefern	1	.3
Safrin	1	.3
Saint Margaret	1	.3
Salt Works	1	.3
Sea Breeze	1	.3
Seabreeze	2	.5
Severn	1	.3
Severn Manor of Annapolis	1	.3
Severna Park	1	.3
Sherwood Forest	1	.3
SouthHaven	1	.3
Southtown shores	1	.3
St Margarets	2	.5
St Martins	1	.3
St. Margaret's Landing	2	.5
Taniger Forest	1	.3
The Gentry	1	.3
The Meadows	1	.3
The Point	1	.3
Therrystone	1	.3
Tidewater Colony	1	.3
Truxton High	1	.3
Tyler Heights	1	.3
Waldorf	3	.8
Walnut Ridge	1	.3
Water Gate Village	1	.3
Watergate	1	.3
Watergate Village	2	.5
Wencester on the Severn	1	.3
West Annapolis	4	1.1
Whispering Woods	2	.5

Wild Rose Shores	2	.5
Wimbelton Farms	1	.3
Winchester	1	.3
Windfern Forest	1	.3
Wings Creek	1	.3
Wispering Woods	1	.3
Woods Landing	2	.5
Total	370	100.0

**30.0 Gender (N=369): 41% (1) Male 59% (2) Female**

**31.0 Zipcode**

V31

	Frequency	Valid Percent	Cumulative Percent
Unknown	2	.5	.5
21114	1	.3	.8
21401	232	62.7	63.5
21402	3	.8	64.3
21403	130	35.1	99.5
21405	2	.5	100.0
Total	370	100.0	

**Appendix A: Detailed, Individual Responses for Question “Suggestions for Transportation Planners...”**

	Frequency	Valid Percent
	119	32.2
a lightrail that connects Balto, Annapolis I& DC	1	.3
a trolley line through the city of Annapolis	1	.3
add more public transportation	1	.3
add more side walks	1	.3
adequate transp. for dev. of certain areas	1	.3
alternate routes during sporting events	1	.3
alternative access to Annapolis area near Forest Drive	1	.3
analyze grid lock in parole area	1	.3
another road--Bayridge Rd	1	.3
assign bike lanes; mandatory cross walk enforcement	1	.3
better access roads than just 495	1	.3
better access to Taylor Avenue	1	.3
better bike lanes	1	.3
better bike lanes; shuttles on big event nights; bike lane on Forest Drive	1	.3
better bus parking	1	.3
better bus routes	1	.3
better bus service; more service to surrounding counties	1	.3
better bus, lightrail, train to come to Annapolis	1	.3
better control of highway, more cameras at stop lights; improving shoulders & yield areas	1	.3
better parking & better signs	1	.3
better planning prior to development	1	.3
better road conditions	1	.3
better roads	1	.3
better south county bus transportation	1	.3
better walking conditions for certain areas	1	.3
bike-popular trail extended into downtown	1	.3
bike lanes	4	1.1
bike lanes and parking	1	.3
bike roads needed	1	.3
Bike trails/ Light rail routes	1	.3
bring Lightrail to Annapolis; bus lines to Edgewater	1	.3
bring Megtro to get from Annapolis to Washington	1	.3
bring Metro into Annapolis	1	.3
bring Metro out to Annapolis	1	.3
bring Metro to Annapolis	1	.3
bring shuttles to apartment complexes & drop them off closer to living quarters	1	.3
build as many roads as there are houses	1	.3
build wider roads; parking garages; improve walkways around commercial areas	1	.3
buses up the 178 corridor	1	.3
ck with parking and transp. authorities in Silver Spring & Tacoma Park	1	.3
combination of different methods of transp. e.g. metro	1	.3
commuter buses	1	.3
commuter rail system	1	.3
congestion; overdevelopment	1	.3

connect metro in DC & Baltimore & Annapolis	1	.3
consider life around highways/residents	1	.3
consider the elderly	1	.3
constant improvement of roads isn't necessary. Allow parking everywhere like in Europe	1	.3
construction during day time	1	.3
construction should be during non-busy hours	1	.3
create "bus only" lanes	1	.3
create alternate routes	1	.3
create more bus services around the community	1	.3
create more roads in Annapolis	1	.3
create more sidewalks and bike lanes in Annapolis	1	.3
create more sidewalks on local roads	1	.3
DC commuters, airport commute	1	.3
DC Metro to Annapolis	1	.3
direct line to downtown shopping mall	1	.3
do roadwork during night instead of day	1	.3
Don't raise parking prices in downtown.	1	.3
Downtown Annapolis-provide incentives for people who walk and do not use their cars	1	.3
downtown traffic bicycle lanes	1	.3
Downtown walking only/ use shuttles	1	.3
ease of access to Annapolis	1	.3
easier access to & from Annapolis	1	.3
easier access to downtown	1	.3
Eastport needs bus routes	1	.3
easy access roads	1	.3
easy public transp. to D.C. & Balto. ; low price transp to & from B.W.I	1	.3
emphasize bike lanes	1	.3
employees should not have to move car every two hours	1	.3
encourage use of public transportation	1	.3
encouraging tourists to park elsewhere than downtown	1	.3
expand bus service to Heritage Harbor	1	.3
expand Forest Drive	1	.3
expand roads where most traffic occurs	1	.3
extend light rail. More comprehensive network of lightrail & buses	1	.3
extend Metro toward Annapolis Area	1	.3
extend roads; metro public transp.; bring everything up to modern standards	1	.3
extend the light rail from Balto to Annapolis	1	.3
extend train from New Carrollton to Annapolis	1	.3
extension of Light Rail to Annapolis	1	.3
fewer roads, more shuttles	1	.3
fix Forest Drive	2	.5
fix up West St.	1	.3
Forest Drive congestion	1	.3
free parking downtown on specific days	1	.3
get Metro to Annapolis	1	.3
going outside of Annapolis too	1	.3
greater access to Balto & D.C. bus	1	.3
help getting out of the Jennifer Road area	1	.3
high speed train between Wash. & Balto.	1	.3

HOV lane laws changed for hybrid car	1	.3
improve parking; safe bicycling routes	1	.3
improve Parole; West St. & Riva intersection	1	.3
improve sidewalks & cross walk. Bike lanes on all major roads	1	.3
improve traffic on Severn River Bridge	1	.3
improvement on bridges & roads	1	.3
increase alternative forms of transportation	1	.3
increase bus lines and service	1	.3
increase bus routes	1	.3
increase bus routes from Eastport to downtown	1	.3
increase buses, rails etc	1	.3
increase garages in downtown Annapolis	1	.3
increase HOV lanes; remove tolls from bridges	1	.3
increase public transportation	1	.3
increase road size	1	.3
increase service on roads	1	.3
increase transp. for elderly & youth	1	.3
increase ways to get across Severn River also work on traffic around Annapolis Mall	1	.3
increased bus service	1	.3
increased public transp. to Parole & Eastport. Consideration for people with disability	1	.3
just traffic	1	.3
lack of public transp. to D.C. Extend Baltimore light rail and DC Metro to Annapolis	1	.3
less congestion	1	.3
less traffic	1	.3
less traffic congestion; easier access to roads	1	.3
light rail	1	.3
Light rail from Annapolis to D.C. to Baltimore	1	.3
Light Rail out of Annapolis going to Baltimore & Washington	1	.3
Light Rail System	1	.3
Light rail to DC	1	.3
Light Rail/Shuttle from Annapolis Neck to Rt. 2 park & ride areas	1	.3
light rail to Wash DC from Annapolis	1	.3
light rails, road expansion	1	.3
low cost	1	.3
make crosswalks more efficient	1	.3
make handicap accessible; expand public parking	1	.3
make sure one-way streets are clearly marked	1	.3
make sure there is no Metro to Annapolis	1	.3
Metro DC & Light Rail to BWI	1	.3
Metro from Annapolis to D.C.	1	.3
Metro or lightrail from Annapolis to DC, Baltimore etc	1	.3
Metro to Annapolis	1	.3
Metro to DC & Baltimore Light Rail	1	.3
minimize traffic downtown Annapolis	1	.3
mono rail; improving highways (access to rt. 50)	1	.3
more available parking downtown Annap. & more use of public transp	1	.3
more bike friendly; shuttle service	1	.3
more bike lanes when roads are improved	1	.3
more bike lanes; more frequent bus service	1	.3
more bus accesss to everywhere	1	.3

more bus lines that go into suburbs more	1	.3
more bus routes	1	.3
more bus service	1	.3
more bus service to the suburbs	1	.3
more buses	2	.5
more buses & bus stops	1	.3
more buses on Rt 50	1	.3
more connections via rail to Metro New Carrollton& D.C. especially on weekends	1	.3
more lanes on highway	1	.3
more lanes on Rt.50 and access from Rt 50 to mall	1	.3
more lanes to match new houses & development	1	.3
more mass transit (state level), frequent shuttles, improved bike paths	1	.3
more newer buses; more bus routes	1	.3
more options to Balto & Wash DC	1	.3
more park & rides	1	.3
more parking	1	.3
more parking downtown	1	.3
more public transp. also speed limits enforced	1	.3
more public transp. around Arnold	1	.3
more public transp. to downtown;; better planning for construction in downtown areas	1	.3
more public transportation	4	1.1
more public transportation to BWI and major shopping centers	1	.3
more reliable buses	1	.3
more roads	2	.5
more shuttles	1	.3
more shuttles to and from cities	1	.3
more sidewalks	1	.3
more sidewalks needed	1	.3
more transportation to BWI, stadiums	1	.3
more walking & bicycle trails around Annapolis & more parking	1	.3
must reduce traffic noise and put up barriers	1	.3
need kiosks and shelters for bus stops	1	.3
need parking in downtown Annapolis	1	.3
no more HOV!!	1	.3
no more subdivision	1	.3
not adequate inter-urban & interstate public transportation	1	.3
not enough marked crosswalks; do not allow tour buses in downtown; have bus in surrounding suburbs to downtown	1	.3
park & rides	1	.3
parking	2	.5
parking arrangements	1	.3
parking downtown	1	.3
Parole exit(east bound) needs improvement	1	.3
privatized transportation	1	.3
Problem at Forest Drive & Aris T Allen Blvd--too many lights or something	1	.3
provide buses to the stores	1	.3
provide more parking for tourists	1	.3
provide more public transp. to Annapolis	1	.3
provide seats at bus stops	1	.3
public transportation to Balto. and DC until 10 pm.	1	.3

put speed bumps in residential areas	1	.3
rail connections with Washington & Balto	1	.3
redesign of traffic lights/traffic flow	1	.3
reduce individual cars	1	.3
reliable buses between Annapolis, Wash., & Balto.; high speed rail	1	.3
replace bridges on Rowe Blvd	1	.3
seriously looking at metro from Annapolis to D.C.; look at Forest Drive	1	.3
short term parking-more of it	1	.3
Shuttle from Annapolis to Community College and shuttles from populated areas to downtown	1	.3
shuttle from eastport	1	.3
shuttle to many different parts of Annapolis	1	.3
shuttles	1	.3
sidewalks on Riva Rd& more buses in Riva with shelters. Increase shoulders for bikes	1	.3
signs & awareness of lane changes	1	.3
smooth out the sidewalks in the area	1	.3
speed up road construction, unsafe for pedestrians	1	.3
stop building on Forest Drive	1	.3
stop lights	1	.3
stop overdevelopment	1	.3
subway extension	1	.3
subway in different areas	1	.3
synchronize traffic lights so you don't have to keep stopping	1	.3
take Rt. 665 all the way to Hillsmere and Bay Ridge	1	.3
too much development	2	.5
too much traffic-please reduce	1	.3
traffic circle on West St.	1	.3
traffic from Riva to the mall	1	.3
traffic guards for pedestrian crossings	1	.3
traffic on Forest Drive	1	.3
traffic out of downtown	1	.3
traffic patterns in Eastport -parking along streets is a problem	1	.3
traffic signals on West St for bicycles	1	.3
train to Balto - Wash DC connecting Amtrack from BWI	1	.3
train/light rail from Annapolis to Baltimore	1	.3
trains to Balto from Annapolis	1	.3
transportation from Annapolis to Edgewater & airport	1	.3
transportation to Eastern Shore	1	.3
trffic back up to Bay Bridge	1	.3
upgrade the road conditions in the county	1	.3
using buses	1	.3
water taxi	1	.3
West St. & the Mall	1	.3
widen roads & more lanes	1	.3
widen roads, add more lanes	1	.3
widen the roads	1	.3
wider highways; more roads	1	.3
wider shoulders on road for bike riding	1	.3
would like city bus to come into Heritage Harbor	1	.3
Total	370	100.0