

Public Opinion about Transportation Issues in Northern Virginia

Presented to:

The Northern Virginia Transportation Authority

July 28, 2005

2005

Research Objectives

- 1. Travel Patterns***
- 2. Frustrations with Travel**
- 3. Transportation Priorities and Willingness to Pay**
 - Priorities for transportation improvements
 - Willingness to pay for transportation improvements
 - Approval and likely use of HOT lanes
- 4. Support for Different Funding Methods**
- 5. Priorities in Deciding Where to Live***

*To be covered in the report. Due to time constraints, these topics cannot be covered in this presentation.

Methodology

- **Telephone survey**
 - **Representative sample of 1,263 Northern Virginia adults 18+**
 - **Augmented with “boost” samples of less populous jurisdictions**
 - **At least 100 interviews conducted in all jurisdictions**
 - **Aggregate data weighted to compensate for the effects of over-sampling these jurisdictions**
 - **Bases shown on charts are unweighted**

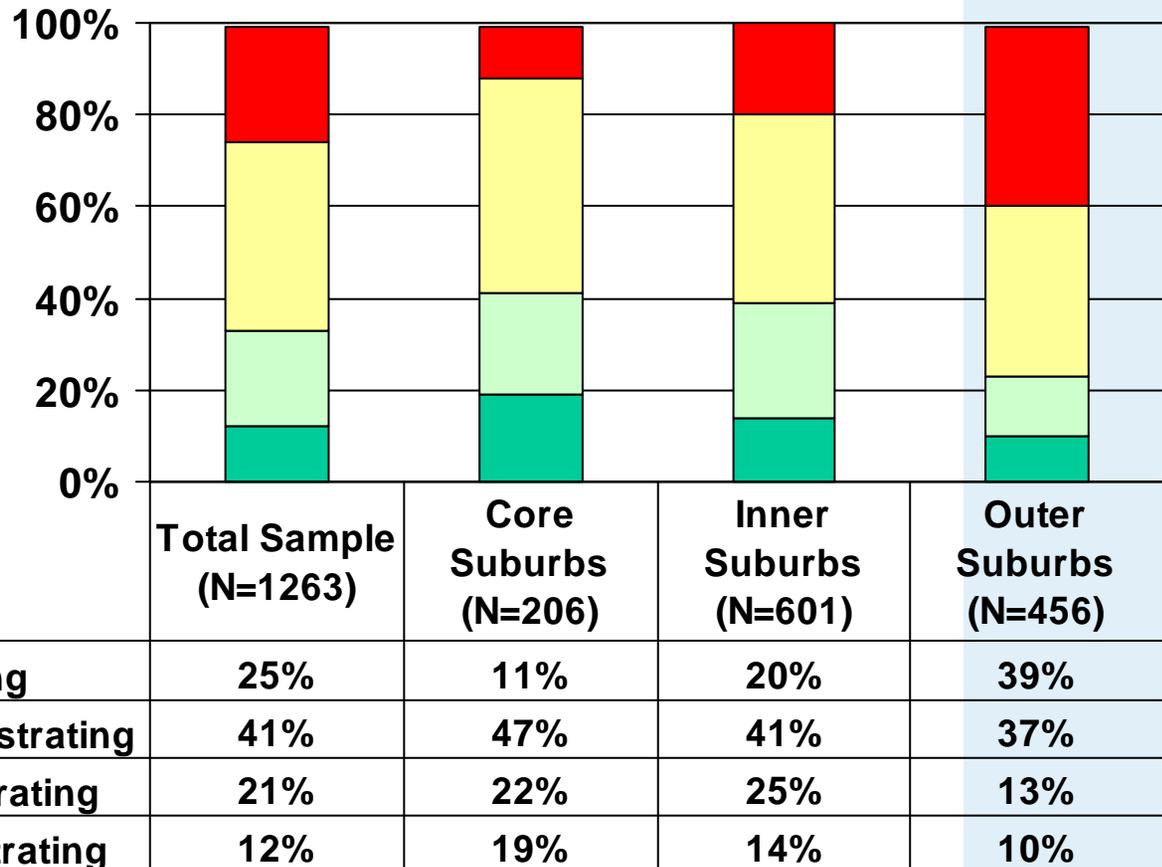
Methodology

- **Interviewing conducted April 26-May 10**
- **The interview averaged 18 minutes**
- **Cooperation rate=91%**
- **Overall margin of sampling error= \pm 2.8 pct. pts.**

Locations of Residence

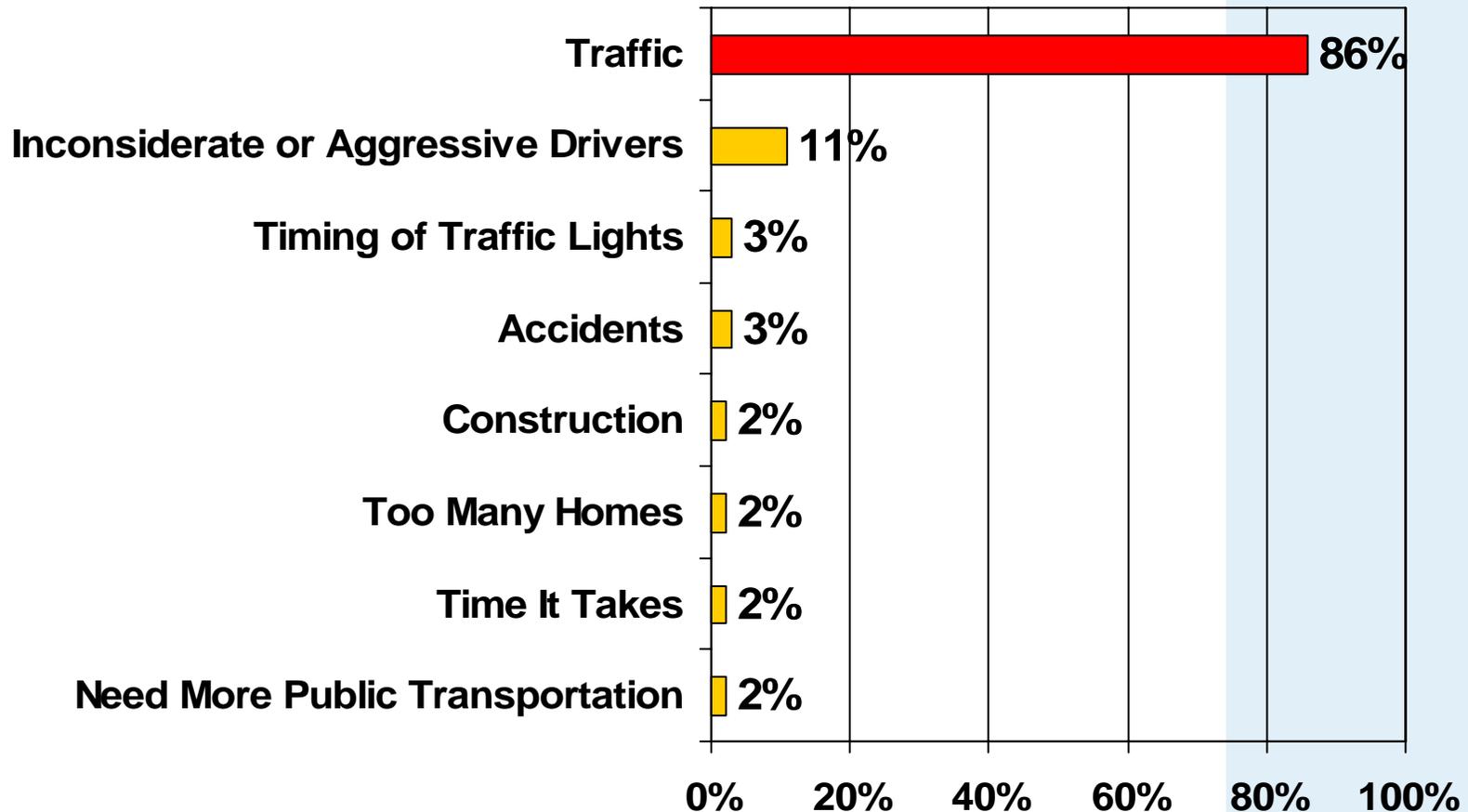
- **Core Suburbs**
 - Alexandria
 - Arlington
- **Inner Suburbs**
 - Fairfax County
 - Independent cities of Fairfax and Falls Church
- **Outer Suburbs**
 - Prince William County
 - Independent cities of Manassas and Manassas Park
 - Loudoun County

Two-thirds of residents are frustrated with the trips they take most often.



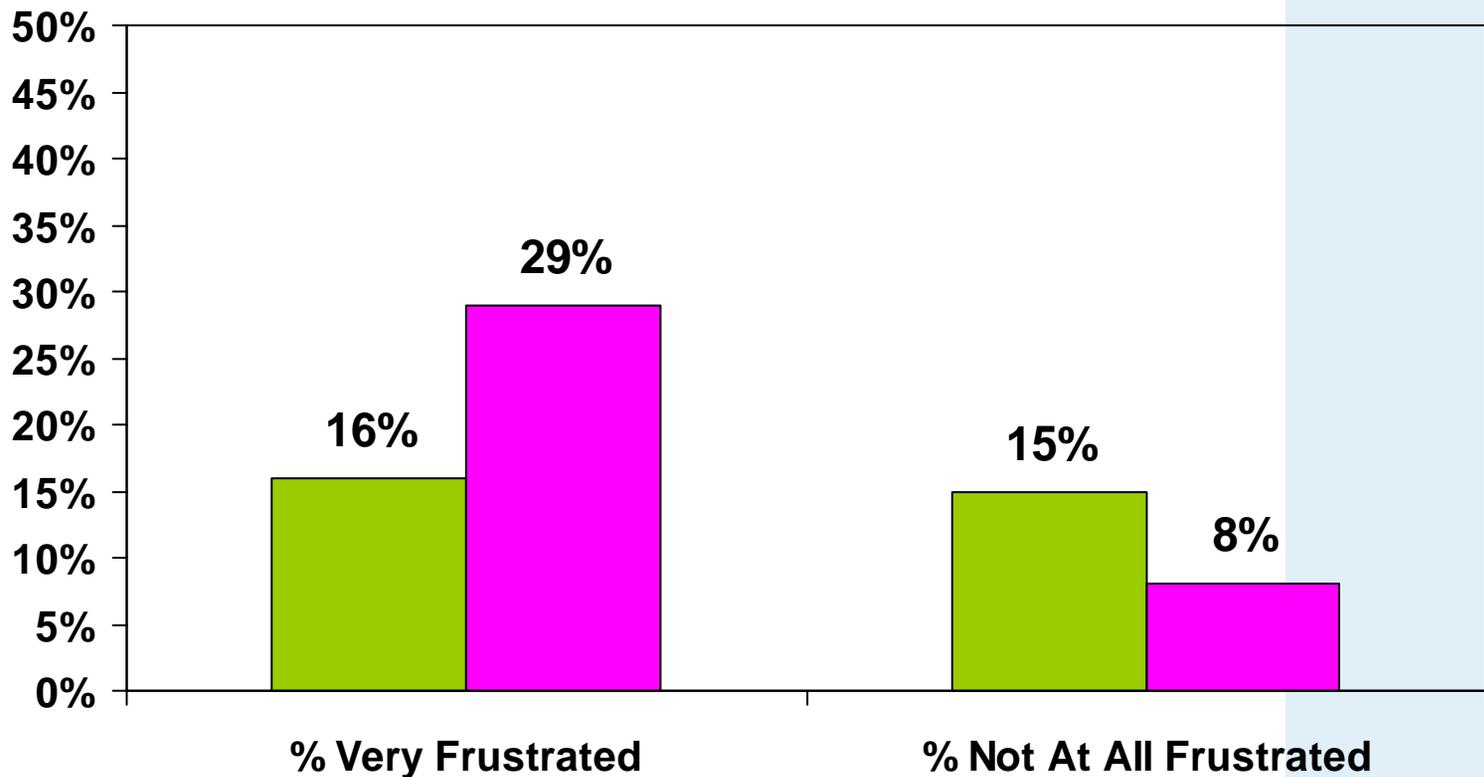
Almost nine in ten cited traffic as a reason for their frustration with travel.

Responses to an Open-Ended Question



Commuters who take transit are less frustrated than are those who always drive alone.

■ Take Transit to Work ■ Always Drive Alone



Travel Corridors

Presented in Question 11 (Same as 2030 Plan)

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

Route 7 and Dulles Corridor Projects

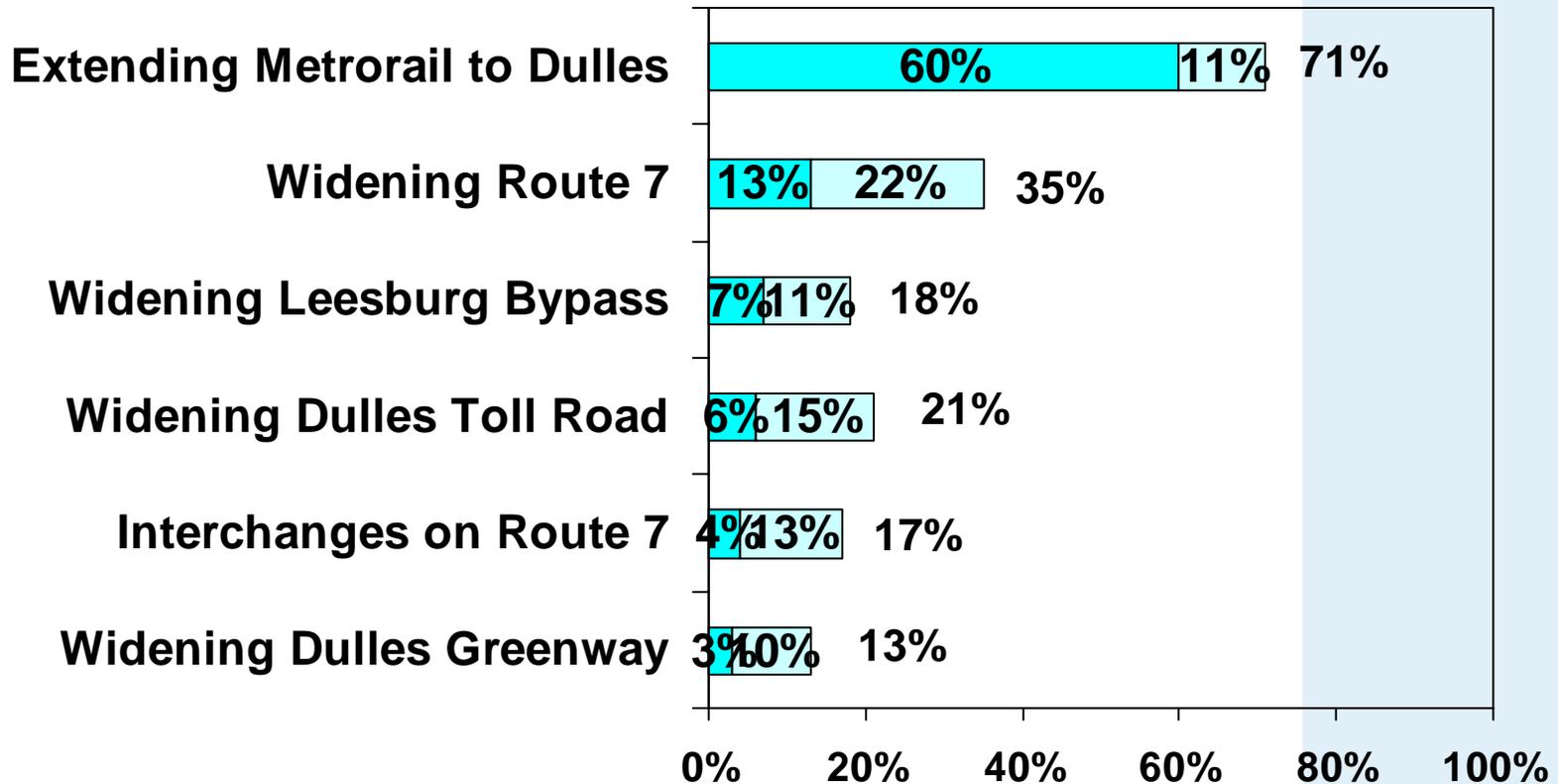
Presented to Corridor Users in Q11-A

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

Highest and Second Highest Priority Projects

Route 7 and Dulles Toll Road Corridor

■ Highest Priority ■ Second Highest Priority



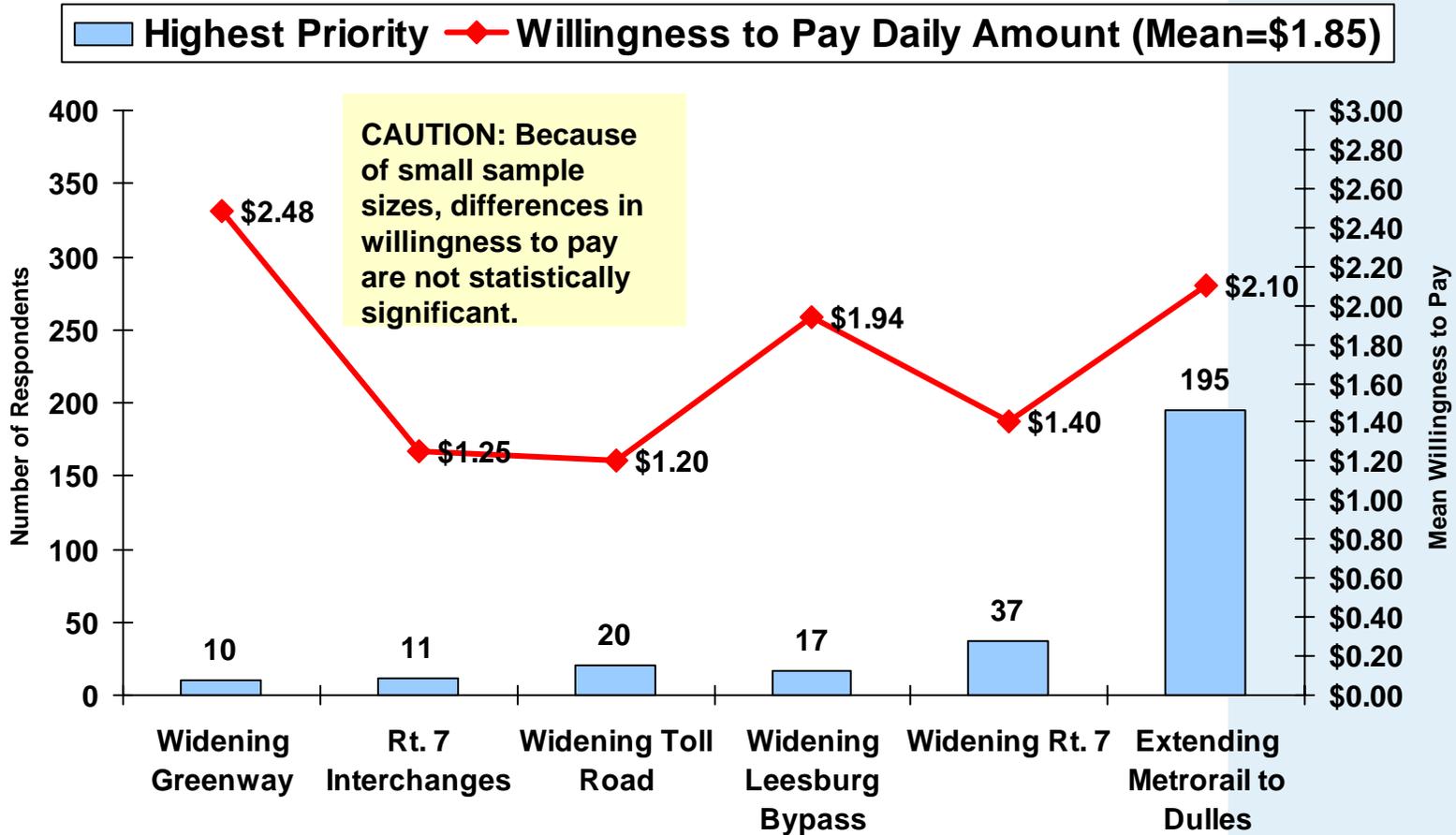
Base=358 Corridor Users

6% are not sure which project is their highest priority.



Willingness to Pay for Highest Priority Project

Route 7 and Dulles Toll Road Corridor

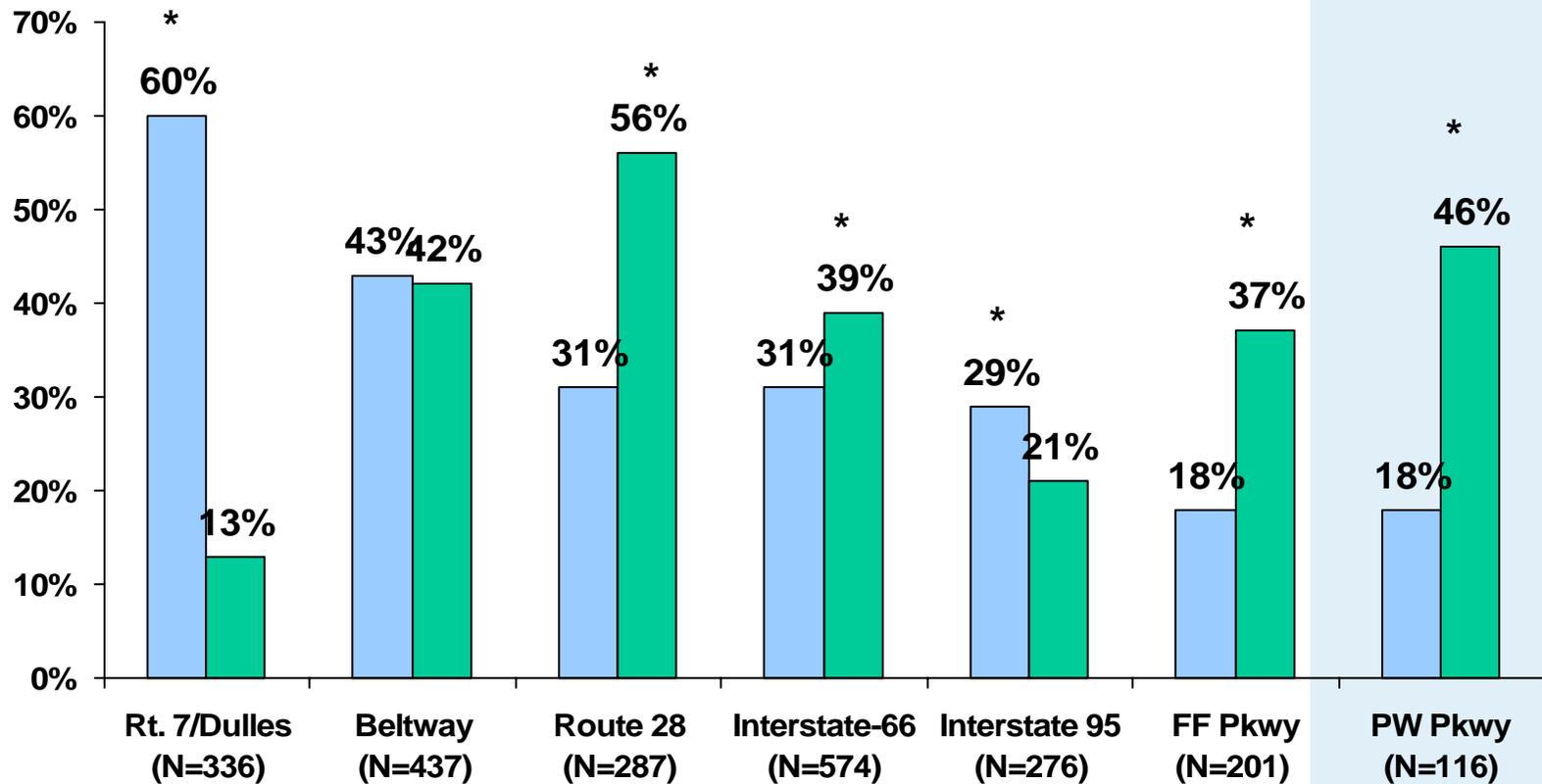


Base=336 Corridor Users

6% are not sure which project is their highest priority.

Summary of Public Priorities for Transit and Road Widening

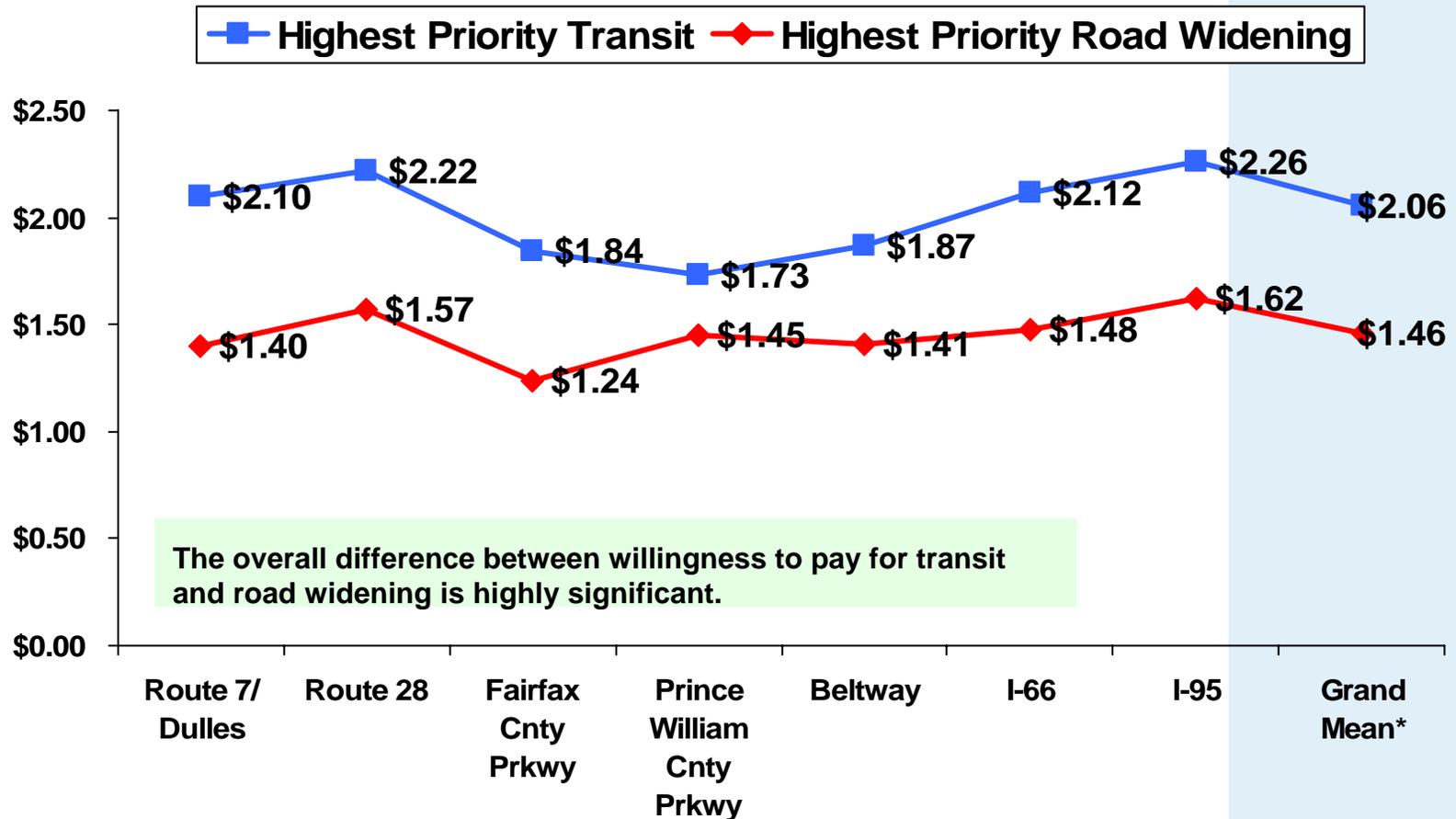
■ Highest Priority Transit
 ■ Highest Priority Road Widening



*Statistically significant difference between transit and road widening

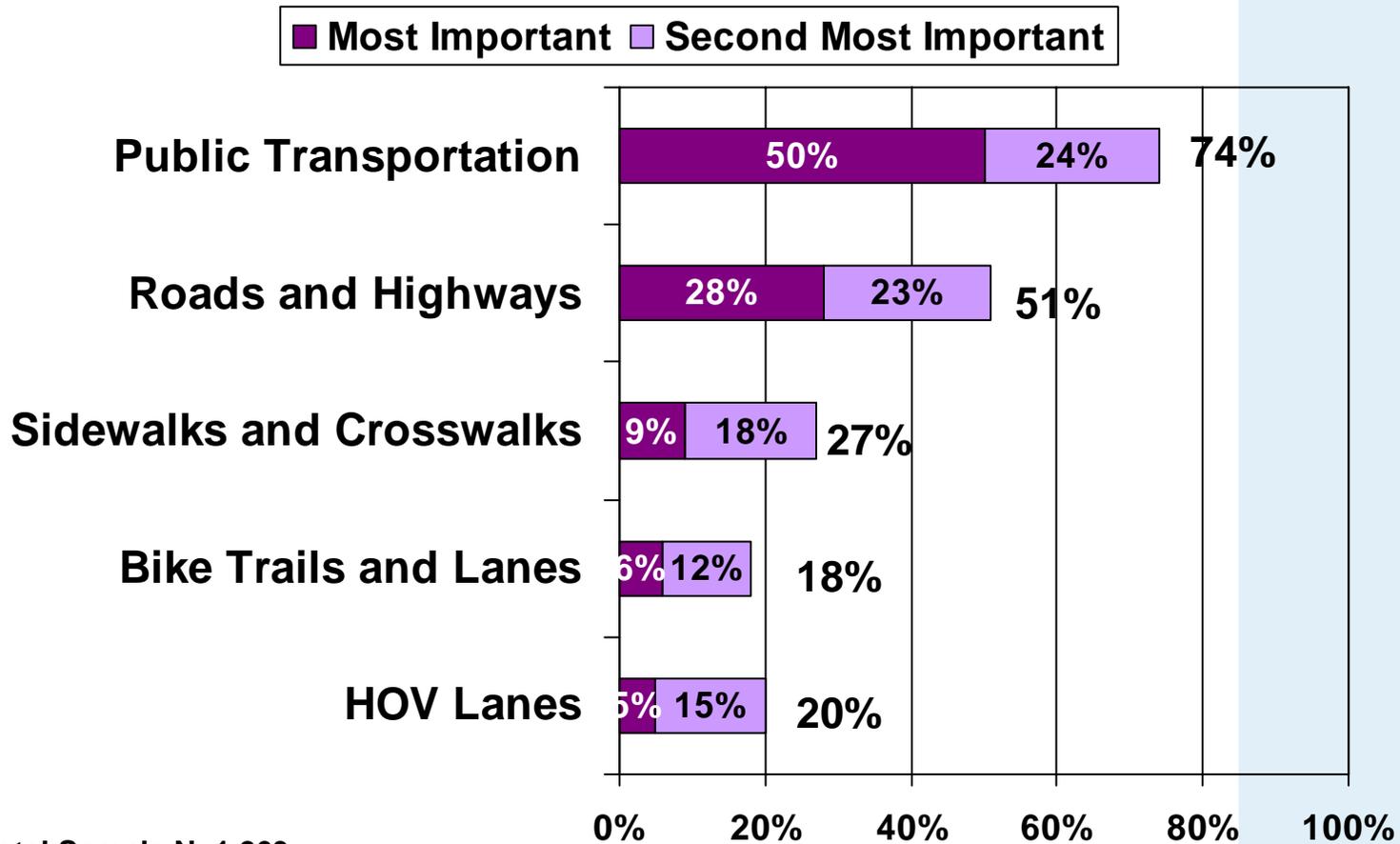
Note: Excludes the Tri-County Parkway because there are no transit projects.

Summary of Mean Willingness to Pay for Transit and Road Widening



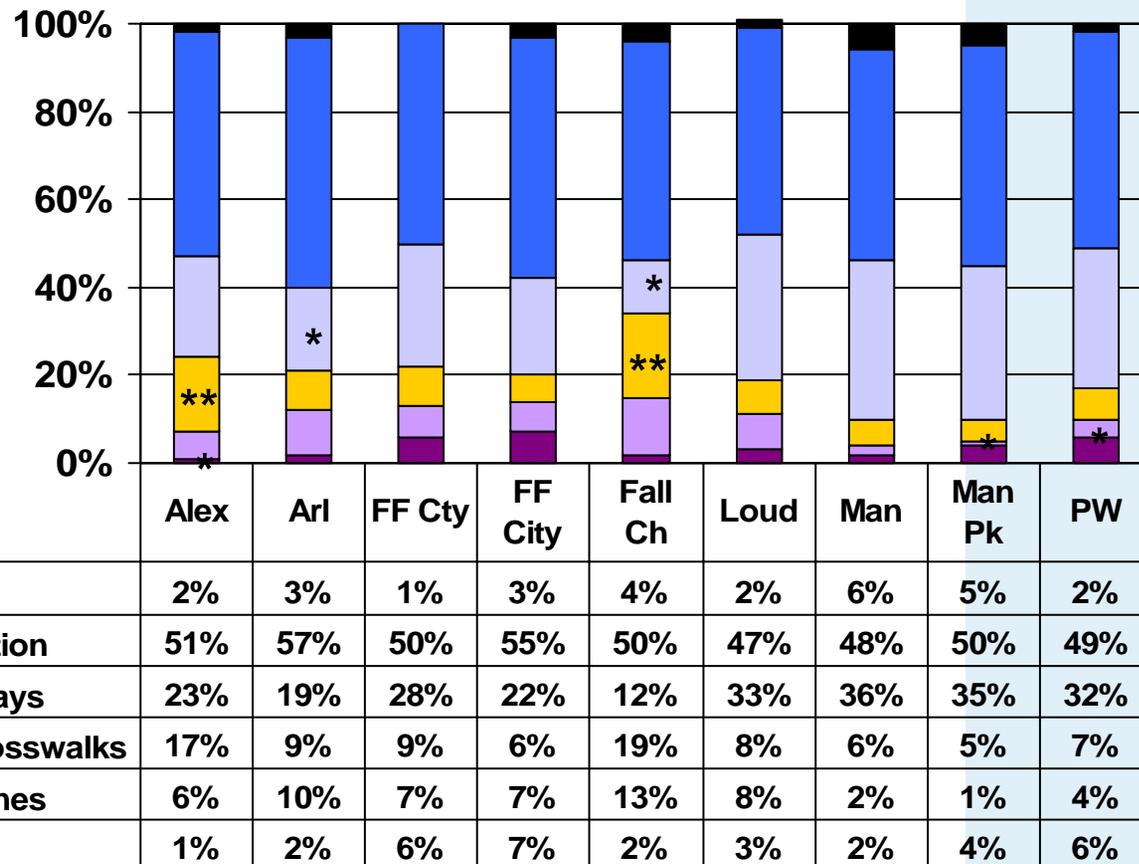
* The bases for the grand mean are 691 for transit and 668 for road widening.
Note: Excludes the Tri-County Parkway because there are no transit projects.

Most and Second Most Important General Transportation Priorities



Base=Total Sample N=1,263

Transit is the most important priority regardless of Jurisdiction of Residence

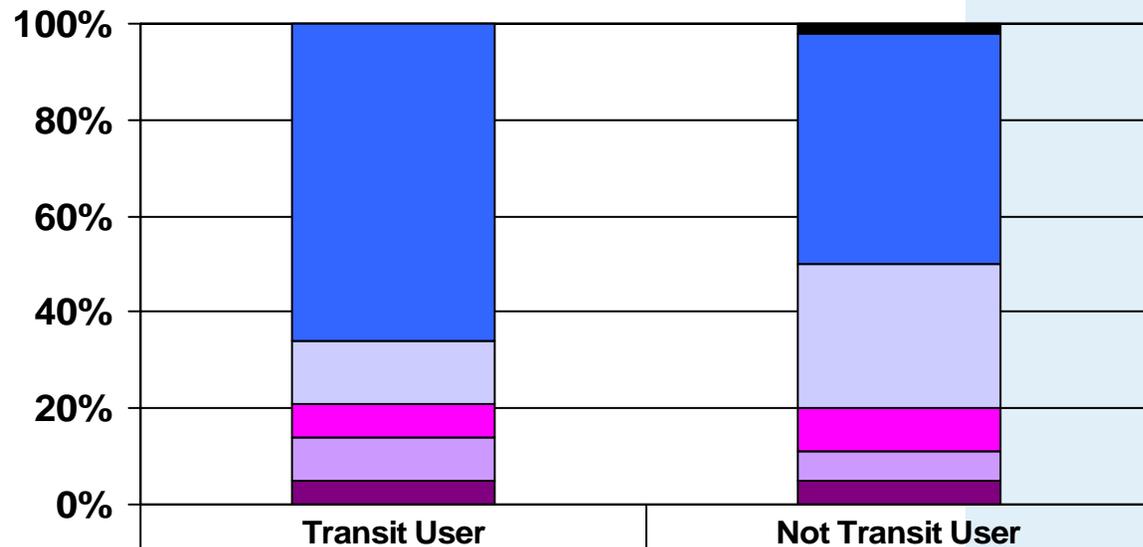


*Significantly less than average

** Significantly more than average

Base=Total Sample N=1,263

Almost half of those who do not use transit now said that public transportation is their top priority.

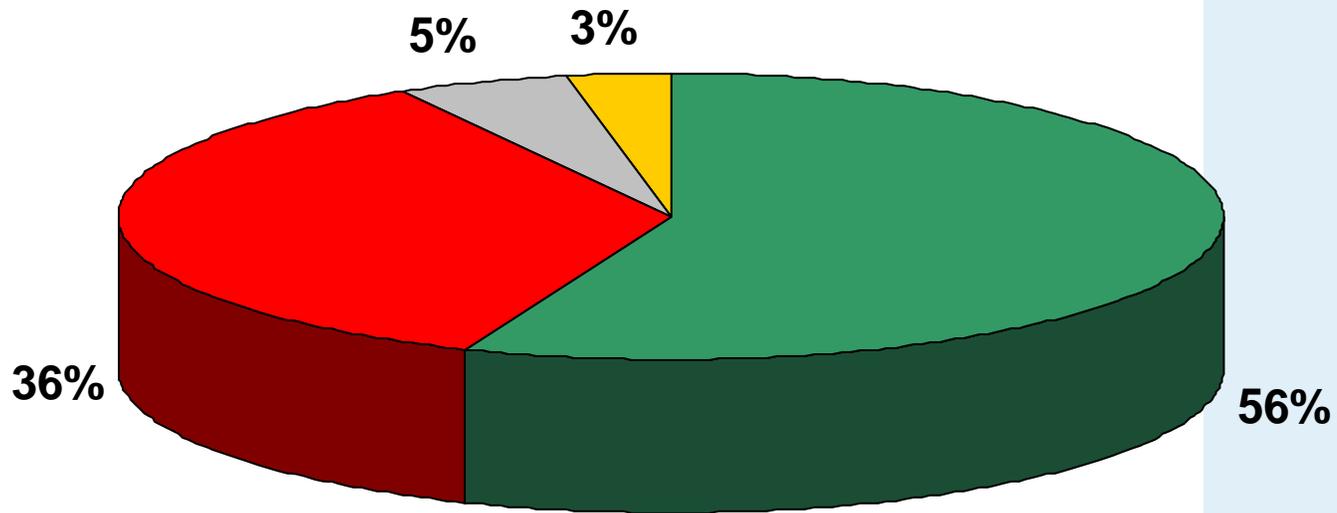


	Transit User	Not Transit User
■ Not Sure	0%	2%
■ Public Transportation	66%	48%
■ Roads and Highways	13%	30%
■ Sidewalks and Crosswalks	7%	9%
■ Bike Trails and Lanes	9%	6%
■ HOV Lanes	5%	5%

Base=Total Sample N=1,263

Support for HOT Lanes

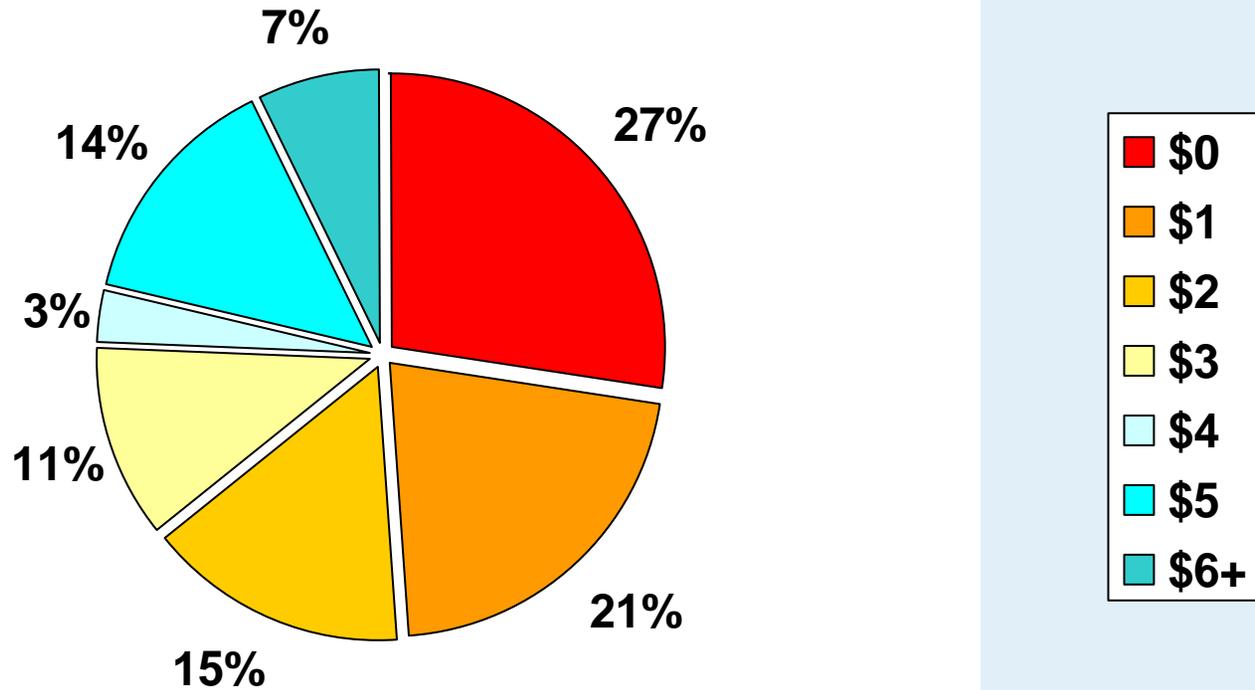
■ Favor ■ Oppose ■ Not Sure ■ Depends



Base=Total Sample N=1,263

Willingness to Pay to Use HOT Lanes

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



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

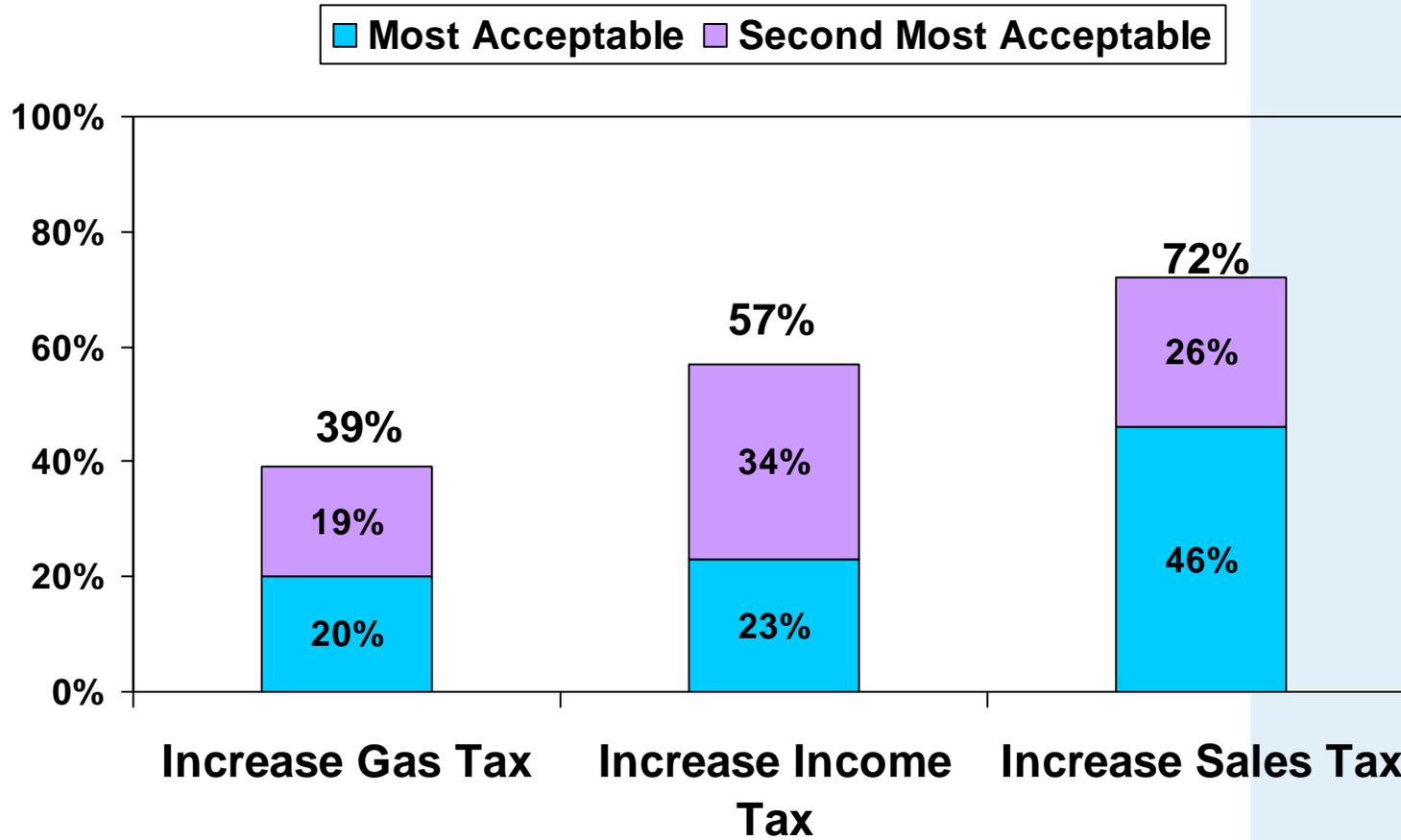
Acceptability of Funding Methods

Questions 17 and 17A Response Alternatives

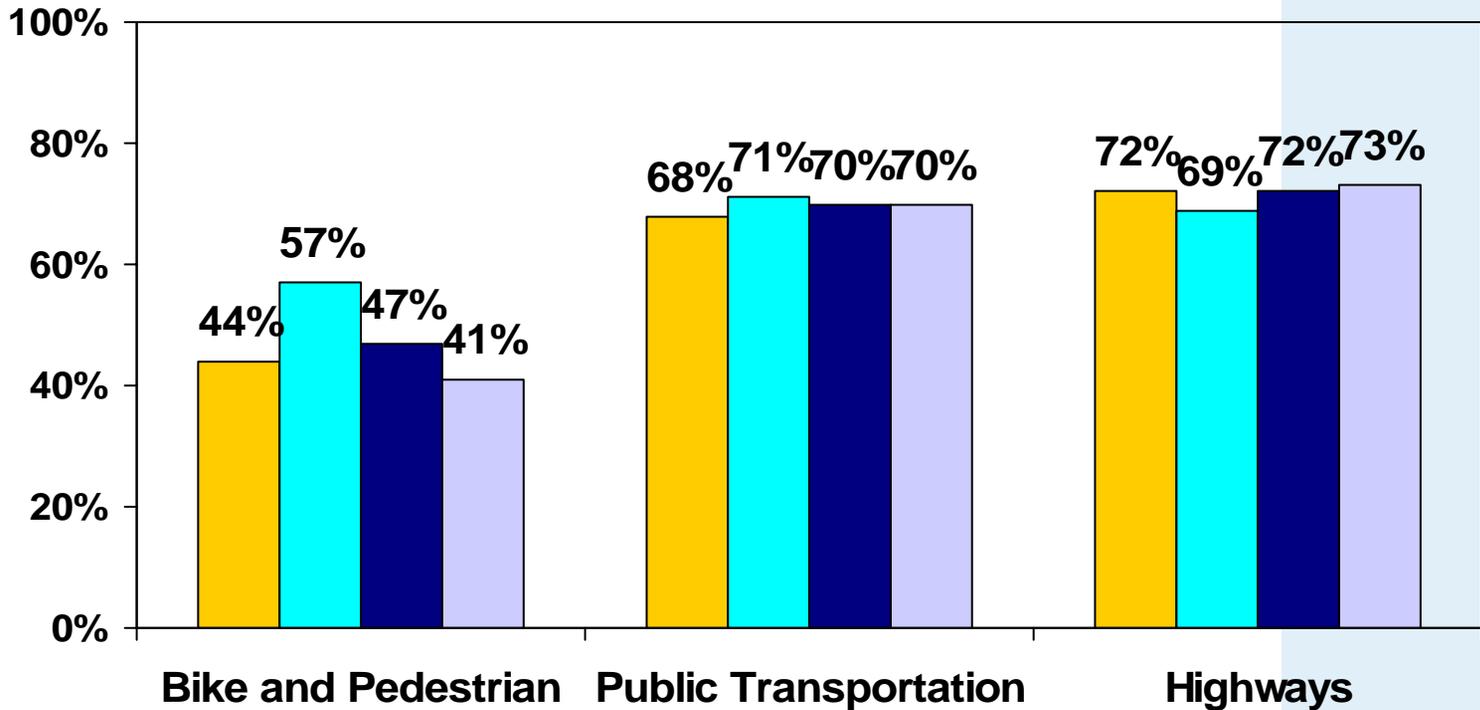
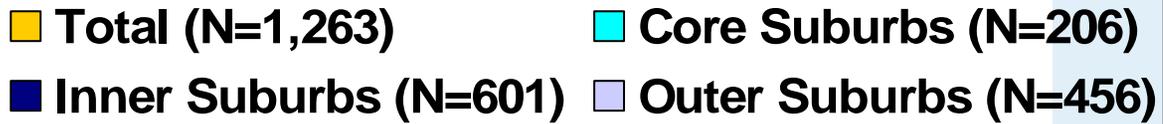
- **Increasing the state income tax an extra \$25 for each \$10,000 of taxable income**
- **Increasing the sales tax an extra 1/2 cent on each \$1 of taxable purchases**
- **Increasing the gas tax an extra 17 and a half cents on a gallon of gas**
- **None: PROBE: DO NOT ACCEPT IF POSSIBLE**

Note: Each option would raise about \$175 million each year.

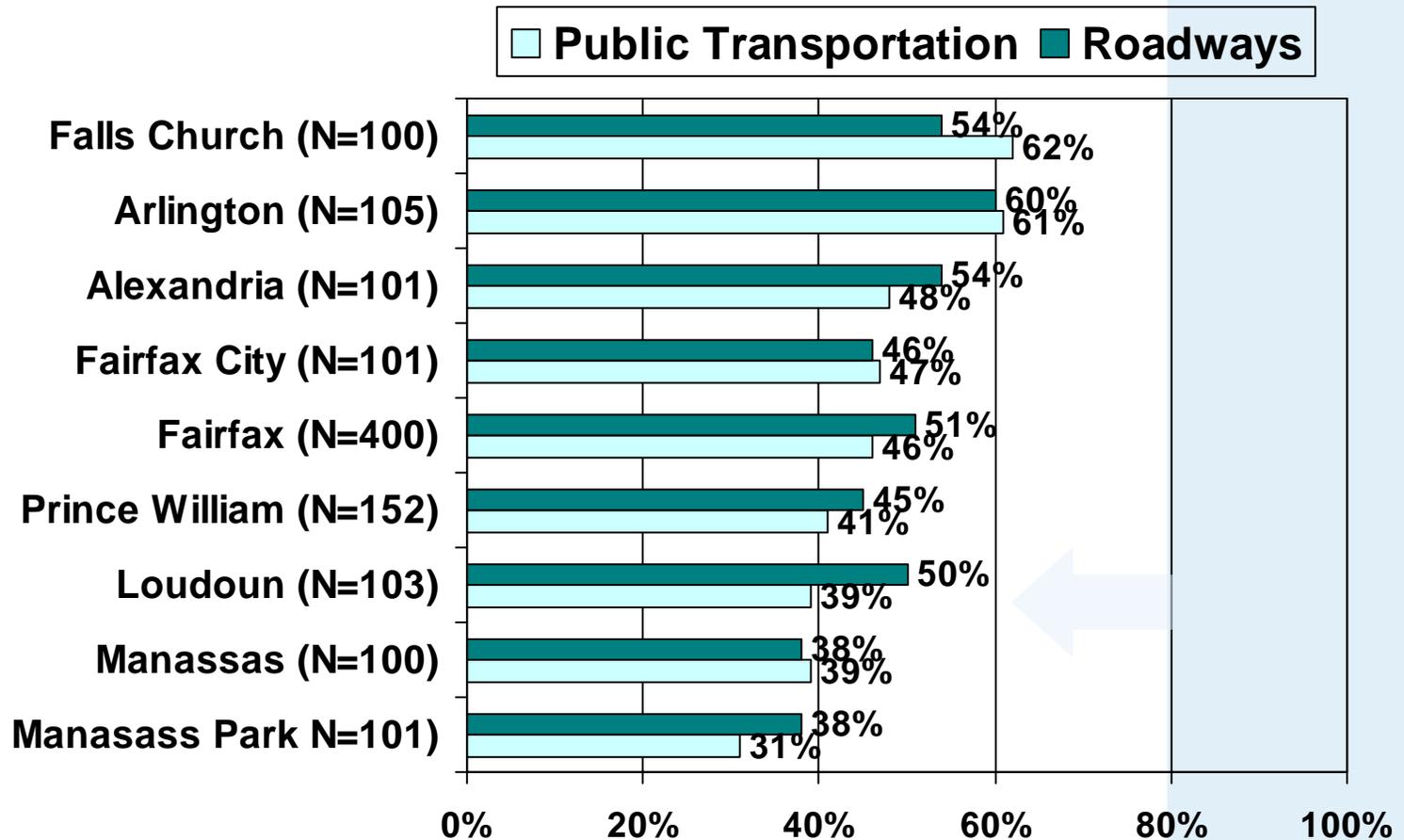
Most and Second Most Acceptable Funding Methods



Support for Tolls to Pay for Different Types of Improvements by Location of Residence

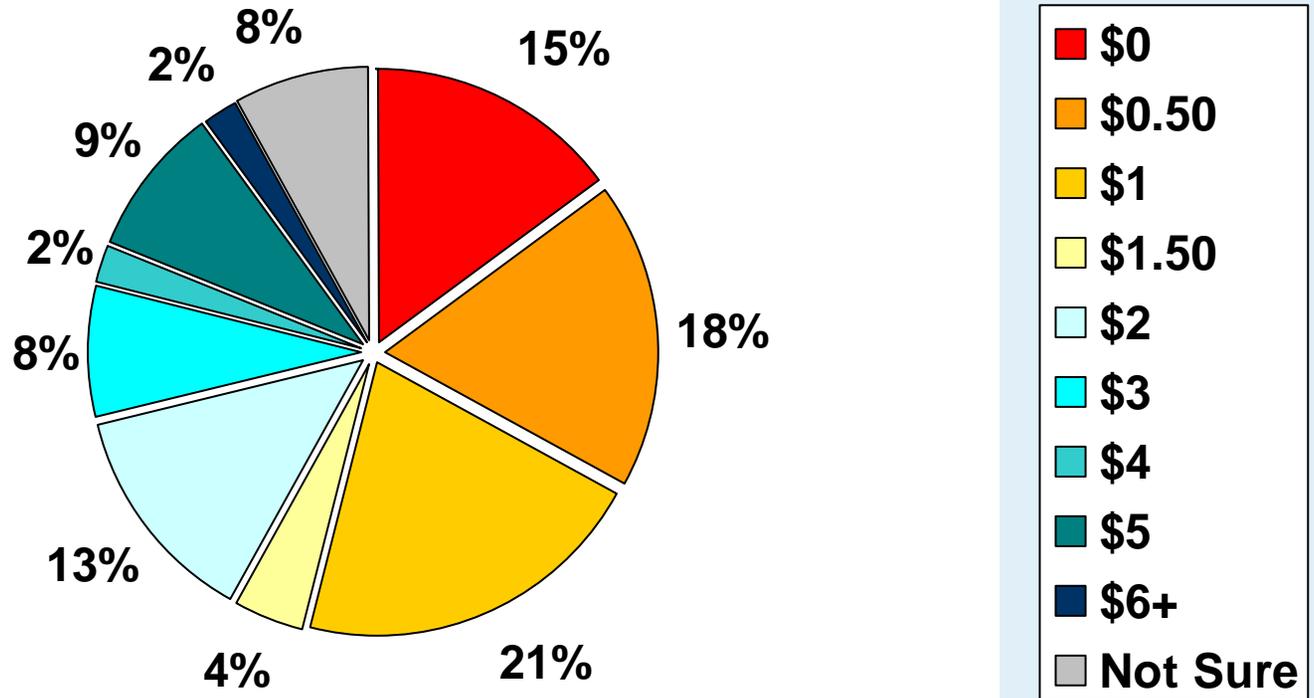


Support for a Gas Tax Increase to Pay for Different Types of Improvements by Jurisdiction of Residence



Daily Amount Willing to Pay for More Public Transportation

Mean=\$1.67



Base=Total Sample N=1,263