2015

Missoula Area Transportation Survey: Final Report

Missoula County ~ City of Missoula
MPO
METROPOLITAN PLANNING ORGANIZATION

Bureau of Business and Economic Research
University of Montana
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2015 Missoula Area Transportation Survey: Final Report

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Methods

The 2015 Missoula Area Transportation Survey provides key information that will be helpful in the development of the 2016 - 2045 Missoula Long-Range Transportation Plan (LRTP). The survey was sponsored by the Missoula Metropolitan Planning Organization (MPO) and was administered by the University of Montana's Bureau of Business and Economic Research (BBER). Data was collected during the period 9/15/15 through 11/2/15 by mail and over the Internet. The population studied was adult (ages 18+) residents of the Missoula Metropolitan Planning Area (MPA). A map of the MPA may be found in Figure 1. The sample was randomly selected from a list of occupied residences. Of the 1,588 residents sampled, BBER completed data collection from 643 persons: 475 residents who live within the City limits and 168 Missoula County residents who live outside the City but in the MPA. This yielded an overall 95% confidence interval of +/- 4%. The 2015 Missoula Survey is the second transportation survey conducted by BBER on behalf of the MPO, the first was conducted in 2008. The surveys offer the ability to observe some trends, however, in many cases 2015 survey needs and priorities changed and thus it was not practical to ask the same questions of both 2008 and 2015 residents.

Perceived Overall Quality of the Area Transportation System

2015 Missoula area residents' ratings of the overall quality of the area transportation system fell into three groups. About one-third of area residents (34.2%) rated the quality of the area transportation system as excellent or very good. Another one-third of residents (34.8%) rated the quality of the transportation system as good. A final one-third (30.3%) rated the quality of the area transportation as fair or poor. More City residents (31.8%) rated the area transportation system "very good" than did County residents (19.8%) who lived outside the City but within the MPA. Please see Question 2 in the main body of this report for more analysis.

2015 Missoula area residents who bicycled, walked, rode a bus, or rode a motorcycle to work were more likely to give the area transportation system a rating of good (45.4%) than were residents who drove a car, truck, or van (30.8%). Conversely, 2015 Missoula area residents who drove a car, truck, or van to work were more likely to give the area transportation system a rating of fair (25.4%) than were those who bicycled, walked, rode a bus, or rode a motorcycle (12%). None of the other small rating differences between users of various modes of travel to work exceeded the survey's margin of sampling error.

Just over 4 in 10 area public transportation riders (40.2%) gave the area transportation system a rating of very good, compared with only one quarter of residents (26.5%) who did not ride public transportation. Conversely, only 12.7% of public transportation riders gave the area transportation system a rating of fair, compared with 23.3% of residents who didn't ride public transportation.

Rankings of Possible Actions to Improve the Area Transportation System

A small majority of Missoula area residents (52%) ranked reducing traffic congestion as the possible action that would improve the area transportation system most. Improving safety for drivers, passengers, bicyclists, and pedestrians was most often ranked second (41%) by area residents. Improving bicycle and pedestrian facilities was most frequently ranked third (31%) by residents. Providing more or improved public transit was most commonly ranked fourth by residents (47%). Please see Question 3 in the main body of this report for more analysis.

There were few differences between City residents and County residents who live outside the City but in the MPA in their rankings of these four possible actions. However, one difference was found between City and County residents in their ranking of improving bicycle and pedestrian facilities. City residents were more likely (18.3%) to rank improving bicycle and pedestrian facilities first than were County residents (9.5%). In addition, County residents were more likely (40.1%) than City residents (23.7%) to rank improving bicycle and pedestrian facilities fourth.

Priorities of Possible Actions to Improve the Area Transportation System

More than 7 of every 10 residents (70.9%) assigned a very high or somewhat high priority to adding and improving roadways for vehicles. Just under 6 of every 10 respondents (58.7%) assessed adding and improving pedestrian facilities as a very or somewhat high priority. Somewhat fewer than 5 in every 10 respondents (46.4%) rated adding and improving bicycle facilities a very or somewhat high priority. Finally, just over 3 in every 10 respondents (32.2%) said that adding and improving public transit services was a very or somewhat high priority. Please see Question 4 in the main body of this report for more analysis.

The survey found a number of differences when contrasting City and County residents' priorities for improving both bicycle and pedestrian facilities. Consistent with their rankings, in general, City residents assigned a higher priority to both bicycle and pedestrian facility improvements than County residents.

Examining bicycle facility improvements, 50.9% of City residents assessed them as a very high or somewhat high priority compared with only 32.4% of County residents. In contrast, 27.5% of County residents assessed bicycle facility improvements as a very low priority compared with only 12.7% of City residents. A similar pattern was apparent when observing pedestrian facility improvements. More than 6 in every 10 (62.5%) City residents assigned them a very or somewhat high priority while 48.2% of County residents made the same assessment.

Paying for Future Area Transportation System Improvements

A plurality of adult residents of the Missoula metropolitan planning area (48%) supported paying more taxes or fees if the fees were spent only on transportation system improvements, while 29% of residents opposed paying more taxes or fees. About 2 in every 10 residents (19.8%) were undecided and 3.1% said that they did not know enough about the topic to provide an answer. Please see Questions 13-15 in the main body of this report for more analysis.

A small majority of registered voters who lived in the City of Missoula (52.3%) supported paying more taxes or fees if the fees were spent only on transportation system improvements, while only 41.9% of registered voters who lived in the County expressed similar support.

Maintaining and repairing existing streets and roads was most frequently cited by area residents (37.1%) as the transportation system component on which they would want increased funds spent. Widening existing streets and roads (19.2%) was the second most frequently cited spending preference. Improving bicycle facilities (10.1%), building new streets and roads (9.6%), improving safety and reducing crashes (8.9%), and improving public transit (7.2%) were statistically tied for third. Improving pedestrian facilities was least often cited (4.3%) when asked about in the context of spending increased funds.

More than twice as many area residents (40.3%) said that they preferred a 2 cent increase per gallon of fuel paid by local residents and visitors over any other type of potential new tax or fee studied. A 3% increase to development fees paid for by new development was chosen by 18.5% of area residents. A local sales tax (7.1%) or a property tax increase (4.4%) were chosen by less than 1 in every 10 area residents. More City residents (20.6%) preferred a new development fee than did County residents (12.7%). And more County residents (23%) expressed a preference for no new tax or fee than did City residents (12.9%).

A majority (59.1%) of Missoula area residents who supported paying a new tax or fee for transportation system improvements preferred doing so with a 2 cent increase per gallon of fuel.

Travelling to Work

Almost 8 in 10 Missoula (78.7%) area workers travelled to work in a car, truck or van during September and October of 2015. During the same period 12.5% of Missoula area residents travelled to work using a bicycle or motorcycle, 6.1% walked to work, and 2.5% used public transportation. Please see Question 16 in the main body of this report for more analysis.

Almost all workers (95.5%) who lived outside the City but within the MPA used a car, truck, or van to travel to work. A small fraction of County workers (3.7%) commuted to work using a bicycle or motorcycle, and even fewer (0.7%) used public transportation. The survey found no workers who lived in the County and walked to work. Alternative mode of travel to work use is significant among City residents. In addition to the 72.8% of City residents who travelled to work in a car, truck, or van, 15.9% used a bicycle or motorcycle. An added 8.2% of City workers walked to work, and 3.1% of City workers used public transportation to get to work.

Bicycling

A small majority of adult Missoula area residents (51.6%) reported riding a bicycle during the 30 days that preceded the September and October 2015 data collection period of the survey. To place this proportion of bicycle ridership in perspective, the 2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior found that, nationwide, 22% of adults reported bicycling in the previous month and 36% reported bicycling in the previous year. (Schroeder, P. & Wilbur, M., October 2013) The 2012 National Survey was also administered during warm weather months, from June through October 2012. Clearly, significantly more 2015 adult Missoula area residents reported bicycling than did 2012 adults nationally. Even when compared with the 2012 National Survey's reported rate of monthly bicycling for the states of Alaska, Idaho, Montana, Oregon, and Washington (32%), the Missoula area rate was higher. Please see Question 24 in the main body of this report for more analysis.

In 2002 and again in 2012 the U.S. National Highway Traffic Safety Administration (NHTSA) used the categories light (1 to 7 days), medium (8-19 days), and heavy (20-30 days) to describe national monthly

bicycling frequency. 2015 Missoula bicycle riders (29.2%) reported more medium frequency riding than 2012 bicycle riders nationally (19%). Fewer 2015 Missoula area residents (49.3%) reported a light frequency of riding over the past month than did 2012 riders nationally (65%). The 2015 Missoula Survey found more riders who reported a heavy frequency of riding than did the 2012 National Survey. However, this difference is within each surveys' margins of possible sampling error.

Walking, Running, or Jogging

A large majority of Missoula area residents (87.7%) reported that they walked, ran, or jogged outside for at least 5 minutes in the 30 days prior to survey administration. Only 11.7% said that they did not walk, run, or jog outside for at least 5 minutes over the prior 30 days. For the purposes of clarity, persons who reported walking, running, or jogging outside for at least 5 minutes at least once over the previous 30 days will be referred to as "walking" for the remainder of this Executive Summary. The fraction of walking found by the 2015 Missoula Survey is slightly larger than that found by the 2012 National Survey (81%). Please see Question 30 in the main body of this report for more analysis.

The 2015 Missoula Survey found that fewer Missoula area residents (20.5%) reported they were light frequency walkers than did 2012 walkers nationally (30%). Similarly, more 2015 Missoula area residents said they were medium frequency walkers (32.4%) than did 2012 walkers throughout the nation (26%). While 47.1% of Missoula area walkers reported heavy frequency walking in the previous month, this proportion was not statistically distinguishable from that found by the 2012 National Survey (44%).

Riding Public Transportation

The 2015 Missoula Survey found that 16.3% of adult residents of the MPA reported riding public transportation in the 30 days that preceded survey administration. Examples of public transportation include a Mountain Line or a University of Montana bus. The 2015 Missoula Survey estimated that about 2.5% more adult, area residents rode public transportation at least once during the month prior to survey administration when compared to the 2008 Missoula Survey estimate. However, this estimated increase in ridership did not rise above either survey's margin for sampling error. Please see Question 36 in the main body of this report for more analysis.

Perceptions about Missoula Area Traffic Congestion

Twice as many 2015 Missoula area residents (45.9%) said that area traffic congestion has a large impact on them personally, then said that traffic congestion has a small impact on them (21.9%). About one third of area residents (32.2%) reported that traffic congestion has a medium impact on them. More County residents (25.7%) reported that traffic congestion has a very large impact on them than did City residents (16.3%). The smaller remaining estimated differences between reported County and City resident impacts did not exceed the survey's margin of sampling error. Please see Questions 5-6 in the main body of this report for more analysis.

A large majority of 2015 Missoula area residents (70.2%) reported that traffic in the Missoula area was more congested in September 2015 than it was in September 2010 (five years prior). Just under 2 in ten residents (18.9%) said that traffic congestion was about the same, and only 2% said it was less congested. The remainder of residents (8.9%) answered that they didn't know.

Traffic congestion has been a prominent issue among Missoula area residents for at least 10 years. According to the 2005 Missoula City-County Growth Policy Survey, a majority of 2005 County residents

(63%) and nearly a majority of 2005 City residents (48.6%) rated traffic congestion as a serious area problem. Another 27.8% of County residents and 33.4% of City residents rated it as a moderate problem. This was rated as the second most serious growth-related problem faced by Missoula-area residents in 2005. In 2008 the Missoula Long-Range Transportation Survey found that "reducing traffic congestion in corridors that are currently congested" was the third highest priority possible action to improve the Missoula area transportation system out of 22 actions studied.

Perceptions about Missoula Area Roundabouts

The 2015 Missoula Survey examined two aspects of residents' perceptions about area roundabouts. First, the survey asked residents to choose which type of area intersection was the easiest through which to travel. In questionnaire pre-testing, BBER found that residents generally reported that "easier" to them meant requiring a lower level of effort. Four in ten 2015 Missoula area residents (39.9%) chose a roundabout as the easiest intersection to get through when compared with stop signs, traffic lights, or uncontrolled intersections. A nearly identical proportion, 40.3%, rated traffic lights as the easiest intersections through which to travel. Intersections controlled by stop signs were rated easiest by 16.4% of Missoula area residents, while uncontrolled intersections were rated easiest by only 3.4% of residents. Please see Questions 8-12 in the main body of this report for more analysis.

The second aspect of residents' perceptions about area roundabouts that was studied was reports of residents' level of comfort travelling through roundabouts. This aspect was studied by asking residents to report their level of comfort travelling through four types of area intersections: roundabouts, stop signs, traffic lights, and uncontrolled intersections. In questionnaire pre-testing, BBER found that area residents generally defined "comfortable" as related to being safe, relaxed, or unworried. Almost 9 in 10 2015 Missoula area residents (89.3%) expressed being generally comfortable travelling through area intersections controlled by traffic lights. About 8 in 10 (82.6%) reported being generally comfortable travelling through area intersections controlled by stop signs. Just over 7 in 10 (71.8%) noted general comfort travelling through area roundabouts. In contrast, only 30.2% of area residents said that they were comfortable travelling through area intersections that were uncontrolled.

Introduction

The 2015 Missoula Area Transportation Survey provides the Missoula Metropolitan Planning Organization (MPO), citizens of the City of Missoula and Missoula County, and area policy makers with information about Missoula area residents' opinions regarding the area transportation system and area residents' use of the area transportation system. The particular tool used to obtain this information, a rigorously conducted, randomly sampled survey enables the MPO to obtain reliable estimates of the proportion of the area population that holds various opinions and who use various aspects of the transportation system. These estimates provide key information that will be helpful in the development of the 2016 - 2045 Missoula Long-Range Transportation Plan (LRTP). This plan sets priorities for the future, including an overall direction and strategies to strengthen the region's transportation network. The LRTP considers all modes: driving, walking, bicycling, transit, rail, freight, and air. For more information about this planning process readers of this report should visit the Activate Missoula website: http://activatemissoula.com/ .

This report presents the findings of the 2015 Missoula Area Transportation Survey. The survey was sponsored by the MPO and was administered by the University of Montana's Bureau of Business and Economic Research (BBER). The 2015 Missoula Survey is the second transportation survey conducted by BBER on behalf of the MPO. The first Missoula area transportation survey was conducted in 2008 to support the LRTP process undertaken at that time. The existence of two Missoula area transportation surveys offers the MPO the ability to observe trends in some public opinions and aspects of use of the area transportation system. However, in some cases, 2015 survey needs and priorities changed and thus it was not always practical to ask the same questions of both 2008 and 2015 residents.

Survey Methods

The paragraphs that follow provide a brief description of the methods used to administer the 2015 Missoula Area Transportation Survey. In addition, this section describes the outcomes of BBER's data collection effort. BBER is proud to have played an important role in meeting the information needs of the City of Missoula and Missoula County for many years. BBER rigorously implements industry standard survey methods and is pleased to share those methods with readers.

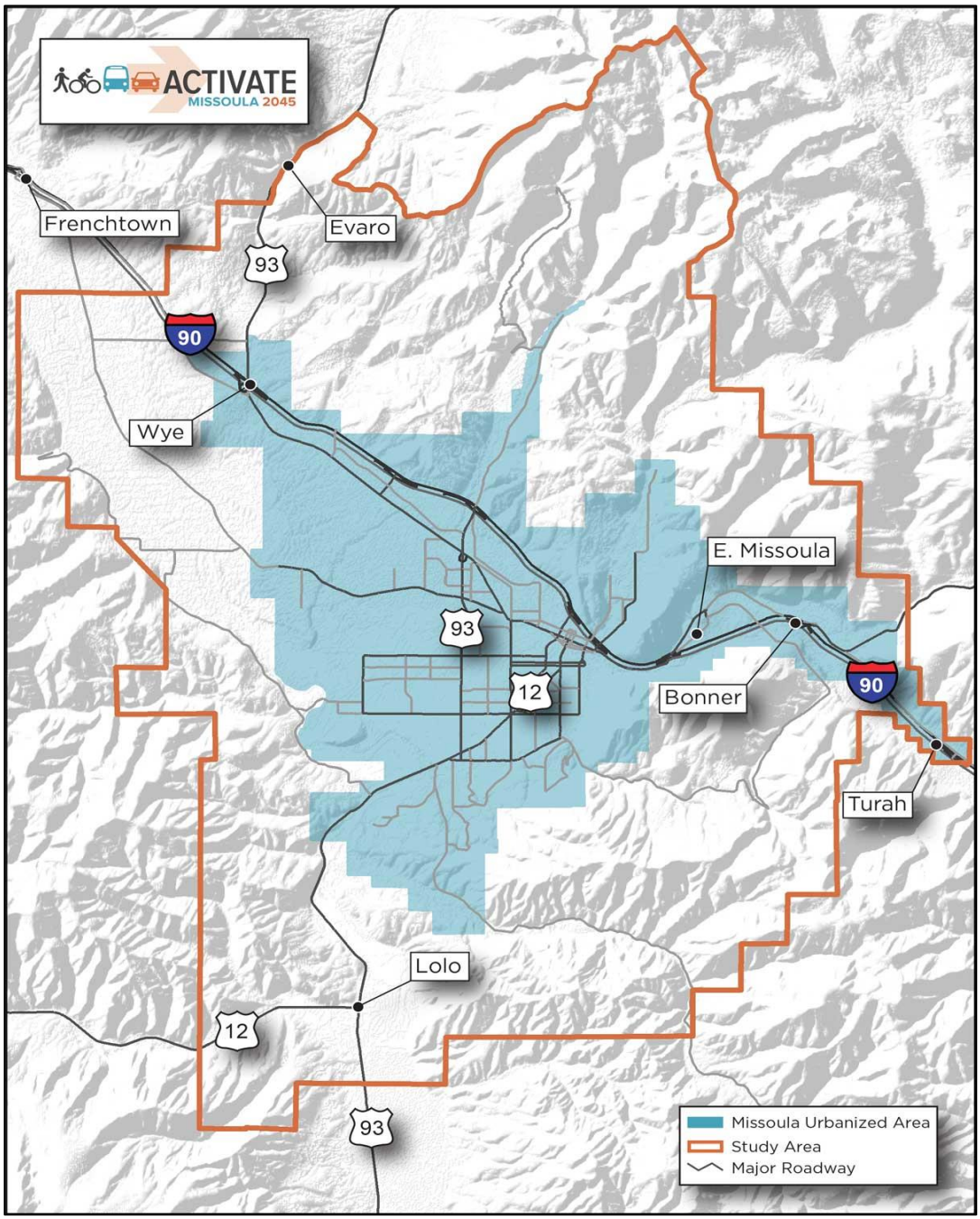
Questionnaire design

This questionnaire was developed by BBER in close consultation with the staff of the MPO and with input from the MPO's Transportation Technical Advisory Committee and its policy board, the Transportation Policy Coordinating Committee. The MPO was the final approval authority for the questionnaire. BBER worked closely with the MPO to develop draft questions that yielded data which met MPO's information needs. BBER then conducted 6 cognitive interviews to test the draft questionnaire. (Presser, Stanley, et. al., 2004) Cognitive interviews are an intensive, 1-1.5 hour examination of the cognitive processes respondents use to answer each question. The interviews employ retrospective and concurrent "think aloud" strategies in which respondents are asked to talk about their answers with a survey specialist while completing the survey. Some respondents make errors that are caused by habits of mind or question wording when reporting attitudes and behavior. Cognitive interviewing examines the common thinking habits respondents use when recalling and reporting attitudes and behaviors. This gives questionnaire designers the opportunity to tailor questions to the way people think. Using this information, BBER recommended improvements to the questionnaire to MPO. After completing questionnaire review full data collection began.

Survey administration

BBER administered the survey during the period 9/15/15 – 11/2/15 by mail and over the Internet. The population studied was adult (ages 18+) residents of the Missoula Metropolitan Planning Area (MPA). Figure 1 describes the MPA. The MPA is all of the area inside the orange line in Figure 1.

Figure 1: 2015 Missoula Area Transportation Survey Study Area Map



The sample was randomly selected from a list of occupied residences (single-family and group residences) drawn from the U.S. Postal Service Delivery Sequence File and enhanced using data and geographical information system (GIS) tools available to the national sampling firm Survey Samples International, Inc. (SSI). Within residences, individual adults were randomly selected to complete the questionnaire using the "Most Recent Birthday" method.

Of the 1,588 adult residents sampled, BBER completed data collection from 643 persons: 475 Missoula City residents and 168 Missoula County residents who lived outside the City but in the MPA. This yielded an overall 95% confidence interval of +/- 4% for estimates using all survey responses. Using City residents only yielded a sampling error rate of 4.5%, and using County residents only yielded a sampling error rate of 7.7%.

BBER recommended self-administered data collection (as opposed to interviewer-administered, i.e. telephone) to minimize the risk of possible undercoverage bias in the data collected caused by the current prevalence of the use of cellular telephones. According to U.S. Department of Health and Human Services, National Center for Health Statistics, as of December 2014 about 39.2% of all Montana households were cell phone-only.[1] An additional 18.7% could be considered "cell-mostly" households (they had a landline but seldom or rarely used it). It is difficult to obtain a reliable sample of cellular telephone numbers that are owned by persons who reside only in the Missoula area. In addition, because of telephone number portability, it is difficult to obtain a reliable list of cell phone numbers with out-of-state area codes that are used by current Missoula-area residents.

BBER printed, assembled, and mailed all survey contacts sent to the residents sampled for the survey. The first contact respondents received was a pre-survey notification letter. The primary purpose of the pre-notice letter was to provide a positive and timely notice that the recipient will be receiving a request to help with an important study. (Don A. Dillman, Jolene D. Smyth, Leah M. Christian, 2009) It was brief, personalized, positively worded, and aimed at building anticipation rather than providing the details or conditions for participation in the survey. A secondary purpose of the pre-notice was to determine how many of the sampled addresses were undeliverable. Undeliverable addresses were corrected if possible and a second pre-notice was then mailed.

The pre-notice also provided respondents the option to complete the survey using the Internet. The pre-survey notice presented a secure, unique hyperlink to the survey that could be easily typed into the respondent's Internet browser. Some respondents preferred using the Internet to complete surveys, and the administration cost for this option lowered overall survey cost.

The survey's second contact with respondents was the questionnaire packet. The packet was mailed first class about 10 days after the pre-notice. The packet consisted of a cover letter, the questionnaire, and a return envelope. The cover letter was one page in length and was printed on appropriate letterhead, and again offered respondents the option to complete the survey using the Internet. The questionnaire

[1] CDC/NCHS, National Health Interview Survey, 2009–2013; U.S. Census Bureau, American Community Survey, 2008–2012; and infoUSA.com consumer database, 2008–2012. Estimates were calculated by Nadarajasundaram Ganesh of NORC at the University of Chicago, in collaboration with staff of the Centers for Disease Control and Prevention's National Center for Health Statistics, Division of Health Interview Statistics and Office of Research and Methodology. Estimates released December 2014.

was in booklet format with an attractive cover. A commemorative postage stamp was placed on the return envelope.

This survey's next respondent contact was a postcard thank you/reminder. The postcard was mailed one week after the questionnaire packet. The primary purpose of the postcard was to jog the memory of respondents who had not yet responded. A secondary purpose was to thank those who had responded. Again, the postcard offered respondents the option to complete the survey using the Internet.

BBER followed the thank you/reminder postcard with a second questionnaire packet mailing to only those respondents who had not yet responded either by mail or via the Internet. This mailing followed the postcard by between one and two weeks. The physical look of this mailing and the content of the cover letter varied from the previous contacts in order to maximize response.

BBER carefully documented the survey completion status of each resident in the survey sample. This allowed calculation and reporting of a unit response rate. The response rate for this survey was 40.5%. This response rate was calculated using American Association for Public Opinion Research definition 3. (AAPOR, 2015) As context, the 2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior, conducted for the U.S. Department of Transportation according to the statistical standards of its Bureau of Transportation Statistics achieved a response rate of 25.3%. The response rate of the 2015 Missoula Survey is an indication that readers of this report should have confidence in the quality of the estimates presented here.

Data set preparation

Following collection the data were entered and inspected to correct any interviewer miss-punches. Appropriate data labels were added. Weights to correct the possible effects of random sample selection were calculated and added to the data. For example, if the studied population consisted of 50% females and 50% males, but the random sample chose 49% females and 51% males, the survey estimates are multiplied by a fraction known as a weight to correct for the slight error in the survey's proportion of females and males introduced by random sampling. The data for this survey were weighted by U.S. Census Bureau American Community Survey (ACS) 2013 5-year estimates for age, sex, and population within each U.S. Census Bureau block group in the MPA. Weighting is a standard statistical procedure used in nearly all rigorously administered, random sample surveys including the U.S. Census American Community Survey, the 2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior, and the 2009 National Household Travel Survey. Appropriate demographic variables added to the data set by BBER to facilitate the analysis process.

Analysis and reporting

BBER conducted a statistical analysis of the survey data to meet the needs of MPO. BBER analyzed the data collected using frequencies, cross-tabulations, standard measures of central tendency (mean, median, and mode), ANOVA (analysis of variance) and hypothesis tests (chi-square and t-tests). IBM SPSS Statistics version 23, a statistical analysis software, was used to produce the analysis presented in this report.

Respondent characteristics

Figure 2 presents selected demographic characteristics of the 2015 Missoula Survey's respondents. The demographic characteristics of the respondents are compared in Figure 2 to relevant outside sources including the U.S. Census Bureau American Community Survey 2014 5-year estimates for the adult population (ages 18+) of the MPA.

Figure 2: Demographic Characteristics of the 2015 Missoula Survey Respondents

		2015 Survey Estimate	2014 ACS 5-year Estimate	Missoula County Voter Registration List as of May 12, 2015
Sex	Male	49.4%	49.4%	
	Female	50.6%	50.6%	
Age	18-24	20.7%	20.8%	
	25-39	27.9%	28.0%	
	40-59	30.3%	30.1%	
	60 +	21.1%	21.1%	
2014 median household income		$41,000	$42,000	
Mean travel to work time (minutes)		14.9	14.7*	
% workers who carpooled to work		10.0%	10.1%	
2015 active registered voters		73.5%		72.8%

*2014 5-year ACS estimate for Missoula City residents only

Each of the 2015 Missoula Survey estimates presented in Figure 2 is well within the margin of sampling error for both the 2015 Survey and the 2014 ACS 5-year estimates for the MPA. The ACS is considered the "gold standard" of survey research in the United States. The close match in estimates between the 2015 survey and the outside sources is an indication that readers should have confidence the accuracy of the 2015 Missoula Survey estimates presented in this report.

Structure of this Report

The remainder of this report is divided into six chapters. Each chapter focuses on a general topic of interest. Within a general topic area, each chapter is organized in the order that the relevant questions were asked in the questionnaire. The appropriate question text is provided for the convenience of the reader. Most topics present findings that compare responses from Missoula City residents and Missoula County residents who lived outside the City but in the MPA. BBER recognizes that all 2015 Survey

respondents live in Missoula County, but that the report distinguishes between City and County because it is helpful to know the differences in preferences and needs, as well as for elected officials to know that for their constituents. It also helps to provide urban context – do the respondents live in a more urban center situation or a more rural setting?

Unless the report specifies otherwise, differences between responses from two or more demographic groups cited in the report are significant at the .05 level. This means that if the survey were replicated 100 times, the difference cited would be found in at least 95 of the replications.

Two appendices are provided at the end of the report for readers who need more detailed information. The first appendix provides the full questionnaire wording and the basic response frequencies. The second appendix presents detailed survey response cross-tabulations by a number of key demographic characteristics.

General Perceptions of the Quality of the Missoula Area Transportation System

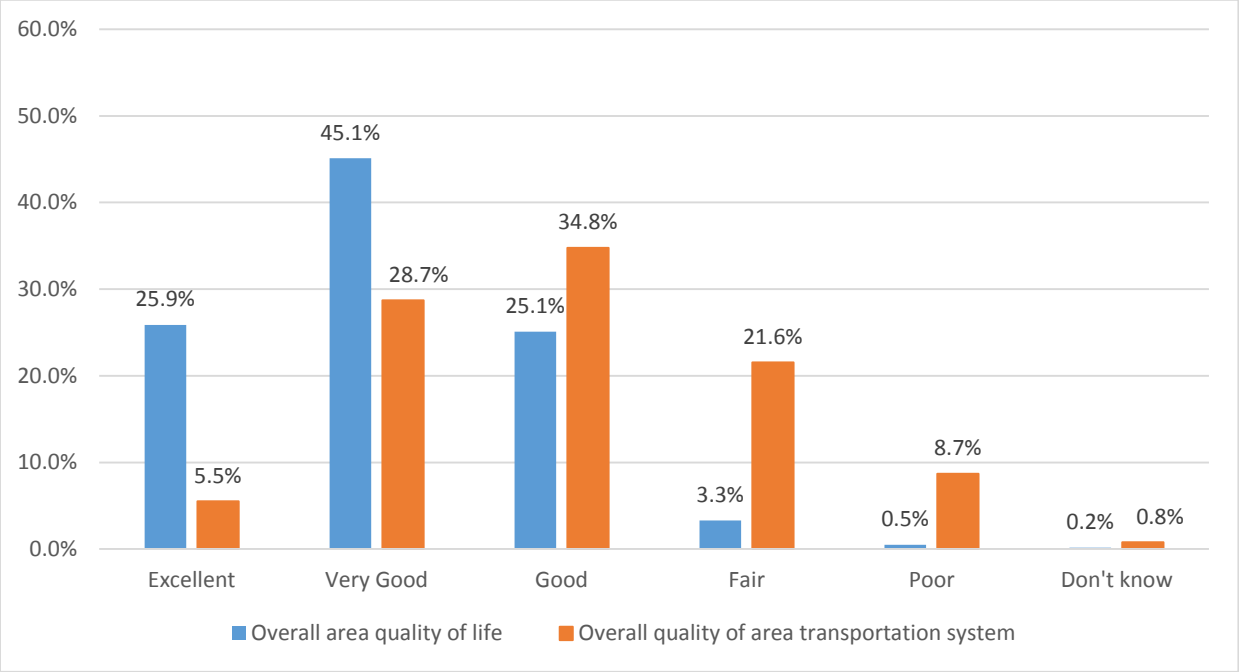
The paragraphs that follow present the findings of the Missoula Area Transportation Survey that was conducted in September and October of 2015. While the report as a whole is organized by topic, within each topic area the results are presented in the order that the questions appeared in the questionnaire. The text of each question is provided to assist the reader. When differences between groups are cited, like differences in opinions between Missoula City residents and area residents who live outside the City (County residents), those differences are statistically significant at the .05 level. The section of the report that follows describes Missoula transportation planning area residents' rating of the overall quality of the area transportation system.

Q1. Overall, how would you rate the quality of life in the Missoula area? The Missoula area is defined by the map in Figure 1.

Q2. How would you rate the overall quality of the transportation system (including roads, bicycle and pedestrian facilities, public transit (buses), etc.) in the Missoula area?

2015 Missoula area residents' ratings of the overall quality of the area transportation system fell into three groups. About one-third of area residents (34.2%) rated the quality of the area transportation system as excellent or very good. Another one-third of residents (34.8%) rated the quality of the transportation system as good. A final one-third (30.3%) rated the quality of the area transportation as fair or poor. Figure 3 presents these rating and residents' overall ratings of the quality of life in the Missoula area.

Figure 3: General Perceptions of the Overall Quality of the Area Transportation System

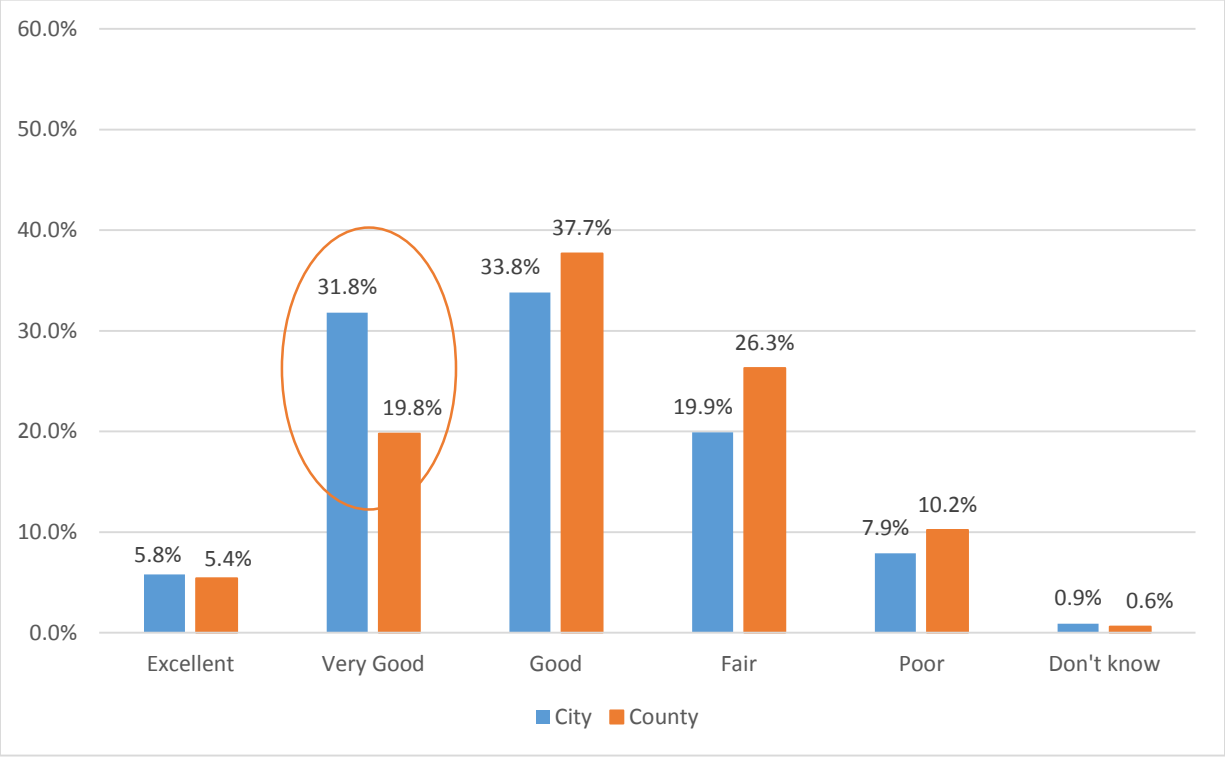


2015 Missoula area residents rated the overall quality of life in the Missoula area significantly higher than they rated the quality of area transportation system. For example, 71% of area residents rated the area's quality of life as excellent or very good compared with 31% who rated the quality of the area transportation system excellent or very good. However, this comparison is entirely an "apples versus oranges" contrast. While the area transportation system is one aspect that contributes to residents' quality of life, no one would reasonably expect its quality rating to approach that of the Missoula area's overall quality of life. The fact that survey respondents rated the quality of the two items differently, and rated the quality of the transportation system lower than the area's overall quality of life, does provide evidence that the survey respondents took the survey seriously and understood its questions.

It is also useful to compare the ratings of the quality of the area transportation system reported by various demographic groups analyzed in the survey. Where significant differences in ratings between group members were found by the survey, they are reported below. One important difference was found when contrasting the ratings of City versus County residents. Figure 4 presents these ratings.

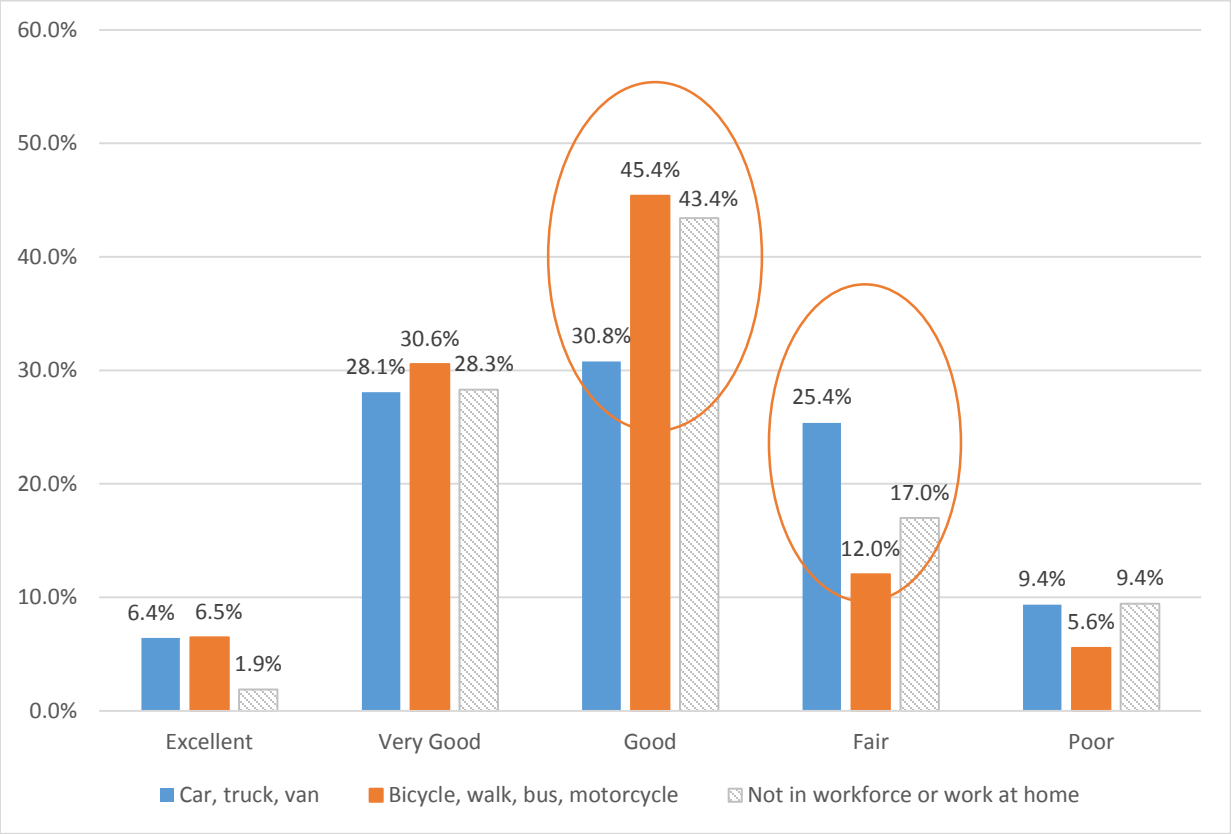
More City residents (31.8%) rated the area transportation system very good than did County residents (19.8%). None of the other differences between City and County ratings exceeded the survey's margin of sampling error. This means that the other differences found could simply be due to randomly selecting survey respondents.

Figure 4: City vs. County Ratings of Area Transportation System Quality



2015 Missoula area residents who travelled to work using a bicycle, a bus, a motorcycle, or who walked to work rated area transportation system quality somewhat higher than did those who travelled to work in a car, truck, or van. Figure 5 illustrates the differing overall quality ratings by residents' mode of travel to work.

Figure 5: Overall Rating of Area Transportation System by Mode of Travel to Work

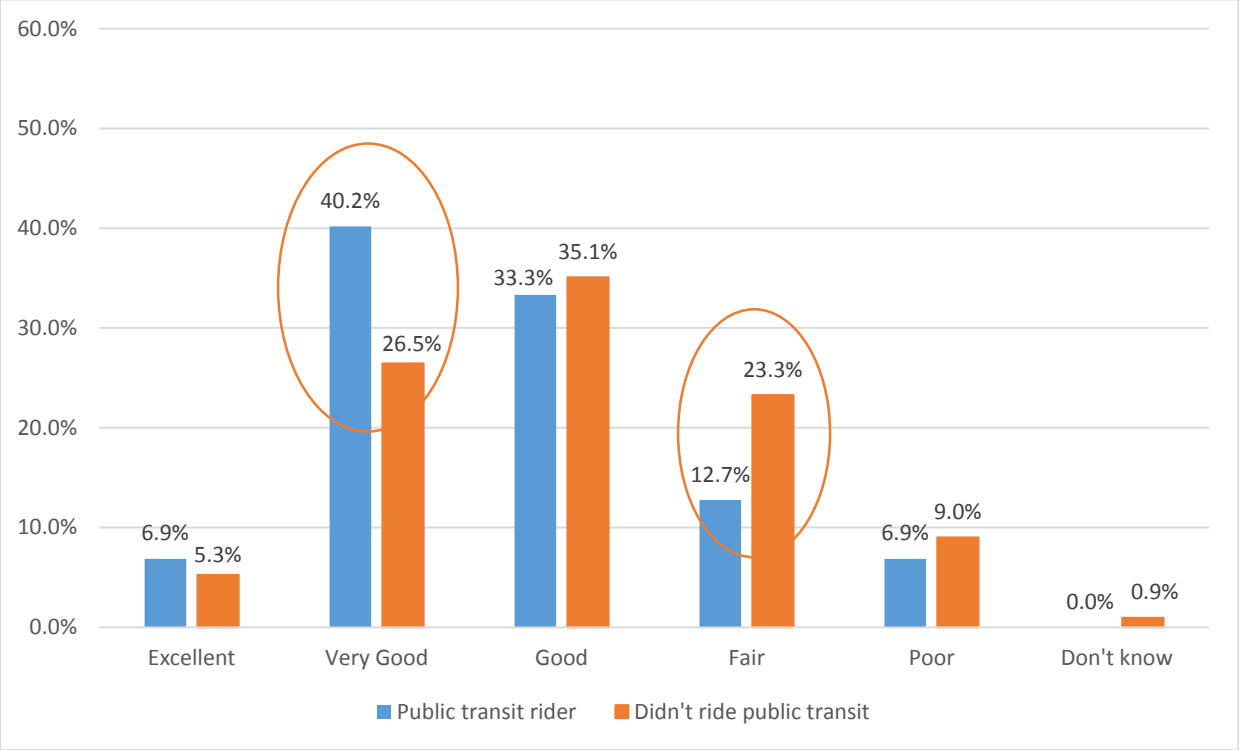


2015 Missoula area residents who bicycled, walked, rode a bus, or rode a motorcycle to work were more likely to give the area transportation system a rating of good (45.4%) than were residents who drove a car, truck, or van (30.8%). Conversely, 2015 Missoula area residents who drove a car, truck, or van to work were more likely to give the area transportation system a rating of fair (25.4%) than were those who bicycled, walked, rode a bus, or rode a motorcycle (12%). None of the other small rating differences illustrated in Figure 5 exceeded the survey's margin of sampling error.

Missoula area public transportation riders also reported different quality ratings when compared with those who didn't ride public transportation. The next paragraphs describe these differences.

Missoula area residents who reported riding public transportation in the 30 days prior to survey administration rated the quality of the area transportation system higher than did residents who reported not riding public transportation. Figure 6 displays these ratings.

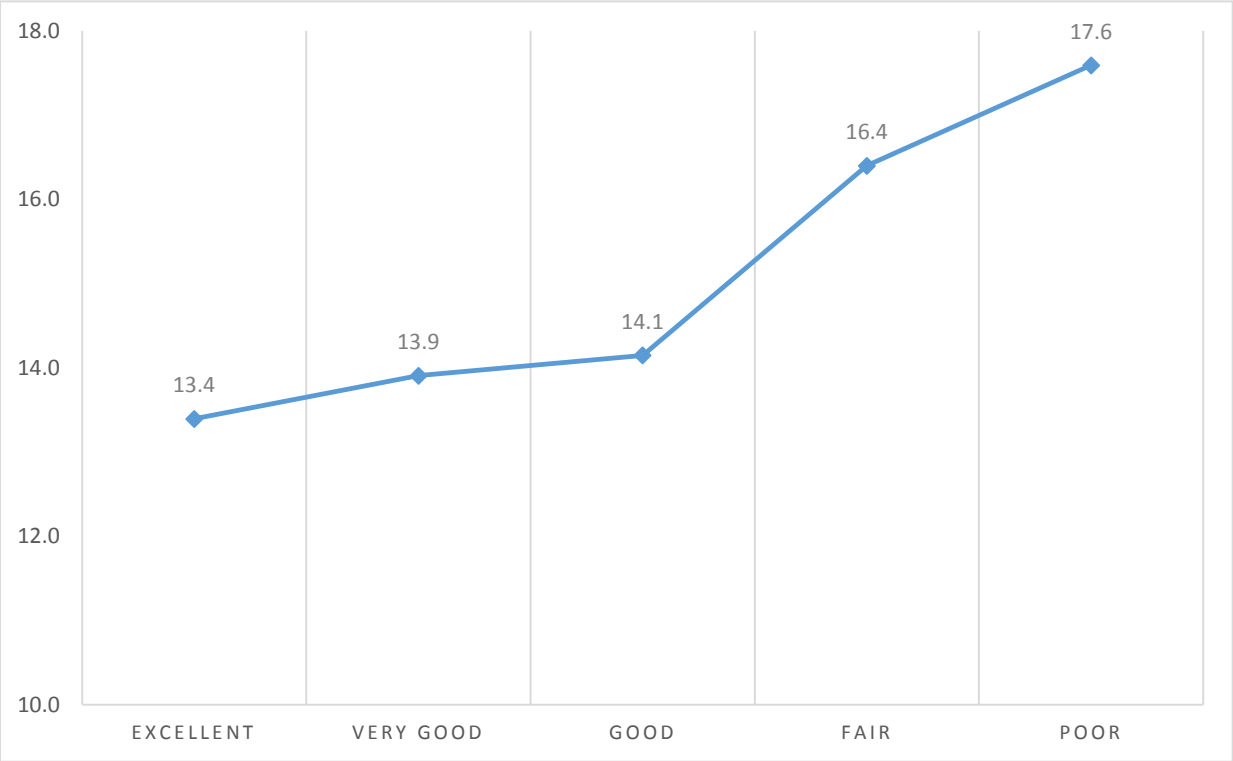
Figure 6: Public Transportation Users' Ratings of Area Transportation System Quality



Just over 4 in 10 public transportation riders (40.2%) gave the area transportation system a rating of very good, compared with only one quarter of residents (26.5%) who did not ride public transportation. Conversely, only 12.7% of public transportation riders gave the area transportation system a rating of fair, compared with 23.3% of residents who didn't ride public transportation. These differences do exceed the survey's margin of sampling error.

Finally, the 2015 Missoula Survey found a correlation between Missoula area residents' reported time spent in travel to work and their rating of the overall quality of the area transportation system. Figure 7 illustrates this correlation.

Figure 7: Average One-Way Travel Time to Work (minutes) by Overall Area Transportation System Quality Rating



In general, Missoula area residents with lower travel times to work gave the area transportation system higher quality ratings. Missoula area residents who rated the quality of the area transportation system as excellent, very good, or good reported spending an average of between 13 and 14 minutes travelling to work one way. In contrast, residents who rated the area transportation system as fair or poor reported spending an average of between 16.4 and 17.6 minutes travelling to work one way. It is important to note that this correlation does not prove that longer work commute times contributed to lower area transportation system quality ratings. But this finding does indicate that this hypothesis is worth additional study.

One additional finding may be of interest to readers. The 2015 survey asked residents whether they supported or opposed paying an additional tax to be spent only on transportation system improvements. There was no statistically significant difference between the area transportation system quality ratings of residents who supported or those who opposed paying an additional tax or fee for future transportation system improvements. Additional analysis of the tax question results may be found later in this report.

The next section of this report explores 2015 Missoula area residents' opinions about possible actions to improve the area transportation system.

Possible Actions to Improve the Missoula Transportation System

Q3. What rank do you give each of the following possible actions to improve the Missoula area's transportation system? Please rank each possible action on a scale from 1 to 4, where 1 means that action would improve the Missoula area's transportation system most.

This section of the report examines residents' opinions about future transportation system improvements. Figure 8 describes the rankings assigned by Missoula area residents to four potential actions that would improve the area's transportation system. A small majority of Missoula area residents (52%) ranked reducing traffic congestion as the action that would improve the area transportation system most.

Figure 8: Rankings of Possible Actions to Improve the Transportation System

	Rank			
Possible Action	**1**	**2**	**3**	**4**
a. Improving bicycle and pedestrian facilities	16%	25%	**31%**	28%
b. Improving safety for drivers, passengers, bicyclists, and pedestrians	21%	**41%**	31%	7%
c. Reducing traffic congestion	**52%**	19%	13%	16%
d. Providing more or improved public transit (bus) services	13%	16%	24%	**47%**

Improving safety for drivers, passengers, bicyclists, and pedestrians was most often ranked second (41%) by area residents. Improving bicycle and pedestrian facilities was most frequently ranked third (31%) by residents. Providing more or improved public transit was most commonly ranked fourth by residents.

There were few differences between City residents and residents who live outside the city in their relative rankings of these four possible actions to improve the area transportation system. However, one difference was found between City and County residents in their ranking of improving bicycle and pedestrian facilities.

Figure 9: City vs. County Rankings of Improving Bicycle and Pedestrian Facilities

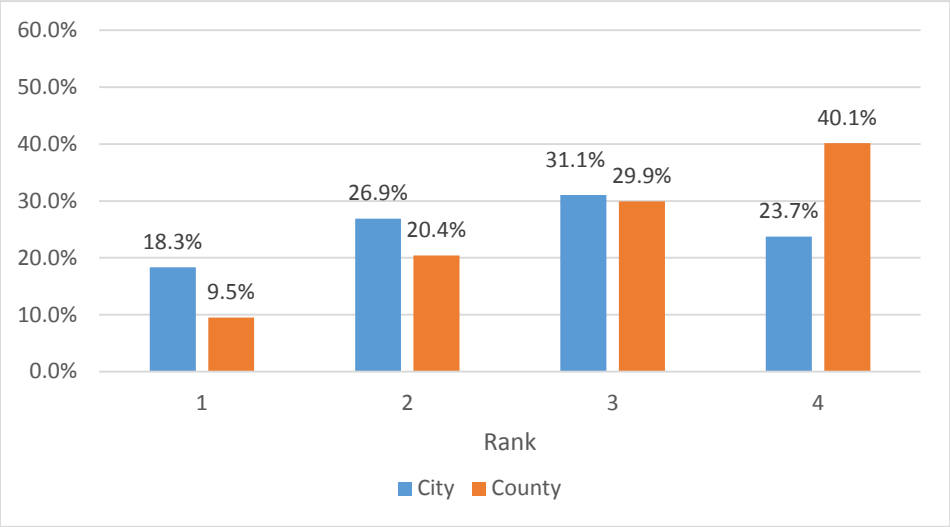


Figure 9 illustrates the rankings given to improving bicycle and pedestrian facilities by City residents and by residents who live outside the city. City residents were more likely (18.3%) to rank improving bicycle and pedestrian facilities first than were county residents (9.5%). In addition, County residents were more likely (40.1%) than city residents (23.7%) to rank improving bicycle and pedestrian facilities fourth.

Q4. For each possible action listed below, how much of a priority should it be, if at all, for the City of Missoula and Missoula County to address now?

Figure 10: Priorities for Possible Actions to Improve the Area Transportation System

Possible Action	Very High Priority	Somewhat High Priority	Middle Priority	Somewhat Low Priority	Very Low Priority	Don't Know
a. Adding and improving public transit (bus) services in the Missoula area	13.3%	18.9%	34.9%	13.9%	14.8%	4.1%
b. Adding and improving bicycle facilities, like bicycle lanes, trails/paths, and racks	20.3%	26.1%	26.2%	10.5%	16.5%	0.5%
c. Adding and improving pedestrian facilities, like sidewalks, trails/paths, and crosswalks	20.8%	37.9%	25.9%	8.8%	6.4%	0.2%
d. Adding and improving roadways for vehicles	41.5%	29.4%	16.0%	7.4%	5.5%	0.2%

Figure 10 describes the priorities that Missoula area residents assigned to four potential actions to improve the area transportation system. More than 7 of every 10 residents (70.9%) assigned a very high or somewhat high priority to adding and improving roadways for vehicles. Just under 6 of every 10 respondents (58.7%) assessed adding and improving pedestrian facilities as a very or somewhat high priority. Somewhat fewer than 5 in every 10 respondents (46.4%) rated adding and improving bicycle

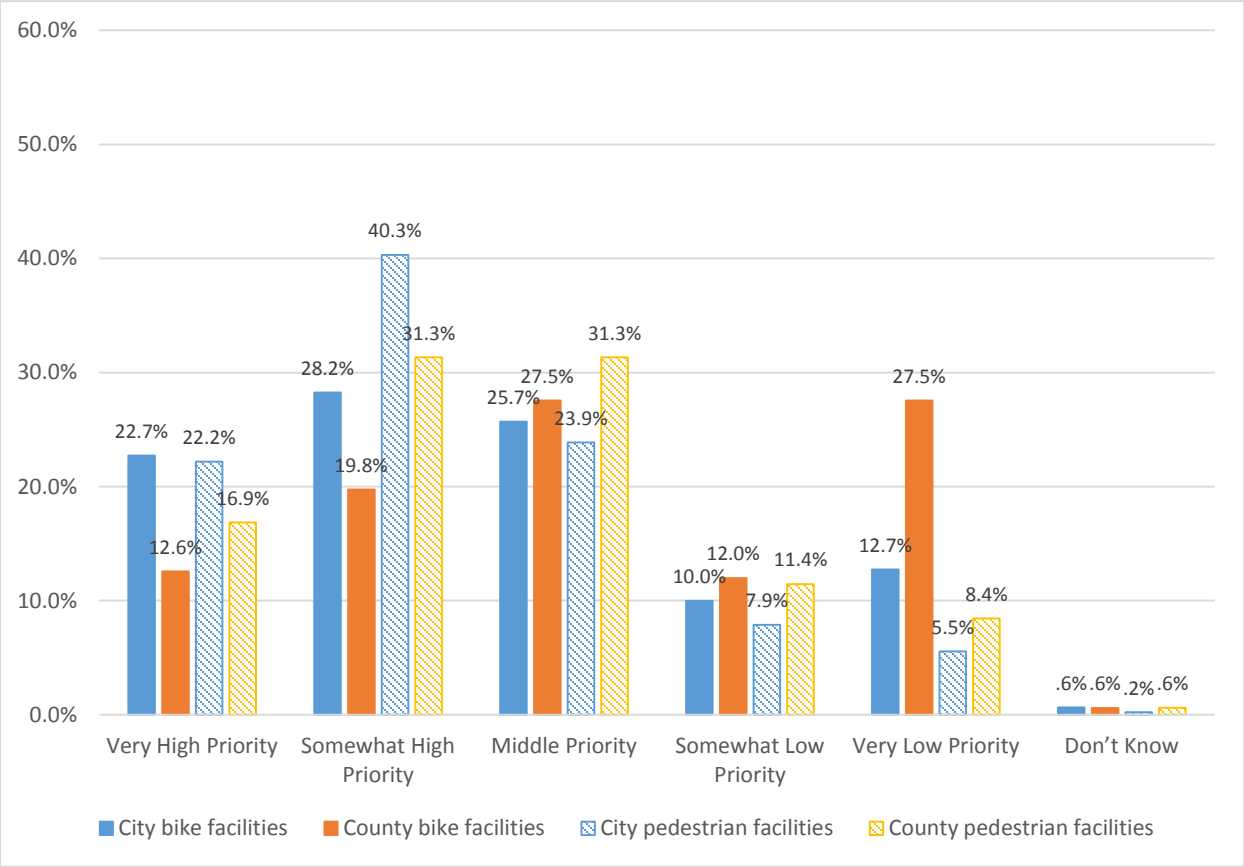
facilities a very or somewhat high priority. Finally, just over 3 in every 10 respondents (32.2%) said that adding and improving public transit services was a very or somewhat high priority.

The survey found a number of differences when contrasting city and county residents' priorities for improving both bicycle and pedestrian facilities. Consistent with the findings from Question 3, Figure 11 demonstrates that, in general, City residents assigned a higher priority to both bicycle and pedestrian facility improvements than County residents.

Examining bicycle facility improvements, 50.9% of City residents assessed them as a very high or somewhat high priority compared with only 32.4% of County residents. In contrast, 27.5% of County residents assessed bicycle facility improvements as a very low priority compared with only 12.7% of City residents.

A similar pattern is apparent when observing pedestrian facility improvements. More than 6 in every 10 (62.5%) City residents assigned them a very or somewhat high priority while 48.2% of County residents made the same assessment.

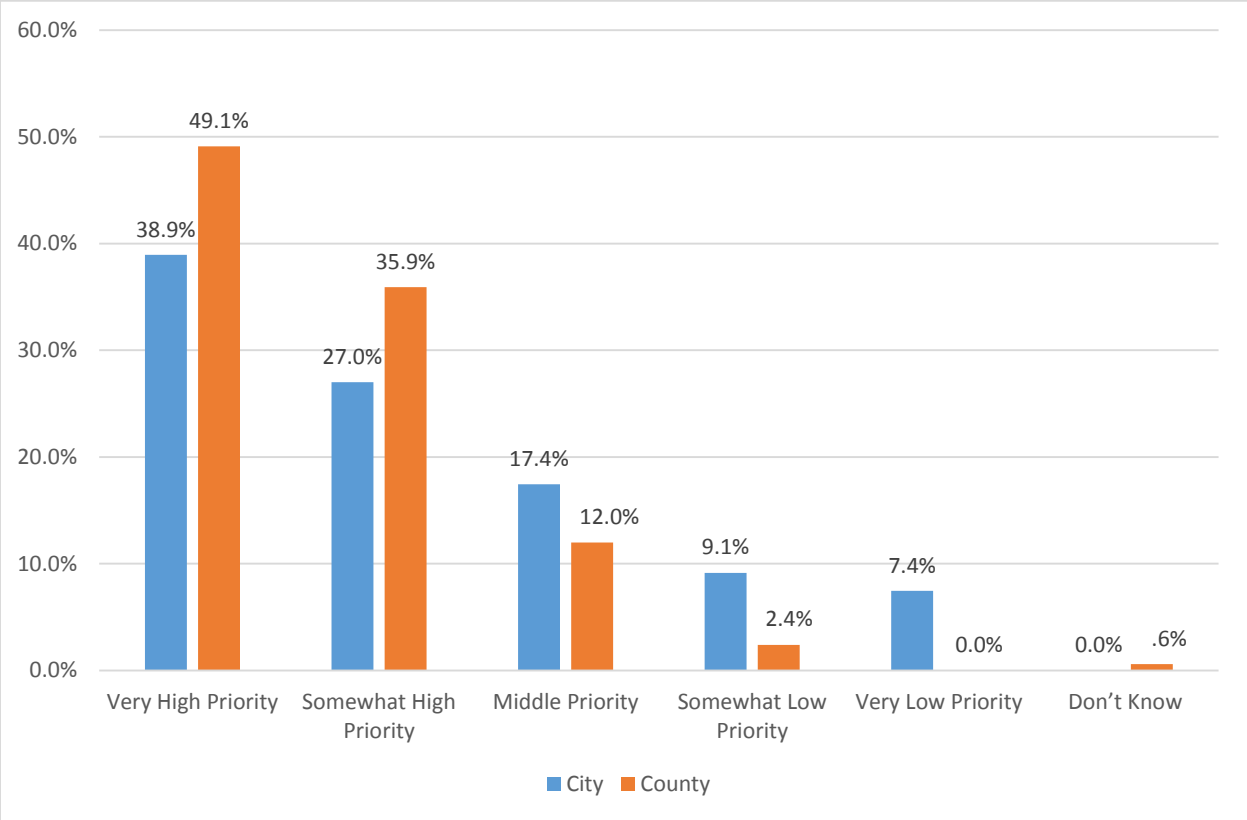
Figure 11: City vs. County Priorities for Improving Pedestrian and Bicycle Facilities



The survey also found a substantial difference when comparing City and County residents' priorities for adding and improving roadways for vehicles. While adding or improving roadways for vehicles was assessed as the highest priority among the possible system improvements examined by City and County residents, County residents assigned this action even higher priority ratings than did City residents.

Figure 12 illuminates the differences in priority ratings for adding and improving roadways for vehicles between City and County residents. Very nearly a majority of County residents (49.1%) assigned a very high priority to adding and improving roadways for vehicles, compared with 38.9% of City residents. Similarly, 35.9% of County residents rated adding and improving roadways for vehicles as a somewhat high priority, compared with 27.0% of City residents. Perhaps most striking is the finding that 0.0% of County residents assigned adding and improving roadways for vehicles a very low priority, and only 7.4% of City residents agreed.

Figure 12: City vs. County Priorities for Adding and Improving Roadways for Vehicles



Paying Future Transportation Costs

This section of the report explores residents' preferences about paying for future transportation system improvements. It starts by examining residents' overall willingness to pay for future improvements.

Q13. Current transportation needs in the Missoula area are greater than the amount of money available to address them. Generally speaking, would you support or oppose paying more taxes or fees if the revenues were spent only on transportation system improvements?

A plurality of adult residents of the Missoula metropolitan planning area (48%) supported paying more taxes or fees if the fees were spent only on transportation system improvements, while 29% of residents opposed paying more taxes or fees. About 2 in every 10 residents (19.8%) were undecided and 3.1% said that they did not know enough about the topic to provide an answer. Figure 13 provides more insight into residents' opinions on this topic.

Figure 13: Support or Opposition for Paying More Taxes or Fees to Pay for Transportation System Improvements

	Strongly support	Somewhat support	Neither support nor oppose	Somewhat oppose	Strongly oppose	Don't know
All	12.3%	35.7%	19.8%	14.5%	14.5%	3.1%
City	13.7%	35.1%	19.5%	14.8%	12.9%	4.0%
County	8.3%	37.3%	21.3%	13.6%	18.9%	0.6%

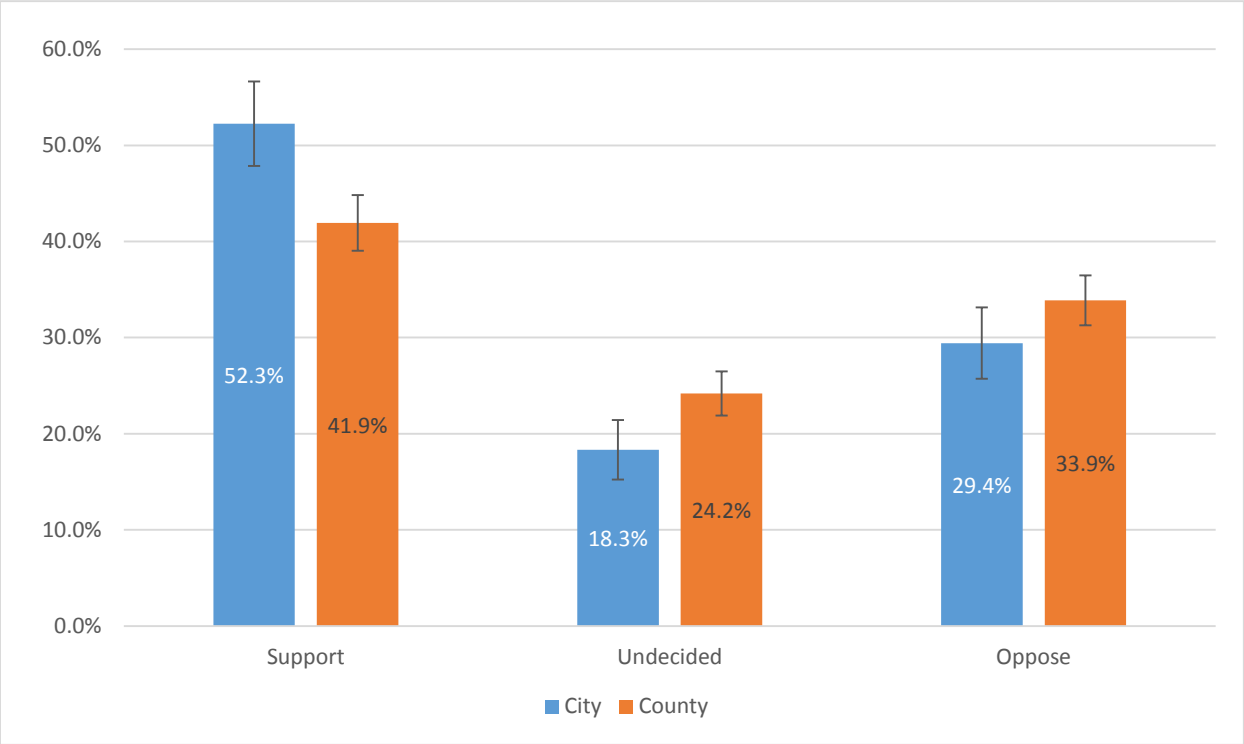
The survey slightly found that fewer County residents (45.6%) supported paying more taxes or fees than did City residents (48.8%). Likewise, 32.5% of County residents opposed paying more taxes or fees, while only 27.7% of their City resident neighbors agreed. However, each of these differences between City and County residents are well within the survey's margin of sampling error and could simply be caused by random survey election.

When examining the strength of support or opposition to paying more taxes or fees for transportation system improvements, support for paying more can be described as falling on the weaker end of the spectrum. Only 12.3% of residents strongly supported paying more taxes or fees, while 35.7% somewhat supported paying more. Opposition appeared to be slightly stronger among County residents, with 18.9% of County residents strongly opposed to paying more taxes or fees compared with just 12.9% of City residents. However, this difference is also within the survey's margin of random sampling error.

Although examining the opinions of all metropolitan transportation planning area residents is very important, it is also important to examine the opinions of registered voters in the area. The paragraphs that follow present this examination.

Figure 14 illustrates the opinions of registered voters who live within the Missoula metropolitan transportation planning area on the question of whether they supported or opposed paying more taxes or fees for transportation system improvements. A small majority of registered voters who live in the City of Missoula (52.3%) supported paying more taxes or fees if the fees were spent only on transportation system improvements, while only 41.9% of registered voters who live in the County expressed similar support.

Figure 14: Registered Voter Support or Opposition to Paying More Taxes or Fees for Transportation System Improvements



Sampling error bars were added to Figure 14 to help the reader interpret the difference between City and County registered voters' opinions on this topic. The error bars show that the difference between the proportion of City and County registered voters who supported paying more taxes or fees for transportation system improvements exceeded the survey's rate of sampling error. The error bars also show that, while the survey estimates that more County registered voters opposed or were undecided than were City voters, those differences did not exceed the sampling error rate.

A second implication of Figure 14 is that relatively few, if any, undecided registered voters within the City, at most about 2.1 percentage points of the 18.3% City undecideds, would have to be convinced to support a tax or fee increase for a possible City-wide referendum to be approved. This implication holds even if the actual proportion of City support among registered voters is at the lower bound of the sampling error rate. The task to obtain approval for a possible referendum among County registered voters would be more difficult. Readers may wish to know that this survey was administered during the same period that a referendum on increasing area property tax rates to support Missoula County Public

Schools (MCPS) was on the ballot. It is not evident that the MCPS referendum had any impact on this survey's results.

Q14. If taxes or fees were raised to improve transportation in the Missoula area, what would you want to see the additional revenues used for?

Maintaining and repairing existing streets and roads was most frequently cited by area residents (37.1%) as the transportation system component on which they would want increased funds spent. Figure 15 reports all of the spending preferences expressed by area residents.

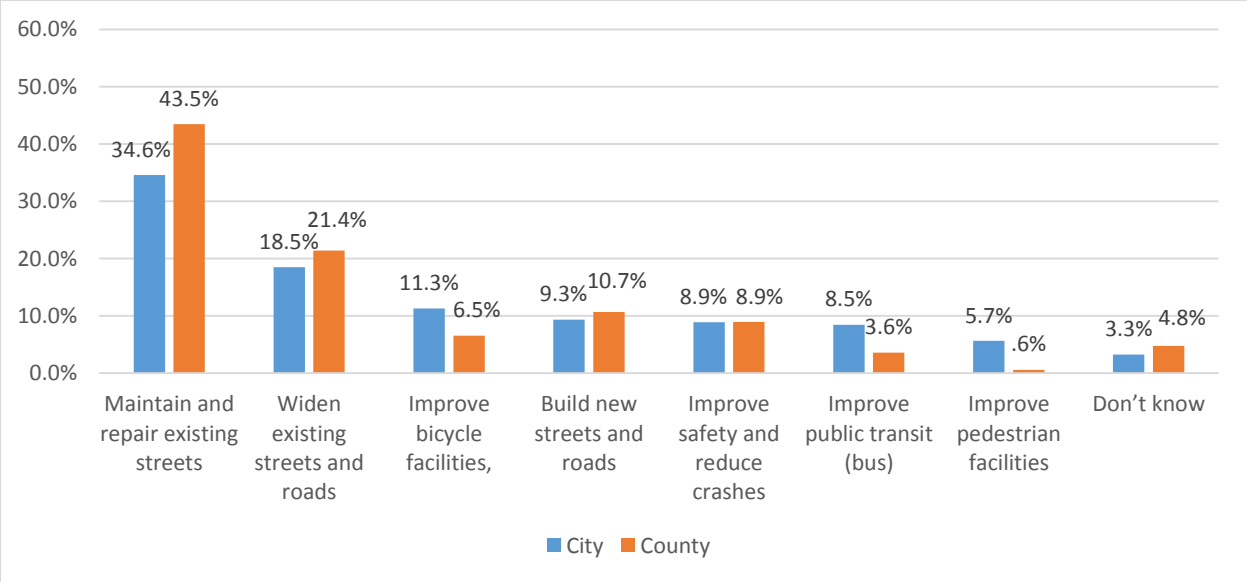
Figure 15: Spending Preferences if Taxes or Fees Are Increased

Potential Action	%
Maintain and repair existing streets and roads	37.1%
Widen existing streets and roads	19.2%
Improve bicycle facilities, such as trails/paths and lanes	10.1%
Build new streets and roads	9.6%
Improve safety and reduce crashes	8.9%
Improve public transit (bus)	7.2%
Improve pedestrian facilities, such as sidewalks and crosswalks	4.3%
Don't know	3.7%

Widening existing streets and roads (19.2%) was the second most frequently cited spending preference. Improving bicycle facilities (10.1%), building new streets and roads (9.6%), improving safety and reducing crashes (8.9%), and improving public transit (7.2%) were statistically tied for third. Improving pedestrian facilities was least often cited (4.3%) when asked about in the context of spending increased funds.

Figure 16 shows that there are few statistically significant differences in spending preferences between residents of the City or County. More County residents (43.5%) did choose to spend increased funds on maintaining and repairing streets when compared with City residents (34.6%). In contrast, more City

Figure 16: City vs. County Preferences for Spending New Taxes or Fees



residents chose to spend new funding on public transit and pedestrian facilities compared with County residents.

Q15. What type of tax would you be most willing to support if the revenues were used only for transportation system improvements locally?

More than twice as many area residents (40.3%) said that they preferred a 2 cent increase per gallon of fuel paid by local residents and visitors over any other potential new tax or fee studied.

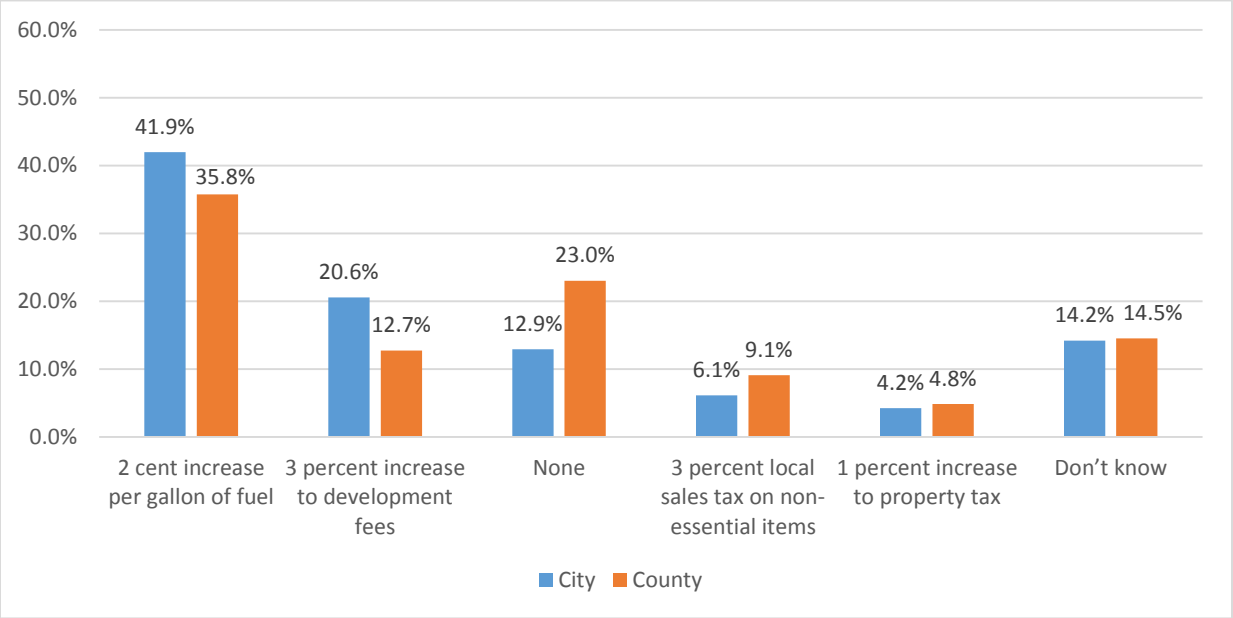
Figure 17: Preferences for Type of New Tax or Fee

Potential Tax or Fee	%
2 cent increase per gallon of fuel (diesel and gasoline), paid by local residents and visitors	40.3%
3 percent increase to development fees, paid for by new development	18.5%
None	15.4%
Don't know	14.3%
3 percent local sales tax on non-essential items, such as items purchased at bars and restaurants, paid by local residents and visitors	7.1%
1 percent increase to property tax, paid by property owners	4.4%

Figure 17 describes area residents' tax or fee preferences. A 3% increase to development fees, paid for by new development was chosen by 18.5% of area residents. A local sales tax (7.1%) or a property tax increase (4.4%) were chosen by less than 1 in every 10 area residents.

Figure 18 illustrates that the potential new tax or fee preferences of City and County residents are similar with two exceptions. More City residents (20.6%) preferred a new development fee than did County residents (12.7%). And more County residents (23%) expressed a preference for no new tax or fee than did City residents (12.9%). Though not shown in Figure 18 for clarity, area registered voters

Figure 18: City vs. County Type of New Tax or Fee Preferred

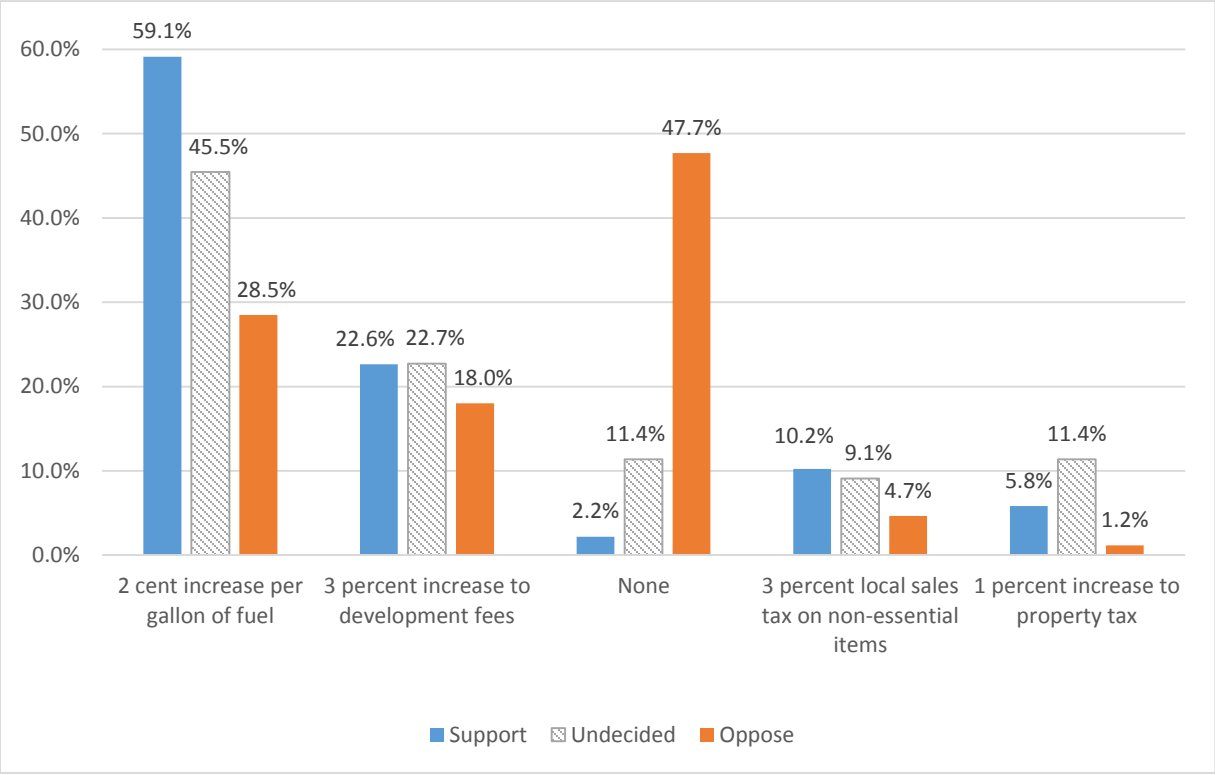


displayed the same pattern. 24.8% of City registered voters supported a new development fee, compared with just 12% of County registered voters. Similarly, 28.7% of County registered voters supported no new tax or fee, compared with only 15.1% of City registered voters.

A majority (59.1%) of Missoula area residents who supported paying a new tax or fee for transportation system improvements preferred doing so with a 2 cent increase per gallon of fuel. Figure 19 displays the types of tax or fee preferred by supporters, the undecided, and those opposed to paying a new tax aimed at transportation system improvements. A 3% increase to development fees was preferred by less than one-quarter (22.6%) of new tax supporters. The remaining options examined by the survey were each preferred by less than 1 in 10 new tax supporters.

Residents who were undecided about whether to support or oppose a new tax focused on supporting transportation system improvements also largely preferred (45.5%) using a 2 cent increase per gallon of fuel as the means to increase revenue. Only 22.7% of undecided residents preferred a 3 percent increase to development fees, while around 1 in 10 undecided residents preferred each of the remaining options.

Figure 19: Type of Tax Preferred by Supporters and Opponents of a New Tax



Nearly a majority of opponents to a new tax or fee (47.7%) supported none of the possible types of tax or fee examined. Interestingly, 28.5% of opponents to a new tax or fee chose a 2 percent fuel tax increase as their most preferred, or perhaps least opposed, funding option. About 2 in 10 (18%) of opponents cited a 3 percent development fee increase as their preference, while fewer than 1 in 10 preferred the other options studied.

The next section of this report moves away from exploring Missoula area resident' opinions about improving the area transportation system and about paying for future improvements. Instead, the following section of the report describes current characteristics of transportation system and the area residents who use that system.

Missoula's Travelling Public

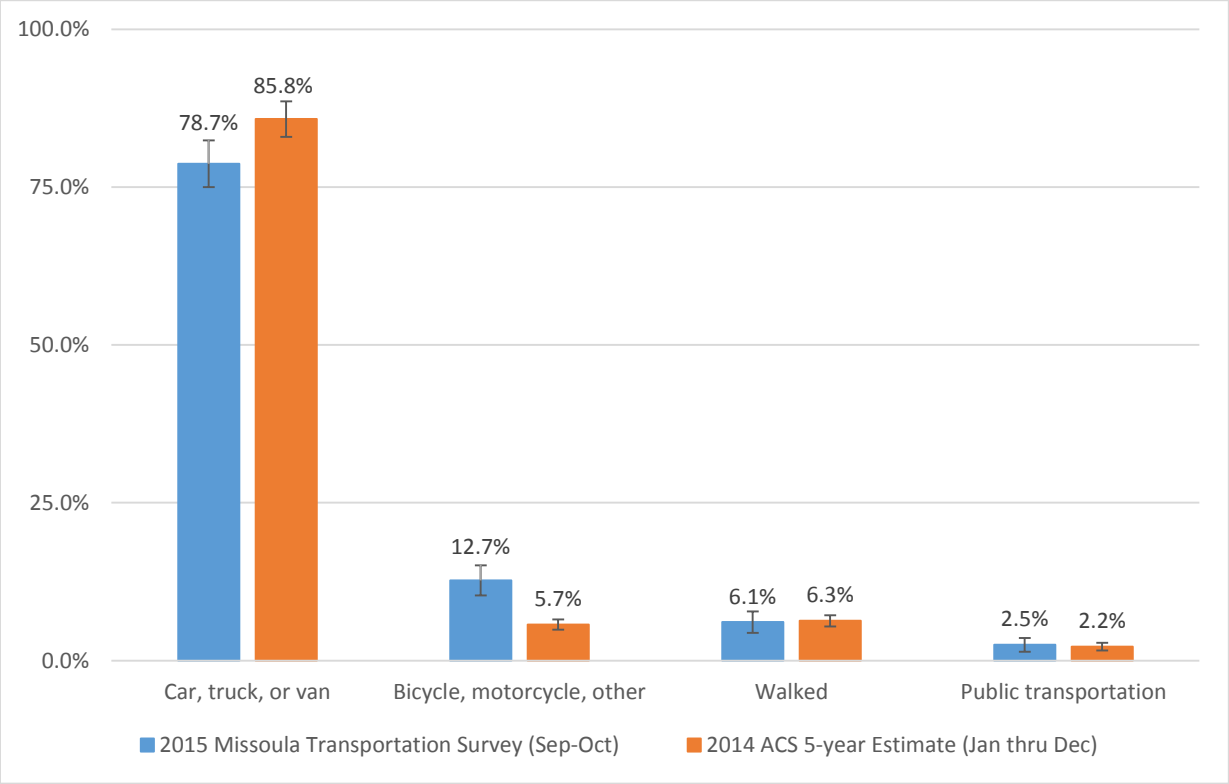
This section of the report examines specific aspects of transportation mode use in the Missoula area. In particular, this section focuses on:

a. Travel to Work in Missoula
b. Bicycling in Missoula
c. Walking, Running, or Jogging in Missoula
d. Public Transit in Missoula
e. Motor Vehicle Ownership in Missoula
f. Drivers' Licenses in Missoula

Q16. How did you usually get to work LAST WEEK?

Almost 8 in 10 Missoula (78.7%) area workers travelled to work in a car, truck or van during September and October of 2015. Figure 20 describes the survey-estimated proportions of Missoula area workers in 2015 who used selected modes for travel to work. Figure 20 also compares the 2015 estimates to the 2014 U.S. Census Bureau's American Community Survey (ACS) estimates of mode use for travel to work.

Figure 20: Mode of Travel to Work in the Missoula Area



(U.S. Census Bureau, 2015) The ACS estimates presented in Figure 20 use the Missoula Transportation Planning Area population of adults ages 18 and older. One important difference between the ACS and the 2015 Missoula Area Transportation Survey is that the ACS is administered during each month of a calendar year while the 2015 Missoula Survey was administered only in September and October. This

means that the ACS includes cold-weather months in its estimates. In contrast, the weather during administration of the 2015 Missoula Area Transportation Survey was very clement.

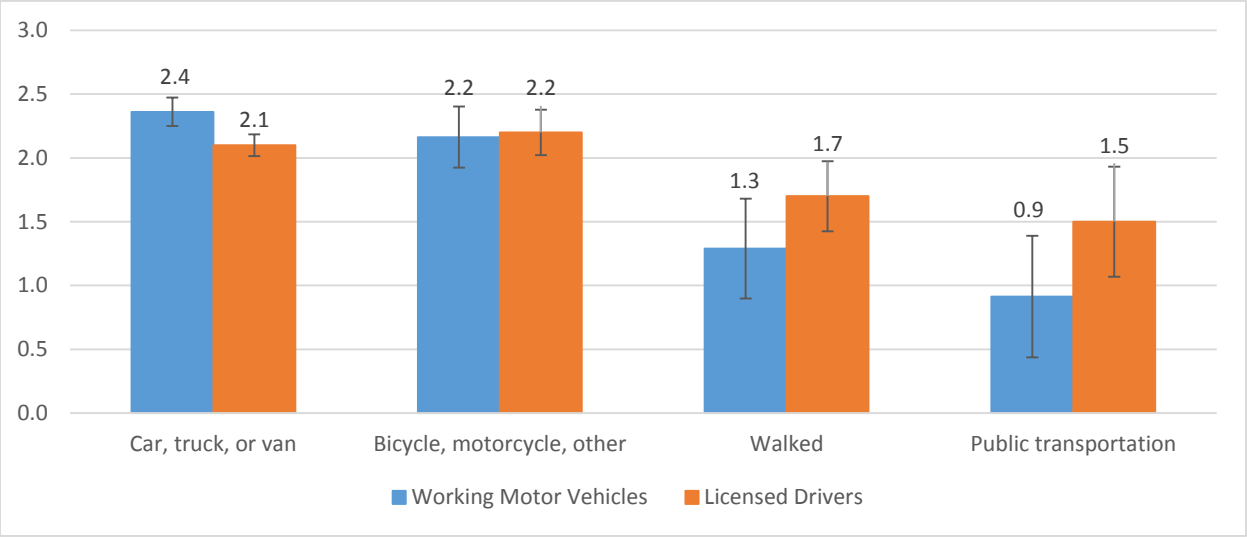
Based on this seasonal difference between the data collection periods of the surveys, one would predict that the 2015 Missoula Survey would find more respondents who travelled to work using a bicycle or motorcycle because snow and ice makes those modes less attractive to some users during winter months. This is consistent with the 2015 Missoula Survey findings. During September and October of 2015 12.5% of Missoula area residents travelled to work using a bicycle or motorcycle. In comparison, the 2014 5-year ACS, which surveyed respondents January through December, found just 5.7% of Missoula area residents used a bicycle or motorcycle to travel to work. As the error bars in Figure 20 demonstrate, this difference does exceed each study's margin of sampling error.

A second possible implication is suggested when comparing the 2015 Missoula Survey and the 2014 5-year ACS estimates for travel to work modes. The estimates for the proportions of area residents who travel to work using either public transportation or by walking are essentially equal in both data sources. About 6.1% of Missoula area workers walk to work and about 2.5% take public transportation to work. This implies the possibility that the proportion of Missoula area residents who walk to work or who take the bus to work is not greatly affected by seasonality.

A third implication is that it appears possible that many Missoula area workers who travel to work using a bicycle or motorcycle switch to using a car, truck, or van during cold weather months. This would very plausibly explain the difference between the 2015 Missoula Survey estimate of 78.7% of workers using a car, truck, or van to travel to work and the 2014 5-year ACS estimate of 85.8%. Again, the error bars in Figure 20 show that this difference exceeds each study's margin of sampling error.

The 2015 survey provides additional evidence supporting the hypothesis that Missoula area bicycle and motorcycle commuters switch modes of travel to work seasonally, but walking and public transit commuters do not. The 2015 survey found that bicycle or motorcycle commuters to work had more flexibility in mode choice than walkers or public transit commuters to work. Figure 21 shows that bicycle

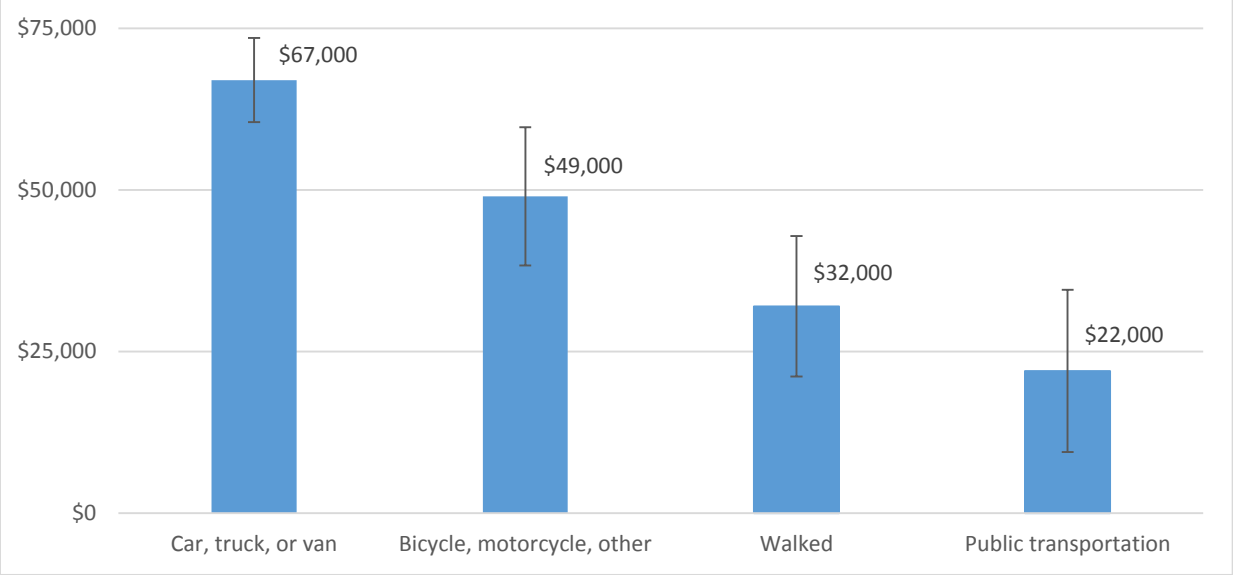
Figure 21: Number of Working Motor Vehicles and Licensed Drivers in Workers' Households by Mode of Travel to Work



or motorcycle commuters to work had more working cars or trucks available in their households than did walking commuters or public transit commuters. Bicycle or motorcycle commuters to work reported having an average of 2.2 working cars or trucks available in their households, while walking commuters had only 1.3 and public transit commuters had only 0.9. Figure 21 also demonstrates that bicycle and motorcycle commuters had access in their households to more licensed drivers than did walking commuters or public transit commuters. While households of bicycle or motorcycle commuters had an average of 2.2 licensed drivers available, households of walking commuters had only 1.7 licensed drivers and households of public transit commuters had just 1.5.

In addition, the 2015 survey learned that Missoula area bicycle or motorcycle travelers to work had more household income to spend on travel to work than did public transit commuters. Figure 22 illustrates these findings. The average household income of Missoula area workers who used a bicycled or rode a motorcycle to work was $49,000 compared with only $22,000 for public transit work commuters. The 2015 survey estimate of the average household income of workers who walk to work ($32,000) was also lower than that of bicycle and motorcycle commuters to work. However, as the error bars in Figure 22 demonstrate, because of the relative small number of walking commuters surveyed the difference between the two groups in this instance does not exceed possible sampling error.

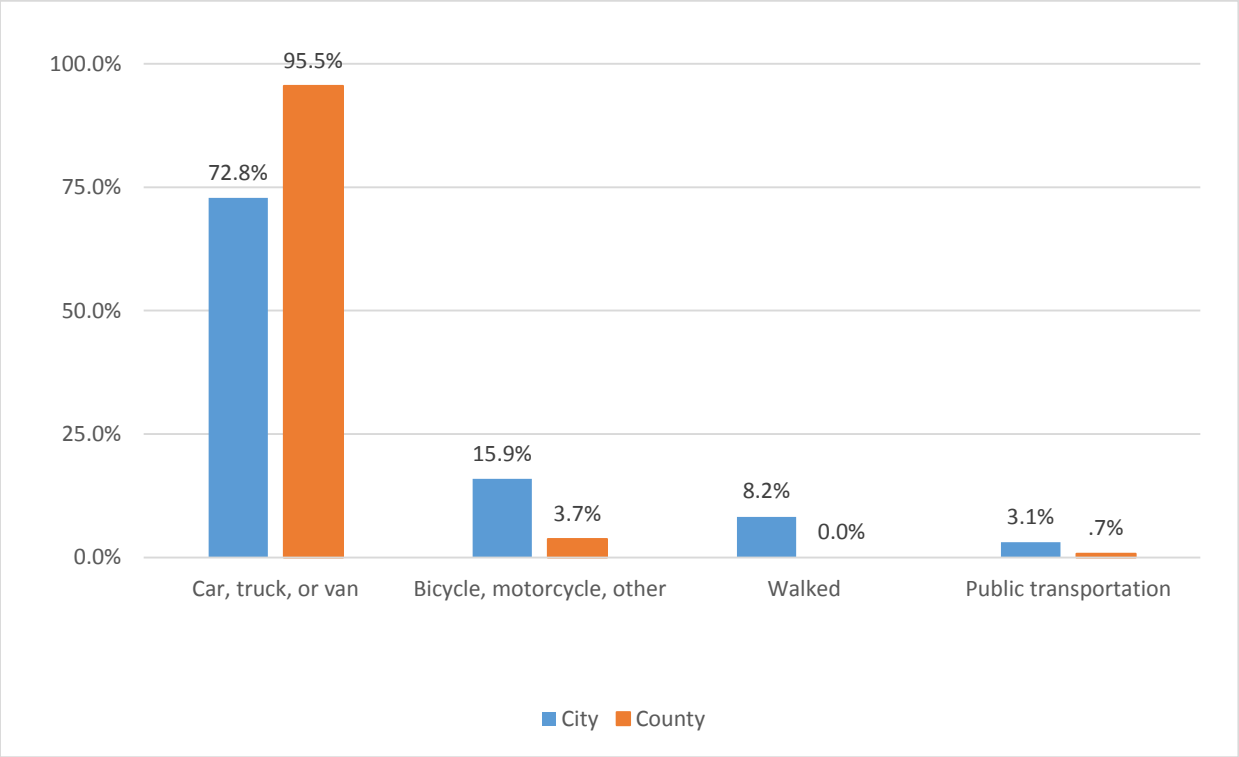
Figure 22: Average Household Income of Workers by Mode of Travel to Work



The final demographic analysis of mode of travel to work included in this section of the report examines place of residence. Exploring mode of travel to work by whether the respondent lived in the City of Missoula or outside the City in the County provides important context for any discussion of mode of travel to work in the Missoula area.

Figure 23 displays the modes of travel to work used by City residents of the transportation planning area and by County residents in the transportation planning area.

Figure 23: City vs. County Mode of Travel to Work



Any discussion of modes of travel to work used by County residents of the Missoula transportation planning area is essentially a conversation about car, truck, or van use. Almost all workers (95.5%) who lived outside the City but within the Missoula transportation planning area used a car, truck, or van to travel to work. A small fraction of County workers (3.7%) commuted to work using a bicycle or motorcycle, and even fewer (0.7%) used public transportation. The survey found no workers who lived in the County and walked to work.

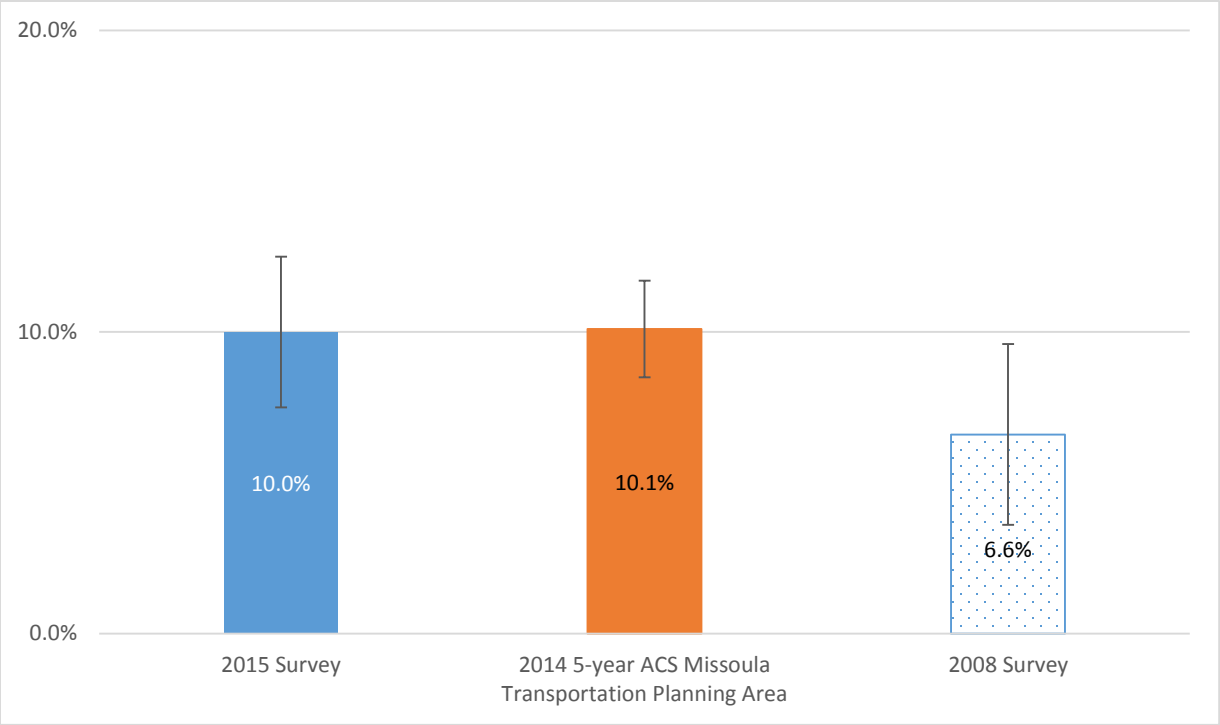
Alternative mode of travel to work use is significant among City residents. In addition to the 72.8% of City residents who travelled to work in a car, truck, or van, 15.9% used a bicycle or motorcycle. An added 8.2% of City workers walked to work, and 3.1% of City workers used public transportation to get to work.

Q17. How many people, including you, usually rode to work in the car, truck, or van LAST WEEK?

An average of 1.14 people rode to work in each car, truck, or van that transported Missoula area workers. There was no difference between City and County workers in the mean number of people who rode in the car, truck, or van. Residents who lived in households with children (1.3) and residents ages 26-40 (1.3) reported a higher than average number of riders to work.

One in ten Missoula area workers who did not work at home (10.0%) reported carpooling in 2015. Figure 24 presents this finding.

Figure 24: % Missoula Area Workers Who Reported Carpooling to Work

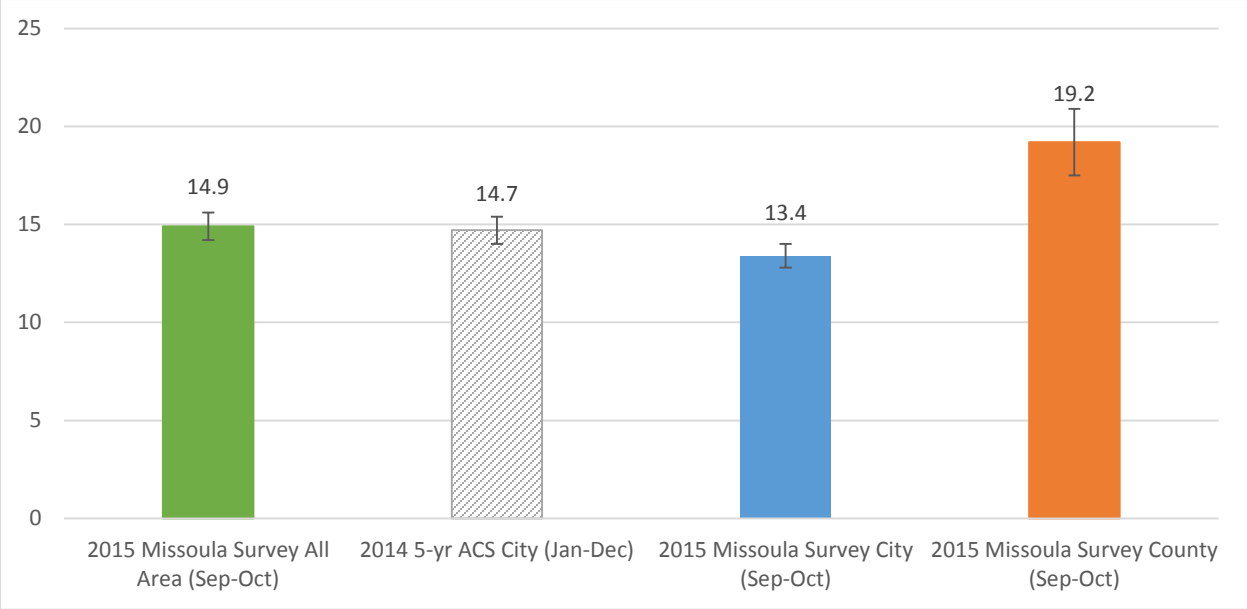


The 2015 estimate of the proportion of workers who carpooled to work was higher than that found by the 2008 Missoula Survey (6.6%). However, the difference between the two estimates is within both surveys' margins of error. The 2015 estimate for the proportion of Missoula transportation planning area workers who carpooled was almost exactly the same as the 2014 5-year ACS estimate (10.1%) for workers who lived in the same area.

Q18. How many minutes did it usually take you to get from home to work LAST WEEK one way?

September and October 2015 residents of the Missoula transportation planning area reported travelling for an average of 14.9 minutes one way on their trip to work. Figure 25 displays the 2015 Missoula Survey estimates for travel time to work in the Missoula transportation planning area and provides a U.S. Census Bureau American Community Survey (ACS) estimate for comparison.

Figure 25: Mean travel time to work (minutes)



2015 residents of the City reported travelling for an average of 13.4 minutes to reach work, while County residents reported travelling for an average of 19.2 minutes to arrive at work. The most relevant available U.S. Census Bureau estimate of travel time to work comes from the 2014 5-year ACS of the City. According to this source, City residents travelled an average of 14.7 minutes to work one way. The estimate is just over 1 minute higher than the 2015 Missoula Survey estimate. However, as discussed in a previous section of this report, seasonality of data collection periods may well account for this 1-minute average difference. The ACS data collection period included cold weather months, but the 2015 Missoula Survey did not. Snow and ice may have slightly slowed the work commute for City residents described by the ACS estimate.

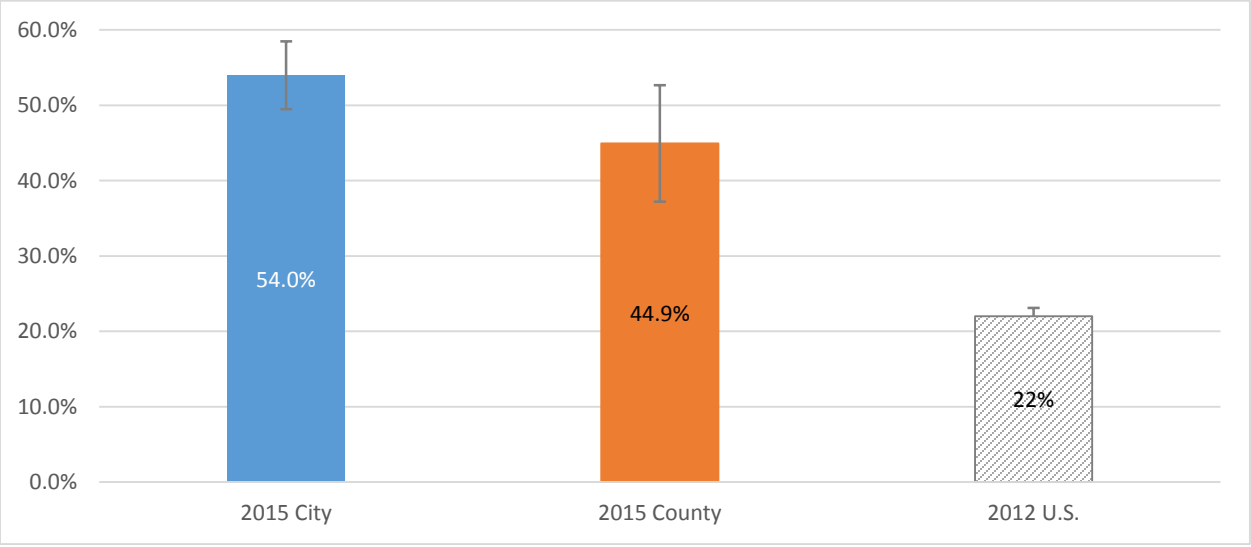
Q24. During the last 30 days, did you ride a bicycle?

A small majority of adult Missoula area residents (51.6%) reported riding a bicycle during the 30 days that preceded the September and October 2015 data collection period of the survey. This proportion is dramatically higher than the 8.5% of 2008 Missoula transportation planning area residents who said that they rode a bicycle in the 30 days prior to survey administration. However, the 2008 Missoula Survey was administered in January and February 2008. The comparison between the two survey estimates provides clear evidence of seasonality in bicycle ridership in the Missoula area.

To place this proportion of bicycle ridership in perspective, the 2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior found that, nationwide, 22% of adults reported bicycling in the previous month and 36% reported bicycling in the previous year. (Schroeder, P. & Wilbur, M., October 2013) The 2012 National Survey was also administered during warm weather months, from June through October 2012. Clearly, significantly more 2015 adult Missoula area residents reported bicycling than did 2012 adults nationally. Even when compared with the 2012 National Survey's reported rate of monthly bicycling for the states of Alaska, Idaho, Montana, Oregon, and Washington (32%) the Missoula area rate was higher.

Figure 26 describes respondent reports of bicycle ridership by the respondent's place of residence in the Missoula transportation planning area. More City residents (54%) reported riding a bicycle over the previous 30 days than did County residents (44.9%). However, as the error bars in Figure 26 indicate, the difference in these estimates does not exceed the survey's sampling error rate, and thus could be due to the effect of randomly sampling survey respondents.

Figure 26: City vs. County % Who Bicycled in the Last 30 Days



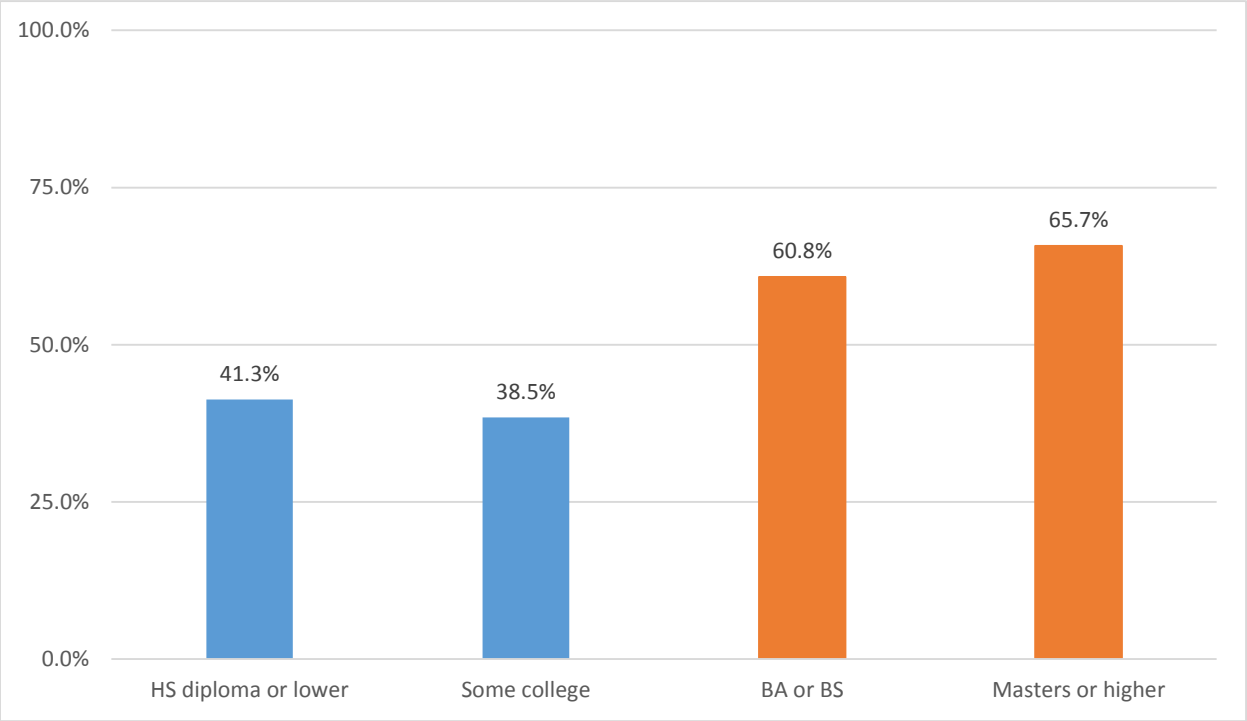
An examination of the demographic characteristics of adult Missoula area bicyclists reveals interesting patterns. 2015 female (51.2%) and male (52.1%) residents of the Missoula transportation planning area reported essentially identical rates of bicycle ridership. Similarly, registered voters (51.7%) and residents who were not registered to vote (51.8%) reported nearly the same rates of bicycle ridership. However, almost two-thirds of Missoula area residents who live in households with children (66.3%) reported bicycling, while 46.8% of those without children bicycled. In addition, a comparison of Missoula area

bicyclists and non-bicyclists showed differences by age, their level of education attained, and their household income. The next few paragraphs describe these differences in more detail.

Riding a bicycle requires physical exertion, balance, and visual acuity. For these reasons, one might hypothesize that Missoula area seniors would report lower levels of bicycle ridership than younger Missoula area residents. And this is the age pattern that the 2015 survey found. Only about one-third (33.7%) of Missoula residents ages 56 and older reported bicycling over the previous 30 days. In contrast, 54.2% of residents ages 18-25, 64.9% of residents ages 26-40, and 56.9% of residents ages 41-55 reported riding a bicycle.

Missoula area residents with at least a Bachelors' degree were more likely to report having bicycled in the last month than were residents who attained less education. Figure 27 illustrates this pattern.

Figure 27: % of Area Residents Who Bicycled by Educational Attainment



Missoula residents who attained less than a Bachelors' degree reported bicycling over that past 30 days at rates between 38.5% and 41.3%. These rates are still higher than the 2012 national monthly rate for all adults (22%). However, 6 in 10 Missoula adults who attained a Bachelors' degree (60.8%) bicycled in the past month, and nearly two-thirds of those with a Masters' degree or higher (65.7%) bicycled in the past month.

More Missoula area residents in the highest household income quartile, those who lived in households with 2014 incomes of at least $70,000, reported bicycling in the previous 30 days than did residents with lower household incomes. Figure 28 explores the relationship between bicycling and household income in the Missoula area.

Figure 28: % of Area Residents Who Bicycled by 2014 Household Income Quartiles

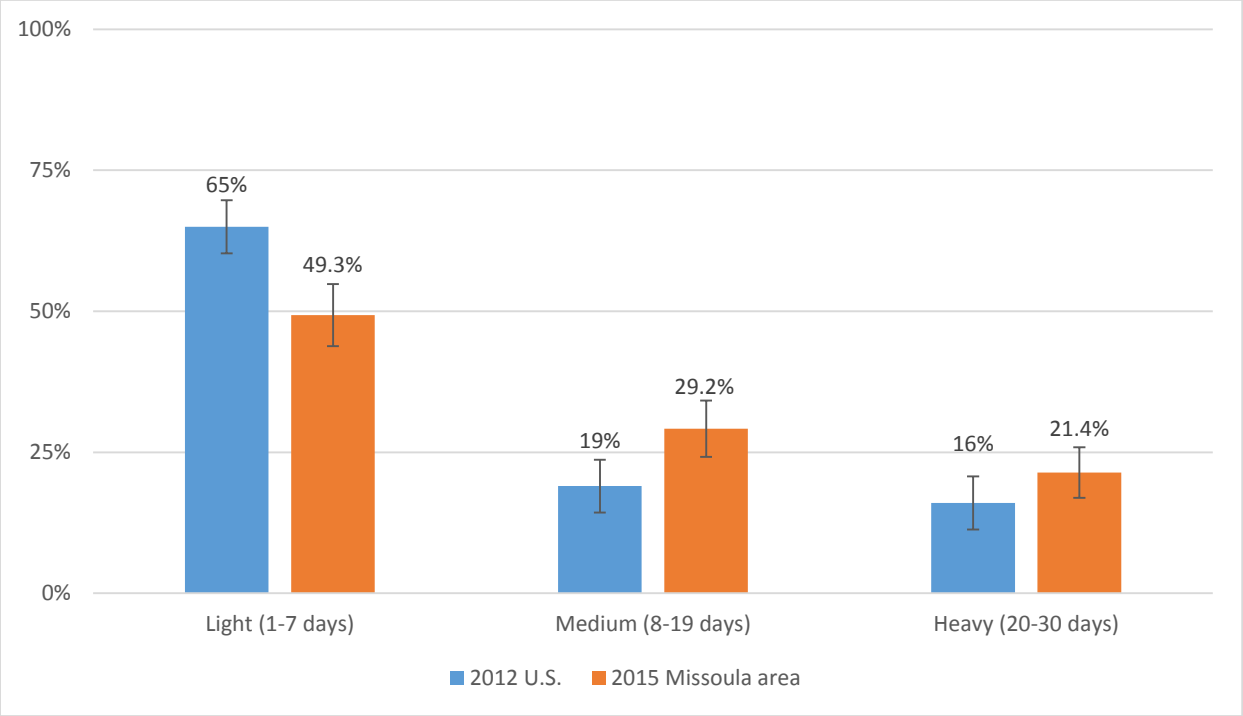
Residents who lived in households with 2014 incomes of less than $70,000 reported riding a bicycle in the past 30 days at rates that exceeded the 2012 national monthly rate of 22%. These Missoula area rates ranged from 45.6% to 50.3%. In contrast, more than 6 in 10 Missoula area residents (61.6%) who lived in households with incomes of $70,000 or more said that they bicycled in the 30 days prior to survey administration.

Q25. How many days did you ride a bicycle over the last 30 days?

2015 Missoula area residents who bicycled reported bicycling on an average of 10.7 days over the month prior to survey administration. The 2015 Missoula area monthly average was higher than the 2012 national average of 8.2 days over the past month.

In 2002 and again in 2012 the U.S. National Highway Traffic Safety Administration (NHTSA) used the categories light (1 to 7 days), medium (8-19 days), and heavy (20-30 days) to describe national monthly bicycling frequency. Figure 29 below presents 2015 Missoula area bicycling frequency using the NHTSA categories. In addition, Figure 29 compares 2015 Missoula area frequencies to 2012 national frequencies.

Figure 29: Frequency of Bicycling (days per month)

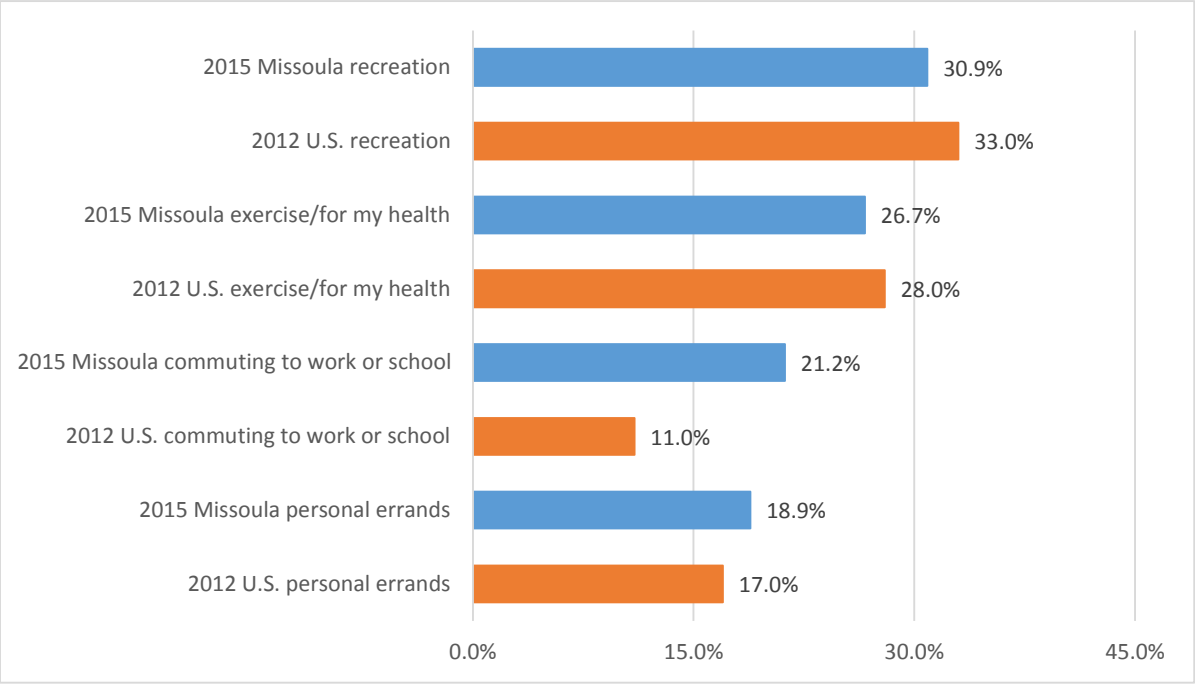


2015 Missoula bicycle riders reported more medium frequency riding than 2012 bicycle riders nationally. Fewer 2015 Missoula area residents (49.3%) reported a light frequency of riding over the past month than did 2012 riders nationally (65%). As the error bars in Figure 29 show, this difference exceeds the margin of sampling error present in both surveys. More Missoula area bicycle riders (29.2%) said that they rode a medium number of days in the prior month than did 2012 riders nationally (19%). This difference also exceeds the rates of sampling error in both surveys. Finally, the 2015 Missoula Survey found more riders who reported a heavy frequency of riding than did the 2012 National Survey. However, this difference is within each surveys' margins of possible sampling error.

Q26. What was the primary reason for you to ride a bicycle over the last 30 days?
Q27. What was a secondary reason for you to ride a bicycle over the last 30 days?

The 2015 Missoula Survey found that the most commonly cited reason for riding a bicycle over the previous 30 days by Missoula area riders was recreation, which received a total of 30.9% of combined responses. Combined responses refers to the responses to Question 26 and 27. Figure 30 describes the reasons 2015 Missoula area riders reported for their bicycle trips.

Figure 30: Purposes for Bicycling Trips - Combined Responses



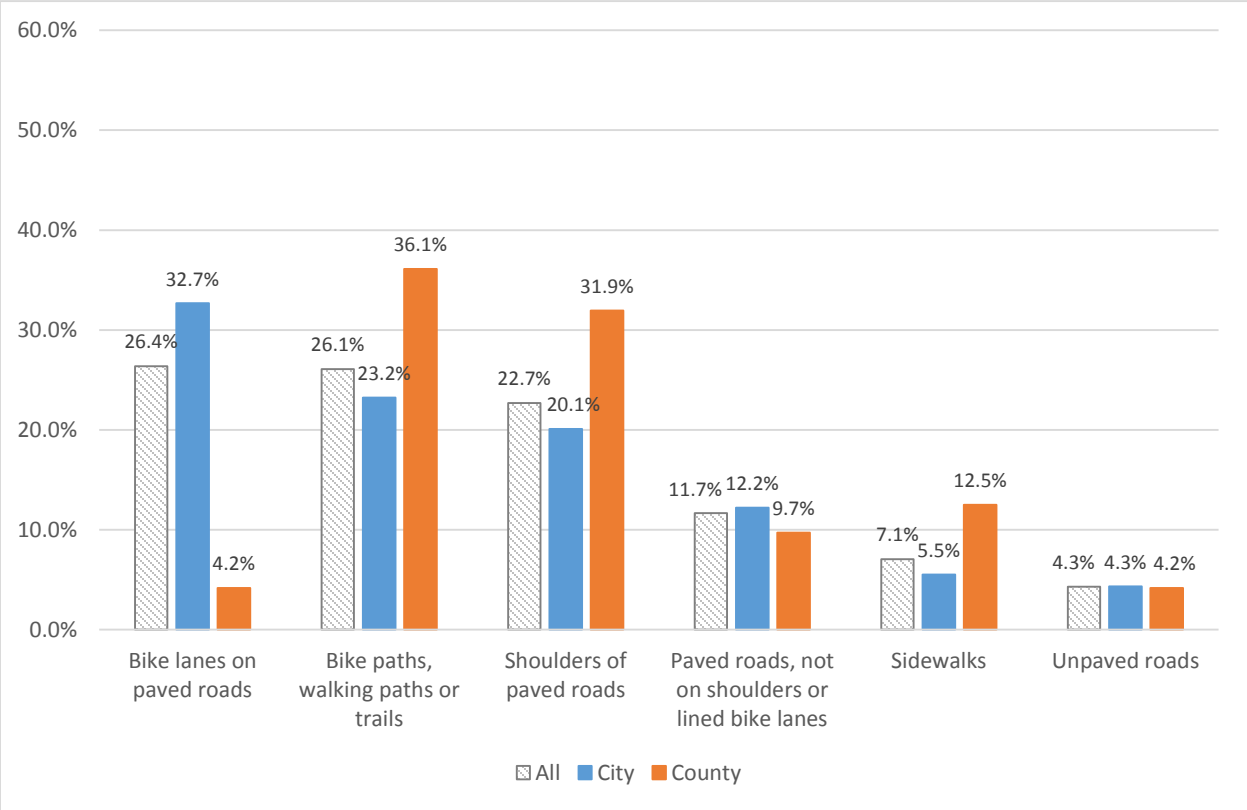
Exercise or health received a combined 26.7% of responses from bicyclists, while commuting to work or school received 21.2% and personal errands received 18.9%. The proportions of reasons for bicycling found by the 2015 Missoula Survey are quite similar to those found by the 2012 National Survey, with the exception of commuting to work or school. More 2015 Missoula area bicyclists mentioned commuting to work or school than did 2012 bicyclists nationally.

When asked to report their primary reason for bicycling over the past 30 days, about one-third of 2015 Missoula area riders (33.4%) mentioned commuting to work or school. Recreation was the second most often primary cited reason (28.5%), while exercise or health was third (18.7%), and personal errands fourth (17.5%).

Q28. Did you bicycle mostly on?

2015 adult bicyclists in the Missoula transportation planning area appeared to be evenly distributed between the three most commonly used surfaces: bike lanes on paved roads (26.4%), bike paths, walking paths, or trails (26.1%), and the shoulders of paved roads (22.7%). However, this description masks significant differences between bicyclists who lived in the City and those who lived in the County. Figure 31 describes the proportions of 2015 City and County bicyclists by their reports of the surface they bicycled on most.

Figure 31: City vs. County Riding Surfaces Most Commonly Used

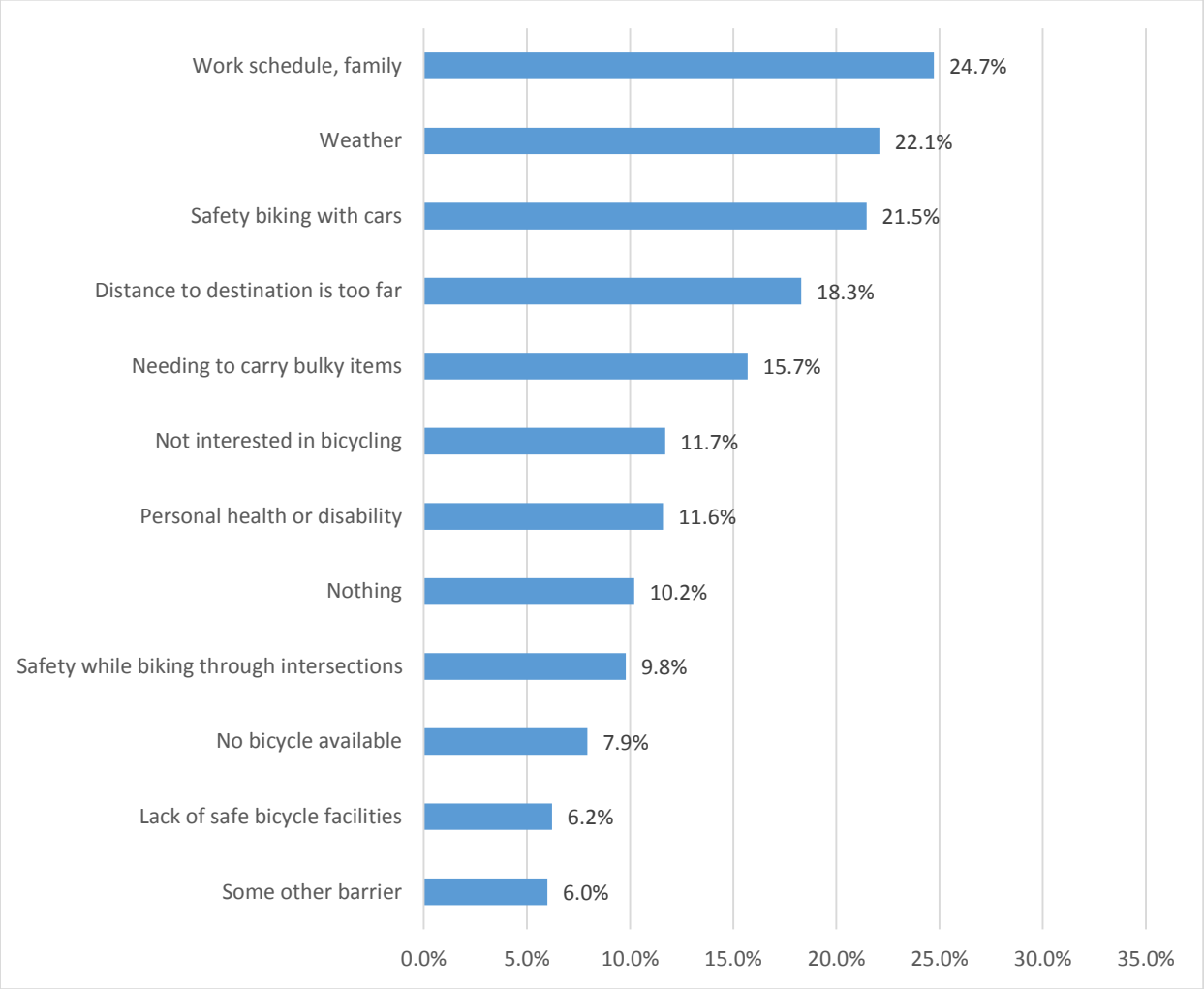


City bicyclists most frequently (32.7%) reported riding on bike lanes on paved roads, while just 4.2% of County bicyclists said they rode on bike lanes. County bicyclists reported that they most frequently (36.1%) rode on bike paths, walking paths, or trails, while 23.2% of City bicyclists said that they rode on bike paths. Just over 3 in 10 County bicyclists (31.9%) reported riding on the shoulders of paved roads, compared with 20.1% of City bicyclists. 12.5% of County bicyclists reported riding on sidewalks, but only 5.5% of City riders reported riding on sidewalks. Each of these differences exceeds the survey's margin of sampling error, and thus is not due to randomly selecting survey respondents. Very similar proportions of both City (12.2%) and County (9.7%) bicyclists said that they rode on paved roads (but not shoulders or bike lanes). Nearly identical, but small, fractions of City (4.3%) and County (4.2%) bicyclists reported riding on unpaved roads.

Q29. What keeps you, if anything, from riding a bicycle more often?

Work schedule and family (24.7%), weather (22.1%), and safety biking with cars (21.5%) were statistically tied as the most frequently cited barriers to bicycling more often. Figure 32 lists the barriers tested in the 2015 Missoula Survey in the order they were cited by area residents.

Figure 32: Barriers to Bicycling More Often – All Residents

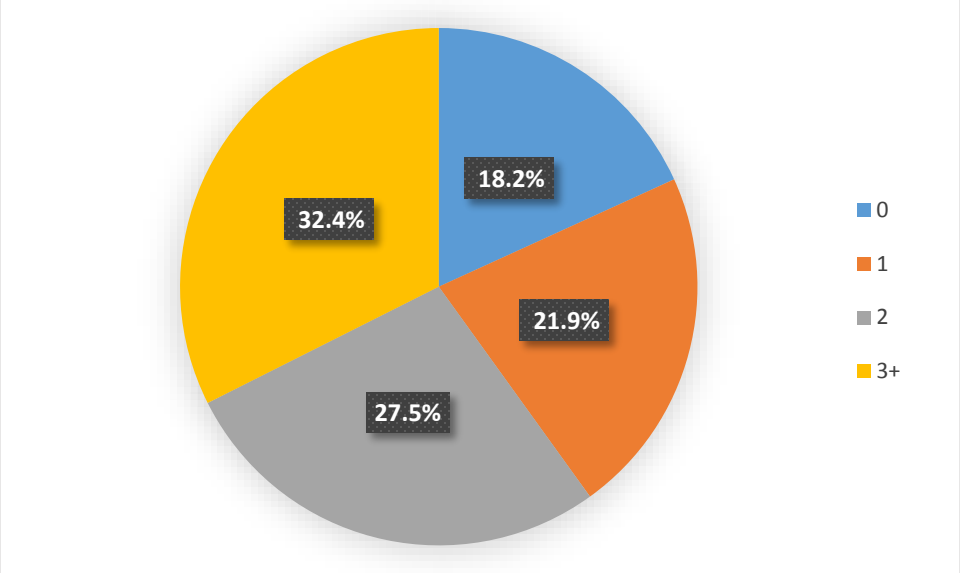


The least often cited barriers were a lack of safe bicycle facilities (6.2%), no bicycle available (7.9%), and safety while biking through intersections (9.8%). There was one statistically significant difference between City and County residents: 12.2% of City residents cited safety while biking through intersections as a barrier, while only 2.4% of County residents mentioned this barrier.

Q23. How many ridable (functioning/working) bicycles are currently owned by all of the people who live or stay at the address on the mailing label?

The 2015 Missoula Survey found that, on average, each area resident lived in a household that has 2.2 working bicycles. There is no difference in the average number of working bicycles owned by households in the City or the County. Figure 33 shows the distribution of the number of working bicycles among area households.

Figure 33: Household Distribution of the Number of Working Bicycles



About one-third of Missoula area households (32.4%) reported owning 3 or more working bicycles. Just over one-quarter (27.5%) said they own 2 bicycles. About 1 in 5 households (21.9%) owned 1 bicycle. Just under 1 in 5 households own 0 bicycles. There is no difference between City and County households in this basic distribution.

The 2015 Missoula Survey allows an examination of those area residents who reported not owning a bicycle in their household and who said that not owning a bicycle kept them from riding more often. This group of residents represents about 7.5% of all Missoula area adult residents. Figure 34 presents a list of demographic characteristics that begin to describe Missoula area residents who reported wanting access to a bicycle in their household but not having it.

Figure 34: Residents Who Want Bicycles But Have None - Selected Characteristics

Characteristic	%
Missoula City resident	87%
Male	70%
Some college	54%
2014 household income < $25,000	45%
Ages 18-25	42%
High school diploma or less	23%
American Indian	20%

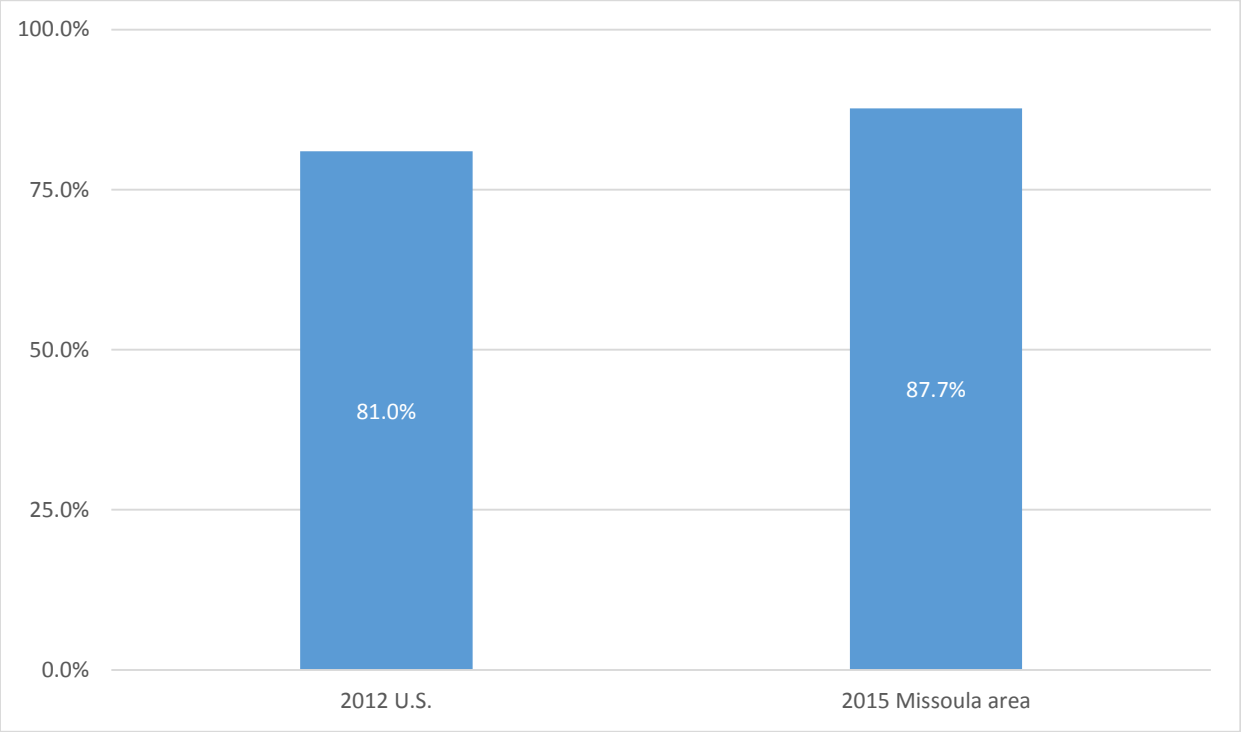
One implication of the description in Figure 34 is that younger, male, lower income Missoula City residents, especially those with less education, would travel by bicycle more if they could obtain a bicycle.

The next section of this report focuses on walking, running, or jogging in the Missoula area.

Q30. During the last 30 days, did you walk, run, or jog at least one time outside for 5 minutes or more?

A large majority of Missoula area residents (87.7%) reported that they walked, ran, or jogged outside for at least 5 minutes in the 30 days prior to survey administration. Only 11.7% said that they did not walk, run, or jog outside for at least 5 minutes over the prior 30 days. For the purposes of clarity, persons who reported walking, running, or jogging outside for at least 5 minutes at least once over the previous 30 days will be referred to as "walking" for the remainder of this report. Figure 35 compares the 2015 proportion of walking in the Missoula area to that found in the 2012 National Survey.

Figure 35: Proportion of Walking in the Missoula Area vs. Nationally



The fraction of walking found by the 2015 Missoula Survey is slightly larger than that found by the 2012 National Survey (81%). In fact, this proportion is so large that a demographic description of it is very similar to a description of the entire area's adult population. So, the next section of the report provides a brief demographic description of those who reported not walking. In addition, because of the well-known relationship between physical activity and public health, a description of those who reported not walking may be more policy relevant.

The 2015 Missoula Survey found two distinguishing demographic characteristics for residents who didn't walk: age and level of educational attainment. There was no difference in the proportion of not walking found between City and County residents.

Older Missoula area residents were more likely to report NOT walking. Figure 36 illustrates the age pattern found in the 2015 Missoula Survey. One in five area residents ages 56+ (20.8%) reported not walking, as did 14.1% of area residents ages 41-55. This proportion dropped to 8.6% of residents ages 26-40. The lowest proportion of not walking was found among Missoula area residents ages 18-25 (3.0%). The age pattern for not walking found by the 2015 Missoula survey mirrors the pattern found by the 2012 National Survey.

Figure 36: Age by Not Walking, Running, or Jogging Outside for 5 Minutes

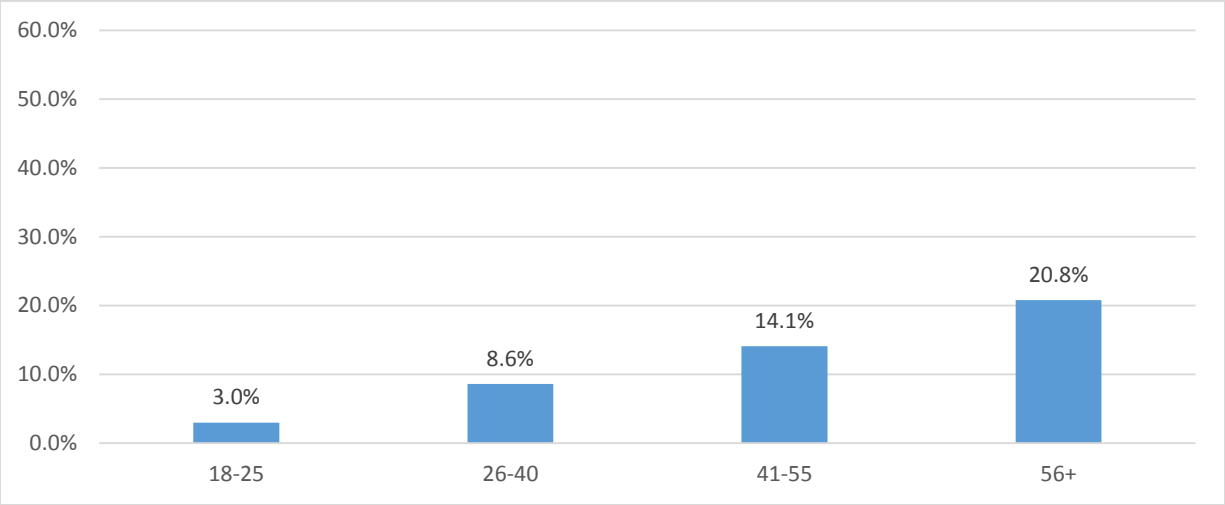
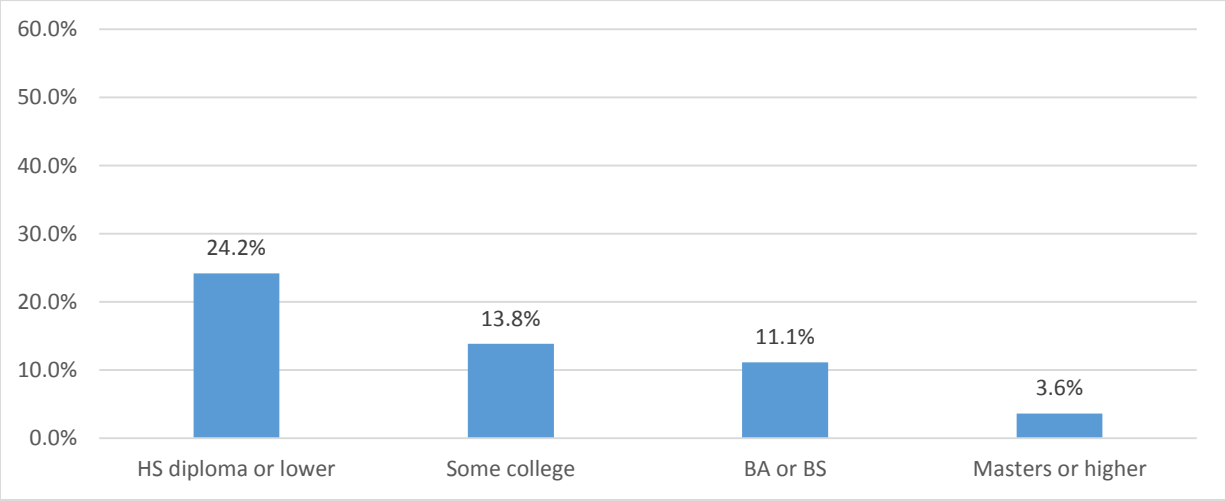


Figure 37 demonstrates that less educated Missoula area residents were also more likely to report not walking. About one-quarter of residents (24.2%) with a high school education or less reported that they didn't walk. This proportion dropped as resident education attainment increased until only 3.6% of residents with a Masters' degree or more said that they did not walk. Again, this pattern of not walking by educational attainment is the same at that found by the 2012 National Survey.

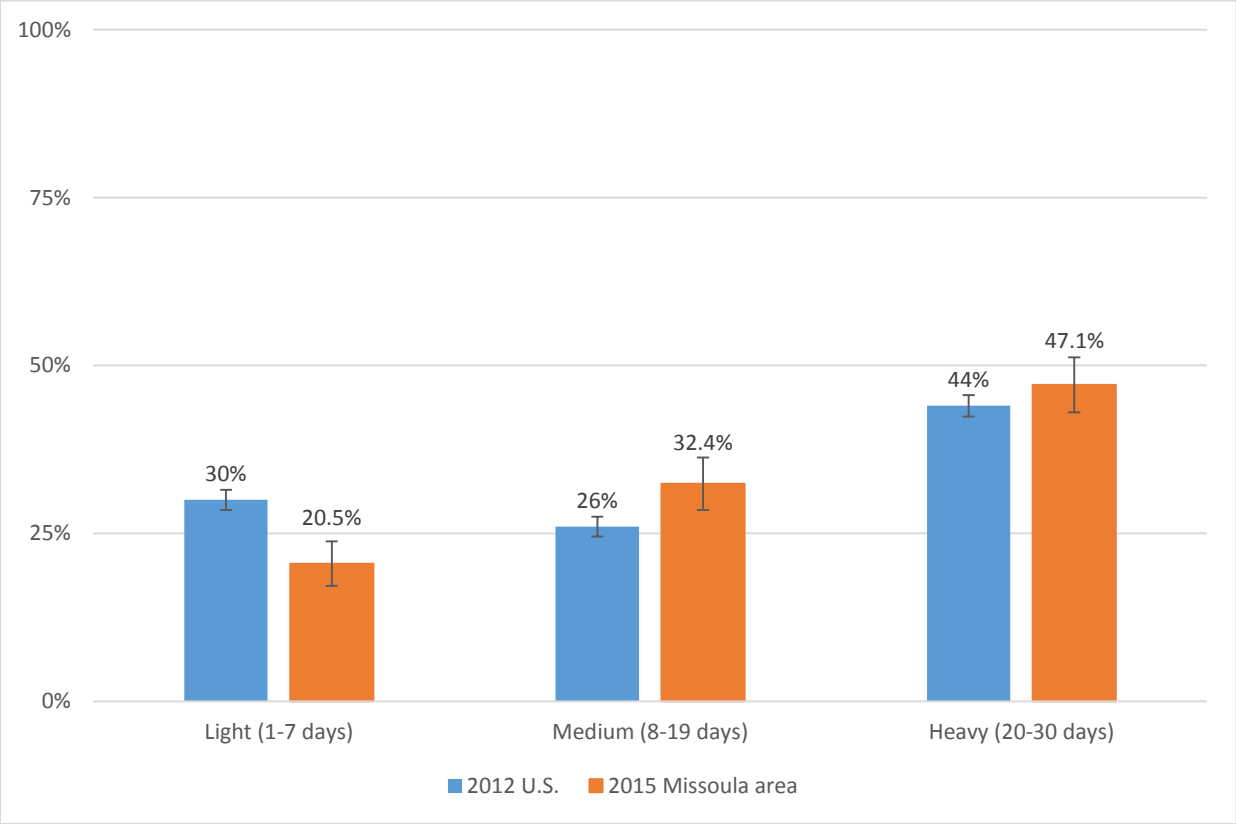
Figure 37: Educational Attainment by Not Walking, Running, or Jogging Outside for 5 Minutes



Q31. How many days did you walk, run or jog over the last 30 days?

On average, 2015 Missoula area residents reported walking on 16.9 days out of the previous 30. This average is 1 day higher than the average found by the 2012 National Survey (15.9). Figure 38 examines the frequency of 2015 Missoula area residents' walking and compares that frequency to the 2012 National Survey.

Figure 38: Frequency of Walking (days per month)

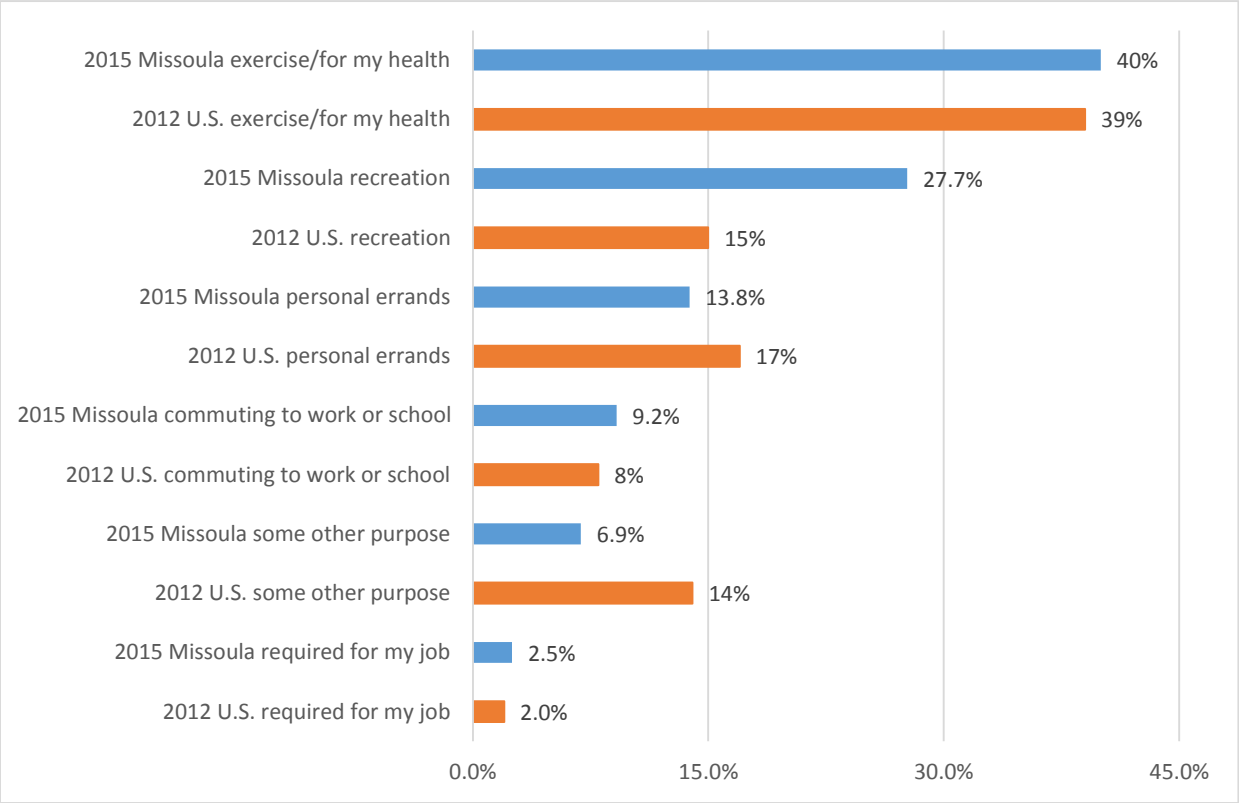


The 2015 Missoula Survey found that fewer Missoula area residents (20.5%) reported they were light frequency walkers than did 2012 walkers nationally (30%). Similarly, more 2015 Missoula area residents said they were medium frequency walkers (32.4%) than did 2012 walkers throughout the nation (26%). While 47.1% of Missoula area walkers reported heavy frequency walking in the previous month, this proportion was not statistically distinguishable from that found by the 2012 National Survey (44%).

Q32. What was the primary reason for you to walk, run, or jog over the last 30 days?
Q33. What was a secondary reason for you to walk, run, or jog over the last 30 days?

The 2015 Missoula Survey found that the most commonly cited reason for walking by Missoula area walkers was exercise or their health, which received a total of 40% of combined responses. Combined responses refers to the responses to Question 32 and 33. This proportion is nearly identical to that found by the 2012 National Survey (39%). Figure 39 describes the reasons 2015 Missoula area riders reported for their walking trips.

Figure 39: Purposes for Walking Trips - Combined Responses



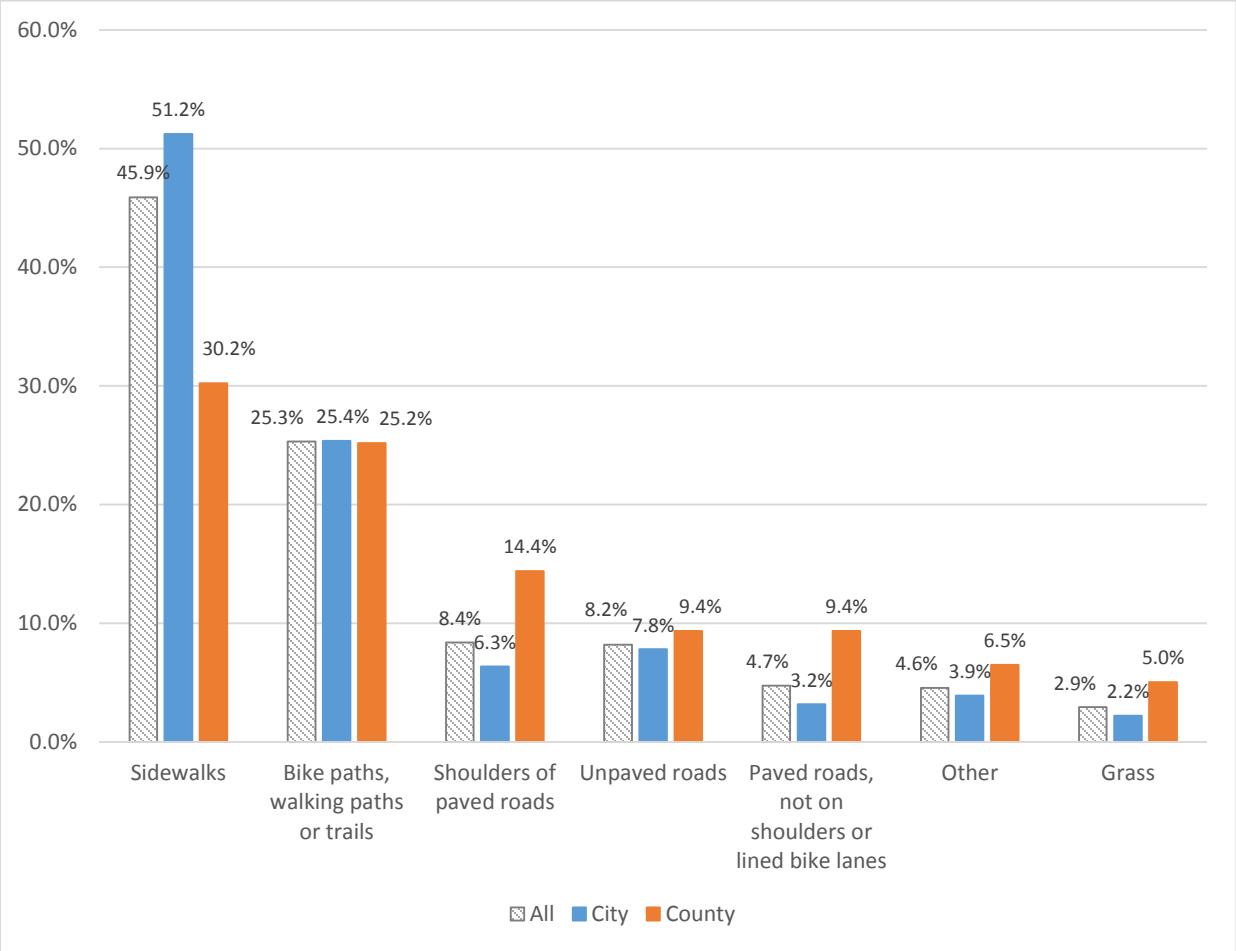
More 2015 Missoula area walkers (27.7%) reported walking for recreation than did 2012 walkers nationally (15%). The other prominent difference between the Missoula area and national proportions is found in the some other purpose category. Dog walking was included as a stated response option in the 2012 National Survey, but was not specifically offered as an option in the 2015 Missoula Survey. This probably influenced the difference found by the two surveys in the some other purpose category.

When asked to report their primary reason for walking a small majority of walkers (50.9%) mentioned exercise or their health. Recreation was the second most often cited reason (18.2%), while commuting to work or school was third (14.2%).

Q34. Did you walk, run, or jog mostly on?

2015 adult walkers in the Missoula transportation planning area appear to most often use sidewalks (45.9%). However, this description masks significant differences between walkers who lived in the City and those who lived in the County. Figure 40 describes the proportions of 2015 City and County walkers by their reports of the surface they walked on most.

Figure 40: City vs. County Walking Surfaces Most Commonly Used

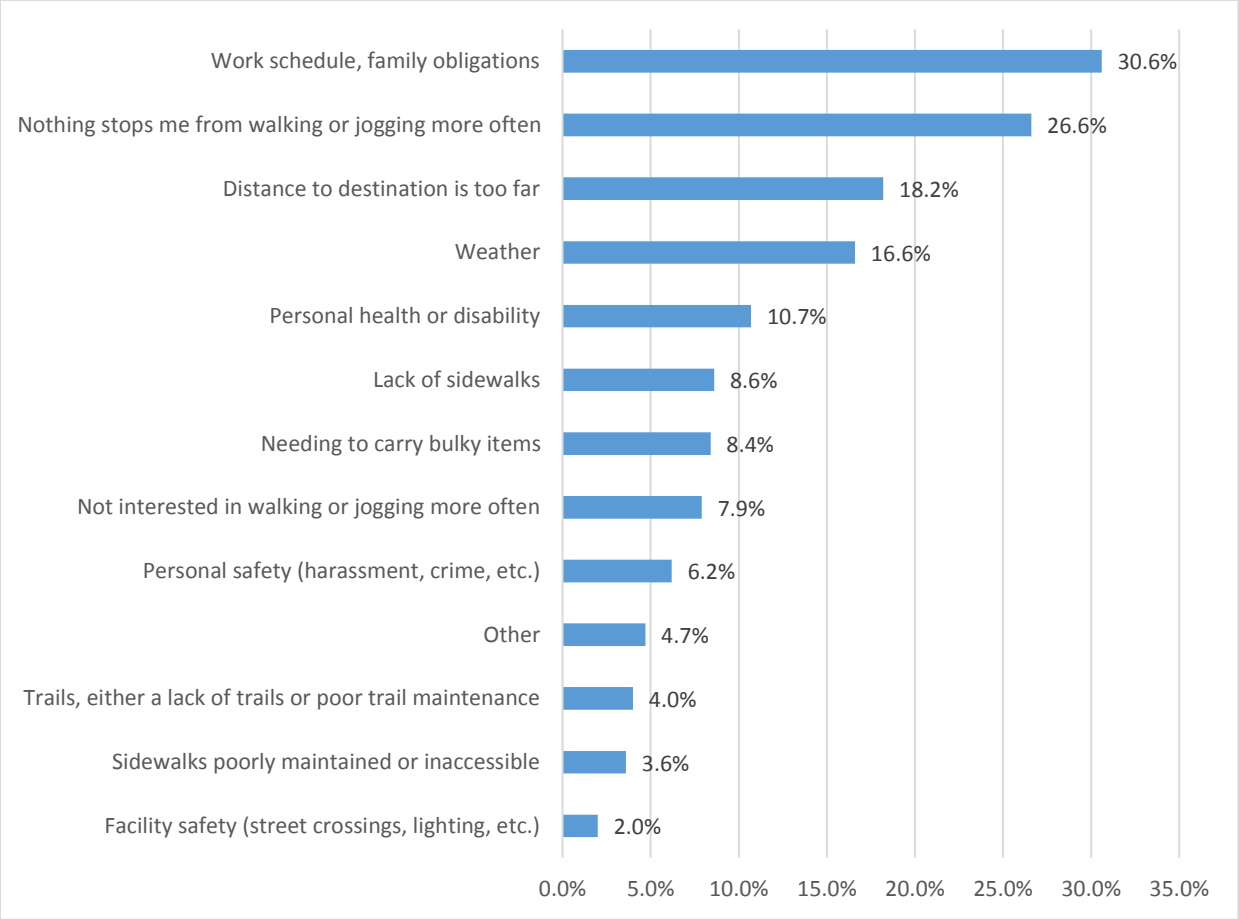


Significantly more City residents (51.2%) reported predominately walking on sidewalks than did County residents (30.2%). A nearly identical proportion of City (25.4%) and County walkers (25.2%) reported walking mainly on bike paths, walking paths, or trails. More County walkers (14.4%) said that they most often walked on the shoulders of paved roads compared with City walkers 6.3%). Similarly, more County walkers (9.4%) reported most often walking on paved roads than did City walkers (3.2%).

Q35. What keeps you, if anything, from walking or jogging more often?

2015 Missoula area residents most frequently (30.6%) cited their work schedule or family obligations as the barrier that kept them from walking more often. Another one-quarter (26.6%) said nothing stops them from walking more often. Figure 41 lists the barriers to walking examined in the 2015 Missoula Survey in order from most frequently chosen to least frequently chosen.

Figure 41: Barriers to Walking More Often – All Residents



Distance to their destination (18.2%) and weather (16.6%) were the next most frequently cited barriers. The least frequently chosen barriers were facility safety (2.0%), poorly maintained or inaccessible sidewalks (3.6%), and either a lack of trails or poor trail maintenance (4.0%).

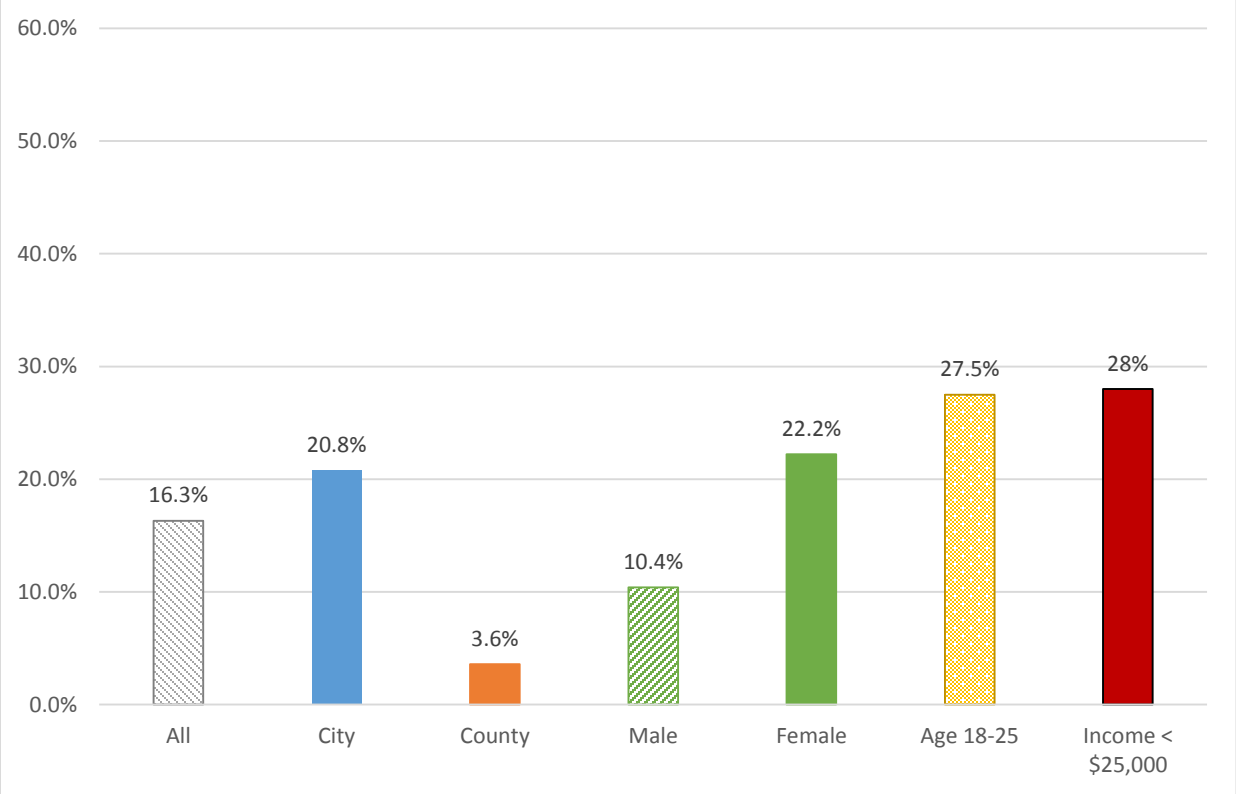
The 2012 National Survey asked a question about barriers to walking that was phrased differently than the question printed above. Also, the 2012 survey only asked the question of walkers, while the 2015 survey question was asked of all respondents. Still, a rough comparison of the two studies' findings is informative. The 2012 National Study's most frequently cited barrier to walking was "too busy," chosen by 40% of nationwide walkers. This finding is very similar to the 2015 Missoula Survey's most frequently chosen barrier "work schedule, family obligations." In addition, 18% of 2012 National Survey walkers chose "poor health," while 10.7% of all respondents to the 2015 Missoula Survey chose "personal health or disability." These findings are also quite similar.

Q36. During the last 30 days, did you ride on any public transit within the Missoula area?

Examples of public transit include a Mountain Line or a University of Montana bus.

The 2015 Missoula Survey found that 16.3% of adult residents of the Missoula transportation planning area rode public transportation in the 30 days that preceded survey administration. Figure 42 illustrates this finding and presents key demographic characteristics of area transit riders.

Figure 42: Proportion of Residents Who Rode Public Transit and Selected Demographic Characteristics

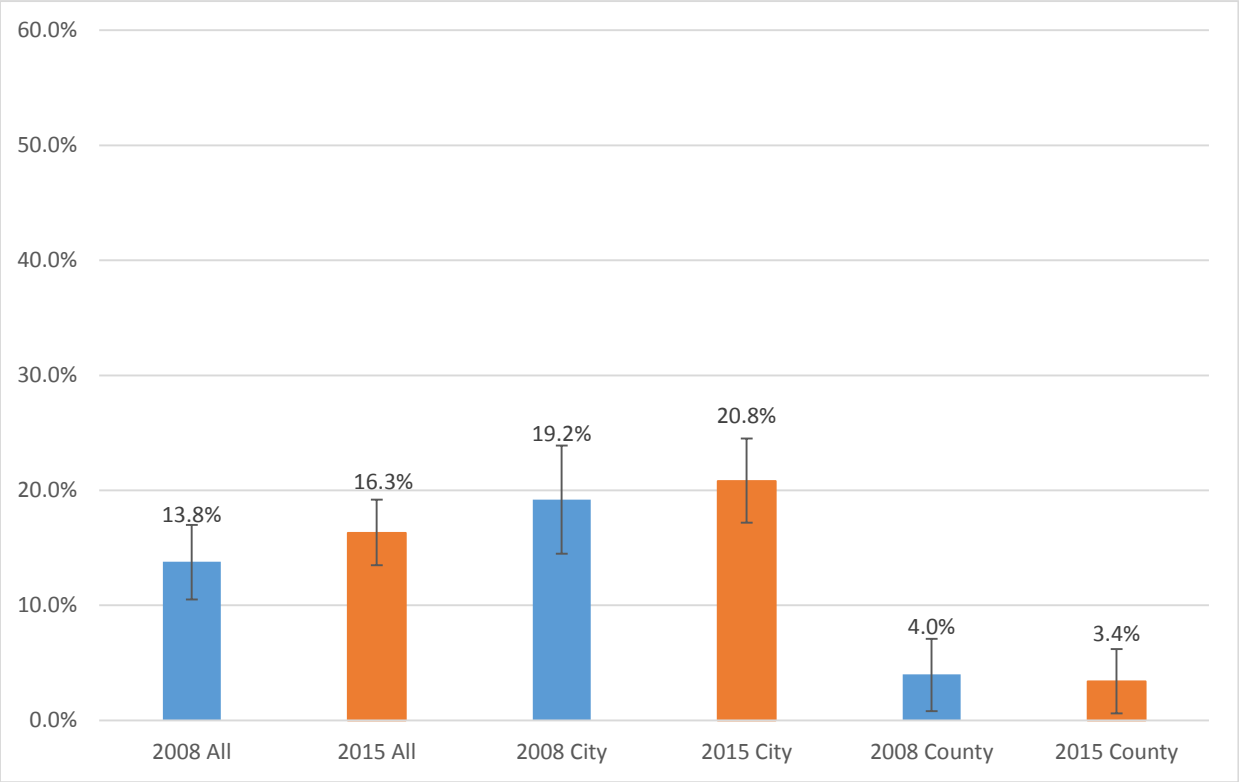


Significantly more City residents (20.8%) reported riding public transit than did County residents (3.6%). Twice as many women (22.2%) said that they rode public transit compared when with men (10.4%). More than one-quarter of Missoula area residents ages 18-25 (27.5%) reported riding on public transit. This proportion was higher than that reported by any other age group. Finally, 28% of area residents who lived in households with 2014 incomes less than $25,000 said that the rode on public transit. This proportion was also higher than that reported by any other income group.

Trends in Public Transportation Ridership: 2008-2015

The 2015 Missoula Survey estimates that about 2.5% more adult, area residents rode public transportation at least once during the month prior to survey administration when compared to the 2008 Missoula Survey estimate. However, this estimated increase in ridership does not rise above either survey's margin for sampling error. Figure 43 illustrates trends in public transportation ridership from 2008 until 2015.

Figure 43: Trends in Public Transportation Ridership: 2008-2015



The 2008 Missoula Survey estimated that 13.8% of area residents rode public transit in the 30 days prior to survey administration and the 2015 estimate was 16.3%. The 2008 estimate for City resident public transit ridership was 19.2% and the 2015 estimate was 20.8%. The 2008 (4.0%) and 2015 (3.4%) County estimates for public transit ridership were nearly identical. None of the very small differences cited here exceed either survey's margin of sampling error.

Q37. How many of the last 30 days did you use public transit?

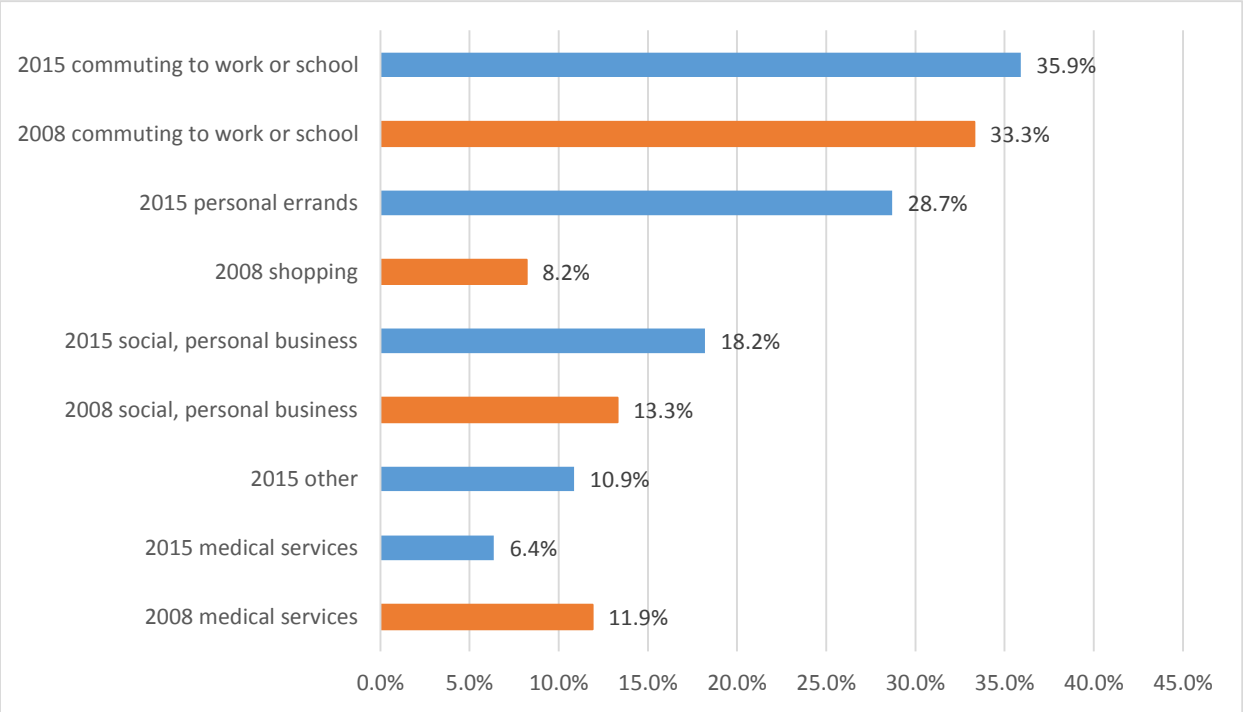
2015 Missoula area public transit riders reported that they rode public transit on an average of 8.4 days out of the previous 30. Women reported riding an average of 9.9 days compared to 4.9 days for men. Younger area adults, those ages 18-25, mentioned riding public transit for 10.5 days. Older residents rode on significantly fewer days. Residents who lived in households with total 2014 incomes of less than $25,000 said that they rode 10.4 days on average, higher income groups rode fewer days on average. Finally, City residents reported riding public transit for 8.6 days, while County residents reported riding on an average of 4.2 days.

Q38. What was the main reason for you to use public transit over the last 30 days?

Q39. What was a secondary reason for you to use public transit over the last 30 days?

The 2015 Survey found that most commonly reported reason (35.9%) to ride public transit was commuting to work or school. This percentage refers to the combined responses to Questions 38 and 39. This was also the most commonly reported reason (33.3%) for riding public transit in the 2008 Missoula Survey. Figure 44 presents the 2015 and 2008 reasons for riding public transit.

Figure 44: Reasons for Riding Public Transportation: 2008-2015 – Combined Responses

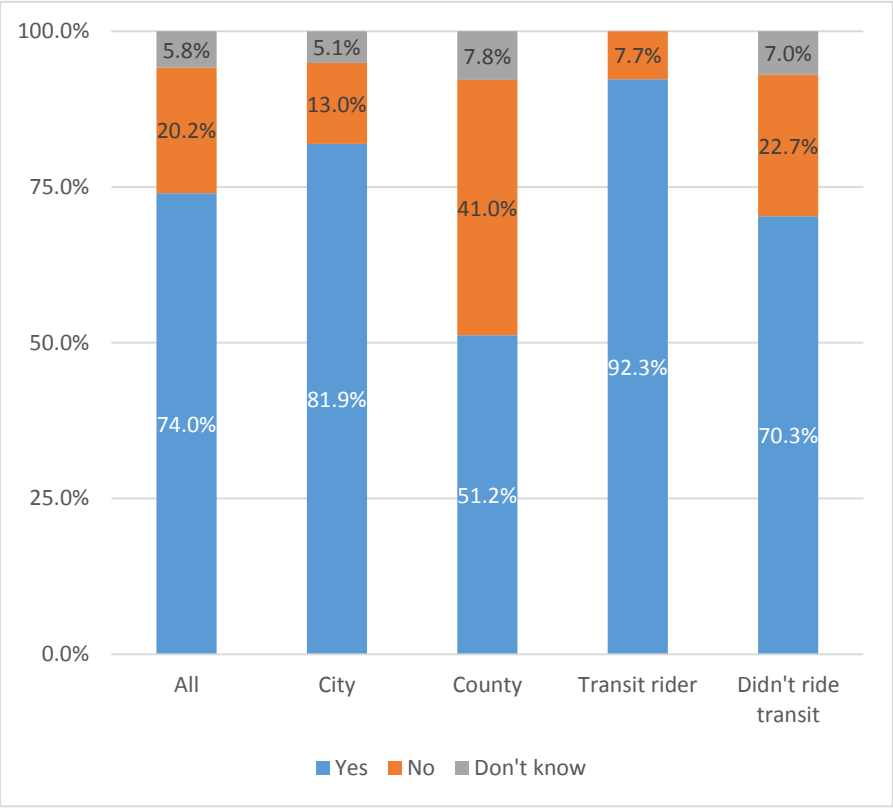


Overall, the estimates for the proportions of riders who reported riding for various reasons remained stable from 2008 to 2015. The small differences noted in Figure 44 do not exceed the either survey's margin of sampling error. In addition, minor differences in the response options offered in the two surveys probably also had a small impact on the estimates obtained.

Q40. Is public transit available in the area around where you currently live or stay?

Three-quarters of 2015 Missoula area residents (74%) said that public transportation is available in the area around where they currently live or stay. One in five (20.2%) reported that there is no public transportation in the area around where they live. An additional 5.8% said they didn't know. Figure 45 examines perceptions about the availability of public transportation in more detail.

Figure 45: Perceived Availability of Public Transit in the Area Where Respondents Live



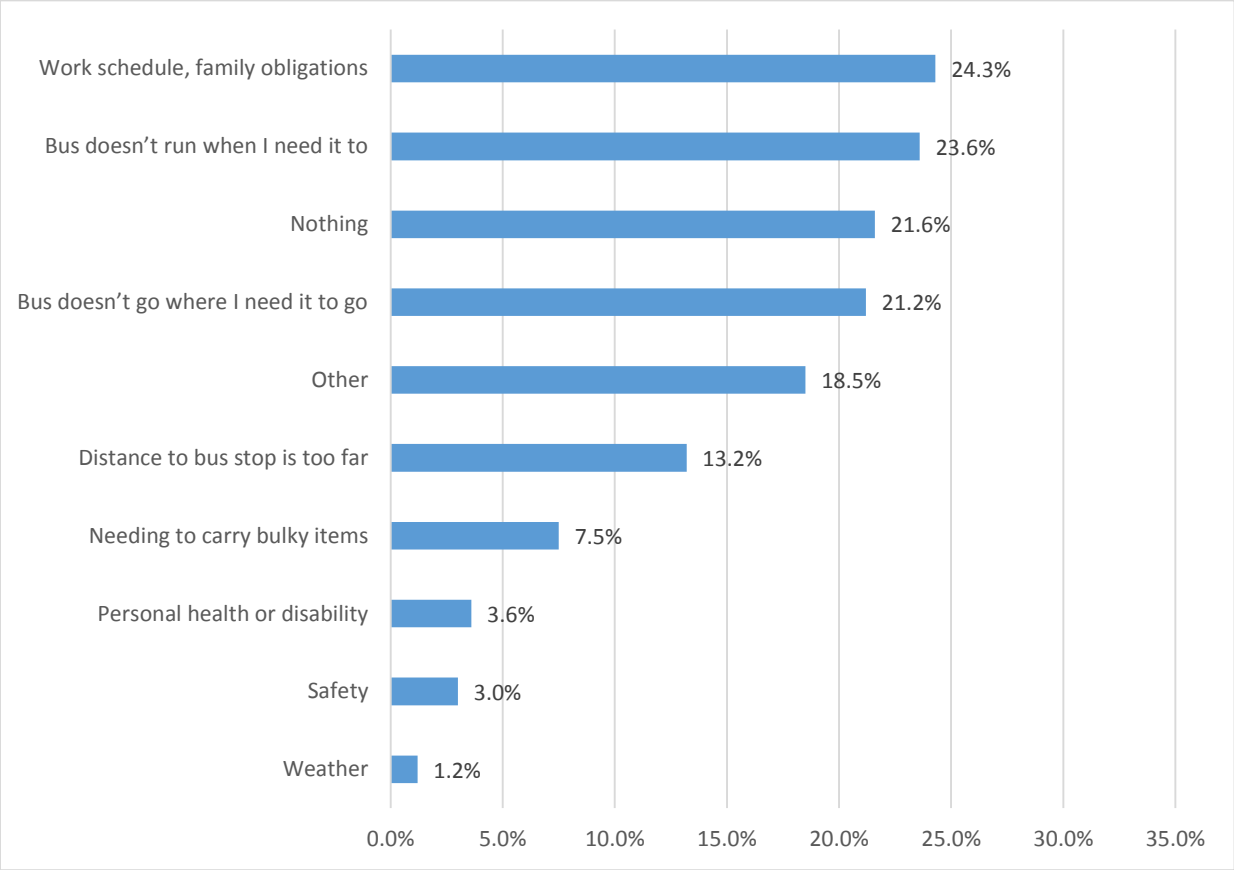
More than 8 in 10 City residents (81.9%) said that public transit is available in the area where they live, compared with just 51.2% of County residents. Public transit riders were significantly more likely (92.3%) to report that public transit is available where they live than were non-public transit riders (70.3%).

In 2008 the Missoula Survey found that 70.2% of Missoula area residents believed that public transit was available near their home, while 27.4% said it was not available, and another 2.4% said that they didn't know. The 2008 estimates were not statistically distinguishable from the 2015 estimates. The small differences that are apparent could be due to random selection of respondents in both surveys.

Q41. What keeps you, if anything, from using public transit more often?

2015 Missoula area residents' most frequently reported barriers to using public transit more were their work schedule and family obligations (24.3%), the bus doesn't run when they need it to (23.6%), and the bus doesn't go where they need it to go (21.2%). Figure 46 lists the barriers to riding public transit more often that were tested in the 2015 Missoula Survey.

Figure 46: Barriers to Using Public Transportation More Often



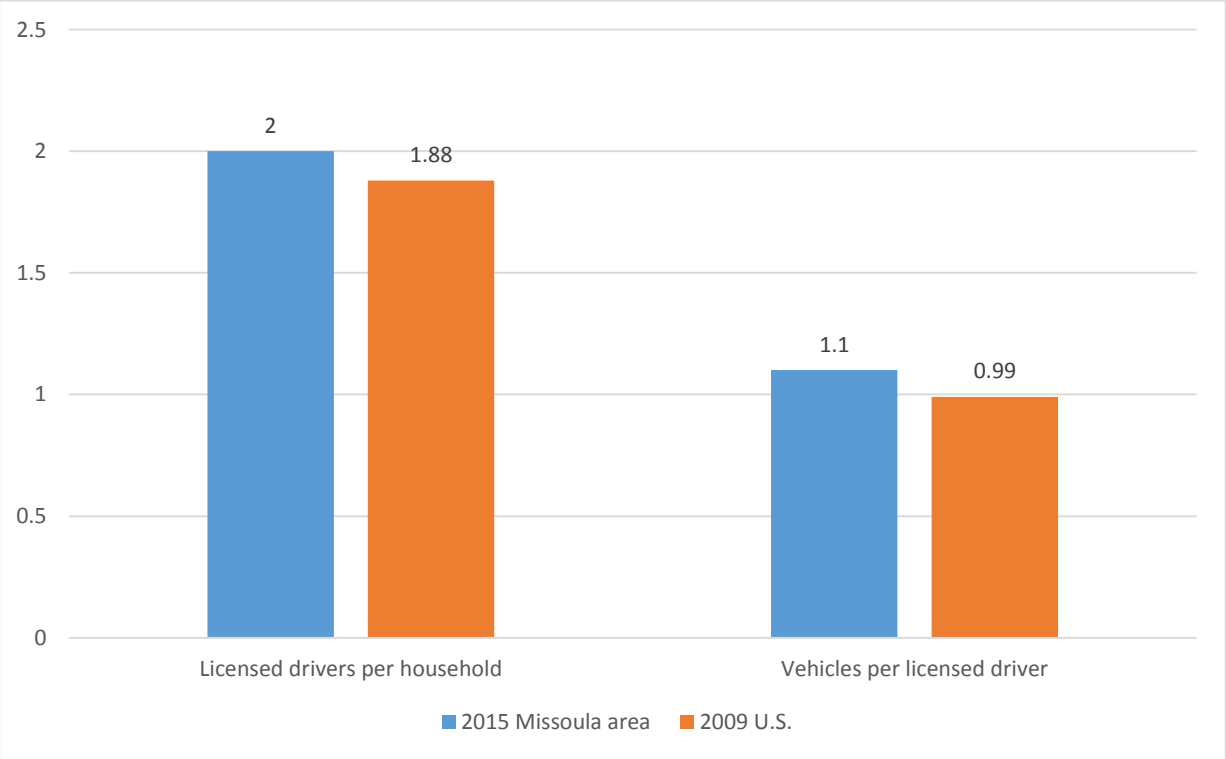
Weather was reported as a barrier by only 1.2% of Missoula area residents. Safety was chosen by only 3% of area residents. A personal health issue or disability was reported to be a barrier to using public transportation more often by 3.6% of Missoula area residents.

The next two sections of this report move from a focus on the modes of travel used by Missoula area residents to an examination of two important conditions for motor vehicle use: household availability of working motor vehicles and the number of people in each household who have a current and valid drivers' license.

Q21. How many people who now live or stay at the address on the mailing label have a current and valid drivers' license?

2015 Missoula area residents reported having an average of 2 licensed drivers available per household. This estimate is slightly higher than the 2009 National Household Travel Survey estimate of 1.88 licensed drivers per household. (A. Santos, N. McGuckin, H.Y. Nakamoto, D. Gray, and S. Liss, June 2011) Figure 47 displays these estimates.

Figure 47: Licensed Drivers per Household and Vehicles per Licensed Driver

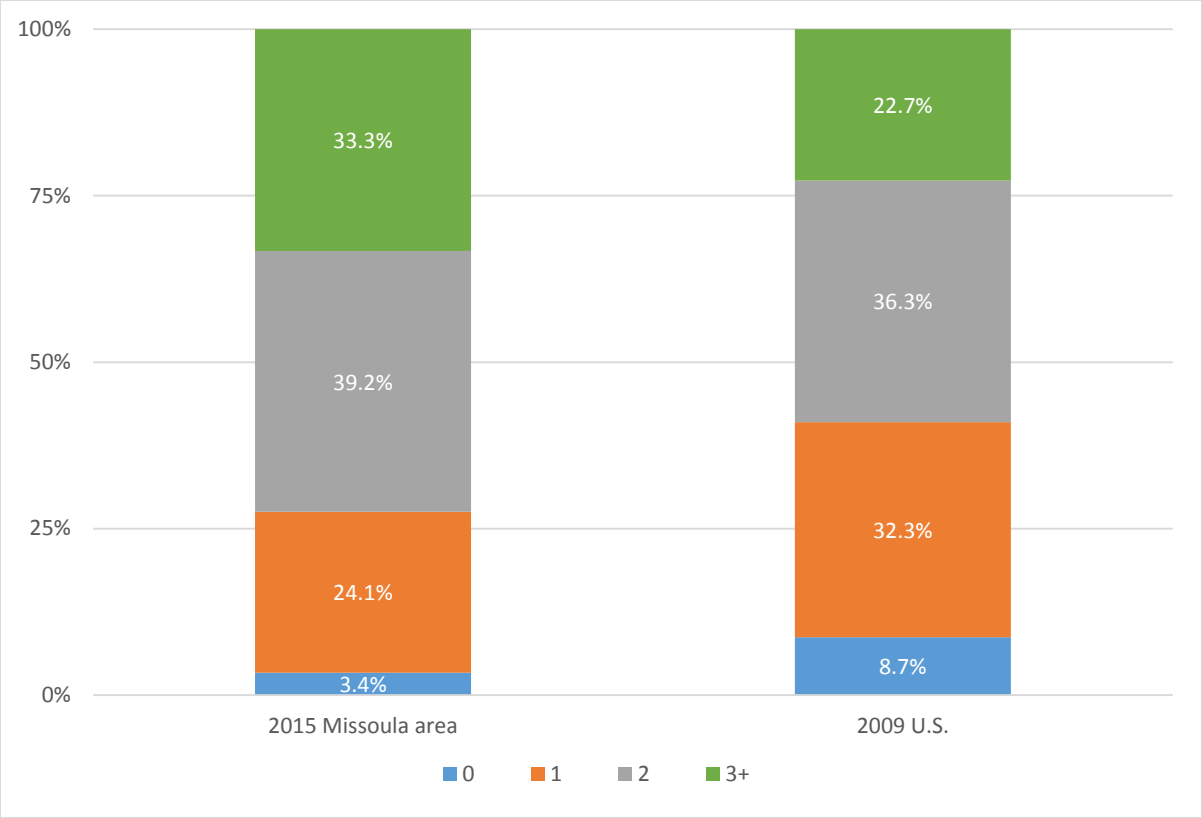


An associated statistic that is related to a household's ability to provide mobility is the number of working vehicles present per available licensed driver. In 2015 the average number of working vehicles available per licensed driver in the Missoula area was 1.1, which was essentially identical to the 2009 National Household Travel Survey estimate of 0.99.

Q22. How many drivable (functioning/working) autos, trucks, vans, or motorcycles are currently in the possession of all of the people who live or stay at the address on the mailing label?

2015 Missoula area residents reported that an average of 2.2 working motor vehicles were present in their household. This estimate is higher than the 2009 national estimate of 1.86. The distribution of vehicles across households was also different in the Missoula area in 2015 than it was nationwide in 2009. Figure 48 illustrates this difference.

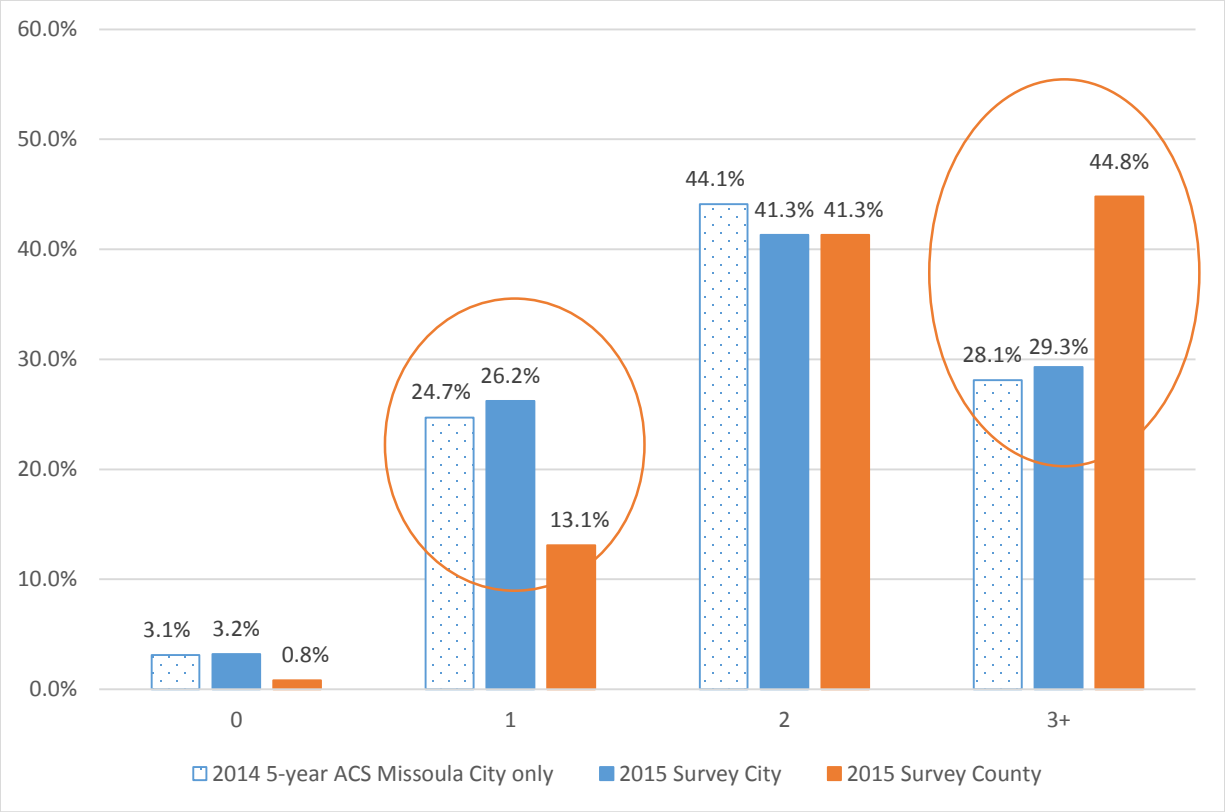
Figure 48: Distribution of Working Vehicles across All Households



Fewer 2015 Missoula area households (3.4%) reported having no working vehicles than did 2009 households nationwide (8.7%). Similarly, More 2015 Missoula area vehicles said they have 3+ vehicles (33.3%) than did 2009 households nationally. Readers should keep in mind that 2009 estimates were burdened by the so-called "Great Recession." The contraction of the U.S. economy during this time could have negatively affected the number of vehicles available. Readers should also note that the U.S. as a whole has more large metropolitan areas in which large proportions of the population choose to own no motor vehicles.

It is also useful to examine the distribution of working motor vehicles among workers' households, since roughly four-fifths of Missoula area workers use cars, trucks, or van for travel to work. Figure 49 presents the findings of this examination.

Figure 49: Distribution of Working Vehicles across City vs. County Workers' Households

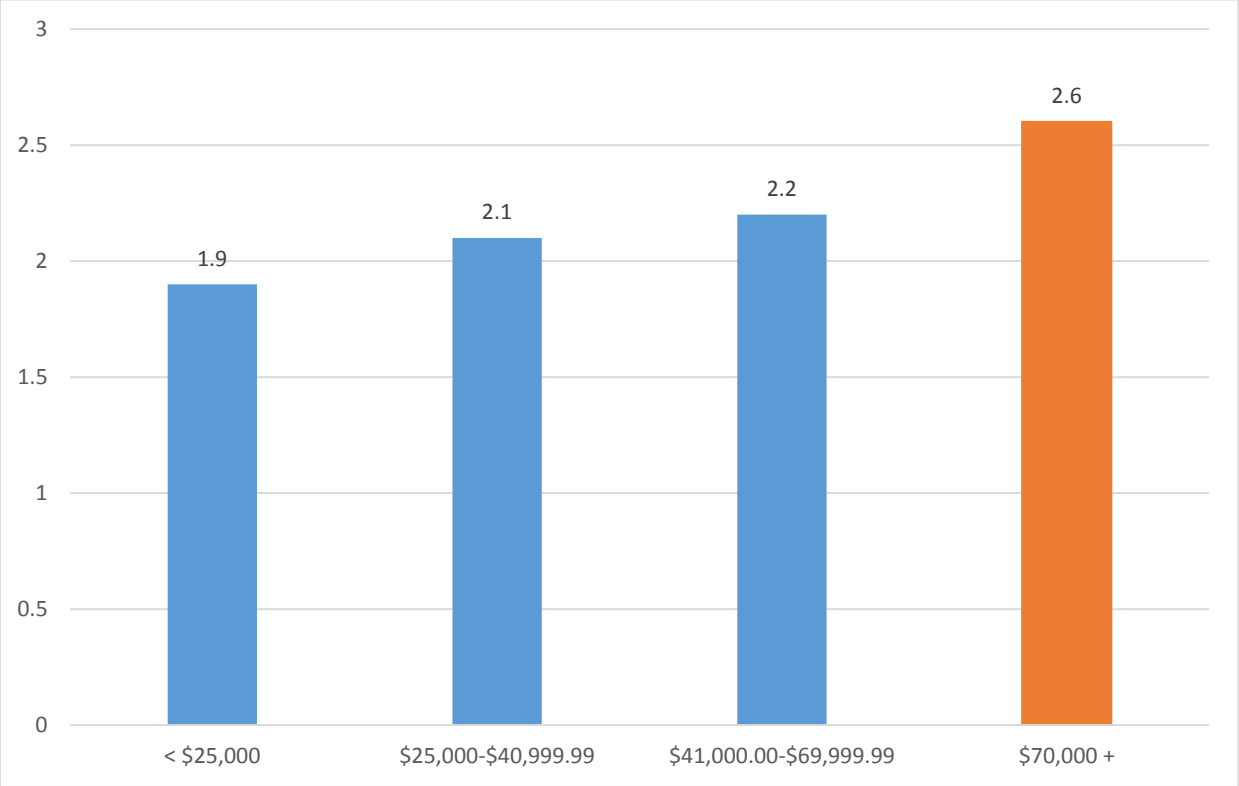


In general, 2015 workers who lived in the Missoula Transportation Planning Area but outside the Missoula city limits reported having more working vehicles available in their household than did workers who lived within the Missoula city limits. More than 4 in 10 County workers (44.8%) reported having at least 3 vehicles available, while only 29.3% of City workers reported having 3+ vehicles available. Conversely, 26.2% of City workers reported having 1 vehicle available in their household, but only 13.1% of County workers said they had 1 vehicle available.

The 2014 5-year ACS provided an estimate of the distribution of working vehicles available in Missoula City workers' households, but did not provide an estimate for workers who lived in the Missoula Transportation Planning Area as a whole. As Figure 49 demonstrates, the 2014 5-year ACS Missoula City estimates and the 2015 Missoula City Survey estimates are very similar. In fact, the differences between the estimates do not exceed the surveys' margins of sampling error. This similarity should increase readers' confidence in the accuracy of the 2015 Missoula Survey findings.

The 2015 Missoula Survey also found interesting differences in the distribution of vehicles among Missoula residents when examining the survey findings by specific demographic characteristics. Males reported having 2.4 working vehicles available in their households, while female reported 2.0. In addition, City residents said that they had, on average, 2.1 working vehicles available in their household, but County residents reported that they had an average of 2.6 working vehicles available. Finally, there is a relationship among 2015 Missoula area residents between household income and availability of vehicles. Figure 50 explores this difference.

Figure 50: Distribution of Working Vehicles by 2014 Household Income



Less affluent residents of the Missoula area reported having fewer working vehicles available in their households in 2015 than did more affluent residents. Residents with 2014 household incomes of $25,000 or less had 1.9 working vehicles available on average. In contrast, residents in households with 2014 incomes of $70,000 or more reported an average of 2.6 working vehicles available.

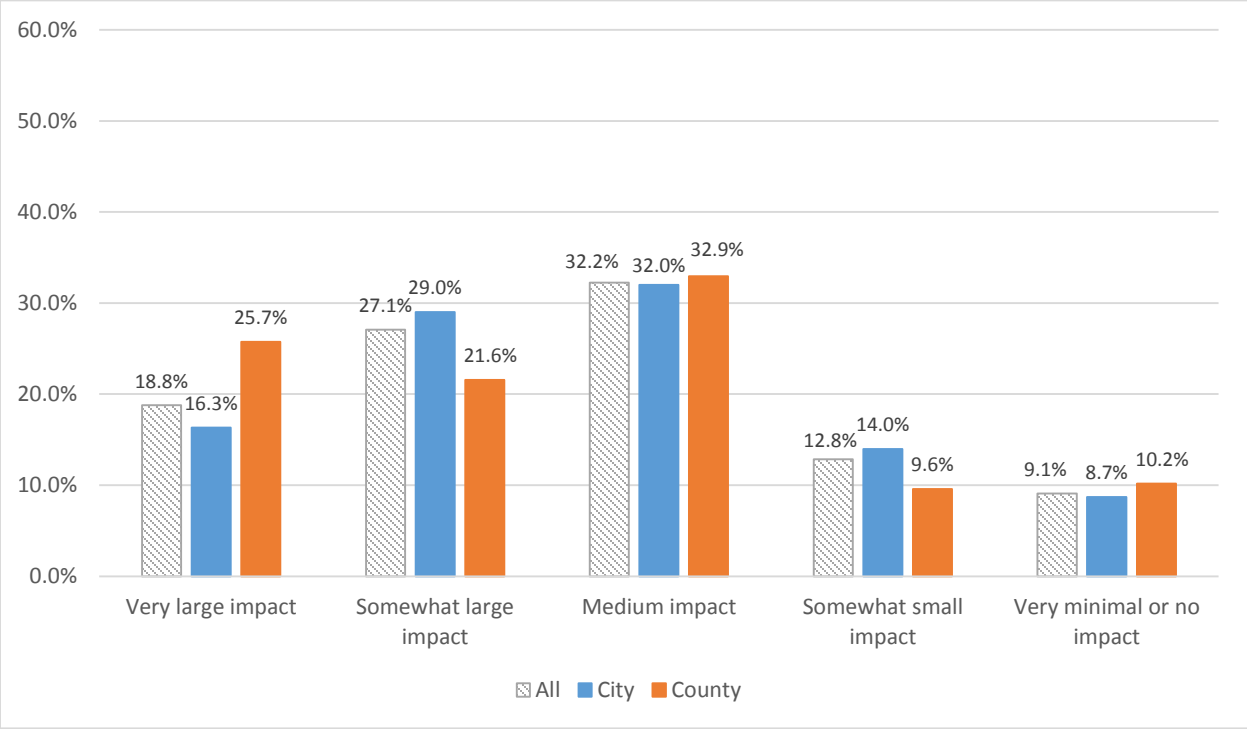
The remainder of this report moves away from examining modes of travel and instead looks at two topics of special interest: traffic congestion and roundabouts.

Perceptions about Missoula Traffic Congestion

Q5. How much, if at all, does traffic congestion in the Missoula area affect you personally? Does it have a?

Twice as many 2015 Missoula area residents (45.9%) said that area traffic congestion has a large impact on them personally, then said that traffic congestion has a small impact on them (21.9%). About one third of area residents (32.2%) reported that traffic congestion has a medium impact on them. Figure 51 presents 2015 Missoula area residents' reports of the impact area traffic congestion has on them personally.

Figure 51: Perceived Effect of Traffic Congestion on Area Residents

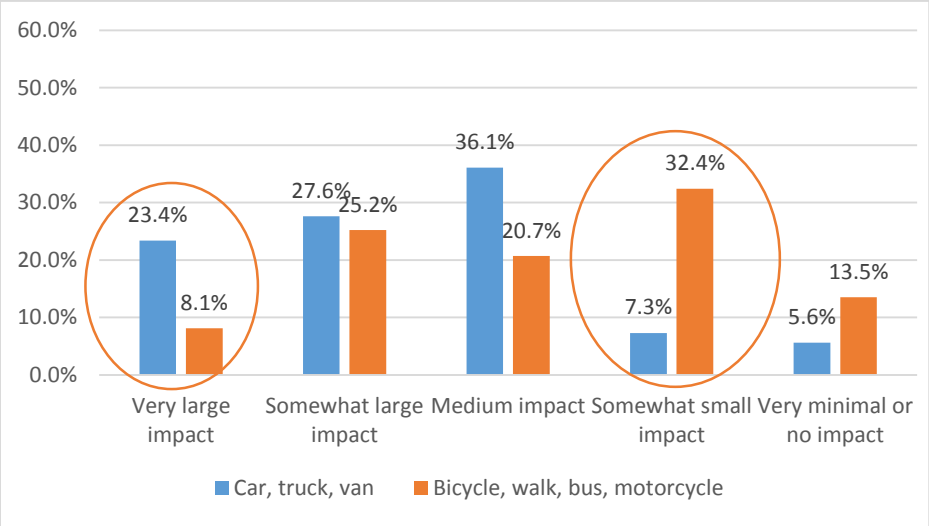


More County residents (25.7%) reported that traffic congestion has a very large impact on them than did City residents (16.3%). The smaller remaining estimated differences between reported County and City resident impacts did not exceed the survey's margin of sampling error.

An examination of differences in reports of traffic congestion impact by other demographic characteristic revealed two additional findings of note. First, an area resident's mode of travel used for commuting to work is related to the amount of impact they report from traffic congestion.

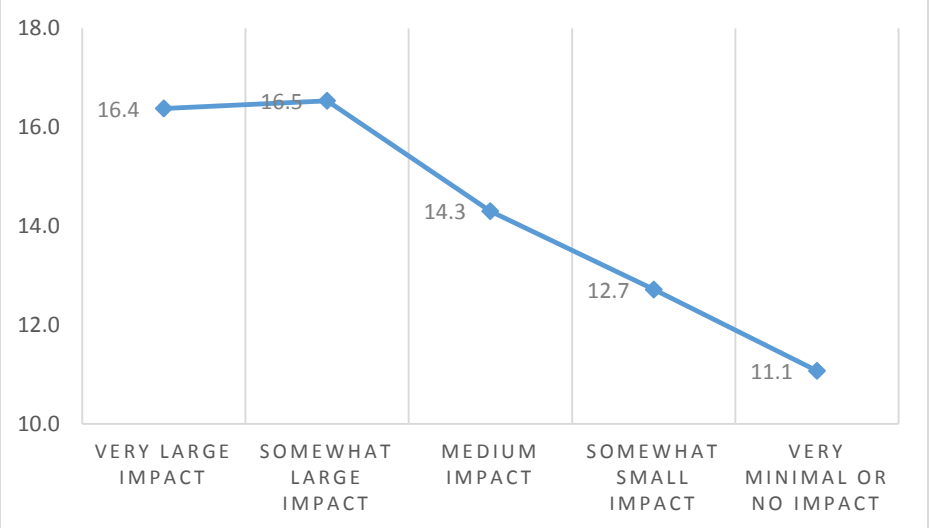
Figure 52 displays 2015 Missoula area residents' reported impacts from traffic congestion by their mode of travel to work. People who commuted to work in a car, truck, or van were almost 3 times more likely (23.4%) to report that traffic congestion has a very large impact on them when compared to bicycle, walking, bus, or motorcycle commuters 8.1%). Conversely, Bicycle, walking, bus, or motorcycle commuters were 4 times more likely (32.4%) to cite just a somewhat small impact, when compared to car, truck, or van commuters (7.3%).

Figure 52: Perceived Traffic Congestion Impact by Mode of Travel to Work



Second, 2015 Missoula area residents who reported longer commute times also reported that traffic congestion had a larger impact on them personally. Figure 53 illustrates these survey findings. Residents who reported large personal traffic congestion impacts averaged about 16.5 minutes traveling to work. Residents who reported small personal traffic congestion impacts averaged between 11 and 13 minutes travelling to work. The difference in average work commute times between residents who reported large versus small personal traffic congestion impacts is statistically significant, but it is only about 5 minutes on average. This indicates that 2015 Missoula area residents are probably very sensitive to increases in travel to work times that would be considered quite small in other regions of the country.

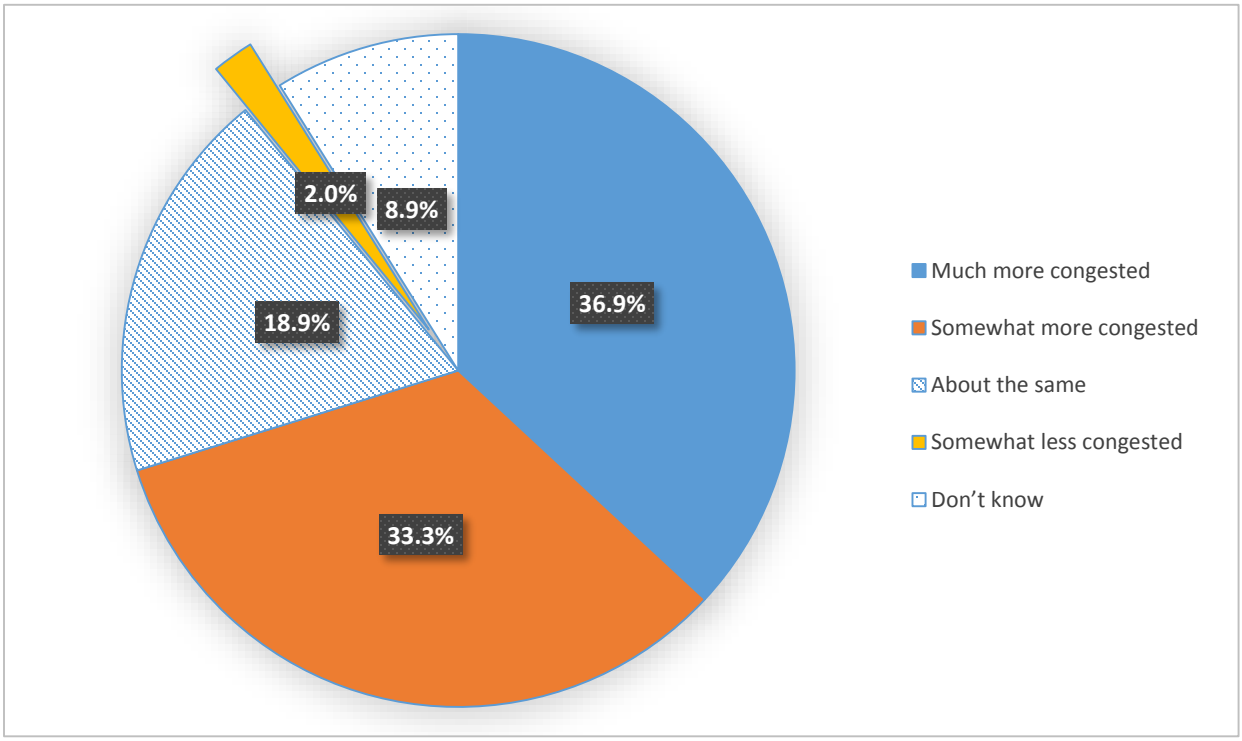
Figure 53: Perceived Traffic Congestion Impact by Average Travel to Work Time (minutes)



Q6. In your opinion, how has the amount of traffic congestion changed in the Missoula area over the last five years, that is, from September 2010 until now? Is traffic?

A large majority of 2015 Missoula area residents (70.2%) reported that traffic in the Missoula area was more congested in September 2015 than it was in September 2010. Just under 2 in ten residents (18.9%) said that traffic congestion was about the same, and only 2% said it was less congested. The remainder of residents (8.9%) answered that they didn't know. Figure 54 illustrates these survey findings.

Figure 54: Perceived Change in Area Traffic Congestion over the Last 5 Years

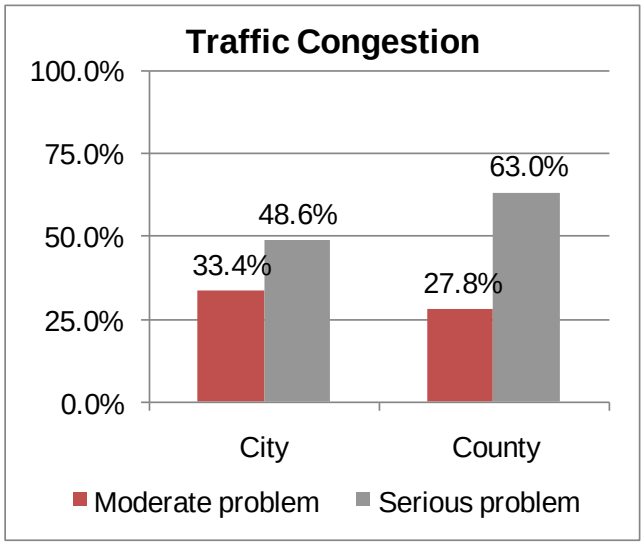


In summary, 2015 Missoula area residents said that area traffic congestion has a large or medium impact on them personally and they said that area traffic congestion is increasing over time. The section of the report that follows explores whether these 2015 perceptions are new, or whether they have been expressed by Missoula area residents before.

Recent Historic Perceptions about Area Traffic Congestion

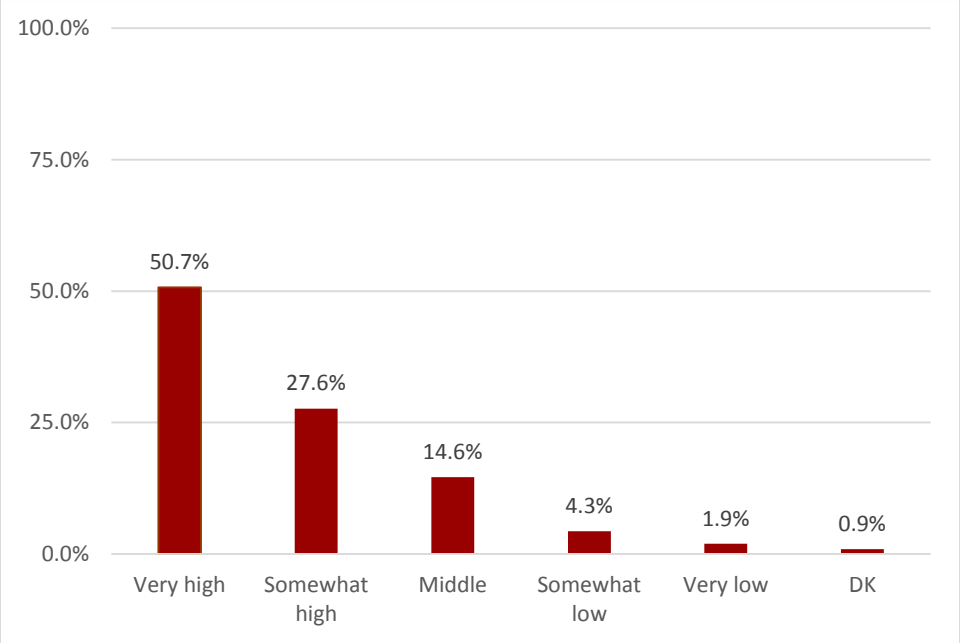
Traffic congestion has been a prominent issue among Missoula area residents for at least 10 years. In 2005 residents of both Missoula City and the remainder of Missoula County reported that traffic congestion was a problem worthy of attention. Figure 55 was copied directly from the 2005 Missoula Office of Planning and Grants Growth Policy Survey Final Report. (Baldridge, 2005 Missoula Growth Planning Survey: Final Report, August 2005) A majority of 2005 County residents (63%) and nearly a majority of 2005 City residents (48.6%) rated traffic congestion as a serious area problem. Another 27.8% of County residents and 33.4% of City residents rated it as a moderate problem. This was rated as the second most serious growth-related problem faced by Missoula-area residents in 2005.

Figure 55: 2005 Missoula Resident Ratings of Traffic Congestion as a Problem



In 2008 the Missoula Long-Range Transportation Survey, again conducted on behalf of the Missoula Office of Planning and Grants, found that "reducing traffic congestion in corridors that are currently congested" was the third highest priority possible action to improve the Missoula area transportation system out of 22 actions studied. Figure 56 presents the distribution of priority ratings reported by 2008 Missoula area residents for reducing traffic congestion. A small majority of 2008 Missoula area residents (50.7%) rated reducing traffic congestion as a very high priority.

Figure 56: 2008 Missoula Area Resident Priority Ratings for Reducing Traffic Congestion

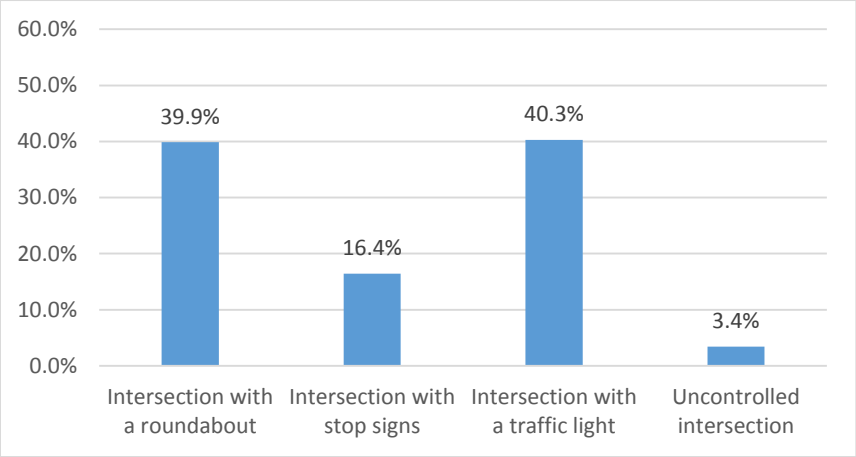


Roundabouts in Missoula

Q8. Which type of intersection in the Missoula area do you generally think is easier to get through, whether you are driving, walking, or biking?

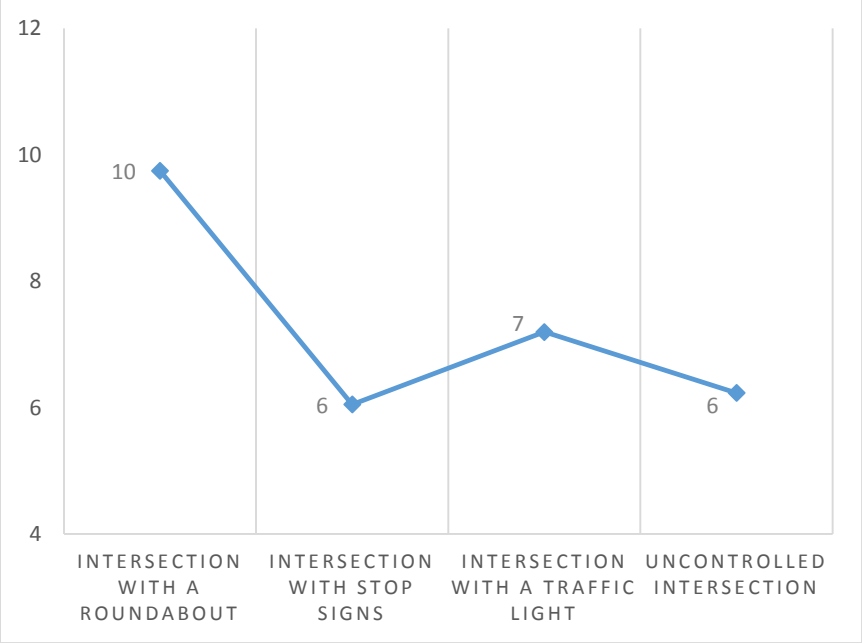
The 2015 Missoula Survey examined two aspects of residents' perceptions about area roundabouts. First, the survey asked residents to choose which type of area intersection was the easiest through which to travel. In questionnaire pre-testing, BBER found that residents generally reported that "easier" to them meant requiring a lower level of effort.

Figure 57: Ratings of Intersection Types by Reported Ease of Travel



Four in ten 2015 Missoula area residents (39.9%) chose a roundabout as the easiest intersection to get through when compared with stop signs, traffic lights, or uncontrolled intersections. Figure 57 examines Missoula area residents' ratings of intersection types by ease of travel. A nearly identical proportion, 40.3%, rated traffic lights as the easiest intersections through which to travel. Intersections controlled by stop signs were rated easiest by 16.4% of Missoula area residents, while uncontrolled intersections were rated easiest by only 3.4% of residents.

Figure 58: Perceived Easiest Intersection Type by Number of Times Travelled through a Missoula Area Roundabout (past 7 days)

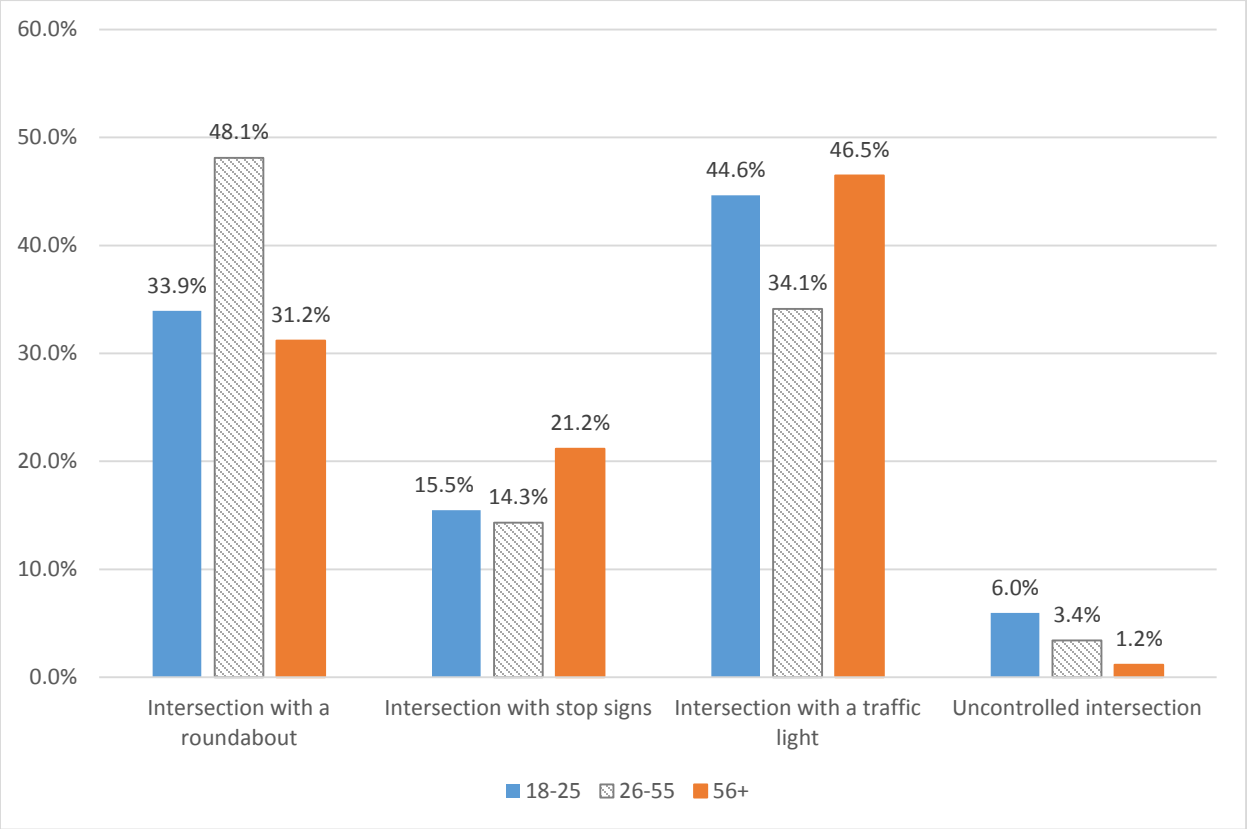


Reports of recent frequency of travel through a Missoula area roundabout were related to residents' choices of the easiest intersection type through which to travel. Figure 58 displays this relationship. Residents who chose roundabouts as easiest reported travelling through an area roundabout an average of 10 times over the previous

week. In contrast, residents who chose the other intersection types as easiest reported travelling through area roundabouts an average of 6-7 times over the previous week.

The 2015 Missoula Survey found two demographic characteristics which were related to residents' choice of the easiest intersection. First, younger Missoula area residents and older area residents were significantly less likely to choose roundabouts as the easiest through which to travel. Figure 59 displays 2015 Missoula area residents' choices of the easiest type of intersection by resident age.

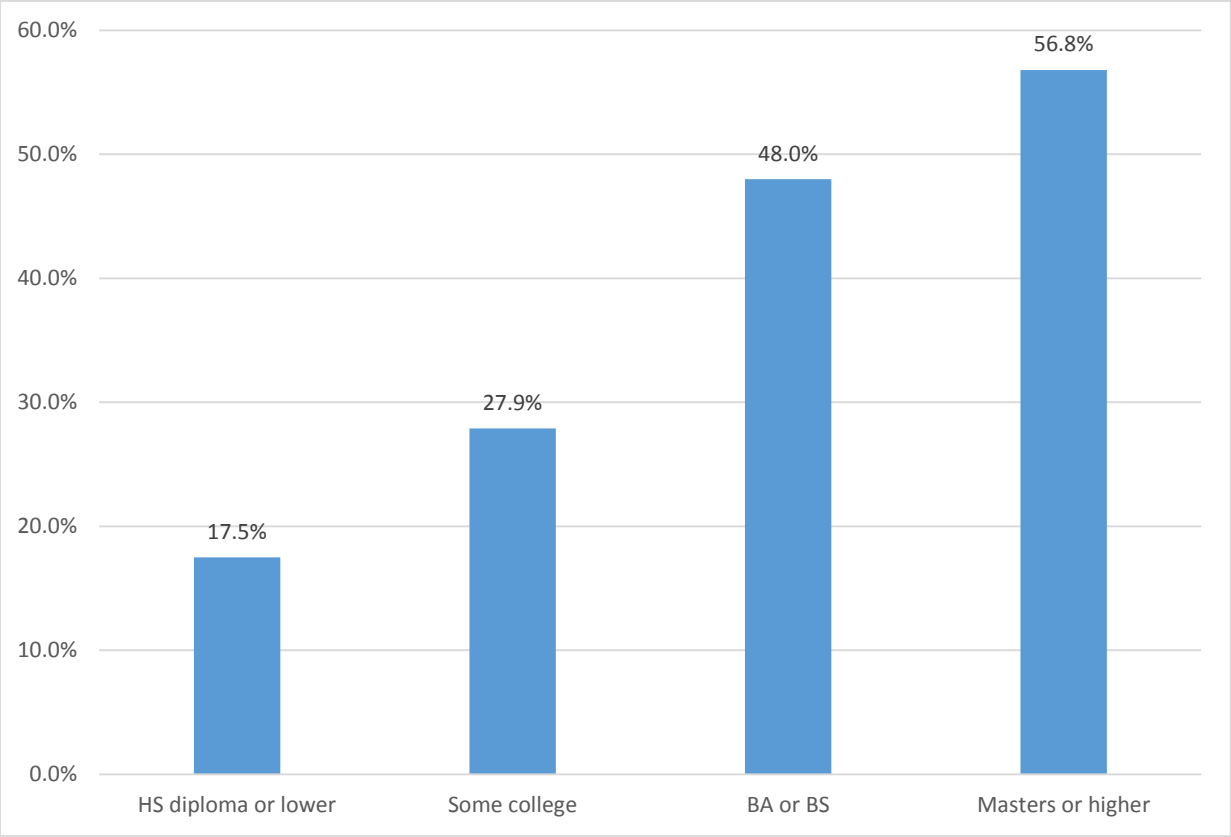
Figure 59: Perceived Easiest Intersection Types by Age of Resident



Only about one-third of the Missoula area's youngest adults (33.9%), those ages 18-25, chose area roundabouts as the easiest through which to travel. Nearly an Identical proportion of the area's oldest adults, (31.2%) agreed. However, almost a majority of area residents in their middle years (48.1%), ages 26-55, chose area roundabouts as easiest. Conversely, a plurality of the Missoula area's youngest (44.6%) and oldest adults (46.5%) chose area intersections with traffic lights as the easiest through which to travel. Each of the age group differences cited in Figure 59 exceed the 2015 Missoula survey's margin of sampling error.

The second demographic characteristic that the 2015 Missoula Survey found was related to residents' choice of easiest intersection was educational attainment. Figure 60 illustrates the relationship between residents' choices of easiest area intersection type and their educational attainment.

Figure 60: Choice of Roundabouts as Easiest by Educational Attainment



2015 Missoula area residents with higher educational attainment were much more likely to choose roundabouts as the easiest types of area intersection through which to travel when compared with residents who attained lower levels of education. A majority of residents with at least a Masters' degree (56.8%) chose roundabouts as easiest, and nearly a majority of residents with a Bachelors' degree agreed (48%). However, 27.9% of residents with some college and only 17.5% of residents with a high school diploma or lower chose area roundabouts as easiest.

There were no statistically significant differences in the proportions of ease of travel choices reported City or County residents.

Q9. How comfortable are you, if at all, travelling through roundabouts in the Missoula area, whether you are driving, walking, or biking?

Q10. How comfortable are you, if at all, travelling through intersections controlled by stop signs in the Missoula area, whether you are driving, walking, or biking?

Q11. How comfortable are you, if at all, travelling through intersections controlled by traffic lights (stop lights) in the Missoula area?

Q12. How comfortable are you, if at all, travelling through uncontrolled intersections (no stop signs, traffic lights, or roundabouts) in the Missoula area?

The second aspect of residents' perceptions about area roundabouts that was studied in the 2015 Missoula Survey was reports of residents' level of comfort travelling through roundabouts. This aspect was studied by asking residents to report their level of comfort travelling through four types of area intersections: roundabouts, stop signs, traffic lights, and uncontrolled intersections. In questionnaire pre-testing, BBER found that area residents generally defined "comfortable" as related to being safe, relaxed, or unworried.

2015 Missoula area residents reported the most comfort travelling through area intersections controlled by traffic lights. Figure 61 explores these findings.

Figure 61: Reported Comfort Level Travelling through Area Intersections (by type)

	Very comfortable	Somewhat comfortable	Neither comfortable nor uncomfortable	Somewhat uncomfortable	Very uncomfortable	Don't know
Traffic light	69.5%	19.8%	7.3%	2.2%	1.2%	0.0%
Stop sign	47.4%	35.1%	11.0%	5.1%	0.9%	0.3%
Roundabout	49.4%	22.4%	6.6%	13.5%	7.1%	1.1%
Uncontrolled	8.7%	21.5%	18.2%	33.2%	18.1%	0.3%

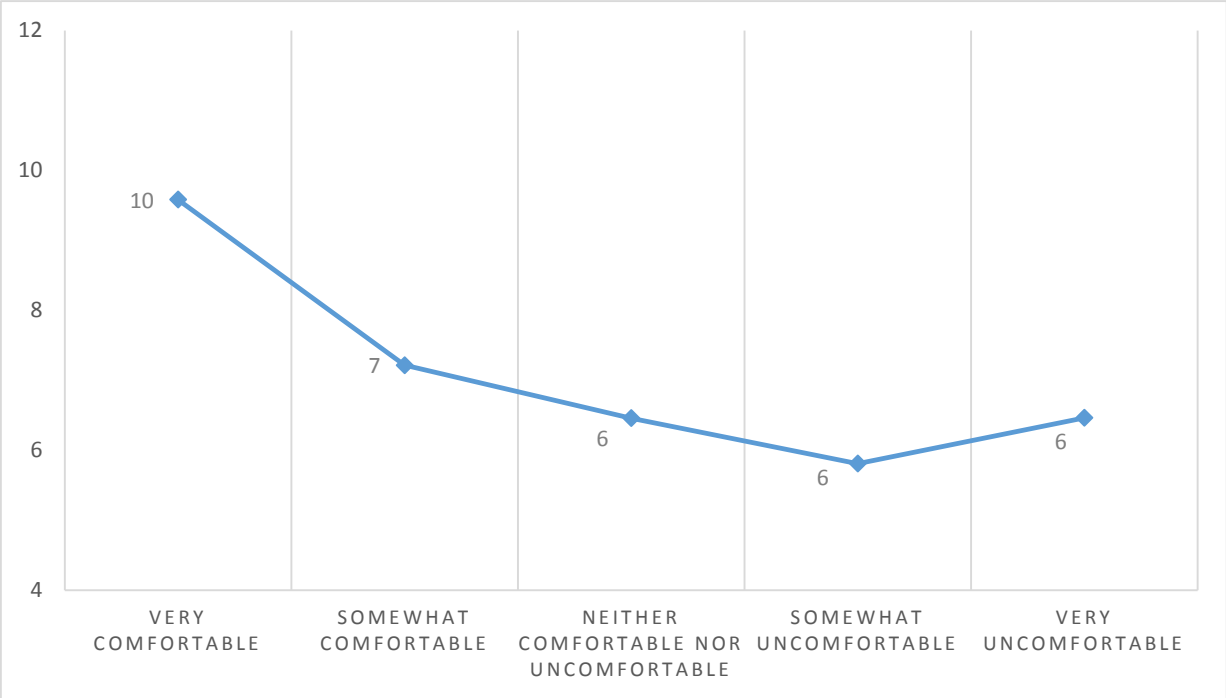
Almost 9 in 10 2015 Missoula area residents (89.3%) expressed being generally comfortable travelling through area intersections controlled by traffic lights. About 8 in 10 (82.6%) reported being generally comfortable travelling through area intersections controlled by stop signs. Just over 7 in 10 (71.8%) noted general comfort travelling through area roundabouts. In contrast, only 30.2% of area residents said that they were comfortable travelling through area intersections that were uncontrolled. All of the differences in comfort ratings cited here exceeded the 2015 Missoula Survey's margin of sampling error.

In addition to examining general levels of comfort, the survey found some differences in the intensity of comfort (or discomfort) expressed by area residents about each type of area intersection. More area

residents (69.5%) said that they were very comfortable travelling through traffic lights than stop signs (47.4%) or roundabouts (49.4%). In terms of reports of discomfort, more residents said that they were somewhat uncomfortable with roundabouts (13.5%) and uncontrolled intersections (33.2%) than said that they were very uncomfortable.

2015 Missoula area residents' comfort with travel through area roundabouts was related to residents' reports of their frequency of travel through area roundabouts over the 7 days that preceded survey administration. Figure 62 shows this relationship.

Figure 62: Reported Comfort Travelling through Area Roundabouts by Number of Times Travelled through a Missoula Area Roundabout (past 7 days)

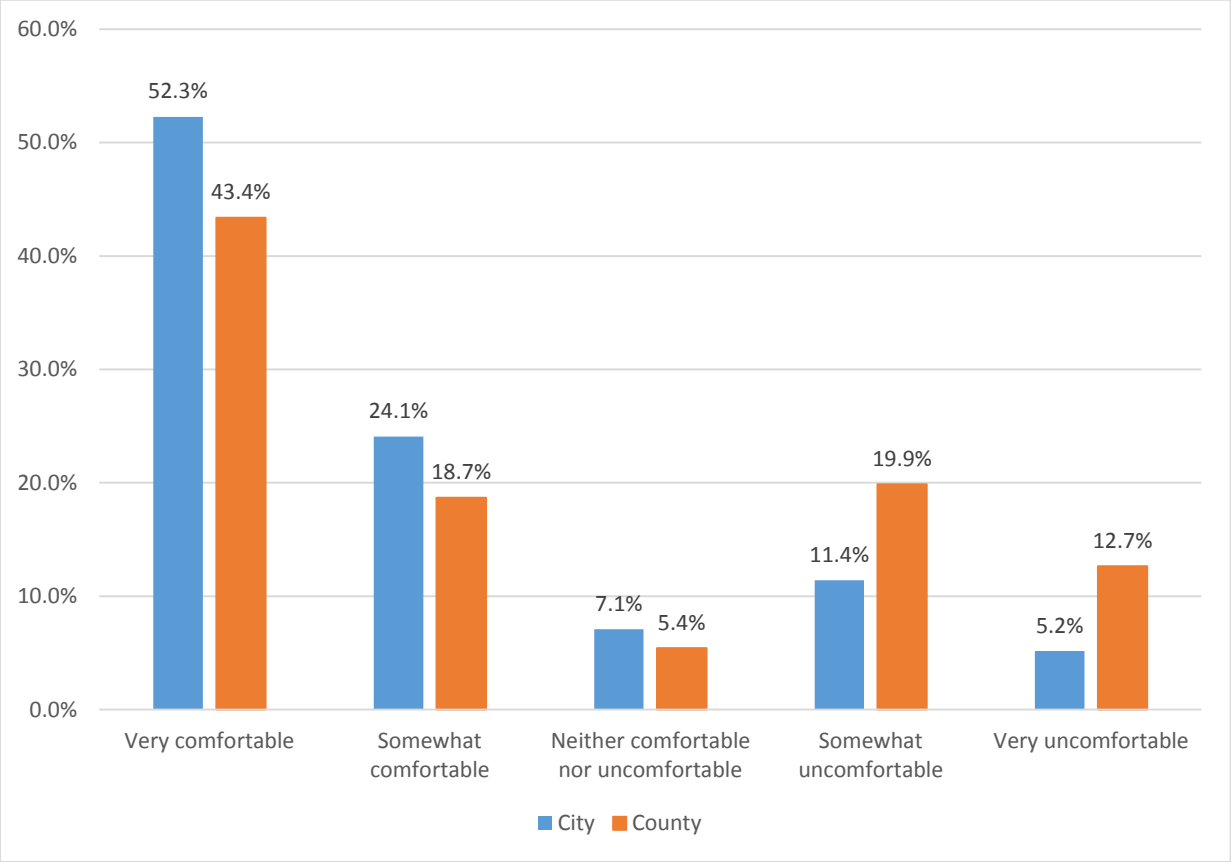


Residents who said that they were very comfortable travelling through area roundabouts reported an average of 10 trips through an area roundabout over the previous 7 days. Residents who reported lower levels of comfort cited an average of 6-7 trips through an area roundabout over the previous 7 days.

The 2015 Missoula Survey also found a number of demographic characteristics that were related to residents reported comfort level travelling through roundabouts. For instance, the relationship between comfort travelling through a roundabout and educational attainment mirrors that found between ease of travelling through roundabouts and educational attainment. Specifically, 63.3% of area residents with at least a Masters' degree said they were very comfortable travelling through area roundabouts. This proportion drops steadily among area residents until only 31.1% of those with a high school diploma or lower reported being very comfortable travelling through area roundabouts.

The place where residents lived, within Missoula City or outside the City in the County, was also found to be related to reported levels of comfort travelling through area roundabouts. Figure 63 displays these survey results.

Figure 63: City vs. County Residents' Reported Comfort Levels Travelling through Area Roundabouts



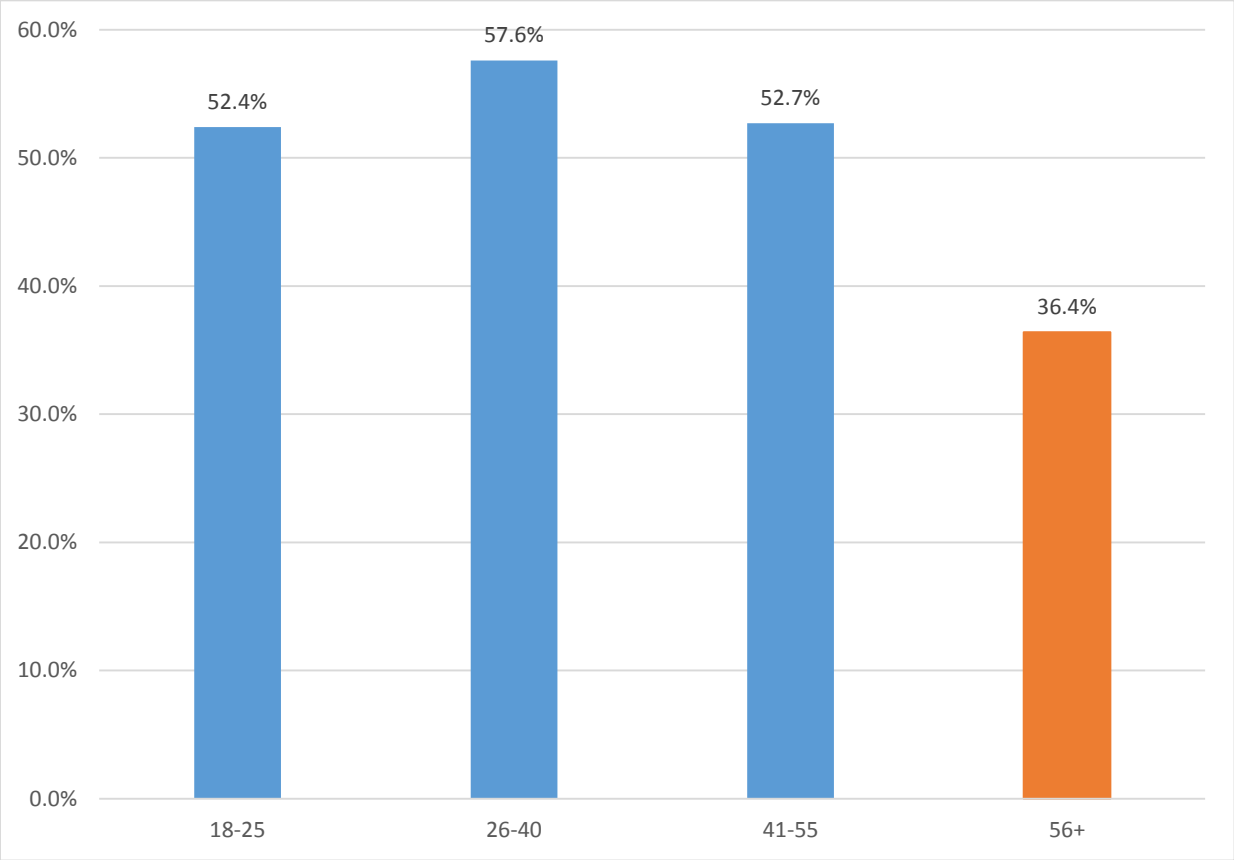
A large majority of both City and County residents expressed general comfort travelling through area roundabouts. However, more 2015 City residents (76.3%) expressed comfort travelling through area roundabouts than did County residents (62%). Conversely, essentially twice as many County residents (32.5%) expressed some level of discomfort travelling through an area roundabout as did City residents (16.6%).

Examining intensity of comfort level, more of both City and County residents said they were very comfortable than said they were somewhat comfortable. In terms of discomfort, more of both City and County residents said they were somewhat uncomfortable than said they were very uncomfortable.

Finally, the 2015 Missoula Survey found that the age of residents was related to their reported level of comfort travelling through area roundabouts. But this relationship differs in an important way from that found between reports of ease of travel and resident age.

Significantly fewer 2015 Missoula area residents ages 56 + reported being very comfortable travelling through area roundabouts than did other residents. Figure 64 demonstrates this.

Figure 64: % Very Comfortable Travelling through Area Roundabouts by Resident Age



A majority of residents between the ages of 18 and 55 (52%-57%) reported being very comfortable travelling through area roundabouts. However, only 36.4% of residents ages 56 + reported being very comfortable travelling through area roundabouts. This age pattern is different than that found when examining reported ease of travel through area roundabouts because young adults display no difference in level of comfort from adults in their middle years (ages 26-55). An alternative way of stating this is that young area adults reported that travelling through area roundabouts required more perceived effort of them in comparison to adults in their middle years, but travelling through area roundabouts did not cause them more emotional discomfort. In contrast, the area's oldest adults reported that driving through roundabouts required more perceived effort and caused them more perceived discomfort. In this case discomfort refers to feelings of being less safe, less relaxed, or more worried.

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Appendix 1: Questionnaire

1. Overall, how would you rate the quality of life in the Missoula area? Mark one box (X). The Missoula area is defined by the map on the previous page.

☐Excellent	25.9%
☐Very good	45.1%
☐Good	25.1%
☐Fair	3.3%
☐Poor	0.5%
☐Don't know	0.2%

2. How would you rate the overall quality of the transportation system (including roads, bicycle and pedestrian facilities, public transit (buses), etc.) in the Missoula area? Mark one box (X).

☐Excellent	5.5%
☐Very good	28.7%
☐Good	34.8%
☐Fair	21.6%
☐Poor	8.7%
☐Don't know	0.8%

3. What rank do you give each of the following possible actions to improve the Missoula area's transportation system? Please rank each possible action on a scale from 1 to 4, where 1 means that action would improve the Missoula area's transportation system most.

	Rank			
	1	2	3	4
a. Improving bicycle and pedestrian facilities	16%	25%	**31%**	28%
b. Improving safety for drivers, passengers, bicyclists, and pedestrians	21%	**41%**	31%	7%
c. Reducing traffic congestion	**52%**	19%	13%	16%
d. Providing more or improved public transit (bus) services	13%	16%	24%	**47%**

4. For each possible action listed below, how much of a priority should it be, if at all, for the City of Missoula and Missoula County to address now? Mark one box (X) on each line.

	Very High Priority	Somewhat High Priority	Middle Priority	Somewhat Low Priority	Very Low Priority	Don't Know
a. Adding and improving public transit (bus) services in the Missoula area	13.3%	18.9%	34.9%	13.9%	14.8%	4.1%
b. Adding and improving bicycle facilities, like bicycle lanes, trails/paths, and racks	20.3%	26.1%	26.2%	10.5%	16.5%	0.5%
c. Adding and improving pedestrian facilities, like sidewalks, trails/paths, and crosswalks	20.8%	37.9%	25.9%	8.8%	6.4%	0.2%
d. Adding and improving roadways for vehicles	41.5%	29.4%	16.0%	7.4%	5.5%	0.2%

5. How much, if at all, does traffic congestion in the Missoula area affect you personally? Does it have a? Mark one box (X).

☐Very large impact	18.8%
☐Somewhat large impact	27.1%
☐Medium impact	32.2%
☐Somewhat small impact	12.7%
☐Very minimal or no impact	9.2%
☐Don't know	0.0%

6. In your opinion, how has the amount of traffic congestion changed in the Missoula area over the last five years, that is, from September 2010 until now? Is traffic? If you have lived in the Missoula area for less than five years, just consider the time that you have lived here. Mark one box (X).

☐Much more congested	36.9%
☐Somewhat more congested	33.3%
☐About the same	18.9%
☐Somewhat less congested	2.0%
☐Much less congested	0.0%
☐Don't know	8.8%

7. Over the last 7 days, about how many times have you travelled through a <u>roundabout</u> in the Missoula area? <u>Roundabouts</u> are generally larger than a neighborhood traffic calming circle that you may see in a residential area. Your best guess is ok.

☐☐ Mean = **8** times travelled through a <u>roundabout</u> in the last 7 days.

8. Which type of intersection in the Missoula area do you generally think is easier to get through, whether you are driving, walking, or biking? Mark one box (X).

☐Intersection with a roundabout	39.3%
☐Intersection with stop signs (4-way stop or 2-way stop)	16.1%
☐Intersection with a traffic light (stop light)	39.7%
☐Uncontrolled intersections (no stop signs, traffic lights, or roundabouts)	3.3%
☐Don't know	1.6%

9. How comfortable are you, if at all, travelling through roundabouts in the Missoula area, whether you are driving, walking, or biking? Mark one box (X).

☐Very comfortable	49.4%
☐Somewhat comfortable	22.4%
☐Neither comfortable nor uncomfortable	6.6%
☐Somewhat uncomfortable	13.5%
☐Very uncomfortable	7.1%
☐Don't know	1.1%

10. How comfortable are you, if at all, travelling through intersections controlled by <u>stop signs</u> in the Missoula area, whether you are driving, walking, or biking? Mark one box (X).

☐Very comfortable	47.4%
☐Somewhat comfortable	35.1%
☐Neither comfortable nor uncomfortable	11.0%
☐Somewhat uncomfortable	5.1%
☐Very uncomfortable	0.9%
☐Don't know	0.3%

11. How comfortable are you, if at all, travelling through intersections controlled by traffic lights (stop lights) in the Missoula area? Mark one box (X).

☐Very comfortable	69.5%
☐Somewhat comfortable	19.8%
☐Neither comfortable nor uncomfortable	7.3%
☐Somewhat uncomfortable	2.2%
☐Very uncomfortable	1.2%
☐Don't know	0.0%

12. How comfortable are you, if at all, travelling through uncontrolled intersections (no stop signs, traffic lights, or roundabouts) in the Missoula area? Mark one box (X).

☐Very comfortable	8.7%
☐Somewhat comfortable	21.5%
☐Neither comfortable nor uncomfortable	18.2%
☐Somewhat uncomfortable	33.2%
☐Very uncomfortable	18.1%
☐Don't know	0.3%

13. Current transportation needs in the Missoula area are greater than the amount of money available to address them. Generally speaking, would you support or oppose paying more taxes or fees if the revenues were spent only on transportation system improvements? Mark one box (X).

☐Strongly support	12.3%
☐Somewhat support	35.7%
☐Neither support nor oppose	19.8%
☐Somewhat oppose	14.5%
☐Strongly oppose	14.5%
☐Don't know	3.1%

14. If taxes or fees were raised to improve transportation in the Missoula area, what would you want to see the additional revenues used for? Mark one box.

☐Maintain and repair existing streets and roads	37.1%
☐Build new streets and roads	9.6%
☐Widen existing streets and roads	19.2%
☐Improve public transit (bus)	7.2%
☐Improve bicycle facilities, such as trails/paths and lanes	10.1%
☐Improve pedestrian facilities, such as sidewalks and crosswalks	4.3%
☐Improve safety and reduce crashes	8.9%
☐Don't know	3.7%

15. What type of tax would you be most willing to support if the revenues were used only for transportation system improvements locally? Mark one box.

☐2 cent increase per gallon of fuel (diesel and gasoline), paid by local residents and visitors	40.3%
☐1 percent increase to property tax, paid by property owners	4.4%
☐3 percent local sales tax on non-essential items, such as items purchased at bars and restaurants, paid by local residents and visitors	7.1%
☐3 percent increase to development fees, paid for by new development	18.5%
☐None	15.4%
☐Don't know	14.3%

16. How did you usually get to work LAST WEEK? If you usually used more than one method of transportation during the trip, mark (X) the box of the one used for most of the distance.

☐Car, truck, or van ➔	GO to question 17	64.9%
☐Bus ➔	SKIP to question 18	2.1%
☐Taxicab ➔	SKIP to question 18	0.0%
☐Motorcycle ➔	SKIP to question 18	0.8%
☐Bicycle ➔	SKIP to question 18	9.6%
☐Walked ➔	SKIP to question 18	5.1%
☐Skateboard ➔	SKIP to question 18	0.0%
☐Worked at home ➔	SKIP to question 19	3.0%
☐Didn't work ➔	SKIP to question 19	14.5%

Answer question 17 if you marked "Car, truck, or van" in question 16. SKIP to question 18 if you travelled to work using another method. Otherwise, SKIP to question 19.

17. How many people, including you, usually rode to work in the car, truck, or van LAST WEEK?

Number of people: Mean = **1.14**, of all car, truck, or van riders N = 405

☐☐

18. How many minutes did it usually take you to get from home to work LAST WEEK one way?

Number of minutes: Mean = **14.9**, of all workers who worked away from home N = 489

☐☐☐

19. How many people currently live or stay at the address on the mailing label?

Number of people: Mean = **2.5**

☐☐

20. Do any children under the age of 18 live at the address on the mailing label? Mark (X) ONE box.

☐Yes	24.8%
☐No	75.2%

21. How many people who now live or stay at the address on the mailing label have a <u>current and valid</u> drivers' license?

Number of people: Mean = **2.0**

22. How many drivable (functioning/working) autos, trucks, vans, or motorcycles are currently in the possession of all of the people who live or stay at the address on the mailing label?

Number of drivable vehicles: Mean = **2.2**

23. How many ridable (functioning/working) bicycles are currently owned by all of the people who live or stay at the address on the mailing label?

Number of ridable bicycles: Mean = **2.2**

24. During the last 30 days, did you ride a bicycle? Mark (X) ONE box. Please do not include stationary bicycles.

☐Yes	51.6%
☐No	48.4%
☐Don't know	0.0%

25. How many days did you ride a bicycle over the last 30 days?

Number of days: Mean = **10.7**, of all bicycle riders N = 330

26. What was the primary reason for you to ride a bicycle over the last 30 days? Mark (X) ONE box.

☐Commuting to work or school	17.2%
☐Recreation	14.7%
☐Exercise/for my health	9.4%
☐Personal errands (to the store, post office, and so on)	9.1%
☐Required for my job	0.0%
☐Didn't bicycle	48.4%
☐Some other purpose – Specify: _____	1.1%

27. What was a secondary reason for you to ride a bicycle over the last 30 days? Mark (X) ONE box.

☐None	4.7%
☐Commuting to work or school	3.8%
☐Recreation	15.7%
☐Exercise/for my health	16.6%
☐Personal errands (to the store, post office, and so on)	9.6%
☐Required for my job	0.0%
☐Didn't bicycle	48.4%
☐Some other purpose – Specify: _____	1.3%

28. Did you bicycle mostly on? Mark (X) ONE box.

☐Bike lanes on paved roads	13.9%
☐Shoulders of paved roads	11.8%
☐Paved roads, not on shoulders or lined bike lanes (riding in the same lane as cars or other vehicles)	6.0%
☐Bike paths, walking paths or trails (defined as paths where cars are not allowed to drive)	13.4%
☐Unpaved roads (for example dirt, gravel, sand)	2.2%
☐Sidewalks	3.4%
☐Grass	0.0%
☐Didn't bicycle	48.4%
☐Other – Specify: _____	0.9%

29. What keeps you, if anything, from riding a bicycle more often? Mark (X) one or more boxes.

☐Personal health or disability	11.6%
☐Lack of safe / comfortable bicycle facilities	6.2%
☐Weather	22.1%
☐Safety while biking next to / with cars	21.5%
☐Safety while biking through intersections	9.8%
☐Work schedule, family obligations	24.7%
☐Distance to destination is too far	18.3%
☐Needing to carry bulky items	15.7%
☐Not interested in bicycling	11.7%
☐Nothing keeps me from riding more often	10.2%
☐No bicycle available	7.9%
☐Other – Specify: _____	6.0%

30. During the last 30 days, did you walk, run, or jog at least one time outside for 5 minutes or more? For example, did you walk or run to work, to a store or to a park?

☐Yes	87.7%
☐No	11.7%
☐Don't know	0.6%

31. How many days did you walk, run or jog over the last 30 days?

Number of days: Mean = **16.9**, of all those who walked, ran, or jogged N = 562

32. What was the primary reason for you to walk, run, or jog over the last 30 days? Mark (X) ONE box.

☐Commuting to work or school	12.6%
☐Recreation	16.1%
☐Exercise/for my health	44.8%
☐Personal errands (to the store, post office, and so on)	6.4%
☐Required for my job	2.4%
☐Didn't walk	11.7%
☐Some other purpose – Specify: _____	6.0%

33. What was a secondary reason for you to walk, run, or jog over the last 30 days? Mark (X) ONE box.

☐Commuting to work or school	3.6%
☐Recreation	33.1%
☐Exercise/for my health	25.3%
☐Personal errands (to the store, post office, and so on)	18.0%
☐Required for my job	2.2%
☐Didn't walk	11.7%
☐Some other purpose – Specify: _____	6.1%

34. Did you walk, run, or jog mostly on? Mark (X) ONE box.

☐Bike lanes on paved roads	0.2%
☐Shoulders of paved roads	7.6%
☐Paved roads, not on shoulders or lined bike lanes (walking in the same lanes as cars or other vehicles)	4.2%
☐Bike paths, walking paths or trails (defined as paths where cars are not allowed to drive)	22.2%
☐Unpaved roads (for example dirt, gravel, sand)	7.2%
☐Sidewalks	40.4%
☐Grass	2.6%
☐Didn't walk	11.7%
☐Other – Specify: _____	4.0%

35. What keeps you, if anything, from walking or jogging more often? Mark (X) one or more boxes.

☐Personal safety (harassment, crime, etc.)	6.2%
☐Lack of sidewalks	8.6%
☐Sidewalks poorly maintained or inaccessible (not cleared of snow, non ADA accessible, etc.)	3.6%
☐Trails, either a lack of trails or poor trail maintenance	4.0%
☐Work schedule, family obligations	30.6%
☐Personal health or disability	10.7%
☐Weather	16.6%
☐Facility safety (street crossings, lighting, etc.)	2.0%
☐Distance to destination is too far	18.2%
☐Needing to carry bulky items	8.4%
☐Nothing stops me from walking or jogging more often	26.6%
☐Not interested in walking or jogging more often	7.9%
☐Other – Specify: _____	4.7%

36. During the last 30 days, did you ride on any public transit within the Missoula area?
Examples of public transit include a Mountain Line or a University of Montana bus.

☐Yes	16.3%
☐No	83.7%
☐Don't know	0.0%

37. How many of the last 30 days did you use public transit?

Number of days: Mean = **8.4**, of all public transit riders N = 105

38. What was the main reason for you to use public transit over the last 30 days?? Mark (X) ONE box.

☐Didn't use public transit in the last 30 days	83.7%
☐Commuting to work or school	8.2%
☐Personal errands (to the store, post office, and so on)	3.3%
☐Medical services	0.5%
☐Social, personal business	2.6%
☐Other - Specify _____	1.7%

39. What was a secondary reason for you to use public transit over the last 30 days?? Mark (X) ONE box.

☐None	92.7%
☐Commuting to work or school	0.2%
☐Personal errands (to the store, post office, and so on)	3.6%
☐Medical services	1.1%
☐Social, personal business	1.6%
☐Other - Specify _____	0.9%

40. Is public transit available in the area around where you currently live or stay?

☐Yes	74.0%
☐No	20.2%
☐Don't know	5.8%

41. What keeps you, if anything, from using public transit more often? Mark (X) one or more boxes.

☐Bus doesn't go where I need it to go	21.2%
☐Bus doesn't run when I need it to	23.6%
☐Work schedule, family obligations	24.3%
☐Personal health or disability	3.6%
☐Weather	1.2%
☐Safety	3.0%
☐Distance to bus stop is too far	13.2%
☐Needing to carry bulky items	7.5%
☐Nothing keeps me from using public transit more often	21.6%
☐Other – Specify: _____	18.5%

42. Are you currently registered to vote? Mark one box (X).

☐Yes, I am registered to vote at my present address	73.5%
☐Yes, I am registered to vote at a different address	13.5%
☐No, I am not registered to vote	9.0%
☐Not sure	4.0%

43. What is your age?

Age in years: Median = **41.0**

44. What is your sex?

☐Male	49.4%
☐Female	50.6%

45. What is the highest degree or level of school you have COMPLETED? Mark (X) ONE box. If currently enrolled, mark the previous grade or highest degree received.

NO SCHOOLING COMPLETED	
☐No schooling completed	0.4%
NURSERY OR PRESCHOOL THROUGH GRADE 12	
☐Nursery school or kindergarten to Grade 1 through 11	0.3%
☐12th grade – NO DIPLOMA	0.8%
HIGH SCHOOL GRADUATE	
☐Regular high school diploma GED or alternative credential	8.4%
COLLEGE OR SOME COLLEGE	
☐Some college credit, but less than 1 year of college credit	4.3%
☐1 or more years of college credit, no degree	23.5%
☐Associate's degree (for example: AA, AS)	8.1%
☐Bachelor's degree (for example: BA, BS)	31.8%
AFTER BACHELOR'S DEGREE	
☐Master's degree (for example: MA, MS, MEng, MEd, MSW, MBA)	13.4%
☐Professional degree beyond a bachelor's degree (for example: MD, JD)	5.2%
☐Doctorate degree (for example: PhD, EdD)	3.7%

46. What was your total household income in calendar year 2014? Please include income from all household earners and from all sources. Examples include: wages from jobs, business or farm income, interest, dividends, or rental income, Social Security, public assistance, retirement pensions, VA benefits, child support, and unemployment compensation.

Total household income ($) in 2014: Median = **$41,000.00**

$								.	0	0

47. Are you of Hispanic, Latino, or Spanish origin?

☐Yes	1.4%
☐No	98.6%

48. What is your race? Mark (X) one or more boxes.

☐White	90.2%
☐Black or African American	0.3%
☐American Indian or Alaska Native	3.0%
☐Asian	1.8%
☐Native Hawaiian, Guamanian or Chamorro Samoan, or Other Pacific Islander	0.4%

Thank you very much for your time and effort! Your work will help guide planning for the future of transportation in the Missoula area.

Appendix 2: Detailed Tables of Survey Responses

Q1. Overall, how would you rate the quality of life in the Missoula area? Click one button.								
		Excellent	Very Good	Good	Fair	Poor	Don't know	Total
All		25.9%	45.1%	25.1%	3.3%	.5%	.2%	634
Sex	Male	21.4%	43.8%	29.7%	4.5%	.3%	.3%	313
	Female	30.2%	46.4%	20.6%	2.2%	.6%	0.0%	321
Age	18-25	32.1%	42.3%	25.6%	0.0%	0.0%	0.0%	168
	26-40	25.3%	52.7%	18.7%	3.3%	0.0%	0.0%	150
	41-55	19.6%	45.3%	29.7%	4.7%	.7%	0.0%	148
	56+	25.7%	41.3%	26.3%	4.8%	1.2%	.6%	167
Education	HS diploma or lower	20.7%	43.1%	32.8%	3.4%	0.0%	0.0%	58
	Some college	24.0%	44.0%	27.6%	3.6%	.4%	.4%	225
	BA or BS	24.5%	49.0%	23.0%	3.6%	0.0%	0.0%	196
	Masters or higher	33.6%	44.3%	18.6%	2.1%	1.4%	0.0%	140
HH_Income	< $25,000	27.9%	42.9%	26.0%	3.2%	0.0%	0.0%	154
	$25,000-$40,999.99	25.0%	38.8%	32.5%	2.5%	.6%	.6%	160
	$41,000.00-$69,999.99	16.8%	55.2%	23.1%	4.9%	0.0%	0.0%	143
	$70,000 +	32.6%	45.1%	19.4%	2.3%	.6%	0.0%	175
Missoula	City	26.6%	44.4%	24.9%	3.4%	.4%	.2%	466
	County	23.5%	47.6%	25.9%	3.0%	0.0%	0.0%	166
Registered_voter	Yes	26.9%	44.7%	24.1%	3.5%	.7%	.2%	461
	No	23.6%	46.7%	27.3%	2.4%	0.0%	0.0%	165
Children	Yes	24.1%	50.6%	23.4%	1.9%	0.0%	0.0%	158
	No	26.6%	43.1%	25.8%	3.8%	.4%	.2%	473
Commute	Car, truck, van	22.5%	49.4%	24.2%	3.4%	.5%	0.0%	409
	Bicycle, walk, bus, motorcycle	33.6%	41.8%	23.6%	.9%	0.0%	0.0%	110
	Not in workforce or work at home	30.8%	31.8%	30.8%	5.6%	0.0%	.9%	107
Transit last 30 days	Yes	37.6%	43.6%	16.8%	1.0%	1.0%	0.0%	101
	No	23.7%	45.5%	26.7%	3.6%	.4%	.2%	532
Bicycle last 30 days	Yes	25.2%	48.3%	25.2%	1.2%	0.0%	0.0%	321
	No	26.9%	42.2%	25.3%	4.2%	1.0%	.3%	308

Q2. How would you rate the overall quality of the transportation system (including roads, bicycle and…								
		Excellent	Very Good	Good	Fair	Poor	Don't know	Total
All		5.5%	28.7%	34.8%	21.6%	8.7%	.8%	635
Sex	Male	2.9%	30.2%	30.2%	27.0%	9.5%	.3%	315
	Female	8.1%	27.2%	39.4%	16.3%	7.8%	1.3%	320
Age	18-25	8.4%	35.9%	28.1%	21.0%	6.6%	0.0%	167
	26-40	7.9%	23.2%	38.4%	20.5%	7.9%	2.0%	151
	41-55	1.4%	22.6%	42.5%	23.3%	10.3%	0.0%	146
	56+	4.1%	31.8%	31.8%	21.8%	9.4%	1.2%	170
Education	HS diploma or lower	1.7%	25.4%	45.8%	22.0%	5.1%	0.0%	59
	Some college	6.2%	28.9%	32.4%	23.1%	7.6%	1.8%	225
	BA or BS	6.0%	26.5%	35.0%	21.0%	10.5%	1.0%	200
	Masters or higher	5.7%	32.1%	35.7%	20.7%	5.7%	0.0%	140
HH_Income	< $25,000	5.8%	27.9%	35.7%	21.4%	9.1%	0.0%	154
	$25,000-$40,999.99	7.5%	34.0%	28.9%	20.8%	6.9%	1.9%	159
	$41,000.00-$69,999.99	4.2%	23.6%	35.4%	25.0%	11.1%	0.7%	144
	$70,000 +	4.5%	28.2%	39.0%	19.8%	7.9%	0.6%	177
Missoula	City	5.8%	31.8%	33.8%	19.9%	7.9%	.9%	468
	County	5.4%	19.8%	37.7%	26.3%	10.2%	0.6%	167
Registered_voter	Yes	5.0%	30.2%	35.1%	21.1%	8.0%	.6%	464
	No	7.3%	24.8%	33.9%	22.4%	10.3%	1.2%	165
Children	Yes	8.2%	26.4%	33.3%	18.2%	13.2%	0.6%	159
	No	4.8%	29.5%	35.4%	22.3%	6.9%	1.1%	475
Commute	Car, truck, van	6.3%	27.8%	30.5%	25.1%	9.3%	1.0%	410
	Bicycle, walk, bus, motorcycle	6.5%	30.6%	45.4%	12.0%	5.6%	0.0%	108
	Not in workforce or work at home	1.9%	28.0%	43.0%	16.8%	9.3%	.9%	107
Transit last 30 days	Yes	6.9%	40.2%	33.3%	12.7%	6.9%	0.0%	102
	No	5.3%	26.5%	35.1%	23.3%	9.0%	.9%	533
Bicycle last 30 days	Yes	6.6%	28.1%	35.9%	20.9%	8.1%	0.3%	320
	No	4.5%	29.6%	34.1%	20.9%	9.3%	1.6%	311

Q3a. What rank do you give each of the following possible actions to improve the Missoula area's trans...-Improving bicycle and pedestrian facilities						
		1	2	3	4	Total
All		16.0%	25.3%	30.8%	27.9%	545
Sex	Male	16.2%	27.2%	24.9%	31.7%	265
	Female	15.7%	23.6%	36.4%	24.3%	280
Age	18-25	12.3%	33.8%	28.6%	25.3%	154
	26-40	23.9%	21.0%	31.2%	23.9%	138
	41-55	17.5%	24.6%	27.2%	30.7%	114
	56+	11.1%	20.7%	36.3%	31.9%	135
Education	HS diploma or lower	9.3%	14.0%	39.5%	37.2%	43
	Some college	8.1%	25.9%	35.1%	30.8%	185
	BA or BS	19.3%	23.2%	30.9%	26.5%	181
	Masters or higher	24.6%	29.4%	22.2%	23.8%	126
HH_Income	< $25,000	13.2%	39.0%	21.3%	26.5%	136
	$25,000-$40,999.99	15.4%	17.7%	38.5%	28.5%	130
	$41,000.00-$69,999.99	12.5%	20.3%	35.9%	31.3%	128
	$70,000 +	21.9%	24.5%	27.8%	25.8%	151
Missoula	City	18.3%	26.9%	31.1%	23.7%	409
	County	9.5%	20.4%	29.9%	40.1%	137
Registered_voter	Yes	17.1%	24.7%	28.3%	29.8%	392
	No	12.8%	27.7%	37.2%	22.3%	148
Children	Yes	20.1%	25.9%	28.8%	25.2%	139
	No	14.5%	25.1%	31.5%	28.8%	406
Commute	Car, truck, van	13.4%	23.0%	31.8%	31.8%	352
	Bicycle, walk, bus, motorcycle	28.7%	28.7%	24.8%	17.8%	101
	Not in workforce or work at home	10.5%	32.6%	32.6%	24.4%	86
Transit last 30 days	Yes	28.4%	37.5%	20.5%	13.6%	88
	No	13.7%	22.9%	32.8%	30.6%	454
Bicycle last 30 days	Yes	22.6%	27.9%	30.0%	19.5%	287
	No	8.7%	22.9%	32.0%	36.4%	253

Q3b. What rank do you give each of the following possible actions to improve the Missoula area's trans…Improving safety for drivers, passengers, bicyclists, and pedestrians						
		1	2	3	4	Total
All		21.5%	40.9%	30.8%	6.8%	548
Sex	Male	19.0%	37.9%	37.5%	5.6%	269
	Female	24.0%	43.7%	24.4%	7.9%	279
Age	18-25	23.8%	27.8%	45.0%	3.3%	151
	26-40	20.1%	47.5%	21.6%	10.8%	139
	41-55	16.7%	43.3%	31.7%	8.3%	120
	56+	25.0%	45.7%	24.3%	5.0%	140
Education	HS diploma or lower	18.9%	54.1%	13.5%	13.5%	37
	Some college	24.3%	42.9%	29.1%	3.7%	189
	BA or BS	17.9%	40.2%	34.2%	7.6%	184
	Masters or higher	23.6%	37.0%	31.5%	7.9%	127
HH_Income	< $25,000	23.9%	28.4%	44.0%	3.7%	134
	$25,000-$40,999.99	17.9%	43.1%	27.6%	11.4%	123
	$41,000.00-$69,999.99	22.1%	46.6%	24.4%	6.9%	131
	$70,000 +	21.3%	45.0%	28.1%	5.6%	160
Missoula	City	19.6%	40.4%	32.0%	7.9%	403
	County	26.9%	42.8%	27.6%	2.8%	145
Registered_voter	Yes	23.8%	39.9%	30.0%	6.4%	404
	No	15.7%	43.6%	33.6%	7.1%	140
Children	Yes	22.5%	41.5%	28.9%	7.0%	142
	No	21.2%	40.6%	31.8%	6.4%	406
Commute	Car, truck, van	20.1%	42.5%	29.9%	7.5%	358
	Bicycle, walk, bus, motorcycle	20.4%	36.7%	39.8%	3.1%	98
	Not in workforce or work at home	29.5%	38.6%	23.9%	8.0%	88
Transit last 30 days	Yes	24.7%	22.5%	42.7%	10.1%	89
	No	21.0%	44.5%	28.6%	5.9%	458
Bicycle last 30 days	Yes	18.9%	37.9%	35.4%	7.7%	285
	No	24.6%	43.5%	26.5%	5.4%	260

Q3c. What rank do you give each of the following possible actions to improve the Missoula area's trans…Reducing traffic congestion						
		1	2	3	4	Total
All		52.2%	19.0%	13.0%	15.7%	578
Sex	Male	54.4%	17.7%	12.0%	15.9%	283
	Female	50.2%	20.3%	13.9%	15.6%	295
Age	18-25	47.4%	23.7%	13.5%	15.4%	156
	26-40	47.3%	16.9%	16.2%	19.6%	148
	41-55	56.6%	14.7%	12.4%	16.3%	129
	56+	59.3%	19.3%	9.7%	11.7%	145
Education	HS diploma or lower	61.4%	15.9%	20.5%	2.3%	44
	Some college	55.8%	19.9%	11.7%	12.6%	206
	BA or BS	49.7%	21.7%	10.6%	18.0%	189
	Masters or higher	45.8%	15.3%	16.8%	22.1%	131
HH_Income	< $25,000	36.7%	23.0%	16.5%	23.7%	139
	$25,000-$40,999.99	58.9%	18.4%	9.2%	13.5%	141
	$41,000.00-$69,999.99	60.9%	18.0%	12.8%	8.3%	133
	$70,000 +	52.4%	16.9%	13.3%	17.5%	166
Missoula	City	50.3%	19.1%	13.3%	17.2%	429
	County	57.7%	18.8%	12.1%	11.4%	149
Registered_voter	Yes	49.2%	21.0%	13.9%	15.8%	423
	No	60.3%	13.9%	11.3%	14.6%	151
Children	Yes	51.0%	15.9%	19.2%	13.9%	151
	No	52.8%	20.1%	10.7%	16.4%	428
Commute	Car, truck, van	57.1%	20.3%	8.9%	13.7%	380
	Bicycle, walk, bus, motorcycle	34.7%	15.8%	21.8%	27.7%	101
	Not in workforce or work at home	51.6%	16.1%	20.4%	11.8%	93
Transit last 30 days	Yes	28.9%	18.9%	16.7%	35.6%	90
	No	56.4%	19.1%	12.5%	12.1%	488
Bicycle last 30 days	Yes	43.5%	22.7%	15.1%	18.7%	299
	No	61.0%	15.2%	11.2%	12.6%	277

Q3d. What rank do you give each of the following possible actions to improve the Missoula area's trans…Providing more or improved public transit (bus) services

		1	2	3	4	Total
All		13.4%	16.0%	23.3%	47.2%	574
Sex	Male	12.0%	18.7%	24.0%	45.2%	283
	Female	14.8%	13.4%	22.7%	49.1%	291
Age	18-25	17.0%	17.0%	13.3%	52.7%	165
	26-40	12.0%	15.5%	29.6%	43.0%	142
	41-55	11.0%	18.9%	27.6%	42.5%	127
	56+	12.9%	12.9%	25.0%	49.3%	140
Education	HS diploma or lower	6.8%	18.2%	25.0%	50.0%	44
	Some college	16.1%	13.1%	21.1%	49.7%	199
	BA or BS	16.8%	15.2%	23.0%	45.0%	191
	Masters or higher	7.6%	21.4%	27.5%	43.5%	131
HH_Income	< $25,000	29.1%	10.6%	17.7%	42.6%	141
	$25,000-$40,999.99	9.2%	25.4%	21.1%	44.4%	142
	$41,000.00-$69,999.99	7.8%	14.0%	24.8%	53.5%	129
	$70,000 +	7.5%	14.3%	29.2%	49.1%	161
Missoula	City	15.1%	14.7%	22.3%	47.9%	430
	County	8.3%	20.1%	26.4%	45.1%	144
Registered_voter	Yes	13.8%	15.5%	25.1%	45.7%	414
	No	13.0%	16.2%	18.8%	51.9%	154
Children	Yes	10.4%	15.3%	21.5%	52.8%	144
	No	14.5%	16.1%	23.8%	45.6%	428
Commute	Car, truck, van	12.0%	16.5%	26.9%	44.7%	376
	Bicycle, walk, bus, motorcycle	18.1%	18.1%	14.3%	49.5%	105
	Not in workforce or work at home	15.9%	11.4%	19.3%	53.4%	88
Transit last 30 days	Yes	25.0%	21.9%	17.7%	35.4%	96
	No	11.1%	14.9%	24.3%	49.7%	477
Bicycle last 30 days	Yes	17.8%	13.8%	18.8%	49.7%	304
	No	8.7%	18.5%	27.9%	44.9%	265

Q4a.For each possible action listed below, how much of a priority should it be, if at all, for the Ci...-a. Adding and improving public transit (bus) services in the Missoula area

		Very High Priority	Somewhat High Priority	Middle Priority	Somewhat Low Priority	Very Low Priority	Don't Know	Total
All		13.3%	19.0%	34.9%	13.9%	14.8%	4.1%	633
Sex	Male	7.9%	19.7%	34.9%	15.9%	17.5%	4.1%	315
	Female	18.6%	18.2%	34.9%	11.9%	12.3%	4.1%	318
Age	18-25	12.0%	11.4%	39.5%	16.2%	18.6%	2.4%	167
	26-40	14.1%	22.1%	38.3%	8.1%	8.7%	8.7%	149
	41-55	14.4%	21.2%	35.6%	12.3%	15.1%	1.4%	146
	56+	13.5%	21.1%	27.5%	17.5%	16.4%	4.1%	171
Education	HS diploma or lower	6.7%	28.3%	23.3%	16.7%	20.0%	5.0%	60
	Some college	12.2%	14.9%	37.8%	16.7%	13.5%	5.0%	222
	BA or BS	15.7%	17.2%	33.3%	10.1%	20.2%	3.5%	198
	Masters or higher	14.7%	20.6%	37.5%	15.4%	8.1%	3.7%	136
HH_Income	< $25,000	20.6%	21.3%	34.2%	13.5%	7.7%	2.6%	155
	$25,000-$40,999.99	11.3%	14.4%	41.3%	10.6%	18.8%	3.8%	160
	$41,000.00-$69,999.99	11.2%	19.6%	30.1%	17.5%	18.2%	3.5%	143
	$70,000 +	10.2%	21.0%	33.5%	14.2%	14.8%	6.3%	176
Missoula	City	14.8%	19.7%	35.8%	12.4%	14.3%	3.0%	467
	County	9.6%	16.3%	32.5%	18.1%	16.3%	7.2%	166
Registered_voter	Yes	13.4%	19.1%	34.5%	15.4%	13.4%	4.1%	461
	No	13.8%	18.0%	35.3%	10.8%	18.0%	4.2%	167
Children	Yes	11.5%	26.8%	32.5%	14.0%	10.2%	5.1%	157
	No	14.1%	16.2%	35.8%	13.9%	16.2%	3.8%	475
Commute	Car, truck, van	12.7%	16.1%	37.6%	12.4%	16.1%	5.1%	410
	Bicycle, walk, bus, motorcycle	20.0%	22.7%	39.1%	7.3%	9.1%	1.8%	110
	Not in workforce or work at home	10.1%	22.9%	22.0%	26.6%	15.6%	2.8%	109
Transit last 30 days	Yes	28.8%	23.1%	27.9%	9.6%	5.8%	4.8%	104
	No	10.4%	18.1%	36.2%	14.9%	16.6%	4.0%	531
Bicycle last 30 days	Yes	16.7%	19.5%	34.0%	12.3%	13.5%	4.1%	318
	No	10.0%	18.4%	36.5%	16.1%	14.8%	4.2%	310

Q4b.For each possible action listed below, how much of a priority should it be, if at all, for the Ci...-b. Adding and improving bicycle facilities, like bicycle lanes, trails/paths, and racks

		Very High Priority	Somewhat High Priority	Middle Priority	Somewhat Low Priority	Very Low Priority	Don't Know	Total
All		20.3%	26.1%	26.2%	10.5%	16.5%	.5%	637
Sex	Male	18.4%	21.0%	28.6%	10.2%	21.9%	.0%	315
	Female	22.0%	31.1%	23.9%	10.9%	11.2%	0.9%	322
Age	18-25	14.4%	30.5%	38.9%	5.4%	10.8%	0.0%	167
	26-40	32.5%	25.8%	21.2%	9.3%	11.3%	0.0%	151
	41-55	19.0%	27.2%	23.1%	8.2%	22.4%	0.0%	147
	56+	15.8%	20.5%	21.1%	18.7%	22.2%	1.8%	171
Education	HS diploma or lower	16.7%	15.0%	38.3%	11.7%	16.7%	1.7%	60
	Some college	9.9%	32.0%	29.3%	12.6%	15.8%	.5%	222
	BA or BS	23.6%	19.1%	26.6%	7.0%	23.1%	0.5%	199
	Masters or higher	33.3%	29.7%	14.5%	12.3%	10.1%	0.0%	138
HH_Income	< $25,000	22.1%	28.6%	37.7%	6.5%	4.5%	0.6%	154
	$25,000-$40,999.99	15.3%	25.2%	28.2%	8.0%	22.7%	.6%	163
	$41,000.00-$69,999.99	17.4%	25.0%	17.4%	17.4%	22.9%	0.0%	144
	$70,000 +	25.4%	25.4%	22.0%	10.7%	15.8%	0.6%	177
Missoula	City	22.7%	28.2%	25.7%	10.0%	12.7%	.6%	471
	County	12.6%	19.8%	27.5%	12.0%	27.5%	0.6%	167
Registered_voter	Yes	21.6%	24.2%	24.0%	11.0%	18.6%	.6%	463
	No	15.6%	32.3%	32.9%	9.0%	10.2%	0.0%	167
Children	Yes	25.3%	31.6%	21.5%	8.9%	12.7%	0.0%	158
	No	18.6%	24.2%	27.8%	11.1%	17.7%	.6%	479
Commute	Car, truck, van	14.3%	25.7%	27.7%	10.7%	21.4%	0.2%	412
	Bicycle, walk, bus, motorcycle	42.7%	31.8%	15.5%	10.0%	0.0%	0.0%	110
	Not in workforce or work at home	15.6%	21.1%	33.0%	11.0%	16.5%	2.8%	109
Transit last 30 days	Yes	25.2%	40.8%	28.2%	3.9%	1.9%	0.0%	103
	No	19.3%	23.1%	25.9%	11.8%	19.3%	.6%	533
Bicycle last 30 days	Yes	30.1%	32.6%	20.1%	6.6%	10.7%	0.0%	319
	No	10.5%	19.7%	32.8%	14.6%	21.3%	1.0%	314

Q4c.For each possible action listed below, how much of a priority should it be, if at all, for the Ci...-c. Adding and improving pedestrian facilities, like sidewalks, trails/paths, and crosswalks

		Very High Priority	Somewhat High Priority	Middle Priority	Somewhat Low Priority	Very Low Priority	Don't Know	Total
All		20.8%	37.9%	25.9%	8.8%	6.4%	.2%	636
Sex	Male	18.4%	35.4%	27.2%	12.3%	6.6%	.0%	316
	Female	23.1%	40.3%	24.7%	5.3%	6.3%	0.3%	320
Age	18-25	12.8%	43.3%	30.5%	9.1%	4.3%	0.0%	164
	26-40	29.6%	39.5%	15.8%	11.2%	3.9%	0.0%	152
	41-55	19.2%	32.9%	32.9%	6.8%	7.5%	0.7%	146
	56+	22.0%	35.8%	24.3%	8.1%	9.2%	.6%	173
Education	HS diploma or lower	17.2%	25.9%	36.2%	8.6%	10.3%	1.7%	58
	Some college	19.2%	37.5%	27.7%	9.8%	5.4%	.4%	224
	BA or BS	17.0%	39.0%	25.0%	11.0%	8.0%	0.0%	200
	Masters or higher	26.3%	46.0%	19.7%	5.1%	2.9%	0.0%	137
HH_Income	< $25,000	23.8%	43.0%	23.8%	7.3%	2.0%	0.0%	151
	$25,000-$40,999.99	14.6%	36.0%	28.7%	11.6%	9.1%	.0%	164
	$41,000.00-$69,999.99	22.4%	30.1%	31.5%	7.0%	9.1%	0.0%	143
	$70,000 +	22.6%	41.8%	20.9%	9.0%	5.1%	0.6%	177
Missoula	City	22.2%	40.3%	23.9%	7.9%	5.5%	.2%	469
	County	16.9%	31.3%	31.3%	11.4%	8.4%	0.6%	166
Registered_voter	Yes	22.8%	37.7%	26.9%	6.5%	5.6%	.4%	464
	No	15.2%	38.8%	22.4%	15.8%	7.9%	0.0%	165
Children	Yes	29.6%	38.4%	22.6%	7.5%	1.9%	0.0%	159
	No	18.1%	37.7%	26.9%	9.3%	7.6%	.4%	475
Commute	Car, truck, van	18.2%	40.9%	22.6%	10.7%	7.3%	0.2%	411
	Bicycle, walk, bus, motorcycle	28.7%	37.0%	25.9%	4.6%	3.7%	0.0%	108
	Not in workforce or work at home	19.6%	29.9%	38.3%	6.5%	5.6%	.0%	107
Transit last 30 days	Yes	21.2%	48.1%	26.0%	.0%	4.8%	0.0%	104
	No	20.7%	35.8%	26.0%	10.5%	6.6%	.4%	531
Bicycle last 30 days	Yes	23.6%	38.4%	24.5%	9.7%	3.8%	0.0%	318
	No	18.2%	38.0%	26.5%	8.3%	8.6%	.3%	313

Q4d.For each possible action listed below, how much of a priority should it be, if at all, for the Ci...-d. Adding and improving roadways for vehicles

		Very High Priority	Somewhat High Priority	Middle Priority	Somewhat Low Priority	Very Low Priority	Don't Know	Total
All		41.5%	29.4%	16.0%	7.4%	5.5%	.2%	636
Sex	Male	41.8%	32.6%	13.0%	7.9%	4.7%	.0%	316
	Female	41.3%	26.3%	19.1%	6.9%	6.3%	0.3%	320
Age	18-25	37.1%	28.7%	16.8%	9.0%	8.4%	0.0%	167
	26-40	37.5%	29.6%	17.1%	8.6%	7.2%	0.0%	152
	41-55	46.6%	29.5%	13.7%	6.2%	4.1%	0.0%	146
	56+	45.3%	29.1%	15.7%	6.4%	2.3%	1.2%	172
Education	HS diploma or lower	52.5%	24.6%	14.8%	8.2%	0.0%	0.0%	61
	Some college	39.3%	33.5%	14.3%	6.7%	5.8%	.4%	224
	BA or BS	46.7%	23.6%	18.1%	5.0%	6.5%	0.0%	199
	Masters or higher	30.4%	31.9%	18.1%	11.6%	8.0%	0.0%	138
HH_Income	< $25,000	39.6%	28.6%	17.5%	5.8%	8.4%	0.0%	154
	$25,000-$40,999.99	36.4%	30.2%	18.5%	9.9%	4.9%	.0%	162
	$41,000.00-$69,999.99	47.3%	28.1%	14.4%	5.5%	3.4%	1.4%	146
	$70,000 +	42.7%	29.8%	12.9%	8.4%	6.2%	0.0%	178
Missoula	City	38.9%	27.0%	17.4%	9.1%	7.4%	.0%	470
	County	49.1%	35.9%	12.0%	2.4%	0.0%	0.6%	167
Registered_voter	Yes	42.7%	30.0%	15.7%	5.6%	5.6%	.4%	464
	No	37.5%	27.4%	17.3%	13.1%	4.8%	0.0%	168
Children	Yes	38.4%	28.9%	21.4%	9.4%	1.9%	0.0%	159
	No	42.4%	29.4%	14.2%	6.7%	6.9%	.4%	479
Commute	Car, truck, van	48.3%	29.9%	12.4%	5.8%	3.6%	0.0%	412
	Bicycle, walk, bus, motorcycle	20.9%	18.2%	30.0%	15.5%	15.5%	0.0%	110
	Not in workforce or work at home	38.5%	36.7%	16.5%	5.5%	2.8%	.0%	109
Transit last 30 days	Yes	30.1%	23.3%	17.5%	15.5%	13.6%	0.0%	103
	No	43.6%	30.5%	15.7%	5.8%	3.9%	.4%	534
Bicycle last 30 days	Yes	33.6%	24.2%	21.4%	12.3%	8.5%	0.0%	318
	No	50.0%	33.8%	10.8%	2.5%	2.5%	.3%	314

Q5. How much, if at all, does traffic congestion in the Missoula area affect you personally? Does it…

		Very large impact	Somewhat large impact	Medium impact	Somewhat small impact	Very minimal or no impact	Total
All		18.8%	27.1%	32.2%	12.7%	9.2%	639
Sex	Male	21.5%	24.6%	31.5%	13.2%	9.1%	317
	Female	16.1%	29.5%	32.9%	12.1%	9.3%	322
Age	18-25	16.3%	36.7%	20.5%	10.8%	15.7%	166
	26-40	23.0%	21.1%	35.5%	15.1%	5.3%	152
	41-55	18.1%	22.1%	37.6%	14.1%	8.1%	149
	56+	17.8%	27.6%	35.6%	11.5%	7.5%	174
Education	HS diploma or lower	19.7%	36.1%	21.3%	11.5%	11.5%	61
	Some college	17.3%	34.2%	28.4%	7.1%	12.9%	225
	BA or BS	18.7%	20.2%	39.4%	16.7%	5.1%	198
	Masters or higher	18.1%	21.7%	33.3%	18.8%	8.0%	138
HH_Income	< $25,000	15.5%	32.9%	31.0%	3.9%	16.8%	155
	$25,000-$40,999.99	21.5%	27.6%	25.8%	17.2%	8.0%	163
	$41,000.00-$69,999.99	22.2%	27.8%	34.7%	6.9%	8.3%	144
	$70,000 +	16.3%	21.3%	37.1%	21.3%	3.9%	178
Missoula	City	16.3%	29.0%	32.0%	14.0%	8.7%	472
	County	25.7%	21.6%	32.9%	9.6%	10.2%	167
Registered_voter	Yes	17.5%	23.3%	35.8%	14.2%	9.3%	464
	No	22.2%	38.3%	21.6%	9.0%	9.0%	167
Children	Yes	21.0%	28.0%	26.8%	17.8%	6.4%	157
	No	18.1%	27.0%	33.7%	11.2%	10.0%	481
Commute	Car, truck, van	23.4%	27.6%	36.1%	7.3%	5.6%	410
	Bicycle, walk, bus, motorcycle	8.1%	25.2%	20.7%	32.4%	13.5%	111
	Not in workforce or work at home	12.8%	25.7%	31.2%	11.9%	18.3%	109
Transit last 30 days	Yes	10.6%	26.0%	24.0%	22.1%	17.3%	104
	No	20.4%	27.3%	33.8%	11.0%	7.5%	535
Bicycle last 30 days	Yes	16.4%	25.8%	30.5%	18.6%	8.8%	318
	No	21.6%	28.9%	34.0%	7.3%	8.3%	315

Q6. In your opinion, how has the amount of traffic congestion changed in the Missoula area over the l...

		Much more congested	Somewhat more congested	About the same	Somewhat less congested	Don't know	Total
All		36.9%	33.3%	18.9%	2.0%	8.8%	639
Sex	Male	33.3%	38.1%	22.0%	.6%	6.0%	318
	Female	40.5%	28.7%	15.9%	3.4%	11.5%	321
Age	18-25	19.8%	28.1%	27.5%	3.6%	21.0%	167
	26-40	32.2%	40.1%	15.1%	3.3%	9.2%	152
	41-55	39.2%	34.5%	23.6%	.7%	2.0%	148
	56+	55.5%	31.2%	9.8%	1.2%	2.3%	173
Education	HS diploma or lower	53.2%	21.0%	12.9%	8.1%	4.8%	62
	Some college	30.9%	32.3%	23.3%	.9%	12.6%	223
	BA or BS	38.4%	35.4%	16.2%	2.0%	8.1%	198
	Masters or higher	33.8%	38.8%	19.4%	2.2%	5.8%	139
HH_Income	< $25,000	29.7%	29.1%	25.3%	0.6%	15.2%	158
	$25,000-$40,999.99	34.2%	36.0%	16.1%	3.7%	9.9%	161
	$41,000.00-$69,999.99	50.0%	31.9%	12.5%	1.4%	4.2%	144
	$70,000 +	35.0%	35.6%	20.9%	2.3%	6.2%	177
Missoula	City	36.0%	31.4%	18.9%	2.8%	11.0%	472
	County	39.3%	38.7%	19.6%	0.0%	2.4%	168
Registered_voter	Yes	38.5%	34.8%	17.4%	1.7%	7.5%	465
	No	32.1%	29.2%	23.2%	3.0%	12.5%	168
Children	Yes	36.5%	35.8%	21.4%	1.9%	4.4%	159
	No	37.0%	32.6%	18.0%	2.1%	10.3%	478
Commute	Car, truck, van	37.4%	35.0%	20.0%	1.5%	6.1%	409
	Bicycle, walk, bus, motorcycle	23.4%	30.6%	18.0%	5.4%	22.5%	111
	Not in workforce or work at home	47.7%	27.9%	17.1%	1.8%	5.4%	111
Transit last 30 days	Yes	21.4%	29.1%	29.1%	2.9%	17.5%	103
	No	39.9%	34.1%	17.0%	1.9%	7.1%	534
Bicycle last 30 days	Yes	34.7%	29.7%	18.8%	3.1%	13.8%	320
	No	39.8%	37.6%	17.8%	1.0%	3.8%	314

Q7. Over the last 7 days, about how many times have you travelled through a roundabout in the Missoul...- Number of times traveled through a roundabout in the last 7 days. Your best guess is ok.

	Mean	N
Total	8.0	638
Sex		
Male	8.6	314
Female	7.4	324
Age		
18-25	7.2	168
26-40	9.3	150
41-55	8.6	147
56+	7.1	174
Education		
HS diploma or lower	5.7	62
Some college	6.6	222
BA or BS	9.7	198
Masters or higher	9.0	140
HH_Income		
< $25,000	7.4	157
$25,000-$40,999.99	7.5	161
$41,000.00-$69,999.99	7.1	142
$70,000 +	9.7	177
Missoula		
City	8.5	470
County	6.7	168
Registered_voter		
Yes	8.2	463
No	7.3	168
Children		
Yes	8.4	157
No	7.9	479
Commute		
Car, truck, van	9.0	409
Bicycle, walk, bus, motorcycle	7.1	111
Not in workforce or work at home	5.4	109
Transit last 30 days		
Yes	7.9	104
No	8.0	533
Bicycle last 30 days		
Yes	8.6	319
No	7.4	314

Q8. Which type of intersection in the Missoula area do you generally think is easier to get through,...

		Intersection with a roundabout	Intersection with stop signs (4-way stop or 2-way stop)	Intersection with a traffic light (stop light)	Uncontrolled intersection (no stop sign, traffic light, or roundabout)	Don't know	Total
All		39.3%	16.1%	39.7%	3.3%	1.6%	639
Sex	Male	44.0%	15.5%	35.8%	3.5%	1.3%	316
	Female	34.7%	16.7%	43.7%	3.1%	1.9%	323
Age	18-25	33.9%	15.5%	44.6%	6.0%	0.0%	168
	26-40	47.0%	13.9%	35.8%	2.6%	0.7%	151
	41-55	47.7%	14.1%	30.9%	4.0%	3.4%	149
	56+	30.5%	20.7%	45.4%	1.1%	2.3%	174
Education	HS diploma or lower	17.5%	28.6%	46.0%	6.3%	1.6%	63
	Some college	27.9%	20.7%	47.7%	3.2%	.5%	222
	BA or BS	48.0%	12.6%	34.3%	2.5%	2.5%	198
	Masters or higher	56.8%	9.4%	28.1%	4.3%	1.4%	139
HH_Income	< $25,000	28.2%	16.7%	53.2%	0.6%	1.3%	156
	$25,000-$40,999.99	35.8%	19.1%	37.0%	5.6%	2.5%	162
	$41,000.00-$69,999.99	33.1%	23.4%	38.6%	4.1%	0.7%	145
	$70,000 +	57.4%	7.4%	31.3%	2.8%	1.1%	176
Missoula	City	40.9%	16.4%	38.1%	3.4%	1.3%	470
	County	34.7%	15.6%	44.3%	3.6%	1.8%	167
Registered_voter	Yes	42.9%	14.4%	38.1%	3.0%	1.5%	464
	No	29.6%	20.7%	43.2%	4.7%	1.8%	169
Children	Yes	53.8%	14.6%	26.6%	3.2%	1.9%	158
	No	34.4%	16.9%	43.8%	3.3%	1.5%	479
Commute	Car, truck, van	39.4%	14.2%	42.5%	2.4%	1.5%	409
	Bicycle, walk, bus, motorcycle	48.2%	22.3%	21.4%	7.1%	0.9%	112
	Not in workforce or work at home	31.2%	17.4%	45.9%	2.8%	2.8%	109
Transit last 30 days	Yes	37.5%	22.1%	36.5%	2.9%	1.0%	104
	No	39.8%	15.0%	40.3%	3.4%	1.5%	533
Bicycle last 30 days	Yes	48.6%	14.1%	31.0%	5.6%	0.6%	319
	No	30.2%	17.5%	48.9%	1.0%	2.5%	315

Q9. How comfortable are you, if at all, travelling through roundabouts in the Missoula area, whether…

		Very comfortable	Somewhat comfortable	Neither comfortable nor uncomfortable	Somewhat uncomfortable	Very uncomfortable	Don't know	Total
All		49.4%	22.4%	6.6%	13.5%	7.1%	1.1%	638
Sex	Male	50.2%	22.4%	4.4%	17.0%	6.0%	.0%	317
	Female	48.6%	22.4%	8.7%	10.0%	8.1%	2.2%	321
Age	18-25	52.4%	23.2%	6.5%	11.3%	4.2%	2.4%	168
	26-40	57.6%	18.5%	7.9%	10.6%	5.3%	0.0%	151
	41-55	52.7%	21.2%	2.1%	14.4%	9.6%	0.0%	146
	56+	36.4%	25.4%	9.8%	17.3%	9.2%	1.7%	173
Education	HS diploma or lower	31.1%	23.0%	14.8%	18.0%	13.1%	0.0%	61
	Some college	43.3%	16.5%	8.9%	18.3%	11.2%	1.8%	224
	BA or BS	54.5%	28.8%	4.0%	7.6%	4.0%	1.0%	198
	Masters or higher	63.3%	23.0%	3.6%	7.9%	2.2%	0.0%	139
HH_Income	< $25,000	40.4%	30.1%	3.8%	16.7%	5.1%	3.8%	156
	$25,000-$40,999.99	46.5%	18.9%	14.5%	10.1%	10.1%	.0%	159
	$41,000.00-$69,999.99	45.8%	19.4%	6.3%	15.3%	13.2%	0.0%	144
	$70,000 +	63.1%	21.0%	2.3%	12.5%	1.1%	0.0%	176
Missoula	City	51.5%	23.7%	7.0%	11.2%	5.1%	1.5%	472
	County	43.4%	18.7%	5.4%	19.9%	12.7%	0.0%	166
Registered_voter	Yes	48.1%	21.8%	5.8%	16.2%	7.8%	.4%	464
	No	53.9%	23.4%	9.0%	6.0%	4.8%	3.0%	167
Children	Yes	64.8%	15.7%	2.5%	11.3%	5.7%	0.0%	159
	No	44.2%	24.6%	7.9%	14.2%	7.7%	1.5%	480
Commute	Car, truck, van	53.3%	20.8%	5.9%	13.4%	6.6%	0.0%	409
	Bicycle, walk, bus, motorcycle	47.8%	26.5%	8.0%	5.3%	8.0%	4.4%	113
	Not in workforce or work at home	38.5%	21.1%	8.3%	22.0%	8.3%	1.8%	109
Transit last 30 days	Yes	37.5%	32.7%	8.7%	6.7%	9.6%	4.8%	104
	No	51.7%	20.4%	6.4%	14.6%	6.7%	.2%	534
Bicycle last 30 days	Yes	57.4%	21.6%	6.3%	7.5%	6.0%	1.3%	319
	No	41.8%	23.4%	7.3%	19.3%	7.3%	.9%	316

Q10. How comfortable are you, if at all, travelling through intersections controlled by stop signs in…

		Very comfortable	Somewhat comfortable	Neither comfortable nor uncomfortable	Somewhat uncomfortable	Very uncomfortable	Don't know	Total
All		47.4%	35.1%	11.0%	5.1%	.9%	.3%	643
Sex	Male	49.7%	33.6%	10.1%	6.0%	.3%	.3%	318
	Female	45.2%	36.6%	12.0%	4.3%	1.5%	0.3%	325
Age	18-25	55.7%	32.9%	7.2%	4.2%	0.0%	0.0%	167
	26-40	49.0%	37.1%	11.9%	2.0%	0.0%	0.0%	151
	41-55	44.6%	36.5%	10.8%	6.1%	2.0%	0.0%	148
	56+	41.4%	34.5%	13.8%	7.5%	1.7%	1.1%	174
Education	HS diploma or lower	48.4%	27.4%	12.9%	9.7%	1.6%	0.0%	62
	Some college	50.9%	33.6%	8.4%	6.2%	.9%	.0%	226
	BA or BS	45.7%	37.2%	12.6%	3.0%	1.0%	0.5%	199
	Masters or higher	48.9%	34.0%	12.1%	3.5%	0.7%	0.7%	141
HH_Income	< $25,000	48.7%	33.5%	6.3%	9.5%	0.6%	1.3%	158
	$25,000-$40,999.99	48.8%	32.1%	13.6%	4.3%	1.2%	.0%	162
	$41,000.00-$69,999.99	49.7%	33.1%	11.7%	4.8%	0.7%	0.0%	145
	$70,000 +	44.1%	41.2%	11.9%	2.3%	.6%	0.0%	177
Missoula	City	47.5%	35.4%	11.0%	4.9%	.8%	.4%	474
	County	47.6%	34.5%	11.3%	6.0%	0.6%	0.0%	168
Registered_voter	Yes	44.5%	36.4%	12.2%	5.1%	1.3%	.4%	467
	No	56.2%	32.0%	7.1%	4.7%	0.0%	0.0%	169
Children	Yes	51.3%	32.9%	10.8%	4.4%	0.6%	0.0%	158
	No	46.2%	36.0%	11.0%	5.4%	1.0%	.4%	483
Commute	Car, truck, van	51.1%	36.5%	6.6%	5.1%	.7%	0.0%	411
	Bicycle, walk, bus, motorcycle	33.3%	41.4%	21.6%	2.7%	0.9%	0.0%	111
	Not in workforce or work at home	46.9%	25.7%	16.8%	7.1%	1.8%	1.8%	113
Transit last 30 days	Yes	38.1%	39.0%	13.3%	5.7%	3.8%	0.0%	105
	No	49.5%	34.3%	10.4%	5.0%	.4%	.4%	537
Bicycle last 30 days	Yes	45.5%	36.7%	13.8%	3.1%	0.9%	0.0%	319
	No	48.7%	34.3%	8.2%	7.2%	.9%	.6%	318

Q11. How comfortable are you, if at all, travelling through intersections controlled by traffic lights…

		Very comfortable	Somewhat comfortable	Neither comfortable nor uncomfortable	Somewhat uncomfortable	Very uncomfortable	Total
All		69.5%	19.8%	7.3%	2.2%	1.2%	642
Sex	Male	69.0%	19.0%	8.2%	1.9%	1.9%	316
	Female	69.9%	20.6%	6.4%	2.5%	0.6%	326
Age	18-25	79.6%	15.0%	3.6%	1.8%	0.0%	167
	26-40	71.1%	13.2%	9.9%	2.6%	3.3%	152
	41-55	64.6%	21.8%	10.2%	2.0%	1.4%	147
	56+	62.3%	28.6%	5.7%	2.3%	1.1%	175
Education	HS diploma or lower	61.9%	25.4%	4.8%	6.3%	1.6%	63
	Some college	69.8%	20.0%	7.6%	2.2%	.4%	225
	BA or BS	70.9%	16.6%	9.0%	0.5%	3.0%	199
	Masters or higher	70.9%	19.9%	5.7%	2.8%	0.7%	141
HH_Income	< $25,000	74.5%	18.5%	5.1%	0.6%	1.3%	157
	$25,000-$40,999.99	60.7%	27.0%	9.2%	2.5%	.6%	163
	$41,000.00-$69,999.99	70.8%	19.4%	4.9%	3.5%	1.4%	144
	$70,000 +	72.3%	14.7%	9.0%	2.3%	1.7%	177
Missoula	City	71.2%	19.5%	6.1%	1.9%	1.3%	473
	County	64.9%	20.8%	10.1%	3.0%	1.2%	168
Registered_voter	Yes	68.2%	20.6%	7.5%	1.9%	1.7%	465
	No	74.6%	16.0%	6.5%	3.0%	0.0%	169
Children	Yes	71.3%	10.6%	11.3%	4.4%	2.5%	160
	No	68.8%	22.9%	6.0%	1.5%	.8%	481
Commute	Car, truck, van	74.6%	16.9%	5.9%	1.5%	1.2%	409
	Bicycle, walk, bus, motorcycle	54.5%	27.7%	10.7%	4.5%	2.7%	112
	Not in workforce or work at home	65.5%	22.1%	8.8%	2.7%	.9%	113
Transit last 30 days	Yes	57.5%	30.2%	5.7%	2.8%	3.8%	106
	No	71.8%	17.8%	7.5%	2.1%	.9%	535
Bicycle last 30 days	Yes	66.6%	19.4%	9.4%	3.1%	1.6%	320
	No	72.2%	20.5%	5.0%	1.3%	.9%	317

Q12. How comfortable are you, if at all, travelling through uncontrolled intersections (no stop signs,...

		Very comfortable	Somewhat comfortable	Neither comfortable nor uncomfortable	Somewhat uncomfortable	Very uncomfortable	Don't know	Total
All		8.7%	21.5%	18.2%	33.2%	18.1%	.3%	642
Sex	Male	9.2%	19.9%	21.8%	33.9%	15.2%	.0%	316
	Female	8.3%	23.0%	14.7%	32.5%	20.9%	0.6%	326
Age	18-25	9.0%	30.1%	21.7%	22.9%	16.3%	0.0%	166
	26-40	6.6%	21.2%	15.9%	39.7%	16.6%	0.0%	151
	41-55	10.1%	19.6%	20.9%	31.8%	16.9%	0.7%	148
	56+	9.2%	14.9%	14.4%	39.1%	21.8%	.6%	174
Education	HS diploma or lower	14.5%	12.9%	9.7%	40.3%	22.6%	0.0%	62
	Some college	8.5%	23.7%	22.8%	25.4%	19.2%	.4%	224
	BA or BS	8.5%	25.0%	15.0%	34.0%	17.0%	0.5%	200
	Masters or higher	6.5%	18.1%	16.7%	43.5%	15.2%	0.0%	138
HH_Income	< $25,000	9.6%	19.1%	22.3%	28.7%	20.4%	0.0%	157
	$25,000-$40,999.99	6.7%	25.2%	14.1%	35.0%	18.4%	.6%	163
	$41,000.00-$69,999.99	9.1%	21.7%	16.8%	37.8%	14.0%	0.7%	143
	$70,000 +	9.6%	19.8%	19.2%	32.2%	19.2%	0.0%	177
Missoula	City	8.4%	20.4%	19.2%	35.4%	16.2%	.4%	475
	County	9.6%	24.6%	15.6%	26.9%	23.4%	0.0%	167
Registered_voter	Yes	7.5%	17.4%	19.1%	35.8%	20.0%	.2%	466
	No	12.6%	32.9%	15.0%	25.7%	13.2%	0.6%	167
Children	Yes	7.5%	23.9%	16.4%	33.3%	18.9%	0.0%	159
	No	9.1%	20.7%	18.7%	33.2%	17.8%	.4%	482
Commute	Car, truck, van	7.8%	23.9%	21.0%	32.4%	14.6%	0.2%	410
	Bicycle, walk, bus, motorcycle	10.8%	18.9%	17.1%	35.1%	17.1%	0.9%	111
	Not in workforce or work at home	10.8%	14.4%	9.9%	33.3%	31.5%	.0%	111
Transit last 30 days	Yes	7.7%	17.3%	17.3%	34.6%	22.1%	1.0%	104
	No	9.1%	22.2%	18.3%	33.0%	17.4%	.0%	536
Bicycle last 30 days	Yes	9.7%	21.9%	16.3%	36.1%	15.7%	0.3%	319
	No	7.9%	20.1%	20.1%	30.8%	20.8%	.3%	318

Q13. Current transportation needs in the Missoula area are greater than the amount of money available…								
		Strongly support	Somewhat support	Neither support nor oppose	Somewhat oppose	Strongly oppose	Don't know	Total
All		12.3%	35.7%	19.8%	14.5%	14.5%	3.1%	641
Sex	Male	10.1%	30.9%	20.5%	15.1%	18.6%	4.7%	317
	Female	14.5%	40.4%	19.1%	13.9%	10.5%	1.5%	324
Age	18-25	11.8%	36.7%	27.2%	18.3%	2.4%	3.6%	169
	26-40	14.5%	42.1%	15.8%	6.6%	14.5%	6.6%	152
	41-55	11.5%	34.5%	16.9%	17.6%	18.9%	0.7%	148
	56+	12.1%	29.9%	18.4%	14.9%	22.4%	2.3%	174
Education	HS diploma or lower	8.1%	29.0%	17.7%	21.0%	21.0%	3.2%	62
	Some college	10.7%	35.3%	20.5%	13.8%	14.7%	4.9%	224
	BA or BS	11.6%	37.7%	19.6%	15.1%	13.6%	2.5%	199
	Masters or higher	20.0%	38.6%	17.9%	9.3%	12.1%	2.1%	140
HH_Income	< $25,000	12.7%	46.8%	17.7%	15.2%	2.5%	5.1%	158
	$25,000-$40,999.99	13.0%	26.1%	27.3%	14.3%	15.5%	3.7%	161
	$41,000.00-$69,999.99	9.7%	30.3%	16.6%	15.9%	26.2%	1.4%	145
	$70,000 +	13.6%	39.0%	17.5%	13.6%	14.1%	2.3%	177
Missoula	City	13.7%	35.1%	19.5%	14.8%	12.9%	4.0%	473
	County	8.3%	37.3%	21.3%	13.6%	18.9%	0.6%	169
Registered_voter	Yes	12.0%	36.5%	19.3%	14.6%	15.5%	2.1%	466
	No	13.5%	34.1%	21.2%	14.1%	10.6%	6.5%	170
Children	Yes	9.4%	38.8%	19.4%	17.5%	11.9%	3.1%	160
	No	13.4%	34.9%	20.0%	13.6%	15.0%	3.1%	479
Commute	Car, truck, van	12.2%	35.3%	19.7%	14.6%	15.8%	2.4%	411
	Bicycle, walk, bus, motorcycle	18.2%	33.6%	21.8%	13.6%	6.4%	6.4%	110
	Not in workforce or work at home	8.0%	42.0%	19.6%	10.7%	17.0%	2.7%	112
Transit last 30 days	Yes	22.1%	42.3%	15.4%	14.4%	3.8%	1.9%	104
	No	10.5%	34.6%	20.6%	14.6%	16.4%	3.4%	535
Bicycle last 30 days	Yes	16.6%	34.2%	18.5%	16.0%	11.6%	3.1%	319
	No	8.2%	37.9%	21.5%	13.2%	16.1%	3.2%	317

Q14. If taxes or fees were raised to improve transportation in the Missoula area, what would you want…

		Maintain and repair existing streets and roads	Build new streets and roads	Widen existing streets and roads	Improve public transit (bus)	Improve bicycle facilities, such as trails/paths and lanes	Improve pedestrian facilities, such as sidewalks and crosswalks	Improve safety and reduce crashes	Don't know	Total
All		37.1%	9.6%	19.2%	7.2%	10.1%	4.3%	8.9%	3.7%	626
Sex	Male	41.3%	12.9%	19.7%	4.8%	10.6%	2.3%	6.5%	1.9%	310
	Female	32.9%	6.3%	18.7%	9.5%	9.5%	6.3%	11.4%	5.4%	316
Age	18-25	29.0%	17.2%	21.9%	8.3%	8.3%	5.9%	5.9%	3.6%	169
	26-40	31.3%	4.9%	16.7%	6.9%	16.7%	4.2%	12.5%	6.9%	144
	41-55	35.6%	8.2%	27.4%	4.1%	12.3%	2.7%	7.5%	2.1%	146
	56+	50.9%	7.1%	11.2%	9.5%	4.1%	4.1%	10.1%	3.0%	169
Education	HS diploma or lower	50.8%	9.8%	13.1%	3.3%	6.6%	1.6%	9.8%	4.9%	61
	Some college	37.4%	11.4%	20.1%	7.3%	5.0%	4.6%	9.6%	4.6%	219
	BA or BS	31.3%	11.8%	23.6%	9.2%	12.8%	3.1%	7.7%	0.5%	195
	Masters or higher	38.1%	4.3%	12.9%	7.2%	15.1%	6.5%	10.8%	5.0%	139
HH_ Income	< $25,000	33.5%	12.9%	13.5%	15.5%	7.7%	4.5%	9.7%	2.6%	155
	$25,000-$40,999.99	39.5%	15.3%	21.0%	2.5%	8.9%	3.8%	5.1%	3.8%	157
	$41,000.00-$69,999.99	38.7%	6.3%	27.5%	6.3%	7.0%	2.8%	6.3%	4.9%	142
	$70,000 +	36.6%	4.7%	15.7%	5.2%	15.1%	5.8%	13.4%	3.5%	172
Missoula	City	34.6%	9.3%	18.5%	8.5%	11.3%	5.7%	8.9%	3.3%	460
	County	43.5%	10.7%	21.4%	3.6%	6.5%	0.6%	8.9%	4.8%	168
R_voter	Yes	40.9%	7.6%	17.6%	6.5%	11.1%	3.3%	10.2%	2.8%	460
	No	25.9%	15.4%	24.1%	9.9%	6.8%	6.8%	4.9%	6.2%	162
Children	Yes	27.7%	6.3%	25.2%	4.4%	15.1%	4.4%	10.7%	6.3%	159
	No	40.2%	10.5%	17.3%	8.3%	8.3%	4.3%	8.3%	2.8%	468
Commute	Car, truck, van	36.8%	11.9%	22.0%	5.7%	6.2%	4.4%	9.6%	3.5%	405
	Bicycle, walk, bus, motorcycle	22.4%	4.7%	15.0%	14.0%	28.0%	4.7%	6.5%	4.7%	107
	Not in workforce or work at home	56.2%	2.9%	14.3%	6.7%	5.7%	2.9%	8.6%	2.9%	105
Transit last 30 days	Yes	21.4%	2.9%	19.4%	20.4%	12.6%	14.6%	5.8%	2.9%	103
	No	39.8%	11.0%	19.2%	4.6%	9.5%	2.3%	9.5%	4.0%	525
Bicycle last 30 days	Yes	27.8%	8.5%	18.4%	9.5%	17.4%	3.8%	10.4%	4.1%	316
	No	47.1%	10.7%	19.2%	4.9%	2.6%	4.9%	7.5%	3.2%	308

Q15. What type of tax would you be most willing to support if the revenues were used only for transpo…

		2 cent increase per gallon of fuel (diesel and gasoline), paid by local residents and visitors	1 percent increase to property tax, paid by property owners	3 percent local sales tax on non-essential items, such as items purchased at bars and restaurants, paid by local residents and visitors	3 percent increase to development fees, paid for by new development	None	Don't know	Total
All		40.3%	4.4%	7.1%	18.5%	15.4%	14.3%	637
Sex	Male	42.2%	2.2%	4.8%	17.8%	20.0%	13.0%	315
	Female	38.5%	6.5%	9.3%	19.3%	10.9%	15.5%	322
Age	18-25	38.1%	7.7%	0.0%	16.1%	8.3%	29.8%	168
	26-40	40.7%	2.7%	10.0%	22.7%	9.3%	14.7%	150
	41-55	45.2%	4.1%	10.3%	17.8%	19.9%	2.7%	146
	56+	38.7%	2.9%	8.1%	18.5%	23.7%	8.1%	173
Education	HS diploma or lower	28.3%	3.3%	3.3%	23.3%	20.0%	21.7%	60
	Some college	36.5%	3.2%	5.4%	15.8%	13.5%	25.7%	222
	BA or BS	43.9%	5.6%	8.1%	20.7%	15.7%	6.1%	198
	Masters or higher	47.1%	4.3%	10.0%	18.6%	14.3%	5.7%	140
HH_Income	< $25,000	42.7%	3.8%	3.8%	21.0%	8.3%	20.4%	157
	$25,000-$40,999.99	36.0%	4.3%	6.1%	18.9%	14.6%	20.1%	164
	$41,000.00-$69,999.99	29.4%	6.3%	7.0%	22.4%	24.5%	10.5%	143
	$70,000 +	51.4%	3.4%	10.9%	12.6%	15.4%	6.3%	175
Missoula	City	41.9%	4.2%	6.1%	20.6%	12.9%	14.2%	472
	County	35.8%	4.8%	9.1%	12.7%	23.0%	14.5%	165
Registered_voter	Yes	41.7%	4.1%	8.4%	19.4%	16.8%	9.5%	463
	No	36.9%	4.8%	3.6%	14.9%	11.9%	28.0%	168
Children	Yes	41.1%	5.1%	10.8%	24.1%	10.8%	8.2%	158
	No	40.2%	4.2%	5.6%	16.7%	16.9%	16.3%	478
Commute	Car, truck, van	38.7%	4.9%	7.6%	15.9%	18.4%	14.5%	408
	Bicycle, walk, bus, motorcycle	43.8%	2.7%	4.5%	26.8%	3.6%	18.8%	112
	Not in workforce or work at home	44.4%	3.7%	8.3%	16.7%	16.7%	10.2%	108
Transit last 30 days	Yes	50.0%	9.4%	6.6%	19.8%	2.8%	11.3%	106
	No	38.3%	3.4%	7.1%	18.2%	18.0%	14.8%	532
Bicycle last 30 days	Yes	41.7%	3.8%	6.6%	23.5%	12.9%	11.6%	319
	No	39.6%	5.1%	7.6%	13.6%	17.1%	17.1%	316

Q16. How did you usually get to work LAST WEEK? If you usually used more than one method of transporta…

		Car, truck, or van	Bus	Motorcycle	Bicycle	Walked	Worked at home	Didn't work	Total
All		64.9%	2.1%	0.8%	9.6%	5.1%	3.0%	14.5%	633
Sex	Male	66.6%	0.6%	1.6%	9.6%	3.5%	1.9%	16.1%	311
	Female	63.4%	3.4%	0.0%	9.6%	6.5%	4.0%	13.0%	322
Age	18-25	59.9%	2.5%	0.0%	16.7%	10.5%	1.2%	9.3%	162
	26-40	74.5%	1.3%	2.6%	13.7%	4.6%	2.6%	0.7%	153
	41-55	78.5%	2.0%	0.0%	8.1%	2.0%	4.7%	4.7%	149
	56+	48.9%	2.3%	0.6%	1.1%	3.4%	4.0%	39.7%	174
Education	HS diploma or lower	55.2%	1.7%	0.0%	6.9%	6.9%	0.0%	29.3%	58
	Some college	60.8%	3.2%	0.9%	9.0%	7.2%	1.8%	17.1%	222
	BA or BS	71.3%	1.0%	0.0%	11.3%	3.6%	3.6%	9.2%	195
	Masters or higher	67.4%	2.1%	1.4%	10.6%	2.8%	5.0%	10.6%	141
HH_ Income	< $25,000	52.6%	5.8%	0.0%	11.0%	10.4%	1.3%	18.8%	154
	$25,000-$40,999.99	62.1%	1.2%	0.0%	14.3%	3.7%	3.7%	14.9%	161
	$41,000.00-$69,999.99	68.1%	0.7%	1.4%	4.9%	3.5%	3.5%	18.1%	144
	$70,000 +	75.9%	0.0%	1.1%	8.6%	2.9%	4.0%	7.5%	174
Missoula	City	60.6%	2.6%	0.4%	12.8%	6.8%	3.0%	13.9%	469
	County	77.1%	0.6%	1.2%	1.2%	0.0%	3.6%	16.3%	166
Registered_voter	Yes	64.5%	2.6%	1.1%	8.0%	3.0%	3.9%	17.0%	465
	No	66.3%	1.2%	0.0%	14.5%	10.8%	1.2%	6.0%	166
Children	Yes	74.4%	1.3%	2.6%	9.0%	3.8%	5.1%	3.8%	156
	No	61.6%	2.3%	0.2%	10.1%	5.5%	2.3%	18.0%	477
Commute	Car, truck, van	100.0%	0.0%	0.0%	0.0%	0.0%	.0%	0.0%	411
	Bicycle, walk, bus, motorcycle	0.0%	11.6%	4.5%	55.4%	28.6%	0.0%	0.0%	112
	Not in workforce or work at home	0.0%	0.0%	0.0%	0.0%	0.0%	17.1%	82.9%	111
Transit last 30 days	Yes	43.7%	12.6%	0.0%	17.5%	12.6%	2.9%	10.7%	103
	No	69.0%	0.0%	0.8%	8.3%	3.6%	3.2%	15.2%	532
Bicycle last 30 days	Yes	59.4%	3.1%	1.3%	19.4%	7.5%	2.8%	6.6%	320
	No	70.0%	1.0%	0.0%	0.0%	2.6%	3.5%	22.9%	310

Q17. How many people, including you, usually rode to work in the car, truck, or van LAST WEEK? Type th...-Number of people	Mean	N
All	1.1	405
Sex		
Male	1.1	205
Female	1.2	201
Age		
18-25	1.0	97
26-40	1.3	111
41-55	1.2	115
56+	1.1	83
Education		
HS diploma or lower	1.2	32
Some college	1.1	134
BA or BS	1.2	138
Masters or higher	1.2	92
HH_Income		
< $25,000	1.0	80
$25,000-$40,999.99	1.2	100
$41,000.00-$69,999.99	1.1	96
$70,000 +	1.2	130
Missoula		
City	1.2	279
County	1.1	127
Registered_voter		
Yes	1.2	295
No	1.1	109
Children		
Yes	1.3	113
No	1.1	291
Commute		
Car, truck, van	1.1	405
Transit		
Yes	1.2	45
No	1.1	361
Bicycle		
Yes	1.2	186
No	1.1	215

Q18. How many minutes did it usually take you to get from home to work LAST WEEK one way? Type the num...-Number of minutes	Mean	N
All	14.9	489
Sex		
Male	15.4	233
Female	14.3	256
Age		
18-25	14.2	124
26-40	14.2	138
41-55	15.0	134
56+	16.5	94
Education		
HS diploma or lower	18.0	37
Some college	14.0	167
BA or BS	14.9	159
Masters or higher	15.0	115
HH_Income		
< $25,000	12.8	107
$25,000-$40,999.99	15.0	122
$41,000.00-$69,999.99	16.4	107
$70,000 +	15.1	153
Missoula		
City	13.4	364
County	19.2	125
Registered_voter		
Yes	14.8	342
No	14.9	144
Children		
Yes	15.8	137
No	14.4	351
Commute		
Car, truck, van	15.3	378
Bicycle, walk, bus, motorcycle	13.4	111
Transit		
Yes	14.9	80
No	14.8	409
Bicycle		
Yes	14.1	277
No	16.0	207

Q19. How many people currently live or stay at the address on the mailing label? Type the number of pe...-Number of people	Mean	N
All	2.5	635
Sex		
Male	2.6	312
Female	2.4	323
Age		
18-25	2.5	165
26-40	3.0	152
41-55	2.6	145
56+	1.9	173
Education		
HS diploma or lower	2.2	62
Some college	2.4	221
BA or BS	2.5	198
Masters or higher	2.6	139
HH_Income		
< $25,000	2.1	157
$25,000-$40,999.99	2.4	162
$41,000.00-$69,999.99	2.4	139
$70,000 +	2.8	177
Missoula		
City	2.4	469
County	2.6	166
Registered_voter		
Yes	2.5	461
No	2.4	166
Children		
Yes	3.9	159
No	2.0	475
Commute		
Car, truck, van	2.5	406
Bicycle, walk, bus, motorcycle	2.5	111
Not in workforce or work at home	2.1	109
Transit		
Yes	2.4	105
No	2.5	529
Bicycle		
Yes	2.6	320
No	2.3	312

Q20. Do any children under the age of 18 live at the address on the mailing label? Click one button.				
		Yes	No	Total
All		24.8%	75.2%	642
Sex	Male	25.6%	74.4%	316
	Female	23.9%	76.1%	326
Age	18-25	8.4%	91.6%	167
	26-40	49.3%	50.7%	152
	41-55	42.9%	57.1%	147
	56+	4.0%	96.0%	175
Education	HS diploma or lower	20.6%	79.4%	63
	Some college	16.1%	83.9%	224
	BA or BS	30.0%	70.0%	200
	Masters or higher	31.4%	68.6%	140
HH_Income	< $25,000	9.6%	90.4%	157
	$25,000-$40,999.99	17.2%	82.8%	163
	$41,000.00-$69,999.99	28.5%	71.5%	144
	$70,000 +	42.1%	57.9%	178
Missoula	City	22.1%	77.9%	476
	County	32.9%	67.1%	167
Registered_voter	Yes	27.0%	73.0%	467
	No	19.0%	81.0%	168
Children	Yes	100.0%	0.0%	159
	No	0.0%	100.0%	483
Commute	Car, truck, van	28.3%	71.7%	410
	Bicycle, walk, bus, motorcycle	22.5%	77.5%	111
	Not in workforce or work at home	12.6%	87.4%	111
Transit	Yes	15.2%	84.8%	105
	No	26.7%	73.3%	536
Bicycle	Yes	31.2%	68.8%	321
	No	18.9%	81.1%	318

Q21. How many people who now live or stay at the address on the mailing label have a current and valid...-Number of people	Mean	N
All	2.0	638
Sex		
Male	2.1	315
Female	1.9	323
Age		
18-25	2.3	168
26-40	1.9	151
41-55	2.0	147
56+	1.7	173
Education		
HS diploma or lower	1.6	62
Some college	2.0	223
BA or BS	2.0	199
Masters or higher	2.0	139
HH_Income		
< $25,000	1.8	156
$25,000-$40,999.99	2.0	162
$41,000.00-$69,999.99	2.0	143
$70,000 +	2.1	177
Missoula		
City	2.0	473
County	2.1	165
Registered_voter		
Yes	2.0	465
No	2.0	167
Children		
Yes	2.2	159
No	1.9	479
Commute		
Car, truck, van	2.1	408
Bicycle, walk, bus, motorcycle	2.0	111
Not in workforce or work at home	1.7	110
Transit		
Yes	2.0	105
No	2.0	532
Bicycle		
Yes	2.1	319
No	1.9	315

Q22. How many drivable (functioning/working) autos, trucks, vans, or motorcycles are currently in the...-Number of drivable vehicles	Mean	N
All	2.2	637
Sex		
Male	2.4	313
Female	2.0	324
Age		
18-25	2.3	168
26-40	2.2	152
41-55	2.3	146
56+	2.1	172
Education		
HS diploma or lower	2.0	61
Some college	2.1	224
BA or BS	2.3	199
Masters or higher	2.3	138
HH_Income		
< $25,000	1.9	157
$25,000-$40,999.99	2.1	161
$41,000.00-$69,999.99	2.2	142
$70,000 +	2.6	177
Missoula		
City	2.1	471
County	2.6	166
Registered_voter		
Yes	2.3	463
No	2.0	168
Children		
Yes	2.4	159
No	2.1	478
Commute		
Car, truck, van	2.4	408
Bicycle, walk, bus, motorcycle	1.8	111
Not in workforce or work at home	2.0	109
Transit		
Yes	1.8	104
No	2.3	532
Bicycle		
Yes	2.2	319
No	2.2	315

Q23. How many ridable (functioning/working) bicycles are currently owned by all of the people who live...-Number of ridable bicycles	Mean	N
All	2.2	636
Sex		
Male	2.4	312
Female	2.1	324
Age		
18-25	1.9	168
26-40	2.9	152
41-55	2.9	144
56+	1.4	173
Education		
HS diploma or lower	1.3	61
Some college	1.8	220
BA or BS	2.6	199
Masters or higher	3.0	140
HH_Income		
< $25,000	1.8	157
$25,000-$40,999.99	1.9	161
$41,000.00-$69,999.99	2.0	140
$70,000 +	3.1	177
Missoula		
City	2.2	474
County	2.2	163
Registered_voter		
Yes	2.5	463
No	1.5	167
Children		
Yes	3.7	159
No	1.7	477
Commute		
Car, truck, van	2.1	406
Bicycle, walk, bus, motorcycle	3.1	111
Not in workforce or work at home	1.8	110
Transit		
Yes	2.2	105
No	2.2	531
Bicycle		
Yes	3.1	320
No	1.3	316

Q24. During the last 30 days, did you ride a bicycle? Click one button. Please do not include stationa...				
		Yes	No	Total
All		51.6%	48.4%	639
Sex	Male	52.1%	47.9%	313
	Female	51.2%	48.8%	326
Age	18-25	54.2%	45.8%	168
	26-40	64.9%	35.1%	151
	41-55	56.9%	43.1%	144
	56+	33.7%	66.3%	175
Education	HS diploma or lower	41.3%	58.7%	63
	Some college	38.5%	61.5%	221
	BA or BS	60.8%	39.2%	199
	Masters or higher	65.7%	34.3%	140
HH_Income	< $25,000	45.6%	54.4%	158
	$25,000-$40,999.99	50.3%	49.7%	163
	$41,000.00-$69,999.99	47.5%	52.5%	141
	$70,000 +	61.6%	38.4%	177
Missoula	City	54.0%	46.0%	476
	County	44.8%	55.2%	163
Registered_voter	Yes	51.7%	48.3%	464
	No	51.8%	48.2%	168
Children	Yes	66.3%	33.8%	160
	No	46.8%	53.2%	479
Commute	Car, truck, van	48.6%	51.4%	407
	Bicycle, walk, bus, motorcycle	86.6%	13.4%	112
	Not in workforce or work at home	29.7%	70.3%	111
Transit	Yes	61.9%	38.1%	105
	No	49.7%	50.3%	533
Bicycle	Yes	100.0%	0.0%	330
	No	0.0%	100.0%	309

Q25. How many days did you ride a bicycle over the last 30 days? Type the number of days in the box be...-Number of days	Mean	N
All	10.7	330
Sex		
Male	10.5	163
Female	10.9	167
Age		
18-25	14.0	91
26-40	10.9	98
41-55	8.7	82
56+	7.8	59
Education		
HS diploma or lower	12.4	26
Some college	12.1	85
BA or BS	10.7	121
Masters or higher	9.2	92
HH_Income		
< $25,000	13.8	72
$25,000-$40,999.99	12.6	82
$41,000.00-$69,999.99	8.4	67
$70,000 +	8.5	109
Missoula		
City	11.7	257
County	7.0	73
Registered_voter		
Yes	9.2	240
No	14.7	87
Children		
Yes	8.8	106
No	11.5	224
Commute		
Car, truck, van	7.1	198
Bicycle, walk, bus, motorcycle	18.4	97
Not in workforce or work at home	9.0	33
Transit		
Yes	13.0	65
No	10.1	265
Bicycle		
Yes	10.7	330

Q26. What was the primary reason for you to ride a bicycle over the last 30 days? Click one button.

		Commuting to work or school	Recreation	Exercise/for my health	Personal errands (to the store, post office, and so on)	Didn't bicycle	Some other purpose – Specify:	Total
All		17.2%	14.7%	9.4%	9.1%	48.4%	1.1%	635
Sex	Male	16.1%	12.5%	10.9%	11.3%	48.2%	1.0%	311
	Female	18.2%	16.7%	8.0%	6.8%	49.1%	1.2%	324
Age	18-25	28.7%	3.0%	7.2%	12.0%	46.1%	3.0%	167
	26-40	26.7%	24.0%	4.7%	8.7%	35.3%	0.7%	150
	41-55	9.8%	21.0%	17.5%	8.4%	43.4%	0.0%	143
	56+	4.0%	12.1%	9.2%	7.5%	67.1%	.0%	173
Education	HS diploma or lower	12.7%	7.9%	14.3%	6.3%	58.7%	0.0%	63
	Some college	19.5%	8.2%	5.0%	4.1%	61.8%	1.4%	220
	BA or BS	18.2%	15.2%	11.1%	14.6%	39.4%	1.5%	198
	Masters or higher	15.8%	28.8%	9.4%	10.8%	34.5%	0.7%	139
HH_Income	< $25,000	22.9%	6.4%	5.7%	10.2%	54.8%	0.0%	157
	$25,000-$40,999.99	23.3%	3.7%	6.7%	12.9%	49.7%	3.7%	163
	$41,000.00-$69,999.99	11.5%	15.1%	14.4%	5.8%	53.2%	0.0%	139
	$70,000 +	10.8%	31.3%	11.9%	6.8%	38.6%	0.6%	176
Missoula	City	19.5%	14.2%	7.0%	11.7%	46.4%	1.3%	472
	County	10.5%	16.0%	16.7%	1.2%	55.6%	0.0%	162
Registered_voter	Yes	13.7%	16.5%	11.3%	9.1%	48.6%	.9%	461
	No	27.4%	8.9%	5.4%	8.3%	48.2%	1.8%	168
Children	Yes	17.1%	31.6%	12.7%	4.4%	34.2%	0.0%	158
	No	17.2%	9.0%	8.6%	10.5%	53.5%	1.3%	477
Commute	Car, truck, van	9.2%	17.9%	12.7%	7.4%	51.9%	1.0%	403
	Bicycle, walk, bus, motorcycle	62.5%	7.1%	0.0%	14.3%	13.4%	2.7%	112
	Not in workforce or work at home	0.9%	11.8%	8.2%	8.2%	70.9%	.0%	110
Transit last 30 days	Yes	26.7%	10.5%	1.0%	22.9%	38.1%	1.0%	105
	No	15.4%	15.4%	11.3%	6.2%	50.5%	1.1%	531
Bicycle last 30 days	Yes	33.4%	28.5%	18.7%	17.5%	0.0%	1.8%	326
	No	0.0%	0.0%	0.0%	0.0%	100.0%	.0%	309

Q27. What was a secondary reason for you to ride a bicycle over the last 30 days? Click one button.

		None	Commuting to work or school	Recreation	Exercise/for my health	Personal errands (to the store, post office, and so on)	Didn't bicycle	Some other purpose – Specify:	Total
All		4.7%	3.8%	15.7%	16.6%	9.6%	48.4%	1.3%	638
Sex	Male	7.0%	4.1%	20.7%	14.6%	5.7%	47.8%	.0%	314
	Female	2.5%	3.4%	10.8%	18.5%	13.3%	49.1%	2.5%	324
Age	18-25	7.1%	4.2%	17.9%	8.3%	13.1%	45.8%	3.6%	168
	26-40	5.3%	4.0%	14.6%	27.2%	13.9%	35.1%	0.0%	151
	41-55	2.8%	6.3%	23.1%	15.4%	7.7%	43.4%	1.4%	143
	56+	2.9%	1.1%	9.1%	16.6%	4.0%	66.3%	.0%	175
Education	HS diploma or lower	1.6%	0.0%	22.6%	11.3%	4.8%	59.7%	0.0%	62
	Some college	3.6%	1.8%	5.9%	14.1%	10.9%	61.8%	1.8%	220
	BA or BS	7.1%	3.5%	23.7%	13.6%	10.6%	39.4%	2.0%	198
	Masters or higher	4.3%	7.9%	15.1%	28.8%	9.4%	34.5%	0.0%	139
HH_Income	< $25,000	7.7%	2.6%	9.6%	10.9%	11.5%	55.1%	2.6%	156
	$25,000-$40,999.99	3.1%	4.9%	17.2%	15.3%	9.8%	49.7%	.0%	163
	$41,000.00-$69,999.99	3.6%	2.1%	18.6%	15.0%	5.0%	52.9%	2.9%	140
	$70,000 +	4.0%	4.5%	17.6%	24.4%	10.8%	38.6%	0.0%	176
Missoula	City	5.3%	4.9%	14.0%	16.7%	11.6%	46.3%	1.3%	473
	County	3.1%	0.0%	20.9%	16.6%	3.1%	55.2%	1.2%	163
Registered_voter	Yes	4.1%	2.8%	16.2%	17.3%	9.3%	48.5%	1.7%	462
	No	6.5%	5.4%	14.9%	14.3%	10.7%	48.2%	0.0%	168
Children	Yes	6.4%	2.5%	21.7%	26.8%	8.3%	34.4%	0.0%	157
	No	4.2%	4.0%	13.6%	13.4%	9.8%	53.3%	1.7%	478
Commute	Car, truck, van	4.9%	3.5%	16.8%	16.0%	6.7%	51.6%	0.5%	405
	Bicycle, walk, bus, motorcycle	7.1%	8.0%	13.4%	25.9%	26.8%	13.4%	5.4%	112
	Not in workforce or work at home	1.8%	0.9%	13.6%	10.0%	2.7%	70.9%	.0%	110
Transit last 30 days	Yes	4.9%	2.9%	11.7%	17.5%	20.4%	38.8%	3.9%	103
	No	4.7%	3.8%	16.4%	16.4%	7.5%	50.5%	.8%	531
Bicycle last 30 days	Yes	9.1%	7.0%	30.5%	32.3%	18.6%	0.0%	2.4%	328
	No	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	.0%	309

Q28. Did you bicycle mostly on? Click one button.

		Bike lanes on paved roads	Shoulders of paved roads	Paved roads, not on shoulders or lined bike lanes (riding in the same lane as cars or other vehicles)	Bike paths, walking paths or trails (defined as paths where cars are not allowed to drive)	Unpaved roads (for example dirt, gravel, sand)	Sidewalks	Didn't bicycle	Some other surface – Specify:	Total
All		13.9%	11.8%	6.0%	13.4%	2.2%	3.4%	48.4%	.9%	635
Sex	Male	14.1%	9.9%	7.7%	11.5%	3.2%	4.8%	48.1%	.6%	312
	Female	13.3%	13.3%	4.3%	15.2%	1.2%	2.2%	49.2%	1.2%	323
Age	18-25	18.6%	7.8%	4.2%	7.2%	6.0%	10.2%	46.1%	0.0%	167
	26-40	14.7%	18.0%	6.0%	20.7%	0.7%	2.0%	35.3%	2.7%	150
	41-55	9.9%	16.2%	9.9%	18.3%	1.4%	0.0%	43.7%	0.7%	142
	56+	10.9%	6.3%	4.6%	9.8%	0.0%	1.1%	66.7%	.6%	174
Education	HS diploma or lower	1.6%	12.9%	6.5%	12.9%	3.2%	1.6%	59.7%	1.6%	62
	Some college	10.0%	7.3%	3.2%	9.5%	0.0%	7.7%	61.8%	.5%	220
	BA or BS	14.6%	10.6%	8.1%	18.2%	5.6%	2.0%	39.4%	1.5%	198
	Masters or higher	23.7%	20.9%	7.9%	10.8%	0.7%	0.0%	34.5%	1.4%	139
HH_Income	< $25,000	14.6%	7.0%	1.9%	8.3%	3.8%	8.9%	54.8%	0.6%	157
	$25,000-$40,999.99	17.1%	9.8%	4.9%	12.8%	1.2%	4.3%	49.4%	.6%	164
	$41,000.00-$69,999.99	10.1%	13.7%	2.9%	17.3%	2.2%	0.0%	53.2%	0.7%	139
	$70,000 +	11.9%	15.9%	13.1%	15.9%	2.3%	0.6%	38.6%	1.7%	176
Missoula	City	17.5%	10.8%	6.6%	12.5%	2.3%	3.0%	46.3%	1.1%	473
	County	1.9%	14.2%	4.3%	16.0%	1.9%	5.6%	55.6%	0.6%	162
Registered_voter	Yes	14.3%	12.4%	5.7%	13.9%	2.6%	1.3%	48.7%	1.1%	460
	No	11.9%	10.1%	6.0%	12.5%	1.2%	9.5%	48.2%	0.6%	168
Children	Yes	11.5%	16.0%	10.9%	19.9%	3.8%	1.9%	34.6%	1.3%	156
	No	14.3%	10.3%	4.4%	11.3%	1.7%	4.0%	53.5%	.6%	477
Commute	Car, truck, van	10.9%	11.4%	4.7%	13.4%	2.7%	4.2%	51.9%	0.7%	403
	Bicycle, walk, bus, motorcycle	32.1%	18.8%	11.6%	17.9%	0.0%	4.5%	13.4%	1.8%	112
	Not in workforce or work at home	5.4%	7.1%	2.7%	10.7%	2.7%	0.9%	69.6%	.9%	112
Transit last 30 days	Yes	28.8%	9.6%	7.7%	5.8%	0.0%	8.7%	38.5%	1.0%	104
	No	10.6%	12.1%	5.7%	15.1%	2.6%	2.5%	50.6%	.9%	530
Bicycle last 30 days	Yes	26.5%	22.8%	11.7%	26.2%	4.3%	6.8%	0.0%	1.8%	325
	No	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	.0%	309

Q29. What keeps you, if anything, from riding a bicycle more often? Check one or more boxes.- (%s will not equal 100)									
		Personal health or disability	Lack of safe bicycle facilities	Weather	Safety biking with cars	Safety while biking through intersections	Work schedule, family	Distance to destination is too far	Needing to carry bulky items
All		11.6%	6.2%	22.1%	21.5%	9.8%	24.7%	18.3%	15.7%
Sex	Male	9.8%	5.7%	19.0%	16.8%	5.4%	24.1%	16.8%	12.3%
	Female	13.5%	6.7%	25.2%	26.1%	14.1%	25.5%	19.9%	18.7%
Age	18-25	10.2%	8.4%	33.1%	23.5%	16.3%	21.7%	18.7%	18.7%
	26-40	5.3%	10.6%	21.9%	29.1%	11.9%	42.4%	19.9%	23.2%
	41-55	6.8%	3.4%	18.2%	18.2%	4.7%	26.4%	21.6%	14.2%
	56+	23.6%	3.4%	15.5%	16.1%	6.9%	10.9%	14.4%	8.0%
Education	HS diploma or lower	24.2%	3.2%	9.7%	9.7%	3.2%	17.7%	9.7%	9.7%
	Some college	11.6%	6.7%	22.8%	20.5%	11.6%	18.3%	17.4%	15.2%
	BA or BS	11.0%	5.5%	25.0%	20.0%	12.5%	30.5%	21.0%	16.0%
	Masters +	6.5%	9.4%	24.6%	28.3%	8.0%	31.9%	19.6%	21.0%
HH Income	< $25,000	16.6%	12.1%	28.0%	24.2%	15.3%	15.3%	14.0%	19.1%
	$25,000-$40,999.99	14.1%	3.1%	23.9%	19.0%	10.4%	21.5%	20.9%	12.3%
	$41,000.00-$69,999.99	10.5%	4.2%	18.2%	21.7%	4.2%	25.2%	17.5%	14.7%
	$70,000 +	5.6%	6.2%	18.6%	22.0%	9.6%	35.6%	20.9%	16.9%
Missoula	City	13.3%	7.8%	25.1%	22.5%	12.4%	22.3%	16.4%	17.7%
	County	7.2%	1.8%	13.8%	18.6%	2.4%	31.7%	24.0%	9.6%
Registered voter	Yes	12.9%	6.4%	19.3%	20.4%	9.4%	23.0%	18.0%	15.7%
	No	8.4%	6.0%	30.5%	25.1%	11.4%	31.1%	19.8%	16.2%
Children	Yes	4.4%	6.9%	14.5%	26.4%	10.1%	42.8%	17.0%	12.6%
	No	14.1%	6.0%	24.7%	19.9%	10.0%	18.9%	18.9%	16.6%
Commute	Car, truck, van	8.0%	6.8%	22.2%	23.7%	9.8%	34.6%	21.5%	14.9%
	Bicycle, walk, bus, motorcycle	5.4%	9.0%	37.8%	25.2%	18.0%	14.4%	14.4%	26.1%
	Not in workforce or work at home	30.6%	2.7%	8.1%	11.7%	3.6%	0.9%	10.8%	9.9%
Transit	Yes	14.4%	16.3%	35.6%	35.6%	26.0%	19.2%	25.0%	26.9%
	No	11.2%	4.3%	19.6%	19.0%	6.7%	25.9%	17.2%	13.6%
Bicycle	Yes	6.3%	7.5%	31.7%	27.3%	11.0%	26.3%	19.7%	19.4%
	No	17.3%	5.3%	12.9%	16.4%	9.1%	23.3%	17.3%	11.9%

Q29. What keeps you, if anything, from riding a bicycle more often? Check one or more boxes.- (%s will not equal 100)		Not interested in bicycling	Nothing	No bicycle available	Some other specify:
All		11.7%	10.2%	7.9%	6.0%
Sex	Male	9.5%	14.2%	11.4%	6.6%
	Female	14.1%	6.1%	4.6%	5.2%
Age	18-25	10.2%	15.7%	12.0%	7.8%
	26-40	8.6%	4.0%	3.3%	4.0%
	41-55	8.1%	10.8%	6.1%	3.4%
	56+	19.0%	10.3%	9.8%	8.6%
Education	HS diploma or lower	14.5%	19.4%	17.7%	4.8%
	Some college	14.3%	11.6%	11.6%	8.9%
	BA or BS	9.5%	8.5%	4.5%	4.0%
	Masters +	9.4%	6.5%	2.2%	5.8%
HH Income	< $25,000	10.8%	15.3%	13.4%	9.6%
	$25,000-$40,999.99	12.9%	9.8%	7.4%	4.3%
	$41,000.00-$69,999.99	12.6%	7.7%	8.4%	5.6%
	$70,000 +	10.7%	7.9%	3.4%	4.5%
Missoula	City	11.4%	9.9%	9.5%	5.3%
	County	12.6%	10.8%	3.6%	7.8%
Registered voter	Yes	11.2%	10.7%	7.5%	6.4%
	No	13.2%	9.0%	9.6%	4.8%
Children	Yes	7.5%	5.0%	5.0%	3.1%
	No	13.1%	12.0%	8.9%	7.1%
Commute	Car, truck, van	11.7%	7.8%	7.6%	4.9%
	Bicycle, walk, bus, motorcycle	5.4%	14.4%	0.9%	0.9%
	Not in workforce or work at home	18.9%	16.2%	14.4%	15.3%
Transit	Yes	4.8%	3.8%	3.8%	7.7%
	No	13.2%	11.6%	8.8%	5.6%
Bicycle	Yes	1.3%	9.7%	0.0%	1.9%
	No	22.3%	11.0%	16.0%	10.4%

Q30. During the last 30 days, did you walk, run, or jog at least one time outside for 5 minutes or mor…					
		Yes	No	Don't know	Total
All		87.7%	11.7%	.6%	641
Sex	Male	86.1%	13.3%	.6%	316
	Female	89.2%	10.2%	0.6%	325
Age	18-25	97.0%	3.0%	0.0%	168
	26-40	90.7%	8.6%	0.7%	151
	41-55	83.9%	14.1%	2.0%	149
	56+	79.2%	20.8%	.0%	173
Education	HS diploma or lower	74.6%	23.8%	1.6%	63
	Some college	85.8%	13.8%	.4%	225
	BA or BS	88.4%	11.1%	0.5%	199
	Masters or higher	95.7%	3.6%	0.7%	140
HH_Income	< $25,000	89.2%	10.2%	0.6%	157
	$25,000-$40,999.99	86.5%	12.9%	.6%	163
	$41,000.00-$69,999.99	84.0%	15.3%	0.7%	144
	$70,000 +	90.9%	8.5%	0.6%	176
Missoula	City	88.8%	10.8%	.4%	472
	County	85.6%	13.8%	0.6%	167
Registered_voter	Yes	86.9%	12.4%	.6%	467
	No	90.5%	8.9%	0.6%	168
Children	Yes	90.6%	8.8%	0.6%	159
	No	86.9%	12.7%	.4%	481
Commute	Car, truck, van	87.6%	11.4%	1.0%	411
	Bicycle, walk, bus, motorcycle	98.2%	1.8%	0.0%	110
	Not in workforce or work at home	77.5%	22.5%	.0%	111
Transit last 30 days	Yes	92.3%	7.7%	0.0%	104
	No	86.9%	12.3%	.7%	535
Bicycle last 30 days	Yes	95.5%	4.2%	0.3%	330
	No	80.7%	18.6%	.7%	306

Q31. How many days did you walk, run or jog for 5 minutes or more over the last 30 days? Type the numb...-Number of days	Mean	N
All	16.9	562
Sex		
Male	17.8	272
Female	16.1	290
Age		
18-25	18.0	163
26-40	17.0	137
41-55	16.2	125
56+	16.4	137
Education		
HS diploma or lower	15.1	47
Some college	16.9	193
BA or BS	17.1	176
Masters or higher	17.9	134
HH_Income		
< $25,000	18.7	140
$25,000-$40,999.99	16.8	141
$41,000.00-$69,999.99	15.2	121
$70,000 +	16.8	160
Missoula		
City	17.5	419
County	15.3	143
Registered_voter		
Yes	17.1	406
No	16.3	152
Children		
Yes	15.2	144
No	17.5	418
Commute		
Car, truck, van	16.0	360
Bicycle, walk, bus, motorcycle	19.8	108
Not in workforce or work at home	16.8	86
Transit		
Yes	17.8	96
No	16.8	465
Bicycle		
Yes	17.3	315
No	16.4	247

Q32. What was the primary reason for you to walk, run, or jog over the last 30 days? Click one button.

		Commuting to work or school	Recreation	Exercise/for my health	Personal errands (to the store, post office, and so on)	Required for my job	Didn't walk	Some other purpose – Specify:	Total
All		12.6%	16.1%	44.8%	6.4%	2.4%	11.7%	6.0%	636
Sex	Male	13.1%	18.8%	38.7%	6.7%	2.9%	13.4%	6.4%	313
	Female	12.1%	13.3%	50.8%	6.2%	1.9%	10.2%	5.6%	323
Age	18-25	33.3%	17.9%	32.1%	4.8%	5.4%	3.0%	3.6%	168
	26-40	8.7%	27.5%	44.3%	3.4%	0.7%	8.7%	6.7%	149
	41-55	2.1%	11.7%	53.1%	8.3%	1.4%	14.5%	9.0%	145
	56+	4.0%	8.1%	50.9%	9.2%	1.7%	20.8%	5.2%	173
Education	HS diploma or lower	1.6%	12.9%	51.6%	4.8%	1.6%	24.2%	3.2%	62
	Some college	26.3%	16.1%	30.4%	7.6%	0.9%	13.8%	4.9%	224
	BA or BS	4.5%	14.6%	51.0%	6.1%	5.1%	11.1%	7.6%	198
	Masters or higher	7.9%	18.7%	55.4%	6.5%	2.2%	3.6%	5.8%	139
HH_Income	< $25,000	30.3%	20.6%	24.5%	11.0%	0.0%	10.3%	3.2%	155
	$25,000-$40,999.99	10.6%	16.9%	40.0%	6.3%	6.3%	13.1%	6.9%	160
	$41,000.00-$69,999.99	4.2%	12.6%	54.5%	4.9%	1.4%	15.4%	7.0%	143
	$70,000 +	5.2%	14.5%	60.1%	4.0%	1.2%	8.7%	6.4%	173
Missoula	City	14.9%	15.6%	43.5%	6.0%	2.6%	10.9%	6.6%	469
	County	6.1%	17.1%	49.4%	7.9%	1.8%	14.0%	3.7%	164
Registered_voter	Yes	10.0%	12.3%	49.1%	6.5%	2.2%	12.6%	7.4%	462
	No	20.5%	25.9%	33.1%	6.6%	3.0%	9.0%	1.8%	166
Children	Yes	6.3%	15.8%	59.5%	5.7%	0.6%	8.9%	3.2%	158
	No	14.7%	16.1%	40.0%	6.7%	2.9%	12.8%	6.7%	477
Commute	Car, truck, van	6.7%	18.7%	47.3%	6.4%	3.7%	11.6%	5.7%	406
	Bicycle, walk, bus, motorcycle	35.8%	14.7%	33.9%	6.4%	.0%	1.8%	7.3%	109
	Not in workforce or work at home	11.9%	8.3%	45.0%	6.4%	0.0%	22.9%	5.5%	109
Transit last 30 days	Yes	30.1%	8.7%	30.1%	17.5%	1.9%	7.8%	3.9%	103
	No	9.3%	17.4%	47.9%	4.4%	2.3%	12.5%	6.3%	528
Bicycle last 30 days	Yes	10.4%	19.2%	50.0%	6.1%	3.4%	4.3%	6.7%	328
	No	14.9%	12.9%	40.1%	7.0%	1.3%	18.9%	5.0%	302

Q33. What was a secondary reason for you to walk, run, or jog over the last 30 days? Click one button.

		Commuting to work or school	Recreation	Exercise/for my health	Personal errands (to the store, post office, and so on)	Required for my job	Didn't walk	Some other purpose – Specify:	Total
All		3.6%	33.1%	25.3%	18.0%	2.2%	11.7%	6.1%	619
Sex	Male	2.9%	28.1%	30.6%	16.5%	1.3%	13.5%	7.1%	310
	Female	4.2%	37.9%	19.7%	19.4%	2.9%	10.7%	5.2%	309
Age	18-25	7.5%	16.8%	31.7%	33.5%	2.5%	3.1%	5.0%	161
	26-40	2.8%	33.8%	27.6%	17.9%	0.0%	9.0%	9.0%	145
	41-55	2.8%	45.1%	16.7%	10.4%	2.8%	14.6%	7.6%	144
	56+	0.6%	37.1%	24.6%	9.6%	2.4%	21.6%	4.2%	167
Education	HS diploma or lower	8.6%	32.8%	13.8%	8.6%	6.9%	25.9%	3.4%	58
	Some college	2.8%	21.8%	31.0%	23.1%	0.0%	14.4%	6.9%	216
	BA or BS	3.1%	34.7%	20.2%	19.7%	3.1%	11.4%	7.8%	193
	Masters or higher	2.9%	45.3%	28.5%	13.1%	2.2%	3.6%	4.4%	137
HH_Income	< $25,000	6.6%	17.9%	29.8%	30.5%	3.3%	10.6%	1.3%	151
	$25,000-$40,999.99	3.2%	24.4%	26.9%	20.5%	1.3%	13.5%	10.3%	156
	$41,000.00-$69,999.99	3.6%	44.3%	20.7%	10.7%	2.1%	15.7%	2.9%	140
	$70,000 +	1.2%	45.0%	23.7%	10.7%	1.2%	8.9%	9.5%	169
Missoula	City	4.6%	30.0%	23.9%	22.8%	0.9%	11.2%	6.8%	457
	County	0.6%	41.6%	29.2%	4.3%	5.0%	14.3%	5.0%	161
Registered_voter	Yes	2.6%	37.0%	23.6%	15.6%	1.8%	12.8%	6.6%	454
	No	5.7%	21.5%	29.1%	25.3%	3.2%	9.5%	5.7%	158
Children	Yes	1.9%	50.0%	23.7%	9.6%	1.9%	9.0%	3.8%	156
	No	3.9%	27.3%	25.8%	20.8%	2.2%	13.2%	6.9%	462
Commute	Car, truck, van	3.3%	34.8%	23.4%	17.8%	2.5%	11.9%	6.3%	394
	Bicycle, walk, bus, motorcycle	8.2%	24.5%	26.4%	29.1%	1.8%	1.8%	8.2%	110
	Not in workforce or work at home	0.0%	29.9%	33.6%	8.4%	0.0%	23.4%	4.7%	107
Transit last 30 days	Yes	10.9%	19.8%	18.8%	33.7%	2.0%	7.9%	6.9%	101
	No	1.9%	35.5%	26.6%	15.0%	2.1%	12.8%	6.0%	515
Bicycle last 30 days	Yes	5.6%	35.5%	27.1%	19.6%	1.2%	4.4%	6.5%	321
	No	1.0%	30.7%	23.5%	16.4%	2.7%	19.5%	6.1%	293

Q34. Did you walk, run, or jog mostly on? Click one button.

		Bike lanes on paved roads	Shoulders of paved roads	Paved roads, not on shoulders or lined bike lanes (walking in the same lanes as cars or other vehicles)	Bike paths, walking paths or trails (defined as paths where cars are not allowed to drive)	Unpaved roads (for example dirt, gravel, sand)	Sidewalks	Grass	Didn't walk	Other – Specify:	Total
All		0.2%	7.6%	4.2%	22.2%	7.2%	40.4%	2.6%	11.7%	4.0%	625
Sex	Male	0.0%	6.5%	2.3%	18.3%	7.8%	41.8%	4.6%	13.7%	4.9%	306
	Female	0.3%	8.5%	6.0%	25.7%	6.6%	38.9%	0.6%	10.3%	3.1%	319
Age	18-25	0.0%	1.8%	4.3%	18.9%	4.9%	60.4%	4.3%	3.0%	2.4%	164
	26-40	0.0%	10.7%	4.7%	22.1%	10.1%	34.2%	2.0%	8.7%	7.4%	149
	41-55	0.0%	8.2%	4.8%	28.1%	8.2%	30.8%	2.1%	14.4%	3.4%	146
	56+	0.6%	9.0%	3.6%	20.5%	5.4%	34.3%	1.8%	21.7%	3.0%	166
Education	HS diploma or lower	0.0%	7.0%	7.0%	28.1%	3.5%	21.1%	5.3%	26.3%	1.8%	57
	Some college	0.0%	5.4%	1.8%	17.5%	6.7%	48.9%	3.1%	13.9%	2.7%	223
	BA or BS	0.0%	5.1%	6.2%	24.1%	7.2%	40.0%	2.1%	11.3%	4.1%	195
	Masters +	0.7%	14.6%	3.6%	24.8%	9.5%	33.6%	1.5%	3.6%	8.0%	137
HH Income	< $25,000	0.0%	4.0%	2.7%	20.7%	2.7%	57.3%	1.3%	10.7%	0.7%	150
	$25,000-$40,999.99	0.0%	5.0%	1.2%	18.6%	9.9%	44.1%	5.6%	13.0%	2.5%	161
	$41,000.00-$69,999.99	0.7%	10.0%	7.9%	22.9%	5.0%	29.3%	0.7%	15.7%	7.9%	140
	$70,000 +	0.0%	10.9%	5.2%	26.4%	10.3%	31.0%	1.7%	8.6%	5.7%	174
Missoula	City	0.2%	5.6%	2.8%	22.5%	6.9%	45.5%	1.9%	11.0%	3.5%	462
	County	0.0%	12.3%	8.0%	21.6%	8.0%	25.9%	4.3%	14.2%	5.6%	162
Registered voter	Yes	0.2%	7.6%	4.8%	20.1%	8.1%	40.2%	1.3%	12.7%	5.0%	458
	No	0.0%	6.7%	2.5%	27.6%	4.9%	41.1%	6.1%	9.2%	1.8%	163
Children	Yes	0.0%	11.0%	5.2%	28.6%	7.8%	34.4%	0.6%	9.1%	3.2%	154
	No	0.2%	6.4%	3.8%	19.9%	7.0%	42.4%	3.2%	12.9%	4.2%	472
Commute	Car, truck, van	0.0%	8.1%	4.4%	24.0%	6.4%	38.3%	3.0%	11.6%	4.2%	405
	Bicycle, walk, bus, motorcycle	0.9%	6.5%	0.9%	22.2%	8.3%	52.8%	0.9%	1.9%	5.6%	108
	Not in workforce or work at home	0.0%	5.6%	4.6%	16.7%	9.3%	36.1%	1.9%	23.1%	2.8%	108
Transit	Yes	1.0%	6.8%	4.9%	12.6%	2.9%	62.1%	1.0%	7.8%	1.0%	103
	No	0.0%	7.5%	4.0%	23.9%	8.0%	36.2%	2.9%	12.6%	4.8%	522
Bicycle	Yes	0.3%	8.3%	4.3%	27.9%	8.0%	37.7%	4.3%	4.3%	4.9%	326
	No	0.0%	6.4%	4.1%	16.2%	6.4%	43.9%	0.7%	19.3%	3.0%	296

Q35. What keeps you, if anything, from walking or jogging more often? Click one or more buttons.

		Personal safety (harassment, crime, etc.)	Lack of sidewalks	Sidewalks poorly maintained or inaccessible (not cleared of snow, non ADA accessible, etc.)	Trails, either a lack of trails or poor trail maintenance	Work schedule, family obligations	Personal health or disability	Weather
All		6.2%	8.6%	3.6%	4.0%	30.6%	10.7%	16.6%
Sex	Male	2.8%	7.9%	2.8%	2.2%	30.4%	10.1%	11.4%
	Female	9.5%	9.2%	4.3%	5.8%	31.0%	11.3%	21.8%
Age	18-25	8.4%	10.8%	2.4%	9.0%	28.7%	6.6%	24.6%
	26-40	6.6%	11.2%	5.9%	2.6%	45.4%	6.6%	15.8%
	41-55	3.4%	6.1%	2.0%	2.0%	36.7%	8.8%	10.9%
	56+	6.3%	5.7%	4.0%	1.7%	15.4%	20.6%	14.3%
Education	HS diploma or lower	9.5%	3.2%	0.0%	6.3%	11.1%	30.2%	7.9%
	Some college	5.3%	6.7%	4.9%	4.0%	29.3%	10.2%	19.1%
	BA or BS	6.0%	11.1%	4.5%	2.5%	36.2%	8.5%	15.6%
	Masters +	7.1%	12.1%	2.1%	5.7%	33.3%	5.7%	18.4%
HH Income	< $25,000	12.1%	8.3%	2.5%	4.5%	26.8%	13.4%	20.4%
	$25,000-$40,999.99	2.5%	6.7%	5.5%	1.2%	26.4%	16.6%	19.6%
	$41,000.00-$69,999.99	6.3%	13.9%	2.1%	6.9%	30.6%	9.0%	14.6%
	$70,000 +	4.0%	6.2%	4.0%	4.0%	38.4%	5.1%	12.4%
Missoula	City	6.8%	9.5%	4.4%	3.6%	29.4%	11.4%	19.0%
	County	4.8%	6.0%	1.2%	4.8%	35.1%	8.9%	10.1%
Registered voter	Yes	3.7%	8.8%	3.4%	1.3%	30.5%	11.0%	14.6%
	No	13.0%	8.3%	4.1%	10.7%	32.5%	10.7%	22.5%
Children	Yes	4.4%	10.0%	2.5%	3.1%	47.5%	1.3%	10.6%
	No	6.9%	8.1%	4.0%	4.4%	25.2%	13.9%	18.7%
Commute	Car, truck, van	6.1%	9.3%	3.4%	4.9%	37.7%	7.6%	18.3%
	Bicycle, walk, bus, motorcycle	7.1%	8.0%	5.4%	3.6%	29.5%	7.1%	17.0%
	Not in workforce or work at home	6.2%	7.1%	1.8%	0.9%	9.7%	25.7%	10.6%
Transit	Yes	11.3%	16.0%	11.3%	3.8%	19.8%	12.3%	29.2%
	No	5.2%	7.1%	2.1%	4.1%	33.1%	10.5%	14.0%
Bicycle	Yes	3.4%	7.8%	3.1%	4.1%	32.5%	5.0%	14.1%
	No	8.8%	9.5%	4.1%	4.1%	28.4%	16.7%	19.2%

Q35. What keeps you, if anything, from walking or jogging more often? Click one or more buttons.

		Facility safety (street crossings, lighting, etc.)	Distance to destination is too far	Needing to carry bulky items	Nothing stops me from walking or jogging more often	Not interested in walking or jogging more often	Other – Specify:
All		2.0%	18.2%	8.4%	26.6%	7.9%	4.7%
Sex	Male	1.6%	14.9%	6.3%	33.5%	10.1%	4.1%
	Female	2.5%	21.5%	10.4%	19.9%	5.8%	5.2%
Age	18-25	4.8%	37.7%	11.4%	24.6%	9.6%	2.4%
	26-40	1.3%	11.2%	11.8%	25.0%	5.3%	3.9%
	41-55	2.7%	14.3%	7.5%	29.9%	3.4%	6.1%
	56+	8.0%	8.6%	3.4%	27.4%	12.6%	6.3%
Education	HS diploma or lower	4.8%	17.5%	6.3%	23.8%	9.5%	3.2%
	Some college	3.6%	24.9%	9.3%	23.1%	8.9%	4.4%
	BA or BS	1.0%	17.1%	8.0%	30.2%	8.0%	3.5%
	Masters +	9.9%	10.6%	9.2%	29.8%	2.1%	7.8%
HH Income	< $25,000	0.6%	33.8%	14.0%	20.4%	10.8%	2.5%
	$25,000-$40,999.99	1.8%	13.5%	3.1%	31.9%	9.8%	5.5%
	$41,000.00-$69,999.99	2.8%	12.5%	8.3%	19.4%	8.3%	5.6%
	$70,000 +	7.9%	13.6%	8.5%	33.9%	3.4%	5.6%
Missoula	City	2.7%	19.2%	9.9%	26.2%	9.1%	4.2%
	County	0.0%	15.5%	4.2%	28.0%	4.8%	6.0%
Registered voter	Yes	2.8%	15.1%	7.7%	28.8%	8.2%	6.0%
	No	0.0%	27.2%	10.7%	21.9%	7.1%	0.6%
Children	Yes	8.8%	13.8%	6.9%	24.4%	2.5%	4.4%
	No	0.0%	19.8%	8.9%	27.4%	9.8%	4.6%
Commute	Car, truck, van	0.5%	16.1%	7.6%	27.6%	7.3%	4.2%
	Bicycle, walk, bus, motorcycle	12.5%	22.3%	16.1%	27.7%	6.3%	4.5%
	Not in workforce or work at home	0.0%	18.6%	5.3%	22.1%	11.5%	7.1%
Transit	Yes	13.2%	42.5%	26.4%	15.1%	1.9%	6.6%
	No	0.0%	13.5%	4.9%	29.2%	9.2%	4.5%
Bicycle	Yes	4.1%	19.7%	8.8%	31.9%	5.6%	4.7%
	No	0.0%	17.0%	8.2%	21.8%	10.4%	4.4%

Q36. During the last 30 days, did you ride on any public transit within the Missoula area? Examples of...				
		Yes	No	Total
All		16.3%	83.7%	643
Sex	Male	10.4%	89.6%	318
	Female	22.2%	77.8%	325
Age	18-25	27.5%	72.5%	167
	26-40	9.2%	90.8%	152
	41-55	12.2%	87.8%	148
	56+	15.4%	84.6%	175
Education	HS diploma or lower	11.1%	88.9%	63
	Some college	20.9%	79.1%	225
	BA or BS	15.6%	84.4%	199
	Masters or higher	13.6%	86.4%	140
HH_Income	< $25,000	28.0%	72.0%	157
	$25,000-$40,999.99	19.6%	80.4%	163
	$41,000.00-$69,999.99	5.5%	94.5%	145
	$70,000 +	11.8%	88.2%	178
Missoula	City	20.8%	79.2%	475
	County	3.6%	96.4%	168
Registered_voter	Yes	14.5%	85.5%	468
	No	22.0%	78.0%	168
Children	Yes	10.1%	89.9%	159
	No	18.4%	81.6%	483
Commute	Car, truck, van	10.9%	89.1%	412
	Bicycle, walk, bus, motorcycle	39.6%	60.4%	111
	Not in workforce or work at home	12.5%	87.5%	112
Transit	Yes	100.0%	0.0%	105
	No	0.0%	100.0%	538
Bicycle	Yes	19.7%	80.3%	330
	No	13.0%	87.0%	308

Q37. How many of the last 30 days did you use public transit? Type the number of days in the box belo...-Number of days	Mean	N
All	8.4	105
Sex		
Male	4.9	33
Female	9.9	72
Age		
18-25	10.5	46
26-40	6.3	14
41-55	6.3	18
56+	7.1	27
Education		
HS diploma or lower	8.0	7
Some college	11.3	47
BA or BS	5.1	31
Masters or higher	6.6	19
HH_Income		
< $25,000	10.4	44
$25,000-$40,999.99	8.2	32
$41,000.00-$69,999.99	7.6	8
$70,000 +	4.4	21
Missoula		
City	8.6	99
County	4.2	6
Registered_voter		
Yes	8.8	68
No	7.6	37
Children		
Yes	5.1	16
No	8.9	89
Commute		
Car, truck, van	5.7	45
Bicycle, walk, bus, motorcycle	12.4	44
Not in workforce or work at home	4.9	14
Transit		
Yes	8.4	105
No	0.0	538
Bicycle		
Yes	10.9	65
No	4.2	40

Q38. What was the main reason for you to use public transit over the last 30 days? Click one button.

		Didn't use public transit in the last 30 days	Commuting to work or school	Personal errands (to the store, post office, and so on)	Medical services	Social, personal business	Other - Specify	Total
All		83.7%	8.2%	3.3%	0.5%	2.6%	1.7%	643
Sex	Male	89.6%	6.0%	1.9%	0.3%	.9%	1.3%	318
	Female	77.8%	10.5%	4.6%	0.6%	4.3%	2.2%	325
Age	18-25	72.5%	16.8%	3.6%	0.0%	4.8%	2.4%	167
	26-40	91.4%	5.3%	1.3%	0.0%	1.3%	0.7%	151
	41-55	87.8%	6.1%	2.0%	0.7%	2.0%	1.4%	148
	56+	85.1%	4.0%	5.2%	1.1%	2.3%	2.3%	174
Education	HS diploma or lower	90.3%	1.6%	3.2%	1.6%	1.6%	1.6%	62
	Some college	79.1%	10.2%	4.4%	0.4%	4.4%	1.3%	225
	BA or BS	84.8%	8.6%	3.0%	0.5%	0.5%	2.5%	198
	Masters or higher	86.4%	7.9%	2.1%	0.0%	2.9%	0.7%	140
HH_Income	< $25,000	71.5%	16.5%	6.3%	1.9%	2.5%	1.3%	158
	$25,000-$40,999.99	79.9%	7.3%	4.9%	0.0%	5.5%	2.4%	164
	$41,000.00-$69,999.99	95.1%	2.1%	1.4%	0.0%	1.4%	0.0%	144
	$70,000 +	88.7%	6.8%	0.6%	0.0%	1.1%	2.8%	177
Missoula	City	79.3%	10.3%	4.2%	0.6%	3.2%	2.3%	474
	County	97.0%	1.8%	0.6%	0.0%	0.6%	0.0%	167
Registered_voter	Yes	85.5%	8.3%	2.1%	0.6%	1.9%	1.5%	468
	No	78.0%	8.3%	6.5%	0.0%	4.8%	2.4%	168
Children	Yes	89.4%	6.3%	0.6%	0.6%	1.9%	1.3%	160
	No	81.7%	8.9%	4.1%	0.4%	2.9%	1.9%	482
Commute	Car, truck, van	89.3%	5.1%	0.7%	0.0%	3.2%	1.7%	411
	Bicycle, walk, bus, motorcycle	59.8%	28.6%	8.0%	.9%	1.8%	0.9%	112
	Not in workforce or work at home	88.3%	0.0%	7.2%	1.8%	1.8%	.9%	111
Transit last 30 days	Yes	0.0%	50.5%	20.0%	2.9%	16.2%	10.5%	105
	No	100.0%	0.0%	0.0%	0.0%	.0%	.0%	538
Bicycle last 30 days	Yes	80.8%	11.9%	3.7%	0.3%	1.8%	1.5%	328
	No	86.7%	4.2%	2.9%	0.6%	3.6%	1.9%	309

Q39. What was a secondary reason for you to use public transit over the last 30 days? Click one butto…

		None	Commuting to work or school	Personal errands (to the store, post office, and so on)	Medical services	Social, personal business	Other - Specify	Total
All		92.7%	0.2%	3.6%	1.1%	1.6%	.9%	643
Sex	Male	96.5%	0.0%	1.6%	0.0%	1.6%	.3%	318
	Female	88.9%	0.3%	5.5%	2.2%	1.5%	1.5%	325
Age	18-25	90.4%	0.0%	6.0%	2.4%	0.0%	1.2%	167
	26-40	96.1%	0.7%	1.3%	0.0%	2.0%	0.0%	152
	41-55	92.6%	0.7%	3.4%	0.7%	1.3%	1.3%	149
	56+	92.0%	0.0%	2.9%	1.1%	3.4%	.6%	175
Education	HS diploma or lower	91.9%	0.0%	1.6%	1.6%	4.8%	0.0%	62
	Some college	89.4%	0.4%	5.8%	2.7%	.4%	1.3%	226
	BA or BS	96.0%	0.0%	2.0%	0.0%	1.5%	0.5%	199
	Masters or higher	92.1%	0.7%	3.6%	0.0%	2.9%	0.7%	140
HH_Income	< $25,000	86.0%	0.0%	7.0%	3.2%	3.2%	0.6%	157
	$25,000-$40,999.99	91.4%	0.6%	4.9%	0.6%	.6%	1.8%	163
	$41,000.00-$69,999.99	97.2%	0.0%	0.7%	0.7%	1.4%	0.0%	145
	$70,000 +	96.0%	0.0%	1.7%	0.0%	1.7%	0.6%	177
Missoula	City	90.7%	0.2%	4.6%	1.5%	1.9%	1.1%	474
	County	98.8%	0.0%	0.0%	0.0%	1.2%	0.0%	168
Registered_voter	Yes	93.1%	0.2%	3.2%	1.3%	1.9%	.2%	467
	No	91.7%	0.0%	4.8%	0.6%	0.6%	2.4%	168
Children	Yes	96.9%	0.0%	1.9%	0.0%	0.6%	0.6%	160
	No	91.1%	0.2%	4.1%	1.4%	2.1%	1.0%	483
Commute	Car, truck, van	96.4%	0.2%	1.7%	0.0%	.7%	1.0%	412
	Bicycle, walk, bus, motorcycle	80.0%	0.9%	10.9%	4.5%	2.7%	0.9%	110
	Not in workforce or work at home	93.6%	0.0%	2.7%	0.9%	2.7%	.0%	110
Transit last 30 days	Yes	55.8%	1.0%	21.2%	6.7%	10.6%	4.8%	104
	No	100.0%	0.0%	0.0%	0.0%	.0%	.0%	538
Bicycle last 30 days	Yes	90.3%	0.3%	5.2%	1.5%	2.4%	0.3%	329
	No	95.5%	0.0%	1.9%	0.3%	.6%	1.6%	308

Q40. Is public transit available in the area around where you currently live or stay? Click one button.

		Yes	No	Don't know	Total
All		74.0%	20.2%	5.8%	634
Sex	Male	71.7%	22.2%	6.0%	315
	Female	76.2%	18.2%	5.6%	319
Age	18-25	77.8%	16.8%	5.4%	167
	26-40	74.5%	14.8%	10.7%	149
	41-55	71.7%	24.1%	4.1%	145
	56+	71.5%	25.0%	3.5%	172
Education	HS diploma or lower	65.6%	23.0%	11.5%	61
	Some college	82.4%	12.6%	5.0%	222
	BA or BS	70.7%	26.3%	3.0%	198
	Masters or higher	71.5%	19.7%	8.8%	137
HH_Income	< $25,000	80.9%	15.9%	3.2%	157
	$25,000-$40,999.99	79.5%	13.7%	6.8%	161
	$41,000.00-$69,999.99	68.3%	24.6%	7.0%	142
	$70,000 +	67.4%	26.3%	6.3%	175
Missoula	City	81.9%	13.0%	5.1%	469
	County	51.2%	41.0%	7.8%	166
Registered_voter	Yes	72.8%	22.2%	5.0%	463
	No	78.0%	14.3%	7.7%	168
Children	Yes	73.7%	18.6%	7.7%	156
	No	74.4%	20.6%	5.0%	476
Commute	Car, truck, van	71.3%	22.5%	6.1%	408
	Bicycle, walk, bus, motorcycle	79.1%	13.6%	7.3%	110
	Not in workforce or work at home	78.7%	18.5%	2.8%	108
Transit last 30 days	Yes	92.3%	7.7%	0.0%	104
	No	70.3%	22.7%	7.0%	529
Bicycle last 30 days	Yes	73.3%	19.6%	7.1%	326
	No	74.6%	20.8%	4.6%	303