

A decorative graphic is present on the page, featuring a large, thin, light-brown arc that starts near the top right and curves towards the bottom right. A horizontal line and a vertical line intersect at the end of this arc, with a small yellow square at the intersection point. Another small yellow square is located at the bottom right corner of a green rectangular area in the top left corner of the page.

# **The Road Ahead: AARP Survey on Transportation in Vermont**

March 2009



# **The Road Ahead: AARP Survey on Transportation in Vermont**

**Data Collected and Prepared by Pacific Market Research  
Report Written by Katherine Bridges, AARP**

**Copyright © 2009  
AARP  
Knowledge Management  
601 E Street NW  
Washington, DC 20049  
<http://research.aarp.org>  
Reprinting with Permission**

AARP is a nonprofit, nonpartisan membership organization that helps people 50+ have independence, choice and control in ways that are beneficial and affordable to them and society as a whole. AARP does not endorse candidates for public office or make contributions to either political campaigns or candidates. We produce AARP The Magazine, the definitive voice for 50+ Americans and the world's largest-circulation magazine with over **34.5** million readers; AARP Bulletin, the go-to news source for AARP's **40** million members and Americans 50+; AARP Segunda Juventud, the only bilingual U.S. publication dedicated exclusively to the 50+ Hispanic community; and our website, AARP.org. AARP Foundation is an affiliated charity that provides security, protection, and empowerment to older persons in need with support from thousands of volunteers, donors, and sponsors. We have staffed offices in all 50 states, the District of Columbia, Puerto Rico, and the U.S. Virgin Islands.

The views expressed herein are for information, debate, and discussion, and do not necessarily represent official policies of AARP.

### **Acknowledgements**

AARP staff from the Vermont State Office, Government Relations and Advocacy (GRA), Public Policy Institute (PPI), and Knowledge Management contributed to the design of the study. Special thanks go to AARP staff including, Jennifer Wallace-Brodeur, Philene Taormina, David Reville, and Greg Marchildon, Vermont State Office; Adam Goldberg, GRA; Jana Lynott, PPI; Rachelle Cummins, Joanne Binette, Terri Guengerich, Darlene Matthews, and Cheryl Barnes, Knowledge Management. Pacific Market Research conducted the interviews and prepared the data for AARP. Katherine Bridges managed the project and wrote the report with assistance from Aisha Bonner. For more information, contact Katherine Bridges at (202) 434-6329.

# Executive Summary

AARP is committed to supporting efforts that can help individuals attain lifelong independence. Fostering livable communities—or communities that have affordable and accessible housing, promote safe driving, and offer a range of mobility options—is one of AARP’s primary goals. In Vermont, AARP is working with community partners to develop a vision and plan for a more robust system to transport the public in the State that relies less heavily on the personal vehicle. As a resource for this project, in December 2008 AARP commissioned this study of Vermont residents, to assess their current practices for and opinions about transportation.

The survey findings validated existing data and popular assumptions, but they also point to new opportunities for changing perceptions and practices for transportation in Vermont. As a rural state, it is not surprising to find that nearly all residents rely on personal vehicles as their primary mode of transportation. Additionally, most residents surveyed are getting out of their homes almost daily and do not report having difficulty getting where they need to go. However, older residents, those who are not working, and those with lower incomes tend to go out less frequently, and these residents more often report having difficulty getting transportation when it is needed. These findings point to a need for policy considerations to address the potential for isolation these individuals might have. Indeed, nine out of ten respondents think the State should help people get where they need to go when they can no longer drive.

Beyond their preference for driving, respondents most often use, and would be most likely to use, driving alternatives that give them the most freedom, such walking and biking. There is significantly less use of and preference for less independent driving alternatives, such as carpooling and using buses. Even though more residents say they would like to have driving alternatives than are likely to use them, the intent to use and interest in having alternatives is still strong in communities where they are not currently available.

Notably, there are no significant differences between residents who live within five miles of goods and services and those who live farther away in the actions they are likely to take to reduce global warming or to reduce their own economic impact from driving. Considering this, it may be more reasonable to promote some of the transportation alternatives in more heavily populated areas first where noticeable gains from implementation might be achieved more rapidly.

In looking at what might motivate residents to change their transportation habits, the survey results show that Vermont residents are motivated by economic as well environmental factors. The spike in gas prices over the past year caused many residents to change their driving habits, and most say they would avoid making unnecessary car trips if the price of gas continues to rise. As such, two-thirds of respondents believe that the State has a role in providing alternatives to driving if gas prices continue to rise. These findings suggest that now is the time to promote driving alternatives that could save money for residents that are particularly motivated by economic factors.

There are also many residents who are motivated to change—and some who have already changed—due to their desire to reduce environmental damage caused by vehicle emissions. About three-quarters of residents surveyed are at least somewhat concerned about this issue, and those who are most concerned are more inclined to use and express interest in using driving alternatives. Moreover, the majority of residents surveyed agree that the State has a role in providing driving alternatives to reduce greenhouse gas emissions. Thus, educating residents about the effects of personal vehicle emissions and appealing to residents’ desire to improve the environment is likely to motivate another segment to change their transportation habits.

## Background

AARP has defined a livable community as one that has affordable and accessible housing, promotes safe driving, and offers a range of mobility options, all of which facilitate personal independence. However, offering a range of mobility options is often more challenging in rural locations. The expense of reaching remote locations using traditional public transportation systems makes such systems unaffordable for most states, and the distance individuals often have to go to reach goods and services often makes using driving alternatives, such as walking and biking, difficult. But, developing alternatives to driving personal vehicles is one that our society has to undertake. The environmental damage created by vehicular emissions can no longer be ignored, and the aging of our society is too pressing to overlook the need for change. Moreover, as the economic pressures make it increasingly difficult for individuals to rely on their own resources for mobility, the time has come for making a sustainable plan for a transportation system that relies less on the personal vehicle.

Each day, Vermonters struggle to find ways to get where they want or need to go if they cannot drive. The challenges of operating and financing a rural transportation system are well-documented and well-known. However, discussions of “public transportation” are often limited to thinking about fixed-route public buses and do not recognize the variety of existing transportation assets (i.e. private and public companies, volunteer networks, school bus routes, etc.) which are part of the system for transporting the public. So, how can the State of Vermont more sensibly, effectively, and efficiently utilize a variety of transportation assets to increase mobility, reduce cost, protect the environment, reduce congestion and commute times, and foster economic development?

A convergence of factors—changing demographics, environmental impacts, increasing gas prices, and transportation funding shortfalls—make this an opportune time to rethink public transportation and transform Vermont’s system for transporting the public. Some groups may be motivated by the social service and socialization needs of their constituents; some by the need for Vermont to reduce its carbon footprint; some may be focused on the commuting needs of employees; some may be transportation providers; and some may be concerned about the implications of non-attainment of air quality standards in Chittenden County. If these groups can work together to envision, develop and lead a practical solution, the reasonable interests of all may be served.

AARP Vermont is working with The Snelling Center for Government, who will be managing a three phase project to:

- Identify common values or principles to guide the ongoing development and/or improvement of Vermont’s system for transporting the public;
- Craft a vision for an integrated statewide system for transporting the public that recognizes the unique characteristics of Vermont that influence our challenges and opportunities; and
- Explore opportunities for engaging a broad cross-section of Vermont agencies, institutions, organizations and individuals in working together to transform the way we organize, manage and fund the full range of transportation assets

To help inform this project, AARP commissioned Pacific Market Research to conduct telephone interviews with 800 Vermont residents age 18 and older between December 1 and December 14, 2008. The results of this survey are contained in this report.<sup>1</sup>

---

<sup>1</sup> The margin of sampling error for the study is  $\pm 3.5\%$ . A full description of the survey methodology along with the full questionnaire can be found at the end of this report.

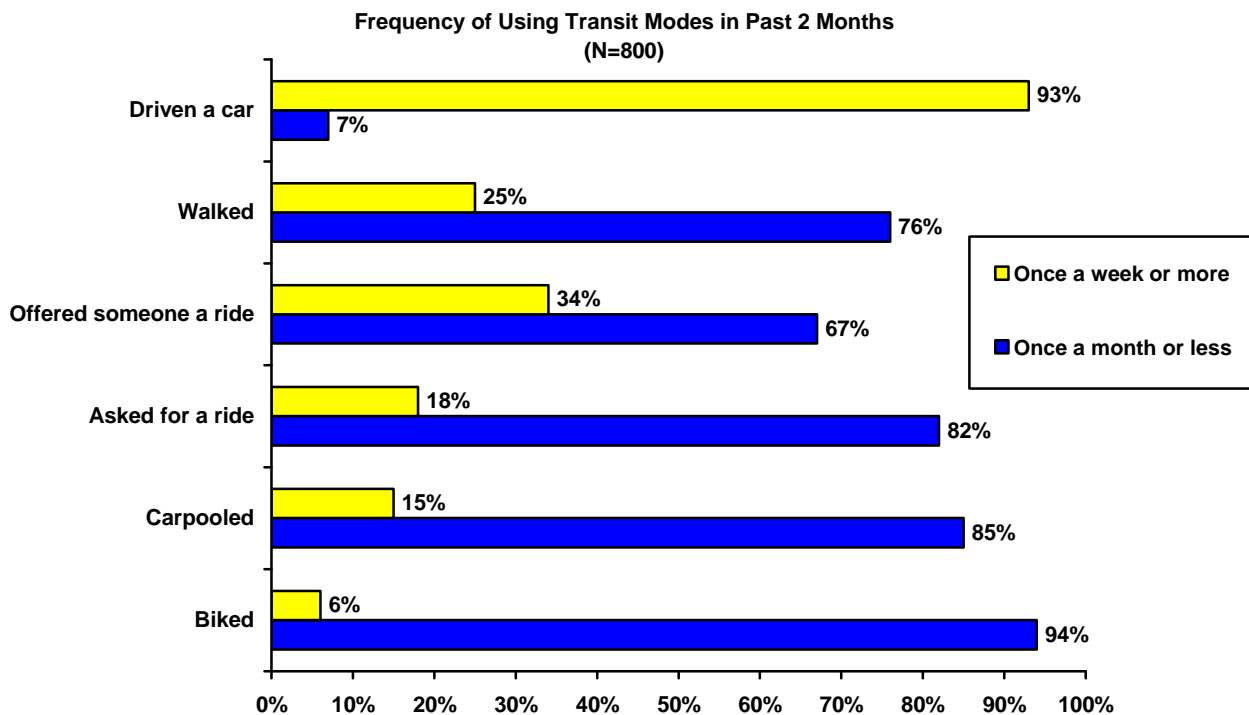
## Detailed Findings

Driving is the primary means of getting to places outside of the home, and most Vermonters (69%) are on the road daily. Ninety-three percent of Vermont respondents currently drive, and ninety percent of these residents say they typically drive when they want to go somewhere. While residents age 65 and older, those who are not working, and those with incomes below \$20,000 a year are less likely to be driving daily, they are still on the road several times a week.

Difference in Percentages of Residents Driving Daily (N=800)					
Age		Income		Employment	
<65	65+	<\$20K	\$75K+	Working	Not working
75%	40%	47%	80%	80%	42%

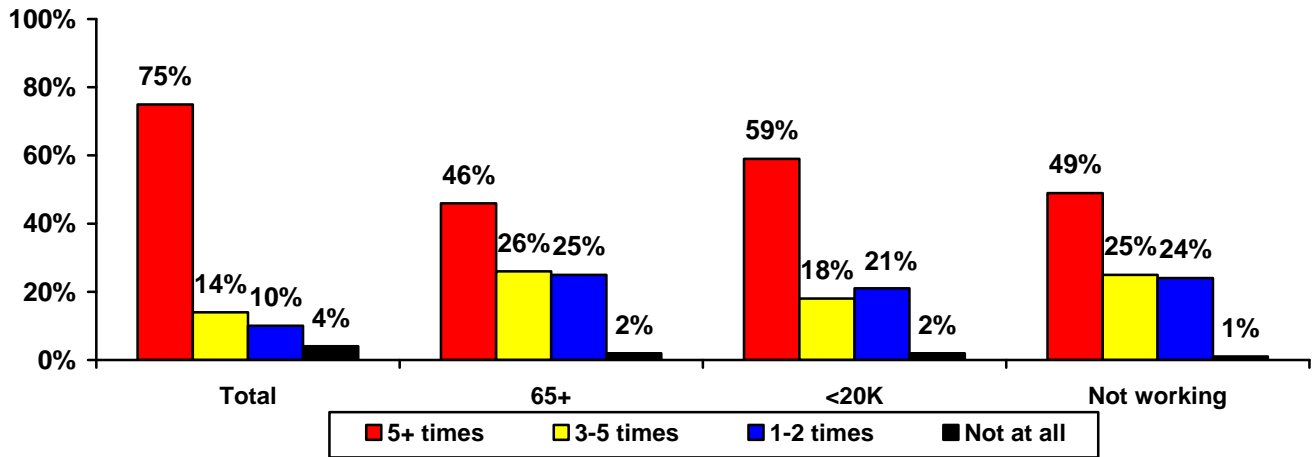
However, Vermonters have been using alternative modes to the personal vehicle. In looking at their behavior in the two months preceding the survey, a number of respondents had traveled to their destinations in ways other than driving in their cars. Most frequently, people walked or shared rides. While few respondents reported regularly biking to their destinations, it is important to note that the interviews were conducted in December so this figure is likely to be higher during warmer months.

As expected, those who live within five miles of their frequent destinations are considerably more likely to walk places than those who have to travel further for goods and services (49% vs. 28%). Conversely, those who live at least five miles from services are more apt to drive daily (73% vs. 64%).



With Vermont's rural landscape, it is consistent that the majority of respondent's surveyed (58%) say they live at least five miles from their most frequently visited stores and services, such as grocery, pharmacy, bank, and such. But, this distance from goods and services does not keep people at home. In fact, distance from services does not appear to influence how often residents go places. Three-quarters of the Vermont residents surveyed get out of their homes at least five times in a typical week to go to places such as shopping or to work. However, older residents, those with lower incomes, and the unemployed go out less frequently.

### Number of Times Residents Get Out of Their Homes in an Average Week (N=800)

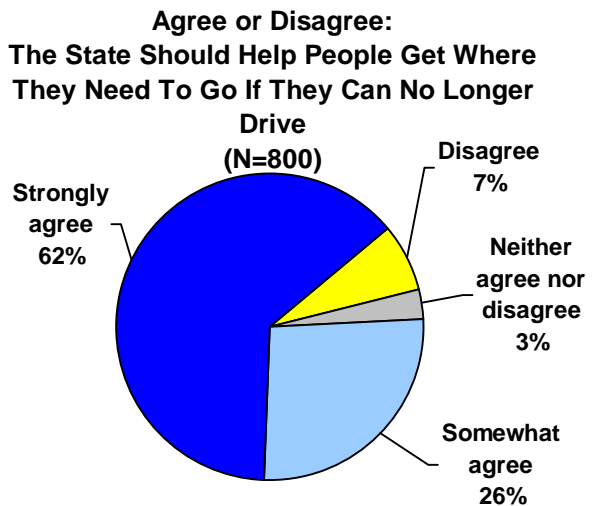


Difference in Percentages of Residents Getting Out 5+ Times per Week (N=800)					
Age		Income		Employment	
<65	65+	<\$20K	\$75K+	Working	Not working
83%	46%	59%	90%	85%	49%

Most respondents do not report having difficulty getting to regular life activities due to a lack of transportation. Going shopping and attending activities with friends seem to be the most problematic places to reach, with at least ten percent of residents indicating that they often or sometimes have difficulty getting transportation for these purposes.

Residents who are working, married, or making more than \$50,000 a year rarely report being without transportation to various activities. However, those making less than \$50,000 a year and those who are not working appear to be the most susceptible to not having transportation when it is needed. (See Appendix A-Table 1)

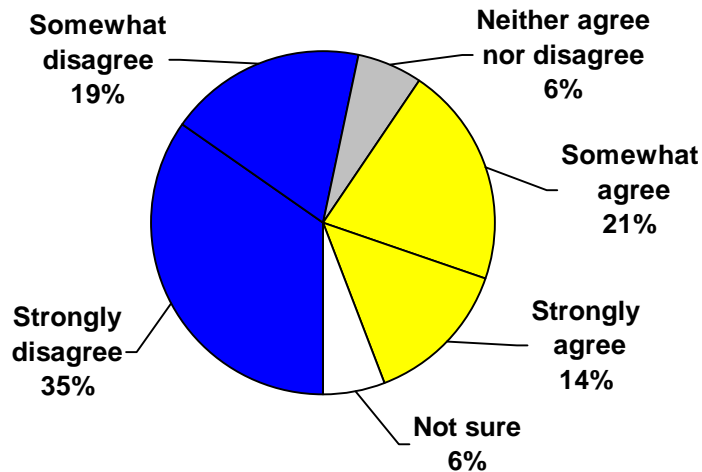
Despite relatively few residents reporting transportation difficulty, Vermonters seem to recognize the importance of having a system for those who need it. Almost 90 percent of respondents agree that the State of Vermont has a responsibility to help people get where they need to go when they can no longer drive due to poor health or disabilities.



## Transportation Alternatives

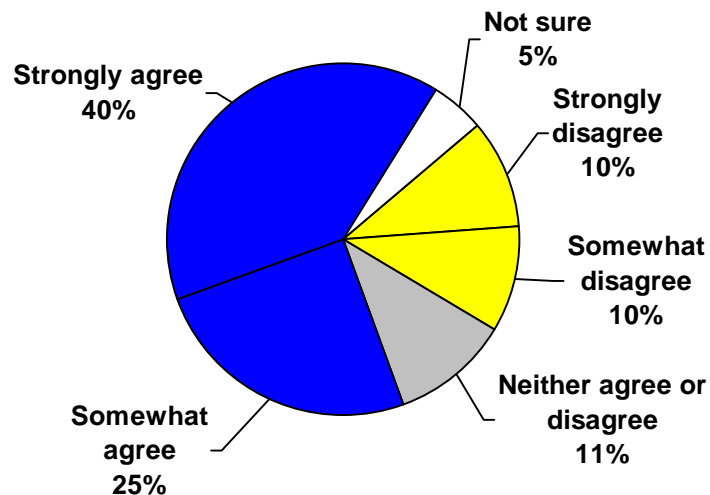
As noted earlier, most Vermont residents rely on their personal vehicles to get where they are going. When asked whether they think there are adequate alternatives to driving for people in their community, over half think there are not. Those who live more than five miles from goods and services (44%), and those who are concerned about personal vehicle use contributing to global warming (44%) are more likely to strongly disagree that there are adequate alternatives to driving.

**Agree or Disagree:**  
**"There Are Adequate Alternatives To Driving In Your Community"**  
(N=800)



In addition, sixty-five percent of respondents also feel the State of Vermont has a role in providing alternatives to driving, if gas prices continue to rise. Those who are extremely concerned about personal vehicles contributing to global warming are considerably more likely to strongly agree (60%) that the state has a role in providing alternatives to driving if gas prices continue to rise.

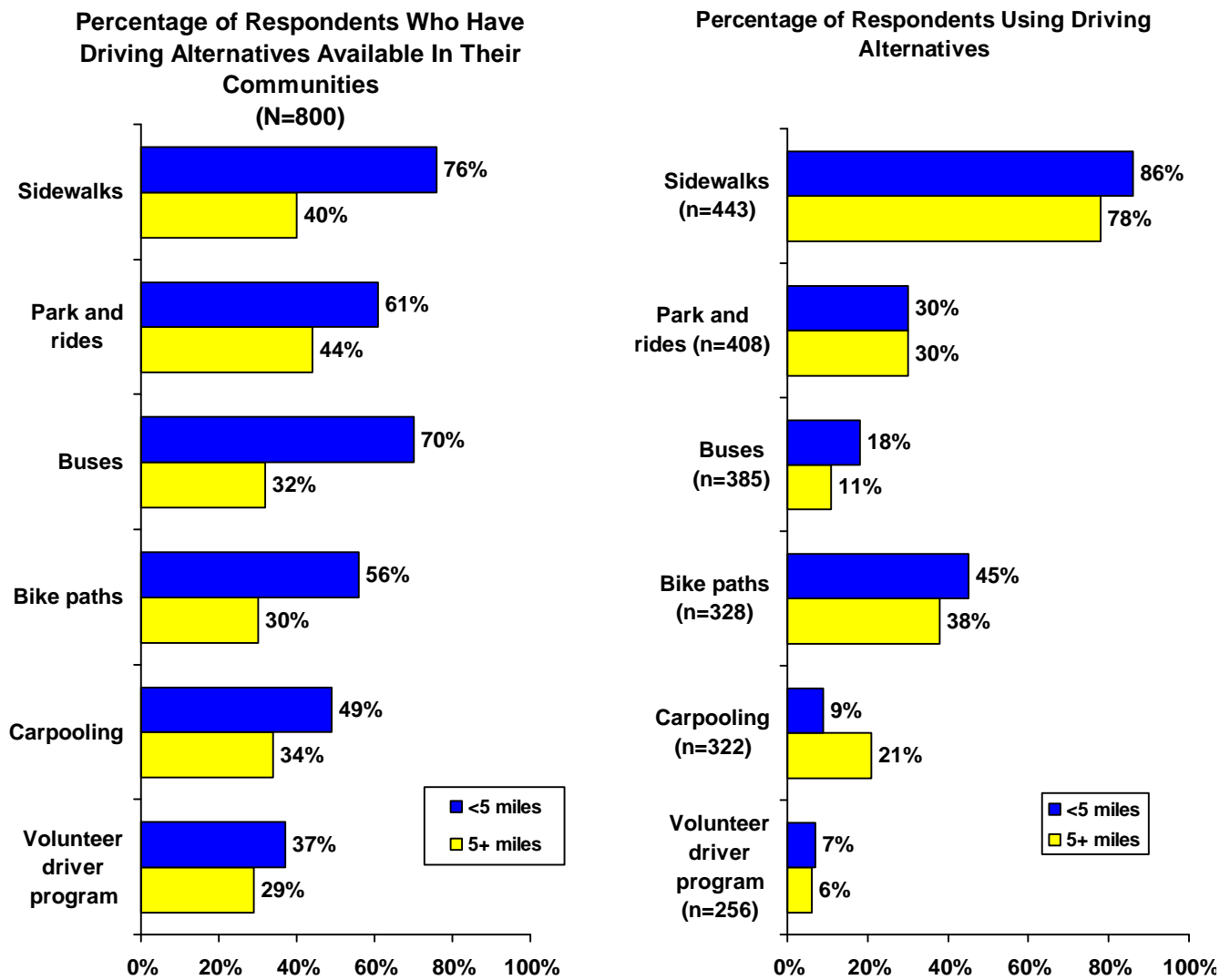
**Agree or Disagree:**  
**The State Has a Role in Providing Alternatives to Driving**  
(N=800)





Following along the notion that driving is popular because it allows greater independence, Vermont residents appear to like alternatives to driving that also allow them to have the greatest amount of independence. The majority (55%) of respondents report that sidewalks are available in their communities, and they are noted as being the most often used alternative to driving. Bike paths are second most-often used, although fewer respondents have them in their communities. Park and rides are reportedly available to about half of respondents, but only 30 percent of those who have them in their communities report using them. Carpooling and bus riding appears to have the least favorability among respondents.

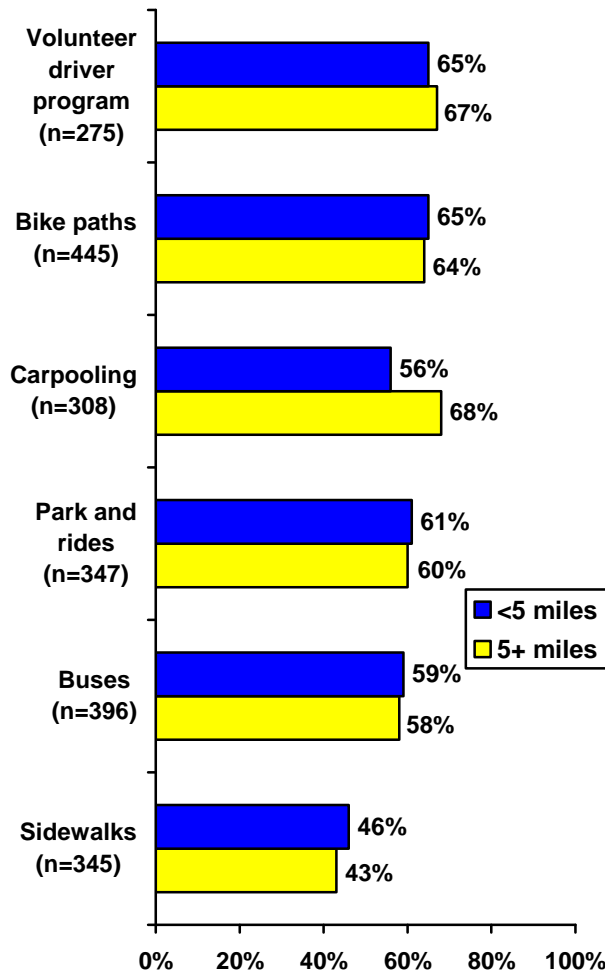
Respondents who live within five miles of services are more likely to report having driving alternatives noted below available in their communities. However, carpooling is the only driving alternative that is used more often by those living farther away from services than those living within five miles of services. Residents who are concerned about personal vehicle use contributing to global warming are also more likely to carpool than those who are not concerned about the issue (21% vs. 4%). All other alternatives are reportedly used by similar percentages of respondents when they are present in the community.



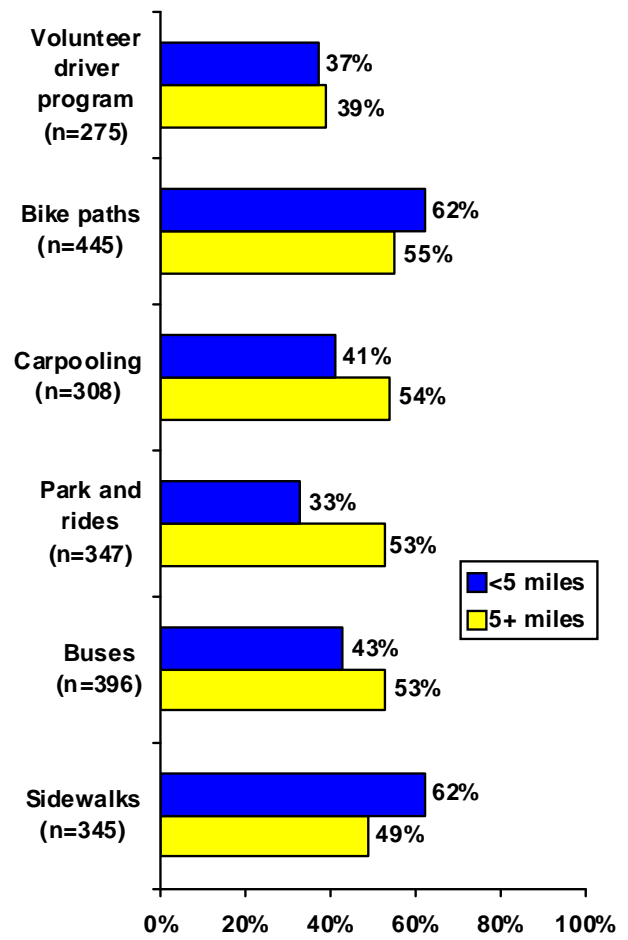
With the exception of having sidewalks that could be used for walking instead of driving, the majority of residents who do not have these driving alternatives available in their communities would like to have them. Although more residents say they would like to have these driving alternatives than are likely to use them, intent to use and interest in having driving alternatives is strong for most of these options in communities where they are absent.

Residents who live within five miles of services would be more likely to walk on sidewalks and use bike paths if these options were available, whereas those living farther away are more inclined to carpool and use park and rides should they become available in their communities.

**Percentage of Respondents Who Would Like These Driving Alternatives in Their Communities**



**Percentage of Respondents Who Say They Would Be Likely to Use These Driving Alternatives if They Were Available**

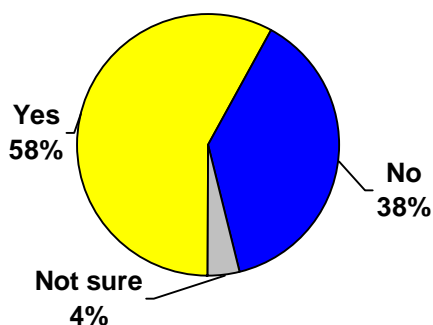


Residents who are concerned about the effects of personal vehicle emissions on the environment are more likely to express interest in having each of these driving alternatives, and they more often say they would be likely to use them if they were available, as compared to residents who are not concerned about this environmental issue (See Appendix A-Tables 2 and 3).

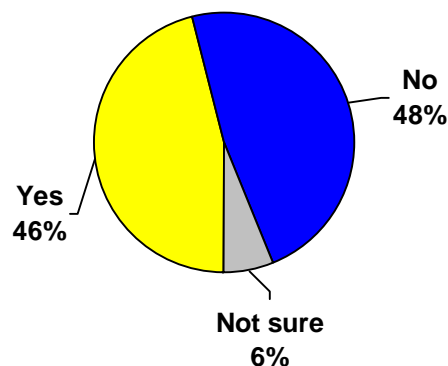
## Public Transportation

Almost sixty percent of respondents say that public transportation, such as the bus, is available in their community but about half of these residents say it is not close enough for them to walk to it. As expected, those who live within five miles of services are more likely (79%) to say there is public transportation available in their community, and almost six out of ten (57%) live close enough to a stop that they can walk to it.

**Whether Public Transportation Is Available In Respondent's Community (N=800)**

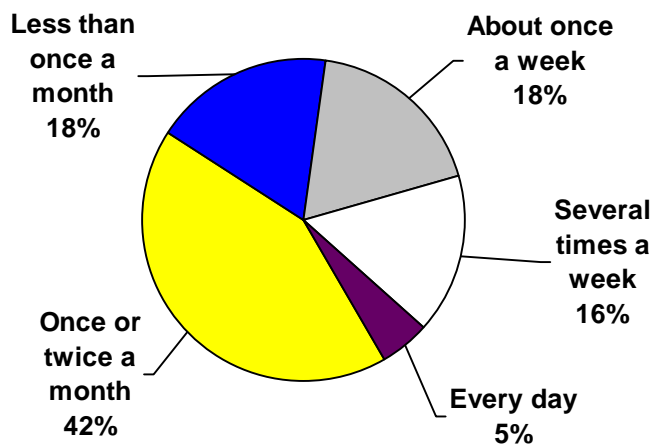


**Whether Public Transportation Is Within Walking Distance (n=465)**



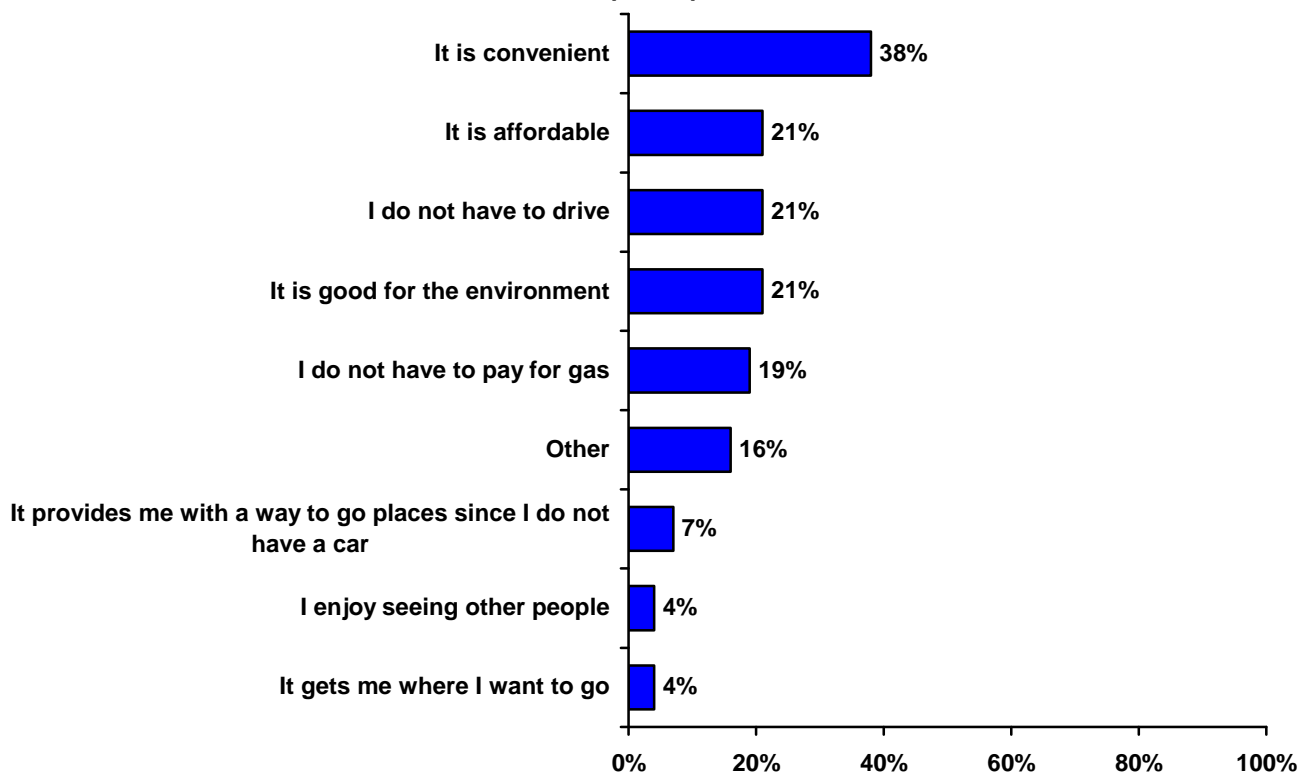
Of the respondents who have public transportation in their community, the vast majority (87%) had not used it at all in the two months preceding the survey. Among those who had used it at all during this timeframe, most were occasional users and only a few used it daily.

**Frequency of Using Public Transportation in Past Two Months Among Users (n=61)**



Respondents who have used public transportation in the last two months most often say they like it because it is convenient. However, affordability and environmental friendliness are also positive factors that resonate with users.<sup>2</sup>

### What Respondents Like About Public Transportation (n=61)

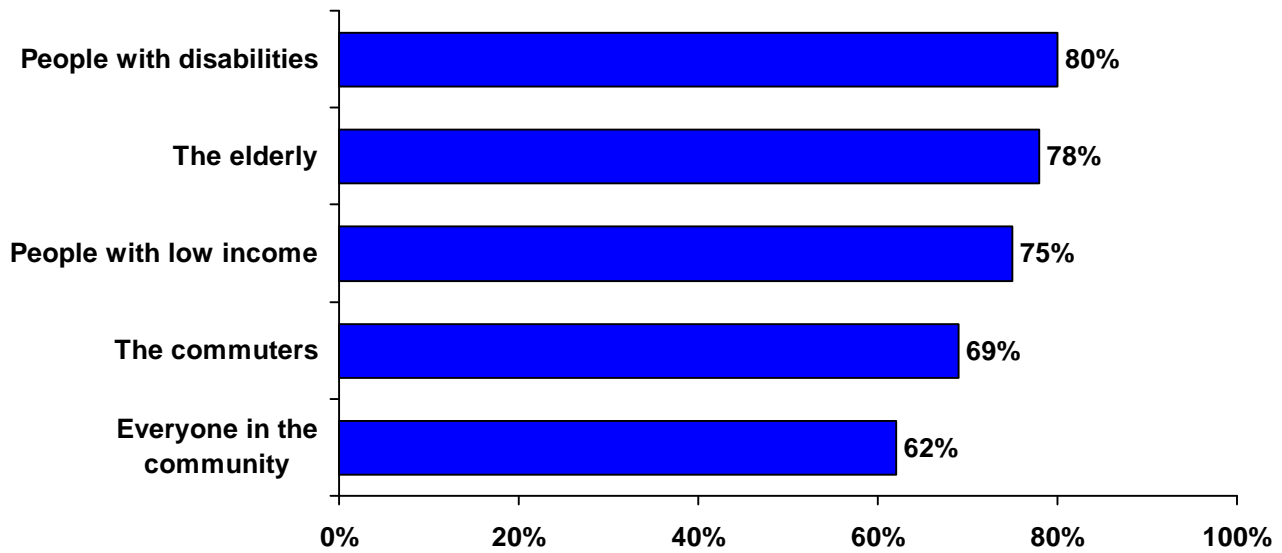


Perceptions of who is served by public transportation may contribute to its lack of use. In Vermont, at least three-quarters of the residents surveyed feel that public transportation primarily serves people with disabilities, the elderly, and those with low incomes. By contrast, just over sixty percent believe that public transportation serves the whole community.

---

<sup>2</sup> Due to the small number of respondents (n=61), these findings should be considered as suggestive and not statistically reliable.

**View of Who Public Transportation Serves  
(N=800)**

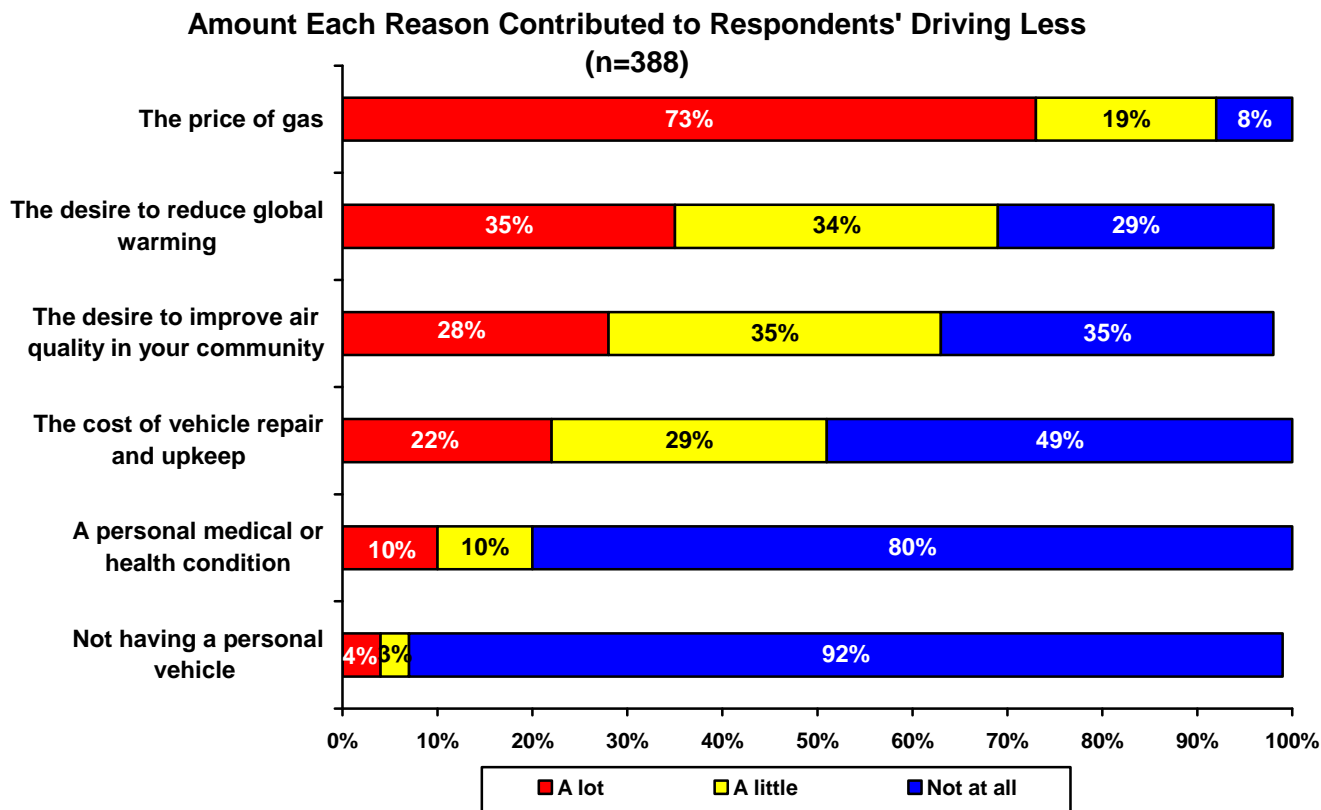


## Changes in Driving Behavior

At the time this survey was designed, the price of gas had peaked at a national average of over \$4.00 a gallon and was starting to decline.<sup>3</sup> There were numerous reports of consumers changing their driving behaviors in response to the higher price of gas, and there was concern about how changes in gas prices might impact consumers' decisions should gas prices continue to be unstable.

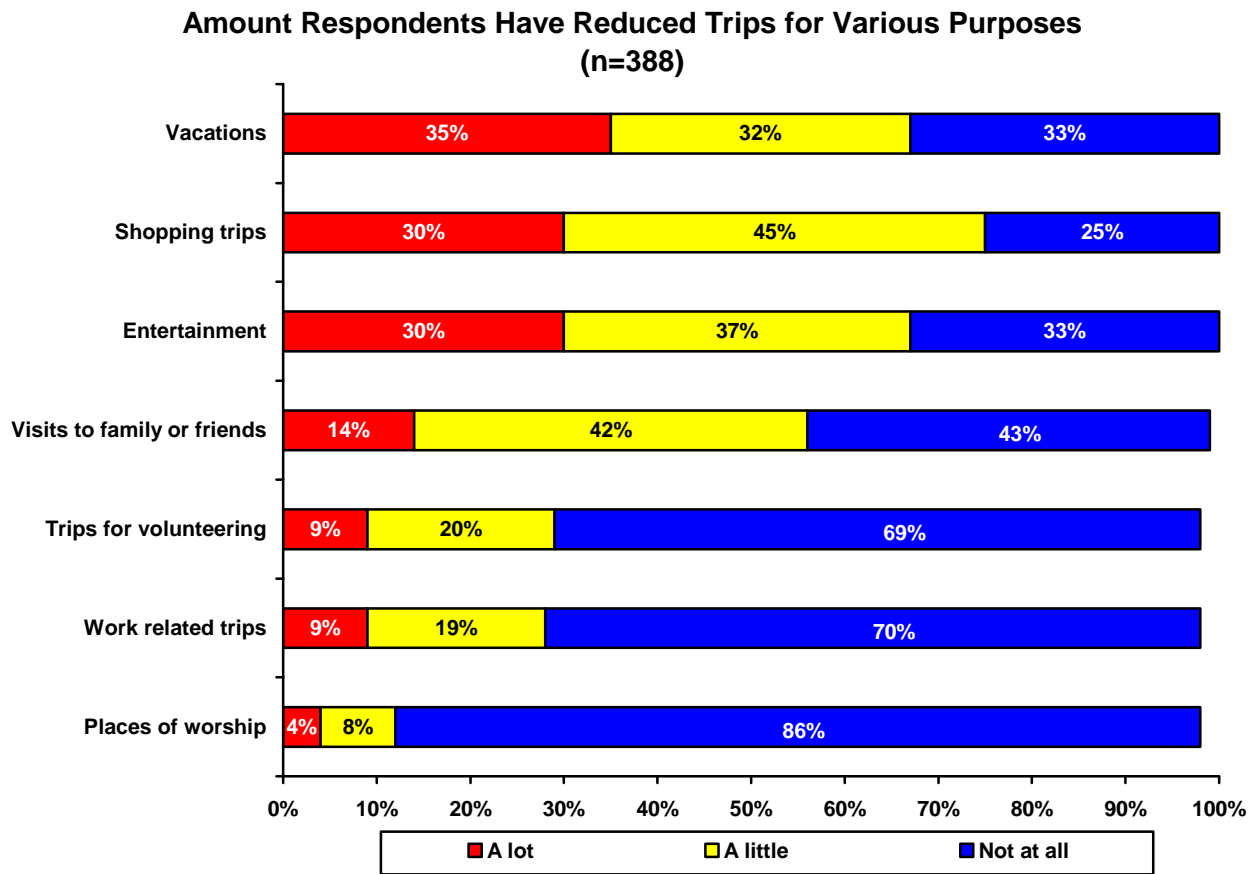
Through this survey, we found that over half (52%) of Vermont drivers reported driving less than they did in the previous year, and that economic as well as environmental factors had contributed to this change in driving behavior. Most notably, respondents who were not working (61%), those who live less than five miles away from goods and services (60%), and those who are concerned about personal vehicle use contributing to global warming (56%) were the most likely to cut back on driving.

Among those who had reduced their driving over the previous year, the price of gas was the main reason for the reduction in driving for most: nearly three-quarters said the price of gas contributed a lot to their decision to drive less. Environmental issues, while not as strong as price, contributed sizably to driving reductions among Vermonters. At least six in ten respondents who had cut back on their driving said that the desire to reduce global warming and the desire to improve air quality in their community contributed to their decision to drive less. Not surprisingly, those who are concerned about personal vehicle use contributing to global warming were the most likely to say these factors contributed a lot in their decision to drive less (global warming: 58% and air quality: 46%).



<sup>3</sup>Weekly U.S. Retail Gasoline Prices, Regular Grade. Energy Information Administration, Dept. of Energy. Retrieved 2/27/09 from [http://www.eia.doe.gov/oil\\_gas/petroleum/data\\_publications/wrgp/mogas\\_home\\_page.html](http://www.eia.doe.gov/oil_gas/petroleum/data_publications/wrgp/mogas_home_page.html)

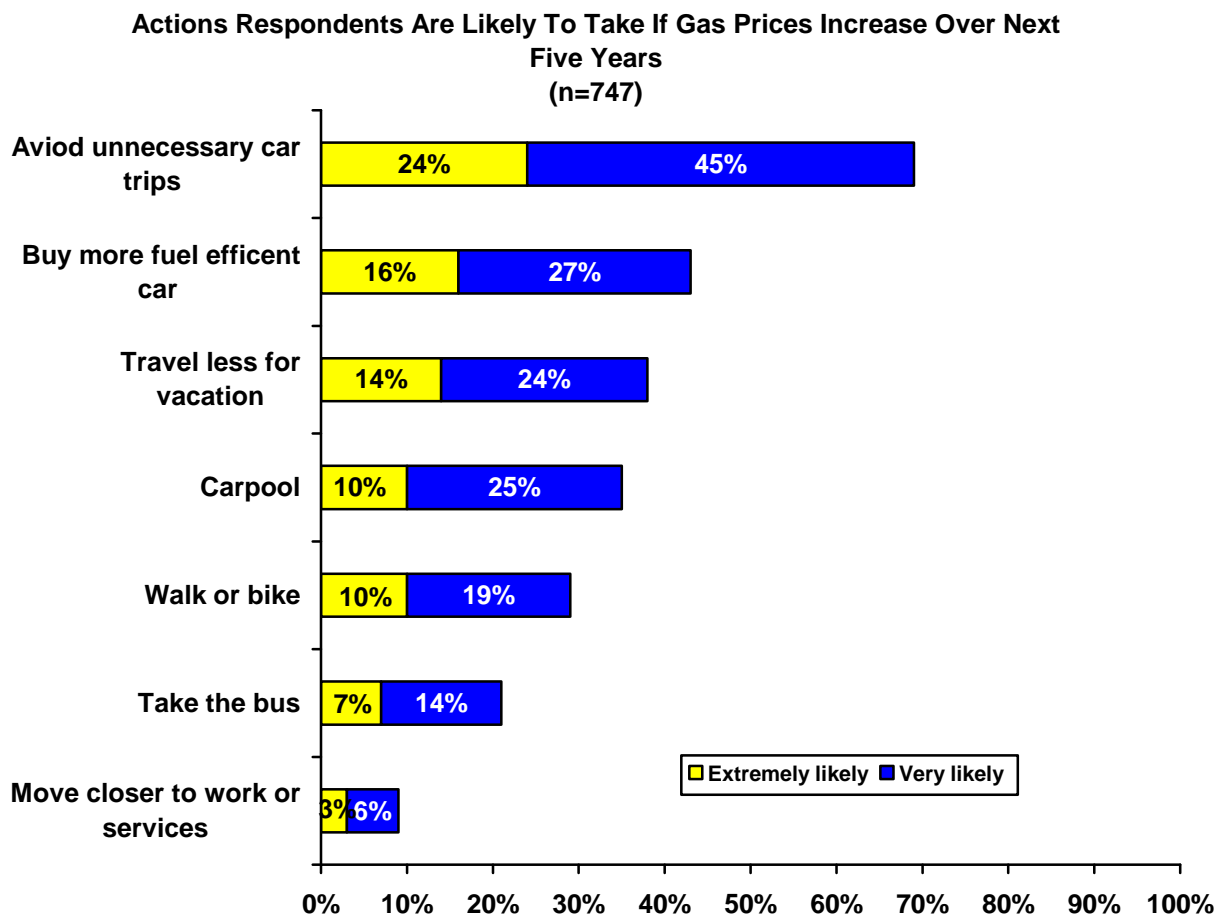
Over the past year, respondents most often have cut back on driving for vacations, shopping, and entertainment. The majority of respondents who said they had cut back on driving have not reduced or cut out trips to places of worship, work-related trips, or trips for volunteering.



Residents earning less than \$20,000 a year, women, and those who are concerned about personal vehicles contributing to global warming cut back the most on driving trips for leisure activities and shopping. (See Appendix A-Table 4)

As a way to adjust to higher gas prices should they continue to increase over the next five years, drivers are most likely to avoid unnecessary car trips. Two out of five say they are likely to buy a more fuel-efficient car if gas prices increase over the next five years. Less than a third say they are likely to use driving alternatives, such as carpooling, taking the bus, or walking or biking, if gas prices increase.

Interestingly, the distance a person lives from services does not appear to affect their likelihood of taking any of these actions, except those who live less than five miles from goods and services are more likely to bike or walk than those who live farther away (37% vs. 24%). However, residents who are concerned about personal vehicles contributing to global warming are more likely to initiate each of these actions than are residents who are not concerned about this issue. (See Appendix A-Table 5)

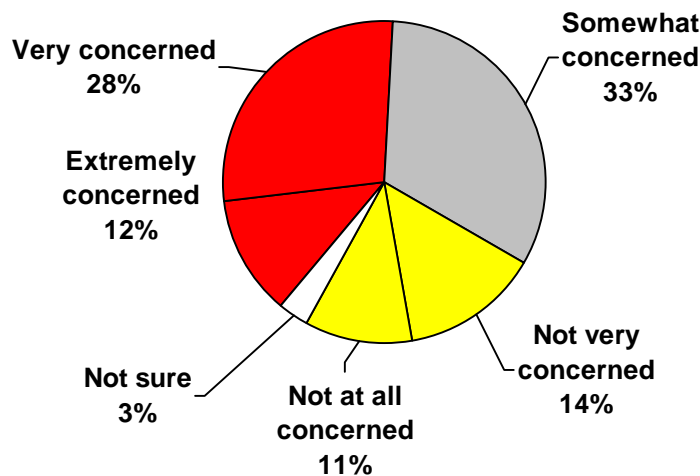




## Concern about Global Warming

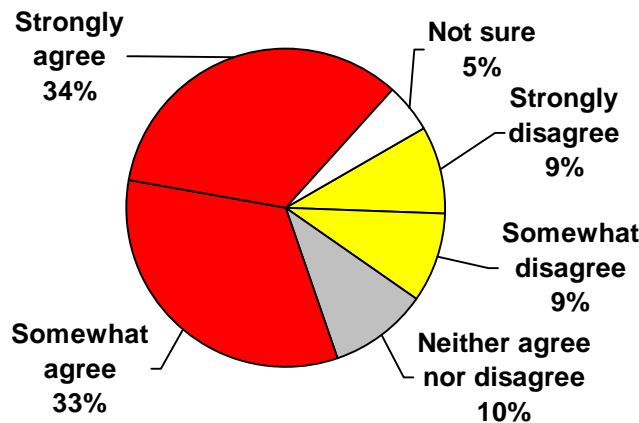
About three-quarters of Vermont residents surveyed are at least somewhat concerned about personal vehicle use contributing to greenhouse gases and global warming—and 40 percent are extremely or very concerned about this issue. In general, those who are the most concerned about the effects of vehicle emissions on global warming tend to be women (44%), those earning \$50,000 or more a year (42%), and residents that have at least a 4-year college degree (49%).

**Level of Concern About Vehicle Use Contributing to Global Warming (N=800)**



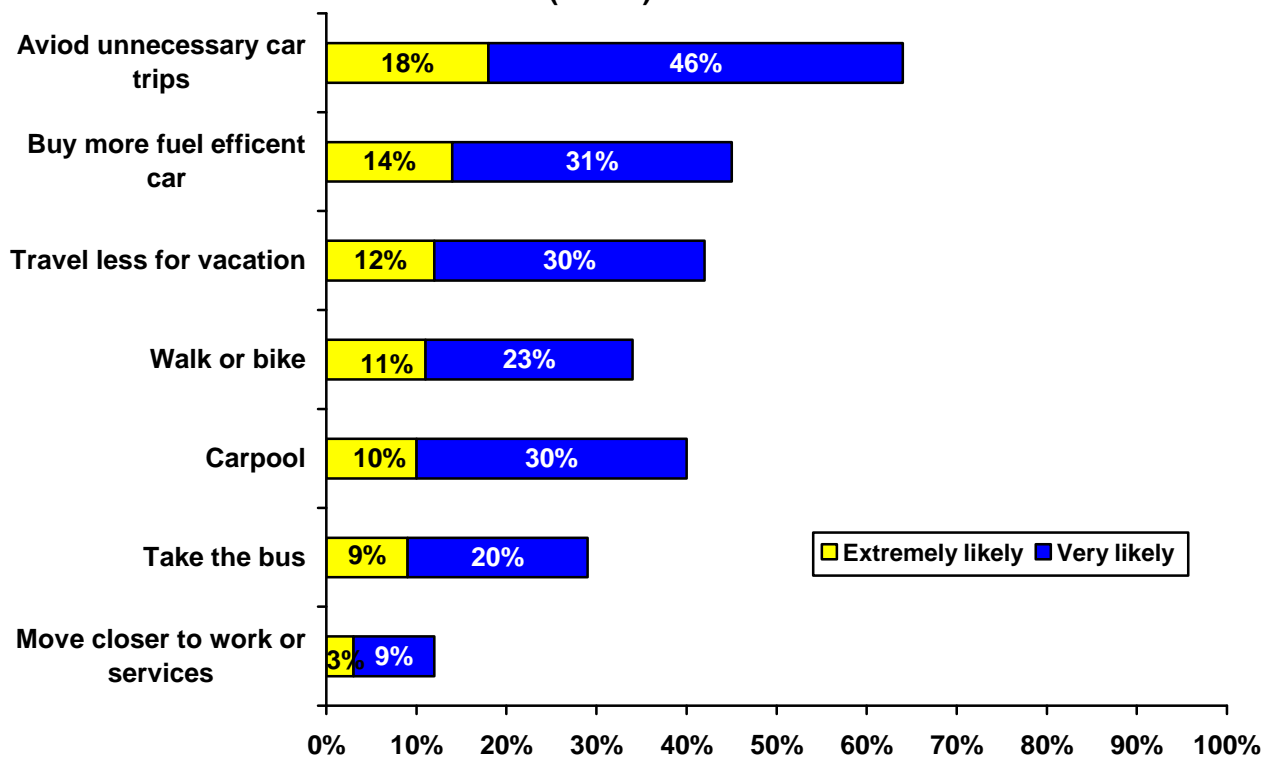
As further evidence of the level of concern Vermonters have about vehicle emissions contributing to global warming, over three-quarters of respondents feel the State of Vermont has a role in providing alternatives to driving to reduce emissions of greenhouse gases. Those who are not concerned about the impact driving have on global warming are more likely to disagree (35%) that the State has a role to play in providing driving alternatives.

**Agree or Disagree:  
The State Has a Role In Providing Alternatives to Driving to Reduce Emissions of Greenhouse Gases (N=800)**



As an indicator of personal responsibility, many Vermonters who are concerned about the impact their driving has on the environment are likely to consider actions to reduce their own emissions. For instance, two-thirds of respondents who are at least somewhat concerned about personal vehicle use contributing to global warming are likely to consider avoiding unnecessary car trips to reduce vehicle emissions. Interestingly, residents who are concerned about vehicle emissions rate the actions they would be willing to take to reduce greenhouse gases similar to the actions drivers looking to cut costs due to rising gas prices would be willing to take. Driving alternatives, such as taking the bus and walking or biking, are similarly some of the least popular ways to reduce driving the among the two groups.

**Actions Respondents Who Are Concerned About Global Warming Are Likely to Consider Taking to Reduce Emissions of Greenhouse Gases (n=578)**

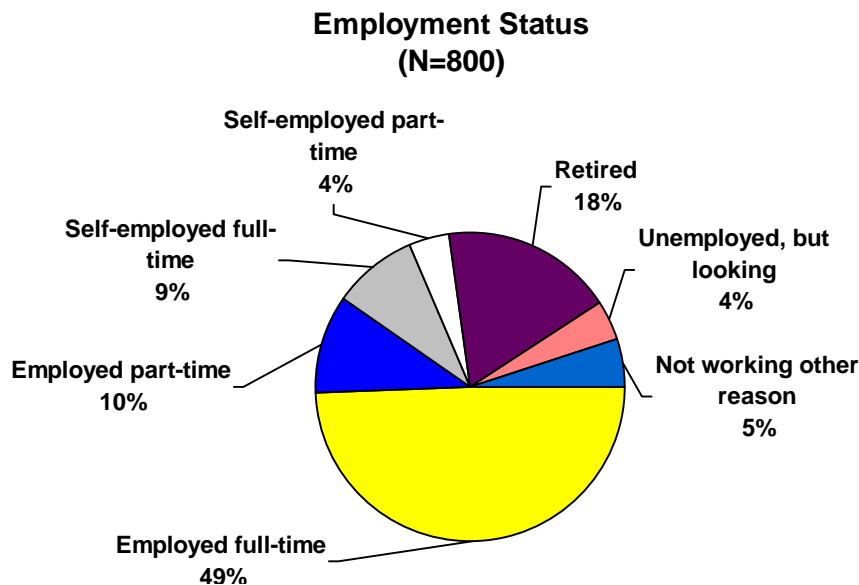
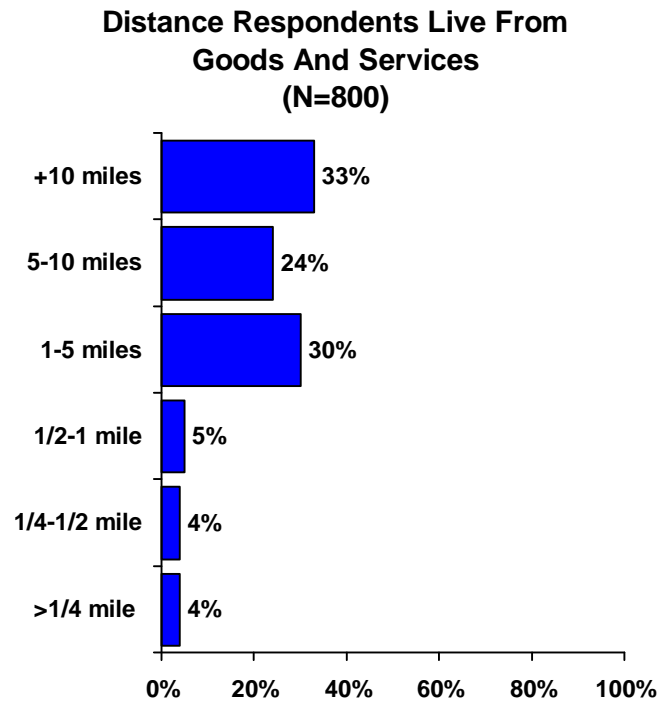
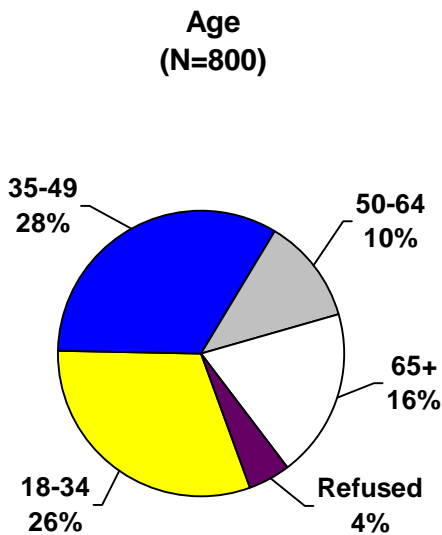


Not surprisingly, the greater level of concern residents have about vehicles contributing to global warming, the more likely they are to consider taking these actions to reduce emissions of greenhouse gases. Women also have a greater likelihood of considering some of these actions to reduce emissions than do men. (See Appendix A-Table 6)

## Methodology

AARP commissioned Pacific Market Research to complete 800 phone interviews with Vermont residents age 18 and older between December 1, 2008 and December 14, 2008. The surveys were conducted in English and drawn at random from the state of Vermont. The margin of sampling error for the study is  $\pm 3.5\%$  at the 95% confidence level.

## Respondent Profile



## Appendix A

**Table 1**  
Differences in Percentage of Residents Who Often or Sometimes Have Difficulty Getting Transportation to Activities by Income and Work Status  
(N=800)

	Total	Income		Employment	
		<\$50K	\$50K+	Working	Not working
Activities with friends	10%	12%	4%	8%	15%
Shopping for necessities	10%	14%	5%	8%	14%
Activities with family	8%	12%	3%	5%	13%
Grocery store	8%	12%	4%	6%	13%
Entertainment activities	8%	10%	4%	7%	10%
Medical appointments	7%	11%	3%	5%	13%
Volunteer activities	6%	9%	4%	4%	9%
Pharmacy	5%	9%	2%	4%	9%
Work	5%	4%	3%	5%	7%
Place of worship	4%	6%	1%	2%	7%
Community activities	4%	6%	2%	2%	7%
School-based activities	3%	4%	3%	2%	4%

**Table 2**  
Differences in Percentage of Residents Who Would Like to Have Driving Alternatives in Their Community by Level of Concern for Global Warming

	Global Warming	
	Concerned	Not concerned
Volunteer driver program (n=275)	79%	41%
Bike paths (n=445)	79%	43%
Carpooling (n=308)	79%	61%
Park and rides (n=347)	72%	56%
Buses (n=396)	73%	40%
Sidewalks (n=345)	56%	27%

**Table 3**  
Differences in Percentage of Residents Who Would Be At Least Somewhat Likely to Use Driving Alternatives if Available by Level of Concern for Global Warming

	Global Warming	
	Concerned	Not concerned
Volunteer driver program (n=275)	51%	26%
Bike paths (n=445)	72%	36%
Carpooling (n=308)	67%	40%
Park and rides (n=347)	55%	26%
Buses (n=396)	69%	25%
Sidewalks (n=345)	59%	38%

Table 4 Differences in Percentage of Residents Who Cut Back A Lot on Driving Trips (n=388, respondents who have driven less in past year)						
	Gender		Income		Global Warming	
	Women	Men	<\$20K	\$75K+	Concerned	Not concerned
Vacations	42%	26%	47%	24%	41%	26%
Shopping trips	41%	16%	50%	27%	33%	16%
Entertainment	36%	23%	54%	19%	39%	17%

Table 5 Differences in Percentage of Residents Who Are Extremely or Very Likely to Take Actions if Gas Prices Increase Over Next 5 Years by Level of Concern for Global Warming (N=800)		
	Global Warming	
	Concerned	Not concerned
Avoid unnecessary car trips	79%	58%
Buy more fuel efficient car	56%	37%
Travel less for vacation	45%	32%
Carpool	52%	24%
Walk or bike	43%	24%
Take the bus	33%	14%
Move closer to services	12%	4%

Table 6 Differences in Percentage of Residents Who Are Extremely or Very Likely to Take Actions to Reduce Greenhouse Emissions (n=578, respondents who are concerned about global warming)				
	Gender		Global Warming	
	Women	Men	Concerned	Somewhat concerned
Avoid unnecessary car trips	66%	62%	80%	45%
Buy more fuel efficient car	44%	47%	59%	29%
Travel less for vacation	47%	35%	52%	29%
Carpool	46%	32%	53%	23%
Walk or bike	35%	32%	49%	16%
Take the bus	33%	23%	42%	13%
Move closer to services	15%	7%	18%	4%

## Appendix B

### AARP Vermont Transit Survey Annotated Questionnaire N=800 General Population RDD 18+

#### INTRODUCTION/SCREENER

Hello, this is \_\_\_\_\_ calling from Pacific Market Research, a national opinion research firm. We are not telemarketers and are not trying to sell you anything. We would like to find out your opinions on some important transportation issues in Vermont. Your views are important and we would greatly appreciate your participation. All your responses will be kept entirely confidential.

S1. To make sure our survey includes many different kinds of people, may I please speak with the **(random ½ sample: YOUNGEST Male/random ½ sample: Oldest male)** age 18 or older in your household? **IF SELECTED ADULT NOT AVAILABLE, ASK:** May I speak with ANY adult age 18 or older who is now at home?

%	(N=800)	
100	1.	Continue with current respondent – <b>GO TO S2</b>
0	2.	New respondent brought to the phone – <b>REPEAT INTRO; GO TO S2</b>
0	3.	New respondent not available/Current respondent not available – <b>SCHEDULE CALLBACK</b>
0	9.	Refused – <b>SCHEDULE CALLBACK</b>

S2. **And just to confirm, are you a resident of Vermont?**

%	(N=800)	
100	1.	Yes
0	2.	No (ASK FOR RESIDENT IN HH)

1. **In a typical week, how often would you say you get out of your home and go somewhere, for example, shopping, going to work or appointments, or visiting people?**

%	(N=800)	
*	1.	Not at all
10	2.	1 or 2 times
14	3.	3 to 5 times
75	4.	Or more than 5 times
1	5.	NOT SURE (DO NOT READ)
0	6.	REFUSED (DO NOT READ)

2. **And do you currently drive?**

%	(N=800)	
93	1.	Yes
7	2.	No
0	3.	NOT SURE (DO NOT READ)
0	4.	REFUSED (DO NOT READ)

**3. Approximately how far do you live from your most frequently visited stores and services, such as grocery, pharmacy, bank, and such? Is it...**

%		(N=800)	
4	1.	Less than one quarter of a mile	
4	2.	One quarter to one half mile	
5	3.	One half mile to less than a mile	
30	4.	1 mile to less than 5 miles	
24	5.	5 miles to less than 10 miles	
33	6.	Or, 10 miles or more	
*	7.	NOT SURE (DO NOT READ)	
0	8.	REFUSED (DO NOT READ)	

**4. Which of the following best describes your current employment status? Are you currently....**

%		(N=800)	
9	1.	Self-employed full-time,	
4	2.	Self-employed part-time,	
49	3.	Employed full-time,	
10	4.	Employed part-time,	
18	5.	Retired and not working at all,	
4	6.	Unemployed, but looking for work,	
		Or are you...	
5	7.	Not in the labor force for other reasons?	
*	8.	NOT SURE (DO NOT READ)	
1	9.	REFUSED (DO NOT READ)	

**5. (IF Q4=1,2,3, or 4):How far is your commute to work? Is it ... (READ ALL CATEGORIES)**

%		(N=576)	
9	1.	Less than 1 mile	
19	2.	1 mile to less than 5 miles	
16	3.	5 miles to less than 10 miles	
20	4.	10 miles to less than 20 miles	
28	5.	20 miles or more	
8	6.	Or, do you work from home?	
1	7.	NOT SURE (DO NOT READ)	
0	8.	REFUSED (DO NOT READ)	

**6. In general, when you need to get somewhere how do you go? Do you..**

%	(N=800)
90	1. <b>IF Q2=1:</b> Drive
5	2. Get a ride with family or friends
2	3. Walk
1	4. Take public transportation (IF NEEDED, PUBLIC BUS)
*	5. Bike
1	6. Or, go some other way? ( <b>CODE FROM LIST AND ADD ADDITIONAL ITEMS AS MENTIONED</b> )
	(N=4)
*	1. Taxis
*	2. motorized vehicles (scooter, wheelchair)
0	3. volunteer driver
0	4. community vans for seniors or people with disabilities

**7. In the past two months, how frequently have you...[RANDOMIZE AND INSERT ITEMS A-G THEN ASK RESPONSE CATEGORIES]**

	(N=800)
%	<b>a. Driven a car</b>
69	1. Every day
21	2. Several times a week
3	3. About once a week
1	4. Once or twice a month
1	5. Less than once a month
6	6. Not at all
*	7. NOT SURE (DO NOT READ)
0	8. REFUSED (DO NOT READ)
%	<b>b. Asked for a ride with someone</b>
2	1. Every day
7	2. Several times a week
10	3. About once a week
15	4. Once or twice a month
9	5. Less than once a month
58	6. Not at all
0	7. NOT SURE (DO NOT READ)
0	8. REFUSED (DO NOT READ)
%	<b>c. Walked rather than taking a car</b>
6	1. Every day
11	2. Several times a week
8	3. About once a week
8	4. Once or twice a month
5	5. Less than once a month
63	6. Not at all
*	7. NOT SURE (DO NOT READ)
0	8. REFUSED (DO NOT READ)



**Q7 Continued...**

%	<b>d. Taken a taxi</b>
*	1. Every day
*	2. Several times a week
*	3. About once a week
1	4. Once or twice a month
3	5. Less than once a month
95	6. Not at all
0	7. NOT SURE (DO NOT READ)
0	8. REFUSED (DO NOT READ)

%	<b>e. Carpooled</b>
3	1. Every day
6	2. Several times a week
7	3. About once a week
10	4. Once or twice a month
4	5. Less than once a month
71	6. Not at all
*	7. NOT SURE (DO NOT READ)
0	8. REFUSED (DO NOT READ)

%	<b>f. Biked</b>
*	1. Every day
3	2. Several times a week
3	3. About once a week
6	4. Once or twice a month
4	5. Less than once a month
84	6. Not at all
0	7. NOT SURE (DO NOT READ)
0	8. REFUSED (DO NOT READ)

%	<b>g. Offered to give someone a ride</b>
4	1. Every day
15	2. Several times a week
14	3. About once a week
24	4. Once or twice a month
8	5. Less than once a month
34	6. Not at all
*	7. NOT SURE (DO NOT READ)
0	8. REFUSED (DO NOT READ)

**8. How often do you have difficulty going to [RANDOMIZE AND INSERT A-L] because you don't have transportation? [READ EACH RESPONSE CATEGORY]**

**(N=800)**

<b>a. Medical appointments</b>	
1	1. Often
6	2. Sometimes
91	3. Never
2	4. Or, do you not go?
*	5. NOT SURE (DO NOT READ)
0	6. REFUSED (DO NOT READ)

<b>b. Activities with family</b>	
2	1. Often
5	2. Sometimes
90	3. Never
2	4. Or, do you not go?
*	5. NOT SURE (DO NOT READ)
0	6. REFUSED (DO NOT READ)

<b>c. Activities with friends</b>	
3	1. Often
7	2. Sometimes
88	3. Never
2	4. Or, do you not go?
*	5. NOT SURE (DO NOT READ)
0	6. REFUSED (DO NOT READ)

<b>d. Your place of worship</b>	
1	1. Often
3	2. Sometimes
84	3. Never
12	4. Or, do you not go?
*	5. NOT SURE (DO NOT READ)
*	6. REFUSED (DO NOT READ)

<b>e. The grocery store</b>	
3	1. Often
5	2. Sometimes
92	3. Never
1	4. Or, do you not go?
0	5. NOT SURE (DO NOT READ)
0	6. REFUSED (DO NOT READ)

**Q8 Continued...**

%	<b>f. The pharmacy</b>	
1	1.	Often
4	2.	Sometimes
92	3.	Never
3	4.	Or, do you not go?
0	5.	NOT SURE (DO NOT READ)
*	6.	REFUSED (DO NOT READ)

%	<b>g. Stores to shop for clothes or household items</b>	
2	1.	Often
8	2.	Sometimes
88	3.	Never
3	4.	Or, do you not go?
*	5.	NOT SURE (DO NOT READ)
0	6.	REFUSED (DO NOT READ)

%	<b>h. Entertainment or leisure activities (IF NEEDED: such as movies, sporting events, concerts, and the like)</b>	
2	1.	Often
6	2.	Sometimes
87	3.	Never
6	4.	Or, do you not go?
0	5.	NOT SURE (DO NOT READ)
0	6.	REFUSED (DO NOT READ)

%	<b>i. Volunteer activities</b>	
1	1.	Often
4	2.	Sometimes
86	3.	Never
8	4.	Or, do you not go?
0	5.	NOT SURE (DO NOT READ)
*	6.	REFUSED (DO NOT READ)

%	<b>j. IF Q4=1,2, 3, 4 or 6: Work</b>	
2	1.	Often
3	2.	Sometimes
93	3.	Never
3	4.	Or, do you not go?
0	5.	NOT SURE (DO NOT READ)
0	6.	REFUSED (DO NOT READ)

**Q8 Continued...**

%	<b>k. Community or town meetings</b>	
1	1.	Often
3	2.	Sometimes
88	3.	Never
8	4.	Or, do you not go?
0	5.	NOT SURE (DO NOT READ)
*	6.	REFUSED (DO NOT READ)

%	<b>l. School-based or educational activities</b>	
1	1.	Often
3	2.	Sometimes
86	3.	Never
11	4.	Or, do you not go?
*	5.	NOT SURE (DO NOT READ)
*	6.	REFUSED (DO NOT READ)

**9. In your view, who do you think public transportation serves? Does it serve...(RANDOMIZE)  
(N=800)**

%	<b>a. The elderly</b>	
78	1.	Yes
13	2.	No
9	3.	NOT SURE (DO NOT READ)
*	4.	REFUSED (DO NOT READ)

%	<b>b. People with disabilities</b>	
80	1.	Yes
11	2.	No
9	3.	NOT SURE (DO NOT READ)
0	4.	REFUSED (DO NOT READ)

%	<b>c. People with low-income</b>	
75	1.	Yes
13	2.	No
13	3.	NOT SURE (DO NOT READ)
0	4.	REFUSED (DO NOT READ)

%	<b>d. Everyone in the community</b>	
62	1.	Yes
31	2.	No
7	3.	NOT SURE (DO NOT READ)
*	4.	REFUSED (DO NOT READ)

%	<b>e. Commuters</b>	
69	1.	Yes
22	2.	No
10	3.	NOT SURE (DO NOT READ)
*	4.	REFUSED (DO NOT READ)

**10. To the best of your knowledge, is there public transportation available in your community?**

% (N=800)	
58	1. Yes
38	2. No ► <b>GO TO QUESTION 14</b>
4	3. NOT SURE ► <b>GO TO QUESTION 14</b>
0	4. REFUSED ► <b>GO TO QUESTION 14</b>

**11. Is there a public transportation stop close enough to your home that you can walk to it?**

% (N=465)	
46	1. Yes
48	2. No
6	3. NOT SURE (DO NOT READ)
0	4. REFUSED (DO NOT READ)

**12. In the last two months, how often have you used public transportation...**

% (N=465)	
1	1. Every day
2	2. Several times a week
2	3. About once a week
6	4. Once or twice a month
2	5. Less than once a month
87	6. Not at all ► <b>GO TO QUESTION 14</b>
0	7. NOT SURE (DO NOT READ)
0	8. REFUSED (DO NOT READ)

**13. What do you like most about using public transportation? (CODE FROM LIST AND ADD ADDITIONAL ITEMS AS MENTIONED)**

% (N=61)	
21	1. It is affordable
4	2. It gets me where I want to go
4	3. I enjoy seeing other people
38	4. It is convenient
19	5. I do not have to pay for gas
21	6. I do not have to drive
7	7. I do not have a car so it provides me with a way to go places
21	8. It is good for the environment/air quality
16	9. Other
3	10. NOT SURE (DO NOT READ)
0	11. REFUSED (DO NOT READ)

**14. How strongly do you agree or disagree that there are adequate alternatives to driving for people in your community? Do you...**

% (N=800)	
14	1. Strongly agree
21	2. Somewhat agree
6	3. Neither agree nor disagree
19	4. Somewhat disagree
35	5. Strongly disagree
6	6. NOT SURE (DO NOT READ)
0	7. REFUSED (DO NOT READ)

**15. Next I am going to ask you about the availability of some driving alternatives in your community. Do you have [RANDOMIZE AND INSERT A-F] in your community?**

**FOR EACH ITEM ASK 15a IF RESPONDENT ANSWERS ‘YES’ OR ASK 15b IF RESPONDENT ANSWERS ‘NO’**

**(N=800)**

%	<b>a. Carpooling or rideshare programs</b>
40	1. Yes (ASK 15a)
38	2. No (Ask 15b)
21	3. NOT SURE (DO NOT READ)
0	4. REFUSED (DO NOT READ)

%	<b>b. Park and Rides</b>
51	1. Yes (ASK 15a)
43	2. No (Ask 15b)
6	3. NOT SURE (DO NOT READ)
0	4. REFUSED (DO NOT READ)

%	<b>c. Volunteer driver programs</b>
32	1. Yes (ASK 15a)
34	2. No (Ask 15b)
34	3. NOT SURE (DO NOT READ)
0	4. REFUSED (DO NOT READ)

%	<b>d. Buses</b>
48	1. Yes (ASK 15a)
50	2. No (Ask 15b)
2	3. NOT SURE (DO NOT READ)
0	4. REFUSED (DO NOT READ)

%	<b>e. Bike paths or lanes</b>
41	1. Yes (ASK 15a)
56	2. No (Ask 15b)
3	3. NOT SURE (DO NOT READ)
0	4. REFUSED (DO NOT READ)

**Q15 Continued...**

%	<b>f. Sidewalks that allow you to walk rather than drive places</b>	
55	1.	Yes (ASK 15a)
43	2.	No (Ask 15b)
1	3.	NOT SURE (DO NOT READ)
0	4.	REFUSED (DO NOT READ)

**15a. IF Yes: Do you use them?**

(N=322)

%	<b>a. Carpooling or rideshare programs</b>	
15	1.	Yes
84	2.	No
1	3.	NOT SURE (DO NOT READ)
0	4.	REFUSED (DO NOT READ)

(N=408)

%	<b>b. Park and Rides</b>	
30	1.	Yes
70	2.	No
0	3.	NOT SURE (DO NOT READ)
0	4.	REFUSED (DO NOT READ)

(N=256)

%	<b>c. Volunteer driver programs</b>	
7	1.	Yes
93	2.	No
1	3.	NOT SURE (DO NOT READ)
0	4.	REFUSED (DO NOT READ)

(N=385)

%	<b>d. Buses</b>	
16	1.	Yes
85	2.	No
0	3.	NOT SURE (DO NOT READ)
0	4.	REFUSED (DO NOT READ)

(N=328)

%	<b>e. Bike paths or lanes</b>	
42	1.	Yes
56	2.	No
1	3.	NOT SURE (DO NOT READ)
0	4.	REFUSED (DO NOT READ)

(N=443)

%	<b>f. Sidewalks that allow you to walk rather than drive places</b>	
82	1.	Yes
18	2.	No
0	3.	NOT SURE (DO NOT READ)
0	4.	REFUSED (DO NOT READ)

**15b. IF No: Would you like to have these in your community?**

**(N=308)**

%	<b>a. Carpooling or rideshare programs</b>
64	1. Yes
29	2. No
8	3. NOT SURE (DO NOT READ)
*	4. REFUSED (DO NOT READ)

**(N=347)**

%	<b>b. Park and Rides</b>
60	1. Yes
35	2. No
5	3. NOT SURE (DO NOT READ)
0	4. REFUSED (DO NOT READ)

**(N=275)**

%	<b>c. Volunteer driver programs</b>
66	1. Yes
23	2. No
11	3. NOT SURE (DO NOT READ)
0	4. REFUSED (DO NOT READ)

**(N=396)**

%	<b>d. Buses</b>
58	1. Yes
36	2. No
6	3. NOT SURE (DO NOT READ)
0	4. REFUSED (DO NOT READ)

**(N=445)**

%	<b>e. Bike paths or lanes</b>
64	1. Yes
30	2. No
5	3. NOT SURE (DO NOT READ)
0	4. REFUSED (DO NOT READ)

**(N=345)**

%	<b>f. Sidewalks that allow you to walk rather than drive places</b>
44	1. Yes
52	2. No
3	3. NOT SURE (DO NOT READ)
1	4. REFUSED (DO NOT READ)



**16. IF Q15=NO: If [RANDOMIZE AND INSERT A-F] were available in your community, how likely would you be to use them on a regular basis?**

**(N=308)**

<b>a. Carpooling or rideshare programs</b>	
%	
8	1. Extremely likely
15	2. Very likely
27	3. Somewhat likely
22	4. Not very likely
26	5. Not at all likely
3	6. NOT SURE (DO NOT READ)
0	7. REFUSED (DO NOT READ)

**(N=347)**

<b>b. Park and Rides</b>	
%	
7	1. Extremely likely
16	2. Very likely
23	3. Somewhat likely
19	4. Not very likely
33	5. Not at all likely
2	6. NOT SURE (DO NOT READ)
0	7. REFUSED (DO NOT READ)

**(N=275)**

<b>c. Volunteer driver programs</b>	
%	
6	1. Extremely likely
9	2. Very likely
24	3. Somewhat likely
22	4. Not very likely
35	5. Not at all likely
5	6. NOT SURE (DO NOT READ)
0	7. REFUSED (DO NOT READ)

**(N=396)**

<b>d. Buses</b>	
%	
9	1. Extremely likely
16	2. Very likely
26	3. Somewhat likely
19	4. Not very likely
29	5. Not at all likely
2	6. NOT SURE (DO NOT READ)
0	7. REFUSED (DO NOT READ)

**Q16 Continued...**

(N=445)

%		<b>e. Bike paths or lanes</b>
13	1.	Extremely likely
25	2.	Very likely
20	3.	Somewhat likely
16	4.	Not very likely
26	5.	Not at all likely
1	6.	NOT SURE (DO NOT READ)
0	7.	REFUSED (DO NOT READ)

(N=345)

%		<b>f. Sidewalks that allow you to walk rather than drive places</b>
15	1.	Extremely likely
18	2.	Very likely
15	3.	Somewhat likely
29	4.	Not very likely
4	5.	Not at all likely
0	6.	NOT SURE (DO NOT READ)
0	7.	REFUSED (DO NOT READ)

**IF Q2=NO GO TO Q21**

**17. IF Q2=YES: In the past year, have you driven less?**

(N=747)

%		
52	1.	Yes (GO TO Q18)
46	2.	No (SKIP TO Q20)
2	3.	NOT SURE (DO NOT READ)
0	4.	REFUSED (DO NOT READ)

**18. How much did each of the following reasons contribute to your decision to drive less? Did [RANDOMIZE AND INSERT ITEM] contribute a lot, a little, or not at all to your decision to drive less?**

(N=388)

%		<b>a. The price of gas</b>
73	1.	A lot
19	2.	A little
8	3.	Not at all
1	4.	NOT SURE (DO NOT READ)
0	5.	REFUSED (DO NOT READ)

%		<b>b. The cost of vehicle repair and upkeep</b>
22	1.	A lot
29	2.	A little
49	3.	Not at all
*	4.	NOT SURE (DO NOT READ)
*	5.	REFUSED (DO NOT READ)

**Q18 Continued...**

%	<b>c. A personal medical or health condition</b>	
10	1.	A lot
10	2.	A little
80	3.	Not at all
*	4.	NOT SURE (DO NOT READ)
0	5.	REFUSED (DO NOT READ)

%	<b>d. Not having a personal vehicle</b>	
4	1.	A lot
3	2.	A little
92	3.	Not at all
1	4.	NOT SURE (DO NOT READ)
0	5.	REFUSED (DO NOT READ)

%	<b>e. The desire to improve air quality in your community</b>	
28	1.	A lot
35	2.	A little
35	3.	Not at all
1	4.	NOT SURE (DO NOT READ)
0	5.	REFUSED (DO NOT READ)

%	<b>f. The desire to reduce global warming</b>	
35	1.	A lot
34	2.	A little
29	3.	Not at all
2	4.	NOT SURE (DO NOT READ)
0	5.	REFUSED (DO NOT READ)

**19. Next, please tell me to what extent, if any, you have cut back on each of the following types of trips or outings. Have you cut back on [RANDOMIZE AND INSERT ITEM] a lot, a little, or not at all?**

(N=388)

%	<b>a. Work-related trips</b>	
9	1.	A lot
19	2.	A little
70	3.	Not at all
1	4.	NOT SURE (DO NOT READ)
1	5.	REFUSED (DO NOT READ)

%	<b>b. Visits to family or friends</b>	
14	1.	A lot
42	2.	A little
43	3.	Not at all
0	4.	NOT SURE (DO NOT READ)
0	5.	REFUSED (DO NOT READ)

**Q19 Continued...**

%	<b>c. Shopping trips</b>	
30	1.	A lot
45	2.	A little
25	3.	Not at all
*	4.	NOT SURE (DO NOT READ)
0	5.	REFUSED (DO NOT READ)

%	<b>d. Entertainment outings</b>	
30	1.	A lot
37	2.	A little
33	3.	Not at all
*	4.	NOT SURE (DO NOT READ)
0	5.	REFUSED (DO NOT READ)

%	<b>e. Trips for volunteering</b>	
9	1.	A lot
20	2.	A little
69	3.	Not at all
1	4.	NOT SURE (DO NOT READ)
1	5.	REFUSED (DO NOT READ)

%	<b>f. Vacations or “time away”</b>	
35	1.	A lot
32	2.	A little
33	3.	Not at all
*	4.	NOT SURE (DO NOT READ)
1	5.	REFUSED (DO NOT READ)

%	<b>g. Place of worship</b>	
4	1.	A lot
8	2.	A little
86	3.	Not at all
1	4.	NOT SURE (DO NOT READ)
1	5.	REFUSED (DO NOT READ)

**20. If gas prices increase over the next five years how likely are you to consider the following strategies as ways to adjust to higher gas prices? Are you extremely likely, very likely, somewhat likely, not very likely, or not at all likely to...(RANDOMIZE. ASK EACH ITEM)**

(N=747)

%	<b>a. Avoid unnecessary trips in the car</b>	
24	1.	Extremely likely
45	2.	Very likely
18	3.	Somewhat likely
3	4.	Not very likely
4	5.	Not at all likely
1	6.	NOT SURE (DO NOT READ)
1	7.	NOT AN OPTION (VOLUNTEERED)
*	8.	REFUSED (DO NOT READ)
5	9.	ALREADY DONE THIS (VOLUNTEERED)

**Q20 Continued...**

%		<b>b. Buy a more fuel efficient vehicle</b>
16	1.	Extremely likely
27	2.	Very likely
20	3.	Somewhat likely
11	4.	Not very likely
14	5.	Not at all likely
1	6.	NOT SURE (DO NOT READ)
3	7.	NOT AN OPTION (VOLUNTEERED)
0	8.	REFUSED (DO NOT READ)
8	9.	ALREADY DONE THIS (VOLUNTEERED)

%		<b>c. Travel less for vacations</b>
14	1.	Extremely likely
24	2.	Very likely
25	3.	Somewhat likely
14	4.	Not very likely
17	5.	Not at all likely
1	6.	NOT SURE (DO NOT READ)
5	7.	NOT AN OPTION (VOLUNTEERED)
0	8.	REFUSED (DO NOT READ)
2	9.	ALREADY DONE THIS (VOLUNTEERED)

%		<b>d. Carpool or share rides</b>
10	1.	Extremely likely
25	2.	Very likely
29	3.	Somewhat likely
13	4.	Not very likely
20	5.	Not at all likely
1	6.	NOT SURE (DO NOT READ)
3	7.	NOT AN OPTION (VOLUNTEERED)
*	8.	REFUSED (DO NOT READ)
1	9.	ALREADY DONE THIS (VOLUNTEERED)

%		<b>e. Take the bus</b>
7	1.	Extremely likely
14	2.	Very likely
19	3.	Somewhat likely
17	4.	Not very likely
31	5.	Not at all likely
1	6.	NOT SURE (DO NOT READ)
11	7.	NOT AN OPTION (VOLUNTEERED)
0	8.	REFUSED (DO NOT READ)
*	9.	ALREADY DONE THIS (VOLUNTEERED)

**Q20 Continued...**

%		<b>f. Walk or bike instead of using a car</b>
10	1.	Extremely likely
19	2.	Very likely
19	3.	Somewhat likely
16	4.	Not very likely
27	5.	Not at all likely
1	6.	NOT SURE (DO NOT READ)
6	7.	NOT AN OPTION (VOLUNTEERED)
0	8.	REFUSED (DO NOT READ)
2	9.	ALREADY DONE THIS (VOLUNTEERED)

%		<b>g. Move closer to work or services</b>
3	1.	Extremely likely
6	2.	Very likely
8	3.	Somewhat likely
21	4.	Not very likely
53	5.	Not at all likely
1	6.	NOT SURE (DO NOT READ)
6	7.	NOT AN OPTION (VOLUNTEERED)
*	8.	REFUSED (DO NOT READ)
2	9.	ALREADY DONE THIS (VOLUNTEERED)

**21. How strongly do you agree or disagree that the State of Vermont has a role in providing alternatives to driving if gas prices continue to stay high? Do you...**

%		<b>(N=800)</b>
40	1.	Strongly agree
25	2.	Somewhat agree
11	3.	Neither agree nor disagree
10	4.	Somewhat disagree
10	5.	Strongly disagree
5	6.	NOT SURE (DO NOT READ)
*	7.	REFUSED (DO NOT READ)

**22. How concerned are you about personal vehicle use contributing to greenhouse gases and global warming?**

%		<b>(N=800)</b>
12	1.	Extremely concerned
28	2.	Very concerned
33	3.	Somewhat concerned
14	4.	Not very concerned
11	5.	Not at all concerned
3	6.	NOT SURE (DO NOT READ)
*	7.	REFUSED (DO NOT READ)

**23. IF Q22=1, 2, OR 3: How likely are you to consider the following strategies to reduce emissions of greenhouse gases? Are you extremely likely, very likely, somewhat likely, not very likely, or not at all likely to...RANDOMIZE AND INSERT ITEM:**

**(N=578)**

%	<b>a. Avoid unnecessary trips in the car</b>	
18	1.	Extremely likely
46	2.	Very likely
22	3.	Somewhat likely
4	4.	Not very likely
3	5.	Not at all likely
1	6.	Not sure (DO NOT READ)
1	7.	Not an option (VOLUNTEERED)
*	8.	REFUSED (DO NOT READ)
4	9.	ALREADY DONE THIS (VOLUNTEERED)

%	<b>b. Buy a more fuel efficient vehicle</b>	
14	1.	Extremely likely
31	2.	Very likely
26	3.	Somewhat likely
9	4.	Not very likely
10	5.	Not at all likely
1	6.	Not sure (DO NOT READ)
2	7.	Not an option (VOLUNTEERED)
0	8.	REFUSED (DO NOT READ)
7	9.	ALREADY DONE THIS (VOLUNTEERED)

%	<b>c. Travel less for vacations</b>	
12	1.	Extremely likely
30	2.	Very likely
28	3.	Somewhat likely
12	4.	Not very likely
14	5.	Not at all likely
1	6.	Not sure (DO NOT READ)
3	7.	Not an option (VOLUNTEERED)
0	8.	REFUSED (DO NOT READ)
2	9.	ALREADY DONE THIS (VOLUNTEERED)

%	<b>d. Carpool or share rides</b>	
10	1.	Extremely likely
30	2.	Very likely
30	3.	Somewhat likely
13	4.	Not very likely
14	5.	Not at all likely
*	6.	Not sure (DO NOT READ)
3	7.	Not an option (VOLUNTEERED)
0	8.	REFUSED (DO NOT READ)
2	9.	ALREADY DONE THIS (VOLUNTEERED)

**Q23 Continued...**

%	<b>e. Take the bus</b>	
9	1.	Extremely likely
20	2.	Very likely
20	3.	Somewhat likely
17	4.	Not very likely
23	5.	Not at all likely
*	6.	Not sure (DO NOT READ)
10	7.	Not an option (VOLUNTEERED)
0	8.	REFUSED (DO NOT READ)
1	9.	ALREADY DONE THIS (VOLUNTEERED)

%	<b>f. Walk or bike instead of using a car</b>	
11	1.	Extremely likely
23	2.	Very likely
25	3.	Somewhat likely
14	4.	Not very likely
19	5.	Not at all likely
*	6.	Not sure (DO NOT READ)
5	7.	Not an option (VOLUNTEERED)
0	8.	REFUSED (DO NOT READ)
3	9.	ALREADY DONE THIS (VOLUNTEERED)

%	<b>g. Move closer to work or services</b>	
3	1.	Extremely likely
9	2.	Very likely
12	3.	Somewhat likely
22	4.	Not very likely
45	5.	Not at all likely
*	6.	Not sure (DO NOT READ)
8	7.	Not an option (VOLUNTEERED)
0	8.	REFUSED (DO NOT READ)
3	9.	ALREADY DONE THIS (VOLUNTEERED)

**24. How strongly do you agree or disagree that the State of Vermont has a role in providing alternatives to driving to reduce emissions of greenhouse gases? Do you...**

%	<b>(N=800)</b>	
34	1.	Strongly agree
33	2.	Somewhat agree
10	3.	Neither agree nor disagree
9	4.	Somewhat disagree
9	5.	Strongly disagree
5	6.	NOT SURE (DO NOT READ)
*	7.	REFUSED (DO NOT READ)



**25. How strongly do you agree or disagree that the State of Vermont should help make sure people can get where they need to go if they can no longer drive due to poor health or disabilities? Do you...**

%	(N=800)	
62	1.	Strongly agree
26	2.	Somewhat agree
3	3.	Neither agree nor disagree
3	4.	Somewhat disagree
4	5.	Strongly disagree
1	6.	NOT SURE (DO NOT READ)
*	7.	REFUSED (DO NOT READ)

**My last few questions are for classification purposes only.**

**D1. RECORD RESPONDENT GENDER**

**[IF NECESSARY SAY: “To ensure it is recorded accurately, could you please state your gender?”]**

%	(N=800)	
48	1.	MALE
52	2.	FEMALE

**D2. What is your age as of your last birthday? [RECORD IN YEARS]**

%	(N=800)	
26	1.	18-34
28	2.	35-49
10	3.	50-64
16	4.	65 Plus
4	5.	Refused

**D3. What is your marital status? Are you currently.....**

%	(N=800)	
61	1.	Married,
3	2.	Not married, but living with your partner
1	3.	Separated
10	4.	Divorced,
6	5.	Widowed,
		Or are you...
19	6.	Currently Single <u>and</u> never been married.
*	7.	DON'T KNOW (DO NOT READ)
1	8.	REFUSED (DO NOT READ)

**D4. What is the highest level of education that you completed? (READ)**

%	(N=800)
6	1. 0 to 12 <sup>th</sup> grade, but with no diploma
22	2. High school graduate or equivalent
9	3. Post high school education, but with no degree
14	4. 2 year college degree
24	5. 4 year college degree
7	6. Post-graduate study, but with no degree
18	7. Graduate or professional degree
0	8. NOT SURE (DO NOT READ)
1	9. REFUSED (DO NOT READ)

**D4. We realize income is a private matter and so rather than ask anything specific about your income, I'd like to ask you to please stop me when I get to the category that includes your household's income before taxes in 2007. Was it... [READ]**

%	(N=800)
5	1. Less than \$10,000
6	2. \$10,000 but less than \$20,000
13	3. \$20,000 but less than \$35,000
14	4. \$35,000 but less than \$50,000
10	5. \$50,000 but less than \$60,000
10	6. \$60,000 but less than \$75,000
23	7. \$75,000 or more
3	8. NOT SURE (DO NOT READ)
16	9. REFUSED (DO NOT READ)

**D5. What is your 5-digit zip code?**

**THANKS AND HAVE A GOOD DAY / NIGHT!**



**AARP**  
**Knowledge Management**  
For more information, please contact Kate Bridges at:  
202.434.6329 or e-mail [kbridges@aarp.org](mailto:kbridges@aarp.org)