Household Survey Results
December 2000

Omnibus Survey
Household Survey Results
General Methodology
August 2000 to March 2001

Introduction and Background

The Bureau of Transportation Statistics (BTS)—the federal statistical agency for the United States Department of Transportation (USDOT) charged with improving the knowledge base for public decision making—coordinates the Omnibus Survey program. The survey is a ONEDOT effort to collect information about the transportation system, how it is used, and how it is viewed by the users. Through Omnibus Household Surveys, BTS gathers data each month on a random basis from 1,000 households to determine the general public's perception of, expectations from, and satisfaction with the nation's transportation system and to prioritize improvements to the transportation system.

Each of the monthly surveys contains a set of core questions based on critical information needs within DOT. In addition, supplemental questions are included each month that correspond to one of DOT's five strategic goals: safety, mobility, economic growth, human and natural environment, and security. Finally, specific questions posed by the various DOT modes are included on each survey.

Notes for the User

Data collected from completed interviews, for each month, is provided in following file formats:

1. Comma-delimited ASCII (CSV file extension)
2. Microsoft Excel 97 (XLS file extension)
3. SAS Transport (ZIP file extension)

The tables of results are presented in two different formats:

1. Hypertext Markup Language (HTML file extension)
2. Adobe Acrobat (PDF file extension)

Survey Methodology

This section describes the overall survey methodology, including the identification of the target population, the selection of the sample, the calculation of the survey weights, and variance estimation procedures.

The Target Population

The target population for Omnibus Household Survey comprises the non-institutionalized population, aged 18* years or older who live in the United States at the time of the interview. This is the population about which inferences are to be made.

*For the months of August, September, and October 2000, the target population included the non-institutionalized population, aged 16 years or older who lived in the United States at the time of the interview.

Sample Selection

From August 2000 to March 2001, the GENESYS sampling system, developed and maintained by the Marketing Systems Group (Fort Washington, PA), was used to draw the samples for the monthly surveys. This system employs list-assisted random digit dialing. List-assisted refers to the use of commercial lists of directory-listed telephone numbers to increase the likelihood of dialing household residences. This method gives unlisted telephone numbers the same chance to be selected as directory-listed numbers.

Banks of 100 consecutive telephone numbers (e.g., 301-475-8100 to 301-475-8199) were constructed and compared to a database containing the count of directory-listed residential telephone numbers in each bank. The banks that contain zero directory-listed telephone numbers were deleted from the sampling frame. This greatly increases the chance of dialing residential households. Obviously, the deleted banks contain some residential telephone numbers. However, recent research has shown that less than 2 percent of the residential telephone numbers nationally are located in 100-banks with zero directory-listed numbers.

Prior to sample selection, GENESYS imposed an implicit stratification on the telephone prefixes using the U.S. Census divisions and metropolitan status. Within each U.S. Census division, counties and their associated prefix areas located in metropolitan statistical areas (MSAs) were ordered by the size of the MSA. Counties and their associated prefix areas within a U.S. Census division that are located outside of MSAs were first sorted by state. Within each state, the counties and their associated prefix areas were ordered by geographic location. This implicit stratification ensured that the sample of telephone numbers was geographically representative.

After the prefixes were stratified by U.S. Census division and metropolitan status, a single-stage equal-probability sample of telephone numbers was drawn. The total number of ten-digit telephone numbers in the universe was 100 times the total number of working banks in the universe. The selection interval was calculated by dividing the total number of ten-digit telephone numbers by the designated sample size. To identify the first sample telephone number, a random number between 0 and 1 was generated and multiplied by the selection interval. The integer part of this product divided by 100 identified the sequential working bank where the first sample number was located. The fractional portion of this product, truncated to two digits, provided the suffix. To identify the second sample number, a new random number was generated and was multiplied by the selection interval. This product was added to the selection interval, and the result was divided by 100. The suffix of the sample number was identified in the same way as the suffix of the first sample number. This process continued until all sample telephone numbers were determined.

Each month GENESYS-ID Plus was used to detect non-working numbers before the sample was released. This system actually dials the telephone number. If the telephone number starts to ring, GENESYS-ID Plus hangs up immediately. If the system detects non-working intercept signals, the telephone number being dialed is excluded from the sample. Non-residential telephone numbers also were excluded from the sample by comparing them to a database of Yellow Pages listings.

Survey Weights

This section discusses the development of the survey weights. The final analysis weight reflects all adjustments for non-response, multiple telephone lines, persons per household, and post-stratification and is the weight that should be used for the analysis of the data. The sampling weight, which represents the inverse of the probability of selection, is the starting point for the calculation of the final analysis weight.

The final analysis weights for each month were developed using the following steps:

- calculation of the sampling weight
- adjustment for non-response
- adjustment for multiple telephone lines

- adjustment for selecting a random, adult household member
- post-stratification adjustment to the target population

The product of all of the above quantities represented the final analysis weight. Extreme values of the final analysis weight were then reduced using standard weight-trimming procedures.

Calculation of the Sampling Weight

The first step in weighting each month's sample is to calculate the sampling weight for each sampled telephone number. The sampling weight W_S for each telephone number was calculated as the inverse of its probability of selection or

$$W_S = \frac{N}{n}$$

where *N* is the total number of telephone numbers in the population and *n* is the total number of telephone numbers in the sample.

Adjustment for Non-Response

The non-response adjustment was based on U.S. Census division and metropolitan status (inside or outside an MSA) classification of the telephone numbers. The adjustment method for non-response was changed after October 2000.

From August 2000 through October 2000, the non-response adjustment factor for all telephone numbers in each U.S. Census division *c* by metropolitan status *s* combination was calculated as follows:

$$ADJ_{NR} = \frac{(R_{CS} + NR_{CS})}{R_{CS}}$$

where R_{CS} is the total number of responding households in U.S. Census region *c* and metropolitan status *s* and NR_{CS} is the total number of non-responding households in Census region *c* and metropolitan status *s*. The non-response adjusted weight W_{NR} is the product of the sampling weight W_S and the non-response adjustment factor ADJ_{NR} within each Census region/metropolitan status combination.

For data collected from November 2000 through March 2001, the non-response adjustment factor for all telephone numbers in each U.S. Census division *c* by metropolitan status *s*combination, was calculated using the Council of American Survey Research Organization (CASRO) definition:

$$ADJ_{NR} = \frac{1}{\text{CASRO response rates}}$$

where the denominator is the CASRO response rate for U.S. Census division *c* and metropolitan status *s*. The non-response adjustment factor for a specific cell (defined by metropolitan status and U.S. Census division) is a function of the response rate, which is given by the ratio of the estimated number of telephone households to the number of completed surveys. The estimated number of telephone households is the sum of the responding households, non-responding households, and the estimate of telephone households among unresolved numbers. The non-response adjusted weight W_{NR} is the product of the sampling weight W_S and the non-response adjustment factor ADJ_{NR} within each U.S. Census division/metropolitan status combinations.

Adjustment for Multiple Telephone Lines

This adjustment will take into account the multiple chances of selection of households with multiple telephone lines used primarily for voice communication. The adjustment for multiple telephone lines is the inverse of the smallest of either 3 or the number of telephone lines:

$$ADJ_{MT} = \frac{1}{Min.(\#\ telephone\ lines, 3)}$$

For respondents that did not provide this information, it was assumed that the household contained only one telephone line. The non-response adjusted weight W_{NR} is then multiplied by the adjustment factor for multiple telephone lines ADJ_{MT} to create a weight that is adjusted for non-response and for multiple probabilities of selection due to multiple telephone lines W_{NRMT}.

Adjustment for Selecting a Random, Adult Household Member

The probability of selecting an individual respondent depends upon the number of eligible respondents in the household. Therefore, it is important to account for the total number of eligible household members when constructing the sampling weights. The adjustment used for selecting a random, adult household member is:

$$ADJ_{RA} = the\ number\ of\ eligible\ household\ members$$

For respondents that did not provide this information, a value for ADJ_{RA} was imputed according to the distribution of the number of people in a household (from responding households) within the age, gender, and education cross-classification cell matching that of the respondent for which the value is being imputed. The weight that is adjusted for non-response and for multiple probabilities of selection due to multiple telephone lines W_{NRMT} is then multiplied by ADJ_{RA}, resulting in W_{NRMTRA}, a weight that is adjusted for non-response, for multiple probabilities of selection, and for selecting a random, adult household member.

Post-Stratification Adjustment to Target Population

The final adjustment to the survey weights is a post-stratification adjustment that would allow the weights to sum to the target population, i.e., U.S. non-institutionalized persons 18 years (16 years or older for surveys conducted prior to November 2000) of age or older by age, gender, and education. The method of adjustment that was used is called Iterative Proportional Fitting (IPF) or Raking[a] . The outcome of that procedure is a multiplier*M* that scales W_{NRMTRA} within each age/gender/education cell so that weighted marginal sums for age, gender, and education agree with the corresponding Census Bureau distributions for these characteristics. Respondents who did not supply the demographic information necessary to categorize their age, gender, and/or education were excluded from the Raking procedure and were assigned a value of 1 for *M*. The multiplier *M* was then applied to W_{NRMTRA} to create $W_{NRMTRAPS}$. Finally, a deflation factor was applied to the value of $W_{NRMTRAPS}$ for the respondents who were included in the calculation. This deflation factor denotes the proportion of the target population represented by respondents with non-missing demographic information, and adjusts for the portion of the sample that was not included in the calculation of the post-stratification adjustment due to missing demographic information. The scaled value of $W_{NRMRATPS}$ is the final analysis weight W_{final}.

[a]SAS Institute, Inc. (1990), SAS/IML *Software Usage and Reference, Version 6* , First Edition, pp. 355-358, Cary, North Carolina: SAS Institute, Inc.

Trimming Final Analysis Weights

Extreme values of W_{final} were trimmed to avoid over inflation of the sampling variance. In short, the trimming procedure limits the relative contribution of the variance associated with the k^{th} unit to the overall variance of the weighted estimate by comparing the square of each weight to a threshold value determined as a multiple of the sum of the squared weights. Letting $W_1, W_2, \ldots\ldots, W_n$ denote the final analysis weights for the *n* completed interviews, the threshold value was calculated using the following formula:

$$\left(10 * \sum_{j=1}^{n} w_j^{\,2} \Big/ n\right)^{\frac{1}{2}}$$

Each household having a final analysis weight that exceeded the determined threshold value was assigned a trimmed weight equal to the threshold. Next, the age/gender/education cell used in the post-stratification was identified for each household with a trimmed weight. To maintain the overall weighted sum within the cell, the trimmed portions of the original weights were re-assigned to the cases whose weights were unchanged in the trimming process. For cases having trimmed weights but missing age, gender, and/or education information, the trimmed portions of the original weights were assigned to all remaining cases whose weights were unchanged in the trimming process.

The entire procedure was then repeated on the new set of weights: a new threshold value was re-calculated and the new extreme values were re-adjusted. The process was repeated until no new extreme values were found.

Variance Estimation for the Omnibus Household Survey

Introduction. The data collected in the Omnibus Household Survey are obtained through a complex sample design involving stratifications, and the final weights are subject to several adjustments. Any variance estimation methodology must involve some simplifying assumptions about the design and weighting. Some simplified conceptual design structures that allow users of these data to compute reasonably accurate standard errors are provided in this section.

At BTS, the software package SUDAAN (Research Triangle Institute, Research Triangle Park, NC) has been used to produce standard errors. An example of SUDAAN computer code is provided, but without guarantees of any kind. The computer code and methods used are subject to change without notification to the user. The entire risk as to the results and performance is assumed by the user. BTS recommends that any analysis of Omnibus Household Survey data be done under the supervision of a statistician who understands the implications of complex sample design surveys.

Sample Design. The Omnibus Household Survey uses random digit dialing (RDD). Sample telephone numbers were obtained from the GENESYS sampling systems. The standard GENESYS RDD sample methodology produces a strict single-stage equal probability sample of residential telephone numbers. In other words, a GENESYS RDD sample ensures an equal and known probability of selection for every residential telephone number in the sample frame.

Randomly generated telephone numbers were produced within the Master Exchange Database (MED) which consists of more than 48,000 residential area code/exchange combinations.

- The MED is structured using twenty independent strata: ten divisions of the United States split by metro and non-metro county definitions. The ten divisions are approximately equivalent to the U.S. Census definition of nine divisions. The tenth division in the GENESYS sampling design is made up of Alaska and Hawaii (which are in U.S. Census division nine).
- Within each of the ten division/metro strata, counties are ordered from those serving the largest MSA/Primary Metropolitan Statistical Area (PMSA) to those serving the smallest.

- Within each rank-ordered MSA/PMSA, exchanges are ordered by those serving the county(s) containing the central city(s), followed by those serving each of the remaining non-central city county(s).
- Within each county, exchanges and their associated working banks are ordered numerically, lowest to highest.
- For the ten division/non-metro strata, counties are ordered in a geographic serpentine pattern within each state.
- Within each county, exchanges are again ordered numerically.

The rationale for sorting the MED in such a fashion is to ensure strict geographic representation and to increase the homogeneity within the implicit strata created by the GENESYS sampling procedures.

Given this sample design, a one-stage sample should be specified and final sampling weights (adjusted by post stratification) used. The user should note that one simplifying procedure is used by BTS for variance estimation in SUDAAN. Whereas the GENESYS sample uses ten divisions as a sort criterion, BTS has used the U.S. Census definition of nine divisions. The rationale for this is that few respondents are interviewed in Alaska and Hawaii. Thus, these states are collapsed back into nine divisions.

Design Information for Variance Estimation. Three variables, DIVISION, METRO, and FINALWGT, are needed for variance estimation in SUDAAN. The variable DIVISION is not included in the data files of August 2000 through January 2001. For these months, the DIVISION variable has to be constructed from the variable FIPSCODE using the U.S. Census classification of states within divisions. To construct the variable DIVISION:

1. Use only the first 2 digits in the variable FIPSCODE (a 5-digit number where, from left to right, the first two digits are the state identifier and the last three digits represents a county).
2. Use the information in Table 1 to recode the 2 digits from FIPSCODE into the variable DIVISION.

Table 1. State Codes Within Each of the Nine Divisions

State Code from Variable FIPSCODE	DIVISION Code
09, 23, 25, 33, 44, and 50	1
34, 36, and 42	2
18, 17, 26, 39, and 55	3
19, 20, 27, 29, 31, 38, and 46	4
10, 11, 12, 13, 24, 37, 45, 51, and 54	5
01, 21, 28, and 47	6
05, 22, 40, and 48	7
04, 08, 16, 35, 30, 49, 32, and 56	8
02, 06, 15, 41, and 53	9

Variance Estimation Method. This method uses the DIVISION and METRO variables to create 18 strata, a single-stage selection with replacement procedure, and the final weight. This method provides somewhat conservative standard errors estimates. Assuming a simplified sample design structure, the following SUDAAN statements may be used (Note that the data file must first be sorted by DIVISION and METRO variables before using it in SUDAAN).

```
PROC ... DESIGN = STRWR;
NEST DIVISION METRO ;
```

WEIGHT FINALWGT ;

A typically used rule-of-thumb for degrees of freedom associated with a standard error is the quantity (number of unweighted records - number of strata) in the dataset. The rule-of-thumb degrees of freedom for the method above would fluctuate from month to month depending on the number of records in each monthly dataset. Most monthly dataset would yield degrees of freedom of around 1000. For practical purposes, any number of degrees of freedom exceeding 120 can be treated as infinite, i.e., one uses a normal *Z*-statistic instead of a *t*-statistic for testing.

Note that a one-tailed critical *t* at 120 degrees of freedom is 1.98 while at infinite degrees of freedom (a 0.025 *z*-value) is 1.96. If a variable of interest covers most of the sample strata, this limiting value would probably be adequate for analysis. Users should consult mathematical statisticians for discussion of degrees of freedom.

Subsetted Data Analysis. Frequently, analytical studies are restricted to select sub-domains, e.g., persons aged 65 and older. To save on storage, some users delete all records outside the domain of interest. This procedure of keeping only select records is called subsetting the data. With a subsetted data set, variance estimates sometimes cannot be computed. When data are collected using a complex survey design, and the data are then subsetted, it is likely that sample design structures could be compromised where complete design information is not available, for example, in all strata. Subsetting data may delete important design information needed for variance estimation.

If records are deleted in the Omnibus Household Survey where only one respondent is left in a particular stratum, variance estimates cannot be computed. When using subsetted data in SUDAAN, the MISSUNIT option can be added to the NEST statement to correct for possible missing design information. For example:

NEST DIVISION METRO / MISSUNIT ;

SUDAAN's MISSUNIT option performs a fix-up that produces variance estimates identical to that achieved when using a full data set.

Response Rates

The procedures for response rate calculation for the monthly surveys are based on the guidelines established by CASRO in defining a response rate. The final response rate for the survey was obtained using the following formula:

$$\text{Response Rate} = \frac{\text{Completed HH Interviews}}{\left(\text{HHs In Scope} + \left[\text{Scope Undetermined} * \frac{\text{HHs In Scope}}{\text{HHs In \& Out of Scope}}\right]\right)}$$

The distribution of household telephone numbers by disposition categories is shown in the methods section specific to each month. The number of household cases in each category was used in the above formula to calculate an overall response rate for each month.

Treatment of Missing Values

The Omnibus Household Survey, by design, contains questions that are not asked of certain respondents based on their response(s) to other questions. In addition, there will always be some respondents who do not know the answer to or choose not to answer some items in the survey. Each of these responses can have a different meaning to the data user. While each of these response categories is important in characterizing the results of the survey, they are often removed from certain analyses, particularly those

involving percentages. Therefore, the categories were given standard codes for easy identification. Table 2 below presents the response categories and how they are represented in each data file.

Data have not been imputed to account for missing values in specific questions, except during the weighting process. Those values were imputed only for the purpose of weighting the data and were not included in the final data files.

Table 2. Summary of Codes for Missing Value Response Categories by Type of Data File

Response Category	Data Set Value		
	SAS Transport[1]	Microsoft Excel	ASCI
Appropriate Skip	.S	-7	-7
Refused	.R	-8	-8
Don't Know	.D	-9	-9

[1]All codes represent special cases of SAS missing values and are treated as such in SAS procedures.

Summary of Survey Procedures

Scheduling Calls and Tracking Cases

All survey data were collected using computer-assisted telephone interviewing (CATI) program. Also, CATI was used to schedule calls and track cases. It was programmed to release telephone numbers for calling based on standard and project-specific scheduling algorithms. Calls were scheduled based on optimal calling patterns and dispersed over different times of the day. Calls also were prioritized based upon their case status. For example, a telephone number for a household where a respondent had already agreed to participate was given a higher priority in the scheduler than a number where no contact had been made.

Follow-up efforts were limited to 15 attempts to determine whether a telephone number was residential, an additional ten attempts to identify an eligible respondent, and a final ten attempts to secure a completed interview or refusal. Therefore, the maximum number of call attempts to any household was 35. Once contact was made with a household, follow-up attempts followed a loose callback schedule established at the initial contact. That is, good times and days to callback were requested at the initial contact, but follow-up calls also were attempted before these appointment times, unless otherwise told not to do so by the household. This allowed for making the maximum number of attempts within the study period.

Household Screening

Once contact was made with individuals at a dialed telephone number, interviewers screened for eligibility by verifying that the number belonged to a residence (not a business or institution). An adult household member was then asked to identify the individual 18 years or older (16 years or older for surveys conducted prior to November 2000) in the household who would have the next birthday. The method preserved the randomness of the selection without requiring the time and effort to acquire a household roster and helps to avoid a potential break-off. If the respondent was available, the interviewer immediately attempted to complete the interview. If the selected respondent was not available, the interviewer asked for a good time to call back. In order to preserve respondent anonymity in the latter case, the interviewer asked for and recorded only the potential respondent's first name or initial.

Interviewing

No incentives were offered to respondents for completing the interview, and the survey was conducted only in English. If the selected household member refused the interview, the interviewer recorded the reason for refusal. The average length of the completed interview was approximately 15 minutes. Additionally, about 3-5 minutes were needed to recruit/screen potential respondents.

Once contact was made with the eligible respondent, the interviewer briefly explained the purpose of the survey and asked for the respondent's cooperation. The respondent was assured that the survey responses were being provided anonymously; that the respondent would not be asked for his/her full name, address, or other identifying information. Verbal consent to participate in the survey was asked of all respondents.

The interviews were completed in one telephone call. If a respondent started, but refused to complete an interview in one phone call, the session was broken off and the interview was coded as a refusal. No attempts were made to weight these data.

Quality Control Procedures and Reporting

Interviewer performance was evaluated on the basis of production reports and regular on-line monitoring. Interviewer conduct during interviews was evaluated primarily by supervisory monitoring of actual calls, supplemented by review of interviewer notes maintained in the CATI system (all calls and notes recorded about those calls are maintained by the CATI system).

Summary of Data Cleaning

The CATI code was written to strictly enforce questionnaire logic. An interview could not be certified as "clean" until all appropriate questions had either been answered or assigned an acceptable non-response value, and until the data record for each interview was consistent with the instrument program logic.

A program was written to reformat the cleaned responses from the instrument into files that could be used for analytical purposes. Additional edits were performed in SAS. The additional edits included checks on the number of missing values, assignment of additional non-response values, and some constructed variables. Weights were also applied to the data files.

Omnibus Survey
Household Survey Results
Specific Methodology
December 2000

Introduction

Data collection for December 2000 Omnibus Household Survey began on December 6, 2000, and continued until December 12, 2000. Calls were placed between 9:00 a.m. and 9:00 p.m. local time in all regions of the country. Approximately 93 interviewers were trained for the study. Data were collected from households in the U.S. using a random-digit-dialed telephone survey method. The final data set includes 1,171 completed cases and a total of 170 variables. Battelle collected the data under contract with the Bureau of Transportation Statistics.

For this survey, 13,205 telephone numbers were purchased from Marketing Systems Group's (Ft. Washington, PA) GENESYS Sampling System. Of these, 8,000 were identified as working, residential telephone numbers and were divided into 16 replicates of approximately 500 households. Four of the sample replicates were not needed, resulting in 6,011 numbers being released for use by the telephone interviewers. For this survey, the total number of telephone numbers in the sampling frame was 246,870,500.

Response Rates

The procedure for response rate calculation is based on the guidelines established by the Council of American Survey Research Organizations (CASRO). The final response rate for the survey was obtained using the following formula:

$$Response\ Rate = \frac{Completed\ HH\ Interviews}{\left\{HHs\ In\ Scope + \left[Scope\ Undetermined * \frac{HHs\ In\ Scope}{HHs\ In\ \&\ Out\ of\ Scope}\right]\right\}}$$

Distribution of household telephone numbers by disposition categories is presented in Table 1 below. The number of household cases in each category was then used in the above formula to calculate an overall response rate of approximately 26 percent.

Table 1. Distribution of Household Cases by Disposition Code

Household Level	Results
Number of Telephone Numbers Released	6,011
Number of Out of Scope Numbers (ineligible)	1,295
Number of No Contact (Scope Undetermined)	1,095
Number of Households In scope	3,621
Number of Completes	1,171
Number of Partial Completes	44
Number of Language Problem	183

Number of Refusal	1,514
Number of Parental Refusal	0
Number of Respondent Identified, Case Not Finalized	324
Number of Unavailable During Study Period	145
Household Response Rate	26.4%

Follow-up efforts were limited to 15 call attempts to determine whether a telephone number was residential, an additional five attempts to identify an eligible respondent, and a final five attempts to secure a completed interview or refusal. Therefore, the maximum number of call attempts to any household was 25. Once contact was made with a household, follow-up attempts followed a loose callback schedule established at the initial contact. That is, good times and days to call back were requested at the initial contact, but follow-up calls also were attempted before these appointment times, unless otherwise told not to do so by the household. This allowed for the maximum number of attempts within the study period.

The December survey included refusal conversion interviews during December 10-12, 2000, to increase response rates. Ten highly experienced refusal conversion specialists attempted to complete the interview with 1,008 households that had previously refused to participate. From those attempts, 80 households completed the survey.

Pretest

Prior to the start of actual data collection, a pretest was conducted to test the usability of the survey instrument. Particular focus was placed on testing questions that were new to the December survey. Qualified data collection and data preparation staff performed this pretest by first reviewing the questionnaire and then using it in simulated data collection situations. They looked for vague or confusing instructions, inconsistent questions or answer categories, incomplete or redundant sections, and poor pace, tone, flow, and format of questions. They also tested the interview length and determined that the survey questionnaire could be administered in approximately 15 minutes.

Pre-Contact Letter

No pre-contact letter was mailed for the December survey.

Omnibus Survey
Household Survey Results
Summary Report
December 2000

Introduction

The Bureau of Transportation Statistics - the federal statistical agency for the Department of Transportation charged with improving the knowledge base for public decision making - coordinates the Omnibus Survey program. The survey is a ONEDOT effort to collect information about the transportation system, how it is used, and how it is viewed by the users.

BTS gathers data each month on a random basis from 1,000 households to determine the general public's satisfaction with the nation's transportation system and to prioritize improvements to the transportation system. This survey is intended to measure Americans' satisfaction with the transportation system and the Department of Transportation. It is not intended nor designed to measure characteristics of the transportation system. The data concerning characteristics of transportation are collected to enhance understanding of the customer satisfaction measures and the concerns respondents express regarding the transportation system.

Estimates such as the number of Americans traveling by air, the availability of public transportation, use of car pools, and the like may not match data from other sources because of sampling variability and methodological limitations of the survey. For example, the survey covers only people in households with a telephone, so characteristics related to the lack of a telephone will be estimated with imperfect accuracy. For example, estimates of households having no licensed motor vehicles are likely understated because the sample does not include households without telephones. Analyses and conclusions are based on the 95-percent level of confidence. Where appropriate, the margin of error for each value is presented in parenthesis.

Another source of possible disagreement with other estimates occurs because the Omnibus survey does not use official definitions of transportation concepts in the interview. Due to time constraints, the survey often provides no definitions, but allows the respondent to interpret terminology in the question. Estimates based on respondent reports from the Omnibus Survey could differ from estimates obtained through different methods. For example, when the Omnibus asks respondents about the availability of public transportation, it does not specify, "within a quarter mile." Nor does it define "public transportation." Without precise definitions, respondents may consider charter buses, for example, to be "public transportation."

The findings provided by the Omnibus Survey program will provide a valuable framework for the Secretary and senior officials in DOT operating administrations to make measurable improvements in our transportation system, the security of our nation, and the quality of American life.

For More Information

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Major Findings

This report on the December Household Survey of the Omnibus Survey Program summarizes the major findings of the survey. More detailed results and the data are available on the BTS Omnibus website at *www.bts.gov/omnibus*. Each month the survey contains a set of core questions about transportation system use and levels of satisfaction with DOT, thus allowing for the identification of monthly trends. Each month the survey also contains questions posed by the various operating administrations within the Department. Finally, each month the survey asks questions relating to one of DOT's strategic goals. This month the Household Survey asked questions about transportation safety.

Transportation System User Trends

- During the past 30 days, driving alone in a private vehicle was the most used, and commercial boats, ships, or ferries were the least used, modes of transportation. The percentage of all Americans who indicated the use of each mode of transportation is summarized in the table below:

Mode of Transportation	Percent of Americans Using	Margin of Error (percent)
Driving alone in a private vehicle	90	4.1
Traveling with others in a private vehicle	66	5.1
Public Transportation: local public bus, subway, or commuter rail	14	6.2
Commercial airplane	13	3.2
Taxi, limousine, or shuttle service	12	4.0
Organized car pool or van pool	9	2.2
Intercity train	4	2.3
Intercity bus	3	0.8
Recreational boat	3	1.0
Private or charter airplane	2	0.3
Commercial boat ship or ferry	1	0.3

Transportation Accidents

- Almost 3.5 percent (± 1.3 percent) of Americans were involved in one or more transportation-related accident/s during the past 3 months.

Transportation Safety Risks

- Only two means of travel are viewed as unsafe by a majority of all Americans: traveling on a bicycle in or near traffic, or traveling as a pedestrian in or near traffic. Two-thirds of the public (66.5

percent, ±4.1) view traveling on a bicycle under such circumstances as somewhat or very unsafe, while 50.9 percent (±4.2) view traveling as a pedestrian in or near traffic as somewhat or very unsafe.

- A majority of Americans consider the following modes of transportation to be somewhat to very safe: commercial boats, ships, or ferries (60.2 percent, ±3.4); local buses or paratransit vehicles (57.5 percent, ±3.5); commercial planes (56.6 percent, ±4.2); intercity or charter busses (56.5 percent, ±3.5). More Americans (56.6 percent, ±4.2) consider flying on a commercial airplane to be a safer means of transportation than driving or riding on the nation's highways (38.6 percent, ±3.2). Regarding commercial airplanes, 19.6 percent (±3.2) consider it an unsafe mode of transportation and 23.8 percent (±3.7) think that it is neither safe nor unsafe (neutral). With respect to driving or riding on the highway, 19.2 percent (±3.6) perceive it to be unsafe and 42.2 percent (±3.8) think that it is neither safe nor unsafe (neutral).
- About half of the public (51.4 percent, ±4.3) agree that most truck drivers on the highway drive safely, however, 55.3 percent (±2.5) feel concerned about their safety when they travel in a car near large trucks. Nearly three out of every five drivers (61.3 percent, ±4.8) make a special effort to avoid driving near large trucks. Results of the survey suggests that 94.6 percent (±1.0) of the public knows it takes a large truck longer to come to a complete stop than the average car.
- Only 34.9 percent (±0.9) of the public is dissatisfied with the Federal Government's efforts to establish effective safety standards for large trucks.

Drinking and Driving

- Since the beginning of November, 83.1 percent (±2.6) of the public has seen or heard public service messages warning of the dangers of drinking and driving and 60.5 percent (±2.4) has seen or heard of special efforts by local police to reduce the incidence of drinking and driving.
- Almost two third of Americans, 69.5 percent (±1.4), believe that reducing the blood-alcohol standard will be somewhat to very beneficial in reducing alcohol-related traffic accidents.

Seat Belt Use

- Four out of every five Americans (81.6 percent, ±2.5) have seen or heard messages on TV, radio, billboards, etc., within the past 30 days, encouraging people to wear their seat belts.
- The proportion of Americans who have seen or heard , within the past 30 days, of special efforts by police to ticket drivers in their community for seat belt violations has increased from 29.0 percent (±5.1) in the November survey to 36.6 percent (±5.7) in December. The proportion who have seen or heard , within the past 30 days, of special efforts by police to ticket drivers in their community for failing to restrain children in seat belts or car seats has increased from 32 percent (±4.6) in November to 41 percent (±5.2) in December.
- The proportion of public who either agree or strongly agree that it is important for police to enforce the seat belt laws remained largely unchanged from November (90.0 percent ±1.9) to December (87.1 percent, ±3.3). The proportion who agree or strongly agree that police in their community are writing more seat belt tickets now than they were a few months ago, however, declined from 89.9 percent (±1.9) in November to 58.6 percent (±5.1) in December. It may be hypothesized that this large drop is due to the season and fewer daylight hours.
- The proportion of those who have driven alone in the past 30 days and think it is somewhat or very likely they would receive a ticket for not wearing a seat belt if they were to drive over the next six months and never use their seat belt was54.8 percent (±3.1), At the 95 percent confidence level, this proportion was not significantly deferent than 58.7 percent (±3.0) reported in November.

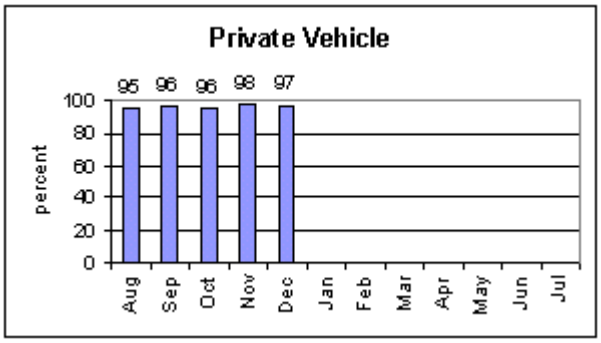
Railroad Crossing Safety

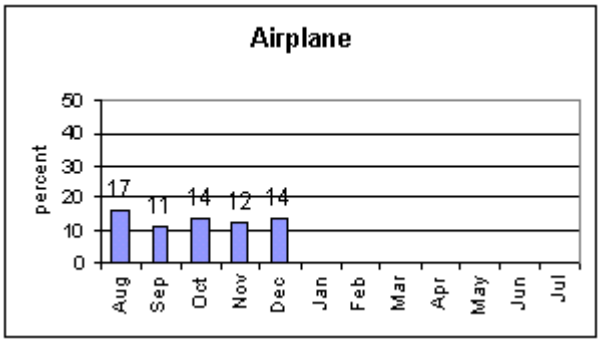
- With regard to crossing a railroad crossing with no gates or lights, approximately two-thirds of the public, (68.6 percent, ±4.8), believe that a motorist should stop and look for a train, and then proceed if it is safe to do so. Twenty eight percent (±5.1) believe that when approaching such a

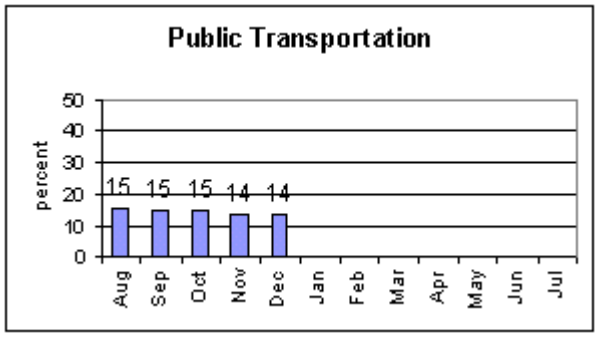
railroad crossing they should look to see if a train is approaching, and be prepared to stop.

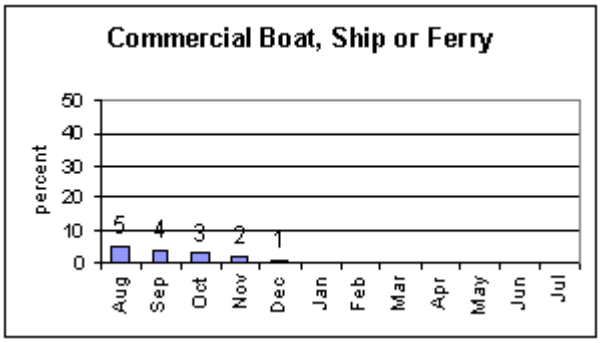
Transportation User Trends

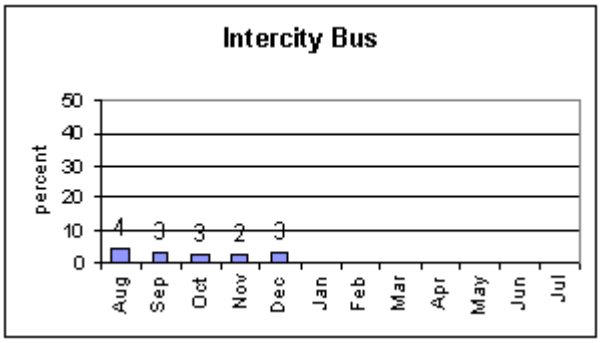
The following tables show the percent of adult population who used the transportation system in the last 30 days

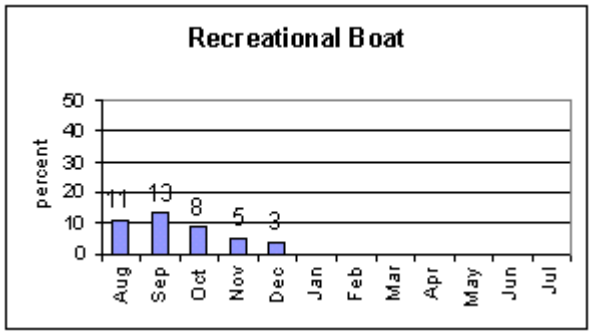


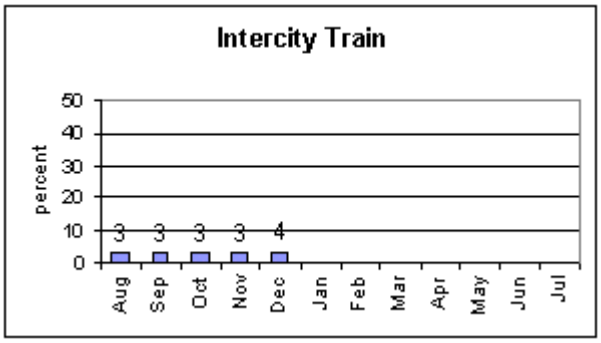


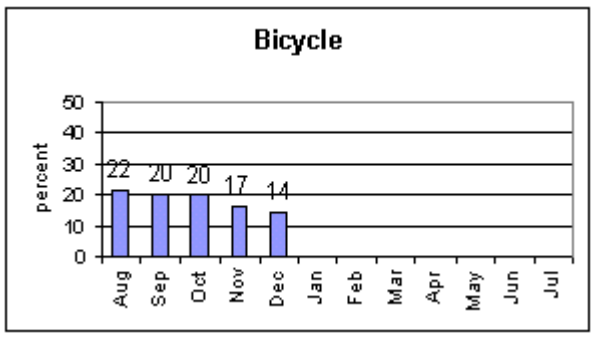


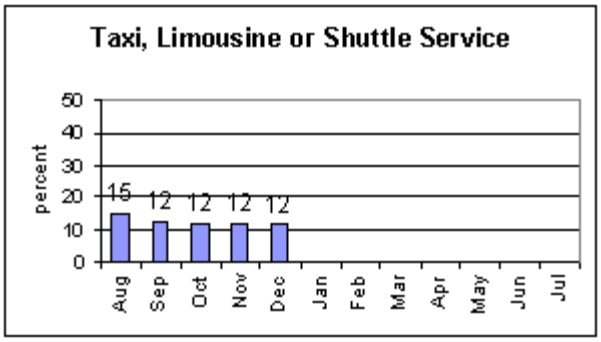






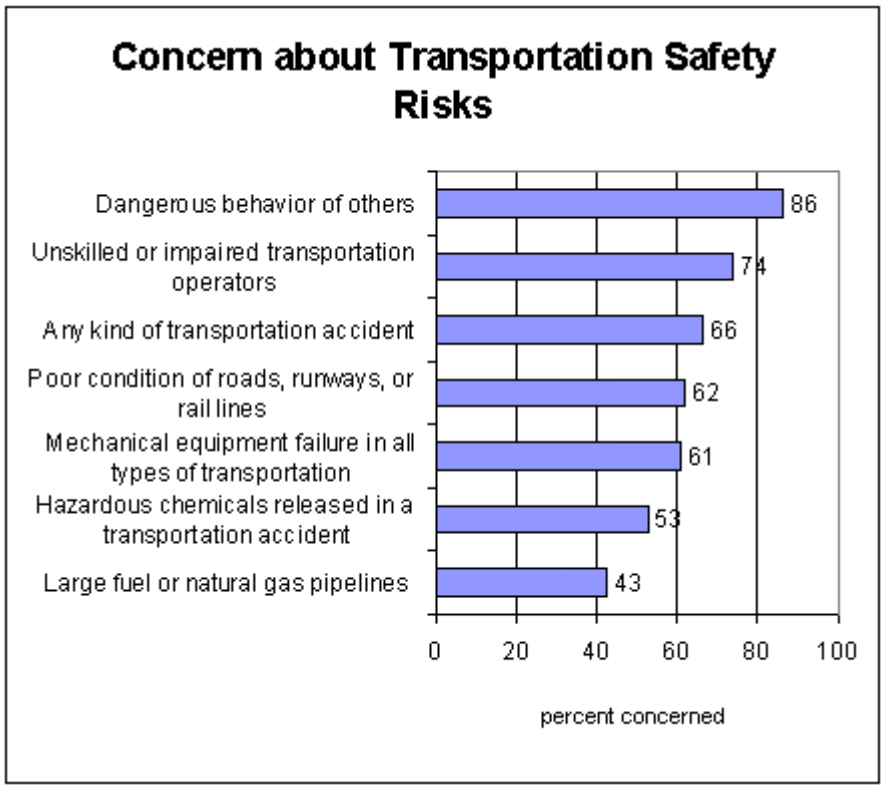


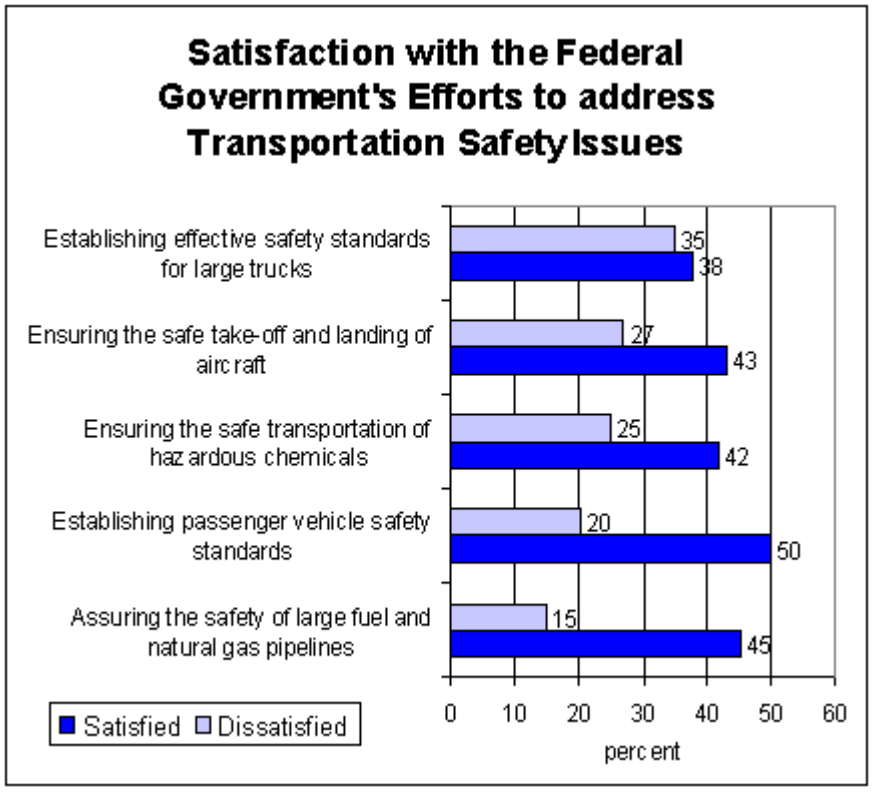


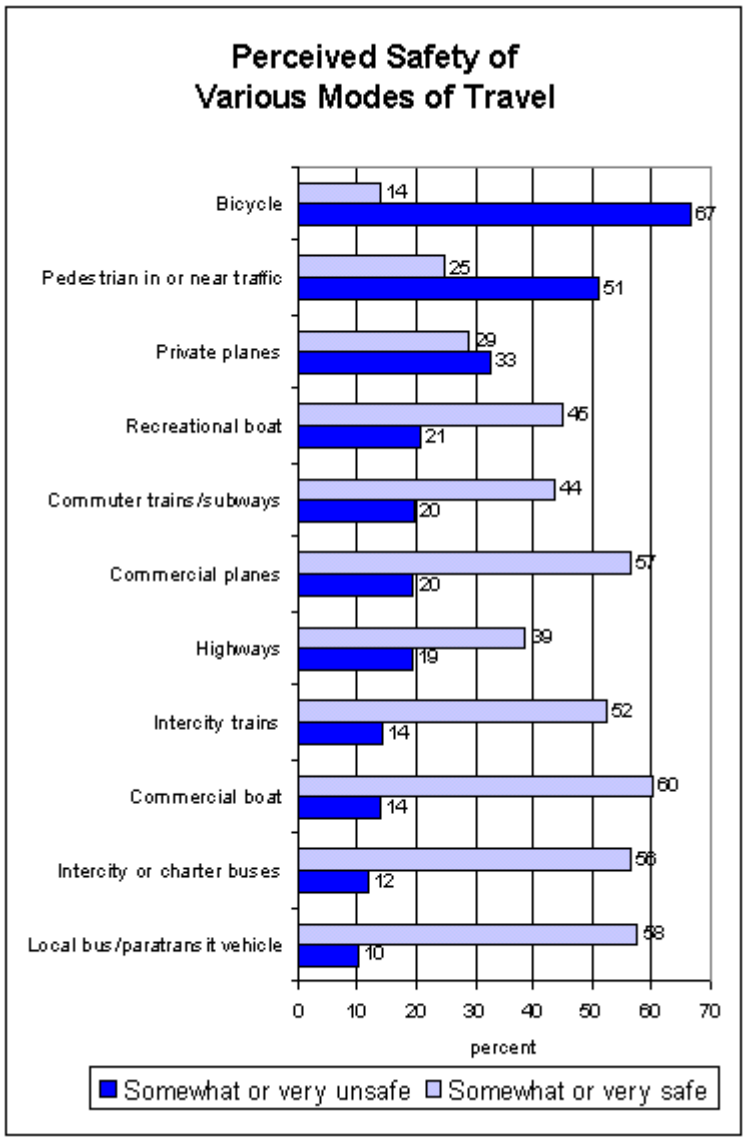


Frequency of Transportation Use in Last 30 Days - December

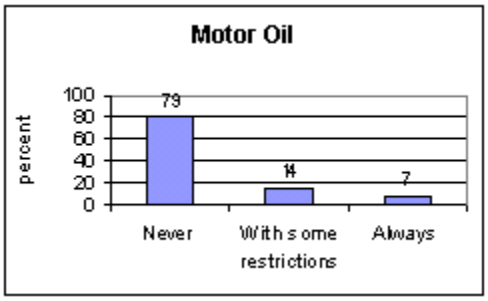
Mode of transportation	Total number (millions)	Percent who used mode in last 30 days by number of times used			
		1 or 2 times	3 to 5 times	6 to 10 times	More than 10 times
Drive alone in private vehicle	179.6	2.2%	4.9%	7.4%	85.5%
Drive or ride with others	131.3	16.1%	23.2%	19.8%	40.9%
Bicycle	29.0	38.9%	28.5%	9.6%	23.1%
Local bus, subway rail	28.1	38.0%	20.3%	7.4%	34.2%
Commercial airliner	26.6	75.2%	18.1%	5.6%	1.1%
Taxi, limo or shuttle	23.1	52.3%	27.4%	14.5%	5.8%
Car pool or van pool	17.2	24.4%	16.0%	9.8%	49.8%
Intercity train	7.2	68.2%	11.7%	0.9%	19.3%
Intercity bus	6.8	81.0%	13.1%	1.1%	4.8%
Recreational boat	6.7	82.3%	7.0%	7.6%	3.1%
Private or charter airplane	3.1	76.8%	21.1%	-	2.1%
Commercial boat	2.4	79.3%	8.3%	6.7%	5.6%

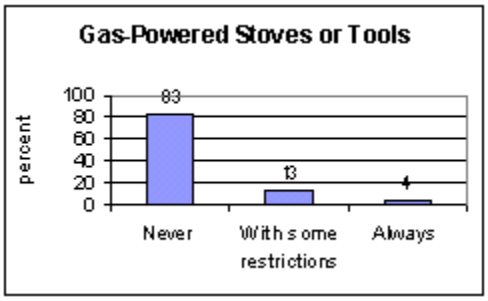

Concern about Transportation Safety Risks
Dangerous behavior of others
86
Unskilled or impaired transportation operators
74
Any kind of transportation accident
66
Poor condition of roads, runways, or rail lines
62
Mechanical equipment failure in all types of transportation
61
Hazardous chemicals released in a transportation accident
53
Large fuel or natural gas pipelines
43
0
20
40
60
80
100
percent concerned

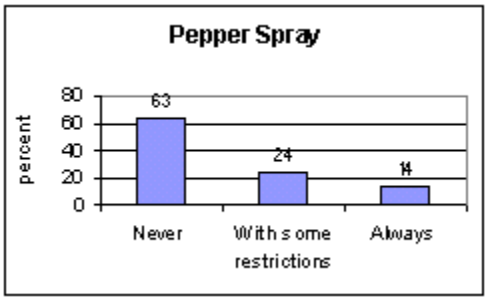

Satisfaction with the Federal Government's Efforts to address Transportation Safety Issues
Establishing effective safety standards for large trucks
35
38
Ensuring the safe take-off and landing of aircraft
27
43
Ensuring the safe transportation of hazardous chemicals
25
42
Establishing passenger vehicle safety standards
20
50
Assuring the safety of large fuel and natural gas pipelines
15
45
Satisfied
Dissatisfied
0
10
20
30
40
50
60
percent

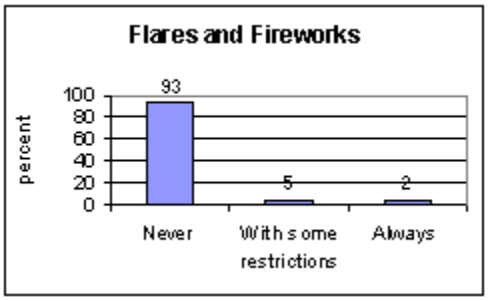


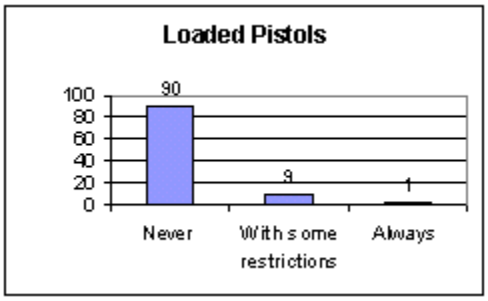
Public Knowledge of Commercial Airline Restrictions on Hazardous Materials

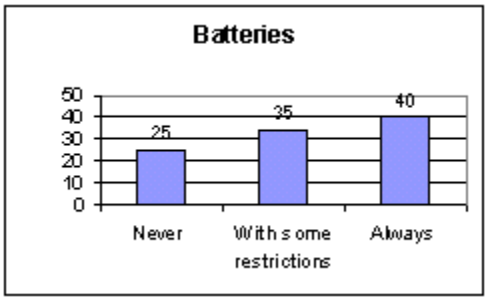


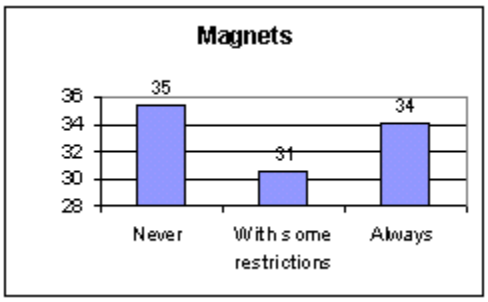


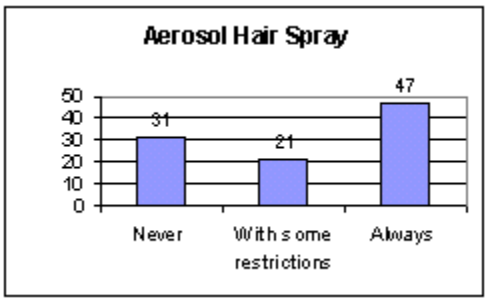

Pepper Spray
percent
80
60
40
20
0
63
24
14
Never
With some restrictions
Always

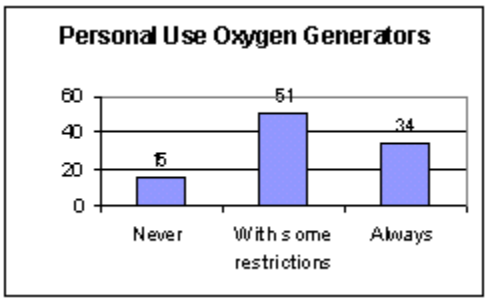

Flares and Fireworks
percent
100
80
60
40
20
0
93
5
2
Never
With some restrictions
Always

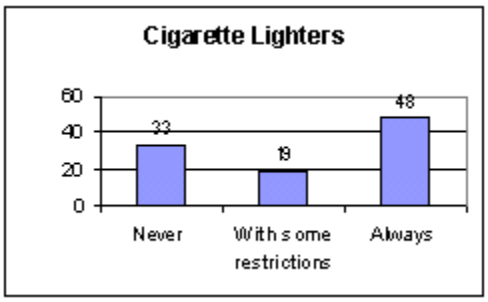

Loaded Pistols
100
80
60
40
20
0
90
9
1
Never
With some restrictions
Always


Batteries
50
40
30
20
10
0
25
35
40
Never
With some restrictions
Always


Magnets
36
34
32
30
28
35
31
34
Never
With some restrictions
Always


Aerosol Hair Spray
50
40
30
20
10
0
31
21
47
Never
With some restrictions
Always


Personal Use Oxygen Generators
60
40
20
0
15
51
34
Never
With some restrictions
Always


Cigarette Lighters
60
40
20
0
33
19
48
Never
With some restrictions
Always

Omnibus Survey
Household Survey Results
Marginal Frequency Distributions
December 2000

Questionnaire Item	Count	Percentage (Standard Error)
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
a. Public Transportation, for example local public bus, subway, or commuter rail		
Yes	28,133,379	14 (3.09)
No	172,380,334	86 (3.09)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
A1a. On how many days did you use this type of transportation?		
a. Public Transportation, for example local public bus, subway, or commuter rail		
1-2	10,701,781	38 (3.47)
3-5	5,723,431	20 (5.27)
6-10	2,082,450	7 (1.54)
More than 10 Days	9,625,717	34 (5.69)
Subtotal Valid Responses	28,133,379	100
Appropriate Skip	172,380,334	
Total	200,513,713	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
b. Driving alone in a private vehicle, such as a car, sport utility vehicle, pickup truck, van, or motorcycle		
Yes	179,597,270	90 (2.03)
No	20,916,443	10 (2.03)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
A1a. On how many days did you use this type of transportation?		
b. Driving alone in a private vehicle, such as a car, sport utility vehicle, pickup truck, van, or motorcycle		
1-2	3,904,587	2 (0.41)
3-5	8,709,315	5 (0.67)
6-10	13,370,892	7 (1.03)
More than 10 Days	153,612,475	86 (1.42)
Subtotal Valid Responses	179,597,270	100
Appropriate Skip	20,916,443	

Total	200,513,713	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
c. Traveling in an organized carpool or vanpool		
Yes	17,211,043	9 (1.11)
No	183,302,670	91 (1.11)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
A1a. On how many days did you use this type of transportation?		
c. Traveling in an organized carpool or vanpool		
1-2	4,204,174	24 (2.19)
3-5	2,760,157	16 (1.87)
6-10	1,684,817	10 (2.21)
More than 10 Days	8,561,894	50 (3.59)
Subtotal Valid Responses	17,211,043	100
Appropriate Skip	183,302,670	
Total	200,513,713	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
d. Traveling with others in a private vehicle		
Yes	131,324,392	66 (2.53)
No	68,810,596	34 (2.53)
Subtotal Valid Responses	200,134,989	100
Refused	378,724	
Total	200,513,713	
A1a. On how many days did you use this type of transportation?		
d. Traveling with others in a private vehicle		
1-2	20,951,607	16 (0.76)
3-5	30,188,766	23 (2.51)
6-10	25,823,501	20 (2.34)
More than 10 Days	53,288,498	41 (1.75)
Subtotal Valid Responses	130,252,371	100
Don't Know	1,072,021	
Appropriate Skip	69,189,321	
Total	200,513,713	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		

e. City to city bus, such as Greyhound or Charter		
Yes	6,783,079	3 (0.41)
No	193,730,634	97 (0.41)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	

A1a. On how many days did you use this type of transportation?		
e. City to city bus, such as Greyhound or Charter		
1-2	5,497,173	81 (2.54)
3-5	884,886	13 (4.32)
6-10	76,998	1 (0.99)
More than 10 Days	324,022	5 (3.12)
Subtotal Valid Responses	6,783,079	100
Appropriate Skip	193,730,634	
Total	200,513,713	

A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
f. City to city train, such as AMTRAK		
Yes	7,203,161	4 (1.15)
No	193,310,552	96 (1.15)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	

A1a. On how many days did you use this type of transportation?		
f. City to city train, such as AMTRAK		
1-2	4,909,268	68 (4.44)
3-5	840,534	12 (2.73)
6-10	64,236	1 (0.90)
More than 10 Days	1,389,124	19 (4.06)
Subtotal Valid Responses	7,203,161	100
Appropriate Skip	193,310,552	
Total	200,513,713	

A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
g. Taxi, limousine, or shuttle service		
Yes	23,148,951	12 (1.96)
No	177,364,762	88 (1.96)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	

A1a. On how many days did you use this type of transportation?		
g. Taxi, limousine, or shuttle service		
1-2	12,111,314	52 (3.80)
3-5	6,345,250	27 (1.94)
6-10	3,344,548	14 (2.57)
More than 10 Days	1,347,839	6 (2.83)
Subtotal Valid Responses	23,148,951	100
Appropriate Skip	177,364,762	
Total	200,513,713	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
h. Commercial airplane		
Yes	26,580,096	13 (1.51)
No	173,933,617	87 (1.51)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
A1a. On how many days did you use this type of transportation?		
h. Commercial airplane		
1-2	19,979,163	75 (2.53)
3-5	4,814,037	18 (2.93)
6-10	1,484,614	6 (1.65)
More than 10 Days	302,282	1 (0.51)
Subtotal Valid Responses	26,580,096	100
Appropriate Skip	173,933,617	
Total	200,513,713	
A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?		
i. Private or charter airplane		
Yes	3,109,862	2 (0.15)
No	197,403,851	98 (0.15)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
A1a. On how many days did you use this type of transportation?		
i. Private or charter airplane		
1-2	2,389,235	77 (9.87)
3-5	655,226	21 (9.76)
More than 10 Days	65,400	2 (1.92)
Subtotal Valid Responses	3,109,862	100

Appropriate Skip	197,403,851	
Total	200,513,713	

A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?

j. Commercial boat, ship, or ferry

Yes	2,368,864	1 (0.17)
No	198,144,849	99 (0.17)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	

A1a. On how many days did you use this type of transportation?

j. Commercial boat, ship, or ferry

1-2	1,878,991	79 (4.29)
3-5	197,348	8 (7.68)
6-10	158,843	7 (3.21)
More than 10 Days	133,682	6 (4.94)
Subtotal Valid Responses	2,368,864	100
Appropriate Skip	198,144,849	
Total	200,513,713	

A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?

k. Recreational boat

Yes	6,733,277	3 (0.51)
No	193,780,436	97 (0.51)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	

A1a. On how many days did you use this type of transportation?

k. Recreational boat

1-2	5,543,892	82 (1.61)
3-5	468,211	7 (2.33)
6-10	512,028	8 (4.14)
More than 10 Days	209,146	3 (2.77)
Subtotal Valid Responses	6,733,277	100
Appropriate Skip	193,780,436	
Total	200,513,713	

A1. During the past 30 days, have you used any of the following types of transportation for either personal or business travel?

l. Bicycle

Yes	29,024,252	14 (1.54)
No	171,489,461	86 (1.54)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
A1a. On how many days did you use this type of transportation?		
l. Bicycle		
1-2	11,297,803	39 (3.28)
3-5	8,257,787	28 (2.73)
6-10	2,773,793	10 (1.93)
More than 10 Days	6,694,869	23 (3.21)
Subtotal Valid Responses	29,024,252	100
Appropriate Skip	171,489,461	
Total	200,513,713	
D1. How many licensed vehicles are available for regular use by members of your household?		
Zero	7,984,958	4 (1.01)
One	53,459,125	27 (1.23)
Two	79,463,435	40 (2.38)
Three	35,907,399	18 (1.43)
Four	15,814,319	8 (0.57)
Five or More	7,366,207	4 (0.45)
Subtotal Valid Responses	199,995,443	100
Average (Arithmetic Mean)		2.1 (0.04)[a]
Don't Know	378,724	
Refused	139,546	
Total	200,513,713	
A2. Have you been involved in any accidents during the past 3 months? (Please include your experience on all means of travel as either a driver or a passenger.)		
Yes	6,958,030	3 (0.66)
No	193,555,683	97 (0.66)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
A2a. How many accidents have you been in during the past 3 months?		
One	6,371,516	92 (4.04)
Two	586,515	8 (4.04)
Subtotal Valid Responses	6,958,030	100
Average (Arithmetic Mean)		1.1 (0.04)[a]
Appropriate Skip	193,555,683	
Total	200,513,713	

A2b. In how many of these accidents were you injured?		
Zero	5,852,742	84 (8.69)
One	1,105,288	16 (8.69)
Subtotal Valid Responses	6,958,030	100
Average (Arithmetic Mean)		0.2 (0.09)[a]
Appropriate Skip	193,555,683	
Total	200,513,713	
A2c. In the most recent accident (in this accident), did you require medical treatment from a hospital, clinic, or physician?		
Yes	431,247	39 (17.30)
No	674,041	61 (17.30)
Subtotal Valid Responses	1,105,288	100
Appropriate Skip	199,408,425	
Total	200,513,713	
A2d. And what would you estimate as the total cost paid to the hospital, clinic, or physician for the treatment of your injuries?		
$0-$999	17,888	4 (4.27)
$1,000-$1,999	86,440	20 (20.50)
$2,000-$4,999	261,519	61 (29.20)
$5,000-$9,999	65,400	15 (15.60)
Subtotal Valid Responses	431,247	100
Average (Arithmetic Mean)		$2,171.60 ($425.28)[a]
Appropriate Skip	200,082,466	
Total	200,513,713	
A2e. In your most recent accident (in this accident) was damage done to your personal vehicle?		
Yes	5,328,021	77 (11.50)
No	1,630,009	23 (11.50)
Subtotal Valid Responses	6,958,030	100
Appropriate Skip	193,555,683	
Total	200,513,713	
A2f. And what would you estimate as the total cost of repair to your personal vehicle?		
$0-$999	1,295,308	26 (15.20)
$1,000-$1,999	1,519,992	30 (10.30)
$2,000-$2,999	685,531	14 (7.01)
$3,000-$3,999	670,813	13 (9.87)
$5,000-$9,999	827,069	17 (6.98)

Average (Arithmetic Mean)		$2,312.10 ($340.32)[a]
Don't Know	329,308	
Appropriate Skip	195,185,692	
Total	200,513,713	
C15. Tell me whether you are not concerned, concerned, or feel neutral about the following risks to your personal safety. Consider all the types of transportation.		
a. The risk of being in any kind of transportation accident. Include all types of transportation		
Not Concerned	36,040,514	18 (1.35)
Neutral	31,574,291	16 (0.71)
Concerned	132,599,627	66 (0.92)
Subtotal Valid Responses	200,214,433	100
Don't Know	299,280	
Total	200,513,713	
C15. Tell me whether you are not concerned, concerned, or feel neutral about the following risks to your personal safety. Consider all the types of transportation.		
b. Safety risks associated with unskilled or impaired pilots, drivers, or other transportation operators.		
Not Concerned	26,215,411	13 (0.33)
Neutral	25,679,493	13 (1.21)
Concerned	148,256,361	74 (1.09)
Subtotal Valid Responses	200,151,265	100
Don't Know	362,448	
Total	200,513,713	
C15. Tell me whether you are not concerned, concerned, or feel neutral about the following risks to your personal safety. Consider all the types of transportation.		
c. Safety risks due to mechanical equipment failure. Include all types of transportation.		
Not Concerned	44,133,733	22 (1.28)
Neutral	34,166,007	17 (1.14)
Concerned	122,093,846	61 (1.42)
Subtotal Valid Responses	200,393,587	100
Don't Know	120,126	
Total	200,513,713	
C15. Tell me whether you are not concerned, concerned, or feel neutral about the following risks to your personal safety. Consider all the types of transportation.		
d. Safety risks due to the dangerous behavior of others (such as aggression, road rage, air rage, and drunk driving).		
Not Concerned	14,958,902	7 (0.64)
Neutral	12,460,882	6 (0.43)
Concerned	173,093,929	86 (0.62)
Subtotal Valid Responses	200,513,713	100

C15. Tell me whether you are not concerned, concerned, or feel neutral about the following risks to your personal safety. Consider all the types of transportation.		
e. Safety risks due to the poor condition of roads, runways, or rail lines.		
Not Concerned	43,537,832	22 (1.62)
Neutral	32,600,731	16 (1.21)
Concerned	124,228,999	62 (2.74)
Subtotal Valid Responses	200,367,562	100
Don't Know	146,151	
Total	200,513,713	

C15. Tell me whether you are not concerned, concerned, or feel neutral about the following risks to your personal safety. Consider all the types of transportation.		
f. Safety risks from hazardous chemicals released in a transportation accident.		
Not Concerned	59,228,292	30 (1.42)
Neutral	34,842,711	17 (1.73)
Concerned	105,660,319	53 (2.35)
Subtotal Valid Responses	199,731,322	100
Don't Know	782,391	
Total	200,513,713	

C15. Tell me whether you are not concerned, concerned, or feel neutral about the following risks to your personal safety. Consider all the types of transportation.		
g. Safety risks from large fuel or natural gas pipelines in your community.		
Not Concerned	79,896,058	40 (1.83)
Neutral	33,942,437	17 (0.78)
Concerned	85,176,908	43 (2.29)
Subtotal Valid Responses	199,015,403	100
Don't Know	1,498,310	
Total	200,513,713	

C16. I just asked about your concern with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address the following transportation safety issues:		
a. Establishing effective passenger vehicle safety standards		
Dissatisfied	39,251,897	20 (1.69)
Neutral	58,697,661	30 (1.60)
Satisfied	97,524,157	50 (1.54)
Subtotal Valid Responses	195,473,715	100
Don't Know	4,737,244	
Refused	302,754	
Total	200,513,713	

C16. I just asked about your concern with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address the following transportation safety issues:

b. Establishing effective safety standards for large trucks

Dissatisfied	67,738,923	35 (0.47)
Neutral	53,180,667	27 (1.81)
Satisfied	72,878,182	38 (1.80)
Subtotal Valid Responses	193,797,772	100
Don't Know	6,638,969	
Refused	76,972	
Total	200,513,713	

C16. I just asked about your concern with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address the following transportation safety issues:

c. Ensuring the safe take-off and landing of aircraft through the air traffic control system

Dissatisfied	52,598,030	27 (0.54)
Neutral	58,225,859	30 (1.62)
Satisfied	83,628,006	43 (1.83)
Subtotal Valid Responses	194,451,895	100
Don't Know	5,984,395	
Refused	77,423	
Total	200,513,713	

C16. I just asked about your concern with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address the following transportation safety issues:

d. Assuring the safety of large fuel and natural gas pipelines in your community

Dissatisfied	28,590,280	15 (1.34)
Neutral	77,594,677	40 (2.79)
Satisfied	87,702,174	45 (1.92)
Subtotal Valid Responses	193,887,131	100
Don't Know	6,322,066	
Refused	304,516	
Total	200,513,713	

C16. I just asked about your concern with various transportation issues. Now, please tell me whether you are dissatisfied, satisfied, or feel neutral about what the Federal government is doing to address the following transportation safety issues:

e. Ensuring the safe transportation of hazardous chemicals

Dissatisfied	48,339,865	25 (1.53)
Neutral	63,859,310	33 (1.55)

Satisfied	80,519,947	42 (2.59)
Subtotal Valid Responses	192,719,121	100
Don't Know	7,662,146	
Refused	132,446	
Total	200,513,713	

C2. Please rate you perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.

a. Driving or riding on the nation's highways

Very Unsafe	11,303,488	6 (1.03)
Somewhat Unsafe	27,112,145	14 (1.64)
Neutral	84,684,468	42 (1.87)
Somewhat Safe	58,703,121	29 (1.60)
Very Safe	18,710,490	9 (0.92)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	

C2. Please rate you perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.

b. Traveling on a city to city train

Very Unsafe	6,651,524	4 (0.38)
Somewhat Unsafe	18,710,891	10 (2.13)
Neutral	60,337,849	34 (1.23)
Somewhat Safe	56,166,608	31 (2.18)
Very Safe	37,370,804	21 (1.62)
Subtotal Valid Responses	179,237,676	100
Don't Know	20,651,689	
Refused	624,348	
Total	200,513,713	

C2. Please rate you perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.

c. Traveling on a commuter train or subway

Very Unsafe	7,599,619	4 (0.47)
Somewhat Unsafe	27,996,317	16 (1.59)
Neutral	66,443,823	37 (1.67)
Somewhat Safe	52,901,822	29 (1.80)
Very Safe	25,677,071	14 (0.38)
Subtotal Valid Responses	180,618,652	100
Don't Know	19,397,978	
Refused	497,084	
Total	200,513,713	

C2. Please rate you perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.

d. Flying on a commercial airplane

Very Unsafe	17,754,236	9 (1.75)
Somewhat Unsafe	20,801,287	11 (0.56)
Neutral	46,704,159	24 (1.85)
Somewhat Safe	75,816,380	39 (2.51)
Very Safe	35,342,017	18 (1.26)
Subtotal Valid Responses	196,418,079	100
Don't Know	3,703,941	
Refused	391,693	
Total	200,513,713	

C2. Please rate you perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.

e. Flying on a private airplane

Very Unsafe	26,437,783	15 (1.59)
Somewhat Unsafe	32,688,840	18 (1.28)
Neutral	70,081,466	39 (1.93)
Somewhat Safe	35,456,666	19 (1.60)
Very Safe	17,242,167	9 (0.69)
Subtotal Valid Responses	181,906,922	100
Don't Know	18,215,098	
Refused	391,693	
Total	200,513,713	

C2. Please rate you perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.

f. Riding on a city to city or charter bus

Very Unsafe	5,329,975	3 (0.52)
Somewhat Unsafe	17,520,894	9 (0.61)
Neutral	60,029,696	32 (1.46)
Somewhat Safe	74,548,106	39 (1.39)
Very Safe	32,881,422	17 (1.60)
Subtotal Valid Responses	190,310,093	100
Don't Know	9,929,302	
Refused	274,318	
Total	200,513,713	

C2. Please rate you perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.

g. Riding on a local bus or paratransit vehicle		
Very Unsafe	5,481,148	3 (0.62)
Somewhat Unsafe	13,730,757	7 (1.24)
Neutral	60,896,569	32 (2.04)
Somewhat Safe	74,137,051	39 (1.55)
Very Safe	34,440,838	18 (1.51)
Subtotal Valid Responses	188,686,363	100
Don't Know	11,420,585	
Refused	406,764	
Total	200,513,713	

C2. Please rate you perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.		
h. Traveling on a privately owned or rented recreational boat		
Very Unsafe	11,153,945	6 (0.90)
Somewhat Unsafe	28,674,164	15 (1.13)
Neutral	64,507,191	34 (1.42)
Somewhat Safe	60,923,604	32 (1.37)
Very Safe	24,448,366	13 (0.83)
Subtotal Valid Responses	189,707,271	100
Don't Know	10,532,124	
Refused	274,318	
Total	200,513,713	

C2. Please rate you perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.		
i. Traveling on a commercial boat, ship, or ferry		
Very Unsafe	9,044,765	5 (0.93)
Somewhat Unsafe	16,928,600	9 (1.41)
Neutral	48,263,945	26 (1.17)
Somewhat Safe	76,465,293	41 (1.76)
Very Safe	36,024,339	19 (0.77)
Subtotal Valid Responses	186,726,943	100
Don't Know	13,512,452	
Refused	274,318	
Total	200,513,713	

C2. Please rate you perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.		
j. Riding a bicycle in or near traffic		
Very Unsafe	59,965,503	30 (2.17)
Somewhat Unsafe	70,830,031	36 (1.93)

Neutral	38,421,512	20 (1.21)
Somewhat Safe	19,461,277	10 (0.69)
Very Safe	7,984,848	4 (0.49)
Subtotal Valid Responses	196,663,170	100
Don't Know	3,443,778	
Refused	406,764	
Total	200,513,713	
C2. Please rate you perception of the safety of the following means of travel. Rank each one on a scale of 1 to 5, where 1 indicated you think it is Very Unsafe and 5 indicates you think it is Very Safe.		
k. As a pedestrian in or near traffic		
Very Unsafe	40,690,587	20 (1.73)
Somewhat Unsafe	60,923,086	31 (1.85)
Neutral	48,484,375	24 (1.43)
Somewhat Safe	39,673,369	20 (1.55)
Very Safe	9,930,553	5 (0.84)
Subtotal Valid Responses	199,701,970	100
Don't Know	811,743	
Total	200,513,713	
M3. Please tell me if you disagree, agree, or feel neutral about the following statements:		
a. Most truck drivers on the highways drive safely		
Disagree	67,022,759	34 (2.68)
Neutral	29,969,317	15 (1.21)
Agree	102,771,154	51 (2.17)
Subtotal Valid Responses	199,763,229	100
Don't Know	464,553	
Refused	285,931	
Total	200,513,713	
M3. Please tell me if you disagree, agree, or feel neutral about the following statements:		
b. I feel very concerned about my safety when traveling in an automobile near large trucks		
Disagree	49,657,966	25 (0.53)
Neutral	39,921,777	20 (1.28)
Agree	110,933,970	55 (1.26)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
M3. Please tell me if you disagree, agree, or feel neutral about the following statements:		
c. When I am driving, I make a special effort to avoid driving near large trucks		
Disagree	50,158,778	25 (1.76)

Neutral	27,136,124	14 (1.15)
Agree	122,438,622	61 (2.41)
Subtotal Valid Responses	199,733,524	100
Don't Know	780,189	
Total	200,513,713	
M3. Please tell me if you disagree, agree, or feel neutral about the following statements:		
d. It takes a large truck longer to come to a complete stop than the average car		
Disagree	4,624,399	2 (0.31)
Neutral	6,063,549	3 (0.59)
Agree	188,324,762	95 (0.50)
Subtotal Valid Responses	199,012,710	100
Don't Know	1,501,003	
Total	200,513,713	
B4a. Since December 1999, have you requested a product or service from an agency of the U.S. Department of Transportation?		
Yes	9,044,365	5 (0.83)
No	191,380,237	95 (0.83)
Subtotal Valid Responses	200,424,602	100
Don't Know	89,111	
Total	200,513,713	
B4b1. How long ago was your most recent request?		
Since the Beginning of November of this Year	1,134,361	13 (5.07)
During September and October of this Year	1,313,540	15 (4.44)
During June through August of this Year	2,201,629	25 (7.07)
Between December 1999 and May 2000	4,259,357	48 (9.70)
Subtotal Valid Responses	8,908,887	100
Refused	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	
B4b2. Which of the following agencies did you contact?		
1. The National Highway Traffic Safety Administration		
Yes	1,686,146	19 (4.71)
No	7,222,742	81 (4.71)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	

B4b2. Which of the following agencies did you contact?		
2. U.S. Coast Guard		
Yes	89,701	1 (0.86)
No	8,819,186	99 (0.86)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	
B4b2. Which of the following agencies did you contact?		
3. Federal Aviation Administration		
Yes	949,470	11 (3.84)
No	7,959,417	89 (3.84)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	
B4b2. Which of the following agencies did you contact?		
4. Maritime Administration		
No	8,908,887	100 (0.00)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	
B4b2. Which of the following agencies did you contact?		
5. Federal Highway Administration		
Yes	1,245,773	14 (1.38)
No	7,663,114	86 (1.38)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	
B4b2. Which of the following agencies did you contact?		
6. Federal Railroad Administration		
Yes	302,026	3 (3.97)
No	8,606,861	97 (3.97)
Subtotal Valid Responses	8,908,887	100

Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	
B4b2. Which of the following agencies did you contact?		
7. Federal Transit Administration		
Yes	296,790	3 (1.51)
No	8,612,097	97 (1.51)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	
B4b2. Which of the following agencies did you contact?		
8. Federal Motor Carrier Safety Administration		
Yes	159,503	2 (1.53)
No	8,749,384	98 (1.53)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	
B4b2. Which of the following agencies did you contact?		
9. Research and Special Programs Administration		
Yes	303,400	3 (1.07)
No	8,605,487	97 (1.07)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	
B4b2. Which of the following agencies did you contact?		
10. Bureau of Transportation Statistics		
Yes	664,869	7 (2.53)
No	8,244,019	93 (2.53)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	

B4b2. Which of the following agencies did you contact?		
11. St. Lawrence Seaway Development Corporation		
No	8,908,887	100 (0.00)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	

B4b2. Which of the following agencies did you contact?		
12. Office of the Secretary of Transportation		
Yes	454,970	5 (4.16)
No	8,453,917	95 (4.16)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	

B4b2. Which of the following agencies did you contact?		
13. Some other agency		
Yes	3,713,274	42 (6.05)
No	5,195,613	58 (6.05)
Subtotal Valid Responses	8,908,887	100
Don't Know	135,478	
Appropriate Skip	191,469,348	
Total	200,513,713	

B4b3. Which of those agencies did you most recently contact?		
Federal Aviation Administration	292,303	53 (35.30)
Federal Highway Administration	262,575	47 (35.30)
Subtotal Valid Responses	554,877	100
Don't Know	153,997	
Appropriate Skip	199,804,839	
Total	200,513,713	

B5. How did you contact (fill in agency name from the B4b2 or B4b3)?		
Telephone	2,841,976	53 (12.60)
Internet/World Wide Web	988,823	18 (4.07)
(Regular) Mail	317,040	6 (4.53)
In Person	1,047,774	20 (12.70)
Other	153,997	3 (2.18)
Subtotal Valid Responses	5,349,610	100

Appropriate Skip	195,164,103	
Total	200,513,713	

B6. Please rate your overall satisfaction with the level of service you received. Would you say you were...		
Very Dissatisfied	1,623,793	30 (11.70)
Somewhat Dissatisfied	474,666	9 (5.27)
Neither Dissatisfied nor Satisfied	445,482	8 (3.75)
Somewhat Satisfied	960,765	18 (8.88)
Very Satisfied	1,844,904	34 (7.30)
Subtotal Valid Responses	5,349,610	100
Appropriate Skip	195,164,103	
Total	200,513,713	

M4. Since the beginning of November of this year, have you seen or heard of any special effort by local police to reduce the incidence of drinking and driving in your community?		
Yes	120,345,991	60 (1.20)
No	78,590,606	40 (1.20)
Subtotal Valid Responses	198,936,597	100
Don't Know	1,577,116	
Total	200,513,713	

M5. Since the beginning of November, have you seen or heard any public service messages that warn about the dangers of drinking and driving?		
Yes	166,177,691	83 (1.31)
No	33,873,150	17 (1.31)
Subtotal Valid Responses	200,050,842	100
Don't Know	462,871	
Total	200,513,713	

C19. On October 1, 2000, the federal government reduced the standard nationwide for blood-alcohol level from .10 to .08. How beneficial do you think this change will be in reducing alcohol-related traffic accidents? Would you say...		
Not at All Beneficial	60,139,484	31 (2.13)
Somewhat Beneficial	95,651,418	49 (1.41)
Very Beneficial	41,065,119	21 (1.26)
Subtotal Valid Responses	196,856,020	100
Don't Know	3,494,097	
Refused	163,596	
Total	200,513,713	

M30. Assume that you do not use your seat belt at all while driving over the next six months. How likely do you think you will be to receive a ticket for not wearing a seat belt?		

Very Likely	54,216,534	30 (2.14)
Somewhat Likely	43,303,688	24 (0.68)
Somewhat Unlikely	39,557,607	22 (1.59)
Very Unlikely	40,792,669	23 (1.77)
Subtotal Valid Responses	177,870,498	100
Don't Know	1,518,844	
Refused	207,928	
Appropriate Skip	20,916,443	
Total	200,513,713	

M31. In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community for seat belt violations?

Yes	72,833,525	37 (2.90)
No	126,300,943	63 (2.90)
Subtotal Valid Responses	199,134,468	100
Don't Know	1,379,245	
Total	200,513,713	

M32. In the past 30 days, have you seen or heard of any special effort by police to ticket drivers in your community if children in their vehicles are not wearing seat belts or are not in car seats?

Yes	81,655,520	41 (2.65)
No	115,739,362	59 (2.65)
Subtotal Valid Responses	197,394,882	100
Don't Know	3,118,831	
Total	200,513,713	

M33. In the past 30 days, have you seen or heard any messages that encourage people to wear their seat belts? This could be public service announcements on TV, messages on the radio, signs on the road, news stories, or something else.

Yes	163,406,233	82 (1.26)
No	36,763,256	18 (1.26)
Subtotal Valid Responses	200,169,489	100
Don't Know	344,224	
Total	200,513,713	

M34. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with the following statements:

a. It is important for police to enforce the seat belt laws

Strongly Agree	132,782,701	67 (2.19)
Somewhat Agree	41,068,291	21 (2.25)
Somewhat Disagree	11,560,282	6 (1.12)
Strongly Disagree	14,128,329	7 (0.64)

Subtotal Valid Responses	199,539,603	100
Don't Know	815,079	
Refused	159,031	
Total	200,513,713	
M34. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with the following statements:		
b. Police in my community are writing more seat belt tickets now than they were a few months ago		
Strongly Agree	38,166,899	25 (2.92)
Somewhat Agree	50,888,938	33 (1.79)
Somewhat Disagree	37,578,428	25 (1.13)
Strongly Disagree	25,296,575	17 (0.69)
Subtotal Valid Responses	151,930,840	100
Don't Know	46,502,713	
Refused	2,080,160	
Total	200,513,713	
M10. What should a motorist do when approaching a railroad crossing that has no gates or lights? I will read you four choices.		
Proceed through the Crossing	1,839,117	1 (0.36)
Approach the Crossing, Look to See if a Train is Approaching, and Be Prepared to Stop	55,921,515	28 (2.60)
Stop and Look for the Train, then Proceed if It is Safe to Do So	137,171,911	69 (2.45)
Slow Down because of a Bumpy Crossing	5,069,931	3 (0.17)
Subtotal Valid Responses	200,002,474	100
Don't Know	511,239	
Total	200,513,713	
M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines?		
a. Motor oil		
Never Allowed	135,448,546	79 (1.82)
Allowed with Some Restrictions	23,496,405	14 (1.40)
Always Allowed	11,803,277	7 (0.71)
Subtotal Valid Responses	170,748,229	100
Don't Know	28,019,370	
Refused	1,746,114	
Total	200,513,713	
M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines?		
b. Gas-powered stoves or tools		

Never Allowed	156,038,529	83 (1.06)
Allowed with Some Restrictions	24,304,352	13 (1.10)
Always Allowed	7,185,064	4 (0.16)
Subtotal Valid Responses	187,527,945	100
Don't Know	12,760,511	
Refused	225,258	
Total	200,513,713	

M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines?

c. Pepper spray

Never Allowed	115,826,879	63 (1.15)
Allowed with Some Restrictions	43,475,171	24 (0.77)
Always Allowed	25,485,298	14 (1.03)
Subtotal Valid Responses	184,787,348	100
Don't Know	15,383,733	
Refused	342,632	
Total	200,513,713	

M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines?

d. Flares and fireworks

Never Allowed	181,564,917	93 (0.69)
Allowed with Some Restrictions	9,029,625	5 (0.31)
Always Allowed	4,625,100	2 (0.63)
Subtotal Valid Responses	195,219,642	100
Don't Know	5,294,071	
Total	200,513,713	

M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines?

e. Loaded pistols

Never Allowed	177,970,977	90 (1.09)
Allowed with Some Restrictions	18,359,467	9 (0.96)
Always Allowed	1,660,091	1 (0.38)
Subtotal Valid Responses	197,990,535	100
Don't Know	2,523,178	
Total	200,513,713	

M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines?

f. Batteries

Never Allowed	47,632,763	25 (3.36)
Allowed with Some Restrictions	65,071,680	35 (1.57)
Always Allowed	75,597,551	40 (2.37)
Subtotal Valid Responses	188,301,994	100
Don't Know	12,063,433	
Refused	148,286	
Total	200,513,713	

M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines?

g. Magnets

Never Allowed	63,020,460	35 (1.84)
Allowed with Some Restrictions	54,419,707	31 (0.59)
Always Allowed	60,782,426	34 (2.27)
Subtotal Valid Responses	178,222,592	100
Don't Know	22,102,972	
Refused	188,150	
Total	200,513,713	

M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines?

h. Aerosol hair spray

Never Allowed	59,442,577	31 (1.95)
Allowed with Some Restrictions	40,528,215	21 (1.32)
Always Allowed	89,021,308	47 (2.22)
Subtotal Valid Responses	188,992,100	100
Don't Know	11,268,898	
Refused	252,714	
Total	200,513,713	

M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always allowed in carry-on or checked luggage on commercial airlines?

i. Personal use oxygen generators

Never Allowed	27,734,727	15 (0.64)
Allowed with Some Restrictions	93,698,684	51 (1.11)
Always Allowed	62,461,116	34 (1.25)
Subtotal Valid Responses	183,894,527	100
Don't Know	15,868,246	
Refused	750,941	
Total	200,513,713	

M14. Please tell me which of the following items are never allowed, allowed with some restrictions, or always

allowed in carry-on or checked luggage on commercial airlines?		
j. Cigarette lighters		
Never Allowed	63,577,122	33 (1.59)
Allowed with Some Restrictions	35,841,764	19 (1.32)
Always Allowed	91,975,617	48 (1.85)
Subtotal Valid Responses	191,394,503	100
Don't Know	9,119,210	
Total	200,513,713	
B3. Do you currently have a disability or health problem that makes it difficult for you to travel outside the home?		
Yes	14,880,748	7 (0.76)
No	184,825,786	93 (0.76)
Subtotal Valid Responses	199,706,534	100
Refused	807,179	
Total	200,513,713	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
1. By car as a driver		
Yes	8,335,561	57 (5.91)
No	6,310,437	43 (5.91)
Subtotal Valid Responses	14,645,999	100
Refused	234,750	
Appropriate Skip	185,632,965	
Total	200,513,713	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
2. By car as a passenger		
Yes	4,013,227	27 (3.96)
No	10,632,772	73 (3.96)
Subtotal Valid Responses	14,645,999	100
Refused	234,750	
Appropriate Skip	185,632,965	
Total	200,513,713	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
3. By public transportation		
Yes	6,215,967	42 (4.64)
No	8,430,032	58 (4.64)
Subtotal Valid Responses	14,645,999	100

Refused	234,750	
Appropriate Skip	185,632,965	
Total	200,513,713	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
4. By bicycle		
Yes	8,578,989	59 (7.51)
No	6,067,010	41 (7.51)
Subtotal Valid Responses	14,645,999	100
Refused	234,750	
Appropriate Skip	185,632,965	
Total	200,513,713	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
5. By walking		
Yes	8,141,926	56 (3.78)
No	6,504,073	44 (3.78)
Subtotal Valid Responses	14,645,999	100
Refused	234,750	
Appropriate Skip	185,632,965	
Total	200,513,713	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
6. By airplane		
Yes	5,524,006	38 (6.38)
No	9,121,992	62 (6.38)
Subtotal Valid Responses	14,645,999	100
Refused	234,750	
Appropriate Skip	185,632,965	
Total	200,513,713	
M2. Please indicate if you have difficulties traveling by any of the following means because of your disability or health problem.		
7. By other		
Yes	1,858,434	13 (2.13)
No	12,787,565	87 (2.13)
Subtotal Valid Responses	14,645,999	100
Refused	234,750	
Appropriate Skip	185,632,965	

D2. Are you a licensed commercial transportation operator?		
Yes	23,788,410	12 (1.59)
No	176,526,990	88 (1.59)
Subtotal Valid Responses	200,315,400	100
Don't Know	94,681	
Refused	103,632	
Total	200,513,713	
D3. Do you own or operate a business from your home?		
Yes	18,469,194	9 (0.83)
No	181,693,422	91 (0.83)
Subtotal Valid Responses	200,162,617	100
Don't Know	94,681	
Refused	256,415	
Total	200,513,713	
D4. Please stop me when I reach the category that best describes your age.		
18 - 24	25,658,904	13 (1.97)
25 - 34	35,971,250	18 (1.11)
35 - 44	43,839,625	22 (2.02)
45 - 54	37,223,273	19 (0.47)
55 - 64	23,849,901	12 (1.21)
65 or Older	32,874,540	16 (1.48)
Subtotal Valid Responses	199,417,494	100
Don't Know	272,381	
Refused	823,838	
Total	200,513,713	
D5. What is your gender?		
Male	95,491,057	48 (2.55)
Female	105,022,656	52 (2.55)
Subtotal Valid Responses	200,513,713	100
Total	200,513,713	
D6. What is the last grade of school you completed?		
Less than High School	21,042,568	11 (2.09)
High School Graduate/GED	81,592,477	41 (2.59)
Some College	38,792,031	19 (1.47)
Community College Graduate (AA: Associate of Arts Degree)	11,979,689	6 (0.50)
College Graduate (BA or BS: Bachelor of Arts or Sciences		

Degree)	25,642,837	13 (1.63)
Post-Graduate Degree (Masters, Ph.D., Lawyer, Medical Doctor)	18,603,172	9 (0.94)
Technical School/Professional Business School	2,147,948	1 (0.27)
Subtotal Valid Responses	199,800,723	100
Don't Know	94,681	
Refused	618,309	
Total	200,513,713	
D7. Are you of Hispanic origin?		
Yes	17,973,291	9 (1.39)
No, Not Spanish/Hispanic/Latino	181,972,958	91 (1.39)
Subtotal Valid Responses	199,946,249	100
Don't Know	94,681	
Refused	472,783	
Total	200,513,713	
D8. What is your race?		
1. White		
Yes	154,952,618	78 (3.11)
No	43,428,930	22 (3.11)
Subtotal Valid Responses	198,381,548	100
Don't Know	441,164	
Refused	1,691,001	
Total	200,513,713	
D8. What is your race?		
2. Black or African-American		
Yes	20,474,629	10 (1.53)
No	177,906,919	90 (1.53)
Subtotal Valid Responses	198,381,548	100
Don't Know	441,164	
Refused	1,691,001	
Total	200,513,713	
D8. What is your race?		
3. American Indian or Alaska Native		
Yes	4,354,862	2 (0.61)
No	194,026,686	98 (0.61)
Subtotal Valid Responses	198,381,548	100
Don't Know	441,164	

Refused	1,691,001	
Total	200,513,713	
D8. What is your race?		
4. Asian (e.g., Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese)		
Yes	7,151,689	4 (1.56)
No	191,229,859	96 (1.56)
Subtotal Valid Responses	198,381,548	100
Don't Know	441,164	
Refused	1,691,001	
Total	200,513,713	
D8. What is your race?		
5. Native Hawaiian or other Pacific Islander (e.g., Samoan, Guamanian, or Chamorro)		
Yes	2,838,055	1 (0.52)
No	195,543,493	99 (0.52)
Subtotal Valid Responses	198,381,548	100
Don't Know	441,164	
Refused	1,691,001	
Total	200,513,713	
D8. What is your race?		
6. Other Race		
Yes	11,196,919	6 (1.45)
No	187,184,629	94 (1.45)
Subtotal Valid Responses	198,381,548	100
Don't Know	441,164	
Refused	1,691,001	
Total	200,513,713	
D9. Do you have any other telephone lines in you house that someone would answer? This does not include dedicated computer, fax lines, or cellular phones.		
Yes	14,919,789	7 (0.98)
No	185,242,828	93 (0.98)
Subtotal Valid Responses	200,162,617	100
Don't Know	94,681	
Refused	256,415	
Total	200,513,713	
D9a. How many other telephone lines are there?		
One	10,220,096	70 (2.12)

Three	629,718	4 (1.94)
Subtotal Valid Responses	14,613,137	100
Average (Arithmetic Mean)		1.3 (0.04)[a]
Don't Know	306,651	
Appropriate Skip	185,593,924	
Total	200,513,713	
D9b. What is the primary use of this (these) phone line(s)?		
Home Use Only	10,267,153	70 (3.33)
Business and Home Use	2,225,832	15 (1.17)
Business Use Only	2,120,153	15 (3.26)
Subtotal Valid Responses	14,613,137	100
Don't Know	306,651	
Appropriate Skip	185,593,924	
Total	200,513,713	
D12. How many people 18 years or older live in your household?		
One	36,291,513	18 (0.92)
Two	108,168,713	54 (0.99)
Three	30,513,200	15 (0.80)
Four	16,624,480	8 (0.73)
Five or More	8,058,997	4 (0.89)
Subtotal Valid Responses	199,656,903	100
Average (Arithmetic Mean)		2.3 (0.03)[a]
Don't Know	140,355	
Refused	716,455	
Total	200,513,713	
D8RACE.		
Non-Hispanic White	153,977,710	82 (2.32)
Non-Hispanic Black	19,859,147	11 (1.36)
Non-Hispanic Indian	3,905,208	2 (0.58)
Non-Hispanic Asian	7,093,001	4 (1.71)
Non-Hispanic Pacific Island	2,697,526	1 (0.62)
Subtotal Valid Responses	187,532,592	100
Total	187,532,592	

[a] The values presented are the mean and its associated standard error, rather than the percent that is presented in the majority of the cells.